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1 Structure of this Stakeholder Consultation Pack

1.1.1. This Stakeholder Consultation Pack is structured into the following sections:

- Section 1 sets out the structure for the document.
- Section 2 sets out the purpose of this document, the need and justification for the scheme and the wider benefits of the scheme.
- Section 3 provides an overview of the scheme.
- Section 4 identifies the preferred option for the scheme.
- Section 5 sets out the consents route and consideration of potential environmental matters.
- Section 6 provides information regarding construction activity and acquisition of land associated with the scheme.
- Section 7 provides a summary of the consultation process for the scheme.
- Section 8 sets out the preliminary project timescales.
2 Introduction

2.1.1 The Secretary of State for Transport has recognised the importance of improving capacity and reducing journey times on the East Coast Main Line (ECML). As part of our Railway Upgrade Plan Network Rail is investing in the ECML to accommodate more passengers and improve train performance and reliability.

2.1.2 As part of this programme we are working on a scheme to reinstate the fourth track on the east side of the railway between Huntingdon station and Woodwalton known as Huntingdon to Woodwalton Four Tracking.

2.1.3 Phase 1 of the Huntingdon to Woodwalton Four Tracking scheme is the permanent closure of Abbots Ripton level crossing in advance of the four tracking work (Phase 2 of the scheme). Network Rail is committed to reducing risk at level crossings. Reinstating the fourth track would mean that users would face increased risk from the greater number of trains running and they would have to cross four lines instead of the current three.

2.1.4 Closure of the level crossing in advance of the four tracking works is essential as it will enable the four tracking scheme and remove all safety risk associated with the public crossing the railway.

2.1.5 The purpose of this document is to describe Network Rail’s proposals for the closure of the level crossing and provision of a bridleway and footpath diversion. In addition, it outlines the consultation process for the project and how we have and will continue to engage with relevant stakeholders, including the local community and our lineside neighbours.

2.1.6 A Transport and Works Act Order application for consent to close the level crossing and diversion will be submitted to the Secretary of State for Transport in December 2016.
Figure 1: Abbots Ripton Level Crossing Location Plan
2.2 Project Background

2.2.1 The last decade has seen unprecedented growth in demand for rail travel and the east Coast Main Line (ECML) route is continuing to see a growth in demand for both passenger and freight services.

2.2.2 Central government has tasked the rail industry to develop plans to reduce journey times and increase capacity between London and key northern cities including Leeds, Newcastle and Edinburgh.

2.2.3 This will be achieved through a combination of rail infrastructure improvements, new rolling stock and the introduction of a new and revised timetable in December 2020 known as the ECML Railway Upgrade Plan. The proposed closure of Abbots Ripton level crossing forms part of the ECML Railway Upgrade Plan.

2.2.4 Early development of the Upgrade Plan identified bottlenecks on the ECML which were limiting service capacity. A key constraint was found to be the current section of three track railway between Woodwalton and Huntingdon.

2.2.5 The fourth track along this section was removed in the 1980s to enable the electrification of the ECML and it is proposed to re install the fourth track on existing operational railway land.

2.2.6 It is proposed to deliver the scheme in two elements:

- Enabling Works (Abbots Ripton Level Crossing) which required the closure of and diversion of the bridleway across private land/private lanes and beneath an existing underbridge approximately 400m to the south of the current level crossing.

- Main Works (Four Tracking): Reinstatement of the fourth track on the ECML for a distance of six miles between Huntingdon and Woodwalton.

2.2.7 This scheme will remove this constraint, by providing an additional track where slower moving south bound freight and passenger trains currently restrict the capacity to run additional high speed passenger trains on the ECML between the north and London.
2.3 Policy Context

2.3.1 In July 2007, the Government published the White Paper 'Delivering a Sustainable Railway'. The White Paper discharges the statutory duty the Government gave itself under the Railways Act 2005 to create a strategy and budget for delivering a sustainable railway.

2.3.2 The paper sets out the long term ambitions and plans for improvements and investment in Britain's railways over the next 30 years. The priorities are to:

- Increase the capacity of the railway;
- Improve reliability and quality of service for passengers; and
- Deliver the railway's environmental potential.

2.3.3 The July 2007 White Paper references High Level Output Specifications (HLOS). The HLOS published in 2012 sets out the improvements in safety, reliability and capacity that the Government wanted the rail industry to make during Control Period 5 (CP5) from 2014 to 2019.

