


Route Requirements Document Cambridgeshire Phase 1 & 2 TWAO – Mainline & Branchline

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Document History

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| 1.0 | 21-01-15 | Andy Kenning | Initial Issue |
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Endorsement

The information contained within this Route Requirements Document has been produced with the approval of the following Route Asset Managers:

| Discipline | Name | Title | Signature | Date |
|------------|-----------------|-----------------------|---|------|
| Earthworks | Ian Payne | Senior Asset Engineer | Not required for this RRD as no gauging is involved. | n/a |
| E & P | Carl Hunt | Route Asset Manager | | |
| Gauging | Steve Valentine | Senior Asset Engineer | Not required for this RRD as no gauging is involved. | n/a |
| Signalling | Mike Essex | Route Asset Manager | | |
| Structures | Anthony Dewar | Route Asset Manager | Not required for this RRD as no gauging is involved. | n/a |
| Telecoms | Andy Coleman | Senior asset Engineer | | |
| Track | Nigel Wilson | Route Asset Manager | | |

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1 Purpose

The purpose of this RRD is to further develop the opportunity to close level crossings on Anglia Route within the county of Cambridgeshire. This RRD is to cover crossings that can be diverted or extinguished without the need to build bridges or large structures. These diversions or extinguishments shall be carried out using compulsory powers obtained by means of a Transport & Works Act Order.

1.1 Background Information

An over arching CRD has been produced to explain in detail the Anglia Route strategy for achieving a crossing reduction in CP5. This also explains the different phases of the strategy, separate RRDs are to be produced for each county.

1.2 Stakeholders

The following stakeholders have been identified:

| Name | Role | Contact |
|-------------------------------|---------------------------------------|---------|
| Cambridgeshire County Council | Highway authority | |
| South Cambridgeshire | District Council | |
| East Cambridgeshire | District Council | |
| Fenland District | District Council | |
| Office of Rail Regulator | Governing Body | |
| Environment Agency | Statutory consultee (flood risk etc.) | |
| Natural England | Statutory consultee (environment) | |
| Steve Day | Liabilities Negotiations Advisor | |
| Katie Brown | Land Consents | |
| Hannah Briggs | Public Relations Manager | |
| Richard Schofield | Route Director (Anglia) | |
| Eliane Algaard | Director of Route Asset Management | |
| Carl Hunt | Route Asset Manager (E&P) | |
| Mike Essex | Route Asset Manager (Signalling) | |
| Nigel Wilson | Route Asset Manager (Track) | |
| Dave Flatman | Route Telecoms Engineer | |
| Wayne Underwood | Route Level Crossing Manager (WA) | |

| Name | Role | Contact |
|---------------------|--|---------|
| Bram Davenport | Level Crossing Manger | |
| Brendan Lister | Level Crossing Manger | |
| Kevin King | Level Crossing Manger | |
| John Prest | Level Crossing Manger | |
| Sean Cronin | Sponsor | |
| The Ramblers | User Group (walkers) | |
| Sustrans | User Group (promoting non-motorised transport) | |
| Open Spaces Society | User Group (promoting access to land) | |
| Auto Cycle Union | User Group (motor vehicles) | |

2 General Description of the Route

2.1 Route Objectives (Problem Statement)

Closure difficulties

Public footpaths and bridleways can be closed by rail crossing diversion or extinguishment orders (expedient in the interests of public safety) or normal public path orders (diversion to make more commodious/better serve the landowner/not necessary). However, all of these are subject to challenge which can result in public inquiry, where success is not guaranteed. This is therefore a risky and time-consuming strategy. The legal costs of a basic application are around £3k–4k.

All public highways can be closed or downgraded by application to a magistrate's court, on the grounds that they are not needed for public use, or should be diverted. Again, this is risky as there is no guarantee magistrates will agree to make an Order. Cost of an application about £3k.

2.2 Route Definition

The best way to close public highways is through a Transport and Works Act Order. In that way, all proposed changes and consents can be consulted in advance, bridges provided where appropriate, and we can argue using the greater public benefit of improved rail services.

