20th November 2013

David Atkinson,
Cambridgeshire County Council,
Economy, Transport & Environment,
Growth & Economy,
Box No. CC1213,
Castle Court,
Castle Hill,
Cambridge.
CB3 0AP.

Dear Mr. Atkinson,

**Proposed Amendments to Level Crossing Orders – Pre Submission Consultation**

**Haslingfield, Glebe and Foxton Roads, Barrington, Cambridgeshire**

**CEMEX UK Materials Limited**

**Level Crossing Act 1983**

I refer to the above.

As you are aware via the Company’s submissions pursuant to condition nos. 19, 30, 40 and 41 attached to planning permission no. S/01080/10/CW, it is intended to upgrade the above level crossings as part of the wider development to which this planning permission relates. Pursuant to the above Act, the Company must seek approval from the Office for the Rail Regulator for the refurbishment programme it proposes. To that end it intends to seek amendments to the 2004 Level Crossing Orders which relate to the above crossings.

Part of the process of seeking to amend the Orders is a consultation exercise prior to the making of the submission to the Regulator. To that end please find attached a pre submission consultation document which provides details of the refurbishment works the Company proposes to undertake. That proposed remains that approved pursuant to the above planning conditions, but in the light of a recently undertaken traffic speed survey it is now possible to define both the size of signage to be used and the position in relation to the crossings.
Any comment the Waste Planning Authority may wish to make should be received at the address below no later than the 25th January 2014. At part of this consultation exercise copies of the attached have also been passed to Barrington and Foxton Parish Councils, South Cambridgeshire District Council, Cambridgeshire County Council as Highways Authority and both the Barrington Community and Barrington Light Railway Liaison Groups.

Please do not hesitate to contact me if you wish to discuss any of the matters raised by the enclosed further.

Yours sincerely,

S D Denny
Regional Planner – Western Region
Barrington Light Railway

Proposed Amendments to Level Crossing Orders
Foxton, Glebe and Haslingford Roads

Pre Submission Consultation Document

National Reserves and Development Planning Department, Oldbury.

November 2013
Level Crossing Act 1983

Proposed Amendments to Level Crossing Orders; Foxton, Glebe and Haslingfield Roads

Pre-submission Consultation Document

Barrington Light Railway, Barrington Cambridgeshire

CEMEX UK Materials Limited

November 2013
Level Crossing Act 1983

Proposed Amendments to Level Crossing Orders; Foxton, Glebe and Haslingfield Roads

Pre-submission Consultation Document

Barrington Light Railway, Barrington Cambridgeshire

CEMEX UK Materials Limited

November 2013
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## APPENDICES

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B Decision Notices (Approval of Details submitted pursuant to condition nos. 19, 30, 40 and 41 attached to planning permission No. S/0180/10/CW)
C 2004 Level Crossing Orders
D Construction Statement
1.0 The Applicant

1.1 The applicant is the Central Region of CEMEX UK Materials Limited (hereafter referred to as 'the Company'), a wholly owned component of CEMEX. The application is submitted on behalf of the Company by CEMEX UK Operations Limited, another element of CEMEX responsible for, inter alia, Town and Country Planning matters within the UK.

1.2 CEMEX is the second largest producer of construction materials in the world, with extensive operations in the UK and throughout Europe, North, Central and South America, Africa and Asia.

1.3 The Company supplies land won and marine sand and gravel, hard rock, coated stone and ready mixed concrete from East Anglia to West Wales.

2.0 The Development

2.1 Planning permission no. S/0180/10/CW was granted by Cambridgeshire County Council on the 5th August 2011 for the importation, by rail, of suitable restoration material, over period of 5 years, to partially infill the existing [Barrington] quarry void. Restoration material is required to be imported to the quarry utilising the existing rail link to the mainline, the Barrington Light Railway. Prior to the reception of restoration material trains the Company has identified that the Light Railway requires refurbishment. One element of this refurbishment work are the level crossings carrying the Light Railway across Foxton, Glebe and Haslingfield Roads.

2.2 Planning permission no. S/0180/10/CW is subject to a number of planning conditions, nos. 19, 30, 40 and 41 relating specifically to the issue of the refurbishment of the three level crossings (see Appendix A). A submission pursuant to these planning conditions was made to Cambridgeshire County Council in February 2013, and approved by the same on the 27th March 2013 (see Appendix B).

2.3 All three level crossings are operated under the terms of Level Crossing Orders which came into force on the 27th June 2004 (see Appendix C). All three crossings have been subject to review and risk assessment, the conclusion being that all three would require some degree of refurbishment. The details of this refurbishment is provided by the Construction Statement (Appendix D), which is an amplification of the approved planning submission referred to by paragraph 2.2 above.

3.0 The Application Site

3.1 All three level crossings are in the District of Cambridge and within the Parish of Barrington. The three level crossings – Foxton Road (Grid Reference OS 249270), Glebe Road (Grid
reference OS 249860 540040), and Haslingfield Road (Grid reference OS 250550 539750) are each governed by their respective level crossing orders. Currently all three are classed as “Open Crossings” i.e. there are no gates or stop lights controlling road traffic when trains are due to cross, train movements being protected by railway staff stopping traffic with a red flag.

4.0 The Submission

4.1 As well as gaining approval from Cambridgeshire County Council pursuant to the planning permission for the proposed refurbishment of the three level crossings, amended to the 2004 level crossing Orders pursuant to the Level Crossings Act 1983 must be obtained from the Office for the Rail Regulator. Prior to making an application to amend a level crossing Order, an applicant must consult locally for a period of at least two months with regard to the amendments sought.

4.2 This document, therefore, has been drafted for the purposes of seeking comment on the Company’s proposed amendments to the extant 2004 level crossing Orders for Foxton, Glebe and Haslingfield Roads. It is intended that a copy of this document be sent to Barrington and Foxton Parish Councils, the Barrington Quarry and Barrington Light Railway Liaison Groups, Cambridgeshire County Council as both Minerals Planning and Highways Authorities, and South Cambridgeshire District Council as District Planning Authority.

