

TRANSPORT AND WORKS ACT 1992**TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004****SUMMARY OF EVIDENCE OF EMILY HERIA****SCHEME OVERVIEW, NEED AND DEVELOPMENT****1 INTRODUCTION**

- 1.1 My name is Emily Heria. I am a Senior Sponsor at Network Rail Infrastructure Limited (**Network Rail**). My role at Network Rail as a Senior Sponsor began in February 2022 and consists of being accountable for the budget and programme of Network Rail's major renewals portfolio on the Anglia route, which sits within Network Rail's Eastern Region.
- 1.2 I have been in the Anglia Sponsorship team since 2016 sponsoring a variety of projects including route enhancements, department for transport access for all schemes and presently the renewals portfolio.

2 APPLICANT AND PROJECT

- 2.1 My Proof of Evidence sets out Network Rail's role in the Project, as the owner and operator of the rail infrastructure of Great Britain, whose purpose is to deliver a safe, reliable and efficient railway for Great Britain.
- 2.2 In my Proof of Evidence I describe the Project, which consists of the re-signalling of the Cambridge station interlocking area and the upgrade of a number of level crossings. The Project will involve the following works:
- a. the decommissioning of the Dullingham, Chippenham Junction and Bury St Edmunds signal boxes, the existing mechanical signal boxes will be decommissioned and replaced with a modern, digital Visual Display Unit workstation located at Cambridge Station;
 - b. the upgrade of the signalling power supply in the area including the installation of relocatable equipment building (**REB**) and a power supply along the route;
 - c. the upgrade of the existing telecoms network to a modern fixed telecommunications fibre optic network where required;
 - d. the renewal of the signalling at Chippenham Junction; and
 - e. re-locking, and thereby extending the life of, six adjacent interlock areas. A re-lock involves changing the interlocking sequence of the signalling system so that a signalling lever move that was previously not possible is made possible (or vice versa) without changing what each signalling lever actually does; and
 - f. the upgrade of seven level crossings, which will improve the Fatality and Weighted Injury Score for each crossing and Network Rail Anglia Route overall, as well as the associated installation of REB and ancillary works.
- 2.3 In my Proof of Evidence I explain that Network Rail has considered undertaking the proposed level crossings upgrades individually (rather than as part of the wider Project). However, for the reasons listed in my Proof of Evidence, it was concluded that the most viable option would be to deliver the proposed upgrades in combination with the Project.

- 2.4 My Proof of Evidence also sets out the wider benefits of the Project, which include:
- a. renewal of existing assets to enable safe operation of the railway;
 - b. improved reliability of the signalling infrastructure;
 - c. improved performance of the signalling infrastructure;
 - d. improved FWI scores in compliance with ORR requirements, improving safety by moving away from automatic half barrier (**AHB**) crossings at the relevant level crossings;
 - e. improved maintainability of the signalling infrastructure;
 - f. enhanced safety of the railway; and
 - g. reduced operational cost.
- 2.5 The Project is also a key enabler to the Ely area capacity enhancement and the re-signalling of Peterborough-Ely-Kings Lynn (which will follow once funded) and will make this area of the route ready for the future implementation of digital railway.

3 NEED FOR THE PROJECT

- 3.1 My Proof of Evidence explains that the Cambridge interlocking (being the arrangement of signal apparatus that prevents conflicting rail movements through an arrangement of tracks such as junctions or crossings) was installed and commissioned in 1982 and is now deemed life expired. It has a number of obsolete components, as well as sever wire degradation, and a renewal is therefore required.
- 3.2 The Project aims to extend the life of the existing interlocking system by a further 35 years and improve asset reliability and performance of the signalling system in the Cambridge area. The selected signalling option is a full renewal of existing interlockings and lineside equipment and is, by far the safest option as it provides a far more reliable signalling system and will reduce equipment failures (thus reducing the amount of time where a degraded operation of the network is required).

