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01 July 2021

The Network Rail Cambridge Resignalling, Relock & Recontrol (C3R) – Transport and Works Act Order Public Consultation Round 1.

I am writing to you to thank you, on behalf of Network Rail for responding to the Cambridge Resignalling, Relock and Recontrol (C3R) public consultation, which ran from 1st March – 11th April 2021. This letter sets out key themes from responses and next steps in the project programme, ahead of the submission of a Transport and Works Act Order (TWAO) application towards the end of the year.

The public consultation was designed to raise awareness of the C3R programme as a whole and to gather feedback from a wide range of audiences including the local community and statutory consultees to shape the development of the proposals and also to:

- Explain why Network Rail needs to undertake the work;
- Explain the key benefits;
- Provide a high-level overview of what the proposals involve including likely impacts; and
- Identify any local community concerns/issues which may need to be addressed as part of the project.

Key Themes

Three key themes were identified from the consultation feedback which were:

- Longer barrier down times – being the amount of time the level crossing barriers could be shut to road users and pedestrians - and wider highways impacts
- Milton Fen land acquisition could impact Cambridge Sports Lakes Trust development
- Risk Assessments

Longer Barrier Down Times and Wider Highways Impacts

Concerns were raised on the overall affect of longer barrier down times as a result of the safety improvements at six of the seven level crossings; Croxton, Dimmocks Cote, Meldreth, Milton Fen, Six Mile Bottom and Waterbeach.

Noteably, most concerns were raised over the wider highways impact and wait times at Meldreth and Waterbeach level crossings. The longer barrier down times are as a result of additional safety measures and sequencing to ensure that the crossings are clear and the train can safely pass. The C3R project team are currently undertaking a traffic modelling exercise, to determine the impact on the wider highways network that the safety improvements will have on the wider communities. We anticipate that this report will be finalised in later this autumn.



Milton Fen Land Acquisition

We received numerous comments about the land acquisition at Milton Fen. Network Rail understand the need and aspiration for projects such as the Cambridge Sports Lake Trust that benefit the wider community. We are currently undertaking work to change the land identified for permanent acquisition to an area that will not prevent the sports lake development from progressing.

Network Rail will still need to acquire land in the area temporarily to construct the new level crossing, and upgrade the infrastructure to allow for safe parking for our maintenance teams to carry out their duties safely.

Risk Assessments

Independent risk assessments and guidance from the Office of Road and Rail (ORR) dictates which level crossings require upgrading on Network Rail's infrastructure and shapes which solutions are needed at specific level crossings in order to meet its obligation.

In the instance of C3R, the level crossing solutions identified are the use of Manually Controlled Barrier with Obstacle Detection, except at Meldreth where we propose to use Manually Controlled Barrier with CCTV.

The risk assessment takes into account many different scenarios such as; volume of traffic, cyclists and pedestrians, train frequency and asset condition and incidents at the crossings such as accidents, near-misses and misuse. You can view the outcome of risk assessment for each crossing in the UK on our website: www.networkrail.co.uk/communities/safety-in-the-community/level-crossing-safety/

Next Steps

Network Rail's C3R project team are continuing to assess feedback from the public consultation to help inform the TWAO application which will be made towards the end of 2021. We are planning a formal information update in autumn 2021 and the information will be available on our project webpage. Network Rail will continue to update you via email, including when the information update is live and when the TWAO application is submitted.

You can find the latest information on our project webpage – www.networkrail.co.uk/cambridge-resignalling. You can also follow us on Twitter @networkrailANG using the project hashtag #CambridgeC3R

If you do not wish to be contacted by Network Rail regarding the C3R project, please email: CambridgeC3R@networkrail.co.uk to be removed from our mailing list.

Your faithfully,

Aimi

Stakeholder Manager
On behalf of the Cambridge Resignalling, Relock and Recontrol project (C3R)