Network Rail
One Stratford Place
Montfichet Road
London E20 1EJ

19 November 2025

Dear Stakeholder,

Subject: Cambridge Re-signalling programme: Upgrade of Meldreth Road crossing

Thank you for your recent email to object to the planned upgrade of Meldreth Road level crossing. I am taking the opportunity to respond to you directly to address some of your concerns.

Following a recent presentation by the project team to representatives of Meldreth and Shepreth Parish Councils in mid-October 2025, we are aware of the continuing concerns in relation to the proposed safety upgrade at Meldreth Road level crossing, where a full barrier solution is being planned to replace the existing half barrier as part of the wider Cambridge Resignalling (C3R) project this Christmas (2025).

We are also writing to those people who have made recent representations against the planned upgrade work to provide further information about the reasons for the work taking place. Based on a review of these we have sought to provide further information in line with the broad themes of the objections and representations which are as follows:

We have firstly set out the background to the project and the need for the level crossing upgrades as part of the wider C3R project;

We have then set out the process that the project has gone through in terms of the consultation and submission of the Transport and Works Act Order (TWAO);

Based on the objections received we have provided a more detailed justification for the safety upgrade of the level crossing from the existing half barrier to a full barrier solution in line with Network Rails Risk Assessment of the existing level crossing;

Commentary on the potential increased queue lengths and journey time delays that would result from a longer barrier downtime due to the safety upgrade of the level crossing has also been included; and

Finally we have set out the next steps as we finalise our plans for delivering the upgrade of the crossing in December.

Background to the Cambridge re-signalling Project

The aim of the C3R project is the renewal of the signalling system in the Cambridge area which is at the end of its useful life (life expired). The renewal of the signalling system aims to improve reliability for both passenger and freight users as well as reducing maintenance costs and providing a system compatible with more modern digital technologies.

The project includes the following works:

- An upgrade of the signalling control equipment at Cambridge power signal box;
- The upgrade of the signalling safety interlocking equipment with modern signalling technology;
- Decommissioning of three mechanical signal boxes and relocating control of signalling to the Cambridge power signal box;
- Renewal of the telecommunications and power supplies to support the new systems; and
- Upgrade of seven level crossings from half barrier to full barriers to improve safety for all crossing users.

As part of this project Network Rail have identified cost benefits of upgrading the seven level crossings (including Meldreth Road level crossing) prior to the renewal date as assessed in the Signalling Infrastructure Condition Assessment (SICA – i.e. the Route Asset Manager assessed date by which renewal of the crossing will be required regardless of the current project). The SICA renewal date for Meldreth level crossing is 5 March 2029 but we have brought this forward to December 2025 under the re-signalling project..

Public consultation March 2021

A Public Consultation event was held in March 2021 (subject to ongoing Covid Restrictions at the time) to raise awareness of the project and invite feedback on the initial proposals. Our published Consultation Report explains the findings of that Public Consultation in full, along with other engagement and statutory consultations undertaken as part of the TWAO process[1].

The March 2021 Public Consultation event was advertised in local media and through a leaflet drop in the communities surrounding the proposed level crossing upgrades. Including the consultation letters to statutory consultees, local authorities, councillors approx. 10,000 letters/leaflets were posted out.

In total the March 2021 Public Consultation received 244 contacts. The responses are summarised as follows:

- 215 no. responses were provided to the online survey;

- Responses from 29 no. individual stakeholders (5 no. stakeholders provided responses to both the online survey and via e-mail) including a variety of organisations, local stakeholder groups and the public were submitted to the project email address (CambridgeC3R@networkrail.co.uk); and

- During the consultation period, the project received 1 no. telephone call.

- From the responses received, 11 % 'did not support' and 22 % 'strongly did not support' specifically the proposed level crossing safety upgrades as part of the project. Within these responses 11 % of the 'did not support' and 45 % of the 'strongly did not support' responses related specifically to the proposed Meldreth Level Crossing safety upgrade.