2.3.4 The HLOS is informed by the various Route Utilisation Strategies (RUS) and the Huntingdon to Woodwalton scheme is a key element of the ECML RUS published by Network Rail in February 2008 and supported by the Office of Rail and Road (ORR).

2.3.5 Closure of Abbots Ripton level crossing is an essential element of this scheme. The ECML RUS proposes a number of improvements to increase peak capacity on services by making provision for more and longer trains.

2.3.6 A Capacity Review of the ECML RUS was undertaken by Network Rail in December 2010 specifically focussing on the capacity of the route in 2016. The key constraint on the ECML was found to be the section between Peterborough and Huntingdon, particularly in the southbound direction.

2.3.7 The study recommended that as both passenger and freight growth cannot be accommodated in the southbound direction, a scheme for four tracking should be undertaken. The proposed scheme, including the closure of the crossing was also included in the 2015 Hendy Review of Network Rail's CP5 delivery plan. The review led to the

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2 Hendy, Sir Peter (2015) Report from Sir Peter Hendy to the Secretary of State for Transport on the replanning of Network Rail’s Investment Programme, November 2015, page 17
publication of an Enhancement Delivery Plan Update\(^3\) which was published in January 2016 and includes a programme and key milestones for the Huntingdon to Woodwalton Four Tracking scheme.

2.3.8 The Government's recently published National Infrastructure Delivery Plan 2016-2021\(^4\) also supports the improvements to the ECML.

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\(^{3}\) Network Rail (2016) *Report from Sir Peter Hendy to the Secretary of State for Transport on the replanning of Network Rail’s Investment Programme: Enhancement Delivery Plan Update*, http://www.networkrail.co.uk/Hendy-review/

3 Overview

3.1.1 When the four tracking scheme is completed, users of the level crossing may be exposed to increased safety risks as a result of the need to cross four tracks as opposed to the current three, and also from more trains.

3.1.2 In common with other bridleway crossings on the ECML the crossing currently has no warning of approaching trains other than by the user looking in each direction. Current Network Rail standards do not permit the installation of miniature warning lights (MWLs) where new tracks are being installed and where non-motorised users would need to cross more than two railway lines.

3.1.3 Closure of the level crossing and the proposed diversion of the bridleway through an existing underbridge approximately 400m to the south will remove all safety risk associated with the public right of way crossing the railway. A permanent bridleway and footpath diversion will be put in place.

3.1.4 Provision of a ramped bridleway/foot/cycle bridge was considered and ruled out as not feasible or sustainable on cost grounds where there was another reasonable alternative.
4 Option Selection

4.1 East Coast Mainline Level Crossing Closure Programme Options (June 2014)

4.1.1 In summer 2014, as part of the ECML Level Crossing Closure Programme Feasibility Study an optineering exercise was carried out to determine a preferred option for Abbots Ripton Level Crossing.

4.1.2 The options were subject to stakeholder and public consultation which took place in June 2014. Two options were consulted on at that time which are described below.

4.1.3 Option 1 would involve a division along the existing public highway and access tracks to Brooklands Farm (Pink route in Figure 2). This option would divert users south along Station Road, then along an existing surfaced track south west to the existing underpass and then follow surfaced track north west to re-join existing footpath at Brooklands Farm.

4.1.4 Option 2 would involve construction of a new pedestrian access link south from The Gatehouse over agricultural land to an existing underpass and access track to Brooklands Farm (Blue route in Figure 2). For this option, a new bridleway would be established along the east side of ECML from the existing crossing heading due south to the existing underpass, which would then follow a surfaced track to re-join existing footpath at Brooklands Farm.
Figure 2: Two options for the crossing closure and diversion (Note that the pink route has now been identified as a private road belonging to the Abbots Ripton Estate).
4.2. The ECML Level Crossing Closures Programme - Preferred Option (November 2014)

4.2.1 Based on the findings of the June 2014 consultation and engagement a hybrid of the two options (pink and blue route) previously consulted on was identified. This includes the diversion of the bridleway across private land and beneath an existing underbridge approximately 400m to the south of the current level crossing.

4.2.2 The hybrid solution was taken forward as the preferred option, including an extension to the south west to create a circular route, and presented for feedback at the second round of public consultation in November 2014, as shown in Figure 3 below.