Some of the crossings listed in this remit are affected by proposed speed increases and some are subject to increased freight traffic. The proposed freight traffic will utilise trains up to 775metres in length, this causes problems when held at signals where the train may standback over level crossings.

There are a number of footpath crossings throughout Cambridgeshire County which have the opportunity to be diverted or extinguished from crossing the railway line at grade to a grade separated crossing point.

Each crossing listed in section 2.3 shall have the following assessments carried out and providing that it can be achieved, the next assessment shall be carried out;

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1. The diversion assessed for build ability based on the potential users and their physical abilities. This may be determined by other physical features along the footpath such as the presence of stiles or steps.
2. Diversity impact assessment needs to be carried out (to be completed by Network Rail team).
3. A brief design shall be produced to capture the alterations required.
4. Land clearance application made and approved.
5. The cost of each diversion shall be created against the design. These costs shall include recovery of all the current crossing assets (including whistle boards if fitted) and making good the boundary fencing to ensure there are no trespass issues following the diversion. Costs shall also include if any alterations required to the OLE (this shall be indicative at this stage, AIP shall be produced at GRIP3).
6. Environmental impact assessment for the impact of the diversion / extinguishment / downgrading.
7. Pre-Consultation for the diversion / extinguishment.
8. It is assumed that the diversions can be carried out within the Network Rail land ownership boundary. If not then land owner consent will be required for route of public path.
9. If land consents are required a land search shall be completed to identify the land owner/s.

2.3 Boundaries and Relationships

| | |
|---------------------------------------|------------------------------|
| Strategic Route: | D |
| Route Number: | |
| Operating Route: | Anglia |
| ELR and Mileage: | BGK, SBR, EMP. ETN, SOB, CCH |
| OS Ref: | |
| Asset Type: | Level crossing |
| Asset Address (if applicable): | |

The crossings within this remit are as follows;

Phase 1 - Mainlines

| Name | Location | Type | Status | Proposal |
|-------------------|--------------|------|-----------------|-----------------------------|
| Websters | BGK 53m 00ch | FPS | Public Footpath | Diversion to new overbridge |
| Chittering | BGK 64m 23ch | FPS | Public Footpath | Diversion |
| Nairns | BGK 65m 46ch | UWCT | Accommodation | Extinguishment |
| West River Bridge | BGK 67m 22ch | FPS | Public Footpath | Diversion |
| No.20 | SBR 47m 51ch | FPS | Public Footpath | Diversion |
| Flambards | SBR 48m 12ch | FPS | Public Footpath | Diversion |
| Barrington Road | SBR 50m 73ch | FPW | Public Footpath | Extinguishment |
| No.37 | SBR 52m 75ch | FPW | Public Footpath | Diversion |
| Ely North Jcn | EMP 72m 01ch | FPS | Public Footpath | Diversion |

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| Name | Location | Type | Status | Proposal |
|---------------------|---------------|------|-----------------|---|
| Second Drove | EMP 72m 55ch | FPS | Public Footpath | Extinguishment |
| Silt Drove | EMP 84m 69ch | UWCT | Public Road | Extinguishment |
| Middle Drove | EMP 87m 75ch | UWCT | Public Road | Downgrade to footpath & registered user |
| Eastrea Cross Drove | EMP 93m 05ch | FPS | Public Footpath | Diversion |
| Brick Yard Drove | EMP 93m 43ch | FPS | Public Footpath | Extinguishment |
| Prickwillow No.1 | ETN 74m 28ch | FPS | Public Footpath | Diversion |
| Prickwillow No.2 | ETN 74m 30ch | FPS | Public Footpath | Diversion |
| Munceys | SOB2 4m 61ch | FPS | Public Footpath | Diversion |
| Wicken Road | SOB2 6m 44ch | FPW | Public Footpath | Diversion |
| Leonard | SOB2 7m 17ch | FPK | Public Footpath | Diversion |
| Newmarket Bridge | SOB2 11m 75ch | FPW | Public Footpath | Diversion |
| Wells Engine | SOB2 12m 03ch | FPW | Public Footpath | Diversion |

