



## **Werrington Grade Separation Pre-Application Approach to Community Consultation**

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# 1 Executive Summary

- 1.1.1 This documents sets out the approach to community consultation for the Werrington Grade Separation Scheme. Before undertaking widespread consultation a copy of this document will be made available online at [www.networkrail.co.uk/werrington](http://www.networkrail.co.uk/werrington) and the approach discussed and agreed with Peterborough City Council.
- 1.1.2 As part of Network Rail's funding from the government the Secretary of State for Transport has recognised the importance of improving capacity and reducing journey times on the East Coast Main Line between Scotland, the North East, Yorkshire, Eastern England and London.
- 1.1.3 In combination with the proposed introduction of new rolling stock, other schemes on the East Coast Main Line (ECML), and the revision of the existing timetable, this project will help to deliver additional capacity on the East Coast Main Line.
- 1.1.4 The proposed project will involve the construction of a rail chord (line) to provide a new connection between the Stamford lines, to the west of the ECML, and the Great Northern Great Eastern (GNGE) rail lines, to the east of the ECML.
- 1.1.5 This existing crossing movement causes constraints on the existing timetable as the freight trains, and occasional passenger service, have to pass over the high speed East Coast lines. This project will remove this conflict.
- 1.1.6 Network Rail is planning to submit an application for an Order under the Transport and Works Act (TWA) to the Secretary of State for Transport in December 2016 for the dive-under scheme. This type of application is commonly used for railway projects where third party land and powers to operate a railway are required. The TWA would grant planning (and associated) permissions for the works together with approval to compulsory purchase (temporary and permanent) land required to deliver and operate the scheme.
- 1.1.7 A two stage approach has been adopted to consultation. The first stage included early consultation with the public and stakeholders on the scheme options held in summer 2014 and an information round held in October 2015. A second stage of public consultation on the preferred option is proposed for September 2016, in advance of the application being submitted in December 2016. In addition, phased consultation has and will continue with relevant statutory bodies, outlined in section 5.1.6.

- 1.1.8 Public consultation is being undertaken in accordance with the strategy and programme set out in this document. The approach and findings of the consultation will be documented and reported in a consultation report which will form part of the TWAO application.
- 1.1.9 The scheme is an Environmental Impact Assessment (EIA) Development and as such, a comprehensive EIA is currently being undertaken and the application will be accompanied by an Environmental Statement under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. This document will demonstrate any environmental impact the development could have, including but not exclusively, impact on visual amenity, noise, vibration, and community, amongst others. The document will also show how Network Rail intends to mitigate any impact highlighted.

## 2 Network Rail: Who We Are

- 2.1.1 Network Rail owns and operates Britain's rail infrastructure. We run, maintain and develop Britain's tracks, signalling systems, rail bridges, tunnels, level crossings, viaducts and many key stations. We strive to provide Britain with a safe, reliable and efficient railway fit for the 21st century.
- 2.1.2 Following reclassification as an arm's-length central government body in 2014, we retain the commercial and operational freedom to manage Britain's railways infrastructure within regulatory and control frameworks. Our framework agreement<sup>1</sup> with the Department for Transport sets out how we interact in terms of financial management and corporate governance.
- 2.1.3 Network Rail's income comes from three sources: direct grants from the Department for Transport and Transport Scotland; charges for track access levied on the passenger and freight train operators that use our network; and income from our commercial property.
- 2.1.4 We receive our government funding in five-year blocks known as 'control periods'. We are currently in Control Period 5 (2014 to 2019).