Figure 3: The 2014 preferred option – combination of the pink and blue route and circular extension.
4.2.3 This preferred option was supported by Huntingdonshire District Council at their Cabinet meeting on 19 March 2015. A copy of the meeting minutes are provided in Appendix B.

4.2.4 Since then, further work has been done to develop the detail of the scheme and the preferred option will undergo further consultation in September 2016. The revised preferred option is shown in Figure 4 below.

4.2.5 This was selected for the following reasons:

- Cost effective;
- Provides a preferable route for pedestrians, cyclists, and equestrians (rather than a direct diversion down 2 sides of the railway);
- Utilises existing tracks and roads;
- Respects privacy of the occupiers of The Gatehouse;
- Reduced environmental impact (as opposed to construction of 800m of new surfaced bridleway);
- Users access/egress Station Road via existing Rectory Lane, (CCC PRoWo safety preference), as opposed to near to Home Farm; and
- Minimises risk of misuse of old crossing point.
Figure 4: Revised Preferred Option
5 Consents and Environmental Impact Assessment

5.1. Consent Route

5.1.1 It is envisaged that, should the preferred level crossing closure option be approved, no works that would require planning consent or that would have a significant environmental effect will be necessary.

5.1.2 Minor works are however needed in the form of new and altered bridleway sign-posting as well as the erection of lineside fencing at the closed level crossing. There may also be the need for a small quantity of fencing to protect private interests of the Abbots Ripton Estate. A small site compound may also be required to facilitate these minor works which will be agreed with the landowner by negotiation.

5.1.3 Network Rail will not need to acquire additional land but will need to acquire rights over private land belonging to the Abbots Ripton Estate to legally establish the route of the bridleway diversion.

5.1.4 Negotiations with the land owner continues and it is hoped that a negotiated settlement can be agreed but, in order to meet project timescales Network Rail will, in parallel, be preparing and submitting an application for a Transport and Works Act Order (TWAO) to secure the necessary permissions and powers for the establishment of the new right of way.

5.2. Transport and Works Act: Overview

5.2.1 An order made under the Transport and Works Act (1992) (TWA) is the usual way of authorising a new railway and ancillary works, (including the establishment of new or altered rights) in England (Part 1 of TWA), with the exception of nationally significant rail schemes which require a Development Consent Order to be made under the Planning Act (2008).

5.2.2 Guidance on TWA Procedures published by the Department for Transport in June 2006 identifies the main features of projects which require authorisation by a TWA Order as:

- Involving the construction and/or use of works which affect public rights; and/or
- Requiring compulsory acquisition of land; and/or
• Where the applicant wishes to transfer, alter or remove rights, powers or obligations relating to the proposed scheme which are contained in an existing Act or order.

5.2.3 A TWAO can contain a number of powers including: powers to construct, alter, maintain and operate a railway; compulsory purchase; right to use land; amendments to or exclusion of other legislation; closure or alteration of roads and footpaths; provision of temporary alternative routes; safeguards for public service providers and others.

5.2.4 A TWAO does not in itself grant planning permission but this will be sought in parallel from the Secretary of State for Transport (SoS) for any development described in the order. The SoS would grant deemed planning permission at the same time as the Order was made and may attach conditions.

5.2.5 With a TWAO the local planning authority, Huntingdonshire District Council, is not the decision making authority but is a statutory consultee as is Cambridgeshire County Council.

5.3. TWAO for the Project

5.3.1 The TWAO will authorise construction, maintenance, and operation of the bridleway diversion (ancillary railway works) and would provide powers to extinguish, divert or stop up highways and public rights of way.

5.3.2 If you would like further information about TWAO procedures, please go to the following website: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/4502/procedures-guide.pdf
5.4. **Environmental Impact Assessment**

5.4.1 The EIA Directive 2011/92/EC (as amended) and the Transport and Works (Application and Objections Procedure) (England and Wales) Rules 2006 (S.I. 2006/1466) set out a framework for establishing whether an EIA is required and therefore whether a statutory Environmental Statement (ES) needs to be prepared and submitted as part of the application.

5.4.2 The closure of Abbots Ripton level crossing and associated diversion of the existing public right of way are not described in either Annex 1 or Annex 2 of the Directive.

5.4.3 As the proposed Abbots Ripton level crossing closure does not fall under the Directive and will not result in any significant environmental effects then an EIA is not required for this phase of the project.