Phase 2 – Branchlines

| Name | Location | Type | Status | Proposal |
|-------------------|--------------|------|---------------------------|---|
| Adelaide | BGK 72m 71ch | FPS | Public Footpath | Extinguishment |
| Cross Keys | BGK 73m 18ch | FPS | Public Footpath | Diversion |
| Clayway | BGK 75m 25ch | FPS | Public Footpath | Extinguishment |
| Poplar Drove | BGK 76m 71ch | UWCT | Occupation | Extinguishment |
| Willow Row | BGK 77m 16ch | UWC | Byway open to all traffic | Downgrade to a footpath |
| Black Horse Drove | BGK 79m 19ch | UWCM | Public Road | Downgrade to occupation |
| Cassells | CCH 8m 5ch | FPG | Public Footpath | Diversion |
| Westley Road | CCH 8m 74ch | UWCT | Public Road | Downgrade to footpath & registered user |

2.4 Assumptions, Dependencies, Constraints & Risks

2.4.1 Assumptions

| Reference | Details |
|-----------|--|
| A-CAMB-1 | That the diversionary routes are buildable |
| A-CAMB-2 | That funding will be made available for the diversions to be built |
| A-CAMB-3 | That the diversions can be carried out within the existing Network Rail land ownership |
| A-CAMB-4 | Any required land consents will be available |

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2.4.2 Dependencies

| Reference | Details |
|-----------|---|
| D-CAMB-1 | That Liabilities are able to support the TWAO application |

2.4.3 Constraints

| Reference | Details |
|-----------|---|
| C-CAMB-1 | This requirement is to be restricted to the County of Cambridgeshire. |
| C-CAMB-2 | This remit is not to cover the construction of large structures such as bridges or underpasses. |

2.4.4 Risks

| Reference | Details |
|-----------|---|
| R-CAMB-1 | Not all the diversionary route will be buildable |
| R-CAMB-2 | That there may be alternative proposals from external stakeholders |
| R-CAMB-3 | That the secretary of State for Transport will not sign off the order |

2.5 Whole Life Cost Analysis

Whole Life Cost Modelling (WLCM) will be applied to the later phases. Phases 1&2 do not need WLCM produced for them provided that the over all cost is equal to or less than the risk reduction cost.

Alterations to the Overhead Line Equipment (OLE) shall be subject to a Cost Benefit Analysis to understand the benefit in altering the OLE wire heights. This is to compare the options of altering a crossing at a time, or waiting until either wire renewals, or other improvement projects.

2.6 Route Key Milestones and Configuration States

It is anticipated that Phase 1 & 2 crossings shall be identified by the end of CP5 year 1. During CP5 year 2 it is expected that Phase 1 & 2 crossings shall be developed into buildable solutions and costed. Key milestones would be;

- Conformation that the diversions are buildable
- Design for each diversion that is buildable
- Costs produced for each of the designed diversions

2.7 Route Acceptance Strategy

This scheme shall follow GRIP and acceptance for each stage shall be at each stage gate as shown in the project programme.

Once the diversions have been designed, consulted and costed they shall be presented to the Sponsor for acceptance and inclusion in the Transport & Works Order, before the completion of GRIP3. This will allow the Sponsor to 'group' projects into TWAO to keep costs down and provide a strategic approach to the TWAO application.

2.8 Route Security Assessment

Nothing identified at the time of writing.

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| | | 3 Route Requirements | | | | |
| | | 3.1 Deliverables | | | | |
| RR-CambP1&P 2-1101 | RAM/Sponsor | The deliverables listed in Appendix A shall be produced and delivered at the required GRIP stage. | High | Deliverables listed in Appendix A are produced to the satisfaction of the RAM / Sponsors at the identified GRIP stages. | None identified | None |
| | | 3.2 Safety Requirements | | | | |
| RR-CambP1&P 2-1121 | CR-CP5LX-1101 | The Scheme shall be delivered in accordance with the Common Safety Method (CSM) | High | <ul style="list-style-type: none"> - Preliminary System Definition - CSM Assessment Completed and Category assigned - CSM Deliverables completed id the scheme deemed to be "significant change". | None identified | None |
| RR-CambP1&P 2-1122 | CR- CP5LX -1102 | The scheme shall be delivered in accordance with the CDM Regulations | High | <ul style="list-style-type: none"> - Personnel (posts) are designated and responsibilities discharged - Demonstrable evidence of compliance is provided | Construction (Design and Management) Regulations 1994 | None |