4.3 Any comments regards this document and its enclosures should be made to the following, in writing, by x January 2014: -

Shaun Denny,
Development Planner,
CEMEX UK Operations Ltd.,
Wolverhampton Road,
Oldbury, Warley,
West Midlands,
B69 4RJ
0121 569 7459
Shaun.denny@cemex.com

Or

Ian Southcott,
UK Community Affairs Manager,
CEMEX UK Operations Ltd.,
CEMEX House,
Evreux Way,
Rugby,
Warwickshire,
CV21 2DT.
01788 517323
ian.southcott@cemex.com
Appendix A  Extract from Planning Permission No. S/0180/10/CW
(Condition nos. 19, 30, 40 and 41)

Condition No. 19

The re-construction of Foxton Road Level Crossing shall only be undertaken in accordance with a scheme to be submitted to and approved in writing by the Waste Planning Authority. The scheme shall encompass any works needed to improve visibility, levels and materials to be used in the construction of the at-grade crossing, erection of crossing gates, advance warning signs/lights for both road and rail movements, road markings and surface lighting. In respect of surface lighting the following details shall be submitted to and approved in writing by the Waste Planning Authority:

- Arrangements for the lamp housing and full cut off
- Colour of lamp housing and columns
- Control and switching arrangements

The approved scheme and details shall be implemented unless the Waste Planning Authority gives prior written approval to any amendment or alteration.

Condition No. 30

The re-construction of Glebe Road Level Crossing shall only be undertaken in accordance with a scheme that has been submitted to and approved in writing by the Waste Planning Authority. The scheme shall encompass any works needed to improve visibility, levels and materials to be used in the construction of the at-grade crossing, erection of crossing gates and advance warning signs/lights for both road/pedestrian and rail movements, and associated road markings. The approved scheme shall be implemented unless the Waste Planning Authority gives prior written approval to any amendment or alteration.

Condition No. 40

The re-construction of Haslingfield Road Level Crossing shall only be undertaken in accordance with a scheme that has been submitted to and approved in writing by the Waste Planning Authority. The scheme shall encompass any works needed to improve visibility, levels and materials to be used in the construction of the at-grade crossing, erection of crossing gates, advance warning signs/lights for both road and rail movements, and road markings. The approved scheme shall be implemented unless the Waste Planning Authority gives prior written approval to any amendment or alteration.
Condition No. 41

Prior to the erection of the lighting columns at the railway level crossings at Haslingfield Road the following details shall be submitted to and approved in writing by the Waste Planning Authority:

- Arrangements for the lamp housing and full cut off
- Colour of lamp housing and columns
- Control and switching arrangements

The approved details shall be implemented unless the Waste Planning Authority gives prior written approval to any amendment or alteration.
Appendix B  Decision Notices (Approval of Details submitted pursuant to condition nos. 19, 30, 40 and 41 attached to planning permission No. S/0180/10/CW)
By post and email

Dear Mr Frost,

Re: Importation by rail of restoration material at Barrington Quarry, Haslingfield Road, Barrington for Cemex UK LPA ref S/01080/10/CW
Submission of level crossing details for Foxton Road Level Crossing details for approval pursuant to Planning Condition 19

I refer to your submissions dated 22nd February 2013 pursuant to the requirements of Planning Condition 19 in respect of approval of a scheme for works to Foxton Road Level Crossing required in connection with the importation by rail of restoration material at Barrington Quarry, Haslingfield Road, Barrington, involving a re-building of the Barrington Light Railway (BLR). I also welcome the confirmation set out in your email of 26th March 2013 section 2 that the passage of trains over this open crossing will be supervised by a member of your operating staff.

Following consultation with the highway authority and other interested parties I can advise that the scheme is acceptable to the Waste Planning Authority. Consequently Planning Condition 19 of consent ref. S/01080/10/CW is hereby discharged in respect of scheme approval only. We look forward to the completion of the approved scheme in due course.

I would draw to your attention that the S106 planning obligation requires the submission of a Management Plan operational protocol for the BLR when detailed arrangements for the operation and passage of trains can be confirmed once any
necessary discussions have been undertaken and concluded with the Office of the Rail Regulator (ORR) regarding the future operation of this private railway.

Yours sincerely,

David Atkinson
County Development, Minerals and Waste Planning Manager
Mr Keith Frost,
Planning Manager,
Cemex UK Operations
Cemex House,
Coldharbour Lane,
Thorpe,
Egham
Surrey
TW20 8TD

By post and email

Dear Mr Frost,

Re: Importation by rail of restoration material at Barrington Quarry, Haslingfield Road, Barrington for Cemex UK LPA ref S/01080/10/CW
Submission of level crossing details for Glebe Road Level Crossing details for approval pursuant to Planning Condition 30

I refer to your submissions dated 22nd February 2013 pursuant to the requirements of Planning Condition 30 in respect of approval of a scheme for works to Glebe Road Level Crossing required in connection with the importation by rail of restoration material at Barrington Quarry, Haslingfield Road, Barrington, involving a re-building of the Barrington Light Railway (BLR). I also welcome the confirmation set out in your email of 26th March 2013 section 2 that the passage of trains over this gated crossing will be supervised by a member of your operating staff.

Following consultation with the highway authority and other interested parties I can advise that the scheme is acceptable to the Waste Planning Authority. Consequently Planning Condition 30 consent ref. S/01080/10/CW is hereby discharged in respect of scheme approval only. We look forward to the completion of the approved scheme in due course.

I would draw to your attention that the S106 planning obligation requires the submission of a Management Plan operational protocol for the BLR when detailed arrangements for the operation and passage of trains can be confirmed once any necessary discussions

Environment Services
Executive Director - Alex Plant
Strategic Planning
Box No. CC242 13
Castle Court
Cambridge
CB3 0AP
have been undertaken and concluded with the Office of the Rail Regulator (ORR) regarding the future operation of this private railway.

Yours sincerely,

[Signature]

David Atkinson
County Development, Minerals and Waste Planning Manager
Dear Mr. Frost,

Re: Importation by rail of restoration material at Barrington Quarry, Haslingfield Road, Barrington for Cemex UK LPA ref S/01080/10/CW
Submission of level crossing details for Haslingfield Road Level Crossing details for approval pursuant to Planning Condition 40

I refer to your submissions dated 22nd February 2013 pursuant to the requirements of Planning Condition 40 in respect of approval of a scheme for works to Haslingfield Road Level Crossing required in connection with the importation by rail of restoration material at Barrington Quarry, Haslingfield Road, Barrington, involving a re-building of the Barrington Light Railway (BLR). I also welcome the confirmation set out in your email of 26th March 2013 section 2 that the passage of trains over this open crossing will be supervised by a member of your operating staff.