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<sup>1</sup> Department for Transport, *Network Rail framework agreement*, 1 September 2014  
<https://www.gov.uk/government/publications/network-rail-framework-agreement>

## 3 The Project

- 3.1.1 Central government has asked the rail industry to develop plans to increase capacity and reduce journey times between London and key northern cities including Leeds, Newcastle and Edinburgh. This will be achieved through a combination of Network Rail infrastructure improvements, new rolling stock and the introduction of a new, revised timetable.
- 3.1.2 The project would see the creation of a new chord to provide a new connection between the Stamford lines, to the west of the East Coast Main Line (ECML), and the Great Northern Great Eastern (GNGE) rail lines, to the east of the ECML.
- 3.1.3 Known as the Werrington Grade Separation Scheme, this infrastructure will enable freight services to leave the Stamford lines or the East Coast, and join the GNGE lines without crossing the high speed ECML at ground level. The existing crossing movement causes constraints on the existing timetable as the freight trains, and occasional passenger service, have to pass over the high speed East Coast lines; its removal will help to create increased capacity for additional services on the ECML.



Figure 1: Location Plan

## 3.2 The options previously consulted on

3.2.1 Network Rail examined several options for removing the conflicting moves over the ECML. These included options to the north, south, and east of Peterborough, and options at Peterborough station itself. Whilst certain options satisfied the operational requirements of the railway, they were subsequently discarded due to issues of construction, maintainability, or cost.

3.2.2 Two potential solutions for this new section of railway were identified and previously consulted on in summer 2014. These are as follows:

- *Fly-over:* This option would provide a new section of railway, leaving the Stamford lines on the west side of the East Coast Main Line, to the GNGE (Great Northern/Great Eastern Joint Line between Werrington and Doncaster via Lincoln) line on its way to Spalding. With an overall length of around 3km, it would start near the Bretton Industrial Area, climb up to cross the ECML on a new skew bridge before continuing at a high level to cross the A15 (Werrington Parkway) and Lincoln Road. It would fall to meet the GNGE before its second bridge under the A15.
- *Dive-under:* This option would also provide a new section of railway, leaving the Stamford lines to the GNGE. It would leave the ECML at approximately the same point as the flyover, would pass under the ECML and then under the A15 before climbing up to ground level and joining the GNGE between the two A15 bridges. Its overall length outside of the current railway boundary would be around 1.5km.

### 3.3 The preferred option

3.3.1 The two potential options were presented to stakeholders and the public for consultation in summer 2014. Around 400 members of public attended community consultation events in the local area. Consultees were asked if they had a preference for either the dive under or the flyover. The responses were in favour of the dive-under with 69% of respondents stating this as their preferred option.

3.3.2 Following this consultation, Network Rail completed surveys of the area, and spoke to statutory stakeholders about the plans. A number of topics were considered when deciding upon which option to progress to further design and have as the preferred option, including (but not exclusively):

- Consultation feedback (both public and technical);
- Technical requirements;
- Environmental (including visual impact);
- Cost;
- Maintenance;
- Constructability;
- Hydrology; and
- Utilities in the area

3.3.3 Based on the factors above, the dive-under option was selected as the preferred option for the project and has been taken forward for further development.

3.3.4 Further work has been progressed on the dive-under, including how Network Rail intend to build the chord, which this is ongoing now the main design and build contractor has been appointed. At a high level, works are likely to include:

- Highway amendments at access and exit points;
- Extension of Gas Works Lane to the West of A15;
- Large excavation underneath the ECML;
- Temporary site compounds for the duration of the build;
- Hydrology assets to be moved (Brook Drain for example);

