

TRANSPORT AND WORKS ACT 1992

**TRANSPORT AND WORKS (APPLICATIONS AND
OBJECTIONS PROCEDURE) (ENGLAND AND
WALES) RULES 2006**

**THE NETWORK RAIL (CAMBRIDGESHIRE LEVEL
CROSSING REDUCTION) ORDER**

STATEMENT OF CONSULTATION

(Required by Rule 10 (2) (d))

| | |
|--------------------|---------------|
| Document Reference | NR5-CCC |
| Author | Network Rail |
| Date | February 2017 |
| Revision number | FINAL |

Contents

| | |
|---|-----------|
| Executive summary | 4 |
| 1 Introduction | 5 |
| 1.1 Scheme background | 5 |
| 1.2 The Strategy | 5 |
| 1.3 The Programme | 5 |
| 1.4 The Projects | 6 |
| 1.5 Transport and Works Act Orders | 6 |
| 1.6 The Cambridgeshire Level Crossing Reduction Order | 7 |
| 1.7 Purpose | 8 |
| 1.8 Report structure | 8 |
| 2 Pre-application consultation requirements | 9 |
| 2.1 Statutory requirements and best practice | 9 |
| 3 Overview of consultation approach | 11 |
| 3.1 Preparation and planning | 11 |
| 3.1.1 Stakeholder Management Plan | 11 |
| 3.1.2 Identification of affected parties | 11 |
| 3.2 Stages of consultation | 11 |
| 3.3 Process undertaken | 12 |
| 3.3.1 Strategic stakeholders | 12 |
| 3.3.2 Statutory consultees | 14 |
| 3.3.3 Landowners | 15 |
| 3.3.4 Local user and interest groups | 16 |
| 3.3.5 The Public | 17 |
| 3.4 Promotion / communication methods | 19 |
| 3.5 Pathways for providing feedback | 21 |
| 3.5.1 Questionnaire | 21 |
| 3.5.2 Other correspondence | 21 |
| 3.6 Stakeholder management system | 21 |
| 3.7 Design response | 21 |
| 4 Findings from consultation | 22 |
| 4.1 Round 1 | 22 |
| 4.1.1 Questionnaire | 22 |
| 4.1.2 Other correspondence | 24 |
| 4.1.3 Project team response | 26 |
| 4.2 Round 2 | 26 |

| | | |
|-----------|--|-----------|
| 4.2.1 | Questionnaire | 26 |
| 4.2.2 | Other correspondence | 28 |
| 4.2.3 | Project team response | 29 |
| 4.3 | Information Update, December 2016 | 30 |
| 4.3.1 | Design response to consultation feedback | 30 |
| 5 | Conclusion | 31 |
| | Appendices | 32 |
| A. | Schedule 5 and 6 parties | 33 |
| A.1 | Schedule 5 | 33 |
| A.2 | Schedule 6 | 44 |
| B. | Private user questionnaire | 48 |
| C. | Public consultation materials | 54 |
| C.1 | Programme wide materials | 54 |
| C.2 | Round 1 public consultation materials | 59 |
| C.3 | Round 2 public consultation materials | 70 |
| C.4 | December 2016 Information Update materials | 78 |
| D. | Project team response | 86 |

Executive summary

Network Rail has undertaken extensive consultation throughout the development of the Anglia Level Crossing Reduction Programme. This has helped to inform the specification of the scheme, by enabling key stakeholders and members of the public to provide their feedback on the emerging proposals, which has been considered and used in the decision making to refine the solutions for each level crossing.

A consultation strategy was developed to adhere to the statutory requirements from Rule (10(2)d) of the Application Rules. It also helped to ensure that the consultation process is inclusive and effective, improving the acceptability of the proposals to be applied for within the Cambridgeshire Level Crossing Reduction Transport and Works Act Order (TWAO), and thereby increasing the level of confidence that robust proposals have been developed.

The consultation planning recognised that effective and on-going engagement with the following wide range of stakeholders will be key to the successful promotion of the TWAO:

1. **Strategic stakeholders** (Local Planning and Highway Authorities; MPs, Councillors, Parish Councils etc.)
2. **Statutory consultees** (i.e. as identified within Schedules 5 and 6 of the Transport and Works Act 1992)
3. **Landowners** (including tenants, occupiers, and parties with private rights of way)
4. **Local access, user, and interest groups**
5. **The public**

Whilst consultation has been ongoing throughout all stages of the project, the periods of formal public consultation activities can be summarised as follows:

- **Round 1: Initial options** for each level crossing were presented in June 2016 to support the option selection process;
- **Round 2: Preferred option** (generally a single option) for each level crossing was presented in September / October 2016;
- **December 2016 Information Update:** To highlight significant changes to proposals at seven public level crossings (i.e. those where there will be changes made to the solution which might significantly affect the public), as a result of the feedback received from the public and stakeholders during Round 2.

Stakeholder engagement feedback and responses for each round of public consultation were considered as part of the option selection process along with a range of other factors. In addition, consultation also helped shape the proposals and key examples are provided in **Appendix D**.

1 Introduction

1.1 Scheme background

Network Rail has taken steps to close or reduce potential risk at many level crossings on the railway network and is continually looking at ways to improve safety, reliability and value for public money. This is achieved through various existing programmes and initiatives including the National Level Crossing Closure Programme which is based around safety criteria.

Additionally, Network Rail has developed the Anglia Level Crossing Reduction Strategy to further consider options to provide alternative means of crossing the railway to help expedite the process. In particular, the Strategy will help provide the following benefits:

- Improve the safety of level crossing users;
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy;
- Reduce the ongoing operating and maintenance cost of the railway;
- Reduce delays to trains, pedestrians and other highway users;
- Improve journey time reliability for all railway, highway and other rights of way users.

The purpose of the Anglia Level Crossing Reduction Strategy is to improve safety, allow Network Rail to more effectively manage their assets, reduce the ongoing maintenance liability of the railway and help enable various separate potential enhancement schemes in the future.

1.2 The Strategy

The Anglia Level Crossing Reduction Strategy comprises 5 phases; however, the proposals in the Cambridgeshire Transport and Works Act Order (TWAo) only relates to Phases 1 and 2.

Phase 1 (mainline) and 2 (branch line) comprise level crossings where the proposals do not include any new form of grade separation across the railway, and where benefits may be deliverable and affordable within Network Rail Control Period 5 (to 31/03/2019) and Control Period 6 (to 31/03/2024).

Phases 3 to 5 will include new grade separated crossings of the railway, and diversion or downgrading of major highways. Network Rail has advised that these later phases are likely to be implemented within Control Period 6 (2019 to 2024) after Phases 1 and 2 are implemented. This is because the more substantive associated infrastructure means that they will take longer to develop and secure the necessary funding. It is expected that planning work on Phases 3 to 5 may be progressed during the latter stages of Control Period 5.

1.3 The Programme

Governance for Railway Investment Projects (GRIP) is Network Rail's management stages for projects and divides them into eight distinct stages, shown in the left hand side of Figure 1 below. The overall GRIP approach is product rather than process driven (i.e. within each stage an agreed set of products are delivered), and can be difficult to interpret in the context of the planning process. The right hand side of Figure 1 shows the key planning activities and/or events that occurs at each GRIP stage during the Programme.

Figure 1: GRIP stages in planning context

| GRIP stage | | Planning stage |
|---|---|--|
| GRIP 0 Strategic requirement | | Early work to determine the strategic requirement for the scheme |
| GRIP 1 Output definition | → | Initial requirements and consideration of long list options |
| GRIP 2 Feasibility | → | Short list option feasibility and public consultation |
| GRIP 3 Option selection | → | Agree single option, prepare and submit TWAO application |
| GRIP 4 Single option development | → | Objection (case) management and Public Inquiry |
| GRIP 5 Detailed design | | |
| GRIP 6 Construction test and commission | | |
| GRIP 7 Scheme hand back | | |
| GRIP 8 Project close out | | |

Source: Mott MacDonald

During 2014, Network Rail reviewed and developed early concept (GRIP Stage 0) solutions for Phase 1 and 2 of the Strategy. This included some early stakeholder consultation, the framework of which is set out in Chapter 3 of this report.

After considering the GRIP Stage 1 feasibility study outcomes and reviewing funding, Network Rail reduced the number of Phase 1 and 2 level crossings to be taken forward, due to affordability and deliverability. More specifically, work to consider level crossings within the county of Norfolk was deferred to Control Period 6 (2019 to 2024).

All works which are currently being progressed comprise the Programme, consisting of three individual projects, described in the next section.

1.4 The Projects

Three separate Projects have been identified within the post GRIP Stage 1 Strategy as listed below:

1. The county of Cambridgeshire (The Cambridgeshire Level Crossing Reduction Order);
2. The county of Suffolk (The Suffolk Level Crossing Reduction Order);
3. The county of Essex, the county of Hertfordshire, the unitary authorities of Thurrock and Southend-on-Sea and the London Borough of Havering (The Essex and Others Level Crossing Reduction Order).

1.5 Transport and Works Act Orders

Each of the three Projects will be the subject of a separate application under the Transport and Works Act 1992 for which Network Rail is applying. This will include the powers necessary to

enable it to implement the projects such as the acquisition of land, or rights over land, extinguishment of existing rights and alteration of rights including downgrading of roads. It should be noted that solutions at certain level crossings are part of a common solution or interact with adjacent level crossings.

1.6 The Cambridgeshire Level Crossing Reduction Order

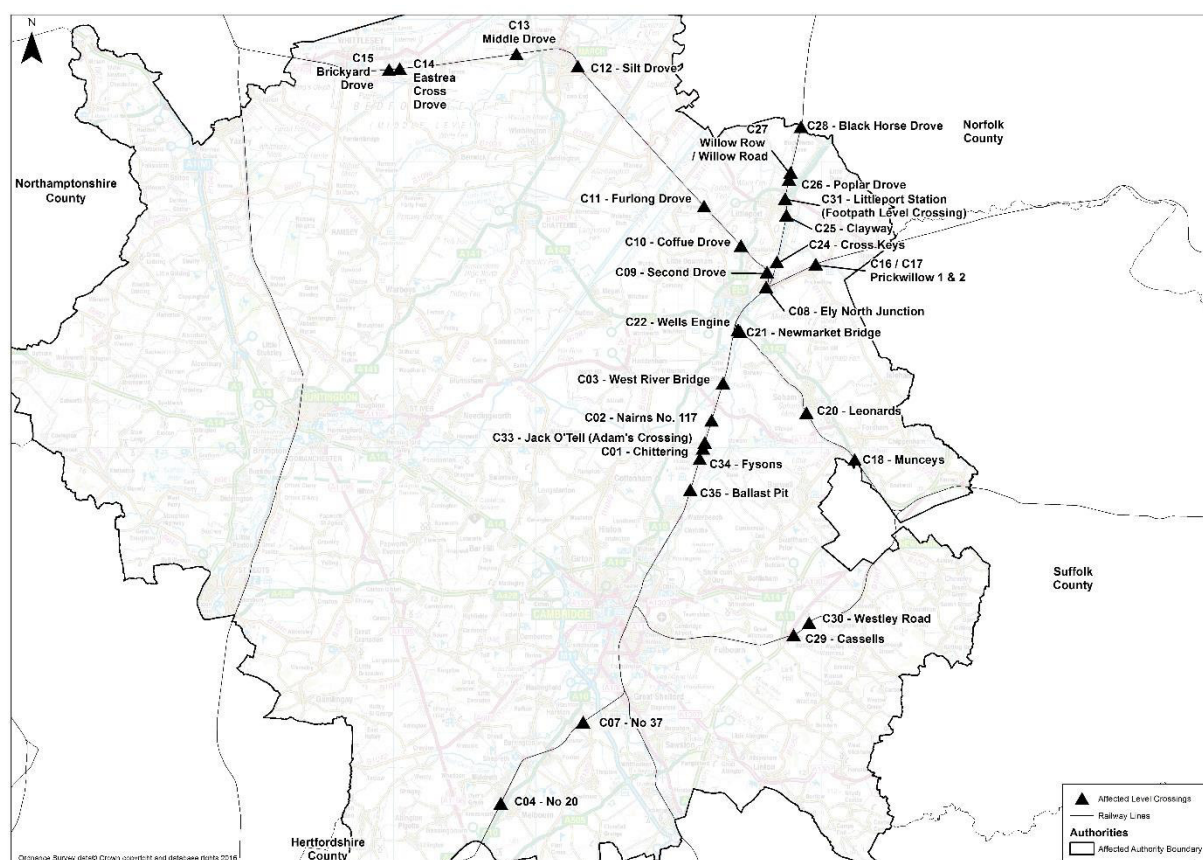
This report is for the Cambridgeshire Level Crossing Reduction Order only. It comprises 30 level crossings which are named and shown in Table 1.1 and Figure 2.

Table 1.1: Level crossings in the Cambridgeshire Order

| Code | Name |
|------|-------------------------------|
| C01 | Chittering |
| C02 | Nairns No.117 |
| C03 | West River Bridge |
| C04 | No. 20 |
| C07 | No.37 |
| C08 | Ely North Junction |
| C09 | Second Drove |
| C10 | Coffue Drove |
| C11 | Furlong Drove |
| C12 | Silt Drove |
| C13 | Middle Drove |
| C14 | Eastrea Cross Drove |
| C15 | Brickyard Drove |
| C16 | Prickwillow 1 |
| C17 | Prickwillow 2 |
| C18 | Munceys |
| C20 | Leonards |
| C21 | Newmarket Bridge |
| C22 | Wells Engine |
| C24 | Cross Keys |
| C25 | Clayway |
| C26 | Poplar Drive |
| C27 | Willow Row/Willow Road |
| C28 | Black Horse Drove |
| C29 | Cassells |
| C30 | Westley Road |
| C31 | Littleport Station |
| C33 | Jack O'Tell (Adam's Crossing) |
| C34 | Fysons |
| C35 | Ballast Pit |

Source: Network Rail / Mott MacDonald

Figure 2: Map of level crossing sites and railway lines in Cambridgeshire



Source: Network Rail / Mott MacDonald

1.7 Purpose

This report, in accordance with Rule 10(2)(d) of The Transport and Works (Application and Objections Procedure) (England and Wales) Rules 2006 ("Application Rules"), sets out the extensive consultation activity undertaken by Network Rail to comply with the Application Rules.

Rule 10(2)(d) requires the applicant to submit with the draft Order, a report summarising all the consultations undertaken, including confirmation that the applicant has consulted with all the relevant bodies named in Schedule 5 and 6 of the Application Rules.

1.8 Report structure

Following this introduction, the report is structured as follows:

- **Chapter 2** describes the statutory requirements and incorporating best practice procedures for pre-application consultation;
- **Chapter 3** outlines the approach that was used to carry out consultation activities with all stakeholders that are relevant to this project;
- **Chapter 4** provides an overview of the key findings from the consultation and how it shaped and influenced the proposals throughout the life of the project.

2 Pre-application consultation requirements

2.1 Statutory requirements and best practice

A consultation strategy was developed to adhere to the statutory requirements from Rule 10(2) (9d) of the Application Rules. It also has taken account of the following guidance and best-practice procedures to develop a more wide-ranging approach to pre-application consultation:

- The Department for Transport (DfT) 'A Guide to TWA Procedures';
- The Government's 'Code of Practice on Consultation';
- Pre-application requirements for Development Consent Orders promoted under the Planning Act 2008. Whilst this is not specifically applicable to a TWAO scheme, we have taken cognisance of relevant best practice and considered a range of approaches; and
- Planning Practice Guidance published by the UK Government in March 2014 (which supersedes the 'Code of Practice on the Dissemination of Information during Major Infrastructure Developments', which is referenced within the DfT's 'A Guide to TWA Procedures').

This approach has ensured that the consultation process is inclusive and effective, and helps maximise acceptability of the proposals to be applied for within the TWAO, thereby increasing the level of confidence that robust proposals have been developed.

Table 2.1 demonstrates the compliance of the project's consultation activities with the statutory requirements, adherence to best practice and areas where the consultation activities undertaken exceed requirements.

Table 2.1: Consultation requirements and best practice compliance

| Consultation activity | Statutory requirement | Guidance recommendation | Project activity |
|--|-----------------------|-------------------------|------------------|
| Rule 10(2)(d) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 | | | |
| Consultation Report including confirmation that all relevant parties named in column 2 of Schedules 5 and 6 of the Rules have been consulted. | ✓ | ✓ | ✓ |
| Government Code of Practice on Consultation, 2008 | | | |
| Formal consultation at a stage where influencing the outcome is feasible | ✗ | ✓ | ✓ |
| Consultation period of at least 12 weeks ¹ | ✗ | ✓ | ✓ |
| Clear explanations of proposals, including benefits and costs ² , the process being followed, the scope to influence the proposals | ✗ | ✓ | ✓ |
| Consultation exercises accessible to and clearly targeted at those people affected | ✗ | ✓ | ✓ |
| Minimising the burden of consultation to consultees | ✗ | ✓ | ✓ |
| Analysis of consultation responses with feedback provided following the consultation exercises | ✗ | ✓ | ✓ |
| Learning from guidance and best practice to plan and run consultation exercises | ✗ | ✓ | ✓ |
| Planning Act, 2008: Guidance on the pre-application consultation | | | |
| Notify the Secretary of State of the proposed application and whether an environmental impact assessment or a screening opinion will be pursued | ✗ | ✓ | ✓ |
| Produce and make easily available a Statement of Community Consultation (Pre-Application Approach to Community Consultation, PAACC) ³ | ✗ | ✓ | ✓ |
| Publicity and advertisement of consultation exercises | ✗ | ✓ | ✓ |
| Minimum period of 28 days for return of responses to consultation ⁴ | ✗ | ✓ | ✓ |

Source: Rule 10 of the Transport and Works (Applications and Objections Procedure), 2006; Code of Practice on Consultation, 2008

¹ Stakeholder consultation has been ongoing from 2015 to 2017, with several rounds of formal public consultation undertaken in 2016

² Costs were discussed with the local authority as part of ongoing discussions regarding the proposals

³ A "Communications Plan" has been produced for this project, which is similar in nature to a PAACC

⁴ All formal public consultation periods provided a minimum period of 28 days for the return of responses, with exception to the Round 2, whereby a 21-day return period was advertised. However, responses received up to 28 days were accepted and included in the consultation reporting

3 Overview of consultation approach

3.1 Preparation and planning

3.1.1 Stakeholder Management Plan

A Stakeholder Management Plan (SMP) was developed to set out how the project will engage with stakeholders during the feasibility design development and TWAo pre-application stage. This SMP was followed through all stages of consultation.

In addition, a Communications Plan was developed and was prepared for the Cambridgeshire area and issued to the County and District Councils at the outset of the project. These were shared with the relevant Local Authorities to advise on the project's approach to consultation with all stakeholders and were followed throughout the consultation process.

3.1.2 Identification of affected parties

The proposed closure of level crossings will affect a wide range of stakeholders. The consultation planning recognised that effective and on-going engagement with all stakeholders will be key to the successful promotion of the TWAOs.

The stakeholders potentially affected by the scheme were categorised as follows:

1. Strategic stakeholders (Local Planning and Highway Authorities; MPs, Councillors, Parish Councils etc.);
2. Statutory consultees (i.e. as identified within Schedules 5 and 6 of the Transport and Works Act 1992);
3. Landowners (including tenants, occupiers, and parties with private rights of way);
4. Local access, user, and interest groups; and
5. The public.

3.2 Stages of consultation

The Cambridgeshire TWAo was subject to the following stages of consultation:

- **Round 1: (April to July/August 2016) Initial options** for each level crossing were presented to stakeholders, including landowners, with formal public consultation in June 2016 to support the option selection process (GRIP Stage 2). Stakeholders and members of the public were invited to submit feedback which was used to inform the development of the preferred solutions, ahead of the second round of consultation. At this stage the proposal drawings were made available to consultation parties. These showed potential route options but did not specify the type of proposed right of way of potential extinguishments;
- **Round 2: (August/September to November 2016) Preferred option** (generally a single option) for each level crossing was presented, to gain buy-in to the preferred option and to refine it based on consultation feedback. A formal public consultation was held during September 2016. At this stage the proposal drawings were made available to consultation parties. These showed proposed routes including the type of right of way as well as extinguishments;
- **Round 3 Information Update (December 2016 to January 2017):** An information update was used in December 2016 to highlight changes to proposals at public level crossings, as a result of the feedback received from the public and stakeholders during Round 2. At this

stage the proposal drawings were made available to consultation parties, to show the changes made. There were seven crossings (grouped into five packages) in Cambridgeshire included within the December 2016 Information Update:

- C06 Barrington (subsequently removed from scheme)
- C08 Ely North
- C26 Poplar Drove & C27 Willow Row package
- C09 Second Drove & C24 Cross Keys package
- C20 Leonards

At each of these consultation stages, the public as well as stakeholders were invited to discuss and comment on the entirety of the proposals including the route options, specific features and need for the scheme.

- **Round 4 (January to February 2017) continuing Landowner Engagement** (undertaken by Bruton Knowles)

While there were defined periods of public consultation; engagement with other key stakeholders such as landowners, local authorities, statutory consultees was an continual process, hence the overlapping time periods given above.

Please note, in the tables found in **Appendix D**, round 3 is used to define correspondence for any level crossing during the defined timescale above, not only the level crossings which were part of the December 2016 update.

3.3 Process undertaken

3.3.1 Strategic stakeholders

3.3.1.1 GRIP Stage 1

This category of consultee includes Local Planning and Highway Authorities (County and District Councils), Parish Councils, Councillors, and MPs. The Country Land and Business Association (CLA) and the National Farmers Union (NFU) were also important strategic stakeholders consulted at this stage. These organisations were able to provide details for the majority of the major farmers and landowners that will be affected by this scheme.

Cambridgeshire County Council was consulted during GRIP Stage 1. Workshops were held with various officers (such as Highways, PROW, Green Infrastructure, Legal, Trails and Heritage etc.) in Autumn 2015. A brief overview presentation provided background context and an overview of the programme and project plan. This initial session also described the nature of the work undertaken to date, including the site visits and desktop research, and provided a further opportunity to forge partnership working for mutual benefit.

The crossings within the relevant County area were then discussed in detail as a group, to understand the current situation and to consider the proposed solutions, in order to further develop and shape the initial proposals for level crossing closures. A Google Earth KMZ file showing the locations of all level crossings and a PDF plans of the proposed closure solutions were circulated to all attendees prior to the meeting.

A second meeting was then held post completion of the GRIP Stage 1 reviews to provide an update to project and discuss any amendments to the proposals.

After considering the GRIP Stage 1 feasibility study outcomes and reviewing funding, Network Rail reduced the number of Phase 1 and 2 level crossings to be taken forward into the next

stage of the project. More specifically, level crossings in Norfolk and those on branch lines in Suffolk were removed due to affordability and deliverability.

3.3.1.2 GRIP Stages 2 and 3

Further and more detailed consultation was undertaken with strategic stakeholders during GRIP Stages 2 and 3. At the most basic level, County, District, and Parish Councils received written correspondence throughout the programme to provide notification of the opportunities for consultation at the various stages.

A series of workshops were held with Cambridgeshire County Council during GRIP Stages 2 and 3, which fed into decision making in relation to the refinement of solutions for each level crossing. These are as follows:

- Post Round 1 consultation: 26th July 2016 and the 2nd August 2016
- Post Round 2 consultation: 11th October 2016
- Post December 2016 Information Update: Teleconference, 16th December 2016

County Archaeologists, County Cultural Heritage Officers were also invited to attend and the three District Councils within Cambridgeshire were also invited to send a representative to attend (District Councils were also requested to provide information on any planning applications that might be relevant for the team to consider during the development of the proposals for level crossings).

In addition to the workshop sessions, ongoing teleconferences / telephone conversations and email correspondence occurred between the design team and the relevant County Council Officers throughout the process, to ensure that they could input and influence the emerging proposals for each level crossing.

The Rules stipulate that every Parish or Community Council in whose area the relevant stopping-up or diversion of a footpath, a bridleway, a byway or cycle track is located, must be consulted for a TWAO application. Councillors from parish councils in which affected level crossings are situated were invited to pre-meetings, to be held before the publicised time for Round 1 and 2 public exhibitions. Other parish councils which became relevant as the design developed were also consulted. Also, in accordance with the Rules, all relevant Parish or Community Councils will be served with a copy of the TWAO application.

Members of Parliament were briefed in advance of each stage of the consultation. This was done by letter with the offer of a face to face briefing.

The initial stage of consultation was communicated to County and District Leaders, Cabinet Members and affected ward councillors. This was done by letter with the offer of a follow up meeting and a private “stakeholder” session one hour in advance of the advertised time at the public exhibitions. Officers at Cambridgeshire County Council also syndicated information out to all councillors, those affected and those not affected.

Network Rail facilitated a workshop for councillors alongside Cambridgeshire County Council on 9 August at East Cambridge Council, Ely. Feedback from that session was captured and used to refine plans.

The second round of consultation was communicated to MPs, Council Leaders, Cabinet Members and all affected ward councillors by letter. As with the initial round of consultation this was done in advance of a press release. Again, a follow up meeting was offered.

The third stage and subsequent removal of crossings was communicated to MPs, affected ward councillors, County and District Council Leaders and Cabinet Members.

Network Rail undertook ad hoc meetings with individual members of parliament regarding specific crossings. These were:

- Heidi Allen MP (South Cambs) - Barrington Road
- Lucy Frazer MP – (South East Cambs) - Project Overview

Ad hoc meetings also took place with county and district councillors:

- Cllr Susan van de Ven - Melbourn Ward - Cambs CC – Barrington Road

Members of parliament were briefed regularly, face to face by Network Rail's Public Affairs Manager (Anglia) as part of our ongoing engagement programme.

3.3.2 Statutory consultees

This category of consultee is concerned with those as identified within Schedules 5 and 6 of the Transport and Works Act 1992.

At GRIP Stage 1, a letter was issued to the organisations outlined below on Friday 9th October 2015. The letters introduced the programme, and requested the opportunity to meet (or arrange a telephone discussion) with relevant individuals to discuss the programme and relevant crossings in further detail.

- Natural England;
- Environment Agency;
- Historic England; and
- Highways England.

Further and more detailed and ongoing consultation with these statutory consultees was carried out during GRIP Stage 2 and 3. This was done via letter, telephone discussions and meetings, to ensure that the project team was aware of key considerations in the development of the initial and preferred options. Some consultees requested more detailed design information on the proposals, which was provided.

The feedback received (such as safety and functionality) supported design development and the preparation of Environmental Impact Assessment (EIA) Screening Request for the Cambridgeshire TWAO, which was submitted to the Secretary of State on 8th December, 2016; and the Screening Opinion dated 24th January 2017, it was confirmed that no EIA is required for the Cambridgeshire proposals.

3.3.2.1 Schedules 5 and 6 consultees

Schedules 5 and 6 of the Rules identify a range of other statutory consultees that need to be consulted. This engagement has been undertaken via written correspondence, to provide current information about the project, details of information available on the project website and contact details to provide feedback or discuss any aspect of the project.

All parties to be served under Schedule 5 and 6 of the Rules have been informed of the intended application.

Appendix A provides a summary of the various relevant categories of consultee under Schedules 5 and 6 of the Rules, who are entitled to receive a copy of the application documents or to be served with notice of the making of the application. It also contains categories which are not relevant although consultation has been carried out with some of these parties so that they are aware of the scheme.

3.3.3 Landowners

This category of consultee is mostly concerned with the owners of land affected by the Anglia level crossing closure proposals; but also includes tenants, occupiers and parties with private rights of way.

The approach adopted for consulting with landowners and other affected parties is described below.

Details for affected landowners were obtained from the Land Registry; this enabled the team to undertake initial desktop investigations and discussions with landowners. This also enabled the identification of other affected parties (including tenants, occupiers, and parties with private rights of way).

At GRIP Stage 1, only an initial prioritised list of potentially directly affected landowners were consulted, to enquire about the operation of the land, make arrangements to gain access for surveys and obtain information for initial compensation cost estimates. This was undertaken via letter and telephone discussions. In addition to this, a small number of additional land owners were consulted during site visits if the opportunity arose (i.e. the landowner was present on site whilst our surveyor was there).

At GRIP Stage 2-3, written correspondence and discussions continued with landowners during four phases of activity (described below).

1. An initial phase of consultation activity (between April and July/August 2016) was undertaken with landowners directly affected by the proposals; namely, where the proposals involved the creation of a new public right of way across their land, where their private user rights to a level crossing would be affected, or for land adjacent to a public level crossing being affected.
2. A second phase of consultation between August and October 2016 for key landowners on single preferred options.
3. The third phase of consultation (between November and December 2016) was undertaken with landowners where there were potential significant impacts, or where changes to the proposals as a result of the consultation process or other engineering or environment reason had taken place, etc., and where design evolution had identified new landowners / parties affected by the proposals.
4. A fourth phase of consultation activity (between December 2016 and February 2017) was undertaken by Bruton Knowles with landowners/affected parties including those subject to the acquisition of temporary access rights. This comprised progression of discussions with parties previously engaged and the engagement of new parties where identified through earlier consultation. This was undertaken through written correspondence, telephone discussions and site meetings where requested. All landowners/affected parties identified through the referencing process were written to, given an opportunity to discuss the proposals, advised of how their interest could be affected and where to view the current design.

The team made on average three separate attempts to contact unique land parties to ensure that they had sufficient opportunity to be consulted.