Following consultation with the highway authority and other interested parties I can advise that the scheme is acceptable to the Waste Planning Authority. Consequently Planning Condition 40 consent ref. S/01080/10/CW is hereby discharged in respect of scheme approval only. We look forward to the completion of the approved scheme in due course.

I would draw to your attention that the S106 planning obligation requires the submission of a Management Plan operational protocol for the BLR when detailed arrangements for the operation and passage of trains can be confirmed once any
necessary discussions have been undertaken and concluded with the Office of the Rail Regulator (ORR) regarding the future operation of this private railway.

Yours sincerely,

David Atkinson
County Development, Minerals and Waste Planning Manager
Dear Mr Frost,

Re: Importation by rail of restoration material at Barrington Quarry, Haslingfield Road, Barrington for Cemex UK LPA ref S/01080/10/CW
Submission of level crossing details for Haslingfield Road Level Crossing lighting details for approval pursuant to Planning Condition 41

I refer to your submissions dated 22nd February 2013 pursuant to the requirements of Planning Condition 41 in respect of approval of a scheme for lighting works to Haslingfield Road Level Crossing required in connection with the importation by rail of restoration material at Barrington Quarry, Haslingfield Road, Barrington, involving a re-building of the Barrington Light Railway (BLR).

Following consultation with the highway authority I can advise that the scheme is acceptable to the Waste Planning Authority. Consequently Planning Condition 41 consent ref. S/01080/10/CW is hereby discharged in respect of scheme approval only. We look forward to the completion of the approved scheme in due course.

Yours sincerely,

David Atkinson
County Development, Minerals and Waste Planning Manager
Appendix C  2004 Level Crossing Orders
LEVEL CROSSINGS ACT 1983

THE BARRINGTON LIGHT RAILWAY
FOXTON ROAD LEVEL CROSSING
ORDER 2004

Made this 24th day of June 2004.
Coming into force 27th day of June 2004.

The Secretary of State for Transport at the request of Barrington Light Railway (hereinafter called "the operator") and in exercise of his powers under Section 1 of the Level Crossings Act 1983(a) and of all other enabling powers makes the following Order:

1. This Order may be cited as the Barrington Light Railway Foxton Road Level Crossing Order 2004 and shall come into force on the 27th day of June 2004.

2. In this Order:

(a) "the carriageway" means the carriageway of the specified road; "the crossing" means the level crossing described in Schedule 1 to this Order; "Regulations" means the Traffic Signs Regulations and General Directions 2002(b); and "the specified road" means the road at the crossing;

(b) the expressions "left-hand side" and "right-hand side" shall be construed as they would appear to a person approaching the crossing along the specified road.

3. The following provisions, being provisions which in the opinion of the Secretary of State are necessary or expedient for the safety or convenience of those using the crossing, shall apply in respect of the crossing:

(a) the operator shall provide, operate and maintain so long as this Order continues in force the traffic signs and other protective equipment which is specified in Part I of Schedule 2 to this Order; and

(b) the operator shall observe the conditions and requirements specified in Part II of Schedule 2 to this Order.

Signed by authority of the Secretary of State this 24th day of June 2004.

Her Majesty's Assistant Chief Inspector of Railways

(a) 1983, c.16
(b) SI 2002, No.3113
SCHEDULE 1

THE CROSSING

In the County of Cambridgeshire.

In the District of Cambridge.

In the Parish of Barrington.

The level crossing known as Foxton Road whereby the road known as Foxton Road is crossed by the railway between Foxton and Barrington.

National Grid Reference: OS 249270 540300
OPEN CROSSING SINGLE LINE

FOXTON ROAD LEVEL CROSSING

SCHEDULE 2
PART 1

Particulars of the protective equipment

1. A traffic sign of the size, colour and type shown in Diagram 774 in the Regulations shall be provided on each side of the specified road, on each side of the railway, not nearer than 3 metres to the running edge of the nearest rail. Each of the signs shall face outwards from the crossing towards approaching road traffic.

2. A traffic sign of the size, colour and type shown in Diagram 602 in the Regulations shall be provided on the left-hand side of the specified road, on each side of the railway, mounted immediately below the left-hand sign to Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

3. A traffic sign of the size, colour and type shown in Diagram 778 in the Regulations shall be provided on the left-hand side of the specified road, on each side of the railway, mounted immediately below the left-hand sign to Diagram 602 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

4. A traffic sign of the size, colour and type shown in Diagram 775 in the Regulations shall be provided on each side of the railway on both sides of the specified road, mounted below or adjacent to the sign to Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

5. A traffic sign of the size, colour and type shown in Diagram 771 in the Regulations shall be provided on each side railway on the left-hand side of the carriageway at an appropriate distance from the crossing.

6. A reflectorised line of the size, colour and type shown in Diagram 1003 in the Regulations shall be provided across the left-hand side of the carriageway on each side of the railway not more than 1 metre before the signs mentioned in paragraphs 1 and 2 above.

7. A reflectorised line of the size, colour and type shown in Diagram 1003.2 in the Regulations shall be provided across the right-hand side of the carriageway on each side of the railway adjacent to the line shown in Diagram 1003 mentioned in paragraph 6 above.

8. A reflectorised line of the size, colour and type shown in Diagram 1023 in the Regulations shall be provided across the left-hand side of the carriageway on each side of the railway not more than 2 metres before the line mentioned in paragraphs 6 above.

9. Where the specified road passes over the crossing, reflectorised edge of the carriageway markings of the size, colour and type shown in Diagram 1012.1 in the Regulations shall be provided along each side of the carriageway.
10. An advance warning board of standard railway design shall be provided on each railway approach to the crossing and shall be provided with Class 1 retro-reflecting material, or shall be illuminated.

11. A stop board of standard railway design displaying the words “Stop – Whistle before proceeding” shall be provided on both railway approaches approximately 10 metres before the crossing. The stop boards shall be provided with Class 1 retro-reflecting material.

SCHEDULE 2
PART II

Conditions and requirements to be observed by the operator

12. The surface of the carriageway and made up ground over the crossing shall be maintained in a good and even condition. The carriageway shall be approximately 5.8 metres wide and the made up ground not less than 1.5 metres wide on the each side of the carriageway.