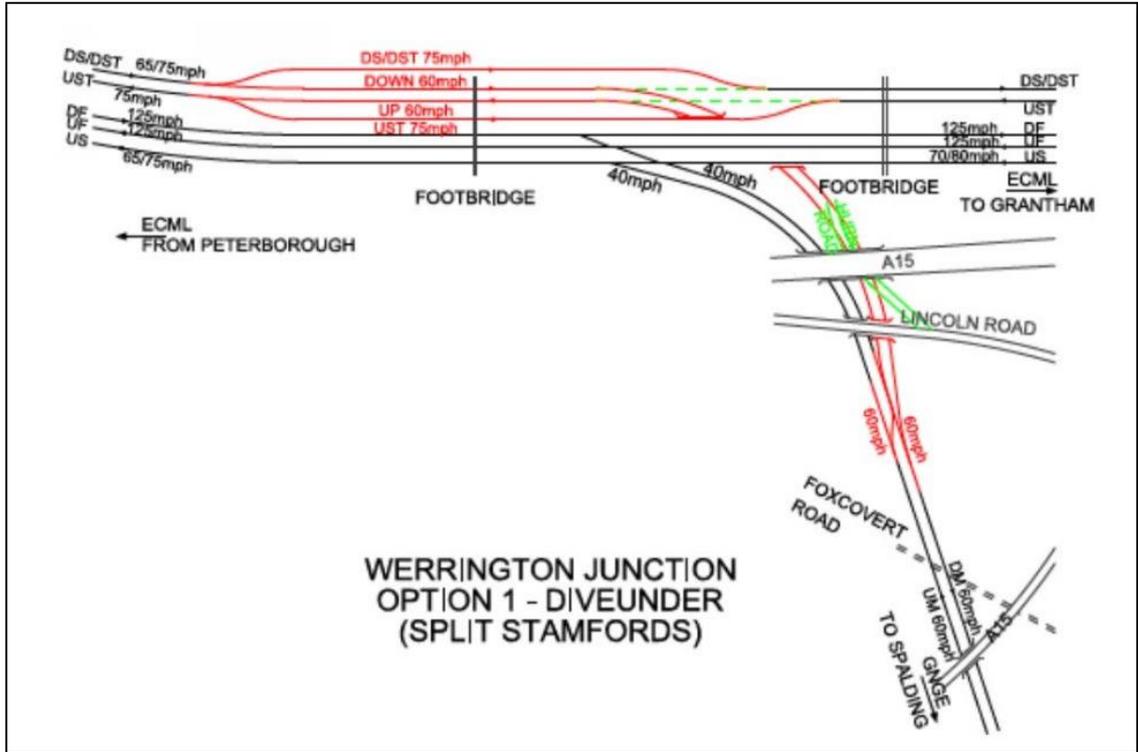


Figure 2: The preferred 'dive-under' option \*indicative alignment

## 4 Consent for the Scheme

- 4.1.1 In order to build the new section of the railway, some of the construction activities will require Network Rail to secure additional land. As a result Network Rail will be submitting an application for a Transport and Works Act Order (TWAO) to secure the necessary permissions and powers for construction and operation of the project.
- 4.1.2 The TWAO would cover all elements of the dive-under scheme, including those elements within and outside of Network Rail land ownership, and would provide Network Rail with planning consent and the power to secure the additional land required.
- 4.1.3 The application under the Transport and Works Act Order will be submitted to the Secretary of State in December 2016.
- 4.1.4 The scheme will require an Environmental Impact Assessment (EIA) to be submitted alongside the application. The EIA will assess the potential environmental impact of the development on a number of factors, likely to include, noise, visual and air quality impacts. We consult on environmental information during the various stages of consultation.
- 4.1.5 We will closely monitor the results of the EIA survey work to fully understand how the scheme could impact on neighbouring land and properties.

## 5 Approach to Community Consultation

### 5.1 Introduction

- 5.1.1 Network Rail is committed to early and thorough consultation with the local community and interested stakeholders. Before drawing up detailed plans we aim to provide people living and working in the vicinity of the scheme of the proposed works with an opportunity to shape the scheme.
- 5.1.2 The benefits of pre-application consultation include the following:
- It provides people with an opportunity to comment on and submit opinions about the emerging proposal
  - It generates feedback to help influence the detail of the proposal and associated mitigation measures
  - It helps to identify those who could be affected by the scheme, and provide them with accurate information to help reduce any potential uncertainty.
- 5.1.3 A two stage approach has been adopted to public consultation, including early consultation on two options with local people and stakeholders between summer 2014 and October 2015 and a second stage of public consultation on the preferred option that will be carried out in September 2016, in advance of the application being submitted in December 2016.
- 5.1.4 The approach and findings of Stage 1 consultation: Two engineering options is set out in section 5.3.
- 5.1.5 The approach to Stage 2 pre-application consultation: Single preferred option is set out in section 5.4.
- 5.1.6 In addition, phased consultation has and will continue to be carried out with relevant statutory bodies including Peterborough City Council, Environment Agency, Natural England, Historic England, local utility suppliers including drainage boards, gas, water and electricity suppliers, amongst other key stakeholders.
- 5.1.7 The approach and findings of the pre-application consultation will be documented and reported in a consultation report, which will form part of the TWAO application.

