

Your ref:

Our ref: 20170419

Date: 19th April 2017

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Cambridgeshire
County Council

Economy, Transport & Environment
Executive Director, Graham Hughes

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Highways Service, Box No. SH1313
Infrastructure & Management Operations
Directorate
Shire Hall
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Cambridge
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By Email and Post

Dear Sirs,

**Re: The Network Rail (Cambridgeshire Level Crossings Reduction) Order 2017
Cambridgeshire County Council holding response**

I write with reference to The Network Rail (Cambridgeshire Level Crossings Reduction) Order 2017 ('the Order'), deposited on 14th March 2017.

As explained in our letter of 21st March 2017, unfortunately Network Rail's timescale and period for formal representations coincides with the County Council's purdah period running up to elections on 4th May. This means that the County Council is not able to take a report to Committee and to Council for approval of its formal response to the Order until purdah is over. Consequently, on 21st February, our Highways and Community Infrastructure Committee ('HCI Committee'), delegated to me the authority, in consultation with the Chair of the Committee to make a holding response, pending its democratic process allowing a full response, in accordance with s239 Local Government Act 1972 and s4.7 of the Department for Transport's *A Guide to TWA Procedures*. I am therefore now writing to you accordingly.

In our letter of 21st March we advised that the County Council objected, as at 21st February, to nine of the 30 proposals currently in the scheme, and had holding objections to a further six. A copy of this letter is attached. I acknowledge that proposal C30 Westley Road has since been modified in the Order in line with the County Council's request, for which we are grateful.

I have consulted with Councillor Mac McGuire, the HCI Committee Chairman, and Cambridgeshire County Council hereby makes a **holding objection** to the Order on the same basis as the views cited in our letter of 21st March (with the exception of C30 Westley Road, to which the County Council is now unlikely to object), until such time as it is able to provide a full response through its democratic process. We anticipate this being in July 2017, after the County Council's Full Council has considered the objection and endorsed the Council's position at its meeting on 18th July.

The County Council's grounds for its objection are as follows:

Objection to eight of the proposals, as identified in the attached Appendix

- The alternative routes are unsatisfactory due to the lack of a safe alternative routes;
- The proposals would result in significant diminution of the connectivity of the ROW/highway network;

- The proposals would result in significant diminution of enjoyment for users;
- The proposals would significantly reduce access to green space for the physical and mental well-being of local communities;
- There would be an unreasonable increase in liability for the Highway Authority; and because
- There would be a significant impact on promoted routes.

Holding objections

In addition, the County Council makes holding objections to six of the proposals as identified in the attached Appendix, where information is still awaited to enable the Authority to fully evaluate the implications of the proposals, or where updated proposals have only been made available as part of the deposited Order, and so the County Council has similarly not yet had the opportunity to assess them.

The County Council's current position on each proposal and reason for its position is set out in brief in the attached Appendix.

The County Council anticipates requesting a public inquiry to be held to enable a full hearing of the case for each of the proposals to which it objects or has a holding objection.

I would be grateful if you would kindly acknowledge receipt of this letter.

Yours sincerely,



Graham Hughes
Executive Director, Economy Transport & Environment

Cc Richard Schofield, Route Managing Director Anglia Route
 Nicholas Eddy, Network Rail
 Isaac Adjei, Network Rail
 Andrew Kenning, Network Rail
 Steve Day, Network Rail
 Jason Smith, Mott MacDonald