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| RR-CambP1&P 2-1123 | CR- CP5LX -1103 | All meetings in connection with this project shall have a standing agenda item of Safety at the beginning of each meeting. | High | Meeting agendas and minutes shall be held as part of the project documentation file. | None identified | None |
| RR-CambP1&P 2-1124 | CR- CP5LX -1104 | The closed level crossings shall be inaccessible to the public and appropriately fenced over. | High | Compliant to the Company standard for lineside fencing. | None identified | None |
| | | 3.3 General Scheme - Requirements | | | | |
| RR-CambP1&P 2-1131 | CR- CP5LX -1111 | The Sponsor Instruction and Client Requirements Document Contents shall be adhered to. | High | Demonstrable evidence of compliance. | None identified | None |
| RR-CambP1&P 2-1132 | CR- CP5LX -1112 | The scheme shall be delivered in accordance with GRIP | High | Completed and approved GRIP stage gate at intervals laid down in the Sponsor Instruction. | None identified | None |
| RR-CambP1&P 2-1133 | CR- CP5LX -1113 | The diverted / extinguished rights of way shall be updated on the definitive maps for the county | High | Definitive map updated to show correct status. | None identified | None |
| RR-CambP1&P 2-1134 | CR- CP5LX -1114 | Design Guidance for Accessibility for Reduced Mobility shall be followed during early development and design. | High | All Accessibility requirements are provided (including step free access to new platforms and fire escape | None identified | Only used where access to a station is required |

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| | | | | arrangements). Where this is not possible mitigation measures and safe systems must be provided. | | |
| RR-CambP1&P 2-1135 | CR- CP5LX -1115 | Governing act regarding equality. In relation to this project particular attention must be given to provide access for those with reduced mobility and sight. | High | Demonstrable evidence of compliance and inclusion in development and design. | None identified | None |
| RR-CambP1&P 2-1136 | CR- CP5LX -1116 | New footpath widths shall be 2metres wide as a minimum | High | New path to be of the minimum width. | None identified | None |
| RR-CambP1&P 2-1137 | CR- CP5LX -1117 | Any new bridleway paths shall be 3metres wide as a minimum | High | New path to be of the minimum width. | None identified | None |
| RR-CambP1&P 2-1138 | CR- CP5LX -1118 | Any footpath crossing that appears to have been abandoned shall be planned to be extinguished in phase 1 or phase 2. | High | No abandoned footpaths left on the Anglia Route. | None identified | None |
| RR-CambP1&P 2-1139 | CR- CP5LX -1119 | Any footpath / bridleway crossing that have a near and practical alternative crossing point that provides a better level of protection shall be diverted in phase 1 or phase 2. | High | No footpaths / bridleways are left remaining when there is a close by alternative crossing point. | None identified | None |
| RR-CambP1&P 2-1140 | CR- CP5LX -1120 | Any footpath / bridleway that can not be removed from the railway network in phase 1 or | Medium | Footpath / bridleways that were not extinguished or | None identified | None |

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| | | phase 2 shall be developed for phase 3. | | diverted are planned to be provided with a bridge. | | |
| RR-CambP1&P 2-1141 | CR- CP5LX -1123 | Diversity Impact Assessment | High | Production of a report detailing the diversity impact of the proposed changes. | None identified | None |
| | | 3.4 Network Rail Asset Requirements E&P | | | | |
| RR-CambP1&P 2-1201 | CR-CP5LX-1171 | Where a level crossing is being removed the Overhead Line Equipment (OLE) contact wires shall be adjusted to be as near to the nominal wire height of 4.7metres as practical. | Low | Contact wires are at the optimum height for that area of line. | A cost benefit analysis shall be applied to understand the operational benefits of altering the wire heights per crossing | That the current wire heights are compliant to standards (run-ins / run-outs). |
| RR-CambP1&P 2-1202 | CR-CP5LX-1172 | Where a level crossing is being removed and the current (OLE) contact wires arrangements are not compliant to standard, the wire heights shall be adjusted to be as near to the nominal wire height of 4.7metres as practical. | High | Contact wires are at the optimum height for that area of line. | Records of existing deficient wire heights (including run-in / run-outs) | |
| RR-CambP1&P 2-1203 | CR-CP5LX-1173 | Where new bridges are to be constructed they shall be bonded to the traction return where appropriate. | High | New structures are suitably bonded to be compliant to Network Rail company standards. | None identified | |