13. Drivers of all trains shall bring their trains to a halt at the stop board mentioned in paragraph 11 of the Second Schedule hereto, and shall observe that the crossing is clear before proceeding. The train whistle shall be sounded before proceeding.

14. No trains shall be permitted to pass over the crossing during the hours of darkness or if the crossing cannot be seen from the stop board mentioned in Paragraph 11 of the Second Schedule hereto.

15. The operator shall give notice in writing to the Secretary of State as soon as the provisions of Article 3a and 3b have been met, and the crossing shall be inspected as soon as possible thereafter.
LEVEL CROSSINGS ACT 1983
THE BARRINGTON LIGHT RAILWAY
GLEBE ROAD LEVEL CROSSING
ORDER 2004

Made this 24th day of June 2004.
Coming into force 27th day of June 2004.

The Secretary of State for Transport at the request of Barrington Light Railway
(hereinafter called "the operator") and in exercise of his powers under Section 1 of the
Level Crossings Act 1983(a) and of all other enabling powers makes the following Order:

1. This Order may be cited as the Barrington Light Railway Glebe Road Level
   Crossing Order 2004 and shall come into force on the 27th day of June 2004.

2. In this Order:

   (a) "the carriageway" means the carriageway of the specified road; "the crossing"
       means the level crossing described in Schedule 1 to this Order; "Regulations"
       means the Traffic Signs Regulations and General Directions 2002(b); and "the
       specified road" means the road at the crossing;

   (b) the expressions "left-hand side" and "right-hand side" shall be construed as they
       would appear to a person approaching the crossing along the specified road.

3. The following provisions, being provisions which in the opinion of the Secretary of
   State are necessary or expedient for the safety or convenience of those using the
   crossing, shall apply in respect of the crossing:

   (a) the operator shall provide, operate and maintain so long as this Order continues
       in force the traffic signs and other protective equipment which is specified in Part
       I of Schedule 2 to this Order; and

   (b) the operator shall observe the conditions and requirements specified in Part II of
       Schedule 2 to this Order.

Signed by authority of the Secretary of State this 24th day of June 2004.

Her Majesty's Assistant Chief
Inspector of Railways

(a) 1983, c.16
(b) SI 2002, No.3113
SCHEDULE 1

THE CROSSING

In the County of Cambridgeshire.

In the District of Cambridge.

In the Parish of Barrington.

The level crossing known as Glebe Road whereby the road known as Glebe Road is crossed by the railway between Foxton and Barrington.

National Grid Reference: OS 249860 540040
OPEN CROSSING SINGLE LINE

GLEBE ROAD LEVEL CROSSING

SCHEDULE 2
PART 1

Particulars of the protective equipment

1. A traffic sign of the size, colour and type shown in Diagram 774 in the Regulations shall be provided on each side of the specified road, on each side of the railway, not nearer than 3 metres to the running edge of the nearest rail. Each of the signs shall face outwards from the crossing towards approaching road traffic.

2. A traffic sign of the size, colour and type shown in Diagram 602 in the Regulations shall be provided on the left-hand side of the specified road, on each side of the railway, mounted immediately below the left-hand sign to Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

3. A traffic sign of the size, colour and type shown in Diagram 778 in the Regulations shall be provided on the left-hand side of the specified road, on each side of the railway, mounted immediately below the left-hand sign to Diagram 602 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

4. A traffic sign of the size, colour and type shown in Diagram 775 in the Regulations shall be provided on each side of the railway on both sides of the specified road, mounted below or adjacent to the sign to Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

5. A traffic sign of the size, colour and type shown in Diagram 771 in the Regulations shall be provided on each side railway on the left-hand side of the carriageway at an appropriate distance from the crossing.

6. A reflectorised line of the size, colour and type shown in Diagram 1003 in the Regulations shall be provided across the left-hand side of the carriageway on each side of the railway not more than 1 metre before the signs mentioned in paragraphs 1 and 2 above.

7. A reflectorised line of the size, colour and type shown in Diagram 1003.2 in the Regulations shall be provided across the right-hand side of the carriageway on each side of the railway adjacent to the line shown in Diagram 1003 mentioned in paragraph 6 above.

8. A reflectorised line of the size, colour and type shown in Diagram 1023 in the Regulations shall be provided across the left-hand side of the carriageway on each side of the railway not more than 2 metres before the line mentioned in paragraphs 6 above.

9. Where the specified road passes over the crossing, reflectorised edge of the carriageway markings of the size, colour and type shown in Diagram 1012.1 in the Regulations shall be provided along each side of the carriageway.
10. An advance warning board of standard railway design shall be provided on each railway approach to the crossing and shall be provided with Class 1 retro-reflecting material, or shall be illuminated.

11. A stop board of standard railway design displaying the words “Stop – Whistle before proceeding” shall be provided on both railway approaches approximately 10 metres before the crossing. The stop boards shall be provided with Class 1 retro-reflecting material.

SCHEDULE 2
PART II

Conditions and requirements to be observed by the operator

12. The surface of the carriageway and made up ground over the crossing shall be maintained in a good and even condition. The carriageway shall be approximately 5.6 metres wide and the made up ground not less than 1.5 metres wide on the each side of the carriageway.

13. Drivers of all trains shall bring their trains to a halt at the stop board mentioned in paragraph 11 of the Second Schedule hereto, and shall observe that the crossing is clear before proceeding. The train whistle shall be sounded before proceeding.

14. No trains shall be permitted to pass over the crossing during the hours of darkness or if the crossing cannot be seen from the stop board mentioned in Paragraph 11 of the Second Schedule hereto.

15. The operator shall give notice in writing to the Secretary of State as soon as the provisions of Article 3a and 3b have been met, and the crossing shall be inspected as soon as possible thereafter.
LEVEL CROSSINGS ACT 1983

THE BARRINGTON LIGHT RAILWAY
HASLINGFIELD ROAD LEVEL CROSSING
ORDER 2004

Made this 24th day of June 2004.
Coming into force 27th day of June 2004.

The Secretary of State for Transport at the request of Barrington Light Railway
(hereinafter called "the operator") and in exercise of his powers under Section 1 of the
Level Crossings Act 1983(a) and of all other enabling powers makes the following Order:

1. This Order may be cited as the Barrington Light Railway Haslingfield Road Level
Crossing Order 2004 and shall come into force on the 27th day of June 2004.

