

**From:** Guy Bettley-Cooke <guy.b-c@hotmail.co.uk>  
**Sent:** 18 March 2017 15:23  
**To:** TRANSPORTANDWORKSACT  
**Subject:** Conflict of Interest - Secretary of State at the Department for Transport / Director of Network Rail Ltd.

Dear Sirs,

Re - Potentially serious conflict of interest in the Secretary of State at the Department for Transport / Director of Network Rail Ltd.'s involvement in final decision-making in relation to the Network Rail Anglia Level Crossing Reduction TWA Order ( The Cambridgeshire Level Crossing Reduction Order ), 2017.

The above mentioned document has recently been passed to the Secretary of State at the Department for Transport for his decision regarding the stopping-up of numerous historic public rights-of-way, where they are crossed by later railway lines, in Cambridgeshire.

The Secretary of State at the Department for Transport is also the sole Director of Network Rail Ltd. As Network Rail Ltd and its associated sub-companies stand to benefit financially from cost-saving decisions potentially implemented by the Secretary of State - i.e. their own Director - I would suggest that this is a clear Conflict of Interest and thus potentially unlawful? The same situation will potentially exist in the forthcoming Level Crossing Reduction Orders for the Counties of Suffolk, Essex and Hertfordshire, and anywhere else in the country.

To recap, I suggest that the Secretary of State's signing-off of the Network Rail Anglia Level Crossing Reduction TWA Order ( Cams ) is potentially a Conflict of Interest due to the Secretary of State also being the sole Director of Network Rail Ltd who stand to potentially benefit from his decisions in this matter.

I am an academic researcher and regular user of railway footpath-crossings in Cambridgeshire, Suffolk and elsewhere.

Yours sincerely,

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