Furthermore, to establish the use of private user crossings, a questionnaire was produced for completion by those with rights to use at least one of the five private user crossings being considered within Cambridgeshire. This is shown in **Appendix B**. The private user crossings identified within the study area within Cambridgeshire are as follows:

- C02 Nairns (No. 117)
- C26 Poplar Drove
- C33 Jack O'Tell
- C34 Fysons
- C35 Ballast Pit

This questionnaire sought to capture not only the average use of the level crossing but also whether there were any times of the year when usage peaked (such as during the harvesting season). The questionnaire was posted to interested parties on Friday 2nd December 2016. A freepost return addressed envelope and details of the project email address to which responses could be sent were enclosed. The deadline for responses was set as Friday 16th December 2016. The survey was issued again to those who had not provided a response on Wednesday 11th January 2017, with a revised response date set for 23rd January 2017. Of the questionnaires issued to 14 private users for level crossings in Cambridgeshire, 10 responses were received for the following level crossings:

- C02 Nairns (No. 117) – one response
- C26 Poplar Drove – six responses
- C33 Jack O'Tell – one response
- C34 Fysons – one response
- C35 Ballast Pit – one response

Network Rail can confirm that all identified parties in the Book of Reference have been consulted prior to submission of the Order. If any other parties are identified following on from submission of the order Network Rail will continue to engage with them as they become known. Key comments made by landowners have been identified in **Appendix D**. This also sets out how these comments influenced the design proposals taken forward.

3.3.4 Local user and interest groups

3.3.4.1 GRIP Stage 1

At GRIP Stage 1, Mott MacDonald worked with Network Rail to prepare an online survey as the first means of engaging with local user groups. This collated high level feedback and information, as a basis for further, more detailed engagement in the later stages of the programme. The survey intended to give an opportunity for local user groups to inform the project team of their general principles in relation to the Anglia Level Crossing Reduction Strategy.

The following eight local user groups (largely identified from Schedule 5 of the Rules and other non-statutory strategic bodies identified by the team) were contacted with the invitation to engage with Network Rail through the completion of the survey at an organisational level:

- Auto Cycle Union;
- British Driving Society;
- British Horse Society;
- Byways and Bridleways Trust;
- Cyclist Touring Club (CTC);
- Essex Bridleway Association
- Open Spaces Society;
- Sustrans; and
- The Ramblers Association (Head Quarters).

The survey commenced on the 19th October 2015 and closed on 1st November 2015 (excluding a four-day extension). All organisations were contacted before the survey closed with a final request to participate.

A total of 12 individual responses were received, representing all of the organisations listed above, with the exception of the Auto Cycle Union and the British Driving Society. Four of the 12 responses were received from the Ramblers Association's local contacts in the Anglia region. A response was also received from the Essex Bridleways Association and Colchester Cycling Campaign (at the request of one of the eight main organisations listed above).

3.3.4.2 GRIP Stages 2 and 3

To continue the engagement started in GRIP Stage 1, the local user groups listed above were re-contacted via letter and email providing details and notification of the Round 1 and 2 consultation opportunities, as well as the December 2016 Information Update.

Other additional user and interest groups were also identified for engagement (e.g. through discussions with the strategic stakeholders etc. and / or through the public exhibition events). This also includes local interest groups (such as local environmental groups, who may not use the land affected by the proposals but have a particular interest in it). Furthermore, representatives of Network Rail attend Local Access Forums and informed attendees of upcoming public exhibition events.

In addition, the national groups listed in Schedule 5(10) of the Rules will be served with a copy of the TWAO application (as stipulated in the Rules).

Furthermore, a scoping study was undertaken during summer 2016 to consider how those with protected characteristics (as defined by the Equality Act 2010) might be affected by the proposals. This was followed by the preparation of a series of Diversity Impact Assessments (DIAs) where appropriate, which included consultation with the Network Rail's Built Environment Accessibility Panel (BEAP) for feedback.

3.3.5 The Public

3.3.5.1 Public exhibition events

Round 1 and 2 consultation

Three public exhibition events were held in Cambridgeshire at the Round 1 and Round 2 consultations (six in total). Each level crossing was allocated to one of three event locations, as outlined below:

Event location: March

- C12 Silt Drove
- C13 Middle Drove
- C14 Eastrea Cross Drove
- C15 Brickyard Drove

Event location: Littleport

- C03 West River Bridge
- C08 Ely North Junction
- C09 Second Drove
- C10 Coffue Drove

- C11 Furlong Drove
- C16 Prickwillow 1
- C17 Prickwillow 2
- C18 Munceys
- C19 Wicken Road
- C20 Leonards
- C21 Newmarket Bridge
- C22 Wells Engine
- C24 Cross Keys
- C25 Clayway
- C26 Poplar Drove
- C27 Willow Row / Willow Road
- C28 Black Horse Drove
- C31 Littleport Station

Event location: Cambridge

- C01 Chittering
- C02 Nairns No. 117
- C04 No 20
- C06 Barrington Road
- C07 No 37
- C29 Cassells
- C30 Westley Road
- C33 Jack O'Tell (Adam's Crossing)
- C34 Fysons
- C35 Ballast Pit

The public exhibition programme and attendance for the Round 1 and Round 2 consultations are shown in Table 3.1 and Table 3.2 below. Representatives from the County Council, District Councils and Parish Councils and local user / interest groups were invited to a pre-meeting, one hour prior to the start of the public exhibition to be briefed on the proposals.

Table 3.1: Public exhibition programme and attendance for Round 1 public consultation, Cambridgeshire

| Event location | Date | Pre-meeting time | Pre-meeting attendees | Public time | Public attendees | Total attendees |
|----------------|----------|------------------|-----------------------|-------------|------------------|-----------------|
| March | 07/06/16 | 13:00–14:00 | 11 | 14:00-19:00 | 40 | 51 |
| Littleport | 08/06/16 | 13:00–14:00 | 13 | 14:00-19:00 | 72 | 85 |
| Cambridge | 10/06/16 | 13:00–14:00 | 10 | 14:00-19:00 | 40 | 50 |
| | | | 34 | | 152 | 186 |

Source: Mott MacDonald

Table 3.2: Public exhibition programme and attendance for Round 2 public consultation, Cambridgeshire

| Event location | Date | Pre-meeting time | Pre-meeting attendees | Public time | Public attendees | Total attendees |
|----------------|----------|------------------|-----------------------|-------------|------------------|-----------------|
| March | 07/09/16 | 13:00–14:00 | 8 | 14:00-19:00 | 25 | 33 |

| Event location | Date | Pre-meeting time | Pre-meeting attendees | Public time | Public attendees | Total attendees |
|----------------|----------|------------------|-----------------------|-------------|------------------|-----------------|
| Cambridge | 08/09/16 | 13:00–14:00 | 12 | 14:00-19:00 | 18 | 30 |
| Littleport | 12/09/16 | 13:00–14:00 | 18 | 14:00-18:30 | 33 | 51 |
| | | | 38 | | 76 | 114 |

Source: Mott MacDonald

Information update, December 2016

Due to the volume of responses received during the Round 2 consultation on the C06 Barrington Road level crossing proposals, a specific public information event for C06 was held to update local residents and stakeholders on proposals for this level crossing specifically. Table 3.3 provides a summary of attendance for the Barrington Road public information event. Representatives from the County Council, District Councils and Parish Councils and local user / interest groups were asked to sign in as stakeholders. Meetings were held with the County Council and Parish Council to brief them on the proposals prior to the event.

Table 3.3: Summary of attendance – Barrington Road public information event, December 2016

| Event location | Date | Public time | Stakeholder attendees | Public attendees | Total attendees |
|----------------|----------|-------------|-----------------------|------------------|-----------------|
| Foxton | 14/12/16 | 14:00-19:00 | 9 | 52 | 61 |

Source: Mott MacDonald

The other six Cambridgeshire level crossings included in the information update (as listed on page 10) were not subject to an event. Instead information was just disseminated by way of newspaper adverts, distributed flyers, notices on level crossings and direct contact with the County, District, and Parish councils.

3.4 Promotion / communication methods

A number of promotion / communication methods were used to publicise the consultations:

- Event flyers – a flyer was produced to promote each public exhibition event (seven in total for events in Cambridgeshire) – before each event, the relevant flyer was erected on both sides of the railway at every level crossing being consulted on, and a total of 16,400 flyers were delivered to addresses in proximity to the level crossings being consulted on (further details for each stage of consultation are provided below):
 - Round 1: 6,500 flyers were delivered to addresses in proximity to the level crossings being consulted on between 28/05/16 and 05/06/16
 - Round 2: 7,400 flyers were delivered to addresses in proximity to the level crossings being consulted on between 24/08/16 and 26/08/16
 - December 2016, Information Update: 2,500 flyers were delivered to addresses in proximity to the level crossings being consulted on between 07/12/16 and 09/12/16
- Newspaper adverts – eight adverts were placed in local newspapers across Cambridgeshire across all consultation periods (three for both Rounds 1 and 2 and two for the December Update – see Table 3.4 for more details);

Table 3.4: Details of newspaper adverts

| Stage of consultation | Newspaper | Publication date |
|----------------------------------|----------------|-------------------|
| Round 1 | Cambs Times | 27 May 2016 |
| Round 1 | Cambridge News | 27 May 2016 |
| Round 1 | Ely News | 27 May 2016 |
| Round 2 | Cambs Times | 26 August 2016 |
| Round 2 | Cambridge News | 27 August 2016 |
| Round 2 | Ely News | 01 September 2016 |
| December 2016 Information Update | Cambridge News | 07 December 2016 |
| December 2016 Information Update | Ely News | 08 December 2016 |

Source: Mott MacDonald

- Summary sheets – this was a key information resource developed for each level crossing, at each round of consultation. Content included:
 - An overview of the programme and benefits;
 - An overview of the level crossings and its existing features;
 - The level of response and the nature of the feedback received from previous consultation;
 - A summary of the latest proposals;
 - A drawing showing the latest proposals; and
 - How to provide feedback on the proposals.
- Banners – a series of banners were produced to provide public exhibition attendees with information about the programme, its scope, and benefits, the TWAO process (project timeline), which level crossings are affected and how to provide feedback on the proposals;
- Plans – large plans were displayed on boards and on walls, to supplement the banners showing which level crossings are affected and with information about existing public rights of way;
- Information pack – this was used for the December 2016 Information Update, to provide details of the latest proposals for the level crossings which have been significantly changed, following the Round 2 consultation in September / October 2016;
- Website – the project website (www.networkrail.co.uk/anglialevelcrossings) was designed, managed and updated by Network Rail to provide information specific to each round of consultation. The flyers, summary sheets, selected banners and questionnaires were all available to download from the website, as was a link to the online surveys.
- Event flyers for all stages of consultation, and the information pack for the December 2016 Information Update were provided to strategic stakeholders (including County, District, and Parish Councils), local user / interest groups via email and / or post – these groups were also invited to share the information on their social media platforms, to refer people to the Network Rail website.

Appendix C provides a selection of examples for the core materials described above, for each stage of consultation.

3.5 Pathways for providing feedback

3.5.1 Questionnaire

Stakeholders and members of the public were invited to complete a questionnaire to provide feedback on the Round 1 initial options and Round 2 preferred options. The questionnaire was designed to obtain feedback on a level crossing by level crossing basis.

The questionnaires could be completed and submitted in person at the public exhibitions, returned via a freepost address (envelopes were provided for this purpose), or using the online survey, which was available from the project website.

Appendix C includes a copy of the Round 1 and 2 questionnaires.

3.5.2 Other correspondence

Stakeholders and members of the public were also invited to:

- Contact the Network Rail helpline (03457 11 41 41) or on the project website www.networkrail.co.uk/anglialevelcrossings for any queries about the scheme in general⁵;
- Use the project email address (anglialevelcrossings@networkrail.co.uk) to provide written comments on the proposals;
- Write to Network Rail using the freepost address.

3.6 Stakeholder management system

The team utilised a stakeholder management system named Apollo. This is an entirely web based Land Referencing System developed within a Geographic Information System. The system was customised to accommodate the project's workflows and processes. The system provided an environment in which to access, query and edit land interest and contact information.

A schedule of consultees was prepared for each TWAO area, identifying those to be consulted. This schedule was then used to manage the consultation with the parties identified. The schedule was expanded and amended as new stakeholders were identified through the consultation process, and parties were added to the Apollo database used to record all land ownership information and consultation correspondence.

Therefore, consultation correspondence has been stored on this database for future reference.

3.7 Design response

Consultation responses were discussed with the local authority and at project meetings to help inform the decision making in relation to the refinement of solutions for each level crossing.

A summary of the consultation response themes and project team response for each level crossing is set out in **Appendix D**. The findings from consultation are set out in Chapter 4.

⁵ Circa 80 calls to the helpline have been received between May 2016 and January 2017 (includes inquiries across all TWAO Orders for the Anglia Level Crossing Reduction Strategy).

4 Findings from consultation

Network Rail has engaged in ongoing consultation to inform the design proposals in the order. The findings from consultation are set out below.

4.1 Round 1

4.1.1 Questionnaire

An example of the Cambridgeshire Round 1 consultation sheets is included in **Appendix C2**. Table 4.1 displays a summary of the questionnaire results on option preference including the number of responses received for each level crossing, and a percentage breakdown of route preference at each level crossing. Please be aware that for some of the level crossings there are some questionnaire respondents who have selected a coloured route option as their preferred option that does not exist. These have been highlighted in red in the following table; where other is the preferred option, the respondents have proposed their own solution. Except for crossings C01, C08, and C12 only one option was presented.

Table 4.1: Level of response and support for the initial options at each level crossing (Round 1)

| UID | Name | Event | All responses | Routes | | Other | None stated | Proposal colour options |
|-----|---------------------|------------|---------------|--------|------|-------|-------------|-------------------------|
| | | | | Red | Blue | | | |
| C01 | Chittering | Cambridge | 4 | 25% | 0% | 50% | 25% | Red and Blue |
| C02 | Nairns No. 117 | Cambridge | 0 | 0% | - | 0% | 0% | Red |
| C03 | West River Bridge | Littleport | 2 | 100% | - | 0% | 0% | Red |
| C04 | No 20 | Cambridge | 13 | 54% | - | 46% | 0% | Red |
| C06 | Barrington Road | Cambridge | 51 | 16% | - | 73% | 12% | Red |
| C07 | No 37 | Cambridge | 18 | 33% | - | 67% | 0% | Red |
| C08 | Ely North | Littleport | 5 | 20% | 20% | 40% | 20% | Red and Blue |
| C09 | Second Drove | Littleport | 8 | 13% | - | 50% | 38% | Red |
| C10 | Coffue Drove | Littleport | 9 | 22% | - | 67% | 11% | Red |
| C11 | Furlong Drove | Littleport | 14 | 29% | - | 64% | 7% | Red |
| C12 | Silt Drove | March | 23 | 13% | 30% | 43% | 13% | Red and Blue |
| C13 | Middle Drove | March | 9 | 67% | - | 11% | 22% | Red |
| C14 | Eastrea Cross Drove | March | 3 | 67% | - | 33% | 0% | Red |
| C15 | Brickyard Drove | March | 4 | 50% | - | 25% | 25% | Red |
| C16 | Prickwillow 1 | Littleport | 3 | 67% | - | 0% | 33% | Red |
| C17 | Prickwillow 2 | Littleport | 3 | 67% | - | 0% | 33% | Red |
| C18 | Munceys | Littleport | 6 | 0% | - | 67% | 33% | Red |
| C19 | Wicken Road | Littleport | 3 | 0% | - | 67% | 33% | Red |
| C20 | Leonards | Littleport | 6 | 17% | - | 67% | 17% | Red |
| C21 | Newmarket Bridge | Littleport | 5 | 80% | 20% | 0% | 0% | Red |
| C22 | Wells Engine | Littleport | 7 | 100% | - | 0% | 0% | Red |
| C23 | Adelaide | Littleport | 5 | 20% | - | 80% | 0% | Red |
| C24 | Cross Keys | Littleport | 8 | 25% | - | 63% | 13% | Red |
| C25 | Clayway | Littleport | 9 | 22% | - | 44% | 33% | Red |
| C26 | Poplar Drove | Littleport | 6 | 17% | - | 33% | 50% | Red |

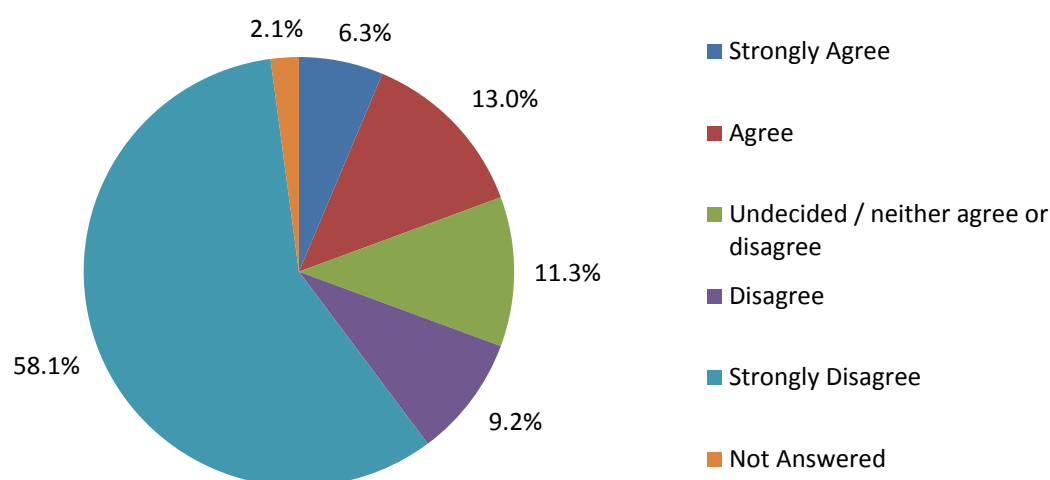
| | | | | | | | | |
|------------|-------------------------------|------------|----|------|-----|------|-----|------------------|
| C27 | Willow Row / Willow Road | Littleport | 6 | 0% | - | 100% | 0% | Red |
| C28 | Black Horse Drove | Littleport | 5 | - | 20% | 0% | 80% | None (downgrade) |
| C29 | Cassells | Cambridge | 2 | 100% | - | 0% | 0% | Red |
| C30 | Westley Road | Cambridge | 12 | 33% | - | 50% | 17% | Red |
| C31 | Littleport Station | Littleport | 31 | 45% | - | 45% | 10% | Red |
| C33 | Jack O'Tell (Adam's Crossing) | Cambridge | 1 | 100% | - | 0% | 0% | Red |
| C34 | Fysons | Cambridge | 0 | 0% | - | 0% | 0% | Red |
| C35 | Ballast Pit | Cambridge | 3 | 0% | - | 33% | 67% | Red |
| 284 | | | | | | | | |

Out of the 284 responses, the following level of general agreement for the level crossing proposals in Cambridgeshire was given:

- 6.3% strongly agree (18 responses);
- 13.0% agree (37 responses);
- 11.3% are undecided / neither agree nor disagree (32 responses);
- 9.2% disagree (26 responses);
- 58.1% strongly disagree (165 responses); and
- 2.1% didn't submit a response to the question (6 responses).

The pie chart in Figure 3 displays this information in a visual form.

Figure 3: Level of general agreement with proposals



Source: Mott MacDonald

Table 4.2 shows more detail regarding the level of support for the proposals generally at each level crossing irrespective of a particular option. This is derived from the question “to what extent do you agree with the changes proposed at this level crossing itself?”.

- Positive indicates that the respondents chose either “strongly agree” or “agree” in answer to the question.

- Negative indicates that the respondents chose either “strongly disagree” or “disagree” in answer to the question.
- Neutral or no response indicates that the respondents chose either, “undecided/neither agree nor disagree” or did not respond at all to the question.

Table 4.2: Level of support for proposals at each level crossing (Round 1)

| UID | Name | Event | All responses | Support for proposals (3 categories) | | |
|-----|-------------------------------|------------|---------------|--|-----------------------|--|
| | | | | Positive (incl. strongly agree and agree options) | Neutral / No Response | Negative (incl. strongly disagree and disagree options) |
| C01 | Chittering | Cambridge | 4 | 0% | 25% | 75% |
| C02 | Nairns No. 117 | Cambridge | 0 | 0% | 0% | 0% |
| C03 | West River Bridge | Littleport | 2 | 100% | 0% | 0% |
| C04 | No 20 | Cambridge | 13 | 8% | 8% | 85% |
| C06 | Barrington Road | Cambridge | 51 | 2% | 0% | 98% |
| C07 | No 37 | Cambridge | 18 | 17% | 0% | 83% |
| C08 | Ely North | Littleport | 5 | 40% | 0% | 60% |
| C09 | Second Drove | Littleport | 8 | 25% | 0% | 75% |
| C10 | Coffue Drove | Littleport | 9 | 22% | 0% | 78% |
| C11 | Furlong Drove | Littleport | 14 | 14% | 0% | 86% |
| C12 | Silt Drove | March | 23 | 17% | 22% | 61% |
| C13 | Middle Drove | March | 9 | 56% | 11% | 33% |
| C14 | Eastrea Cross Drove | March | 3 | 67% | 0% | 33% |
| C15 | Brickyard Drove | March | 4 | 50% | 0% | 50% |
| C16 | Prickwillow 1 | Littleport | 3 | 67% | 33% | 0% |
| C17 | Prickwillow 2 | Littleport | 3 | 33% | 33% | 33% |
| C18 | Munceys | Littleport | 6 | 0% | 0% | 100% |
| C19 | Wicken Road | Littleport | 3 | 0% | 0% | 100% |
| C20 | Leonards | Littleport | 6 | 0% | 17% | 83% |
| C21 | Newmarket Bridge | Littleport | 5 | 80% | 20% | 0% |
| C22 | Wells Engine | Littleport | 7 | 71% | 29% | 0% |
| C23 | Adelaide | Littleport | 5 | 20% | 0% | 80% |
| C24 | Cross Keys | Littleport | 8 | 0% | 0% | 100% |
| C25 | Clayway | Littleport | 9 | 33% | 11% | 56% |
| C26 | Poplar Drove | Littleport | 6 | 0% | 33% | 67% |
| C27 | Willow Row / Willow Road | Littleport | 6 | 0% | 0% | 100% |
| C28 | Black Horse Drove | Littleport | 5 | 0% | 80% | 20% |
| C29 | Cassells | Cambridge | 2 | 50% | 50% | 0% |
| C30 | Westley Road | Cambridge | 12 | 17% | 17% | 67% |
| C31 | Littleport Station | Littleport | 31 | 23% | 35% | 42% |
| C33 | Jack O'Tell (Adam's Crossing) | Cambridge | 1 | 0% | 0% | 0% |
| C34 | Fysons | Cambridge | 0 | 0% | 0% | 0% |
| C35 | Ballast Pit | Cambridge | 3 | 33% | 67% | 0% |

4.1.2 Other correspondence

Emails and letters received between the 1st June 2016 and the 31st August 2016 were considered to be related to Round 1 consultation.

Correspondence received via the project email or freepost was analysed and assigned to a series of categories – namely, to indicate objection or support for the proposals, or where an enhancement or alternative had been suggested. Where a stakeholder stated that they had no objection to the proposal, it was recorded as support. An example of an enhancement would be a suggestion for surface type or improved fencing; whilst an example of an alternative would be a suggestion for a largely different diversion route. One piece of correspondence may have been put into more than one category; e.g. if a respondent objects to a proposal but also suggests an alternative.

Please note, further emails and letters were received and classified into other categories not described above – such as acknowledgement (e.g. to receipt of an email) or general correspondence (request for information / confirmation of meeting dates etc.) These have not been included here. Table 4.3 displays a summary of the results from the 202 relevant items of email and letter correspondence received. The key comments and themes are incorporated into the Project team response table (**Appendix D**).

Table 4.3: Summary of other correspondence responses (Round 1)

| | Name | Event | Objection | Support | Enhancement | Alternative |
|-----|--------------------------|------------|-----------|---------|-------------|-------------|
| C01 | Chittering | Cambridge | 1 | 2 | 2 | 0 |
| C02 | Nairns No. 117 | Cambridge | 0 | 3 | 1 | 0 |
| C03 | West River Bridge | Littleport | 0 | 4 | 0 | 0 |
| C04 | No 20 | Cambridge | 4 | 2 | 3 | 0 |
| C06 | Barrington Road | Cambridge | 21 | 2 | 0 | 1 |
| C07 | No 37 | Cambridge | 7 | 3 | 5 | 1 |
| C08 | Ely North | Littleport | 4 | 1 | 0 | 0 |
| C09 | Second Drove | Littleport | 3 | 0 | 0 | 0 |
| C10 | Coffue Drove | Littleport | 0 | 1 | 0 | 0 |
| C11 | Furlong Drove | Littleport | 1 | 0 | 1 | 0 |
| C12 | Silt Drove | March | 5 | 1 | 1 | 1 |
| C13 | Middle Drove | March | 1 | 1 | 1 | 0 |
| C14 | Eastrea Cross Drove | March | 0 | 1 | 0 | 0 |
| C15 | Brickyard Drove | March | 0 | 0 | 1 | 0 |
| C16 | Prickwillow 1 | Littleport | 0 | 1 | 1 | 0 |
| C17 | Prickwillow 2 | Littleport | 0 | 1 | 1 | 0 |
| C18 | Munceys | Littleport | 1 | 0 | 1 | 0 |
| C19 | Wicken Road | Littleport | 13 | 0 | 2 | 5 |
| C20 | Leonards | Littleport | 13 | 0 | 3 | 5 |
| C21 | Newmarket Bridge | Littleport | 0 | 1 | 0 | 0 |
| C22 | Wells Engine | Littleport | 0 | 1 | 2 | 2 |
| C23 | Adelaide | Littleport | 3 | 1 | 0 | 0 |
| C24 | Cross Keys | Littleport | 4 | 1 | 0 | 0 |
| C25 | Clayway | Littleport | 1 | 1 | 0 | 0 |
| C26 | Poplar Drove | Littleport | 3 | 2 | 0 | 0 |
| C27 | Willow Row / Willow Road | Littleport | 2 | 1 | 0 | 0 |

| | | | | | | |
|--------------|-------------------------------|------------|-----------|-----------|-----------|-----------|
| C28 | Black Horse Drove | Littleport | 3 | 3 | 0 | 0 |
| C29 | Cassells | Cambridge | 0 | 1 | 0 | 0 |
| C30 | Westley Road | Cambridge | 3 | 1 | 1 | 0 |
| C31 | Littleport Station | Littleport | 2 | 2 | 1 | 1 |
| C33 | Jack O'Tell (Adam's Crossing) | Cambridge | 0 | 1 | 0 | 0 |
| C34 | Fysons | Cambridge | 1 | 1 | 0 | 0 |
| C35 | Ballast Pit | Cambridge | 1 | 1 | 0 | 0 |
| Total | | | 97 | 41 | 27 | 16 |

4.1.3 Project team response

After the public consultation a workshop was held with the County and District councils to go over the crossing details and feedback received.

The consultation responses were considered and appraised in a structured format along with other factors such as engineering constraints, costs, project scope, potential environmental impacts, user safety, third party impacts and deliverability. As a result, a number of proposals were significantly changed, others tweaked and a number remained unchanged as a single preferred option was developed for the Round 2 consultation.

C23 Adelaide was removed from the project scope at this stage due to the large number of objections relating to the loss of well used circular walking routes and reduced access to the waterside. It was considered that these impacts could not be adequately mitigated by diversion routes alone.

Key comments received for each crossing and the project team response to them are set out in **Appendix D** (Project team response to consultation feedback).

4.2 Round 2

An example of the Cambridgeshire Round 2 consultation sheets is included in **Appendix C.3**. All crossings had a single option proposed with the exception of C18 which had two options.

4.2.1 Questionnaire

Table 4.4 shows the level of agreement with the preferred option for each level crossing within Cambridgeshire, shown at Round 2. A question was asked “to what extent do you agree with the preferred option for this level crossing?”

- Positive indicates that the respondent chose either “strongly agree” or “agree” in answer to the question.
- Negative indicates that the respondent chose either “strongly disagree” or “disagree” in answer to the question.
- Neutral or no response indicates that the respondent chose neither, “undecided/neither agree nor disagree” or did not respond at all to the question.