## 6 Overarching public consultation and engagement strategy

Programme	Dates
<p><b>Stage 1 consultation: Two engineering options</b></p> <p>Feedback analysis and dissemination</p> <p>Announcement of the preferred option</p>	<p><b>Summer 2014</b></p> <p>Summer 2014 – October 2015</p> <p>October 2015</p>
<p><b>Stage 2 pre-application consultation: Single preferred option</b></p> <p>Feedback analysis and dissemination</p>	<p><b>September 2016</b></p> <p>September – November 2016</p>
<p><b>Submission of Transport and Works Act Order</b></p>	<p><b>December 2016</b></p>

## 6.1 Stage 1: Two engineering options - completed summer 2014

- 6.1.1 Early consultation was undertaken with people living in the vicinity of the proposed works as well as interested parties from the wider area.
- 6.1.2 Two engineering options for the project were showcased along with initial emerging environmental information.
- 6.1.3 The Stage 1 consultation provided an opportunity to inform stakeholders and the public about the options and gather feedback on the proposals.
- 6.1.4 Around 400 people attended consultation events in the local community. The feedback received was collated and analysed and used to help inform the selection of the preferred option.
- 6.1.5 Of the 142 hard copy/online responses received 47% of respondents strongly supported Network Rail's plans to improve passenger services on the ECML, while 30% agreed, 11% were undecided, and 11% disagreed or strongly disagreed (1% did not answer).
- 6.1.6 69% of respondents preferred the dive-under option, 18% the fly over and 13% were undecided.

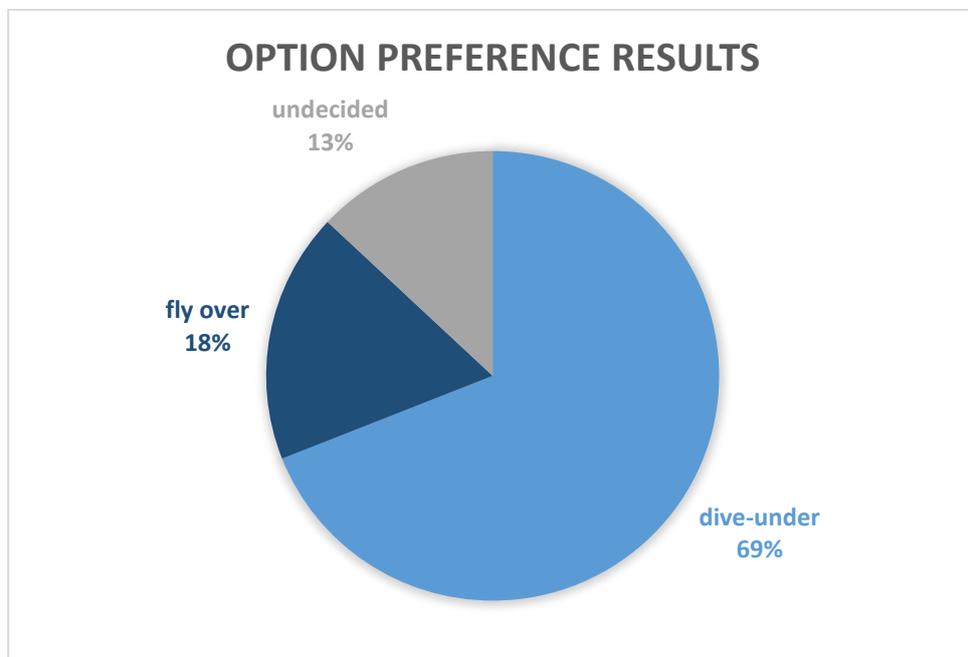


Figure 3: The results of the stage one consultation feedback for the two options presented: the fly over and dive-under options