2. In this Order:

(a) "the carriageway" means the carriageway of the specified road; "the crossing"
means the level crossing described in Schedule 1 to this Order; "Regulations"
means the Traffic Signs Regulations and General Directions 2002(b); and "the
specified road" means the road at the crossing;

(b) the expressions "left-hand side" and "right-hand side" shall be construed as they
would appear to a person approaching the crossing along the specified road.

3. The following provisions, being provisions which in the opinion of the Secretary of
State are necessary or expedient for the safety or convenience of those using the
crossing, shall apply in respect of the crossing:

(a) the operator shall provide, operate and maintain so long as this Order continues
in force the traffic signs and other protective equipment which is specified in Part
I of Schedule 2 to this Order; and

(b) the operator shall observe the conditions and requirements specified in Part II of
Schedule 2 to this Order.

Signed by authority of the Secretary of State this 27th day of June 2004.

Her Majesty's Assistant Chief Inspector of Railways

(a) 1983, c.16
(b) SI 2002, No.3113

CERTIFIED A TRUE COPY

An Executive Officer of H. M. Railway Inspectorate of the
Health & Safety Executive
authorised by the Secretary of State for Transport

LAWRENCE
SCHEDULE 1

THE CROSSING

In the County of Cambridgeshire.

In the District of Cambridge.

In the Parish of Barrington.

The level crossing known as Haslingfield Road whereby the road known as Haslingfield is crossed by the railway between Haslingfield and Barrington.

National Grid Reference: OS 250550 539750
OPEN CROSSING SINGLE LINE

HASLINGFIELD ROAD LEVEL CROSSING

SCHEDULE 2
PART 1

Particulars of the protective equipment

1. A traffic sign of the size, colour and type shown in Diagram 774 in the Regulations shall be provided on each side of the specified road, on each side of the railway, not nearer than 3 metres to the running edge of the nearest rail. Each of the signs shall face outwards from the crossing towards approaching road traffic.

2. A traffic sign of the size, colour and type shown in Diagram 602 in the Regulations shall be provided on the left-hand side of the specified road, on each side of the railway, mounted immediately below the left-hand sign to Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

3. A traffic sign of the size, colour and type shown in Diagram 778 in the Regulations shall be provided on the left-hand side of the specified road, on each side of the railway, mounted immediately below the left-hand sign to Diagram 602 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

4. A traffic sign of the size, colour and type shown in Diagram 775 in the Regulations shall be provided on each side of the railway on both sides of the specified road, mounted below or adjacent to the sign to Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

5. A traffic sign of the size, colour and type shown in Diagram 771 in the Regulations shall be provided on each side of the railway on the left-hand side of the carriageway at an appropriate distance from the crossing.

6. A reflectorised line of the size, colour and type shown in Diagram 1003 in the Regulations shall be provided across the left-hand side of the carriageway on each side of the railway not more than 1 metre before the signs mentioned in paragraphs 1 and 2 above.

7. A reflectorised line of the size, colour and type shown in Diagram 1003.2 in the Regulations shall be provided across the right-hand side of the carriageway on each side of the railway adjacent to the line shown in Diagram 1003 mentioned in paragraph 6 above.

8. A reflectorised line of the size, colour and type shown in Diagram 1023 in the Regulations shall be provided across the left-hand side of the carriageway on each side of the railway not more than 2 metres before the line mentioned in paragraphs 6 above.

9. Where the specified road passes over the crossing, reflectorised edge of the carriageway markings of the size, colour and type shown in Diagram 1012.1 in the Regulations shall be provided along each side of the carriageway.
10. An advance warning board of standard railway design shall be provided on each railway approach to the crossing and shall be provided with Class 1 retro-reflecting material, or shall be illuminated.

11. A stop board of standard railway design displaying the words “Stop – Whistle before proceeding” shall be provided on both railway approaches approximately 10 metres before the crossing. The stop boards shall be provided with Class 1 retro-reflecting material.

SCHEDULE 2
PART II

Conditions and requirements to be observed by the operator

12. The surface of the carriageway and made up ground over the crossing shall be maintained in a good and even condition. The carriageway shall be approximately 6.3 metres wide and the made up ground not less than 1.5 metres wide on the each side of the carriageway.

13. Drivers of all trains shall bring their trains to a halt at the stop board mentioned in paragraph 11 of the Second Schedule hereto, and shall observe that the crossing is clear before proceeding. The train whistle shall be sounded before proceeding.

14. No trains shall be permitted to pass over the crossing during the hours of darkness or if the crossing cannot be seen from the stop board mentioned in Paragraph 11 of the Second Schedule hereto.

15. The operator shall give notice in writing to the Secretary of State as soon as the provisions of Article 3a and 3b have been met, and the crossing shall be inspected as soon as possible thereafter.
<table>
<thead>
<tr>
<th>Drawing No.</th>
<th>Drawing Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>13_C037_BARR_002</td>
<td>Schematic of Proposed Crossing Layout [Foxton Road]</td>
</tr>
<tr>
<td>13_C037_BARR_003</td>
<td>Schematic of Proposed Crossing Layout [Haslingfield Road]</td>
</tr>
<tr>
<td>13_C037_BARR_008</td>
<td>Example of Crossing Configuration</td>
</tr>
</tbody>
</table>
Diagram 771

Diagram 774

Diagram 3014

Diagram 785.1 (small)

Diagram 775

Diagram 774

Diagram 3014

Diagram 775

Diagram 771

MPH

30-40 45-110
40-50 110-180
>50 180-245

STOP
when
lights show

Diagram 773

Derived from Figure 5: Level crossings:
A guide for managers, designers and operators.
Appendix D  Construction Statement

CEMEX Barrington Light Railway
Construction Statement, Proposed Amendments to Level Crossing Orders

Summary

Currently there are three level crossings on the Barrington Light Railway, all of which are governed by the Level Crossing Act of 1983 and Level Crossing Orders which came into force 27th June 2004. In conjunction with other works being undertaken on the Barrington Light Railway, CEMEX has undertaken a review and risk assessment of the level crossings and seek permission to amend the Level Crossing orders in line with current conditions.