Table 4.4: Level of response and support for the preferred option at each level crossing (Round 2)

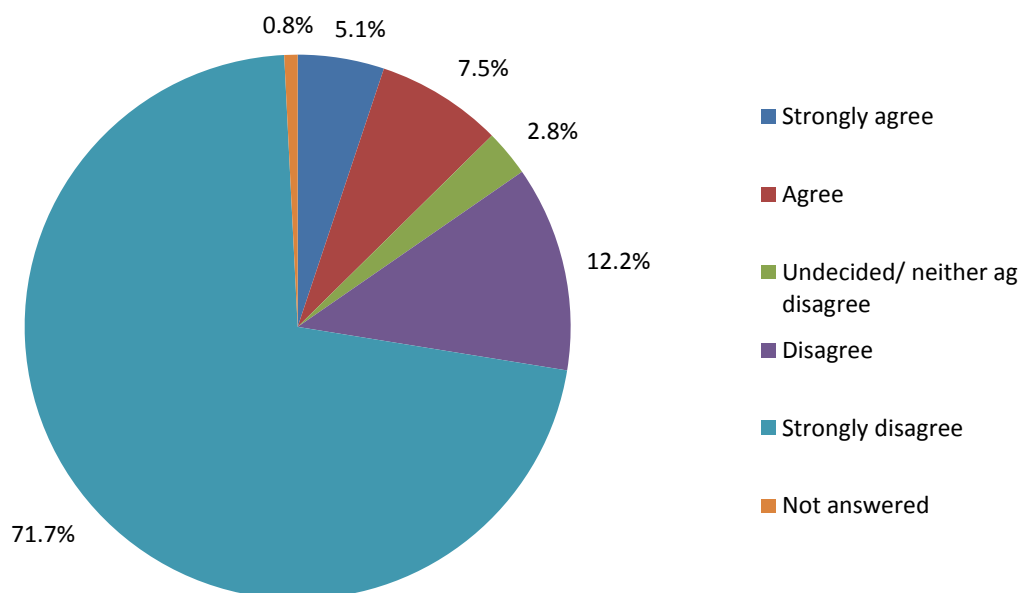
| UID | Name | Event | All responses | Support for proposals (3 categories) | | |
|--------------|-------------------------------|------------|---------------|--|-----------------------|--|
| | | | | Positive (incl. strongly agree and agree options) | Neutral / No Response | Negative (incl. strongly disagree and disagree options) |
| C01 | Chittering | Cambridge | 3 | 33% | 0% | 67% |
| C02 | Nairns No. 117 | Cambridge | 2 | 50% | 0% | 50% |
| C03 | West River Bridge | Littleport | 3 | 100% | 0% | 0% |
| C04 | No 20 | Cambridge | 18 | 0% | 0% | 100% |
| C06 | Barrington Road | Cambridge | 122 | 0% | 1% | 99% |
| C07 | No 37 | Cambridge | 10 | 40% | 0% | 60% |
| C08 | Ely North | Littleport | 6 | 0% | 17% | 83% |
| C09 | Second Drove | Littleport | 7 | 29% | 14% | 57% |
| C10 | Coffue Drove | Littleport | 2 | 50% | 0% | 50% |
| C11 | Furlong Drove | Littleport | 4 | 0% | 25% | 75% |
| C12 | Silt Drove | March | 5 | 80% | 0% | 20% |
| C13 | Middle Drove | March | 6 | 50% | 0% | 50% |
| C14 | Eastrea Cross Drove | March | 1 | 100% | 0% | 0% |
| C15 | Brickyard Drove | March | 2 | 50% | 50% | 0% |
| C16 | Prickwillow 1 | Littleport | 3 | 0% | 0% | 100% |
| C17 | Prickwillow 2 | Littleport | 3 | 0% | 0% | 100% |
| C18 | Munceys | Littleport | 9 | 33% | 11% | 56% |
| C19 | Wicken Road | Littleport | 5 | 0% | 0% | 100% |
| C20 | Leonards | Littleport | 2 | 0% | 0% | 100% |
| C21 | Newmarket Bridge | Littleport | 4 | 50% | 0% | 50% |
| C22 | Wells Engine | Littleport | 3 | 67% | 0% | 33% |
| C24 | Cross Keys | Littleport | 4 | 0% | 25% | 75% |
| C25 | Clayway | Littleport | 3 | 0% | 0% | 100% |
| C26 | Poplar Drove | Littleport | 3 | 0% | 0% | 100% |
| C27 | Willow Row / Willow Road | Littleport | 3 | 0% | 0% | 100% |
| C28 | Black Horse Drove | Littleport | 3 | 0% | 0% | 100% |
| C29 | Cassells | Cambridge | 4 | 25% | 0% | 75% |
| C30 | Westley Road | Cambridge | 1 | 0% | 0% | 100% |
| C31 | Littleport Station | Littleport | 7 | 29% | 0% | 71% |
| C33 | Jack O'Tell (Adam's Crossing) | Cambridge | 2 | 50% | 0% | 50% |
| C34 | Fysons | Cambridge | 2 | 0% | 0% | 100% |
| C35 | Ballast Pit | Cambridge | 2 | 0% | 0% | 100% |
| Total | | | 254 | | | |

Across Cambridgeshire, the level of agreement for the preferred option at the level crossings was as follows:

- 5.1% strongly agree (13 responses);
- 7.5% agree (19 responses);
- 2.8% are undecided / neither agree nor disagree (7 responses);
- 12.2% disagree (31 responses);
- 71.7% strongly disagree (182 responses); and
- 0.8% didn't submit a response to the question (2 responses).

The pie chart in Figure 4 displays this information in a visual form.

Figure 4: Level of general agreement with proposals



Source: Mott MacDonald

4.2.2 Other correspondence

Emails and letters received between the 1st September 2016 and the 31st October 2016 were considered to be related to Round 2 consultation. Table 4.5 displays a summary of the results from the 89 relevant items of email and letter correspondence received. The Project team response table at **Appendix D** includes the further detail on the stakeholders who provided other correspondence and their comments on the proposals, on a level crossing by level crossing and a stakeholder category basis.

Table 4.5: Summary of other correspondence responses (Round 2)

| Name | Event | Objection | Support | Enhancement | Alternative |
|-----------------------|------------|-----------|---------|-------------|-------------|
| C01 Chittering | Cambridge | 1 | 1 | 0 | 1 |
| C02 Nairns No. 117 | Cambridge | 1 | 1 | 0 | 0 |
| C03 West River Bridge | Littleport | 0 | 2 | 0 | 0 |
| C04 No 20 | Cambridge | 6 | 2 | 0 | 0 |
| C06 Barrington Road | Cambridge | 14 | 2 | 0 | 2 |
| C07 No 37 | Cambridge | 3 | 3 | 1 | 0 |

| | | | | | | |
|--------------|-------------------------------|------------|-----------|-----------|-----------|----------|
| C08 | Ely North | Littleport | 4 | 0 | 1 | 0 |
| C09 | Second Drove | Littleport | 1 | 1 | 0 | 0 |
| C10 | Coffue Drove | Littleport | 0 | 1 | 0 | 0 |
| C11 | Furlong Drove | Littleport | 1 | 0 | 0 | 0 |
| C12 | Silt Drove | March | 1 | 1 | 1 | 0 |
| C13 | Middle Drove | March | 0 | 1 | 0 | 0 |
| C14 | Eastrea Cross Drove | March | 0 | 1 | 0 | 0 |
| C15 | Brickyard Drove | March | 0 | 1 | 0 | 0 |
| C16 | Prickwillow 1 | Littleport | 0 | 0 | 1 | 0 |
| C17 | Prickwillow 2 | Littleport | 1 | 0 | 1 | 0 |
| C18 | Munceys | Littleport | 1 | 0 | 0 | 0 |
| C19 | Wicken Road | Littleport | 1 | 0 | 0 | 0 |
| C20 | Leonards | Littleport | 1 | 0 | 0 | 0 |
| C21 | Newmarket Bridge | Littleport | 1 | 1 | 0 | 0 |
| C22 | Wells Engine | Littleport | 1 | 1 | 0 | 0 |
| C23 | Adelaide | Littleport | 0 | 0 | 0 | 0 |
| C24 | Cross Keys | Littleport | 4 | 2 | 0 | 1 |
| C25 | Clayway | Littleport | 2 | 1 | 0 | 0 |
| C26 | Poplar Drove | Littleport | 0 | 2 | 0 | 0 |
| C27 | Willow Row / Willow Road | Littleport | 0 | 1 | 0 | 0 |
| C28 | Black Horse Drove | Littleport | 2 | 2 | 0 | 0 |
| C29 | Cassells | Cambridge | 0 | 0 | 1 | 0 |
| C30 | Westley Road | Cambridge | 0 | 1 | 1 | 0 |
| C31 | Littleport Station | Littleport | 1 | 1 | 3 | 0 |
| C33 | Jack O'Tell (Adam's Crossing) | Cambridge | 1 | 1 | 1 | 0 |
| C34 | Fysons | Cambridge | 1 | 1 | 0 | 0 |
| C35 | Ballast Pit | Cambridge | 0 | 1 | 0 | 0 |
| Total | | | 49 | 32 | 11 | 4 |

4.2.3 Project team response

After Round 2, design plans were, again, considered in the light of the comments received and other key factors. A second workshop was held with the County and District Councils.

The preferred option at 24 of the crossings were adopted without amendment or with minor amendments only.

C19 Wicken Road was removed from the scheme at this stage after the consultation responses. It was considered that the access to well used Common Land for local amenity would be compromised by the closure and could not at this stage be adequately mitigated.

Seven crossings had significant changes made to their designs after Round 2. For this reason, further information on the changes for these crossings was provided in the information update in December 2016.

4.3 Information Update, December 2016

Emails and letters received between 7th December 2016 and 18th January 2017 were considered to be related to the December 2016 Information Update. Table 4.6 displays a summary of the results from the 29 relevant items of email and letter correspondence received.

Table 4.6: Summary of other correspondence responses, Information Update (December 2016) – Cambridgeshire

| Level crossings | Objection | Support | Enhancement | Alternative | Total |
|---|-----------|----------|-------------|-------------|-----------|
| C06 Barrington Road | 12 | 3 | 4 | 3 | 22 |
| C08 Ely North Junction | 2 | 0 | 1 | 0 | 3 |
| C09 & C24 Second Drove & Cross Keys | 0 | 0 | 0 | 0 | 0 |
| C20 Leonards | 1 | 0 | 0 | 0 | 1 |
| C26 & C27 Poplar Drove & Willow Row / Willow Road | 2 | 0 | 1 | 0 | 3 |
| Total | 17 | 3 | 6 | 3 | 29 |

Source: Mott MacDonald

4.3.1 Design response to consultation feedback

Six of the seven proposals shown as part of the public information process were taken forward to the final submission.

In February 2017 C06 Barrington Road was removed from the project scope and TWA order due to the significant cost of the infrastructure proposed to mitigate the closure of the crossing and concerns raised during the consultation phases.

5 Conclusion

A consultation strategy was developed to adhere to the statutory requirements from Rule (10(2)d) of the Application Rules and implemented. It also helped to ensure that the consultation process was inclusive and effective, improving the acceptability of the proposals to be applied for within the Cambridgeshire Level Crossing Reduction Transport and Works Act Order (TWAO), and thereby increasing the level of confidence that robust proposals have been developed.

As a result of consultation with stakeholders, landowners and the public, the design at 17 of the 33 level crossings (number at the start of the project) has been substantially amended. A further three crossings have been removed from the process due to stakeholder consultation responses whilst others have minor changes.

Appendix D sets out on a crossing by crossing basis, the key comments and themes raised in the consultation responses. It gives the stakeholder type who made the comment, a summary of their feedback and the project team response. Where comments or suggestions have not been taken forward a justification of this approach is provided.

Appendices

| | | |
|----|-------------------------------|----|
| A. | Schedule 5 and 6 parties | 33 |
| B. | Private user questionnaire | 48 |
| C. | Public consultation materials | 54 |
| D. | Project team response | 86 |

A. Schedule 5 and 6 parties

The Transport and Works (Application and Objections Procedure) (England and Wales) Rules 2006

A.1 Schedule 5

Those to be served with a copy of the application and documents

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|---|--|--|
| 1 | Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters. | <p>The Crown Estate Commissioners; the Trinity House; the Environment Agency; the Secretary of State for Environment, Food and Rural Affairs; the Secretary of State for Transport (marked “for the attention of Maritime and Coastguard Agency”); and, for works:</p> <p>In or adjacent to Wales, the National Assembly for Wales;</p> <p>In or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and</p> <p>In or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire; the Duchy of Lancaster.</p> | Not applicable – works not affecting any foreshore or tidal water areas. |
| 2 | Works affecting the banks or the bed of, or the subsoil beneath, a river. | The Environment Agency and any relevant operator. | Environment Agency |
| 3 | Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the British | The British Waterways Board; the Inland Waterways Amenity Advisory Council; the Inland Waterways Association; the National Association of Boat | <p>Canal & River Trust (former British Waterways Board)</p> <p>Inland Waterways Amenity Advisory Council</p> <p>Inland Waterways Association</p> |

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|---|--|---|
| | Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking. | Owners; and the Environment Agency. | National Association of Boat Owners |
| 4 | Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation. | Any relevant operator; the Environment Agency; the Inland Waterways Association; and the National Association of Boat Owners. | Environment Agency Inland Waterways Association National Association of Boat Owners Littleport & Downham IDB March West and White Fen IDB Middle Fen and Mere IDB Padnal and Waterden IDB Waterbeach Level IDB Whittlesey and District IDB Cambridgeshire County Council |
| 5 | Works causing or likely to cause an obstruction to the passage of fish in a river. | The Environment Agency, and for works – In England, the Secretary of State for Environment, Food and Rural Affairs; and In Wales, the National Assembly for Wales. | Not applicable – works not affecting passage of fish in a river. |
| 6 | Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests. | The Environment Agency. | Not applicable – works don't involve tunnelling or excavation to this level |

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|---|---|---|
| 7 | Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964(a). | The relevant harbour authority and the relevant navigation authority (if different). | Not applicable – works not affecting any harbour areas. |
| 8 | Works affecting a site protected under the Protection of Wrecks Act 1973(b). | For works – In or adjacent to England, the Secretary of State for Culture, Media and Sport; and In or adjacent to Wales, the National Assembly for Wales. | Not applicable – works not affecting any sites affected under the Protection of Wrecks Act. |
| 9 | Works affecting, or involving the stopping- up or diversion of, a street, or affecting a proposed highway. | The relevant highway authority, or where the street is not a highway maintainable at public expense, the street managers. | Cambridgeshire County Council Anthony Peter Burlton Highways England Company Limited Network Rail Infrastructure Limited D S Smith Packaging Limited George David Gibson Exning Estate Company John Bourne Shropshire Trevor James Smith (as trustee of The R G Shropshire 1968 Settlement) Davina Helen Harvey (as trustee of The R G Shropshire 1968 Settlement) Luke Daniel Palmer Adam Giles Palmer Stuart Laurie Roger Keith Braham |

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|--|--|---|
| | | | Jill Braham Kier Henry Edwin Petherick |
| 10 | The stopping-up or diversion of a footpath, a bridleway, a byway or a cycle track. | <p>Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleway Trust, the Open Spaces Society, the Ramblers Association, the British Driving Society and the Cyclists Touring Club; and for works –</p> <p>In the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society, and</p> <p>In the county of Bedfordshire, the borough of Luton and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatly, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and</p> <p>In the county of Buckinghamshire, in the districts of Chiltern, Wycombe and South Bucks, and within the district of Aylesbury Vale the parishes of Aston</p> | <p>Brinkley Parish</p> <p>Burrough Green Parish</p> <p>Ely Parish</p> <p>Exning Parish</p> <p>Fordham Parish</p> <p>Harston Parish</p> <p>Littleport Parish</p> <p>Little Downham Parish</p> <p>Little Thetford Parish</p> <p>Little Wilbraham Parish</p> <p>March Parish</p> <p>Meldreth Parish</p> <p>Soham Parish</p> <p>Stretham Parish</p> <p>Waterbeach Parish</p> <p>Westley Waterless Parish</p> <p>Whittlesey Parish</p> <p>Auto-Cycle Union</p> <p>British Driving Society</p> <p>British Horse Society</p> <p>Byways and Bridleways Trust</p> <p>Cycling UK (Cyclist Touring Club)</p> <p>Open Spaces Society</p> <p>Ramblers Association - HQ</p> |

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|--|---|--|
| | | <p>Clinton, Buckland, Drayton Beauchamp, Edlesborough, Northall and Dagnall, Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and</p> <p>In the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippollitts, King's Walden, Langley, Lilley, Offley, Pirton, Preston and St Apul's Warden, the Chiltern Society; and</p> <p>In the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and</p> <p>In Wales, the Welsh Trail Riders' Association.</p> | |
| 11 | The construction of a transport system involving the placing of equipment in or over a street. | The relevant street authority and, where the works are to be carried out in Greater London, Transport for London. | Not applicable |
| 12 | Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker. | The relevant statutory undertaker. | <p>Affinity Water Limited</p> <p>Airwave Solutions</p> <p>Anglian Water</p> <p>Arqiva Limited</p> <p>British Gas Services Limited</p> <p>British Telecommunications Public Limited Company</p> <p>Colt Technology Services Group Limited</p> <p>Eastern Power Networks</p> |

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|-----------------------|---------------------------------|---|
| | | | <p>Easynet Limited</p> <p>Energetics Electricity Limited</p> <p>Environment Agency</p> <p>Everything Everywhere Limited</p> <p>Exterion Media (UK) Limited</p> <p>Geo Networks Limited</p> <p>Hibernia Limited</p> <p>Hutchison 3G UK Limited</p> <p>Independent Pipelines Limited</p> <p>Instalcom UK Limited</p> <p>Interoute Vtesse Limited</p> <p>Kcom Group plc</p> <p>Level 3 Communications</p> <p>London Power Networks</p> <p>McNicholas Rail Limited</p> <p>Mobile Broadband Network Limited</p> <p>National Grid Electricity Transmission Plc</p> <p>National Grid Gas Plc</p> <p>National Grid Plc</p> <p>Northumbrian Water Limited</p> <p>Reach Active Limited</p> <p>Royal Mail Group Limited</p> <p>Scotia Gas Networks Limited</p> <p>Southern Gas Networks</p> <p>Telefonica UK Limited</p> <p>The Gas Transportation Company Limited</p> |

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|--|---|--|
| | | | UK Power Networks Holdings Limited Utility Assets Limited Virgin Media Limited Vodafone Limited |
| 13 | Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority. | The Coal Authority. | Not applicable – not within any areas of coal working. |
| 14 | Works affecting: (i) a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990(a); (ii) an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979(b); or (iii) any archaeological site. | For works – In or adjacent to England, the Historic Buildings and Monuments Commission for England; and In or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales. | Historic England |
| 15 | Works affecting: (i) a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or (ii) an area of archaeological importance designated under section 33 of the Ancient Monuments | For works – In England, the Historic Buildings and Monuments Commission for England; and In Wales, the National Assembly for Wales. | Historic England |

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|--|---|--|
| | and Archaeological Areas Act 1979. | | |
| 16 | Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953(a). | For works – In England, the Historic Buildings and Monuments Commission for England; and In Wales, the National Assembly for Wales. | Not applicable – not affecting any gardens or land of historic interest. |
| 17 | Works affecting: (i) a site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981(b); (ii) an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or (iii) land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act. | For works – In or adjacent to England, English Nature; and In or adjacent to Wales, the Countryside Council for Wales. | Natural England |

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|--|--|---|
| 18 | Works affecting a National Park or an Area of Outstanding Natural Beauty. | For works – In England, the Countryside Agency; and In Wales, the Countryside Council for Wales. | Not applicable – not affecting any National Parks or Areas of Outstanding Natural Beauty. |
| 19 | Works which are either: (i) within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or (ii) within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park. | The Secretary of State for Culture, Media and Sport. | Not applicable – not within said distances of royal palace / parks. |
| 20 | Works which are within 250 metres of land which: (i) is, or has been within 30 years immediately prior to the date of the application, used for the deposit of refuse or waste; or (ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area. | The Environment Agency. | Not applicable – not within said distances of refuse or waste sites. |
| 21 | The carrying-out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990(c). | The hazardous substances authority as defined in that Act and the Health and Safety Executive. | Not applicable – works don't involve using hazardous substances. |
| 22 | Works not in accordance with a development plan and which either— (i) | (i) and (ii). For works – (a) in England, the Secretary of State for | Not applicable – works don't involve significant land take. |

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|--|--|---|
| | involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or (ii) taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land. | Environment, Food and Rural Affairs. (b) in Wales, the National Assembly for Wales. | |
| 23 | (i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (ii) the construction of a new railway for the provision of public passenger transport, or of a new tramway. | The Rail Passengers' Council (a) or the London Transport Users' Committee (b) as the case may require. | Not applicable |
| 24 | Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition | Her Majesty's Railway Inspectorate. | Office of Rail and Road & Office of Rail Regulation (Her Majesty's Railway Inspectorate) |
| 25 | Works to construct new railways to which any regulatory provisions in the Railways Act 1993(c) would apply or provisions to amend existing powers in relation to railways subject to such regulation. | The Office of Rail and Road | Not applicable – Network Rail is not applying for powers to make new railways or make changes to railway operations. Changes to level crossings are to be covered by the Order, made under powers granted by the Level Crossings Act 1983, not the Railways Act 1993. However, Office of Rail and |

| Category | Authority sought for: | Documents to be deposited with: | Party to be served for this TWAO: |
|----------|---|--|--|
| | | | Road & Office of Rail Regulation (Her Majesty's Railway Inspectorate) |
| 26 | The right for a person providing transport services to use a transport system belonging to another. | The operator of the relevant transport system. | Not relevant – Network Rail is not applying to use anyone else's transport system. |
| 27 | Works affecting land in which there is a Crown interest. | The appropriate authority for the land, within the meaning of section 25(3). | Not applicable |
| 28 | Works to be carried out in Greater London. | The Mayor of London. | Not applicable |

A.2 Schedule 6

Those to be served with notice of application

| Category | Authority sought for: | Those to be serve with notice: | Party to be served: |
|----------|---|---|--|
| 1 | Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules). | For works – (a) In or adjacent to England, English Nature; and (b) In or adjacent to Wales, the Countryside Council for Wales. | Not applicable – works not affecting any foreshore or tidal water areas. |
| 2 | Works affecting the banks or the bed of, or the subsoil beneath, a river. | The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works – (c) In England, English Nature; and (d) In Wales, the Countryside Council for Wales. | The Queen's Most Excellent Majesty In Right Of Her Crown The Crown Estate Commissioners The Crown Estate (Crown Estate Commissioners) Natural England |
| 3 | Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation. | Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works – (a) In England, English Nature; and | Canal and River Trust Natural England |

| Category | Authority sought for: | Those to be served with notice: | Party to be served: |
|----------|--|--|---|
| | | (b) In Wales, the Countryside Council for Wales. | |
| 4 | Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964(a). | The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway. | Not applicable |
| 5 | Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991(b). | The Environment Agency. | Environment Agency |
| 6 | Works likely to affect the volume or character of traffic entering or leaving— (i) a special road or trunk road; (ii) any other classified road. | For works – (a) in England, the Secretary of State for Transport (marked “for attention of the Highways Agency”); and (b) In Wales, the National Assembly for Wales. (c) The relevant highway authority. | Highways England Cambridgeshire County Council Suffolk County Council |
| 7 | The construction of a transport system involving the placing of equipment in or over a street (except a level crossing). | Owners and occupiers of all buildings of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1). | Not applicable |
| 8 | Works affecting any land on which there is a theatre as defined in Section 5 of the Theatres Trust Act 1975 (b). | The Theatres Trust. | Not applicable |

| Category | Authority sought for: | Those to be served with notice: | Party to be served: |
|----------|---|---|--|
| 9 | The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein. | The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit. | Not applicable |
| 10 | The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981(a)). | The Church Commissioners. | Church Commissioners For England Church House |
| 11 | Works in Greater London or a metropolitan county. | The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004(b) and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996(c). | Not applicable – not in Greater London or a metropolitan county. |
| 12 | The right to monitor, survey or investigate land (including any right to make trial holes in land). | Every owner and occupier of the land, other than the owner or occupier named in the book of reference as having an interest or right in or over that land. | Not applicable – as any land will be listed in the Book of Reference |
| 13 | Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters. | Every universal service provider affected. | Royal Mail |

| Category | Authority sought for: | Those to be served with notice: | Party to be served: |
|----------|--|---|--|
| 14 | Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority. | The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946 (savings as to certain coal) or under Part 2 of the Coal Industry Act 1994 (licensing of coal mining operations). | Not applicable |
| 15 | Works for which an environmental impact assessment is required. | For works – (a) In England, the Commission for Architecture and the Built Environment; and (b) In Wales, the Design Commissioner for Wales. | Not applicable as an EIA is not required |
| 16 | The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings. | Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965(f) if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry. | Affected landowners |

B. Private user questionnaire

User Worked Crossing Users' Questionnaire

Level Crossing
Xx miles, XXX chain, XX Line

Against each type of use, please indicate the number and frequency of traverses of the railway in the appropriate box (e.g. 14 traverses per week, 2 traverses per hour). For vehicle users there is no need to include the number of traverses as a pedestrian to open/close the gates.

| | Type & frequency of use | Hourly (or number of traverses per hour) | Daily (or number of traverses per day) | Weekly (or number of traverses per week) | Monthly (or number of traverses per month) | Seasonal* (please state months of use below) | Very Infrequent (or number of traverses per year) | Nil |
|-----|---|---|---|---|--|--|---|-----|
| Q1 | Adult Pedestrians | | | | | | | |
| Q2 | Pedestrians under 18 years old | | | | | | | |
| Q3 | Adult Cyclists | | | | | | | |
| Q4 | Cyclists under 18 years old | | | | | | | |
| Q5 | Horse (accompanied by rider) | | | | | | | |
| Q6 | Animals on the hoof | | | | | | | |
| Q7 | Car | | | | | | | |
| Q8 | Motorcycle / Quad-bike / Moped | | | | | | | |
| Q9 | Van / small lorry up to 3.5 tonnes | | | | | | | |
| Q10 | Van / lorry over 3.5 tonnes | | | | | | | |
| Q11 | Trailers over 750 kg e.g. caravan, boat, articulated lorry trailer* | | | | | | | |
| Q12 | Minibus up to 16 passengers | | | | | | | |
| Q13 | Coach / Bus over 16 passengers | | | | | | | |
| Q14 | Single tractor | | | | | | | |
| Q15 | Tractors with trailers or large attachment* | | | | | | | |
| Q16 | Combine Harvester or other large agricultural plant* | | | | | | | |
| Q17 | Tracked vehicles with/without trailers or large attachment* | | | | | | | |
| Q18 | Other (please specify) * | | | | | | | |

Q19. For items marked * in the above table please provide further details in the box below such as make, model, approx. dimensions and weight. If you use the crossing for only part of the year, please specify.

| | Type of User | Regular User (e.g. more than two crossing traverses per month) | Irregular User (e.g. less than two crossing traverses per month) | |
|---|--|--|--|----------------------------|
| Q20. Crossing Users (Please tick as appropriate) | 1 Myself 2 Other family members 3 Employees, contract staff 4 Visitors, e.g. milk delivery, refuse collection, postal deliveries, oil deliveries, home shopping deliveries, friends, relatives (please describe in the additional information box to the right) | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Any additional information |

Are there any users that may have difficulty in reading/observing/understanding signs/lights (where provided), using the gates or telephones (where provided), crossing quickly or observing the presence of trains (where required). For example:

- | | | |
|--|------------------------------|-----------------------------|
| Q21. Non-English speaking users | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q22. Mobility impaired | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q23. Visually impaired | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q24. Audibly impaired | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q25. Mentally impaired | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q26. Unaccompanied children (under 18) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q27. Older people | Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Q28. Other (if yes please detail below) | Yes <input type="checkbox"/> | No <input type="checkbox"/> |

Q29. Provide further details (where possible)

Q30. Would you be willing to consider closure of this crossing?

Yes ☐

No ☐

Q31. Are you willing to padlock the gates at this crossing?

Yes ☐

No ☐

Q32. If so would you like Network Rail to provide the padlock and keys?

Yes ☐

No ☐

Q33. Is this crossing used often with vehicles, or animals on the hoof, between the hours of 11pm and 6am?

Yes ☐

No ☐

Q34. Any Other Comments or concerns about the safe use of the level crossing

Other Users of XX Level Crossing

(XX miles, XX chain, XX Line)

Q35. To ensure our records are up to date, please provide details below of any other known users of this level crossing, and return it with the completed questionnaire. Please feel free to continue on a separate sheet if necessary.

| User | Interest in land (freehold owner/lessee or tenant/contractor/other (please specify)) |
|------|--|
| | |
| | |
| | |

Other Level Crossings for which you are recorded as a user

Q36. Please supply details of level crossings for which you are recorded as a user, and return it with the completed questionnaire with any changes required.

| ELR | Miles | Chains | Crossing Name |
|-----|-------|--------|---------------|
| | | | |
| | | | |
| | | | |

Information supplied by:

Name: _____

Address: _____

Telephone number: _____

Mobile number: _____

Email Address: _____

Signature: _____ Date: _____

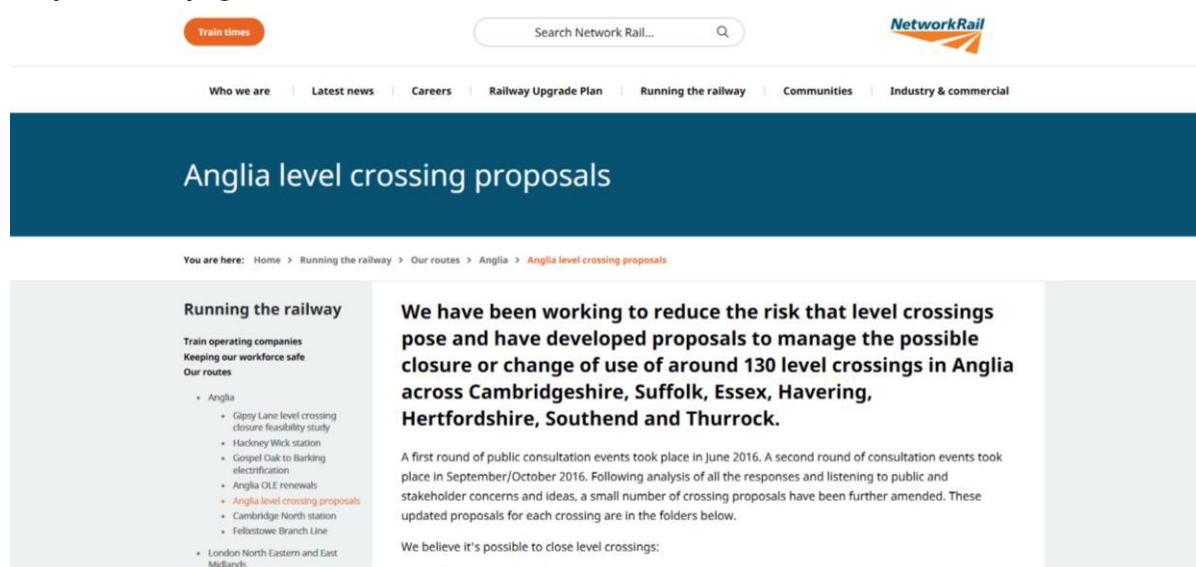
C. Public consultation materials

C.1 Programme wide materials

C.1.1 Website

<https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/anglia-level-crossings/>

Project home page



The screenshot shows the Network Rail website's 'Anglia level crossing proposals' page. At the top, there is a navigation bar with links: 'Who we are', 'Latest news', 'Careers', 'Railway Upgrade Plan', 'Running the railway', 'Communities', and 'Industry & commercial'. A search bar is also present. Below the navigation bar is a large blue header with the text 'Anglia level crossing proposals'. Underneath the header, a breadcrumb trail reads: 'You are here: Home > Running the railway > Our routes > Anglia > Anglia level crossing proposals'. The main content area is divided into two columns. The left column, titled 'Running the railway', contains links for 'Train operating companies', 'Keeping our workforce safe', and 'Our routes'. Under 'Our routes', there is a list of links: 'Anglia', 'Gipsey Lane level crossing closure feasibility study', 'Hackney Wick station', 'Gospel Oak to Barking electrification', 'Anglia OLE renewals', 'Anglia level crossing proposals' (highlighted in orange), 'Cambridge North station', 'Felixstowe Branch Line', and 'London North Eastern and East Midlands'. The right column features a large heading: 'We have been working to reduce the risk that level crossings pose and have developed proposals to manage the possible closure or change of use of around 130 level crossings in Anglia across Cambridgeshire, Suffolk, Essex, Havering, Hertfordshire, Southend and Thurrock.' Below this heading, there is a paragraph of text: 'A first round of public consultation events took place in June 2016. A second round of consultation events took place in September/October 2016. Following analysis of all the responses and listening to public and stakeholder concerns and ideas, a small number of crossing proposals have been further amended. These updated proposals for each crossing are in the folders below.' At the bottom of the right column, it says: 'We believe it's possible to close level crossings:'.

