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**Caroline O'Neill**

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**From:** Emma Alterton <E\_Alterton@hotmail.com>  
**Sent:** 23 April 2017 20:01  
**To:** TRANSPORTANDWORKSACT  
**Cc:** stephen.barclay.mp@parliament.uk  
**Subject:** Response to the Network Rail (Cambridgeshire Level Crossing Reduction Order) Consultation

This email is sent on behalf of Mr T Alterton who has no email address. His contact details are at the bottom of the email.

To Secretary of State for Transport

**Re: Response to the Network Rail (Cambridgeshire Level Crossing Reduction Order) Consultation**

I am a land owner and farmer whose business will be severely impacted by the proposal to close the level crossing at Middle Drove, March, crossing reference C13. My concerns regarding the proposals are outlined below:

- I have land both sides of the crossing and regularly use this crossing to move between the fields on either side. If this crossing is closed I will have to undertake a long detour to move from one field to another by going back up Middle Drove, along Whittlesey Road and the full length of Whitemoor Road. This is inconvenient, time consuming in slow moving agricultural vehicles, it will cost more in terms of my time, fuel and have a detrimental effect on the efficiency of my day to day business.
- The proposals are to lock the existing gates on the crossing, in previous consultation there have been suggestions that a key could be provided for access rights. However I have received no such proposal in writing or any understanding of how I could obtain a key. I also understand from this current consultation that anything suggested in previous discussions has been completely disregarded.
- The proposals have come with draft compulsory purchase orders for an important section of my land that allows me to access a 38 Acre field. I do not see why I should need to give up my access rights to my own land in order for an equine mounting block area to be constructed. The crossing does not have horses coming across it, and if there were any they are managing without a mounting block now, why should this change in the future?

I would also like to raise the following points over the manner in which this consultation process has been conducted:

- At no point during the first 2 rounds of consultations was I made aware that they were informal only and would bear no relation on the final round of consultation. This is misleading as many of the stakeholders believed they had already made their representations.
- Since Bruton Knowles has taken over the consultation process their communications has been completely inadequate. I only realised there was this round of proposals due to a notice on the gates. Speaking to my neighbours, other affected landowners and users of the crossing it appears no one had been contacted. We have had to proactively seek out the documents or request them directly in order to submit our concerns. It feels as if this consultation is being completed behind

the back of the landowners in order to push these proposals through, considering this includes the taking of land and access via compulsory purchase I find this a disgusting way to conduct business.

- I am not convinced the data you are basing the decision for closing this crossing on is sound. A survey suggested that no vehicles used the crossing, yet I know I used the crossing on a number of occasions for business whilst the cameras for the survey were in place.

I look forward to hearing the results of the consultation process. My preferred method of communication is by post, my address is listed below.

Kind Regards

Tony Alterton

17 Berryfield  
March  
Cambridgeshire  
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