Current Level Crossing Orders

All three level crossings are in the District of Cambridge and within the Parish of Barrington. The three level crossings – Foxton Road (Grid Reference OS 249270), Glebe Road (Grid reference OS 249860 540040), and Haslingfield Road (Grid reference OS 250550 539750) are each governed by their respective level crossing orders. Currently all three are classed as “Open Crossings” i.e. there are no gates or stop lights controlling road traffic when trains are due to cross, train movements being protected by railway staff stopping traffic with a red flag. Road signage is provided in accordance for that laid down for Open Crossings.

Proposed Amendments

The proposed amendments to the current orders are as follows:

Foxton Road

Remain as an Open Crossing with provision to operate in hours of darkness but within the hours specified in the recent planning application. Additional protection to be provided in the form of road traffic stop lights and illumination in hours of darkness and poor visibility.

Glebe Road

Amended to a “Gated Crossing” operated by railway staff with provision to operate in hours of darkness but within the hours specified in the recent planning application. Gates will be provided that close across the roadway and footpath when trains are to cross and which will be closed across the railway at all other times.

Haslingfield Road

Remain as an Open Crossing with provision to operate in hours of darkness but within the hours specified in the recent planning application. Additional protection to be provided in the form of road traffic stop lights and illumination in hours of darkness and poor visibility.
Detailed Specification for Each Level Crossing

Foxton Road (see drawing no. 13_C037_BARR_002)

1. A traffic sign of the colour and type shown in Diagram 774 in the Regulations shall be provided on each side of the specified road, on each side of the railway, not nearer than 3 metres to the running edge of the nearest rail. Each of the signs shall face outwards from the crossing towards approaching road traffic.

2. Traffic signals of the colour and type shown in Diagram 3014 in the Regulations shall be provided on each side of the specified road on each side of the railway, mounted immediately below the Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

3. A traffic sign of the colour and type shown in Diagram 775 in the Regulations shall be provided on each side of the railway, mounted below or adjacent to the sign to Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

4. A traffic sign of the colour and type shown in Diagram 785.1 in the Regulations shall be provided on each side of the railway, mounted below or adjacent to the sign to Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

5. A traffic sign of the colour and type shown in Diagram 771 in the Regulations shall be provided on the left hand side of the specified road, on each side of the railway, between 110 metres and 180 metres to the running edge of the nearest rail. Each of the signs shall face outwards from the crossing towards approaching road traffic.

6. A traffic sign of the colour and type shown in Diagram 773 in the Regulations shall be provided on the left hand side of the specified road, on each side of the railway, mounted immediately below the Diagram 771 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

7. A reflectorised line of the size, colour and type shown in Diagram 1001 in the Regulations shall be provided across the left-hand side of the carriageway on each side of the railway not more than 1 metre before the signs mentioned in paragraphs 1 and 2 above.

8. A reflectorised line of the size, colour and type shown in Diagram 1003.2 in the Regulations shall be provided across the right-hand side of the carriageway on each side of the railway adjacent to the line shown in Diagram 1001 mentioned in paragraph 7 above.

9. Where the specified road passes over the crossing, reflectorised centre of the carriageway markings of the size, colour and type shown in Diagram 1004.1 in the Regulations shall be provided along each side of the carriageway.
10. Where the specified road passes over the crossing, reflectorised edge of the carriageway markings of the size, colour and type shown in Diagram 1012.1 in the Regulations shall be provided along each side of the carriageway.

11. An advance warning board of standard railway design shall be provided on each railway approach to the crossing and shall be provided with Class 1 retro-reflecting material.

12. A stop board of standard railway design displaying the words “Stop – Wait for Shunter’s permission before proceeding” shall be provided on both railway approaches approximately 10 metres before the crossing. The stop boards shall be provided with Class 1 retro-reflecting material.

13. A standard level crossing speed restriction board, which shall be provided with Class 1 retro-reflecting material shall be provided on each railway approach to the crossing. The board shall be placed approximately 25 metres before the crossing, and shall show a speed of 5 mile/h.

14. During the hours of darkness or poor visibility, the railway crossing will be illuminated such that the portion of the train on the crossing is illuminated to the full height of the train & from both sides of the track. The crossing will be illuminated whilst trains are approaching the crossing and during the passage of the train across the crossing. The lights will be extinguished once the train has cleared completely the crossing.

15. The surface of the carriageway and made up ground over the crossing shall be maintained in a good and even condition. The carriageway shall be approximately 7 metres wide and the footways not less than 1.0 metre wide on each side of the carriageway.

16. Drivers of all trains should be prepared to bring their trains to a halt at the stop board. They will not proceed until the shunter has indicated that he is satisfied the crossing is clear.

17. Drivers of trains must drive their trains towards and over the crossing at a speed not exceeding the speed indicated on the relevant board (5 mph) until the front part of the train has passed over the crossing.

18. Anti-trespass gates will be kept locked across the railway when the crossing is not in use. When opened to rail traffic, they will open away from the road so that they fasten back parallel to the railway 2 metres from edge of rail. The gates will be replaced & locked across the railway once the train has cleared the crossing.

19. Cattle-cum-trespass guards of standard railway design shall be provided adjacent to the footways. The guards shall extend the full distance between the fences on each side of the railway.

20. Traffic Sign sizes are proposed as per the attached Appendix in accordance with the Regulations.
Glebe Road (see drawing no. 13_C037_BARR_008)

1. A traffic sign of the colour and type shown in Diagram 770 in the Regulations shall be provided on the left-hand side of the specified road, on each side of the railway, 50 metres from the running edge of the nearest rail. Each of the signs shall face outwards from the crossing towards approaching road traffic.

2. A traffic sign of the colour and type shown in Diagram 770 in the Regulations shall be provided on the left-hand side of Bendyshe Way as it approaches the junction with Glebe Road, 10 metres from the junction. A traffic sign of the size, colour and type shown in Diagram 573 will be mounted immediately below this sign with a right hand arrow and the distance of 30 yards.

3. An advance warning board of standard railway design shall be provided on each railway approach to the crossing and shall be provided with Class 1 retro-reflecting material.

4. A stop board of standard railway design displaying the words “Stop – Wait for Shunter’s permission before proceeding” shall be provided on both railway approaches approximately 10 metres before the crossing. The stop boards shall be provided with Class 1 retro-reflecting material.