- An information round leaflet providing updates on the project was posted to the local communities and third parties in September 2022. As part of the information made available to the public, we provided a set of Traffic Modelling undertaken in response to

[1] www.networkrail.co.uk/cambridge-resignalling

the concerns raised as part of March 2021 Public Consultation and a set of Frequently Asked Questions that are available to view from the project website[2].

Transport and Works Act Order: Consultation and Application

Although the majority of the works that make up the project can be undertaken on existing railway land, we have had to temporarily acquire land to carry out the renewal work. Some land may also be permanently acquired. At Meldreth level crossing we sought these powers for areas of land outside of existing operational and landownership boundaries.

On 5 August 2022, we submitted an application for a TWAO seeking powers to compulsory acquire land and rights in land at Meldreth level crossing (along with another six level crossings in the wider area). The powers that were being sought at the time would allow us to upgrade the level crossings by allowing temporary and permanent land acquisition for the proposed barrier upgrade.

At the same time, Network Rail were also engaged with the specific landowners at all seven of the level crossing areas as part of private treaty negotiations to acquire the specific land parcels without the need to rely on the powers under the TWAO. These negotiations were happening at the same time as the TWAO was being submitted.

Following the submission of the TWAO to the Secretary of State for Transport, a period of objection opened and ran until Friday 23 September 2022 to allow anyone with an interest to register an objection or representation with the Department for Transport (DfT). As part of the statutory process for the TWAO, we publicised the application and relevant documentation via the below:

- Published notices of the TWAO application in the Cambridge Independent, Cambridge News, Norwich Evening News and the London Gazette;
- Issued a Network Rail press release[3] to other local publishers and broadcasters across Anglia;
- Published the TWAO documents on our project webpage[4];
- Issued an email notice to statutory consultees;
- Issued an email notice to county, district and parish councils; and
- Issued an email to non-statutory consultees including over 200 members of the public who responded to the March 2021 consultation.

As part of this 'Objection Period' the DfT received 28 objections and five representations. Twenty-four of the objections from the public related to the proposed Meldreth level crossing safety upgrade. In summary the broad themes within these 24 objections were:

Lack of justification for the safety upgrade of the level crossing from the existing half barrier to a full barrier solution;

Concerns in relation to the increased queue lengths and journey time delays that would result from a longer barrier downtime due to the safety upgrade of the level crossing.

[2] https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/improving-the-railway-in-anglia/cambridge-resignalling/
[3] https://www.networkrailmediacentre.co.uk/news/powers-sought-to-upgrade-level-crossings-as-part-of-major-signalling-upgrade-programme-for-cambridge
[4] https://www.networkrailmediacentre.co.uk/news/powers-sought-to-upgrade-level-crossings-as-part-of-major-signalling-upgrade-programme-for-cambridge

The below information about the justification for the upgrade sets out the project's response to each of these concerns.

Transport and Works Act Order: Decision 2024

Following the public inquiry in spring 2023, the then Secretary of State approved the TWAO on 28 March 2024 to allow Network Rail to purchase the required land parcels to upgrade crossings at Dimmocks Cote, Milton Fen, Dullingham, Six Mile Bottom and Croxton in Norfolk.

Powers were unfortunately, not granted under the TWAO to be able to compulsorily purchase the required land parcels at Meldreth Road and Waterbeach. While some parties opposed the principle of the upgrade plans through the public inquiry process, it should be noted that the Planning Inspector's report and the Secretary of State's refusal to grant the powers to purchase the land **is not a refusal in principle** to allow the upgrade work to progress by other legal mechanisms available, such as through private negotiation.

Despite the TWAO decision, Network Rail completed these private negotiations and legally acquired the specific land parcels at Meldreth Road and Waterbeach level crossings that are required for the upgrade work to progress.