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| | | 3.5 Network Rail Asset Requirements Signalling | | | | |
| RR-CambP1&P 2-1211 | CR-CP5LX-1182 | Where crossings are removed that have telephones fitted the signallers display system (diagram, panel or VSCS) shall be updated to shown the removal. | High | Signallers display system updated to reflect the current state of the infrastructure. | None identified | None |
| RR-CambP1&P 2-1212 | CR-CP5LX-1183 | Where crossings are removed the Signalling RAM shall be informed so that a plan can be put in place to get them removed from the Signalling diagrams (if shown). | High | That it is recorded where footpath or UWCs are recovered and the Signalling RAM is presented with this information. | None identified | These alterations shall be managed by means of a records deficiency form and updated when the record is next worked on. |
| RR-CambP1&P 2-1213 | CR-CP5LX-1184 | Where whistle boards are to be removed, the Signalling RAM shall be informed so that a plan can be put in place to remove them from the signalling diagrams. | High | That it is recorded where whistle boards are recovered and the Signalling RAM is presented with this information. | None identified | These alterations shall be managed by means of a records deficiency form and updated when the record is next worked on. |
| | | | | | | |

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| | | 3.6 Network Rail Asset Requirements Track | | | | |
| RR-CambP1&P 2-1221 | CR-CP5LX-1191 | Crossing deck (if fitted) shall be removed (including edge beams, if fitted) and track inspected to ensure that all the track components are still serviceable. | High | No evidence of crossing on site & track components signed as fit for purpose. | None identified | None |
| RR-CambP1&P 2-1222 | CR-CP5LX-1192 | Where a crossing deck has been removed sleeper spacing shall be checked and if required corrected with serviceable spares to match the existing assets. | Medium | Sleeper spacing matches that of the approaches and all track components are of the same type. | None identified | None |
| RR-CambP1&P 2-1223 | CR-CP5LX-1193 | Where level crossings have been removed the ballast shoulder and cribs shall be reinstated to provide suitable track support | High | Track support system shall be in accordance with Network Rail Company standard. | None identified | None |
| RR-CambP1&P 2-1224 | CR-CP5LX-1194 | Where signalling equipment has been involved and train detection is reduced, any redundant Insulated Rail Joints (IRJ) shall be removed from the track. If in Continuous Welded Rail the rail shall be stressed to Level 1 (if <36metres of new rail) or level 2 (if > 36metres). | High | Redundant IRJs removed and stressing certificates provided | None identified | None |

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| | | 3.7 Network Rail Asset Requirements Telecoms | | | | |
| RR-CambP1&P 2-1231 | CR-CP5LX-1201 | Where telephones are present they shall be recovered in working order and returned to be offered to the RCE and or NRT Central Stores (tie cabling shall be recovered and scraped). | High | Phones, posts, and bases removed including cabling. | None identified | None |
| RR-CambP1&P 2-1232 | CR-CP5LX-1202 | Where telephones are displayed on a telephone concentrator, these shall be removed from the system. | High | Telephone concentrator updated to reflect the current state of the infrastructure. | None identified | None |
| | | 3.8 Operational Requirements | | | | |
| RR-CambP1&P 2-1241 | CR-CP5LX-1231 | Where whistle boards are to be removed these shall only be removed once published in the WON. | High | Whistle boards removed from the infrastructure. | None identified | None |
| RR-CambP1&P 2-1242 | CR-CP5LX-1232 | Where crossings to be removed are fitted with a phone, this shall only be done once it has been published in the WON. | High | Sectional Appendix updated to reflect the current state of the infrastructure. | None identified | None |

