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To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Cambridge re-signalling TWAO - objection
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Objection to Cambridge re-signalling TWAO

The Fen Line Users Association objects to changing Waterbeach level crossing from AHB to MCB-OD.

This crossing is used by passengers arriving from the village to catch trains to Cambridge and London, and by those who have parked in the car park wishing to catch trains towards Ely and King's Lynn. Currently the barriers are never down for more than about 2 minutes; having gone down for one train they may stay down for a train in the opposite direction, but will go up once that second train has passed through.

The modelling in the Application does not specify a maximum time the barriers can be down with the proposed MCB-OD, but we expect that they could stay down for an extended period (more than two trains) as happens at other similar crossings. This would mean that people who had arrived at the station in what should be plenty of time to catch their train would still be on the wrong side of the railway when it arrives. Inevitably some would climb over the barriers, as has been seen at other sites. Others would switch to travelling by car.

In addition to failing to answer the question of how long before their train is due a passenger needs to arrive at the station, the figures that are provided in the modelling are inconsistent. For instance Table 5.1 in the Modelling Methodology document gives a minimum barrier down time of 206 seconds whereas Table 1.6 in the Performance Report (identified as Traffic Modelling Report in the list of documents) says 180 seconds. Table 1.4 in the latter gives different numbers of trains for Milton Fen, Waterbeach, and Dimmock's Cote, though they are all on the same line. Paragraph 3.7.2 in the Local Model Validation Report says that "queue lengths in the model are similar to those observed" when the average modelled length is about half the surveyed length in the PM peak and less than half in the AM peak.

We note that paragraph 3.1.7 of the Performance Report refers to relocation of the station, and wonder whether that is why passengers are not considered. The move was originally proposed over 20 years ago, and has been 3 years away ever since then. It certainly won't happen before the planned date for changing the crossing type.

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