5. A standard level crossing speed restriction board, which shall be provided with Class 1 retro-reflecting material shall be provided on each railway approach to the crossing. The board shall be placed approximately 25 metres before the crossing, and shall show a speed of 5 mile/h.

6. A level crossing gate that extends the full width of the carriageway when closed across the road will be provided on both sides of the railway, positioned such that the gates when closed to road traffic are a minimum of 2 metres from the nearest running line. The gates will be manually operated by Cemex Operating Staff responsible for the safe operation of the crossing. When open to road traffic, the gates will be closed across the railway parallel to the nearest footpath and 1 metre away and will be and padlocked into position. The gates and supporting structures will be painted white and the gates will have red lamps and red retroreflective targets mounted in such a way that when closed across the road they face approaching road traffic. The red targets will constructed from Class 1 retro-reflecting material.

7. The surface of the carriageway and made up ground over the crossing shall be maintained in a good and even condition. The carriageway shall be approximately 6 metres wide and the footways not less than 1.0 metre wide on the each side of the carriageway.

8. Drivers of all trains shall bring their trains to a halt at the stop board. They will not proceed until the shunter has secured the gates in position across the carriageway and has indicated that he is satisfied the crossing is clear.

9. Drivers of trains must drive their trains towards and over the crossing at a speed not exceeding the speed indicated on the relevant board (5 mph) until the front part of the train has passed over the crossing.
10. Cattle-cum-trespass guards of standard railway design shall be provided adjacent to the footways. The guards shall extend the full distance between the fences on each side of the railway.

11. Traffic Sign sizes are proposed as per the attached Appendix in accordance with the Regulations.

Haslingfield Road (see drawing no. 13_C037_BARR_003)

1. A traffic sign of the colour and type shown in Diagram 774 in the Regulations shall be provided on each side of the specified road, on each side of the railway, not nearer than 3 metres to the running edge of the nearest rail. Each of the signs shall face outwards from the crossing towards approaching road traffic.

2. Traffic signals of the colour and type shown in Diagram 3014 in the Regulations shall be provided on each side of the specified road on each side of the railway, mounted immediately below the Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

3. A traffic sign of the colour and type shown in Diagram 775 in the Regulations shall be provided on each side of the railway, mounted below or adjacent to the sign to Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

4. A traffic sign of the colour and type shown in Diagram 785.1 in the Regulations shall be provided on each side of the railway, mounted below or adjacent to the sign to Diagram 774 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

5. A traffic sign of the colour and type shown in Diagram 771 in the Regulations shall be provided on the left hand side of the specified road, on each side of the railway, between 180 metres and 245 metres to the running edge of the nearest rail. Each of the signs shall face outwards from the crossing towards approaching road traffic.

6. A traffic sign of the colour and type shown in Diagram 773 in the Regulations shall be provided on the left hand side of the specified road, on each side of the railway, mounted immediately below the Diagram 771 mentioned above, and shall face outwards from the crossing towards approaching road traffic.

7. A reflectorised line of the size, colour and type shown in Diagram 1001 in the Regulations shall be provided across the left-hand side of the carriageway on each side of the railway not more than 1 metre before the signs mentioned in paragraphs 1 and 2 above.

8. A reflectorised line of the size, colour and type shown in Diagram 1003.2 in the Regulations shall be provided across the right-hand side of the carriageway on each side of the railway adjacent to the line shown in Diagram 1001 mentioned in paragraph 7 above.]
9. Where the specified road passes over the crossing, reflectorised centre of the carriageway markings of the size, colour and type shown in Diagram 1004.1 in the Regulations shall be provided along each side of the carriageway.

10. Where the specified road passes over the crossing, reflectorised edge of the carriageway markings of the size, colour and type shown in Diagram 1012.1 in the Regulations shall be provided along each side of the carriageway.

11. An advance warning board of standard railway design shall be provided on each railway approach to the crossing and shall be provided with Class 1 retro-reflecting material.

12. A stop board of standard railway design displaying the words “Stop – Wait for Shunter’s permission before proceeding” shall be provided on both railway approaches approximately 10 metres before the crossing. The stop boards shall be provided with Class 1 retro-reflecting material.

13. A standard level crossing speed restriction board, which shall be provided with Class I retro-reflecting material shall be provided on each railway approach to the crossing. The board shall be placed approximately 25 metres before the crossing, and shall show a speed of 5 mile/h.

14. During the hours of darkness or poor visibility, the railway crossing will be illuminated such that the portion of the train on the crossing is illuminated to the full height of the train & from both sides of the track. The crossing will be illuminated whilst trains are approaching the crossing and during the passage of the train across the crossing. The lights will be extinguished once the train has cleared completely the crossing.

15. The surface of the carriageway and made up ground over the crossing shall be maintained in a good and even condition. The carriageway shall be approximately 7 metres wide and the footways not less than 1.0 metre wide on each side of the carriageway.

16. Drivers of all trains should be prepared to bring their trains to a halt at the stop board. They will not proceed until the shunter has indicated that he is satisfied the crossing is clear.

17. Drivers of trains must drive their trains towards and over the crossing at a speed not exceeding the speed indicated on the relevant board (5 mph) until the front part of the train has passed over the crossing.

18. Anti-trespass gates will be kept locked across the railway when the crossing is not in use. When opened to rail traffic, they will open away from the road so that they fasten back parallel to the railway 2 metres from edge of rail. The gates will be replaced & locked across the railway once the train has cleared the crossing.

19. Cattle-cum-trespass guards of standard railway design shall be provided adjacent to the footways. The guards shall extend the full distance between the fences on each side of the railway.
20. Traffic Sign sizes are proposed as per the attached Appendix in accordance with the Regulations.

*Notes re Traffic Signs*

For further information of the sign diagram numbers go to the Traffic Signs Manual available to download on the Department Of Transport Web site.
20. Traffic Sign sizes are proposed as per the attached Appendix in accordance with the Regulations.