C.1.2 Banners for public consultation events

A photo of the Barrington Road public information event is shown below, demonstrating the use of banners and plans on information boards.

Photo from the Barrington Road public information event, December 2016



Source: Mott MacDonald

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. As part of our Railway Upgrade Plan we have made the railway safer and more efficient by closing and modifying more than 1000 level crossings across Britain since 2010.

However, level crossings continue to cause delays to trains and pose a risk to pedestrians and motorists, so there is still much more we can do to improve safety and reliability across the network.

Benefits

Closing or modifying level crossings provide the following benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for all railway, highway and other rights of way users



Anglia Level Crossing Proposals

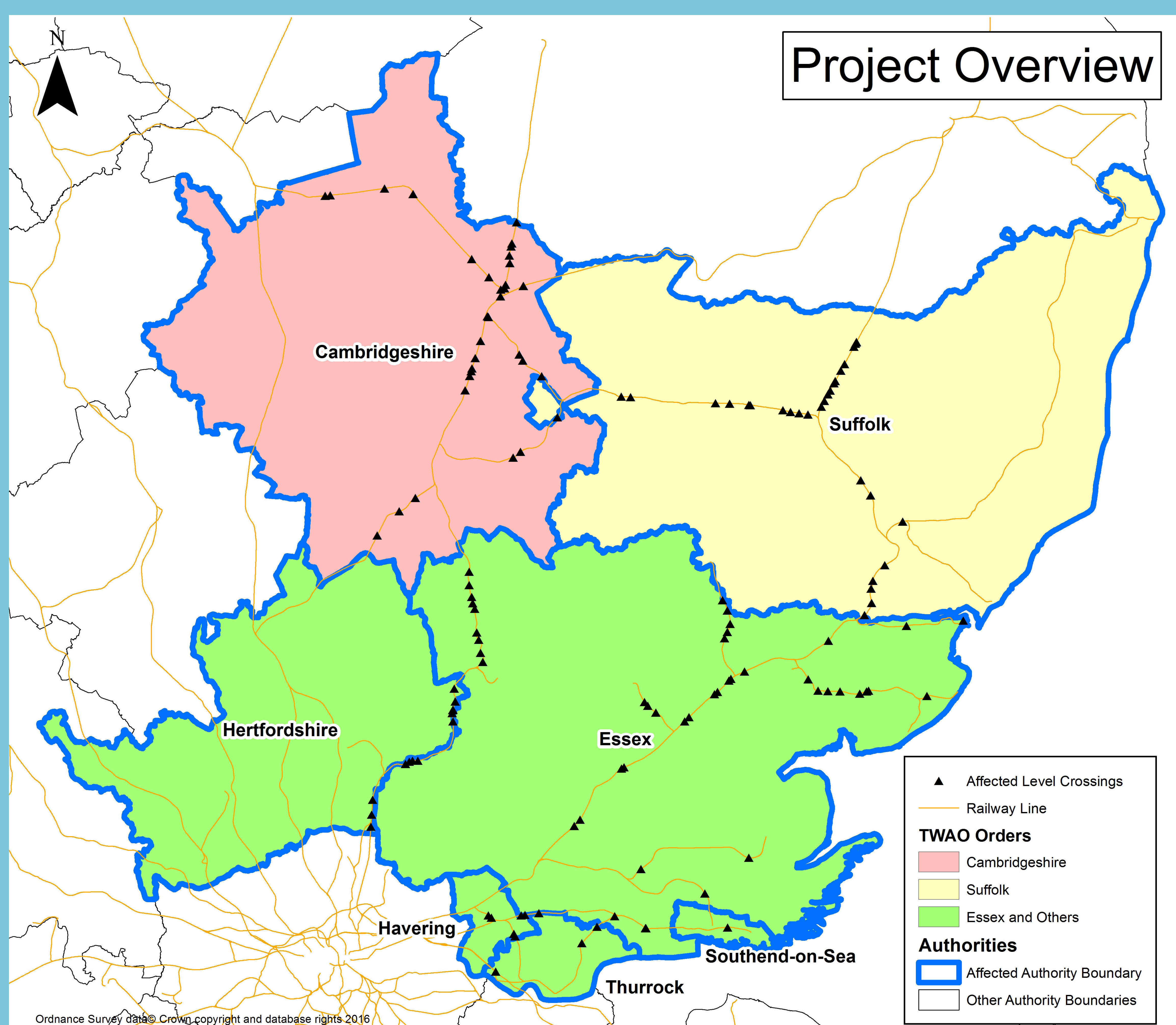
Following an initial review of level crossings in the Anglia region, we have identified more than 130 where we believe it is possible to close or downgrade them by:

- Diverting people to a nearby alternative means to cross the railway
- Providing a new public route to a nearby alternative means to cross the railway
- Amending the right to cross the railway to include or exclude certain user groups

Closing level crossings and diverting users to alternatives will make the railway safer by reducing the number of points where people can come into contact with trains. It will also help to improve reliability and enable separate, potential future developments for faster and more frequent services.

The level crossings in this initial phase do not require building any new bridges or underpasses. They have been selected as they are considered to be affordable and deliverable by March 2019 (the end of Network Rail's current funding period).

We will be working across seven local authority areas (shown below), and will deliver the changes through three Transport and Works Act Orders. The process will be supported by a rigorous consultation programme.

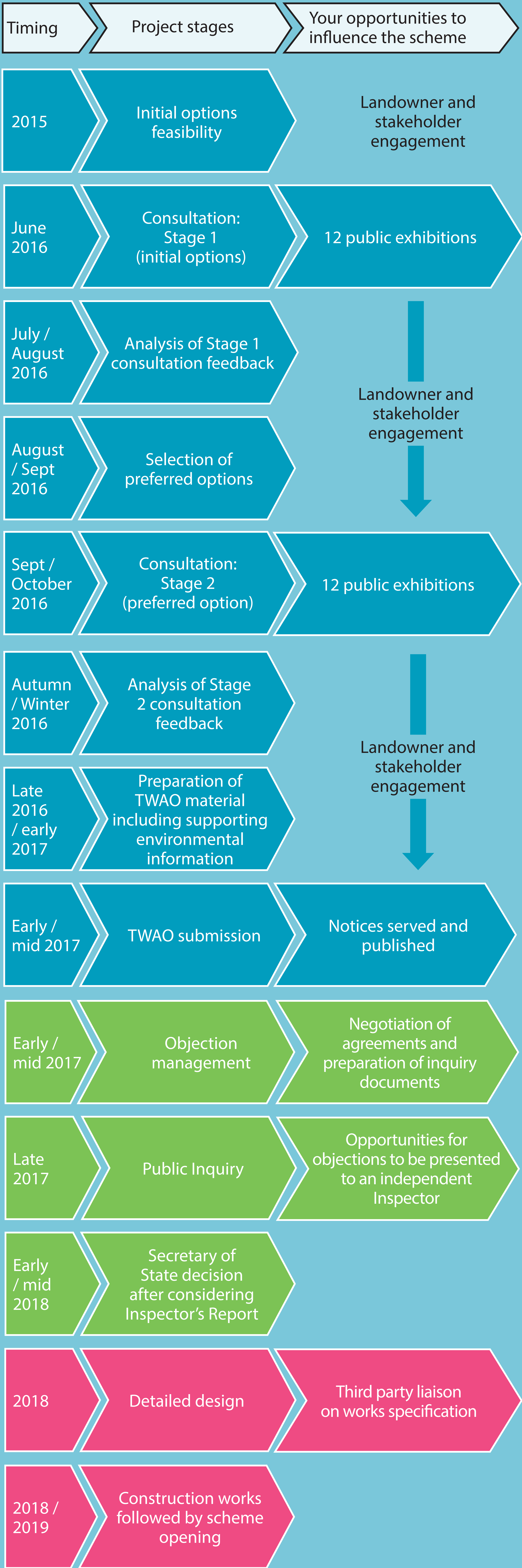


Separate schemes

High risk level crossings are also being closed or upgraded as part of our Railway Upgrade Plan.

Transport and Works Act Order Process

Anglia Level Crossing Proposals



C.2 Round 1 public consultation materials

Find out about Anglia Level Crossing Proposals

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. Network Rail has developed proposals to manage the possible closure of over 130 of its level crossings in Anglia.

We fully recognise the importance of public rights of way and where possible we will seek to maintain connectivity with the countryside. We value your feedback on our initial options for the level crossing closures in your area, and would like to invite you to a public exhibition to find out more and provide the opportunity to comment.

Public Exhibition – Cambridge

A public exhibition regarding our initial options for level crossing closures in the Cambridge area will be held on:

**Friday 10th June (2.00pm-7.00pm) at:
Browns Field Youth & Community Centre
31A Green End Road
Cambridge
CB4 1RU**

Please see overleaf for a map of the level crossings that will be covered at this event.

Network Rail and their consultants will be at the exhibition to explain the options, answer your questions and obtain your feedback.

If you cannot attend, but want to provide feedback via our online survey, please visit:

www.networkrail.co.uk/anglialevelcrossings.

The survey for the crossings shown on the map overleaf will be live from **10th June 2016** and close on **1st July 2016**.

Additional exhibitions

We will be holding additional public exhibitions for nearby areas across the Anglia region. Details of all the events are available on the website.

A second round of public consultation on the preferred option for each level crossing will take place in August / September 2016. Details will be available in due course.

If you have any general enquiries, you can contact our team via the Network Rail helpline or via email.

T: 03457 11 41 41

E: anglialevelcrossings@networkrail.co.uk



END OF BUY-TO-LET?

THREE quarters of Savills' sales in Cambridge last year were either to investors or those buying second homes.

The stark figures reflect a continuing trend in the 'high-end' market Savills tends to operate in, which its director for residential sales Toby Greenhow says is not reflective of the market as a whole.

And Mr Greenhow also believes the Government's recent changes to discourage investors – which includes the recent introduction of an additional 3 per cent surcharge on top of stamp duty rates for investors and second home buyers, the phasing out of mortgage interest tax relief for landlords and the fact that residential property was exempt from plans to cut capital gains tax – will have the desired effect. "That's a good news story for Cambridge and I expect we'll see a greater number of owner occupiers – that's one of our predictions," he added.

A previous News investigation found that Cambridge is among the top 20 local authorities in the country for the amount of second homes it has, alongside many holiday destinations and similar investment hotspots like Kensington and Westminster.

We have also reported on signs that suggest a beginning of the end of the city's 'buy-to-let' boom, with an increase in tenants being evicted due to landlords selling up reported in the city and South Cambs.



Key employers in and around Cambridge

Average cost of newbuild homes

| Number of bedrooms | Average price |
|--------------------|---------------|
| 1 | £301,217 |
| 2 | £377,805 |
| 3 | £480,199 |
| 4 | £786,024 |
| 5 | £1,049,576 |

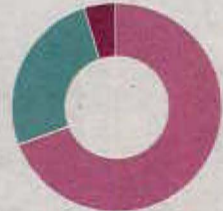
Source: Savills Research

(Note: Cambridge city only)

Buyers of prime new homes

Investment
Main residence
Second home

Source: Savills Research



Cambridge working life



BOOMING CAMBRIDGE

CAMBRIDGE'S economic growth could feasibly see the city expand to the point where it fills the triangle between the A14, M11 and A11.

That is what one expert told Savills during its research, which forecasts further good news about the city's economic prospects.

There has been a 31.3 per cent growth in employment in the 10 years to 2015 in the area, with a further 7 per cent per cent increase expected to 2025. The area's population is set to grow by 10 per cent over the same period.

Knowledge intensive companies make up 23 per cent of companies in Cambridge and South Cambs; 38 per cent of all employees, and 50 per cent of the revenues. Revenue for knowledge intensive companies have increased from £2.1 billion to £2.9 billion since the economic crash, but failed to rise last year after a period of consistent growth.

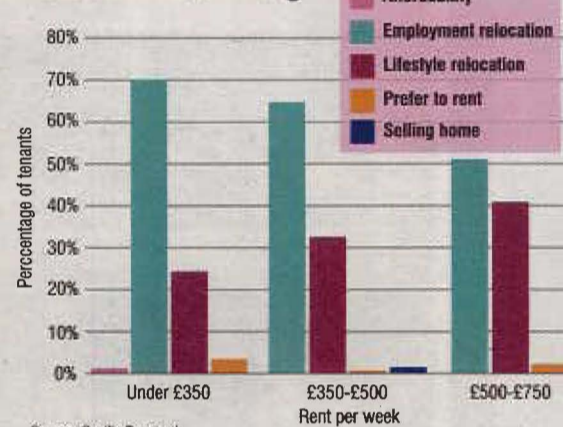
"People come to Cambridge for the jobs, primarily," said Susan Emmett from Savills UK development research team.

"There are some lifestyle changes within that, but actually it's the employment that's the main attraction."

Tech staff are buying right across the market, from cheaper homes right through to Savills' 'prime' market.

However, Savills data suggests the bulk of buyers of homes worth in excess of £1 million in the city tend to be London commuters in professional and financial services.

Tenant reason for renting



Source: Savills Research

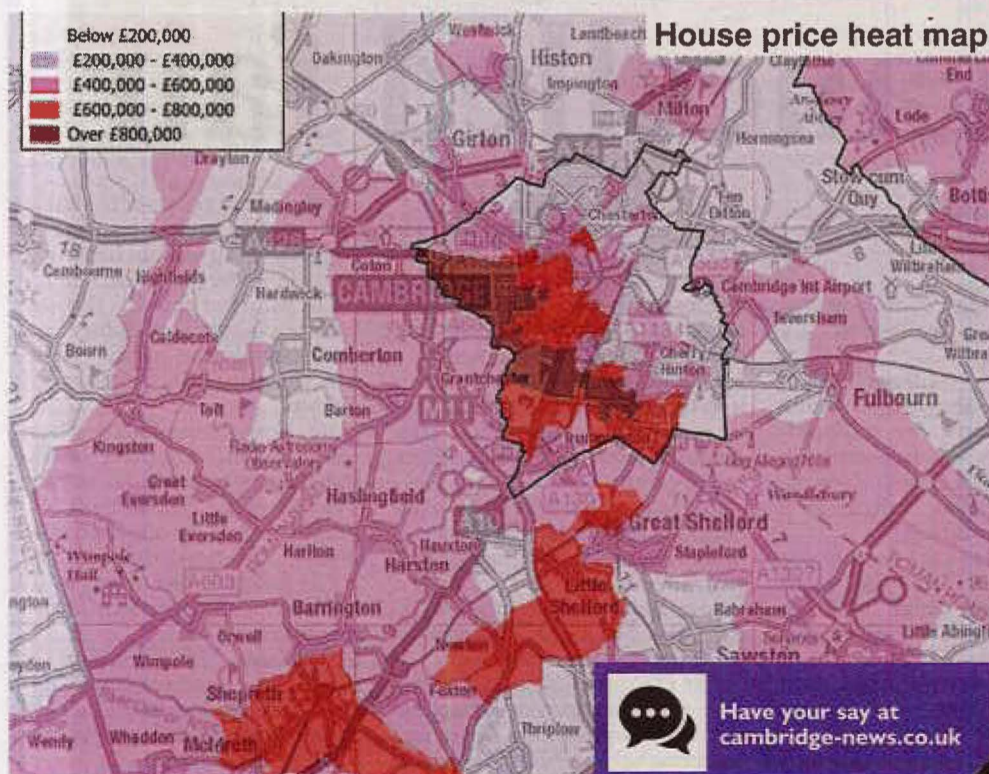
HOW SAVILLS SAYS CAMBRIDGE CAN PLAN FOR GROWTH

1. Invest to attract investment. The city must plan for further growth if the region is to continue to benefit from the two main sectors of technology and bioscience colliding.
2. More employment space needed. Existing sites could absorb some demand through redevelopment or densification. But new employment land should be brought forward, including out-of-town and fringe locations.
3. Deliver a greater mix of housing. Despite a growth agenda, there is still an undersupply of housing in and around Cambridge, particularly at lower price

points. Addressing affordability pressures requires not only an increase in housing delivery, but also a wider mix of homes.

4. Local councils need flexibility to react to specific needs. Changes in Government policy regarding affordable housing focussing on more homes for sale could leave a gap for the lowest paid workers in Cambridge.

5. Upgrading infrastructure is key. Cambridge drives the economy beyond the city and the South Cambs. Joint working across local authorities is essential, along with a strategic vision for the 'city region'.



House price heat map



Have your say at
cambridge-news.co.uk

NetworkRail

Find out about Anglia Level Crossing Proposals

Over the past few years Network Rail has been working hard to better manage level crossings and the risks they pose. We have developed proposals to manage the possible closure of around 130 of its level crossings in Anglia.

We value your feedback on our initial options for the level crossing closures in your area, and would like to invite you to a public exhibition to find out more and provide the opportunity to comment.

Public Exhibition – Cambridge

A public exhibition regarding our initial options for level crossing closures in the Cambridge area will be held on:

Friday 10th June (2.00pm-7.00pm) at:
Browns Field Youth & Community Centre
31A Green End Road
Cambridge
CB4 1RU

For more information, please visit the website:
www.networkrail.co.uk/anglialevelcrossings

Anglia Level Crossing Reduction Strategy

Anglia Level Crossing Proposals Questionnaire

Please complete the following questionnaire to provide feedback on our initial options for level crossing changes in the Anglia region. Please leave your completed questionnaire in the drop box provided. If you would prefer to complete it at home, please return it in the freepost envelope provided.

All questionnaires must be returned within 28 days of the consultation event for that level crossing.

Which level crossing does your response relate to?

(Please provide the Unique ID number and crossing name as labelled in the level crossing summary sheet – it is very important that this is correct, to ensure your responses relate to the correct level crossing)

Unique ID: _____

Name: _____

1) On average, how often do you use the level crossing?

(Please select a single response)

- ☐ Daily
- ☐ Weekly
- ☐ Fortnightly
- ☐ Monthly
- ☐ Rarely
- ☐ Never (please go to Q6)

2) By what means do you use the level crossing?

(Please select all that apply)

- ☐ On foot
- ☐ On foot, accompanying a child / children on foot
- ☐ On foot, with a pram or push chair
- ☐ On foot, with a mobility aid
- ☐ Wheelchair
- ☐ Pedal cycle
- ☐ Horse
- ☐ Motorcycle / scooter
- ☐ Car / van
- ☐ Heavy goods vehicle
- ☐ Farm vehicle
- ☐ Other (please specify)

3) By what means do you most often use the level crossing?

(Please select a single response)

- ☐ On foot
- ☐ On foot, accompanying a child / children on foot
- ☐ On foot, with a pram or push chair
- ☐ On foot, with a mobility aid
- ☐ Wheelchair
- ☐ Pedal cycle
- ☐ Horse
- ☐ Motorcycle / scooter
- ☐ Car / van
- ☐ Heavy goods vehicle
- ☐ Farm vehicle
- ☐ Other (please specify)

4) For what purpose do you use the level crossing?

(Please select all that apply)

- ☐ Access to school
- ☐ Access to other local amenities
- ☐ Access to own property
- ☐ Access to neighbouring properties
- ☐ Commuting
- ☐ Moving livestock
- ☐ Leisure
- ☐ Other (please specify)

5) For what purpose do you most often use the level crossing?

(Please select a single response)

- ☐ Access to school
- ☐ Access to other local amenities
- ☐ Access to own property
- ☐ Access to neighbouring properties
- ☐ Commuting
- ☐ Moving livestock
- ☐ Leisure
- ☐ Other (please specify)

**6) Please state your full home postcode
(this information will be mapped to help with our data analysis).**

.....

7) To what extent do you agree with the changes proposed at the level crossing itself?

(Please select a single response)

- ☐ Strongly Agree
- ☐ Agree
- ☐ Undecided / neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

8) Please consider the plan within the level crossing summary sheet which shows potential diversion route/s. If there are multiple options shown, please indicate which you most strongly prefer. If you would like to suggest your own alternative option, please tick “other” and provide details below.

(Please select a single response)

- ☐ Red route (if applicable)
- ☐ Blue route (if applicable)
- ☐ Green route (if applicable)
- ☐ Orange route (if applicable)
- ☐ Purple route (if applicable)
- ☐ Other (please specify and if possible, use the drawing on the summary sheet to illustrate an alternative route suggestion).

.....

.....

.....

.....

.....

Please submit your drawing with your completed questionnaire via the drop box or in the freepost envelope provided.

9) For the following categories, please indicate whether you have any concerns in relation to the proposals for this level crossing.

(Please select a single response for each category)

| Category | No Concern | Concern (please specify) |
|---|--------------------------|--------------------------------|
| Safety of pedestrians / cyclists / equestrians | <input type="checkbox"/> | <input type="checkbox"/> |
| | | |
| Safety of users of motorised vehicles | <input type="checkbox"/> | <input type="checkbox"/> |
| | | |
| Convenience (route and length) of diversion route | <input type="checkbox"/> | <input type="checkbox"/> |
| | | |
| Connection to the Public Right of Way network | <input type="checkbox"/> | <input type="checkbox"/> |
| | | |
| Ground condition / flood risk | <input type="checkbox"/> | <input type="checkbox"/> |
| | | |
| Environment / ecology | <input type="checkbox"/> | <input type="checkbox"/> |
| | | |
| Business impact | <input type="checkbox"/> | <input type="checkbox"/> |
| | | |
| Amenity (e.g. landscape, noise) | <input type="checkbox"/> | <input type="checkbox"/> |
| | | |
| Other (please specify) | | |
| | | |

10) If you have any further comments about the options presented, or about the programme in general, please provide them below.

Any personal information supplied will be held and used in accordance with the Data Protection Act 1998.

Cambridgeshire Proposals

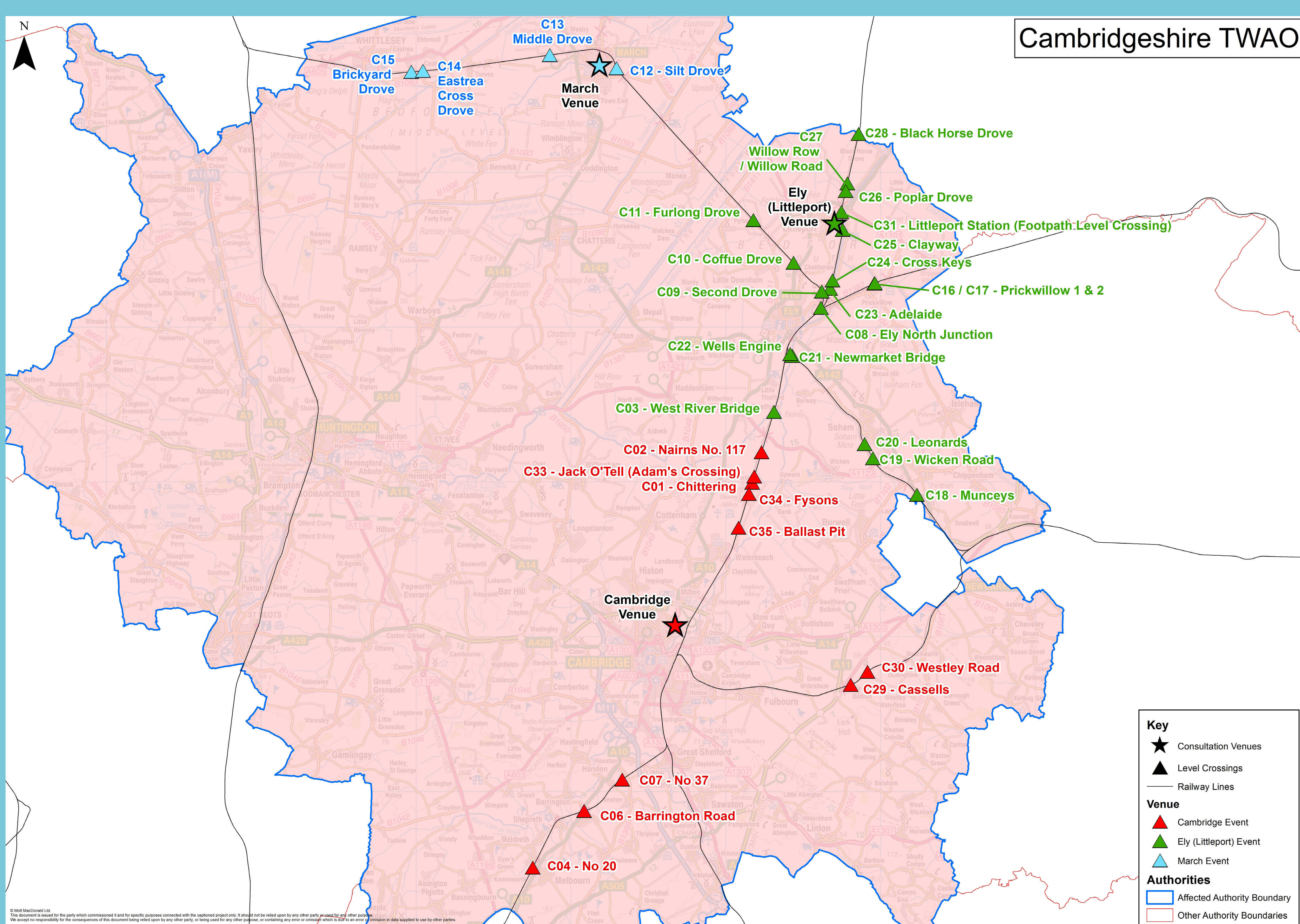
How this scheme may affect you

Closing a level crossing may mean that we need to divert you to a near-by proposed or existing alternative route to safely cross the railway.

Whilst there will be closure of some rights of way, others will be created together with additional connectivity to the wider public rights of way network.

We welcome your feedback

We recognise the importance of public rights of way and where possible we will maintain access to the countryside. We value your feedback on our initial options for the level crossing proposals in your area.



How to provide your feedback

Network Rail and its consultants are available to provide you with further details of the proposed options for each level crossing, and to discuss them with you.

Please provide a member of the project team with the unique ID / name for the level crossing/s you are interested in from the map above.

A summary sheet for each level crossing has been prepared with key information about the level crossing and options being considered.

We welcome specific feedback on individual level crossings. To provide your feedback, please complete our questionnaire, which is:

- Available at this event – please return your completed copy to the drop-box provided – or if you would prefer to complete it at home, please use the freepost envelope provided.
- Available to complete electronically now with the help of a member of the project team, or at home via the website - www.networkrail.co.uk/anglialevelcrossings

Level Crossing Proposals

C01 - Chittering

Waterbeach Parish – Footpath 18

Network Rail has been working hard to better manage its level crossings and the risks they pose, and has developed proposals for the possible closure or change to public rights of way at over 130 of its level crossings in Anglia. Closing or modifying level crossings can help to bring about a number of benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for all railways, highway and other rights of way users

The level crossings in this initial phase of the Anglia Level Crossing Reduction Strategy do not include any new bridges or underpasses, and offer benefits which are currently affordable and deliverable.



Chittering is one of the level crossings in Cambridgeshire County. It is located in Waterbeach Parish and has the postcode CB25 9PW. This is a stop, look and listen public footpath level crossing where the user has to decide whether it is safe to cross. The railway at this crossing carries passenger and freight trains. A photograph of the crossing is shown above.