Justification for the safety upgrade of Meldreth level crossing from half barrier to full barrier solution

Level crossings are inherently dangerous as they provide an opportunity for people to come into contact with trains and we as Network Rail have a legal duty to keep people safe. They were built as part of a 19th Century rail network, when there were fewer and slower trains, with little or no vehicular traffic. Today's level crossings operate within a vastly different environment that extends beyond the railway, having economic as well as safety impacts with a number of significant changes evident:

- trains that are generally now more frequent, quieter and travel at higher speeds than before;
- the population has increased resulting in more and different types of road users with a higher level of interaction between these and existing level crossings;
- Changing population (e.g. increased diversity, access by more vulnerable people);
- Changes in public attitudes and expectations that risks are designed out, increasing the likelihood of errors; and
- the growth of personnel electronic equipment and other technologies that can distract such users when using level crossings.

If we were to build a railway today it would not have any level crossings with the majority of modern rail networks not including any (e.g. HS1 does not include any level crossings). The result of this is that existing level crossings are one of greatest risks to public and passenger safety on the rail network today.

Level crossing safety is a priority for The Office of Rail and Road (ORR), the independent safety and economic regulator for Britain's railways. It is responsible for ensuring that railway operators comply with health and safety law. The ORR's annual safety report publishes safety statistics, including accidents and safety incidents to passengers, workforce and members of the public.

During 2024-25 there were five fatalities at level crossings. The report states that 'serious incidents remain a concern, including 29 high potential risk events – mostly at level crossings'.

Network Rail has an explicit legal duty under the Health and Safety at Work etc. Act 1974 (HSWA) to so far as reasonably practicable, not expose our passengers, the public or our workforce to risk at our level crossings.

We believe the most effective way of reducing level crossing risk is to eliminate the crossing completely by closing it. Where we practically cannot do this we will look at options to make the crossing safer. 'Enhancing Level Crossing Safety'[5] is our strategy to manage the safety and reliability of level crossings in Great Britain for the next 10 years. It is aligned to the rail industry strategy 'Leading Health and Safety on Britain's Railway'[6] which targets improved safety at level crossings as one of its 12 key priorities.

Meldreth level crossing Risk Assessment

To inform the justification for the safety upgrade of a level crossing such as at Meldreth, Risk Assessments are undertaken by Network Rail and updated on an ongoing basis. The frequency at which Network Rail assesses a level crossing is dependent on the level of risk the crossing poses but generally is undertaken at intervals of between one and three years or if any significant changes are made.

The Risk Assessments include the All Level Crossing Risk Model (ALCRM), a web-based risk tool used by Network Rail, to support it in managing the risk to crossing users, passengers and rail staff by assessing the risks at each crossing and targeting those crossings with the highest risk for remedial measures. The Risk Assessments also include an incident history at each level crossings including reporting of 'near misses' and level crossing misuse.

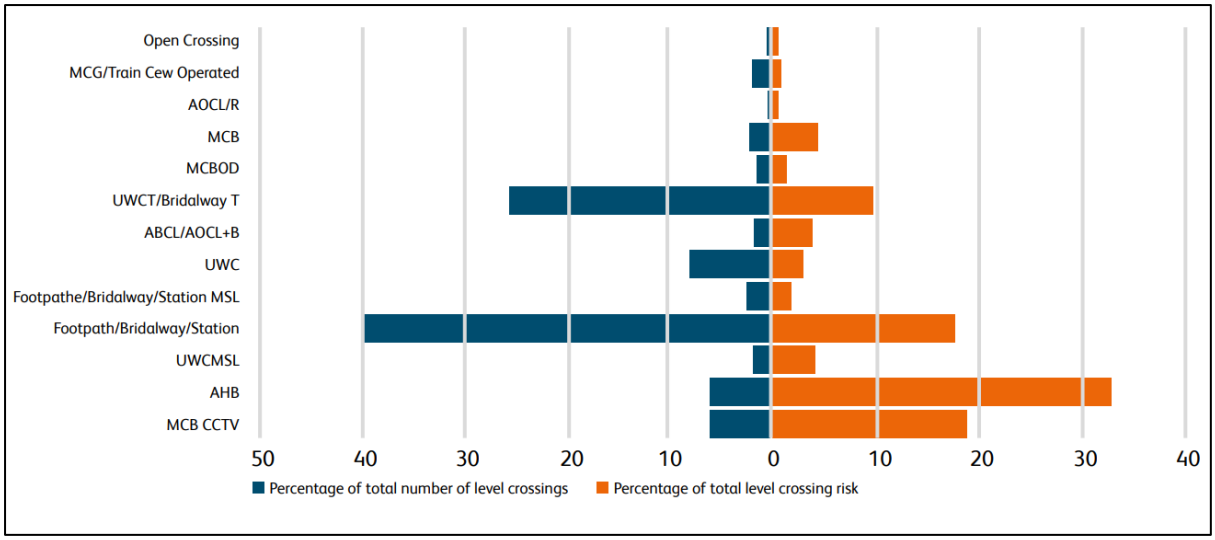
The findings of the ALCRM which supports Network Rail's level crossing safety assessments are available for public viewing via Network Rail's Level Crossing Safety page on their website[7]