- 6.1.7 Based on several factors, including the consultation feedback, the dive-under option was selected as the preferred option for the scheme.
- 6.1.8 The preferred option was announced in October 2015 and two public drop-in sessions were held at the Hodgson Community Centre.
- 6.1.9 Since then, further work has been done to develop the detail of the proposals for the single preferred option and the updated proposals will undergo further consultation in September 2016.

## 6.2 **Stage 2 - Pre-application Public Consultation: Single preferred option - autumn 2016**

- 6.2.1 Consultation on the detailed design of the proposed scheme will be carried out with people living in the vicinity of the site as well as other interested parties.
- 6.2.2 This stage will explore the detail and gather further feedback on the single-preferred option, proposed construction methods and the preliminary environmental information. This stage will also help to address any queries before the plan for the dive under option is finalised.
- 6.2.3 The feedback submitted will be used to help inform the detail of the final application.
- 6.2.4 The consultation event dates and times will be announced at least two weeks ahead of the first event.
- 6.2.5 Following the events, feedback provided will be analysed and used to inform the final scheme that is submitted in the TWAO. We will update online materials and disseminate updated information about the final plans to stakeholders.

## 6.3 **Stage 3: Information round: The final scheme and application**

6.3.1 The final application documents will be made available for stakeholders and the local community to view at the time of submission. At this stage we will carry out the following:

- Update the website
- Update information for councillors / key stakeholders / Parish Councils
- Update information for residents
- Media announcements.

## 7 Consultation Tools and Techniques

7.1.1 A range of informative and consultative techniques have been used throughout the delivery of the strategy which are summarised in the table below.

Consultation Methods	Consultation materials and techniques
<p><b>Mail shots</b> Mail shots have been undertaken to provide people living in roads that neighbour the proposed site with information about the scheme and details of the consultation / public exhibitions. Those interested outside this area have been targeted by media releases.</p>	Rail information sheets
<p><b>Public exhibitions</b> Public exhibitions to provide information and listen to the public. Public exhibitions are planned on a range of days and times of the day so that as many people as possible could attend.</p>	Exhibition panels Briefing note Feedback forms and questionnaires
Network Rail project materials	
<p><b>Telephone helpline</b> We provide a 24-hour telephone helpline service. The representatives were fully briefed on the scheme ahead of each stage of consultation and are being updated during the duration of the project.</p>	24-hour telephone helpline: 03457 11 41 41
<p><b>Written comments and feedback</b> Written comments have been submitted online via the Network Rail website and to the project email address. A record of comments raised via the helpline number has been reviewed as part of the consultation process. Written comments have also been submitted to the project postal address.</p>	
<p><b>Project web pages</b> Information about the scheme and forthcoming consultation events was included on Network Rail's website. This includes a summary of the proposal and relevant documentation. The information is being amended as the scheme evolves. This will be updated in advance of the stage two consultation.</p>	Web page address: <a href="http://www.networkrail.co.uk/werrington">www.networkrail.co.uk/werrington</a> Project overview Drawings / maps Any relevant reports