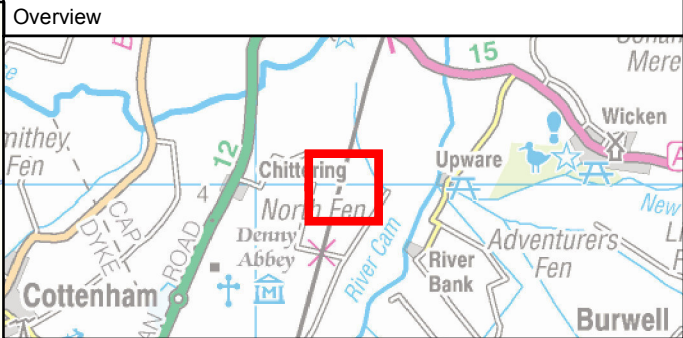
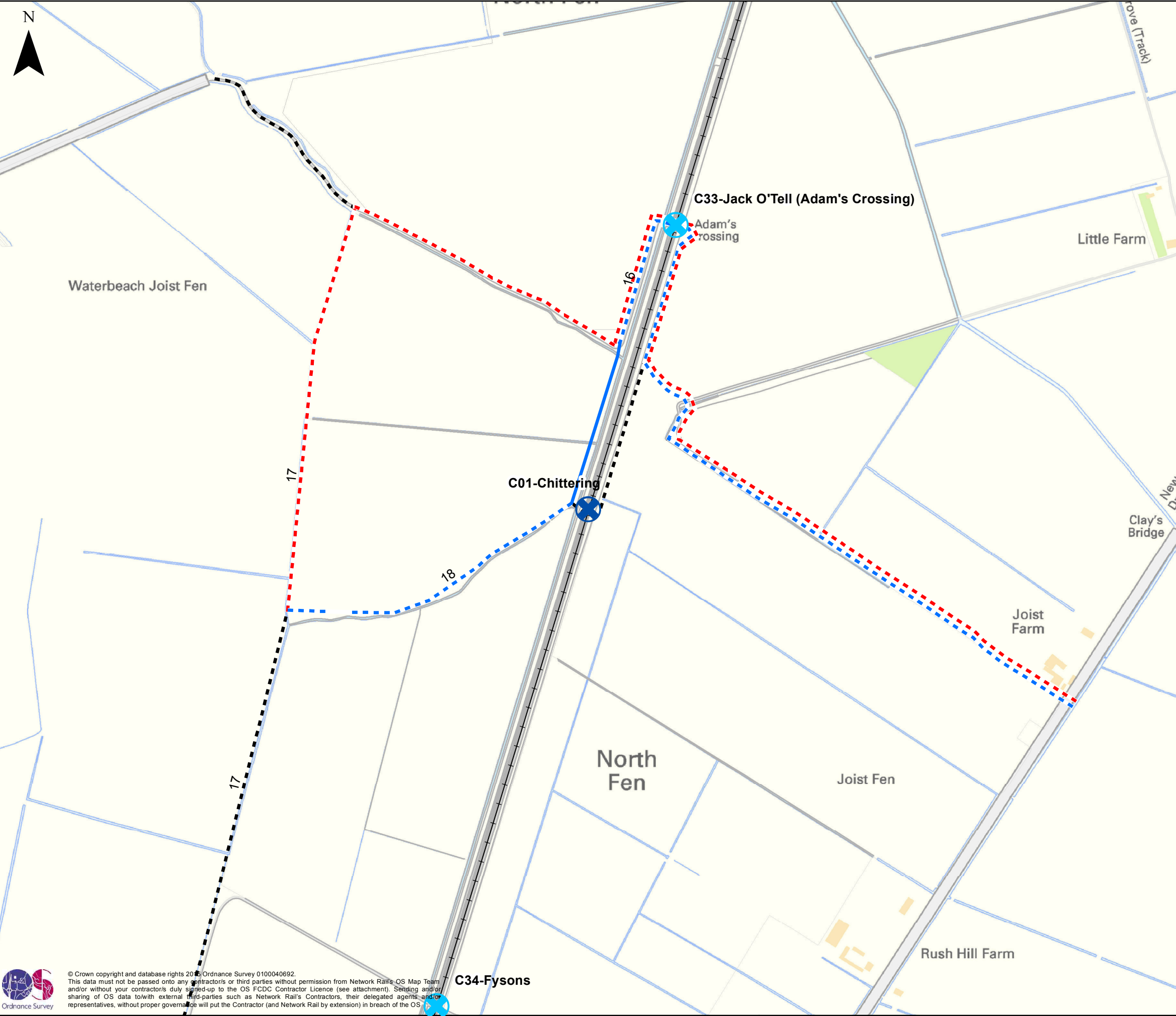
Our proposed changes: There are two public rights of way that cross the railway in close proximity to each other. Our proposal is to reduce this to just one public right of way crossing the railway, by closing Chittering level crossing to all users. To cross the railway the following separate options are currently proposed (shown on the drawing overleaf):

Red Route - This option makes use of existing footpaths in order to cross the railway at C33 Jack O'Tell (Adam's Crossing) level crossing to the north. This would include the closure of two lengths of footpath on either side of Chittering level crossing.

Blue Route - This option makes use of both existing and new footpaths. The new footpath would be routed along a field boundary in order to cross the railway via C33 Jack O'Tell (Adam's Crossing) to the north. This would also include the closure of the footpath on either side of Chittering level crossing.

This summary sheet and a questionnaire are available at the public exhibitions and on the project website at: www.networkrail.co.uk/anglialevelcrossings. Please complete the separate questionnaire using the level crossing identification number **C01** and your feedback will be considered before the proposals are finalised.

To contact our team, please email us at: anglialevelcrossings@networkrail.co.uk or phone the helpline: **03457 11 41 41**. We thank you for your time and providing your comments on the Anglia Level Crossing Proposals.



- Level crossing being discussed
- Other level crossing in the project

Alternative Options

- Red Route
- Blue Route

A solid line indicates a proposed new Public Right of Way (type to be determined).
Other line types using the above route option colours indicate use of existing Public Rights of Way.
Right of way extinguishments are still to be determined and are not shown for clarity given multiple options.

Existing Public Rights of Way

- Footpath
- Bridleway
- Restricted byway
- Byway open to all traffic
- Highway (where used)
If this line is in a colour, this denotes use by a route option (see above).



2 Brewery Wharf
Kendell Street
Leeds
LS10 1JR
United Kingdom
+44 (0)113 3946700

Anglia LX Consultation Stage 1

C01 - Chittering
Cambridgeshire
Waterbeach CP

| | | | | | | |
|-----|------------|-----------------|-----|-------|--------|-------|
| P3 | 03/06/2016 | Revised Format | WC | - | SJP | JAS |
| P2 | 20/01/2016 | NR Comments | WC | - | SJP | JAS |
| P1 | 16/10/2015 | For Information | WC | - | SJP | JAS |
| Rev | Date | Description | Dwn | E Chk | Ch'k'd | App'd |

Scale at A3
1:5,500

Drawing No.
MMD-367516-C01-GEN-002

C.3 Round 2 public consultation materials

Find out about Anglia Level Crossing Proposals

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. Earlier in the year, we presented options for the possible closure or change to public rights of way at over 130 level crossings in Anglia.

We fully recognise the importance of public rights of way and where possible we will seek to maintain connectivity with the countryside by providing alternative options. We have reviewed our proposals and would now like to invite you to a second public exhibition to see our preferred options, find out more and provide you with an opportunity to comment further.

Public exhibition – March

A public exhibition of our preferred options for level crossing changes in the March area will be held on:

**Wednesday 7th September (2.00pm-7.00pm) at:
March Community Centre
34 Station Road
March
Cambridgeshire
PE15 8LE**

Please see overleaf for a map of the level crossings that will be covered at this event.

Network Rail and their consultants will be at the exhibition to explain the options, answer your questions and obtain your feedback.

If you cannot attend, but want to provide feedback via our online survey, please visit:
www.networkrail.co.uk/anglialevelcrossings.

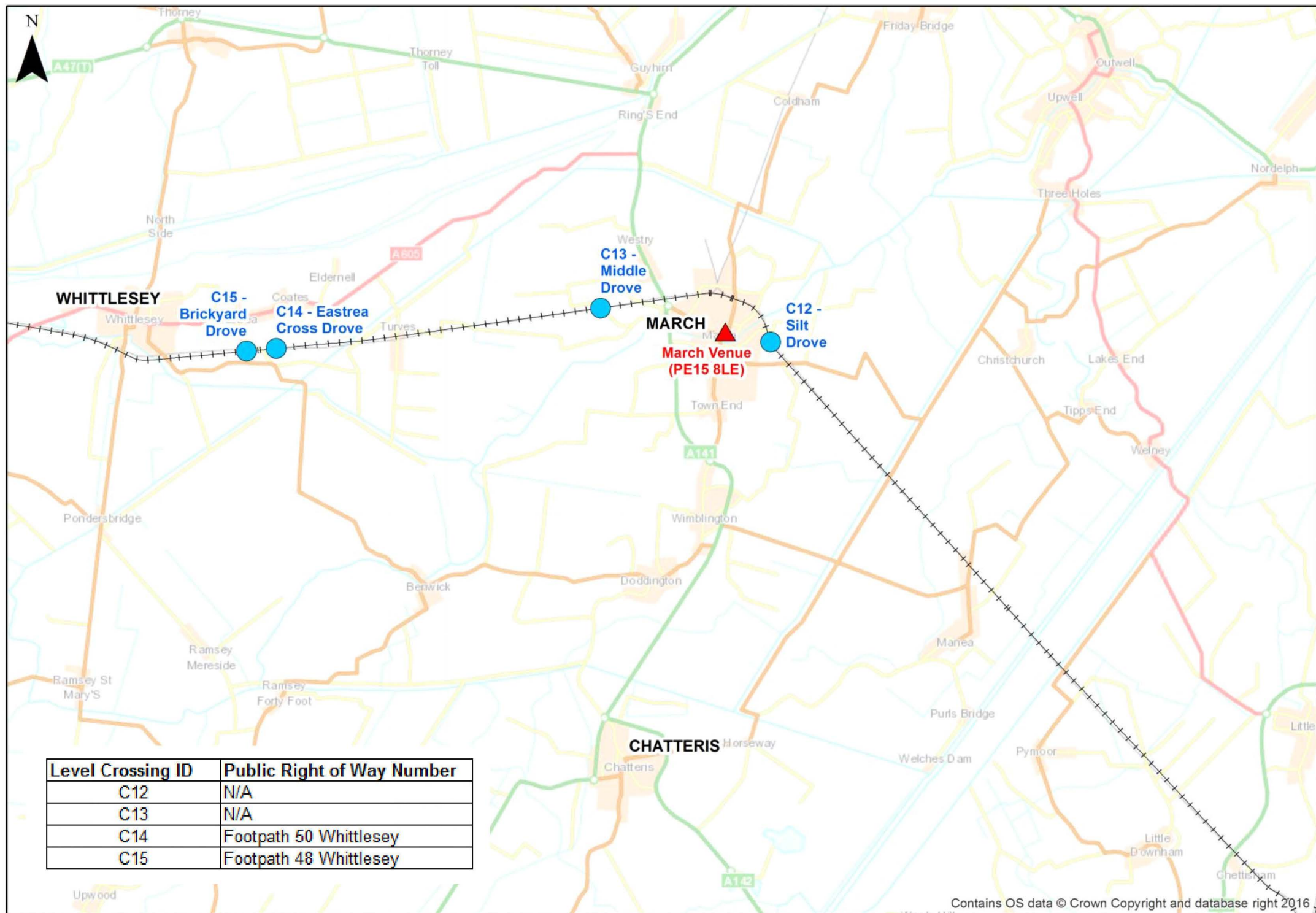
The survey for the level crossings shown on the map overleaf will be live from **7th September 2016** and will close on **28th September 2016**.

We will be holding public exhibitions for other level crossings in nearby areas across the Anglia region. Details of all these events and information about the wider project are available on the website.

If you have any general enquiries, you can contact our team via the helpline or via email.

T: 03457 11 41 41

E: anglialevelcrossings@networkrail.co.uk



AUTHOR:
Midge Gillies



All the latest breaking news
online
at cambridge-news.co.uk

Army focus for author's new book

AWARD-WINNING local author Midge Gillies has released her sixth book.

Army Wives; From Crimea to Afghanistan: the Real Lives of the Women Behind the Men in Uniform, uses first-hand accounts, letters and diaries to tell the fascinating and varied stories of the women who lived through the life-changing events of war.

The book explores all aspects of army life,

from the impact life-changing injury – mental or physical – has on the family, to the everyday pressures of being a modern army wife, whether living in barracks or trying to maintain a normal home life outside 'the patch'.

Midge lives in Ely with her husband, crime novelist Jim Kelly, and their daughter, Rosa.

Army Wives is available at all good book shops, priced at £20.

CONSULTATION

Have a say on level crossings

PLANS to close or change the use of level crossings in Cambridgeshire will be the focus of a second round of consultation events in September.

Network Rail bosses have identified around 130 level crossings in East Anglia that they feel should be closed or modified – including 32 in Cambridgeshire.

They say closing crossings and diverting to alternatives will not only make the railway safer by removing the point where people can come into contact with trains, but that it will also help improve reliability and enable separate, potential future developments for faster and more frequent services.

However, the proposals, which Network Rail says does not affect A or B roads, are proving controversial, with residents and organisations saying closing some crossings will affect walking and cycling routes.

Following feedback from members of the public at con-

JORDAN DAY

@JordanDayCN

sultation events earlier in the year, the potential closure of Adelaide level crossing (C23), which is public footpath 49 in Ely, has now been removed from the list "in order to preserve a circular walking route in the area".

Richard Schofield, Network Rail's route managing director for Anglia, said: "The initial consultations were very successful and we gathered a lot of useful feedback."

"I'd encourage anyone interested to come along to see the updated proposals and share any concerns or ideas with us, before we put these forward under Transport and Works Act Orders early next year."

"The proposals include small changes to how people cross the railway and the closures will help us reduce the risks that level crossings pose,

improve safety and reliability of the railway for the future."

Among the local crossings which could be closed or altered are: West River Bridge, Little Thetford; Ely North Junction; Second Drove, Ely; Prickwillow 1, Ely; Prickwillow 2, Ely; Munceys, Fordham; Wicken Road, Soham; Leonards, Soham; Newmarket Bridge, Ely; Wells Engine, Ely; Cross Keys, Ely; Furlong Drove, Little Downham; Black Horse Drove, Littleport; Clayway, Littleport; Coffue Drove, Little Downham; Littleport Station, Littleport; Poplar Drove, Littleport and Willow Row/Willow Road, Littleport.

Consultation events are being held at March Community Centre on Wednesday, September 7 from 2-7pm, Hughes Hall in Cambridge on Thursday, September 8 from 2-7pm and Littleport Village Hall on Monday, September 12 from 2-6.30pm.

To find out more, visit www.networkrail.co.uk/anglialevelcrossings/

NetworkRail

Find out about Anglia Level Crossing Proposals

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. We have developed proposals to manage the possible closure and changes to public rights of way at around 130 level crossings in Anglia.

We value your feedback on our preferred options for the level crossing proposals in your area, and would like to invite you to a public exhibition to find out more and provide the opportunity to comment.

Public exhibition – Littleport

A public exhibition regarding our preferred options for level crossing proposals in the Littleport area will be held on:

Monday 12th September (2.00pm-6.30pm) at:
Littleport Village Hall
Victoria Street
Littleport
Ely
CB6 1LX

For more information, please visit the website:
www.networkrail.co.uk/anglialevelcrossings

Anglia Level Crossing Reduction Strategy

25% off all appliances on fully fitted or supply only Kitchen



BESPOKE KITCHENS AND BEDROOMS
RING OUR FREE PHONE HOTLINE: 0800 1978543

Free home planning service. Wide selection of laminates, woods, vinyls in different styles to choose from

Including Building work, Electrics, Plumbing and tiling.
QUALITY MANUFACTURE, FLAIR IN DESIGN AND
COMPETITIVE PRICES



9 Churchgate Street, Soham, CB75DS | 01353 723039

www.julianenglishkitchens.co.uk

FREE PARKING AT REAR OF SHOP

*Minimum order value required

info@julianenglishkitchens.co.uk

Anglia Level Crossing Proposals Questionnaire

Please complete the following questionnaire to provide feedback on our preferred options for level crossing changes in the Anglia region. Please leave your completed questionnaire in the drop box provided. If you would prefer to complete it at home, please return it via post free of charge by putting FREEPOST ANGLIA LEVEL CROSSING PROPOSALS on the envelope. All questionnaires must be returned with 21 days of the consultation event for that level crossing.

1) Which level crossing does your response relate to?

(Please provide the Unique ID number and level crossing name as labelled in the level crossing summary sheet – it is very important that this is correct, to ensure your responses relate to the correct level crossing).

Unique ID : _____

Name of level crossing : _____

If the level crossing has more than one option presented on the summary sheet, please specify which option you wish to provide feedback on:

☐ Option A

☐ Option B

(If you wish to provide feedback on both options, please complete two questionnaires).

2) Please select from the following:

(Tick all that apply).

☐ I am a member of the public

☐ I am a local stakeholder (e.g. Councillor). Please specify: _____

☐ I am a representative from a Local User Group. Please specify: _____

3) To what extent do you agree with the preferred option for this level crossing?

(Please select a single response)

☐ Strongly agree

☐ Agree

☐ Undecided / neither agree or disagree

☐ Disagree

☐ Strongly disagree

4) For the following categories, do you have any concerns in relation to the preferred option for this level crossing?

(Please tick one response for each category)

| Category | Yes | No |
|---|--------------------------|--------------------------|
| Safety of pedestrians / cyclists / equestrians | <input type="checkbox"/> | <input type="checkbox"/> |
| Safety of users of motorised vehicles | <input type="checkbox"/> | <input type="checkbox"/> |
| Convenience (route and length) of diversion route | <input type="checkbox"/> | <input type="checkbox"/> |
| Connection to the Public Right of Way network | <input type="checkbox"/> | <input type="checkbox"/> |
| Ground condition / flood risk | <input type="checkbox"/> | <input type="checkbox"/> |
| Environment / ecology | <input type="checkbox"/> | <input type="checkbox"/> |
| Business impact | <input type="checkbox"/> | <input type="checkbox"/> |
| Amenity (e.g. landscape, noise) | <input type="checkbox"/> | <input type="checkbox"/> |

5) What is your home postcode?

(This information will be mapped to help with our data analysis).

6) If you have any further comments about the preferred option, please provide them below.

Any personal information supplied will be held and used in accordance with the Data Protection Act 1998.

Thank you for taking the time to complete our questionnaire. We will analyse and consider the responses as part of the feasibility work.

Anglia Level Crossing Proposals

C01 – Chittering (Waterbeach Parish)

Public Right of Way Reference – Footpath 18 Waterbeach

Network Rail has been working hard to better manage its level crossings and the risks they pose. It has developed proposals for the possible closure or change to public rights of way at around 130 level crossings in Anglia. Closing or modifying level crossings can help to bring about a number of benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for railway, highway and other rights of way users

The level crossings in this initial phase of the Anglia Level Crossing Reduction Strategy do not include any new bridges or underpasses, and offer benefits which are currently affordable and deliverable.

Chittering is one of the level crossings in the County of Cambridgeshire. It is located in Waterbeach Parish and has the postcode CB25 9PW. This is a stop, look and listen public footpath level crossing where the user has to decide whether it is safe to cross. The railway at this crossing carries passenger and freight with a line speed of 90 mph. There are generally 186 trains passing through this level crossing per day.

Network Rail's level crossing risk assessments are supported by use of the All Level Crossing Risk Model (ALCRM). This produces a score for the 'individual risk' presented as a letter ranging from A to M, where A is the highest risk and M is the lowest. In addition 'collective risk' is based on the number of people who use the crossing, and is presented as a number ranging from 1 to 13, where 1 is the highest risk and 13 is the lowest. Chittering level crossing currently has an ALCRM score of C10 which is considered high risk. Key issues relate to frequent trains, deliberate misuse or user error, and sun glare. There were no incidents of misuse, no near misses and no accidents at this crossing between 2011 and 2015.

Public consultation was undertaken in June on initial options for changes at this level crossing. At this level crossing, four questionnaire responses were received. For Chittering a summary of the questionnaire responses is shown below (route colours refer to the June 2016 Stage 1 consultation plan – please see the project website for details):

- 25 % of responses were neutral towards the proposals
- 75 % of responses disagreed with the proposals
- 25 % supported the red route
- 50 % of responses preferred another route (neither red or blue)
- 25 % of responses did not state a preference

As part of the consultation process a wide range of statutory consultees, landowners and user groups were also consulted. The responses received have been taken into account when determining the preferred option.

During June and July of this year, Network Rail undertook new census surveys of the number and type of level crossing users. A three day census was undertaken (Saturday, Sunday and Monday) and the daily usage was as follows (*during this census dismounted cyclists have been classed as pedestrians*):

| | |
|-------------------------|---------------|
| Weekday (Monday) | 0 pedestrians |
| Weekend (average daily) | 0 pedestrians |

The consultation feedback together with a range of other factors such as user safety and convenience, environmental impacts and economic factors were used to determine a preferred option. In this case an amended version of the blue route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to close the level crossing to all users and provide a new footpath running north and adjacent to the railway to tie into the existing footpath number 16. A new timber footbridge would be constructed to cross over a drainage ditch. Users would cross the rail at the public footpath level crossing, Jack O'Tell (Adam's Crossing) which has an ALCRM score of D10 (see plan overleaf). Jack O'Tell is also included in the level crossing reduction scheme however it is only the vehicle rights that would be affected. The new footpath and footbridge would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway. A short length of footpath 18 would be extinguished from the east side of the railway up to its connection with footpath 16 as it would form a dead end.

Diversion lengths:

- Users coming from the west of the railway wishing to head east along footpath 16 would have their route increased by approximately 460m.

Photo 1: Existing level crossing



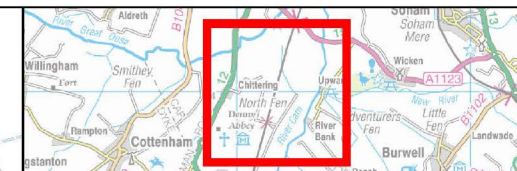
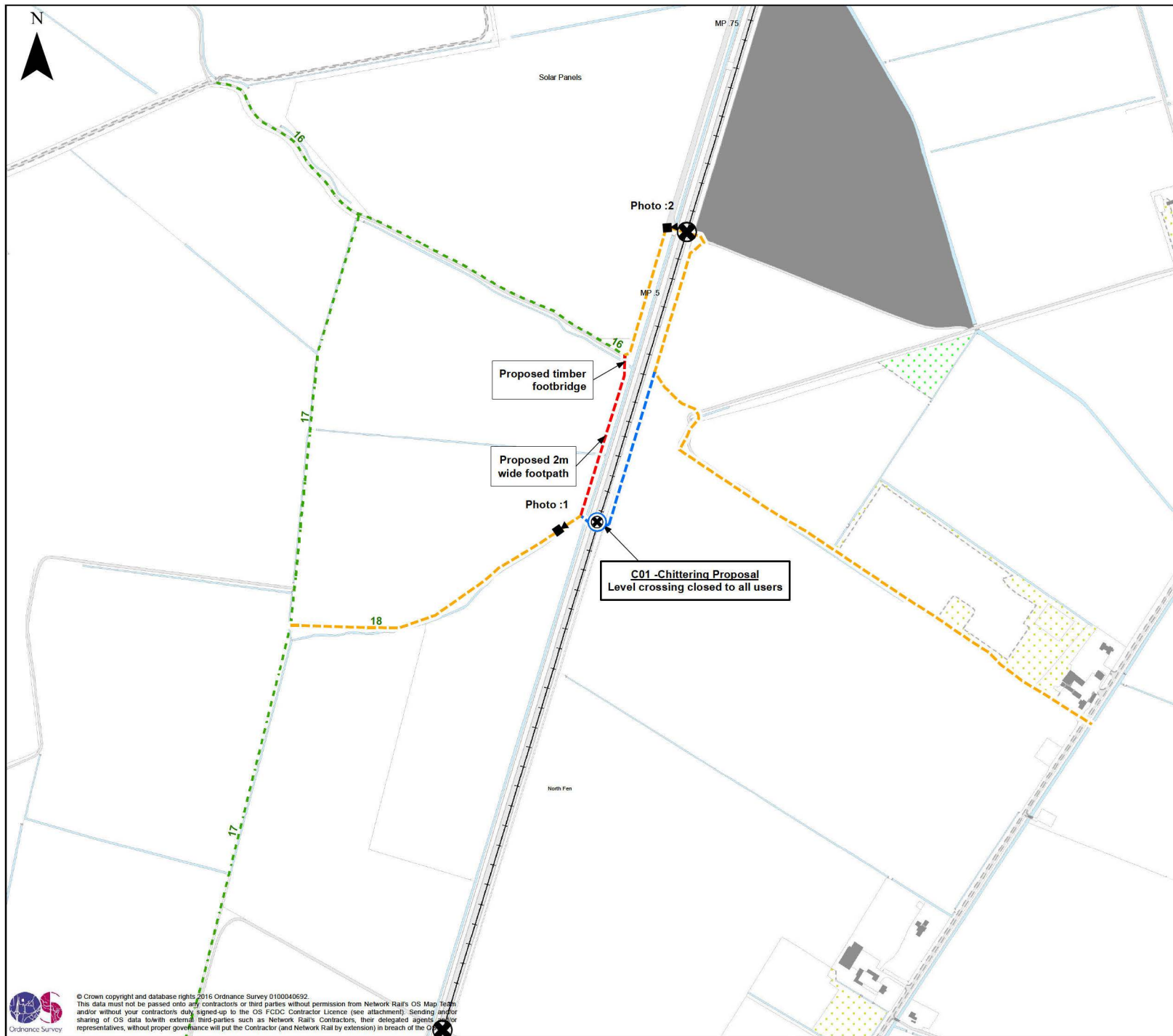
Photo 2: Alternative railway crossing



Photo locations are shown on the plan overleaf.

This summary sheet and a questionnaire are available at the public exhibitions and on the project website at: www.networkrail.co.uk/anglialevelcrossings. Please complete the separate questionnaire using the level crossing identification number **C01** and your feedback will be considered before the proposals are finalised ahead of submitting a Transport and Works Act Order to the Secretary of State.

To contact our team, please email us at: anglialevelcrossings@networkrail.co.uk or phone the helpline: **03457 11 41 41**. We thank you for your time and providing your comments on the Anglia Level Crossing Proposals.



Level Crossings

- Level crossing being discussed
- Other level crossing in the project
- Other level crossing not in the project

Right of Way / Other Route Type

- Footpath
- Bridleway
- Restricted byway
- Byway open to all traffic
- Highway (shown where used as part of a diversion
- Private Road / Track (shown where used as part of a diversion route)

The line styles above indicate the type of right of way or other route proposed.

The colours below indicate the nature of the proposal.

Right of Way / Other Route Status

- No Change and not part of diversion route
- Use of Existing right of way for diversion route
- Change of Status to right of way
- Closure of existing right of way
- Creation of new right of way

Photographs

- Photograph Location (with no. - see Summary Sheet for details)



Anglia Level Crossing
Reduction Strategy

Round 2 Public Consultation Proposal

C01 - Chittering
Cambridgeshire
Waterbeach CP

| | | | | | | |
|-----|------------|-----------------|-----|-------|--------|-------|
| P1 | 16/08/2016 | For Information | WC | DW | SJT | JAS |
| Rev | Date | Description | Dwn | E Chk | Ch'k'd | App'd |

Scale at A3
1:5,500

Drawing No.
MMD-367516-C01-GEN-003



© Crown copyright and database rights 2016 Ordnance Survey 0100040692.
This data must not be passed onto any contractors or third parties without permission from Network Rail's OS Map Team and/or without your contractors duly signed up to the OS PCDO Contractor Licence (see attachment). Sending and/or sharing of OS data to/with external third parties such as Network Rail's Contractors, their delegated agents and/or representatives, without proper governance will put the Contractor (and Network Rail by extension) in breach of the OS

C.4 December 2016 Information Update materials

Update on Anglia Level Crossing Proposals – Barrington Road

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. Public consultation was held in September on preferred options for the possible closure or change to public rights of way at over 130 level crossings in Anglia.

Public information event

This is an invitation to update you on changes to the proposals being taken forward for the Barrington Road level crossing, as a result of the feedback received from the public and stakeholders – including concerns regarding safety, lack of integration with the new A10 cycleway and length of diversion.

To address these concerns, the proposals for the Foxton level crossing have been redesigned to accommodate new shared pedestrian / cycle facilities, and supporting infrastructure.

The public information event will be held on:

**Wednesday 14th
December
(2.00pm-7.00pm) at:**

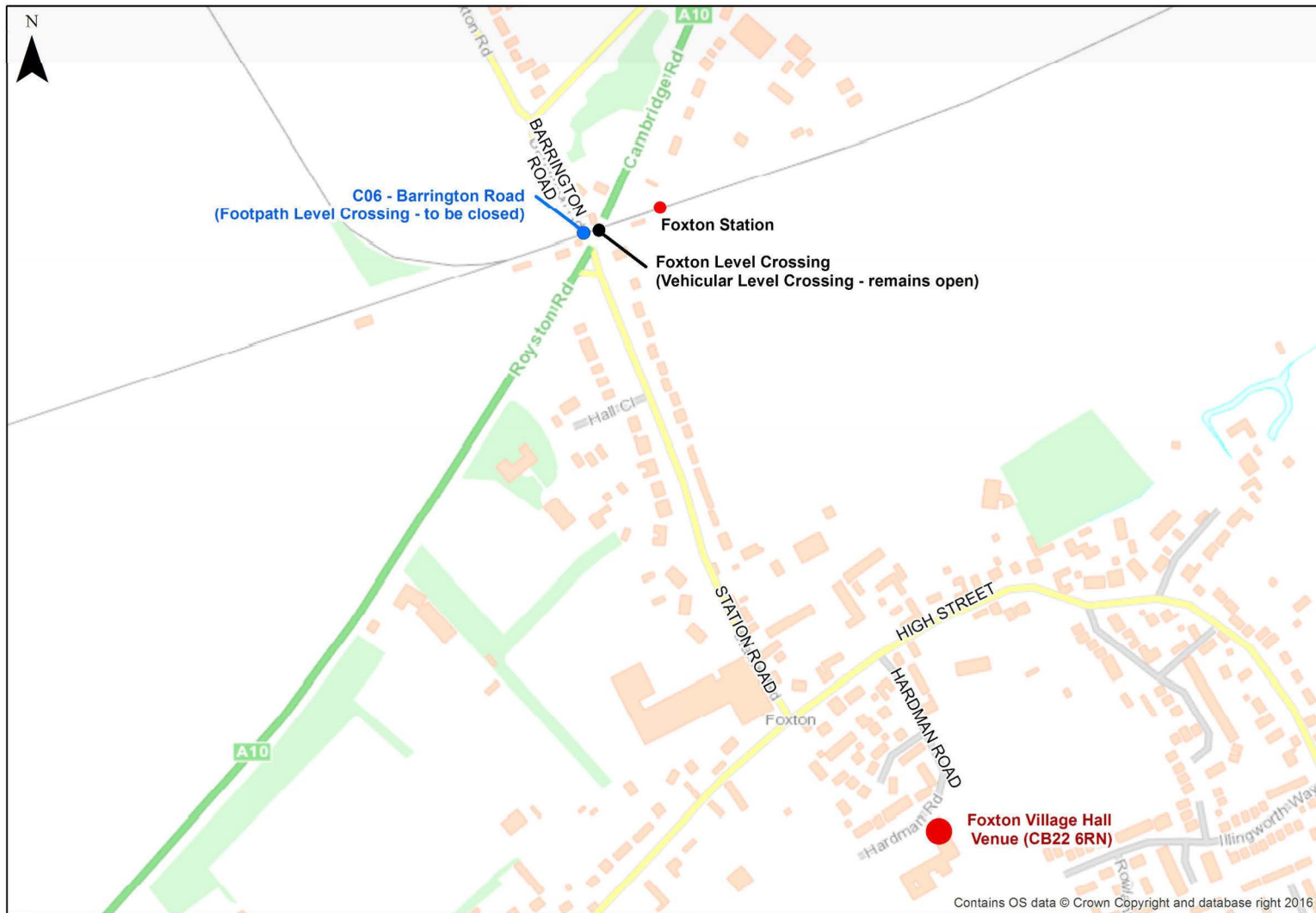
**Foxton Village Hall &
Sports Pavilion
Hardman Road
Cambridge
CB22 6RN**

Network Rail and its consultants will be at the event to explain the updated proposals and answer your questions. If you cannot attend, you can view the latest proposals on the project website:

www.networkrail.co.uk/anglialevelcrossings

If you do not have access to the internet, please contact the Network Rail helpline (03457 11 41 41). Alternatively, write to Network Rail free of charge by putting FREEPOST ANGLIA LEVEL CROSSING PROPOSALS on the envelope (please include a return address so we can send you the information).