Existing situation at Meldreth level crossing

Meldreth level crossing is located between Royston and Shepreth Branch Junction. There are two tracks at the crossing, and it is electrified with a 25kV overhead line. It is a highly utilised stretch of line with a weekday average of 139 trains per day (approximately 70 passenger trains in each direction). The level crossing is currently an Automatic Half Barrier (AHB) crossing, with two half-width barriers and four LED type Road Traffic Lights (RTL). The crossing is monitored from Cambridge signal box.

The overall ALCRM for the entire network identifies (see below) that while AHB crossings of this type account for just 6 % of the total estate, they hold 32 % of total modelled risk and 75 % of our level crossings require the user to make the decision on whether it is safe to cross. AHB type crossings are therefore higher risk crossings compared to other types or full closures.

[5] https://www.networkrail.co.uk/wp-content/uploads/2020/03/Enhancing-Level-Crossing-Safety-2019-2029.pdf
[6] Leading Health and Safety on Britain's Railway (LHSBR) (rssb.co.uk)
[7] http://www.networkrail.co.uk/communities/safety-in-the%20community/level-crossing-safety/



Existing Pedestrian Environment

The ORR categorises pedestrian footways over crossings into three classes based upon usage by pedestrians and the frequency of rail traffic. The volume of pedestrian and train flow is determined by the train pedestrian value (TPV). The TPV is the product of the maximum number of pedestrians and the number of trains passing over the crossing within a period of 15 minutes. The TPV at Meldreth Road, based upon a 9-day census, is 8. This places the crossing in the lowest usage category – 'class C' (having a TPV of up to 150).

For this class, the ORR recommends that the footways are 1.5m wide. The ORR also indicates that the footway width can be reduced to 1.0m where the daily number of pedestrians is less than 25.

Census data for the Meldreth site indicates a weekday average pedestrian frequency of 25 and a weekly average of 27. The footways are, therefore, not in compliance with the minimum width of 1.5m specified in ORR guidance for a pedestrian category C crossing. There are also no tactile thresholds on the footways at this barrier. As part of the proposed works at the level crossing Network Rail will be addressing this issues.

Incident/near miss history at Meldreth level crossing

As part of the TWAO 'Objection Period', a number of received objections queried the level of incidents or near misses at Meldreth level crossing stating that there have been no or little such recorded events.

The Risk Assessment for Meldreth Level Crossing has recently been updated (Risk Assessment for Meldreth Road AHB Level Crossing' - Doc no. 157001-SRK-REP-ESS-000010 – 21 October 2022).

As part of this update a nine-day, 24-hour traffic census by continuous recording was carried out at the crossing between 18th and 26th June 2022. This is an update to the previous census carried out in April 2013, which served as the previous basis of the risk assessment.

During the nine-day census, a total of 70 incidents of RTL running were identified with incidents recorded on every day of the census. RTL running is categorised as a vehicle passing the lights after initiation with sufficient warning on approach.

The Risk Assessment also includes ten years of Incident data up to August 2016 with 11 incidents recorded (versus an average of 18 for a crossing of this type).

The following recorded incidents are noteworthy at Meldreth Level Crossing:

- Two reported incidents of a 'near miss' with a pedestrian;
- One reported incident of a 'near miss' with a cyclist;
- One reported incident of a road vehicle obstructing the crossing; and
- Three reported incidents of other misuse by a road vehicle.