5.4.4 However an environmental appraisal of the potential environmental impacts of the level crossing and diversion of the bridleway has been undertaken and concluded that closure of the level crossing will not result in any significant impacts.
6 Construction Activity and Land Acquisition

6.1.1 Other than for a short 400m section, (1-2 on plan in Appendix A over a grassed field track, the proposed bridleway diversion route follows existing hard surfaced roads (2-3-4 on plan in Appendix A).

6.1.2 Consequently the only minor works envisaged will be the erection of direction signs, boundary fencing at the existing level crossing location, and short sections of fencing to private property. Sign format and location will be agreed with Cambridgeshire County Council.

6.1.3 Due to this low level of works, none of which fall within the TWAO definition of ‘scheduled works’, a construction compound will not be required. Other than line side fencing all works will be undertaken during normal weekday working hours.

6.1.4 Private vehicular access to The Gatehouse, adjacent to the level crossing, will be retained (along 1-5 on plan in Appendix A).

6.1.5 No acquisition of land will be required to establish the proposed diversion. However new public bridleway rights will be established over tracks currently with only private rights.

6.1.6 A section of current public bridleway between 1-5-8-9, may be extinguished or down-graded subject to ongoing discussions with HDC/CCC.
7 Consultation Process

7.1.1 Initial formal public and stakeholder consultations on the proposal to close ARLC were initially held as part of the ECML LC Closures Feasibility Study in 2014.

7.1.2 A two stage approach was adopted for public consultation as part of the Closures feasibility Study, including early consultation on two options in June 2014 (Stage 1 below) and a second round of public consultation on the preferred option in November 2014 (Stage 2 below).

7.1.3 The ECML Level Crossing Closure programme was not implemented due to a lack of funding and Network Rail undertook to consider opportunities for closing of level crossings on the ECML as a part of other programmes and projects.

7.1.4 A third stage of public consultation for the closure of Abbots Ripton Level Crossing took place during July 2016 as a part of the wider Four Tracking scheme.

7.1.5 Detailed discussions have also been held with local property and land owners and Cambridgeshire County Council during spring/summer of 2016 with the object of securing a negotiated position for the closure of the level crossing and establishment of an alternative bridleway route. These discussions are ongoing and the TWAO is being prepared in the event that a local negotiated agreement cannot be secured.

7.1.6 This final fourth stage of consultation is being targeted at the local community of Abbots Ripton and statutory stakeholders. There will be an opportunity also to meet with the team locally and submit any formal feedback on the proposed plan (Stage 4 below).

7.1.7 This stakeholder consultation pack forms part of the fourth stage of consultation and is being sent to all relevant stakeholders as defined in the Transport and Works Act.
7.2 Stage 1: ECML LC Closure Programme Options Consultation - completed June 2014

7.2.1 Early public consultation was undertaken in June 2014 with the local community and other key stakeholders including Cambridgeshire County Council and HDC.

7.2.2 The Stage 1 consultation focused on sharing the rationale for closing level crossings along the ECML, presenting two potential options for the project and gathering feedback on the proposals.

7.2.3 A total of 8 people attended two consultation events in the village hall and 12 provided feedback via a questionnaire. Of the 12 responses received, 67% of respondents agreed with the proposals to close level crossings on the ECML, whilst 25% disagreed and 8% were not sure.

7.2.4 Consultees were asked if they had a preference over the two options for closure of the crossing. These options are shown in Figure 2. Of the 12 responses received, 10% preferred Option 1, 30% preferred Option 2, 30% had no preference, 30% preferred an alternative option and 20% did not have a preference.

7.2.5 Based on several factors, including the consultation feedback, a preferred option was derived from a combination of the two options and presented to the public in November 2014.

7.2.6 Feedback from Abbots Ripton Parish Council and the public demonstrated that a circular diversion route was desirable. This was addressed by the addition of another footpath to the west of the ECML around the Abbots Ripton Fisheries private fishing pond and was incorporated into the preferred option. However, this is not an essential need to secure closure of the LC and so will not be taken forward as part of this TWAO.

7.3 Stage 2 - ECML LC Closure Programme Single preferred option consultation – November 2014

7.3.1 A second stage of consultation was held in November 2014 with people living in the vicinity of the proposed works, statutory consultees and interested parties from the wider area.

7.3.2 The Stage 2 consultation demonstrated how feedback from the Stage 1 consultation had influenced the option development, showcased and sought feedback on the preferred option, and provided further detail on the TWAO process.
7.3.3 A total of 18 people attended two public exhibitions held in the local community and 9 provided feedback via a questionnaire. Consultees were asked to state their level of support for the preferred option. Of the 18 respondents, 67% either supported or strongly supported the proposals, 22% strongly opposed the preferred option and 11% had no preference.