If you have any queries about the scheme in general or wish to comment on the proposals, please contact the helpline (also available on the project website), use the FREEPOST address or project email: anglialevelcrossings@networkrail.co.uk



HEALTH

Review rejects obesity proposal

Call for JobCentre staff to be placed in rehabilitation centres to offer employment advice

A GOVERNMENT commissioned review has rejected proposals to require jobless obese people and those with drink and drug addictions to seek treatment as a condition of receiving benefits.

Cambridge University professor Dame Carol Black, the principal of Newnham College, found that making treatment compulsory would lead to more people hiding their addictions.

And she heard "serious concerns" from health professionals about the legal and ethical implications of forcing jobseekers to get help.

But she suggested that the Government should trial a new requirement for new benefit claimants to attend health care meetings early in their claims to assess the impact of any health condition on their ability to work.

When he commissioned the study in July, former prime minister David Cameron said he wanted

FREYA LENG

Health correspondent
@freyalengCN

to look at what could be done with people who "refuse help, but expect taxpayers to carry on funding their benefits".

But Downing Street has now indicated it is not looking at withdrawing benefits from people because of their refusal to seek help for obesity or addiction.

Dame Carol's report warned that successful completion of a drug or alcohol rehabilitation programme is not always enough to help those with dependencies back into work, as many employers believe former addicts still represent a risk.

But she said that a return to the routines of working life is an important part of recovery, stating: "Work has not hitherto been an integral part of treatment, and it needs to be if progress is to be made."

Her 140-page report suggested the Government should fund the additional costs for in-work support faced by smaller employers who recruit staff with a history of alcohol or drug dependence.

And it called for trials of Jobcentre Plus staff being placed in rehabilitation centres to offer advice on returning to work, as well as the use of recovered addicts as mentors in job centres.

Dame Carol recommended that Jobcentre Plus staff should be able to refer claimants to weight management services when their obesity is identified as a barrier to work.

Responding to the report, a Downing Street spokesman said: "We are very clear that we want to support those who are suffering from long-term but treatable conditions back into work and we will look at how best we can achieve that. Dame Carol's review will form part of that process."



HARD TO DIGEST: A report by Dame Carol Black was not in favour of benefits conditions for obese and those with drug and drink addictions

WHAT DO YOU THINK?

Email us at
letters@cambridge-news.co.uk or visit
cambridge-news.co.uk

NetworkRail

Update on Anglia

Level Crossing Proposals – Barrington Road

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. We have developed proposals to manage the possible closure and changes to public rights of way at around 130 level crossings in Anglia.

We would like to invite you to a **public information event** for the C06 Barrington Road level crossing, to update you on the outcome of the previous round of public consultation held in September, and to share the resultant design changes being taken forward.

Wednesday 14th December (2.00pm-7.00pm) at:
Foxton Village Hall & Sports Pavilion
Hardman Road
Cambridge
CB22 6RN

Proposals for the following level crossings have also been significantly updated: C08 Ely North Junction, C09 Second Drove & C24 Cross Keys, C20 Leonards and C26 Poplar Drove & C27 Willow Row / Willow Road. Details of the changes are available on the project website: www.networkrail.co.uk/anglialevelcrossings. Please note, proposals for other level crossings in the programme are unchanged or have minor modifications only.

If you do not have access to the internet, please contact the Network Rail helpline (03457 11 41 41) or write to Network Rail free of charge by putting **FREEPOST ANGLIA LEVEL CROSSING PROPOSALS** on the envelope, and including a return address to obtain further details.

Anglia Level Crossing Reduction Strategy

Hitchin Markets

FREE
Parking

FREE
Entrance

Car Boot SALE

Hitchin Market and Car Boot

Every Sunday (No need to book)

Open stalls £5. Undercover pitches £7.50

Booters & traders welcome, some tables provided

T: 01462 456 202

www.hitchinmarkets.co.uk

Update on Anglia Level Crossing Proposals

Changes resulting from consultation - Cambridgeshire

Over the past few years Network Rail has been working hard to better manage its level crossings and the risks they pose. It has developed proposals for the possible closure or change to public rights of way at around 130 level crossings in Anglia. Closing or modifying level crossings can help to bring about a number of benefits:

- Improve the safety of level crossing users
- Deliver a more efficient and reliable railway, which is vital in supporting the regional and UK economy
- Reduce the ongoing operating and maintenance cost of the railway
- Reduce delays to trains, pedestrians and other highway users
- Improve journey time reliability for railway, highway and other rights of way users

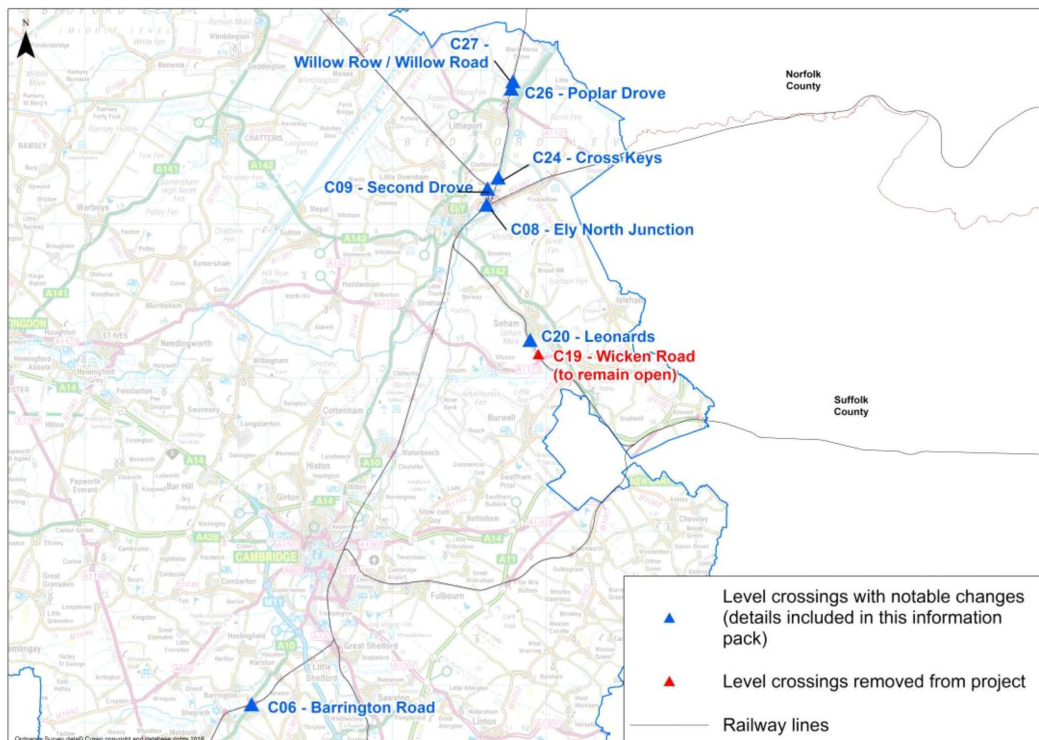
The level crossings in this initial phase of the Anglia programme do not include any new railway bridges or underpasses and offer benefits which are currently affordable and deliverable.

A second round of public consultation was held in September / October 2016 on our preferred options for the possible closure or change to public rights of way at around 130 level crossings in Anglia.

This information pack is to update you on which proposals have been significantly changed within Cambridgeshire, as a result of the feedback received from the public and stakeholders.

Please note that proposals which are unchanged or have minor modifications from the September consultation are not included in this public information update.

We have made notable changes to our proposals at the following level crossings in Cambridgeshire.



The following pages provide you with details of our latest proposals for these level crossings.

These are also available on the project website:
www.networkrail.co.uk/anglialevelcrossings.

Please note, proposals for other level crossings in the programme that are not referred to in this information pack are unchanged or have minor modifications only.

Level Crossing Proposals

C08 – Ely North Junction

Ely Parish

Ely North Junction is one of the level crossings in the County of Cambridgeshire. It is located in Ely Parish and has the postcode CB7 4TZ. This is a stop, look and listen footpath crossing where the user has to decide whether it is safe to cross. The railway at this level crossing carries passenger and freight trains with a line speed of 60 mph. There are generally 194 trains passing through this level crossing per day. A photo of the crossing is shown here.



Public consultation was held in September 2016 on the preferred option (at the time) for this level crossing. 6 questionnaire responses were received. Key themes included:

- The footpath is a key link from the settlement of Ely to the wider countryside
- The diversion includes too much road (footway) walking
- The right of way to the east of the railway should be retained to allow access to the woodland area

This flyer is to update you on changes to our proposals as a result of the feedback received in September from the public and stakeholders for the Ely North Junction level crossing.

Our revised proposals are to close Ely North Junction level crossing to all users. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway. Rather than diverting footpath 11 along the industrial unit access road to Ely Road, as previously proposed, footpath 11 would be retained up to the level crossing. Users would be diverted, to western Queen Adelaide level crossing to the north, along a new 2m wide footpath adjacent to the railway. The new footpath would be in Network Rail land past the residential dwelling and field margins in private land to the south. The proposal would significantly reduce walking adjacent to the main road. New fencing would be provided between the new footpath and railway and also between the footpath and the field (currently used as a paddock). The existing footpath which runs south along the railway from the eastern Queen Adelaide crossing would be retained, with a short section leading up to C08 being extinguished. An overview of the revised proposals is shown on the drawing overleaf.



| | | | | | | |
|------------------------|----------|---------------------------------------|-----|-------|--------|-------|
| P1 | Nov 2016 | For Information | WC | SRP | SJT | JAS |
| Rev | Date | Description | Dwn | E Chk | Ch'k'd | App'd |
| Scale at A3 1:2 000 | | Drawing No. MMD-367516-C08-PIU-001 | | | | |

Update on Anglia Level Crossing Proposals



Thank you

We appreciate you taking the time to read this information and we hope it has been useful to you.

The information in this pack is also available on the project website:

www.networkrail.co.uk/anglialevelcrossings

If you have any queries about the scheme in general, please contact the Network Rail helpline (03457 11 41 41 or on the project website). If you wish to comment on the proposals, please use the project email address:

anglialevelcrossings@networkrail.co.uk. Alternatively, please write to Network Rail free of charge by putting FREEPOST ANGLIA LEVEL CROSSING PROPOSALS on an envelope and including your comments inside.

Next steps

- Further assessment work and preparation of a draft Transport and Works Act Order for submission in March 2017
- Formal objection / representation period
- Formal public scrutiny, the form of which will be decided by the Secretary of State for Transport



D. Project team response

| C01 - Chittering | | | | |
|------------------|---|---------------------------------------|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | Consider suggested footpath link between level crossings on the west side of the railway. | Connection between C01 Chittering and C33 Jack O'Tell included on west side of railway in Round 2 proposals. Wider connections make use of existing footpaths and tracks to make connections rather than provide new rights over landowner fields. |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Diversion route too long / unpleasant | Diversion too long, and unpleasant to walk alongside the railway. | Consideration of this taken and discounted on the grounds that a watercourse separates the proposed footpath and the railway, and the existing Footpath 18 currently runs parallel to the railway on the east side of the railway. No design action taken. |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Consider development proposals | Increase in population at Waterbeach must be considered | Consideration has been given to potential new third party developments which are at an appropriate planning stage. Affected landowners and developers have been consulted. The final proposal does not prejudice the proposed development or vice versa. |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) Local access, user, or interest group (Ramblers South East Cambs.) | Upgrade level crossing facilities | Replacing stiles with gates, providing good safety boarding with anti-slip surfaces between the rails Show timetable information at existing crossing. | The final proposal has no stiles proposed. No improvement to surfacing between the rails is proposed at C33 Jack O'Tell footpath level crossing. The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided. Timetable information cannot be shown due to potential changes in scheduled timetable. |

| C01 - Chittering | | | | |
|------------------|--|---|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Local access, user, or interest group (Ramblers South East Cambs.) | Replacing one level crossing with another | Proposal takes walkers to another level crossing which makes the issue of increasing safety questionable | All level crossings pose a risk, irrespective of the number of incidents that may have occurred. A rationalisation of level crossings at this stage will help facilitate improvements or future proposals to provide an at grade crossing (e.g. a footbridge). |

| C02 - Nairns No. 117 | | | | |
|----------------------|---|--|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Retain level crossing/level crossing is safe. Business impact | <p>Landowner position clear that they would not close any existing crossing which are all used daily, unless we could have one Automated system as a replacement.</p> <p>Frequent accessibility to multiple areas of the farm and the soil type has meant they can grow a substantial range of crops, including time critical salads. The farm has multiple contracts with major supermarkets as a result of this conditions, accessibility and the infrastructure that has evolved as a result of it.</p> | Property cost estimates have been prepared for affected level crossings on the scheme. Discussions are ongoing with affected businesses and this considers any time-critical contracts which may be put at risk by the additional time taken to get crops from field to freezer. |
| 2 | Landowner | Retain level crossing/level crossing is safe. Business impact | Further correspondence and information received from the landowner confirming the same position as set out at R1. | Property cost estimates have been prepared for affected level crossings on the scheme. Discussions are ongoing with affected businesses and this considers any time-critical contracts which may be put at risk by the additional time taken to get crops from field to freezer. |
| 2 | Local access, user, or interest group (NFU) | Business impact | High value salad and vegetable crops are grown in this area. These require intense field management operations, including irrigation. Harvesting is time sensitive from a crop quality perspective and also to fulfil market delivery requirements too. The business impact of the proposals will be dramatic and proposals need to be reconsidered with the principal landowner to ensure the crossing remains open and is safe for users. | Property cost estimates have been prepared for affected level crossings on the scheme. Discussions are ongoing with affected businesses and this considers any time-critical contracts which may be put at risk by the additional time taken to get crops from field to freezer. |

| C02 - Nairns No. 117 | | | | |
|----------------------|----------------------|---|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 4 | Landowner | Retain level crossing/level crossing is safe. Business impact | Landowner is a large farming enterprise affected by the closure of 4 level crossings and oppose the proposals. High value salad and vegetable crops are grown on the farm requiring intensive management and irrigation. Potentially significant business impact due to increased journey times and impact upon the way in which the land is farmed. | <p>Property cost estimates have been prepared for affected level crossings on the scheme. Discussions are ongoing with affected businesses and this considers any time-critical contracts which may be put at risk by the additional time taken to get crops from field to freezer.</p> <p>Diversion routes through the extensive farming operation have been considered.</p> |

| C03 - West River Bridge | | | | |
|-------------------------|---|----------------|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Support | Landowner indicated that providing access is maintained, they have no significant issues. | Noted. |
| 1 | Landowner | Comment | Proposals must not in any way de-value their land and cause their tenants unreasonable disruption | Noted and not considered to do either |
| 2 | Member of the public | Enhancement | Ensure new route is properly constructed with a suitable surface to protect against flooding | <p>A stone surfacing has been proposed and discussions with the Environment Agency and the Local Authority are ongoing.</p> <p>It is acknowledged that the route may be subject to flooding events. The proposed surfaced footpath would be suitable and resistant to flood events.</p> |
| 2 | Landowner | Support | Landowner indicated that providing access is maintained, they have no significant issues. | Noted. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | <p>Suggested enhancements:</p> <ul style="list-style-type: none"> -Needs gate and fencing -Need flooding details - need details to make decision -Need to agree surface materials - should be designed so that not washed away during flood periods -Potential for flooding risk -Warning mechanisms for walkers in times of flood - how is the risk managed. -Potential for small wall and surfaced path to raise path subject to headroom and EA approval | <p>Fencing to the existing level crossing would be provided. NR would retain access to the railway via the existing gate which would be locked.</p> <p>Discussions with the Environment Agency are ongoing in relation to flood risk.</p> <p>Careful consideration would be taken to ensure the surfacing along the proposed footpath is suitable and would be resistant to flood damage.</p> <p>Signage could be provided at detailed design to advise users about water levels</p> |

| C03 - West River Bridge | | | | |
|-------------------------|----------------------|----------------|---------------------|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | | A retaining wall option was discounted due to the reduction in conveyance of water flow under West River Bridge. |

| C04 - No 20 | | | | |
|-------------|---|---------------------------------------|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Safety concerns | Landowner considered the extinguishment to the east of the level crossing a real benefit, however the creation of the public right of way along the existing road track he felt was inappropriate. The road track is not really fit for purpose and is used extensively by heavy agricultural machinery leading to a range of buildings close to the crossing with potential conflicts near the access. | The feedback was considered and the diversion route changed to a field margin route along the western edge of the field. |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Alternative route / status | Consider the Bury Lane byway connection and the farm shop. Bridge width needs to be considered & RSA carried out. Census to be undertaken at level crossing to ascertain usage and further footway usage survey to be undertaken on Station Road to determine current usage. Cambridgeshire County Council recommended liaising with Cambridgeshire Alliance who cover mobility issues regarding the proposal. | A route through the woods connecting to FP10 was considered, but deemed to have potential ecological impacts. Route to northern perimeter of field / woods to Station Road and partial extinguishment of FP10 adopted for Round 2 proposals. Comments from RSA adopted for modifying proposals on Station Road and south of the railway. |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Diversion route too long / unpleasant | Proposed diversion route is considered to be inconvenient, involving an additional 480m walking route. Much of the diverted route runs along a road or behind industrial buildings, replacing a pleasant, open cross-field track. | The final proposal has the proposed diversion located in field margins partially on the south side of the railway to the west of Station Road. The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works |
| 2 | Member of the public | Enhancement | Install footpath along Station Road and provide good quality fencing | Consideration of this was taken forward and the final proposal has the proposed diversion located in field |

| C04 - No 20 | | | | |
|-------------|--|---------------------------------------|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | | margins partially on the south side of the railway to reduce road side walking. |
| 2 | <p>Members of the public</p> <p>Strategic stakeholder (County Councillor for Meldreth, and chair of the Meldreth, Shepreth and Foxton Rail User Group)</p> <p>Local access, user, or interest group Meldreth Parish Paths Partnership)</p> | Safety concerns | Safety concerns about the diversion route over humpback railway bridge and / or along the road. | <p>An existing raised footway is available on the west side of Station Road giving safe access over the railway.</p> <p>The length of walking along Station Road has been reduced in the final proposal.</p> <p>An Automatic Traffic Count was recorded on Station Road to help interim design options.</p> <p>Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered.</p> <p>Discussions have been held with the local Highway Authority regarding all diversion routes</p> |
| 2 | Member of the public | Diversion route too long / unpleasant | Incline of the bridge will pose physical difficulty for some pedestrians and children. | The footway is an existing feature and no design change is proposed within the scope of works in this project. |

| C04 - No 20 | | | | |
|-------------|---|--|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Member of the public | Enhancement | Additional footpath in the field margins to the west of Station Road as this would obviate the need to cross the road from the pavement to Bury Lane at the blind corner and make the route a little more rural. | Consideration of this was taken forward and the design freeze option has the proposed diversion located partially in field margins on the south side of the railway to the west of Station Road. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Diversion route too long / unpleasant Consider development proposals Provision of bridge / underpass | Issue of footway width on Station Road - not enough space to pass. This is a large residential growth area and therefore the use of the footpath and crossing will grow. The provision of new footpath in field boundaries adjacent to Station Road is welcomed but it is not adequate mitigation. A bridge should be provided | The design freeze option has the proposed diversion located partially in field margins on the south side of the railway to the west of Station Road. The proposed development site is not affected. Increases in local population may increase risk at level crossings through greater use. Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. |
| 3 | Landowner | Business impact Support subject to conditions Diversion route too long / unpleasant | New routes on land could cause contamination of their turkey business. Proposal would be more acceptable if the public footpath was diverted away from the poultry unit and commercial buildings and along the field boundary adjoining the railway with the creation of stepped access to the existing bridge thus avoiding interaction with the poultry buildings and heavy goods vehicle private access track. | Providing a route away from the poultry building could result in the footpath being located closer to the railway which may reduce the amenity value of footpath 10 and increase diversion length. |

| C04 - No 20 | | | | |
|-------------|----------------------|---------------------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 4 | Landowner | Retain the level crossing | Crossing used by the landowner to access areas of his property. Potential Bio security issue with new footpath route given proximity to poultry unit. Health and safety as new footpath could bring pedestrian into contact with agricultural traffic and traffic generated by the business units. | <p>Providing a route away from the poultry building could result in the footpath being located closer to the railway which may reduce the amenity value of footpath 10 and increase diversion length.</p> <p>Security issues could be mitigated by the provision of a secure boundary treatment.</p> |

| C07 - No. 37 | | | | |
|--------------|---|------------------------------------|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Round 1 Consultation Questionnaire Strategic stakeholder (District Councillor for Harston and Hauxton) | Safety concerns Enhancement | <p>There is no footpath along this section of London Road except for the segment on the bridge. For the diversion to offer improved safety to my residents there needs to be a surfaced footpath on one side of London Road. This could be a "cheap" sort like the path further on eastwards towards Newton. It does not need to be a standard pavement.</p> <p>A pavement for pedestrians and cyclists to pass over the bridge which would be most beneficial.</p> <p>If the route is to be used then a proper footpath with crossing points would have to be built.</p> <p>The new footpath is a good idea, however the dotted red route requires improvement if to be used by pedestrians etc</p> | The round 1 and round 2 diversion routes utilised walking on the existing verges. After further consultation feedback and a road safety audit, new footways ('Hoggin' type) and field margin footpaths are now proposed. |
| 1 | Landowner | Support | No major issues with what was being proposed. | Noted |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | Consider upgrading the public footpath to a bridleway. | The level crossing is currently a footpath crossing and does not form part of a bridleway public right of way. Cambridgeshire County Council desired upgrade of public rights of way unlikely to be justified under TWAO process. |
| 1 | Round 1 Consultation Questionnaire | Retain the level crossing / level | Not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other |

| C07 - No. 37 | | | | |
|--------------|--|---------------------------------------|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | crossing is safe | | benefits the Promoter seeks to achieve with the level crossing reduction strategy |
| 2 | Members of the public Strategic stakeholder (Harston Parish Council) Strategic stakeholder (Heidi Allen MP) Local access, user, or interest group (Cambridge Rambling Club) | Safety concerns | The existing grass verge in this area is narrow and uneven with hidden drainage channels. These present a trip hazard. | The final proposal reduces the length of verge walking on London Road significantly by proposing in field margin routes and stepped access over the railway. Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. |
| | | Enhancement | The road leading up to the 'humpback' bridge is up an incline on both sides with poor visibility. Also traffic along this road, unfortunately, frequently travels at speed | The suggested crossing point over London Road is at the crown of the bridge to ensure maximum visibility of traffic flow in either direction. |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Diversion route too long / unpleasant | Extra 350m increase in walking route length | The proposed diversion route improves connectivity to the byway open to all traffic (BOAT) 3 to the east of London Road. The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works |

| C07 - No. 37 | | | | |
|--------------|--|-------------------------------|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Strategic stakeholder (Heidi Allen MP) | Enhancement | A new, wide footpath along the Harston side of the road would be preferable if this proposal is passed; however, this still results in the loss of a bridleway which in turn has a negative effect on sustainable and healthy options for local residents, therefore I am not able to support the proposed closure of this crossing. | This level crossing is currently a footpath level crossing and no loss of bridleway has been proposed for this level crossing closure. |
| 2 | Members of the public Local access, user, or interest group (Ramblers South East Cambs) | Enhancement | Footway should be provided between Shelford Road (and the end of the Newton path) and the proposed new path. | Consideration of this taken and the design freeze option reduces the length of footway walking on London Road significantly by proposing in field margin routes and stepped access over the railway. A continuation of the existing path on London Road near Shelford Road is proposed where available adopted highway width is available. |
| 2 | Strategic stakeholder (Clerk to Hauxton Parish Council) | Alternative route / status | Follow the proposal of the Cambridgeshire County Council by-ways officer, Peter Gaskin, and make the whole route a bridleway from the stables near to High street right through to Donkey Lane, Hauxton. | The level crossing is currently a footpath crossing and does not form part of a bridleway public right of way. Cambridgeshire County Council desired upgrade of public rights of way unlikely to be justified under TWAO process. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Support subject to conditions | In order for the proposal to be acceptable Cambridgeshire County Council require: - A link for Shelford Road with Byway 3 with a combination of verge and field margins paths. Ideally this should be multiuser / bridleway although the constraint of a narrowing verge and steps at the railway bridge was accepted. | Consideration of this taken and the design freeze option reduces the length of footway walking on London Road significantly by proposing in field margin routes and stepped access over the railway. The level crossing is currently a footpath crossing and does not form part of a bridleway public right of way. |

| C07 - No. 37 | | | | |
|--------------|----------------------|-------------------|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | <p>- The proposed link between Byway 3 and the new footpath (to the east of Station Road) should run behind the hedge in field margins adjacent to Station Road and be a bridleway</p> <p>Cambridgeshire County County believe that the new public right of way to the west of Station Road should be a bridleway and not a footpath.</p> | Cambridgeshire County Council desired upgrade of public rights of way unlikely to be justified under TWAO process. |
| 4 | Landowner | Alternative route | Landowner opposes the preferred route but no alternatives provided. | The scheme has been developed in consultation with local stakeholders. |

| C08 - Ely North Junction | | | | |
|--------------------------|---|--|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Comment | The proposals must not in any way de-value their land and cause their tenants unreasonable disruption | The proposals are not expected to do either |
| 1 | Landowner | Objection | Representing the industrial estate. The current diversion would be located on the main haulage route for the companies deliveries, with potential for ped / vehicle conflicts. | The route via the industrial estate access road was removed from the final scheme proposals. |
| 1 | Round 1 Consultation Questionnaire (stakeholder category unknown) | Alternative route / status | The proposed route from Pitts level crossing could sensibly go (left) around the field which is often waterlogged. | Discussions with the factory operator confirmed that the current vehicle operations would conflict with proposed pedestrian movements. Options of fencing were considered and discussed. However, this is likely to limit vehicle movements along the lane into the site. Public suggestion of field edge routing considered, but consultation / site visits suggest people already meander through the field away from the existing public right of way route. No identified benefit to change this section of public right of way - existing alignment south of factory buildings to be maintained for Round 2. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) Member of the public | Diversion route too long / unpleasant | The proposed route is longer and less attractive - residents need improved access to green space. | The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Retain the level crossing / level crossing is safe | There is not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |

| C08 - Ely North Junction | | | | |
|--------------------------|---|-----------------------------------|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Enhancement | <p>Proposed footpath should have a minimum width of 2m, be fenced on one side only and be regularly maintained to prevent encroaching vegetation.</p> <p>Request that the proposed stile at the field corner is replaced with a mobility standard gate.</p> | <p>The proposed footpath would be 2m wide for most the diversion route. However, this was reduced to 1.5m locally near Queen Adelaide level crossing (west) on the Round 3 December Public Information Update design. The footpath would be fenced on both sides to prevent trespass to the railway for the short length of footpath located on Network Rail land. The maintenance liability of the proposed footpath would be with Cambridgeshire County Council.</p> <p>No stiles have been proposed as part of this project and a gate could be provided. Details of this would be captured during detailed design.</p> |
| 2 | Member of the public | Upgrade level crossing facilities | Replace stiles with gates, provide good safety boarding with anti-slip surfaces between the rails and show timetable information. | <p>No stiles have been proposed as part of this project and a gate could be provided. Details of this would be captured during detailed design.</p> <p>The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.</p> |
| 2 | Member of the public | Enhancement | Requires a proper swing-gate at the field boundary, rather than a stile so that less agile people and dogs can get through more easily. | No stiles have been proposed as part of this project and a gate would be provided. Details of this would be captured during detailed design. |
| 2 | Member of the public | Safety concerns | Road walking isn't as safe the current level crossing | Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes |

| C08 - Ely North Junction | | | | |
|--------------------------|---|---|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Loss of public right of way / Severance of popular route or amenity | Objections raised due to the footpath being a 'gateway to local countryside', loss of amenity, walking alongside roads, and no safety case. The area is one of residential growth and the path is needed to encourage people into the countryside. | Section of Footpath 11 to the east of the railway to remain on the final proposal. |
| 3 | Members of the public | Environmental impact | Green, or black-painted fencing (as alongside the line at Willow Walk rail access point, Ely) is more acceptable, especially at the 1.5m wide footpath section - which may actually be too narrow to be pleasant and require widening somewhat. No fence should be above 1.5m in height. | The proposed footpath would be 2m wide for most the diversion route. However, this is reduced to 1.5m locally near Queen Adelaide level crossing (west) on the single option design. The footpath would be fenced on both sides to prevent trespass to the railway for the short length of footpath located on Network Rail land. Fencing detail could be reconsidered at detailed design to improve the amenity of the route. |
| 3 | Members of the public | Accessibility of proposal | The proposed route is longer and less attractive - residents need improved access to green space. Loss of connectivity to Nature Reserve | No design action taken to mitigate this; the design has previously been altered to shorten the diversion. |
| 3 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | Route is an improvement but raised concerns about accessibility and maintenance issues. Cambridgeshire County Council seek further clarification about the 1.5m footpath width shown alongside the railway. | Design team demonstrated to Cambridgeshire County Council the length of localised reduction in footpath length. The design team considered public consultation feedback to determine a suitable location to end footpath 11 to the east of the railway. |
| 4 | Landowner | Alternative Route | Preference would be for alignment of route to the east into Network Rail land. | The use of NR land has been investigated but engineering constraints make this alternative unfeasible. |

| C09 / C24 - Second Drove / Cross Keys | | | | |
|---------------------------------------|--|---------------------------------|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowners x2 | Support | Landowners did not have any particular concerns over the closures and saw the benefit of the extinguishment of the rights of way. | Noted (due to other consultation responses the final proposals changed – see landowner response at Round 4) |
| 1 | Round 1 Consultation Questionnaire | Alternative route / status | <p>Provide new right of way connecting Clayway crossing with Second Drove crossing. Cumulative impacts on circular walks (C09, C24, C23)</p> <p>These crossings currently afford the option for enjoyable and attractive short circular walks, would possibly consider the closure of C23 as long as a new public footpath is provided parallel with the railway line within the field to link C23 and C24, thus maintaining the circular aspect. Might accept the closure of C23 and C24 as long as both the proposed new FP between C24 and the underpass (including the underpass) and the suggested new public footpath link between C23 and C24 are provided</p> | <p>Connection between C09 Second Drove and Clayway incorporated into Round 2 proposals.</p> <p>C23 now to remain open so circular walk from Clayway, to C23 Adelaide via C09 and up to underbridge at Brick Hill back down to Clayway maintains circular walking route.</p> |
| 1 | Round 1 Consultation Questionnaire | Provision of bridge / underpass | Provide an underpass or bridge. Cumulative impacts on circular walks (C09, C24, C23) | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate |
| 2 | Strategic stakeholder (Ely Parish Council) | Alternative route / status | If possible, all public rights of way that are being proposed to have sections re-routed, could be re-graded as Bridleways or Restricted Byways, not just the re-routed | The level crossing is currently a footpath level crossing and the status of the proposed diversion route reflects this. |

| C09 / C24 - Second Drove / Cross Keys | | | | |
|---------------------------------------|---|--|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | section but the whole of the affected Right of Way, thus connecting and giving valued passage. | |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Enhancement | To mitigate closures, a new footpath could be provided to link footpaths 49 and 50, along the west side of the railway, to create a new circular route. Any new right of way should be at least 2m wide, with fencing on one side only, so as to allow easy access for future maintenance. | This feedback was considered and a link provided between footpaths 49 and 50 was proposed for the Round 3 December Public Information Update. |
| 2 | Local access, user, or interest group (Ramblers South East Cambs) | Diversion route too long / unpleasant | A diversion involving an additional 1.8km is far too long for most walkers. | The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works |
| 2 | Local access, user, or interest group (Ramblers South East Cambs) | Consider development proposals | Future housing development at Ely North and will cause a demand for country walks close by. | The proposed development site is not affected. Increases in local population may increase risk at level crossings through greater use. |
| 2 | Member of the public | Enhancement | Support if proposed new footpaths to the underpass to the north (shown red on drawing) and a new footpath (shown purple on the drawing) leading south to meet with footpath 49 are created. | This feedback was considered and a link provided between footpaths 49 and 50 was proposed for the Round 3 December Public Information Update. |
| 2 | Member of the public | Loss of public right of way / Severance of | Proposal renders many other footpaths as useless | The length of proposed public right of way in this area is greater than the public right of way extinguished. |

| C09 / C24 - Second Drove / Cross Keys | | | | |
|---------------------------------------|---|--|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | popular route or amenity | | |
| 2 | Member of the public | Safety concerns | Walking along the side of the railway (in the proposed diverted path route) is unsafe for dog owners. Wire mesh fencing would be required. | Fencing would be provided for a length on the west side of the railway to mitigate this hazard and prevent trespass to the railway. New circular walks are created |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Support subject to conditions Loss of public right of way / Severance of popular route or amenity | Cambridgeshire County Council supported the suggestions raised by the Ramblers and several other members of the public that a new footpath link between footpaths 50 and 49 to the west of the railway would, in conjunction with the new footpath at Second Drove reprovide for short circular walks in the area. Cambridgeshire County Council reiterated the need for improvements at Clayway crossing (C25) | This feedback was considered and a link provided between footpaths 49 and 50 was proposed for the Round 3 December Public Information Update. |
| 3 | Strategic stakeholder (Cambridgeshire County Council) | Support subject to conditions | Cambridgeshire County Council suggested the route shown was a better option for Ramblers due to the creation of an open space for society. Cambridgeshire County Council objection would be removed provided the routes shown are delivered in full and agreement on maintenance achieved. | Commuted sums have been estimated and discussed with Cambridgeshire County Council for increased maintenance liability. Consultation with the Environment Agency and Cambridgeshire County Council is ongoing to ensure the proposed footpaths are located at suitable levels to have nil impact on the likelihood of flooding. |

| C09 / C24 - Second Drove / Cross Keys | | | | |
|---------------------------------------|----------------------|-------------------|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | Cambridgeshire County Council requested feedback on potential flooding issues to the underpass north of C24 Cross Keys level crossing. Cambridgeshire County Council suggested the footpath levels to the east of the railway should be at the same or higher level to the footpath adjacent to the River Great Ouse. | |
| 4 | Landowner | Alternative Route | Landowner did not agree with the preferred route as the new route to the east of NR land will result in loss of usable land. Preference for existing track to be used for alternative; potentially avoids need for footbridge. Little traffic on right of way to west of NR land. Concerns of private property damage given increased interaction of public with land. | The proposed new footpath provides a link to the existing network and the Adelaide level crossing and river front. |
| 4 | Landowner | Security Concerns | Concerns over public access to land. | The scheme has been developed in consultation with local stakeholders and has the support of the County Council and Ramblers. |

| C10 - Coffue Drove | | | | |
|--------------------|---|---------------------------------|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Support | Landowner confirmed that he had no particular issue with this. Also acknowledged that local equestrian users use the underpass rather than using the level crossing so this would just be a formulation of existing customs. Comment that actually the downgrading of the byway open to all traffic would have great benefit to him and other land owners in the area | Noted |
| 1 | Landowner | Comment | The proposals must not in any way de-value their land and cause their tenants unreasonable disruption | The proposals are not expected to do either |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | <p>Cambridgeshire County Council requested mounting blocks for horses which was accepted by NR. MM to consider restrictions for 4 wheeled motorised users but retain 2 wheeled motorised users through the underpass.</p> <p>Bridleway would be a minimum; however they would prefer a restricted byway to maintain connectivity for extensive byway open to all traffic (BOAT) network in the area.</p> | <p>Proposal for Round 2 changed to restricted byway for 'small' vehicles, with large vehicles to be diverted via Beald Drove level crossing.</p> <p>Mounting blocks to be included in proposals</p> |
| 1 | Round 1 Consultation Questionnaire | Provision of bridge / underpass | Provision of tunnel under railway reducing disruption to users and similar environmental impact | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate |
| 2 | Member of the public | Enhancement | The underpass is currently only 2.1m wide, so to widen may be expensive. The underpass will require height and width restriction signs. | No design action taken. This option was considered and discounted due to the alternative option available for larger vehicles via Beald Drove level crossing. |

| C10 - Coffue Drove | | | | |
|--------------------|---|-------------------------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | Safety concerns | Suggestion made that the diversion route is not suitable for large vehicles in winter. | <p>Signage would be installed to inform users of the height and width restrictions.</p> <p>Flooding of the underpass has been considered and would be mitigated by re-profiling the ground locally on approach to and departure from the underpass</p> |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Support subject to conditions | <p>Diversion proposed now acceptable; MM are talking to Environment Agency about drainage; MM yet to speak to British Horse Society about warning signs. Will ensure include mounting block.</p> <p>Will need to include TRO to prohibit 4x4s.</p> | <p>Design team continued to consult with the Environment Agency, British Horse Society and Internal Drainage Board.</p> <p>Confirmation received from Cambridgeshire County Council that there is no restriction on byway open to all traffic (BOAT) 43 during winter.</p> |
| 3 | Local access, user, or interest group (British Horse Society) | Support subject to conditions | Bridge must be to a sufficient standard to be safe for equestrians. Add mounting blocks and a warning system for riders. Maintenance programme needs to be established to ensure the route remains available to equestrians. | New surfacing of the underpass would be proposed and this would be non-slip and suitable for equestrian users. |

| C11 – Furlong Drove | | | | |
|---------------------|--|---------------------------------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Comment | The proposals must not in any way de-value their land and cause their tenants unreasonable disruption | The proposals are not expected to do either. |
| 1 | Round 1 Questionnaire Strategic stakeholder (Cambridgeshire County Council) | Enhancement | Red route is OK, but a suggestion was made that it should be a bridleway. Suggestion that a permissive byway should be provided with vehicular rights for 2 wheelers on land adjacent either side of the embankment to the next nearest level crossing. | FP8 and FP33 changed to bridleway in Round 2 proposals. Off highway footpath connection between FP22 and BOAT34 provided. BOAT connections to west of railway unaffected, use of highway at other locations. RSAs did not highlight any issues requiring addressing, so provision of BOATs not incorporated as road use not identified as an issue in RSA. Permissive byways not considered to be required, bridleway routes provided north of the crossing, highway access elsewhere. |
| 1 | Round 1 Consultation Questionnaire | Provision of bridge / underpass | Provision of tunnel under railway reducing disruption to users and similar environmental impact | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Diversion route too long / unpleasant | Proposed diversions are considered inconvenient for pedestrians, at 700m more than the existing route and with a significant increase in the distance walked on public roads | The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works. |

| C11 – Furlong Drove | | | | |
|---------------------|---|--|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Replacing one level crossing with another | The diversion to the Third Drove level crossing merely replaces one crossing with another. The proposal argues that there is a danger of misuse, but no incidents at all have been recorded in the period 2011 to 2015. | All level crossings pose a risk, irrespective of the number of incidents that may have occurred. A rationalisation of level crossings at this stage will help facilitate improvements or future proposals to provide an at grade crossing (e.g. a footbridge). |
| 2 | Member of the public | Retain the level crossing / level crossing is safe | There is not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |
| 2 | Member of the public | Alternative route / status | Restricted byway would be better than a bridleway. | Upgrade of footpath 8 to a bridleway was agreed with CCC as a preferable minimum. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Alternative route / status | Preference would be to formalise existing position and downgrade byway open to all traffic (BOAT) level crossing to a bridleway. | This was considered by the design team and keeping the BOAT was deemed suitable to maintain field access and access to properties. Downgrading may have resulted in private track for access which would impose third party maintenance liability. |
| 3 | Local access, user, or interest group (British Horse Society) | Enhancement | Provide a link to the southern section. Ideally a link across to Furlong Drove would make the route a loop rather than a 'there and back' section which is not a good idea for horses; they often get excited if they have to stop and turn for home. | A continuous loop is provided to the north of the railway for equestrians. The route to the south is predominantly for field and property access only. |

| C11 – Furlong Drove | | | | |
|---------------------|---|---|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | Strategic stakeholder (Cambridgeshire County Council) | | | |
| 3 | Strategic stakeholder (Cambridgeshire County Council) | Loss of public right of way / Severance of popular route or amenity | For equestrian users, the closure would remove this rare opportunity for equestrians to canter for over 1km either side of the crossing, which they could not do on the road. | A continuous loop is provided to the north of the railway for equestrians. The route to the south is predominantly for field and property access only. The opportunity for a long canter either side of the crossing would still be available. |
| 3 | Strategic stakeholder (Cambridgeshire County Council) | Loss of public right of way / Severance of popular route or amenity | <p>Loss to the public right of way network which is valuable in the wellbeing of local residents.</p> <p>Cambridgeshire County Council would prefer to retain whole route as a bridleway south of the houses on northern section, to maintain connectivity for users to extensive byway open to all traffic (BOAT) network in the area in the interest of the current and long term leisure and public health benefits of local communities.</p> | A new bridleway is proposed to the south of the railway and Footpath 8 would be upgraded to a bridleway in the final proposal. |
| 4 | Landowner | Alternative Route | Preference for use of existing rights of way including Furlong Drove. Access to the dyke in the field boundary should be maintained. Health and safety concerns where the dyke adjacent the preferred route is used for irrigation. | The BOAT is maintained along Furlong Drove for access to fields. The preferred route follows an existing public footpath (proposed upgrade to a bridleway). |

| C12 – Silt Drove | | | | |
|------------------|---|-------------------------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | | The landowner has indicated that Green Street and Badgeney Road do get very congested and they struggle to get larger pieces of machinery (potato harvesting equipment drills to cultivate) and in particular the combine harvester along this route. He has suggested as part of this could potential refuge areas be created along this route at least allowing the flow of traffic and accessibility to the north to be easier. | Private vehicle rights to be provided for adjacent farm users. |
| 1 | Round 1 Consultation Questionnaire | Alternative route / status | <p>Network Rail could create an alternative route using land already in its possession. It would mean creating a new path, about 140 metres long; it should run close to the bottom of the railway embankment, on the South-Western side of the railway, to connect Silt Road crossing with the public park some way to the West.</p> <p>This route is used regularly by members of the local running club - pedestrian access would be appreciated.</p> | Motorised users diverted at Round 2 with private and bridleway for public use maintained. Only change affects motorised users, no change in amenity for the public. |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Support subject to conditions | <p>Support Blue Route as a restricted by-way as this gives the same rights to cyclists.</p> <p>Bridleway should be retained at a minimum, however the preference would be a Restricted Byway to maintain connectivity for extensive byway open to all traffic (BOAT) network in the area.</p> | This has partly been taken into consideration for the Round 2 proposal. The level crossing would be a bridleway level crossing. However, motorised users would be diverted along adopted highway over the railway. |

| C12 – Silt Drove | | | | |
|------------------|--|---------------------------|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Strategic stakeholder (Fenland District Council) | Enhancement | New locked vehicular gates and bridleway gates with mounting blocks should be provided. Suggestion that it might also be appropriate to provide a small green/red traffic signal similar to that at Middle Drove. Good signage and notices should also assist people's safe crossing of the railway. | The bridleway provision has been taken into consideration for the final proposal. All necessary level crossing associated infrastructure has been considered at this stage. Any change would be subject to NR review at detailed design. |
| 2 | Member of the public | Accessibility of proposal | The alternative route via Badgeney Road means that all the farm traffic needs to pass through a housing estate which is not desirable from safety grounds and sometimes prove impossible when cars are parked on both sides of the road. | Private user rights for certain agricultural users would be maintained. |
| 2 | Member of the public | Enhancement | The stile at the current crossing next to the gate on the Silt Drove side is in need of repair. If the gate cannot be opened to get a bike through there will need to be adequate access next to the crossing gate to make this possible. The stile on the Badgeney side of the crossing is also in need of attention. | A new bridleway gate will be provided as part of the scheme proposals. |
| 2 | Local access, user, or interest group (NFU) | Enhancement | The width of the crossing for private users must allow for agricultural machinery. Considerations should be made for private user registration and the business interruption and There are security concerns as a result of the creation of a dead end. | The final proposal retains the existing vehicular gates. Locks would be added to the gates and private rights granted. Turning heads are proposed either side of the level crossing to mitigate the dead end. |

| C12 – Silt Drove | | | | |
|------------------|---|----------------|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | Suggestion made that turning heads are likely to be required. | Turning heads are proposed either side of the level crossing to mitigate the dead end. |

| C13 – Middle Drove | | | | |
|--------------------|---|-------------------------------|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner x3 | Objections | Concerns over long diversion route for agricultural vehicles. Road acts as informal 'one way loop' during harvest times. Several farmers with land interests to both sides of the railway. | Motorised users diverted at Round 2 with private and bridleway for public use maintained. Only change affects public motorised users – agricultural users would be allowed to use the crossing. |
| 1 | Round 1 Consultation Questionnaire Strategic stakeholder (Cambridgeshire County Council) | Support subject to conditions | Bridleway should be kept as a minimum; would be better to keep a restricted Byway to maintain connectivity for extensive byway network in the area. | Motorised users diverted at Round 2 with private and bridleway for public use maintained. Only change affects public motorised users. Mounting blocks requested by Cambridgeshire County Council incorporated into Round 2 drawing. |
| 2 | Landowners | Landowner consultation | Landowners request key for level crossing | All private user worked crossing rights would be agreed between Network Rail and the affected landowner during detailed design |
| 2 | Strategic stakeholder (Fenland District Council) | Enhancement | New locked vehicular gates and bridleway gates with mounting blocks should be provided. Suggestion that it might also be appropriate to provide a small green/red traffic signal similar to that at Middle Drove. Good signage and notices should also assist people's safe crossing of the railway. | The bridleway provision has been taken into consideration for the final proposal. All necessary level crossing associated infrastructure has been considered at this stage. Any change would be subject to NR review at detailed design. |
| 2 | Member of the public | Accessibility of proposal | Needs to be usable if road work on adjacent road to keep access | Traffic management would be agreed between the local authority and NR. Any mitigation measures would be communicated in the usual way such as single lane running over Whitemoor Drove level crossing. |
| 2 | Local access, user, or interest group (NFU) | Enhancement | The width of the crossing for private users must allow for agricultural machinery. | The final proposal retains the existing vehicular gates. Locks would be added to the gates and private rights granted. |

| C13 – Middle Drove | | | | |
|--------------------|----------------------|----------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | <p>Considerations should be made for private user registration and the business interruption and</p> <p>There are security concerns as a result of the creation of a dead end.</p> | Turning heads are proposed either side of the level crossing to mitigate the dead end. |

| C14 - Eastrea Cross Drove | | | | |
|---------------------------|---|----------------------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Local access, user, or interest group (Sustrans) | Enhancement | The route should remain as it is, to avoid creating a "dead end" public path south of the railway. However, if the route were to be diverted as in the Red Option the preference would be that its new (western) section should be made suitable for cycling as well as walking, and if possible the surface of the eastern section also be improved for cycle use. | PRoW dead ends removed. New wooden footbridge to cross ditch / drainage channel north of C14 Eastrea level crossing provided to address Cambridgeshire County Council comment, with link to Wype Road further north to serve Eastrea maintained. New footpath connection between Wype Road and FP48. |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | Cambridgeshire County Council would like a more direct link from new path to the road. Cambridgeshire County Council: object as extinguishment with no mitigation. Consideration must be made as to mitigation for the south side or link in to Eastrea Cross Drove level crossing. | New wooden footbridge to cross ditch / drainage channel north of C14 Eastrea level crossing provided to address Cambridgeshire County Council comment, with link to Wype Road further north to serve Eastrea maintained. New footpath connection between Wype Road and FP48. |
| 1 | Round 1 Consultation Questionnaire | Alternative route / status | Provide a bridleway south of the railway boundary between Fen Lots Drove level crossing and C15 Brickyard Drove. At C15 also provide a south-easterly route to the field boundary of Jamwell Farm directly to Eastrea level crossing and a route that continues to the next field, to line up with the footpath leading to C14 Eastrea Drove. Alternatively, for the Fen Lots Drove level crossing, follow the field boundary on the plan between footpath 41 and Benwick Road and provide connections to Benwick Road and the existing footpath that heads towards C15 Brickyard Drove | New footpath connection between Wype Road and FP48 created (Jamwell Farm link) which enables users to cross the railway at Eastrea level crossing. |

| C14 - Eastrea Cross Drove | | | | |
|---------------------------|---|-------------------------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Strategic stakeholder (Fenland District Council) | Support subject to conditions | The footpath (and the bridge) should be operational prior to the level crossing and footpath closures. | Proposed diversion routes would be operational prior to formal closure of the level crossing. |
| 2 | Member of the public | Enhancement | Handrails should be included on the new footbridge and the footpath properly surfaced. | Footpath details and bridge requirements have been agreed with CCC and their PRow officer. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Support subject to conditions | Footpath (and bridge) should be operational prior to level crossing and footpath closures. The grass verge may not be suitable for walking on. | Footpath details and bridge requirements have been agreed with CCC and their PRow officer. |
| 3 | Landowners | Alternative route / status | Suggested a route to the east utilising the existing cycle route towards Cross Drove then linking back to Wype road, as this would limit land required from the 5 landowners affected by the current owners thus decreasing likely compensation. | Although cost is important to the Promoters Objectives, it is equally important to provide the preferred option, which provide a more direct diversion route. |
| 3 | Landowner | Alternative route / status | Suggestion made that more of the footpath should be on Network Rail land. Proposed footpath could be located on the existing cycle route/byway thus avoiding agricultural land. | Across the scheme the design team has considered use of NR land where it has been deemed appropriate. Given the nature of the existing route an in-field diversion route was selected on the final proposal. |
| 3 | Landowner | Alternative route / status | Landowner would not want the maintenance of the land and would require adequate fencing to ensure users did not trespass on his land. Therefore, their preferred route would be for the proposed pedestrian footpath to follow the existing cycle route onto Lake Drove therefore avoiding their property. | CCC would maintain PRow which would be created by the scheme. |

| C15 - Brickyard Drove | | | | |
|-----------------------|---|-------------------------------|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Local access, user, or interest group (Sustrans) | Enhancement | The route should remain as it is, to avoid creating a "dead end" public path south of the railway. However, if the route were to be diverted as in the Red Option the preference would be that its new (western) section should be made suitable for cycling as well as walking, and if possible the surface of the eastern section also be improved for cycle use. | New wooden footbridge to cross ditch / drainage channel north of C14 Eastrea level crossing provided to address Cambridgeshire County Council comment, with link to Wype Road further north to serve Eastrea maintained. New footpath connection between Wype Road and FP48. |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | Cambridgeshire County Council would like a more direct link from new path to the road. Cambridgeshire County Council: object as extinguishment with no mitigation. Consideration must be made as to mitigation for the south side or link in to Eastrea Cross Drove level crossing. | New wooden footbridge to cross ditch / drainage channel north of C14 Eastrea level crossing provided to address Cambridgeshire County Council comment, with link to Wype Road further north to serve Eastrea maintained. New footpath connection between Wype Road and FP48. |
| 1 | Round 1 Consultation Questionnaire | Alternative route / status | Provide a bridleway south of the railway boundary between Fen Lots Drove level crossing and C15 Brickyard Drove. At C15 also provide a south-easterly route to the field boundary of Jamwell Farm directly to Eastrea level crossing and a route that continues to the next field, to line up with the footpath leading to C14 Eastrea Drove. Alternatively for the Fen Lots Drove level crossing, follow the field boundary on the plan between footpath 41 and Benwick Road and provide connections to Benwick Road and the existing footpath that heads towards C15 Brickyard Drove | New footpath connection between Wype Road and FP48 created (Jamwell Farm link) which enables users to cross the railway at Eastrea level crossing. |
| 2 | Strategic stakeholder | Support subject to conditions | The footpath (and the bridge) should be operational prior to the level crossing and footpath closures. | Proposed diversion routes would be operational prior to formal closure of the level crossing. |

| C15 - Brickyard Drove | | | | |
|-----------------------|----------------------------|---------------------------|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | (Fenland District Council) | | | |
| 2 | Member of the public | Enhancement | Handrails should be included on the new footbridge and the footpath properly surfaced. | Footpath details and bridge requirements have been agreed with CCC and their PRoW officer. |
| 4 | Landowner | Retain the Level Crossing | There is not enough evidence to show that the level crossing isn't safe. Concerns over security and health and safety given proximity of proposed route to house and farm buildings. Concern over implications for agricultural enterprise. | <p>Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.</p> <p>Consultation has been undertaken with affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims.</p> |

| C16 – Prickwillow 1 | | | | |
|---------------------|---|---------------------------------------|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Comment | The proposals must not in any way de-value their land and cause their tenants unreasonable disruption | The proposals are not expected to do either |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Support subject to conditions | The proposed steps down the banks should be constructed to the satisfaction of Cambridgeshire County Council and they should be dedicated as public rights of way. The steps should be kept clear of vegetation in the long term and regular inspected and maintained. | Stepped access details and requirements have been agreed with CCC and their PRow officer. Maintenance liability of the stepped access would be placed with CCC. |
| 2 | Member of the public | Accessibility of proposal | Steep steps or sloped ramps are unacceptable, due to the difficulty of use for less-abled walkers and the ugly impact on a rural area, as well as the threat from farm tractor traffic on the road suggested. | The proposals are subject to an Equalities Impact Assessment and screening for Diversity Impact Assessments have been undertaken. Due to the existing topography and ground conditions of the existing embankments either side of the railway it was not feasible within this phase of work to provide ramped access. Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. |
| 2 | Member of the public | Alternative route / status | Provision of an overbridge. | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate |
| 2 | Member of the public | Diversion route too long / unpleasant | Safety concerns about the use of the unlit tunnel. | The clearance height of the underpass is over 4m and the length is relatively short. There is good forward visibility through the bridge. Lighting was considered and discounted on the grounds that this would not fit in with the surroundings and could be expensive. |

| C17 – Prickwillow 2 | | | | |
|---------------------|---|--|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Comment | The proposals must not in any way de-value their land and cause their tenants unreasonable disruption | The proposals are not expected to do either |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Support subject to conditions | Proposed steps down the banks should be constructed to the satisfaction of Cambridgeshire County Council. They should be dedicated as public rights of way; Network Rail must ensure that the steps are kept clear of vegetation long term and are regularly inspected and maintained. | Stepped access details and requirements have been agreed with CCC and their PRow officer. Maintenance liability of the stepped access would be placed with CCC. |
| 2 | Strategic stakeholder (Ely Parish Council) | Retain the level crossing / level crossing is safe | There is not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |
| 2 | Member of the public | Accessibility of proposal | Steep steps or sloped ramps are unacceptable, due to the difficulty of use for less-abled walkers and ugly impact on a rural area, plus the threat from farm tractor traffic on the road suggested. | The proposals are subject to an Equalities Impact Assessment and screening for Diversity Impact Assessments have been undertaken. Due to the existing topography and ground conditions of the existing embankments either side of the railway it was not feasible within this phase of work to provide ramped access. Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. |

| C17 – Prickwillow 2 | | | | |
|---------------------|----------------------|---------------------------------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Member of the public | Provision of bridge / underpass | Provision of an overbridge. | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate |
| 2 | Member of the public | Diversion route too long / unpleasant | Safety concerns about the use of the unlit tunnel. | <p>The clearance height of the underpass is over 4m and the length is relatively short. There is good forward visibility through the bridge.</p> <p>Lighting was considered and discounted on the grounds that this would not fit in with the surroundings and could be expensive.</p> |

| C18 - Munceys | | | | |
|---------------|---|-----------------------------------|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Business impact | Landowner did not agree with the preferred route which proposed to utilise landowner's farm road. The farm road leading down to the arable land is a single track, with steep ditches either side; there is therefore limited space for a footpath. During harvest, the road has an extremely high volume of machinery using the access road, which the landowner is not comfortable with from a health and safety point of view. The landowner would prefer if the crossing were closed completely with no diversion. | Two options being included as part of Round 2 consultation. Long path objected to by landowner retained, pending confirmation of alternative as achievable, this enables consultation on both. |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Alternative route / status | Consider bypass | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. |
| 1 | Round 1 Consultation Questionnaire | Upgrade level crossing facilities | Replace the stiles with gates, providing good safety boarding with anti-slip surfaces between the rails and showing timetable information. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |

| C18 - Munceys | | | | |
|---------------|---|---|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | <p>Diversion route too long / unpleasant</p> <p>Safety concerns</p> <p>Replacing one level crossing with another</p> <p>Retain the level crossing / level crossing is safe.</p> | <p>Option A: The diversion is inconvenient; it is considerably longer than the existing route, at 800m more. The diverted path runs alongside the railway line before joining a busy road, which is unpleasant to walk beside. There is a dangerous crossing at a very busy roundabout. And the new route still crosses the railway at a level crossing. The railway is relatively lightly used and has excellent sightlines. Gates already exist at the level crossing.</p> | <p>Option A was discounted.</p> <p>Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy.</p> |

| C18 - Munceys | | | | |
|---------------|----------------------|---|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | Diversion route too long / unpleasant Retain the level crossing / level crossing is safe | Option B: The diverted route is estimated by Network Rail to be 900m longer than the current route. This is very inconvenient and quite unacceptable in terms of the average length of walk which my Club offers. The new route to the east of the railway runs along the back of industrial premises and is not attractive; neither is the stretch routed alongside the railway line attractive. The existing route has been used without a problem for many years. | The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works. |
| 2 | Member of the public | Safety concerns | Proposed route Option A crossing A142 is extremely dangerous for pedestrians especially but might also be dangerous for drivers. | Option A was discounted. |
| 2 | Member of the public | Enhancement | Suggestion made to just downgrade to pedestrian access, no need for a phone, just use existing pedestrian gate (upgrade if necessary) to avoid any regular maintenance. | The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided. |
| 2 | Member of the public | Alternative route / status Provision of bridge / underpass | Landwade Road road bridge is very narrow and hump-backed. Suggestion made that a pedestrian footbridge should be constructed on the Turner's side of the brick bridge | Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. |