<p><b>Project updates and flyers</b> Letters have been used to update the public and stakeholders on the detail of the scheme, promote consultation events and invite feedback from people that are unable to attend the exhibitions and meetings. The letters include details of the project hotline number and web-link. Letter will be sent in advance inviting people to take part in the stage two consultation.</p>	<p>Letters Freepost feedback facility</p>
<p>Stakeholder and third party events / activities</p>	
<p><b>Stakeholder and Parish Council meeting</b> As part of the early consultation it was offered, and where able, meetings were attended which were organised by stakeholders to update people on the proposal and invite feedback. These briefings included Parish Councils. This method of consultation is ongoing throughout the duration of the project. A second round of residents meetings will take place at the beginning of the stage two consultation in September 2016.</p>	<p>Briefing notes Maps / plans Feedback forms</p>
<p><b>Council meetings</b> Presentations and Q&amp;A sessions were offered to councillors at various stages of the project. This provided an opportunity to update members on the progress of the scheme and to work through any issues at the earliest opportunity. A follow-up briefing session will take place on 30 August 2016 in advance of the stage two public consultation.</p>	<p>Presentations Briefing notes</p>
<p>Media relations activity</p>	
<p><b>Media announcements</b> The media provides a useful way of promotion of the scheme and publicising consultation events. Press releases were issued to the local media through print, broadcast and online outlets. This was supplemented with advertising at early stages of the project. Stage two events will be publicised through the same channels.</p>	<p>Press releases Adverts Letters</p>

## 8 Summary of Consultation Activities

8.1.1 The table below summarises the key features of the stage 1 & 2 public consultation for the scheme.

Stage/Date	Summary of Activity
<b>Stage 1: Early Consultation on the Options</b>  Summer 2014	<ul style="list-style-type: none"> <li>• Meetings with councils and key stakeholders (including Parish Councils)</li> <li>• Information letters and flyers issued</li> <li>• Project information uploaded onto <a href="http://www.networkrail.co.uk">www.networkrail.co.uk</a></li> <li>• Public exhibition road show/drop-in sessions held in 4 local venues</li> <li>• MP briefings.</li> </ul>
<b>Analysis of consultation feedback</b>	<ul style="list-style-type: none"> <li>• Analysis took place during the consultation (to consider early representations) and immediately after the consultation (to consider late representations).</li> <li>• Feedback was analysed and understanding issues raised and feedback used to inform the selection of a single alignment.</li> </ul>
<b>Announcement of the preferred scheme</b>  October 2015	<ul style="list-style-type: none"> <li>• Press announcements</li> <li>• Feedback forms, email address and project hotline number</li> <li>• Meetings have also been held with interested community groups and parish councils as and when required in addition to MP and councillor briefings. These included Peterborough City Council, Environment Agency, National Grid, the Peterborough and North West Cambridgeshire MPs, Werrington Residents Association, local businesses, and the Werrington North, Glington &amp; Wittering, Bretton and Newborough local councillors.</li> <li>• Information events took place in October 2015 to provide the community with information on the preferred option, following the stage one consultation events in 2014.</li> </ul>
<b>Stage 2: The preferred option</b>  September 2016	<ul style="list-style-type: none"> <li>• A round of pre-application public consultation will take place in September 2016 including briefing to key stakeholders and community groups, this will allow us to collect views relating to the detail of the selected scheme,</li> </ul>

	update the scheme stakeholders and address any queries before the plan for the dive-under option is finalised.
<b>Analysis of consultation feedback</b>	Following the events, feedback provided will be analysed and used to support the TWAO application submission.
<b>Information round: The final scheme  Early 2017</b>	<ul style="list-style-type: none"> <li>• Update website</li> <li>• Update information for councillors / key stakeholders / Parish Councils</li> <li>• Update information for residents</li> <li>• Media announcements</li> </ul>

## 9 Reporting on the Consultation

- 9.1.1 A full consultation report will be submitted to support the TWAO application summarising the activity carried out and the feedback submitted. It will set out an overview of how the scheme has been amended in response to consultation and, if necessary, explain why certain aspects of the scheme has not been changed in response to certain comments.
- 9.1.2 The consultation report will form part of the formal application documentation pack and will be available to view when the application is submitted. The consultation report and a summary will be made available in public libraries, council offices in the local area and on the project webpage.