It is important to note that not all incidents or near misses are reported into Rail Safety and Standards Board Safety Management Intelligence System database and passed onto Network Rail.

Overall, the Risk Assessment of Meldreth level crossing shows:

- The Individual Risk ranking is D (the ranking allocates individual risk into rankings A to M, A is highest, L is lowest, and M is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines),
- The Collective Risk ranking is 2 (this ranking allocates collective risk into rankings 1 to 13, 1 is highest, 12 is lowest, and 13 is 'zero risk' e.g. temporary closed, dormant or crossings on mothballed lines).

The ACLRM score is therefore D2, placing the level crossing in the high risk category of crossings. Network Rail in line with is legal duty under the HSWA Act 1974 and in line with their strategy of upgrading high risk AHB crossings are therefore required to look at options to minimise risks at this crossing, so far as is reasonably practicable.

Options considered for safety upgrade of Meldreth level Crossing

Noting the high risk ACLRM score Network Rail have considered a number of options to enhance safety at Meldreth Level Crossing. The risks to individuals and the likelihood and severity of the consequences of an incident at a level crossing, have been taken into account along with the specific characteristics of the crossing. This has been weighed against the cost, time and effort of options to eliminate, reduce, or mitigate risk as summarised below.

Options Considered	Summary Outcome
Maintain existing AHB Crossing	Renewal of a crossing with an ALCRM score of D2 as an AHB would be contrary to Network Rail's strategy of upgrading high risk AHB crossings when renewal is required.
Closure of the crossing	The crossing is on the main road between Meldreth and Shepreth. There is an alternative route along the busy and congested A10 and may involve a detour of up to 8km. Given the usage of the crossing (1,500 vehicles, 100 pedestrians and cyclists per day) this is not a viable closure option.
Closure + pedestrian bridge	Main use is road vehicles so would not enable closure as above.
Closure + road bridge or underpass	A road bridge or underpass at this location is not likely to be feasible without purchasing significant land and existing houses as exist in three corners of the level crossing currently and any potential route for an off-line bridge has been eliminated by recent house building on Collins Close.
Closure with Bypass	Diverting the road to Barrington Road and crossing the railway at Shepreth station was considered. It would need about 800m of new undesignated road. There would also need for an additional ramped footbridge at Meldreth Road. This was estimated as having a potential cost of £4.5m (in 2021-2022) consisting of construction and land costs

Renew as an Automatic Barrier Level Crossing, Locally-monitored	Not a viable option due to the restriction in line speed that would be necessitated.
Renew as an automatic full barrier (AHB+)	Meldreth Road level crossing has a very high benefit to cost ratio for Controlled Barrier Level Crossing with Obstacle Detection (MCB-OD) rather than AHB+ as the costs of a MCB-OD or AHB+ are similar (there are no additional signals for the MCB-OD) and there is a higher safety benefit for the MCB-OD type. Other considerations are road closure time and the proximity of Meldreth Road to Shepreth Station CCTV level crossing. Having different modes of operation for two crossings in close proximity introduces additional hazards in the event of a signalling failure. This reinforces the case to upgrade Meldreth Road as an MCB-CCTV type crossing.
Upgrade to an Manually-Controlled Barrier Level Crossing with CCTV	Both options are considered feasible. They would however share the protecting signals with Shepreth (on Shepreth station platform) which would increase the road closure time. The other signal is about 200 metres from the crossing. Future 'busiest hour' road closure time of Shepreth station and Meldreth Road may not be sustainable.
Controlled Barrier Level Crossing with Obstacle Detection	

In summary, the closure of the level crossing was not considered a preferred option noting the impact that this may have on the nearby Shepreth Level Crossing in terms of increased usage of an already busy crossing and so would also not reduce risk in the area. The capital cost of such options would also be in the region of twice as much as upgrading the existing half barriers to full barrier solutions as proposed and would have significant environmental effects both locally and in the wider area (land take, physical structures, environmental impacts such as noise, air quality, landscape & visual and construction related impacts).