7.3.4 Feedback from Abbots Ripton Parish Council and the public demonstrated that a new footpath alongside the main road at which the footpath ends in the north-east would be desirable. This was incorporated to the preferred option following the consultation.

7.4 **Stage 3: HW4T Public Consultation: preferred option update**

7.4.1 A third stage of consultation on the HW4T scheme, including the ARLC project was carried out in July 2016. The feedback questionnaire associated with the wider four tracking scheme did not ask any specific questions about this element of the scheme however the following comments were made regarding the proposed closure and diversion:

- Cambridgeshire County Council stated that a suitable alternative bridleway route would need to be provided and acknowledged the ongoing discussions between Network Rail and the CCC Asset Information Team regarding this.
- Huntingdonshire District Council (HDC) wanted to ensure that Network Rail will continue to engage with HDC and CCC regarding the Rights of Way in Abbots Ripton.

7.5 **Stage 4: TWAO Pre-application Public Consultation – September 2016**

7.5.1 A drop in event will be held in the local community on 19th September 2016 between 3pm and 6pm and a briefing session will be held for Abbots Ripton Parish Council also on 19th September 2016 as part of this round of engagement. There will be an opportunity for people to feedback on the proposed diversion, on hard copy feedback form or via the project website.

7.5.2 Following the events, feedback provided will be analysed and reported in the consultation report which will support the TWAO application. We will update online materials and disseminate updated information about the final plans to stakeholders.
8  Next Steps

8.1.1 Key dates and your opportunity to stay involved as the TWAO application for closure of the Abbots Ripton Level Crossing progresses are outlined below.

8.1.2 Once the application has been submitted, feedback and comments can be sent to the Secretary of State and a public inquiry could take place if the Secretary of State considers this necessary.
Appendices
Appendix A

Abbots Ripton bridleway and footpath diversion

Key
- Existing Bridleway
- Proposed Bridleway Diversion
- Railway Track
- Views
## Appendix B

### Public Key Decision - Yes

**HUNTINGDONSHIRE DISTRICT COUNCIL**

**Title/Subject Matter:** East Coast Main Line – Level Crossing Closures Feasibility Study  
**Meeting/Date:** O&G Panel (Environmental Well-Being) – 10th March 2015 Cabinet – 19th March 2015  
**Executive Portfolio:** Planning & Housing Strategy  
**Report by:** Head of Development  
**Ward(s) affected:** Eynesbury, Gransden & The Offords, Stilton, Upwood & The Raveleys, Yaxley & Faroet

### Executive Summary:

To provide a progress report on the proposed closure of all crossing points on the East Coast Main Line throughout Huntingdonshire and to seek the agreement of this Council of the work completed to date and to endorse the project as the project moves towards the submission of a Transport & Works Act application.

### Recommendation(s):

It is recommended that;

1. the Council notes the work undertaken to date and based on the proposed improvement of the rail network that the scheme would deliver including the removal of all crossing points while providing alternative access for vehicular, pedestrian, cyclist and equestrian traffic, that;  
2. the Council supports the proposed scheme as shown in Appendix B, including the Appendix C revision, leading to the submission of a Transport & Works Act application.
1. WHAT IS THIS REPORT ABOUT/PURPOSE?

1.1 The purpose of the report is to update Members regarding the planned closure of all level crossings on the East Coast Main Line (ECML) within Huntingdonshire.

1.2 The purpose of the current work being undertaken by Network Rail (NR) is part of an ongoing commitment to deliver a safer, more efficient and reliable railway.

2. WHY IS THIS REPORT NECESSARY/BACKGROUND

2.1 As part of this study, NR are trying to find solutions that benefit the railway, highway connectivity and local communities, whilst also managing the environmental impacts of the proposal and responding to all user needs.

2.2 The benefit of closing level crossings on the ECML are as follows:
   - Improved railway performance for passengers
   - Improved reliability of journey times for highway users
   - Reducing risk of accidents
   - Opportunities for NR cost savings allowing additional investment in the railway
   - Provides an opportunity for NR to work with all affected local authorities to deliver an improved highway network and community benefits

2.3 In December 2013, the NR Investment Panel approved the work now being undertaken. The proposal looks to close 73 level crossings on the ECML between London King’s Cross and Doncaster and to identify options at each location to address any local effects of such closures. At the present time, the project is a feasibility study only with a funding programme for closures still to be confirmed.