# Appendix 1

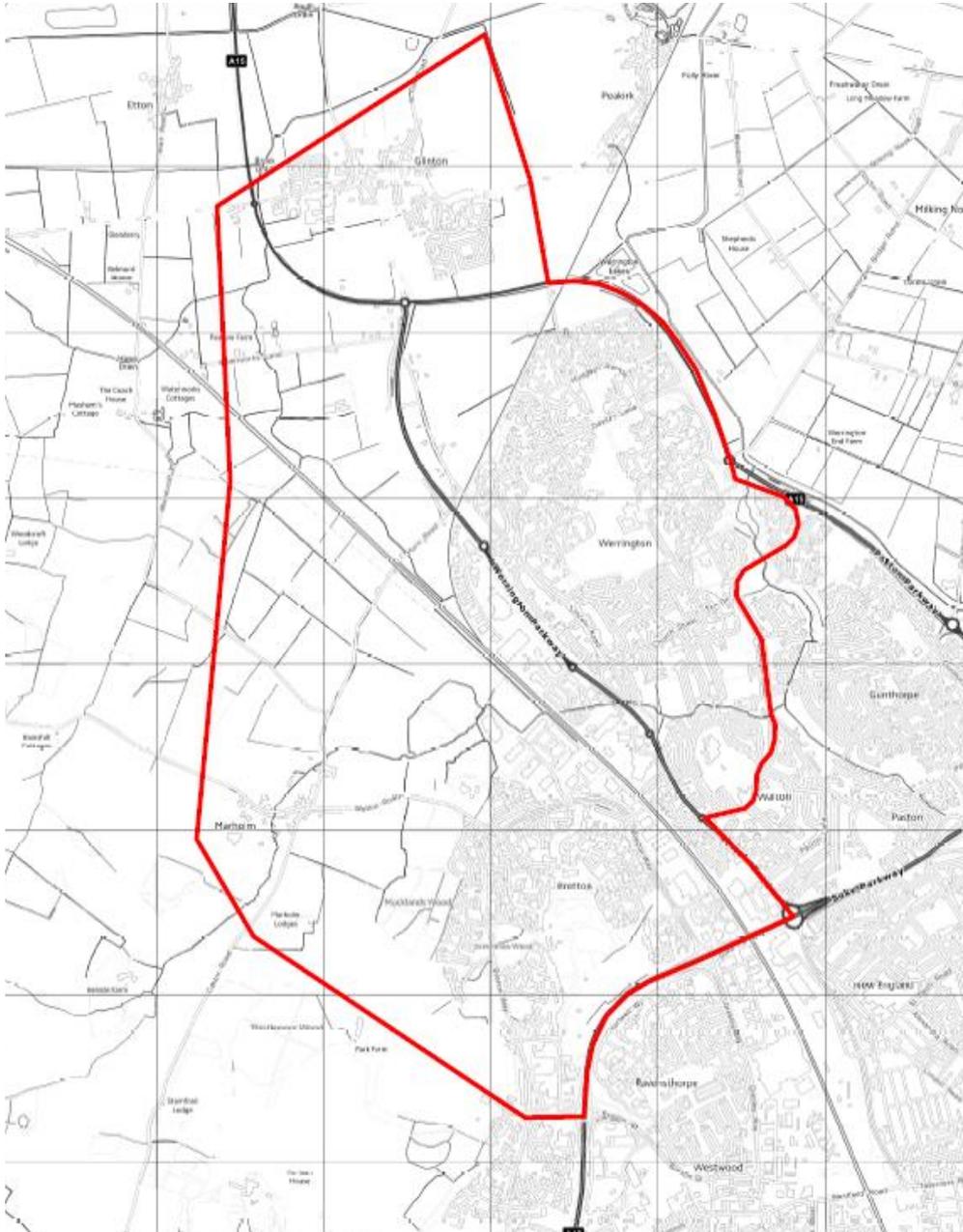
## Map for stage one consultation



Consultees within the red line area were notified of the consultation through direct mail. Relevant consultees outside of this area were notified of consultation through ward councillors, news releases, and online information.

## Appendix 2

### Map for stage two consultation



Consultees within the red line area will be notified of the consultation through direct mail. Relevant consultees outside of this area will be notified of consultation through ward councillors, news releases, and online information. The boundary has been amended in consultation with Peterborough City Council, to reflect the potential impacts of the preferred option.