*Notes re Traffic Signs*

For further information of the sign diagram numbers go to the Traffic Signs Manual available to download on the Department Of Transport Web site.
Appendix A – Proposed Road Signage Types and Sizes

<table>
<thead>
<tr>
<th>Sign Type (size in mm)</th>
<th>Foxton Road</th>
<th>Glebe Road</th>
<th>Bendyshe Way</th>
<th>Haslingfield Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>250 yds ←</td>
<td>573</td>
<td>Not applicable</td>
<td>900</td>
<td>Not applicable</td>
</tr>
<tr>
<td>770</td>
<td>771</td>
<td>75</td>
<td>400 x 1 200</td>
<td>1 365 x 915</td>
</tr>
<tr>
<td>STOP when lights show</td>
<td>773</td>
<td></td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>KEEP CROSSING CLEAR</td>
<td>774</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>775</td>
<td></td>
<td></td>
<td>62.5</td>
<td></td>
</tr>
<tr>
<td>785.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3014</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Signage size determined by 85th percentile speed of private cars (mph). The 85% percentile speed for Foxton, Glebe and Haslingfield Roads has been calculated on the basis of automatic traffic surveys commissioned by the Company at these locations over the period 6th to the 14th September 2013. A summary of the findings of these surveys is included in this Statement as Appendix B.
Appendix B – Summary of Automatic Traffic Count Surveys, 8\textsuperscript{th} – 14\textsuperscript{th} September 2013, Foxton, Glebe and Haslingfield Roads, Barrington

**Glebe Road (Westbound)**

<table>
<thead>
<tr>
<th></th>
<th>Sunday 8\textsuperscript{th}</th>
<th>Monday 9\textsuperscript{th}</th>
<th>Tuesday 10\textsuperscript{th}</th>
<th>Wednesday 11\textsuperscript{th}</th>
<th>Thursday 12\textsuperscript{th}</th>
<th>Friday 13\textsuperscript{th}</th>
<th>Saturday 14\textsuperscript{th}</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Flow</strong></td>
<td>188</td>
<td>260</td>
<td>294</td>
<td>281</td>
<td>329</td>
<td>316</td>
<td>304</td>
</tr>
<tr>
<td><strong>5 day avg. flow</strong></td>
<td><strong>296</strong></td>
<td><strong>7 day avg. flow</strong></td>
<td>282</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Average Speed**

<table>
<thead>
<tr>
<th>Speed</th>
<th>85\textsuperscript{th} Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>22.0 mph</td>
<td>26.9 mph</td>
</tr>
</tbody>
</table>

**Glebe Road (Eastbound)**

<table>
<thead>
<tr>
<th></th>
<th>Sunday 8\textsuperscript{th}</th>
<th>Monday 9\textsuperscript{th}</th>
<th>Tuesday 10\textsuperscript{th}</th>
<th>Wednesday 11\textsuperscript{th}</th>
<th>Thursday 12\textsuperscript{th}</th>
<th>Friday 13\textsuperscript{th}</th>
<th>Saturday 14\textsuperscript{th}</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Flow</strong></td>
<td>193</td>
<td>262</td>
<td>298</td>
<td>279</td>
<td>320</td>
<td>327</td>
<td>309</td>
</tr>
<tr>
<td><strong>5 day avg. flow</strong></td>
<td><strong>297</strong></td>
<td><strong>7 day avg. flow</strong></td>
<td>284</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
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</table>

**Average Speed**

<table>
<thead>
<tr>
<th>Speed</th>
<th>85\textsuperscript{th} Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>23.2 mph</td>
<td>28.1 mph</td>
</tr>
</tbody>
</table>

**Foxton Road (Westbound)**

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<tr>
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<th>Sunday 8\textsuperscript{th}</th>
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<th>Tuesday 10\textsuperscript{th}</th>
<th>Wednesday 11\textsuperscript{th}</th>
<th>Thursday 12\textsuperscript{th}</th>
<th>Friday 13\textsuperscript{th}</th>
<th>Saturday 14\textsuperscript{th}</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Flow</strong></td>
<td>464</td>
<td>556</td>
<td>614</td>
<td>592</td>
<td>613</td>
<td>599</td>
<td>462</td>
</tr>
<tr>
<td><strong>5 day avg. flow</strong></td>
<td><strong>595</strong></td>
<td><strong>7 day avg. flow</strong></td>
<td>557</td>
<td></td>
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</table>

**Average Speed**

<table>
<thead>
<tr>
<th>Speed</th>
<th>85\textsuperscript{th} Speed</th>
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</thead>
<tbody>
<tr>
<td>39.3 mph</td>
<td>47.0 mph</td>
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</table>
### Foxton Road (Eastbound)

<table>
<thead>
<tr>
<th></th>
<th>Sunday 8th</th>
<th>Monday 9th</th>
<th>Tuesday 10th</th>
<th>Wednesday 11th</th>
<th>Thursday 12th</th>
<th>Friday 13th</th>
<th>Saturday 14th</th>
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</thead>
<tbody>
<tr>
<td>Total Flow</td>
<td>413</td>
<td>597</td>
<td>658</td>
<td>627</td>
<td>648</td>
<td>609</td>
<td>446</td>
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<td>5 day avg. flow</td>
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<td>7 day avg. flow</td>
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<td>Average Speed</td>
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</tr>
<tr>
<td>85%ile Speed</td>
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<tr>
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<tr>
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### Haslingfield Road (Southbound)

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<th>Wednesday 11th</th>
<th>Thursday 12th</th>
<th>Friday 13th</th>
<th>Saturday 14th</th>
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</thead>
<tbody>
<tr>
<td>Total Flow</td>
<td>553</td>
<td>764</td>
<td>825</td>
<td>807</td>
<td>838</td>
<td>727</td>
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<td>5 day avg. flow</td>
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<td>7 day avg. flow</td>
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<td>Average Speed</td>
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</tr>
<tr>
<td>85%ile Speed</td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>43.3 mph</td>
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<td>51.9 mph</td>
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</table>

### Haslingfield Road (Northbound)

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<tr>
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<th>Monday 9th</th>
<th>Tuesday 10th</th>
<th>Wednesday 11th</th>
<th>Thursday 12th</th>
<th>Friday 13th</th>
<th>Saturday 14th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Flow</td>
<td>555</td>
<td>763</td>
<td>811</td>
<td>837</td>
<td>857</td>
<td>761</td>
<td>638</td>
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<tr>
<td>5 day avg. flow</td>
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<tr>
<td>Average Speed</td>
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</tr>
<tr>
<td>85%ile Speed</td>
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<tr>
<td>42.5 mph</td>
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<tr>
<td>51.2 mph</td>
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