| C18 - Munceys | | | | |
|---------------|---|--|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Members of the public | Retain the level crossing / level crossing is safe | There is not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Environmental Impact Safety Concerns Diversion route too long / unpleasant | C18B - route to west of railway looks OK, but the road walking includes a blind bend and a narrow bridge with 0.5m verge. Cambridgeshire County Council's view is that it is unlikely to be supported by road safety. The route past the industrial unit will be uninviting with large security fences. Lots of vegetation clearance would be required. | Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. |
| 3 | Strategic stakeholder (Suffolk County Council) | Safety concerns | Landwade Road road bridge is very narrow and hump-backed. | Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. |
| 3 | Landowner | Landowner Consultation | There's is a secure facility and any public path would need security fencing. The fire road must remain un-restricted which does not leave any space for a path. | Further details from the land owner requested by land agents and none was supplied. Consultation with the Fire services did not identify any restriction. The final proposal would make use of the edge of the industrial site for a PRoW. |

| C18 - Munceys | | | | |
|---------------|---|-------------------------------|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 3 | Strategic stakeholder (Exning Parish Council) | Support aspect(s) of proposal | Preference for Option A on the grounds that crossing the railway line at Fordham Road level crossing will be much safer for pedestrians; the land being flat in that area and the road straight, giving improved visibility to both road and pedestrian traffic. | Previous consultation and discussion with the local authority highlighted that option A was not preferred due to the long diversion route, loss of amenity and road safety concerns. Option B to the south maintains almost all of the existing PROW links and creates significant new lengths of footpath. |
| | | Safety concerns | Object to option B on the grounds of public safety. The suggested route for pedestrians across the road bridge on Landwade Road near the Turners depot is unsafe; there being no footway or room to create one. Visibility is restricted across the railway bridge for road and pedestrian traffic and there are regular occurrences of vehicles leaving the road at the bend just before Wadebridge Farm and crashing. | There is no footway, but a narrow verge does exist for the 80m length which would allow pedestrians to step off the carriageway as vehicles approached. |

| C20 - Leonards | | | | |
|----------------|---|--|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Landowner Consultation | The footpath indicated to run through the landowner's land adjoining Mill Drove Farm has never been a right of way as the most direct way is to walk along the road and use the byway adjacent to the agricultural buildings. | The right of way referred to through the property is recorded on the definitive PROW map and while not part of the solution at Round 1 is now proposed to be rerouted and form part of the diversion route. |
| 1 | Local access, user, or interest group (Sustrans) | Alternative route / status | <p>The level crossing is used by students at Soham Village College for their journeys to and from school from Wicken and other people from the village will choose this route, as the bridleway between Mill Drove and Wicken is improved by the parish councils of Wicken and Soham.</p> <p>It would be acceptable to provide a diversion via the Mill Drove road crossing providing a more direct route to the school between the Mill Drove crossing and the school could be found and providing the more direct route were suitable for cycle use.</p> | Discussions with landowner confirmed existing route used by pupils leading to change in alignment of link between school and Mill Drove. This was incorporated into Round 2 proposals |
| 1 | Round 1 Consultation Questionnaire | Upgrade level crossing facilities | Replace stiles with gates, providing good safety boarding with anti-slip surfaces between the rails and showing timetable information | <p>The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided.</p> <p>Timetable information cannot be shown due to potential changes in scheduled timetable.</p> |
| 2 | Member of the public Local access, user, or interest group | Retain the level crossing / level crossing is safe | There is not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |

| C20 - Leonards | | | | |
|----------------|--|---------------------------------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | (Cambridge Rambling Club) | | | |
| 2 | Member of the public Local access, user, or interest group (Cambridge Rambling Club) | Diversion route too long / unpleasant | The proposed diversion adds 700m to the distance walked, and the new route is tortuous. The additional section along the driveway is unpleasant. | The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works. |
| 2 | Member of the public Local access, user, or interest group (Cambridge Rambling Club) | Replacing one crossing with another | Proposal takes walkers to another level crossing which makes the issue of increasing safety questionable | All level crossings pose a risk, irrespective of the number of incidents that may have occurred. A rationalisation of level crossings at this stage will help facilitate improvements or future proposals to provide an at grade crossing (e.g. a footbridge). |
| 2 | Member of the public Local access, user, or interest group (Cambridge Rambling Club) | Consider development proposals | This path is likely to see increased use once new housing off Cherry Tree Lane is built. It provides a good link through to paths forming part of the wider Wicken/Soham path network. | The proposed development site is not affected. Increases in local population may increase risk at level crossings through greater use. |
| 2 | Members of the public | Safety concerns | Concerns regarding road walking | The length of road walking has been reduced in the final proposal. |

| C20 - Leonards | | | | |
|----------------|---|---|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | | Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. |
| 2 | Member of the public | Provision of bridge / underpass | Footbridge should be provided | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. |
| 2 | Member of the public | Loss of public right of way / Severance of popular route or amenity | Footpath 101 gives good pedestrian access to Mill Drove and BW113. the start (or end) of the "Wicken Walks", a well-used and popular circular walk to Wicken and back, made even more enjoyable by visiting the Maids Head in Wicken on the way. | Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity. |
| 2 | Member of the public | Diversion route too long / unpleasant | Diversion route too long / unpleasant | The length of the diversion was considered further and it was not possible to identify a shorter route without providing a solution which would be outside the scope of NR's current phase of works. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Alternative route / status Diversion route too long / unpleasant | Route past the industrial unit will be uninviting with large security fences Potential option to reinstate footpath 114 with diversion to rear and north of farm buildings. | MM confirmed there is a mistake in the R2 consultation plan - should show walked route straight across the field rather than as shown. This suggestion from CCC has been taken forward to the final proposal |
| 3 | Landowner | Objection | Landowner does not support new footpath through the middle of his field | Previous consultation responses have indicated that this route is already used by the public |

| C20 - Leonards | | | | |
|----------------|---|--|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 3 | Strategic stakeholder (Soham Town Council) | Retain the level crossing / level crossing is safe | It is part of a well-used footpath and has a long sight line. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |
| 3 | Strategic stakeholder (Cambridgeshire County Council) | Alternative route / status | <p>Cambridgeshire County Council stated East Cambridgeshire Ramblers object to the proposals.</p> <p>Cambridgeshire County Council suggested an amendment to the design to avoid dog-leg for those travelling from the north east to footpath 114. It was suggested that a bridge located where footpath 100 meets footpath 101 could be moved north approx. 100m (near existing sluice) and a new east west public right of way provided.</p> | This was discounted on the grounds that it was confirmed by CCC that moving the bridge would be difficult and costly and this suggestion would be detrimental to users travelling from the south. |
| 4 | Landowner | Alternative Route | The landowner has aspirations to develop land preference for alternative route along field boundary. Landowners preference for alternative route using Mill Drove as opposed to new footpath around Mill Drove Farm. | As a result of stakeholder consultation the plans have evolved to reduce road walking on the diversion route. The diversion route makes good of a PROW that is currently unusable by diverting it around the farmstead. |
| 4 | Landowner | Alternative Route/Safety Concerns | Preferred route passes through fenced off pony paddock. Health and safety concerns around interaction of public and horses. Preference would be for alternative alignment avoiding paddock land or stop fence along the length of the new footpath. | The proposed diversion route utilises an existing farm track around the edge of the paddocks. This route is already in use informally by walkers. |

| C21 – Newmarket Bridge | | | | |
|------------------------|---|---------------------------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | Suggested link to the proposed Ely bypass to serve diversion route during flood events. | The proposed development site is not affected. Increases in local population may increase risk at level crossings through greater use. |
| 2 | Member of the public | Provision of bridge / underpass | Suggestion made to consider a footbridge across the river at this point, using the disused half of the rail bridge track-bed, or alongside this bridge, as dog walkers appear to favour a circular walk from Ely, along one river bank and then across the rail bridge, to return via the other bank. | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. |
| 2 | Member of the public | Support subject to conditions | If the public footpath over the crossing is to be closed, the replacement must also be a public footpath and not a mere permissive path. To do otherwise would be to allow the footpath to be severed if the landowner ever decided to withdraw permission. | The final proposals included a PRow footpath beneath the railway. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Environmental impact | <p>Council's position is dependent upon the outcome of the Environment Agency discussions relating to flood data.</p> <p>There is the potential issue of trespass onto the railway if the river floods.</p> <p>Query raised as to whether Network Rail would allow users to make use of their private user level crossing if the underpass is impassable due to flooding.</p> <p>Query raised as to whether the increase in footpath level been considered</p> | <p>Discussion with the Environment Agency have commenced and are ongoing.</p> <p>It is not envisaged that members of the public would use the private level crossing at times where the underpass is impassable due to flooding.</p> <p>Suitable signage would be provided to warn users during times where water levels result in the route being impassable.</p> |

| C22 – Wells Engine | | | | |
|--------------------|---|--|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Round 1 Consultation Questionnaire | Enhancement | The proposed diversion is across a heavily vegetated, very wet area that is liable to flooding, especially in winter. The new path should be constructed in a manner and materials that enables it to be used at all times. | Footpath details and requirements have been agreed with CCC and their PRow officer. Option retained for Round 2 |
| 2 | Member of the public | Enhancement | Must ensure that new infrastructure fits in the surrounding aesthetic. | The proposed PRow would be similar to the construction of the path to the cycle path near Newmarket Bridge level crossing. |
| 2 | Member of the public | Retain the level crossing / level crossing is safe | There is not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Environmental impact | <p>Council's position is dependent upon the outcome of the Environment Agency discussion on flood data.</p> <p>There is the potential issue of trespass onto the railway if the river floods.</p> <p>Query raised as to whether Network Rail would allow users to make use if their private user level crossing if the underpass is impassable due to flooding.</p> <p>Query raised as to whether the increase in footpath level been considered</p> | <p>Discussion with the Environment Agency have commenced and are ongoing.</p> <p>It is not envisaged that members of the public would use the private level crossing at times where the underpass is impassable due to flooding.</p> <p>Suitable signage would be provided to warn users during times where water levels result in the route being impassable.</p> |

| C22 – Wells Engine | | | | |
|--------------------|---|----------------|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 4 | Local access, user or interest group (Sustrans Ltd) | Enhancement | Preferred route liable to flood and new path should be constructed in a manner that enables it to be used at all times. | <p>Discussion with the Environment Agency have commenced and are ongoing.</p> <p>It is not envisaged that members of the public would use the private level crossing at times where the underpass is impassable due to flooding.</p> <p>Suitable signage would be provided to warn users during times where water levels result in the route being impassable.</p> |

| C25 - Clayway | | | | |
|---------------|---|---|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Round 1 Consultation Questionnaire | Loss of public right of way / Severance of popular route or amenity Alternative route / status | Suggestion to reroute the footpath back down Sandhill | Site visits confirmed that Jetty rights for properties facing Great Ouse permits fencing off property widths to river, but with passing gates. Access through gates should still be permitted. New link between Clayway and Sandhill not required to facilitate existing routes. The Sandhill track between the crossing points and the river path can still be used. |
| 1 | Landowner | Support | Landowner owns a number of properties adjacent to the vehicle level crossing and would be happy to discuss a deal regarding land to improve pedestrian access | Discussions to held at the detailed design stage. Current plans do not require this third party land. |
| 1 | Round 1 Consultation Questionnaire | Upgrade level crossing facilities | Comments on the provision of barriers and existing poor sightlines at other level crossings. | The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided. |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) Local access, user, or interest group (The Littleport Society) | Loss of public right of way / Severance of popular route or amenity | This is a pleasant off-road alternative to the Sandhills level crossing; the route is far preferable to roadside walking. | Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity. |

| C25 - Clayway | | | | |
|---------------|---|---|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Member of the public | Upgrade level crossing facilities | Replacing stiles with gates, providing good safety boarding with anti-slip surfaces between the rails and showing timetable information | The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided. |
| 2 | Member of the public | Safety concerns | Concerns regarding road walking | Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes. |
| 2 | Member of the public | Retain the level crossing / level crossing is safe | There is not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Loss of public right of way / Severance of popular route or amenity | The alternative route does not mitigate the loss of 'enjoyment' of an off-road route to the river. | Network Rail recognises the importance of connectivity to facilities and the countryside. Significant efforts have been made to provide diversions routes that are acceptable in terms of length, amenity and connectivity. |

| C26 & C27 - Poplar Drove & Willow Row / Willow Road | | | | |
|---|---|---|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Objection | Landowner would not accept both crossings to be closed, however, would consider one. At present Willow Road is OK to use with vehicles up to the size of a tractor and trailer, however, not suitable for a combine, like Poplar Drove. In light of this information he would prefer if Willow Row crossing was closed and Poplar Drove was to remain open | The final scheme proposal closes Willow Row and provides private user rights over Poplar Drove. |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Alternative route / status | Extinguishment with Willow Row / Willow Drove would result in the loss of one of the few safe off-road circular routes in area away from A10 for peds, equestrians and horse and carriage drivers. This would be against Cambridgeshire County Council's adopted Right of Way Improvement Plan policy. Therefore request maintain bridleway rights as a minimum; would prefer Restricted Byway to maintain connectivity for byway open to all traffic (BOAT) / unsurfaced county road (UCR) network. | The proposals were amended at Round 2 to provide bridleway access across Willow Row/Willow Road (although this was amended again at Round 3 to a full closure with public access retained at Poplar Drove). |
| 1 | Round 1 Consultation Questionnaire | Provision of bridge / underpass Environmental impact | Provide a tunnel under the railway to reduce disruption to users and similar environmental impact | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. An Environmental Assessment and Appraisal Plan will be undertaken for each proposal. |
| 2 | Landowner | Business impact | Landowners request private rights over level crossing | All private user worked crossing rights would be agreed between Network Rail and the affected landowner during detailed design. |
| 2 | Members of the public | Loss of public right of way / Severance of | The alternative cycling route via Willow Row is used by farm vehicles and almost impossible to cycle | The comments were taken on board and at Round 3 Poplar Drove was retained as a restricted BOAT. |

| C26 & C27 - Poplar Drove & Willow Row / Willow Road | | | | |
|---|---|-------------------------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | popular route or amenity | over, whereas Poplar Drove is rough in places but has a metaled surface. | |
| 2 | Local access, user, or interest group (NFU) | Business impact | Private user registration process should be confirmed with landowners if diverted to C26. Also the business interruption and economic implications should be taken account of. | All private user worked crossing rights would be agreed between Network Rail and the affected landowner during detailed design. Consultation has been undertaken with affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims. |
| 2 | Local access, user, or interest group (NFU) | Safety concerns | Security concerns as a result of the creation of a dead end. | Turning heads are proposed either side of the level crossing to mitigate the dead end. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Alternative route / status | There is no reason why Poplar Drove could not be retained for public use (with a restriction on 4 wheeled vehicles) and private user rights. | The Round 3 proposal incorporates this comment. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | Cambridgeshire County Council would require that if Willow Road is shut or downgraded that the byway open to all traffic (BOAT) status on the western approach is also extinguished or downgraded. | The Round 3 proposal incorporates this comment. |
| 3 | Local access, user, or interest group (British Horse Society) | Support subject to conditions | A new bridleway should be created on the eastern side of the railway track bank to link the two tracks to make this proposal acceptable. | The Round 3 proposal incorporates this comment. |

| C26 & C27 - Poplar Drove & Willow Row / Willow Road | | | | |
|---|---|----------------------------|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | Enhancement | | |
| 3 | Landowner | Business impact | Comments that the Round 2 proposal was preferable as this would only require a padlock, whereas the Round 3 update involves closing C27 which will have a huge affect on business both time and financially. | Consultation has been undertaken with affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims. |
| 3 | Landowner | Alternative route / status | The safest and most cost effective solution would be to allow the landowner private vehicle access, to allow them to run their business and move their produce back to the storage sheds, and reduce the drove to a bridleway. | Consultation has been undertaken with affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims. |
| 3 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | Concerns raised regarding byway open to all traffic (BOAT) 31 to the west of the railway. Due to the potential future vehicle movements it was suggested that surface improvements are required to reduce maintenance liability. | The final proposal incorporates this comment. |

| C28 – Black Horse Drove | | | | |
|-------------------------|----------------------|--|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Business impact | Main concern is in regard to increased maintenance liability as a result of stopping up the western section of Black Horse Drove. He would not object if NR or CCC retained the maintenance liability. | The final proposals do not stop up Black Horse Drove west of the level crossing. |
| 2 | Landowner | Business impact | Proposals cause a risk to business revenue and customer satisfaction due to: Increased maintenance costs. Degradation of services to the business and home. Legal costs of ensuring access continues to the property now and in the future. Potential decrease in the value of the property. | Consultation has been undertaken with affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims. |
| 2 | Landowner | Retain the level crossing / level crossing is safe | There is not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |
| 2 | Member of the public | Accessibility of proposal | To downgrade the black horse drove west of the crossing to a private track would mean that emergency services (including police, doctors, phone company and water and septic tank service who come to empty the waster regularly) could not access the properties. | Consultation with emergency services has been undertaken and no concern has been raised to date. All the listed users will still be able to use the crossing |
| 3 | Landowner | Retain the level crossing / level crossing is safe | There is not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |

| C29 – Cassells | | | | |
|----------------|---|--|--|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Comments | Landowner has no objections to the proposals for this crossing. | Noted. |
| 1 | Round 1 Consultation Questionnaire | Alternative route / status | <p>Suggested that the footpath would be better serviced on the right of the main road situated in land currently utilised for allotment gardens.</p> <p>Comments that to the north east of the crossing there used to be a link to the existing footpath to the road facilitated by a set of steps.</p> <p>The north west section of footpath along the road edge would be extremely problematic the crossing is not really fit for pedestrian users and therefore would have to be significantly improved in his opinion.</p> <p>The alternative proposed must involve at least improvement to the road verge e.g. a gravel surface. A segregated way for pedestrians is essential.</p> | Pedestrian route amended with new footway on the western side for Round 2 proposals. |
| 2 | Local access, user, or interest group (Cambridge Rambling Club) | Support subject to conditions | Delivering an off road footway would be an improvement, as this would provide a link into Six Mile Bottom, however it is important to identify long-term maintenance responsibilities. | Commuted sums have been estimated and discussed with Cambridgeshire County Council for increased maintenance liability. |
| 2 | Member of the public | Retain the level crossing / level crossing is safe | There is not enough evidence presented to show that the level crossing isn't safe. | Network Rail have prepared a needs case for the closure of the level crossings. Safety criteria, while important, is only one of the Promoter's Objectives and there are other benefits the Promoter seeks to achieve with the level crossing reduction strategy. |

| C29 – Cassells | | | | |
|----------------|---|---|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 2 | Member of the | Environmental Impact | The construction of a footway along Brinkley Road will likely require the removal of hedgerows. | An Environmental Assessment and Appraisal Plan will be undertaken for each proposal. |
| 2 | Member of the public | Replacing one level crossing with another | The proposal takes walkers to another level crossing which makes the issue of increasing safety questionable. | All level crossings pose a risk, irrespective of the number of incidents that may have occurred. A rationalisation of level crossings at this stage will help facilitate improvements or future proposals to provide an at grade crossing (e.g. a footbridge). |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement | The verge is narrow with a 600mm slope down from the field height and the width goes down 400mm through the level crossing. There are three pieces of street furniture, including a Telegraph pole, which will need to be moved. | This feedback has been considered and incorporated into the final proposal. |

| C30 – Westley Road | | | | |
|--------------------|---|---|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Support | The landowner had no objections providing they retained private user rights over the railway | The final proposal maintains crossing rights for registered users. |
| 1 | Strategic stakeholder (Cambridgeshire County Council) | Enhancement Environmental Impact | A request was made that this level crossing should be retained as a bridleway as a minimum, however the preference would be for the status to become a Restricted Byway to maintain connectivity for the extensive BOAT (Byways Open to All Traffic) and bridleway network in the area. If stopping up the highway, then a request made by be made for turning heads to be provided. | Crossing changed to Bridleway status with gates and mounting blocks provided at Round 2. |
| 1 | Round 1 Consultation Questionnaire | Provision of bridge / underpass | Provision of tunnel under railway reducing disruption to users and similar environmental impact. | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. |
| 1 | Round 1 Consultation Questionnaire | Upgrade level crossing facilities | Install electronic barriers at the crossing or maintain authorised access for the 3 houses closest to the railway; the road from the A1304 to the crossing is in very poor condition and is often impassable after heavy rain or indeed heavy snow fall; consider access for vehicles and lorries given narrow nature of roads, | Maintenance of the adopted highway is the responsibility of the local authority. Any concerns regarding this type of matter would need to be raised with CCC. |
| 2 | Member of the public | Enhancement | Concerns about the hazards from uneven surface at the crossing. Suggested that an improved surface should be provided. | The main remit of this Project is closure of level crossings with diversions where acceptable diversion routes can be provided. |
| 2 | Local access, user, or interest group (NFU) | Business impact Safety concerns | The width of the crossing for private users must allow for agricultural machinery. | The final proposal retains the existing vehicular gates. Locks would be added to the gates and private rights granted. |

| C30 – Westley Road | | | | |
|--------------------|---|-----------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | <p>Considerations should be made for private user registration and the business interruption and</p> <p>There are security concerns as a result of the creation of a dead end.</p> | <p>All private user worked crossing rights would be agreed between Network Rail and the affected landowner during detailed design.</p> <p>Turning heads are proposed either side of the level crossing to mitigate the dead end.</p> |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Safety concerns | Concerns with the safety record on Brinkley Road / London Road and query raised as to why the use of a private underpass to at Westley Lodge Farm is not being used. | <p>Selected diversions have been assessed by a Road Safety Audit and appropriate mitigation measures considered. Discussions have been held with the local Highway Authority regarding all diversion routes.</p> <p>The private underpass near Westley Lodge Farm was considered but was not deemed suitable for vehicle or bridleway use.</p> |

| C31 – Littleport Station | | | | |
|--------------------------|---|---|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Round 1 Consultation Questionnaire | Provision of bridge / underpass | <p>Provide a new underpass under the station to prevent a long walk around and through an existing tunnel that is frequently flooded</p> <p>A tunnel under the lines from the car park be feasible, so that existing car park ticket machine and cycle rack may be used</p> <p>Provide pedestrian / wheelchair accessible bridge over the railway</p> | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. |
| 1 | Round 1 Consultation Questionnaire | <p>Accessibility of proposal</p> <p>Enhancement</p> | <p>Alternative arrangements must be made for those arriving from north and wishing to park. In addition to car parking ticket machines must be on both sides of station</p> <p>Provide pedestrian crossing over main road, west of level crossing and underpass, provide disabled parking bays at eastern end of underpass</p> | Round 2 proposal updated and agreed with NR. Autotracking confirms right turn from westbound lane is possible for HGVs, Suggestion is that large vehicles would be signed to advance to Littleport to turn back to access station. They would not currently be able to use the under bridge. |
| 1 | Round 1 Consultation Questionnaire | Upgrade level crossing facilities | Upgrade the existing level crossing facilities | The existing level crossing cannot be retained with the proposals to lengthen the station platforms. |
| 2 | Strategic stakeholder (Littleport Parish Council) | Enhancement | Suggestion to widen the underpass | This would be expensive and would not fall within the Promoter's current phase of works. |
| 2 | Local access, user, or interest group (Fen Line | Consider development proposals | The effects of the proposed Cambridge-King's Lynn 8-car scheme park must be considered. | The proposals are designed to complement this scheme. |

| C31 – Littleport Station | | | | |
|--------------------------|---|----------------|--|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | Users Association) | | | |
| 2 | Local access, user, or interest group (Fen Line Users Association) Local access, user, or interest group (Cambridge Rambling Club) | Enhancement | There is a need to deal with the flooding issue in the subway, the proposed ramp and the subway should be well-lit, and there will be a need for an additional ticket machine and card reader for the southbound platform. | Additional ticket machines are proposed as part of the platform lengthening scheme. Flooding is not a frequent event through the underpass, and an alternative route is available via Station Road |
| 2 | Local access, user, or interest group (The Littleport Society) | Traffic issues | Closure will cause severe delays to traffic | The closure of the underpass to all traffic will restrict movements across the railway when the main road level crossing barriers are down. However it is considered the impacts of this will be limited due to the following reasons: <ul style="list-style-type: none"> • The existing underpass only allows for one way operation • The access road to the underpass is blocked by larger vehicles on the main road • Alternative routes via the bypass exist and it is likely that some through traffic will divert • Surveys show that during the week less than 45 vehicles use the underpass (including those accessing the station car park) |

| C31 – Littleport Station | | | | |
|--------------------------|---|---------------------------------|---|---|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | | The impact of additional queuing traffic has been assessed as not significant in air quality terms. The closure of the underpass is supported by the Highway Authority |
| 2 | Local access, user, or interest group (Ramblers South East Cambs) | Enhancement | Ensure that the underpass is maintained in a safe, secure, and welcoming condition for pedestrians, including lighting and regular inspections and maintenance. | The underpass would be maintained by NR and the footway beneath the underpass would be maintained by CCC. |
| 2 | Member of the public | Provision of bridge / underpass | A bridge over the railway lines for pedestrians should be reconsidered | Consideration of a proposed bridge or underpass across the railway is not part of the current Phase of works and would fall into a later NR funding period if deemed appropriate. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Support subject to conditions | Agreement with the proposal subject to no adverse issues arising from the traffic analysis conducted. | <p>The closure of the underpass to all traffic will restrict movements across the railway when the main road level crossing barriers are down. However it is considered the impacts of this will be limited due to the following reasons:</p> <ul style="list-style-type: none"> • The existing underpass only allows for one way operation • The access road to the underpass is blocked by larger vehicles on the main road • Alternative routes via the bypass exist and it is likely that some through traffic will divert • Surveys show that during the week less than 45 vehicles use the underpass (including those accessing the station car park) |

| C31 – Littleport Station | | | | |
|--------------------------|----------------------|----------------|---------------------|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | | The impact of additional queuing traffic has been assessed as not significant in air quality terms. The closure of the underpass is supported by the Highway Authority |

| C33 / C34 / C35 - Jack O'Tell (Adam's Crossing) / Fysons / Ballast Pit | | | | |
|--|---|---|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| 1 | Landowner | Retain level crossing/level crossing is safe. Business impact | Landowner position clear that they would not close any existing crossing which are all used daily, unless we could have one Automated system as a replacement. Frequent accessibility to multiple areas of the farm and the soil type has meant they can grow a substantial range of crops, including time critical salads. The farm has multiple contracts with major supermarkets as a result of this conditions, accessibility and the infrastructure that has evolved as a result of it. | Property cost estimates have been prepared for affected level crossings on the scheme. Discussions are ongoing with affected businesses and this considers any time-critical contracts which may be put at risk by the additional time taken to get crops from field to freezer. |
| 2 | Landowner | Retain level crossing/level crossing is safe. Business impact | Further correspondence and information received from the landowner confirming the same position as set out at R1. | Property cost estimates have been prepared for affected level crossings on the scheme. Discussions are ongoing with affected businesses and this considers any time-critical contracts which may be put at risk by the additional time taken to get crops from field to freezer. |
| 1 | Round 1 Consultation Questionnaire | Alternative route / status | Suggestion that it would be good to establish better cycle routes between Chittering and Waterbeach as none are currently present. | There are no bridleways or routes for cyclists affected by the proposals in this location. |
| 2 | Cambridge Rambling Club - Local access, user, or interest group | Upgrade level crossing facilities | Provide timetable information at the level crossing, for increased safety. | Timetable information cannot be shown due to potential changes in scheduled timetable. |
| 2 | Local access, user, or interest group (NFU) | Business impact | High value salad and vegetable crops are grown in this area. These require intense field management operations, including irrigation. | Property cost estimates have been prepared for affected level crossings on the scheme. Discussions are ongoing with affected businesses and this considers any time-critical |

| C33 / C34 / C35 - Jack O'Tell (Adam's Crossing) / Fysons / Ballast Pit | | | | |
|--|---|---|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | Harvesting is time sensitive from a crop quality perspective and also to fulfil market delivery requirements too. The business impact of these proposals will be dramatic and proposals need to be reconsidered with the principal landowner to ensure the crossing remains open and safe for users. | contracts which may be put at risk by the additional time taken to get crops from field to freezer. |
| 2 | Local access, user, or interest group (NFU) | Business impact | Proposals create a new track across farmland and thus creates business interruption as well as security and safety issues. | Consultation has been undertaken with affected landowners to help determine the potential effects on businesses. Where appropriate changes have been made to the scheme proposals. Residual and genuine impacts on businesses will result in potential compensation claims. |
| 2 | Strategic stakeholder (Cambridgeshire County Council) | Business impact Enhancement Accessibility of proposal | Concerns regarding: -Farm vehicles on footpaths as there is peat soil in this area. -Long Drove being a single track with poor sub base, edging onto soft verges. Concerns over intensification of its use -Issues with public right of way condition and damage to unsuitable routes -Bridge structures on public right of way not suitable for vehicles | Private user diversion route would not use PRow bridges. The maintenance liability of the existing adopted highway would be the responsibility of CCC. Commutated sums are under discussion with CCC. |
| 4 (relating to C33 / C34) | Landowner | Retain level crossing/level crossing is safe. Business impact | Landowner is a large farming enterprise affected by the closure of 4 level crossings and oppose the proposals. High value salad and vegetable crops are grown on the farm requiring intensive management and irrigation. Potentially significant business impact due to increased journey times | Property cost estimates have been prepared for affected level crossings on the scheme. Discussions are ongoing with affected businesses and this considers any time-critical contracts which may be put at risk by the additional time taken to get crops from field to freezer. |

| C33 / C34 / C35 - Jack O'Tell (Adam's Crossing) / Fysons / Ballast Pit | | | | |
|--|----------------------|------------------------|---|--|
| Round | Stakeholder category | Feedback theme | Summary of feedback | Project team response |
| | | | and impact upon the way in which the land is farmed. | Diversion routes through the extensive farming operation have been considered. |
| 4 (relating to C35) | Landowner | Landowner Consultation | Landowner does not object to the closure of the crossing in principle but opposed to the creation of a new right of way across ownership to third party land. | The third party land has no alternative access once the LX is closed. A new route to the west is therefore required. |