2.4 The crossings within Huntingdonshire are shown at Appendix A.

3. OPTIONS CONSIDERED/ANALYSIS

3.1 Since the commencement of the study, NR and their consultants have undertaken extensive consultation with this Council and the County Council, the latter in their role as local highway authority, on a number of scheme options. All affected Parishes have also been consulted, including public exhibitions outlining the full proposals. All County & District members have been invited to specially convened briefings.

3.2 If funding for the scheme is approved, NR will require a Transport & Works Act Order (T&WA) containing the necessary powers to deliver the scheme, which would include compulsory purchase powers if needed. While local authorities are not decision makers under this Act, they are statutory consultees.

3.3 To date, all baseline surveys have been completed and a two-stage round of options have been consulted upon. A consultation report will be produced as part of any T&WA submission.

3.4 Detailed preferred options for all affected crossings are included at Appendix B.
4. COMMENTS OF OVERVIEW & SCRUTINY PANEL

4.1 Members expressed satisfaction with the amended plan for a roundabout at The Offords, scheduled as part of the level crossing closures. However, there was concern that closing the level crossings could lead to increased road traffic, which the Panel were advised would be minimal. Overall the Panel supported the recommendations of the report.

5. KEY IMPACTS - HOW WILL THEY BE ADDRESSED?

5.1 In the case of all proposals included at Appendix B, these all represent acceptable solutions in principle in addressing the proposed crossing closures whilst providing an acceptable form of alternative access for users of the highway network, whether that be vehicular, pedestrian, cyclist or equestrian.

5.2 In terms of those proposals at Yaxley, Holme and Connington, these have potential impact on the environment at Great Fen and NR and their consultants have also been in consultation with the Great Fen Steering Committee in order to discuss the proposals and to outline mitigation works that would be necessary as part of any T&WA application.

5.3 At Overview & Scrutiny Panel (Environmental Well-Being) held on 10th March, a draft revised plan for the proposed Offords layout was tabled. This has arisen as a result of local representations from the Parish Council and residents and involves re-siting the proposed roundabout to the north of the village further away from the residential properties on that side of the settlement.

6. WHAT ACTIONS WILL BE TAKEN/TIMETABLE FOR IMPLEMENTATION

6.1 Subject to any approval of funding for the whole scheme between London Kings Cross and Doncaster, the remaining timetable is as follows;

- Finalise Scheme options for the Environmental Impact Assessment - February 2015
- Confirmation of additional funding - April 2015
- Draft/submit T&WA documentation – Summer/Autumn 2015
- Works implemented (subject to planning permission arising from T&WA consent) – 2017 to 2020
- Works completed - 2020

7. LINK TO THE CORPORATE PLAN

7.1 In terms of the project removing infrastructure barriers, supporting growth in rural areas, promoting cohesive communities and providing accessible opportunities to leisure and the countryside, the proposed scheme fully aligns with the key priorities of the Corporate Plan, namely;

- A strong local economy
- Thriving communities

8. CONSULTATION

8.1 As outlined above, the scheme promoters have undertaken appropriate public consultation to date, including with key stakeholders and if approved, will be required to undertake further consultation as part of any T&WA application.
9. LEGAL IMPLICATIONS
9.1 None

10. RESOURCE IMPLICATIONS
10.1 None

11. OTHER IMPLICATIONS
11.1 None

12. REASONS FOR THE RECOMMENDED DECISIONS
12.1 It is evident that these emerging proposals will improve the efficiency of the railway and also reducing the risks to the safety of the public and passengers.

12.2 In progressing to the next stages and the submission of a TWA application, Network Rail will continue to work with the local community, including this Council and the County Council to develop final solutions of benefit to the wider travelling public.

13. LIST OF APPENDICES INCLUDED
   Appendix 1 – Affected Crossings within Huntingdonshire
   Appendix 2 – Detailed Preferred Options
   Appendix 3 – Draft Oﬀord Option 2 Rev. B

BACKGROUND PAPERS
ECML Level Crossing Closures – Hunts & Cambs Member Briefing 191115

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Extract from Appendix B referred to in section 3.4 above

**Preferred Options – Abbots Ripton**

*A better railway for a better Britain*