4 DEVELOPMENT OF THE PROJECT AND CONSULTATION

- 4.1 The Project has been developed through a robust option selection process, which is described in detail in Mr Prest's Proof of Evidence. Workshops were attended by an appropriate combination of stakeholders and technical experts, including Network Rail's client asset management and operations, project team and Amey designers.
- 4.2 My Proof of Evidence sets out the consultation undertaken by Network Rail in relation to the Order, as summarised below:
- a. early engagement with the local community through information in local media and information on Network Rail's website;
 - b. presentations to key stakeholders, including the local planning and highways authorities, as well as councillors;

- c. public consultation undertaken using digital techniques through Network Rail Citizen Space and the Project website (taking into account Government Covid restrictions in place at the time of the consultation);
 - d. public consultation under by more traditional methods of consultation (e.g.: offers of direct written, e-mail or telephone correspondence with the Project Stakeholder Manager);
 - e. statutory consultations undertaken with the landowners and tenants of, as well as those with rights in, any land affected by the Project statutory bodies; local planning and highways authorities and strategic stakeholders (e.g: MPs, Local Councillors and Parish Councils).
- 4.3 Engagement with Project stakeholders has continued following the submission of the Order application and is ongoing at the date of my Proof of Evidence.

5 COSTS AND FUNDING

- 5.1 Addressing the matters raised at 5(c) of the Secretary of State's Statement of Matters (**Statement of Matters**) dated 2 March 2023, my Proof of Evidence confirms that the Project is fully funded by the UK Government to the total estimated costs of £193.449m.

6 OBJECTIONS

- 6.1 My Proof of Evidence summarises objections received following Network Rail's application for the Order and briefly summarises engagement undertaken with the individual objectors.
- 6.2 My Proof of Evidence confirms that most of the objections submitted in relation to the Order do not include points relevant to the subject matter of my proof.
- 6.3 In my Proof of Evidence I cover points raised in the Statement of Case submitted on behalf of Shepreth Parish Council in relation to the proposed upgrade of Meldreth Level Crossing and, in particular, the Parish Council's comment that *"there is no justification for the proposed depot and associated parking"*.
- 6.4 I note that this is something that has not been raised by the Parish Council until their Statement of Case. However, no depot is proposed to be constructed as part of the Project. Instead, Network Rail is proposing to install level crossing equipment and create a parking compound at Meldreth Level Crossing.
- 6.5 In my Proof of Evidence I explain what equipment is proposed to be installed at the level crossing and why it is required. I also explain that the equipment is required at the location of the level crossing for the operator to locally control the level crossing. It is not possible to locate this equipment at the existing depot space at Shepreth Station or Foxton as suggested in the Parish Council's Statement of Case.
- 6.6 My Proof also explains that at the date of writing, Norfolk County Council and Cambridgeshire County Council have withdrawn their objections submitted in relation to the Order and, in particular, powers to acquire land and rights over land and stopping up powers required in relation to the Project.

7 EFFECTS OF THE SCHEME OF UTILITY PROVIDERS

7.1 Addressing the matters raised at paragraph 4 of the Statement of Matters, my Proof of Evidence explains that impacts on utility providers and, if required, the mitigation of any adverse impacts, will be through the use of professional designers and contractors by Network Rail who will engage with the utility companies to identify and protect utilities as standard practice. The protective provisions included in Schedule 6 of the draft Order provide additional safeguards for utility providers.

8 CONCLUSION

8.1 In my Proof of Evidence I conclude that the Project provides an excellent opportunity to renew a life expired signalling assets in the Cambridge interlocking area and to replace the mechanical signalling system. It also provides the opportunity to deliver safety upgrades at 7 level crossings, utilising tax-payer funding efficiently and minimising disruption for passengers.

8.2 The Order will enable these important works to take place in time and cost effective manner as part of the wider Cambridge Re-Signalling project.

8.3 I urge the Inspector to consider my Proof of Evidence and respectfully requested that the Order is made and the relevant powers required by Network Rail to complete the Project are granted.

Dated 15 March 2023

I believe that the facts stated in this Summary are true.



Emily Heria