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| RR-CambP1&P 2-1243 | CR-CP5LX-1233 | Where crossings to be removed are fitted with a phone, this shall only be done once Network Change has been done to remove them from the Sectional Appendix | High | Approved Network Change | None identified | None |
| | | 3.9 Performance Requirements | | | | |
| RR-CambP1&P 2-1251 | CR- CP5LX -1131 | Any temporary TSR's that are in place as a result of the crossing having insufficient sighting shall be removed once the crossing is closed. | Medium | Removal of the TSR | Operational publications will detail where and what speeds are in force. | None |
| RR-CambP1&P 2-1252 | CR- CP5LX -1132 | Any operational restrictions regarding the standing of trains at signals due to the train blocking the footpath shall be removed. | Medium | Removal of local instruction | None identified | Only applicable to crossing where standage is an issue |
| RR-CambP1&P 2-1253 | CR- CP5LX -1133 | Where a PSR exists due to sighting requirements of a crossing that is being removed, the project shall investigate the potential of removing the PSR and increasing the line speed. | Low | Increase in line speed over the section of line where the crossing used to be located. | None identified | That the other railway infrastructure can withstand a speed increase. |
| | | | | | | |

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| | | 3.10 Environmental Requirements | | | | |
| RR-CambP1&P 2-1261 | CR-CP5LX-1141 | Adherence to corporate policies in development, design and construction. | High | Production of the Environmental Impact Assessment for suitable crossings | None identified | None |
| | | 3.11 Reliability, Availability, Maintainability Requirements | | | | |
| RR-CambP1&P 2-1281 | CR-CP5LX-1161 | Where crossings are closed; Ellipse shall be updated to remove the Maintenance Schedulable Tasks (MST) from the maintainers work bank. This shall cover all disciplines. | High | Ellipse data updated | None identified | None |
| RR-CambP1&P 2-1291 | CR-CP5LX-1162 | Where crossings are closed ALCRM is updated to show the crossing as closed and no longer part of the network. | High | ALCRM data updated | None identified | None |
| | | 3.12 Maintenance Requirements | | | | |
| RR-CambP1&P 2-1301 | CR-CP5LX-1151 | Any roadway that is built to be used as a public highway shall be built to be adopted by the Highway Authority for on going maintenance | High | Adoption of the new roadway by the Highways Authority | None identified | None |

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Route Requirements Document – Cambridgeshire Phase 1 & 2 TWAO – Mainline & Branchline



| Req ID | Source Reference | Requirement and Heading | Priority | Acceptance Criteria | Supporting Information | Assumption |
|-------------------|------------------|---|----------|--|------------------------|------------|
| RR-CambP1&P2-1302 | CR-CP5LX-1152 | Where assets are removed from the railway the appropriate data base shall be update to reflect the current state of the railway. This shall include (but not limited to) such systems as Ellipse, GEOGIS. | High | Asset data records correctly showing the status of the assets. | None identified | None |

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Appendix A – Deliverables

See attached project characterisation spreadsheet detailing the project deliverables.

Appendix B – References

Anglia CP5 Level Crossing Reduction Strategy (CP5 Xing Reduction – Issue 1).

See pages 21 to 45 for maps of the crossings and their proposed alterations.

Appendix C - Glossary

| Abbreviation | Description |
|--------------|--------------------------------------|
| CRD | Client Requirements Document |
| DRRD | Detailed Route Requirements Document |
| IP | Infrastructure Projects |
| RAM | Route Asset Manager |
| RRD | Route Requirements Document |
| WLC | Whole Life Cost |
| TWAO | Transport & Works Act Order |
| PRoW | Public Right of Way |
| ALCRM | All level Crossings Risk Model |
| WON | Weekly Operating Notice |
| RCE | Route Communications Engineer |
| NRT | Network Rail Telecoms |
| OHLE | OverHead Line Equipment |
| VSCS | Video Screen Control System |
| IRJ | Insulated Rail Joint |
| TSR | Temporary Speed Restriction |
| PSR | Permanent Speed Restriction |