Retaining the existing AHB crossing would not be the preferred option as it presents a high level of risk as shown by the ACLRM score (D2) with renewal of such crossing types being contrary to Network Rail's strategy of upgrading high risk AHB crossings when renewal is required. It is also worth noting that the AHB+ type of crossing did not get approval for deployment.

Meldreth Road level crossing has a very high benefit to cost ratio when a Manually Controlled Barrier (with either Obstacle Detection (MCB-OD) or CCTV (MCB-CCTV)) is installed versus that of an AHB+, as the costs are similar. This is because there are no additional signals for the MCB-OD or CCTV and there is a higher safety benefit when measured against the AHB+ crossing type.

Other considerations are road closure time and the proximity of Meldreth Road to Shepreth Station CCTV level crossing. Having different modes of operation for two crossings in close proximity introduces additional hazards when in operating in degraded working scenarios (signal failures etc.). This reinforces the case to upgrade Meldreth Road as an MCB-OD (or MCB-CCTV) type crossing.

There is potential to control Meldreth Road level crossing from Foxton gate box at little or very low operational cost. Operationally, having the same type of crossing as Shepreth Station (also an MCB-CCTV type crossing) is more straightforward for the degraded mode situation (where signalling technology fails) where the shared protecting signals are at danger due to a right side signalling failure. An MCB-CCTV crossing is therefore concluded to have a slightly lower capital cost, similar operational cost and some operational simplicity benefits from having two similar type crossings between shared protecting signals. For these reasons, an MCB-CCTV type crossing is the preferred option at Meldreth level crossing.

Traffic Impacts of planned upgrade

As part of the March 2021 Public Consultation the potential for increased barrier downtimes as a result of the proposed upgrade was highlighted and queried as part of a number of responses.

In response to these comments and engagement with the relevant Highways Authorities, Network Rails Transport Consultant (Modelling Group, in partnership with Tracsis Traffic Data Ltd) undertook Traffic Surveys and Modelling to assess the potential impacts of the increased barrier downtimes at each level crossing on all roads users and the surrounding highway networks.

Ongoing meetings were held throughout 2021/2022 with the relevant Highways Authorities to agree the methodology for the Traffic Modelling with agreement on the locations of traffic surveys, the highways networks to be modelled and assessed with consideration of the ongoing Covid restrictions and their impact on traffic data discussed in July 2021. Traffic Surveys were undertaken in July 2021 (with further surveys undertaken in April 2022).

The following documentation and assessment have been produced and provided to the relevant Highways Authorities:

- Level Crossing Study - Modelling Methodology;
- Level Crossing Study - Local Model Validation; and
- Level Crossing Study - Performance Report

The Traffic Modelling was based on 'do nothing' (this assessed a scenario with no upgrade at Meldreth Level Crossing but including future traffic demand) and 'do something' (this included the proposed crossing MCB-CCTV upgrade and future traffic demand) scenarios against the existing situation (existing scenario).

These scenarios were then used to assess the network performance including the average delays that may be experienced by road users. The agreed scenarios for Meldreth level crossing are shown below with the increased barrier downtimes shown for each scenario.

Scenario	**Period – AM and PM**	**No. of times barrier called within period**	**Average Barrier Downtime (seconds)**
Base Model - Existing Barrier Downtime	AM Peak - 08:00 to 09:00	10	62
	PM Peak - 16:30 to 17:30	9	62
Do-Nothing scenario - No barrier upgrade and future traffic demand	AM Peak - 08:00 to 09:00	12	62
	PM Peak - 16:30 to 17:30	10	62
Do-Something Scenario - future traffic demand and proposed barrier upgrade	AM Peak - 08:00 to 09:00	12	169
	PM Peak - 16:30 to 17:30	10	169

For the above scenarios the modelling shows that the 'Do Something' scenario would result in the existing 62 second barrier downtime increasing to 169 seconds in both the AM and PM peak - Downtimes would differ throughout the day depending on train timetables but these scenarios were modelled for both the AM and PM 'Peak' traffic periods to illustrate a reasonable worst case scenario.

Based on the above barrier downtimes and scenarios an assessment of network performance on the road was undertaken. This showed that the average delay at Meldreth Road after the upgrade will increase as shown below:

- In the AM Peak the average delay will increase from the existing figure of 63.9 seconds to 91.8 seconds (an increase of 27.9 seconds)
- In the PM Peak the average delay will increase from the existing figure of 50.8 seconds to 72.3 seconds (an increase of 21.5 seconds).
- The traffic modelling also shows that the following impacts as result of the proposed upgrade:
- Modest increases in the average and maximum queue lengths at the crossing. The highest increase is 52m, which is observed for the westbound direction in the AM peak. This equates to approximately 9 vehicles; and
- The planned upgrade will have a minimal impact on eastbound journey times (2 seconds), with an approximate 65 second delay to westbound traffic, which is not considered significant.

In Summary

The risk to public safety at level crossings depends on their configuration, the volume of pedestrian and vehicle traffic traversing the crossing, and rail traffic and has been assessed through the Risk Assessment method as noted above. The only way to eliminate this risk completely is to close each crossing.

However, in relation to Meldreth Level Crossing, Network Rail consider its closure impracticable, given the impact on local road networks, nearby level crossings and the related costs with greater potential environmental and social impacts.

Network Rail's plans to upgrade this level crossing therefore involves striking a balance between the convenience the local communities in being able to cross a railway and maintaining public safety in line with our legal requirements.

On balance it is considered that the proposal will increase safety at this location and result in the least environmental and social impacts, noting that a Do Nothing Scenario is not considered viable based on existing ACLRM score (D2) at the level crossing.

The proposed MCB-CCCTV option is considered to have a slightly lower capital cost, similar operational cost and some operational simplicity benefits from having two similar type crossings between shared protecting signals. For these reasons, an MCB-CCTV type crossing is the preferred option at Meldreth Level Crossing.

Based on the traffic modelling undertaken, which was described as 'essentially robust' by the Planning Inspector, the planned upgrade of Meldreth Road crossing will lead to increased average wait times for vehicles with longer queue lengths (particularly for the westbound AM peak), however these impacts are not considered to be significant.

Planning Permission

An application was submitted to the South Cambridgeshire District Council on 1 December 2022 requesting permission for a change of use to Operational Railway Land, plus installation of new level crossing barriers, and associated equipment at Meldreth level crossing. The South Cambridgeshire District Council granted permission for this application on 23 May 2023.

NEXT STEPS: Level Crossing Order and Delivery

Following the purchase of the necessary land parcels, Network Rail have applied to the Office of Road and Rail for a Level Crossing Order to allow the upgrade to be delivered. The details of the upgrade work have been consulted with our statutory stakeholders including the local planning

and traffic authorities who have agreed the design and control measures to be applied at the crossing.

We presented our plans to the Meldreth and Shepreth parish councils on 7 October 2025 to explain how the crossing will look and operate once the crossing upgraded and when the work will take place.

Once the design and control measures of the upgraded crossing has been agreed with all statutory stakeholders, we intend to proceed with an upgrade of Meldreth Road level crossing during the Christmas period 2025.

Early enabling work has already been taking place at the crossing to prepare the installation of the new barrier equipment in December. To allow this work to happen, the crossing will need to be closed to traffic – the dates of this road closure will be announced shortly once they have been confirmed.

While the level crossing is closed, a road diversion route will be put in place to help road users navigate around the crossing closure between Meldreth and Shepreth. Road users will be encouraged to use the A10 while Meldreth Road crossing is closed, particularly for larger vehicles.

We hope this response is helpful in setting out in more detail, the justification for upgrading the level crossing on Meldreth Road and Network Rail's actions to acquire the necessary land privately to facilitate the upgrade.

If you have any further queries, please do contact me through the email address via which this letter was sent or contact our 24/7 helpline, 03457 11 41 41.

Kind Regards

Emily Heria
Senior Sponsor
Network Rail Anglia