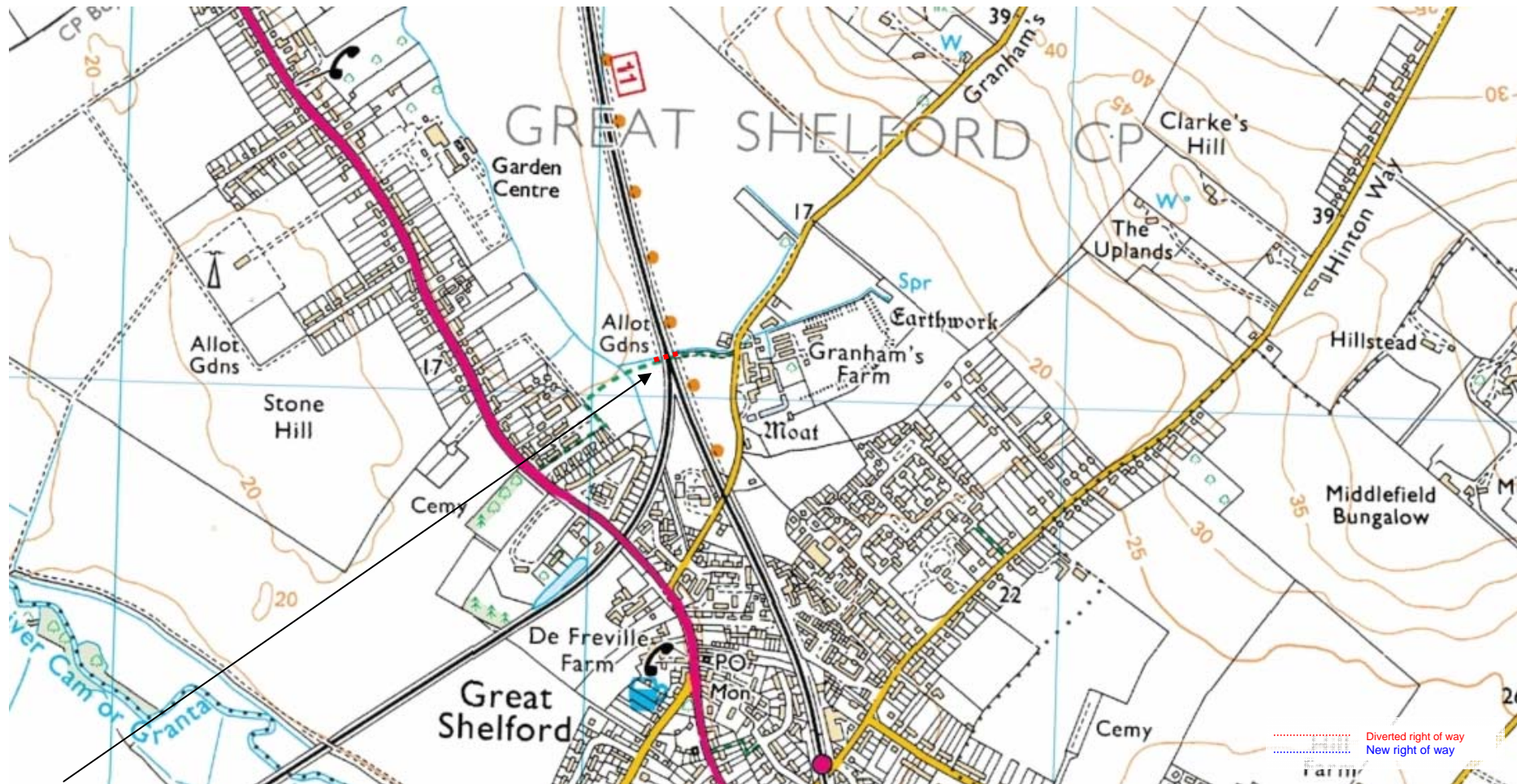
Appendix D - Whole Life Cost Analysis

Not applicable to this phase.

Appendix E - Additional Information

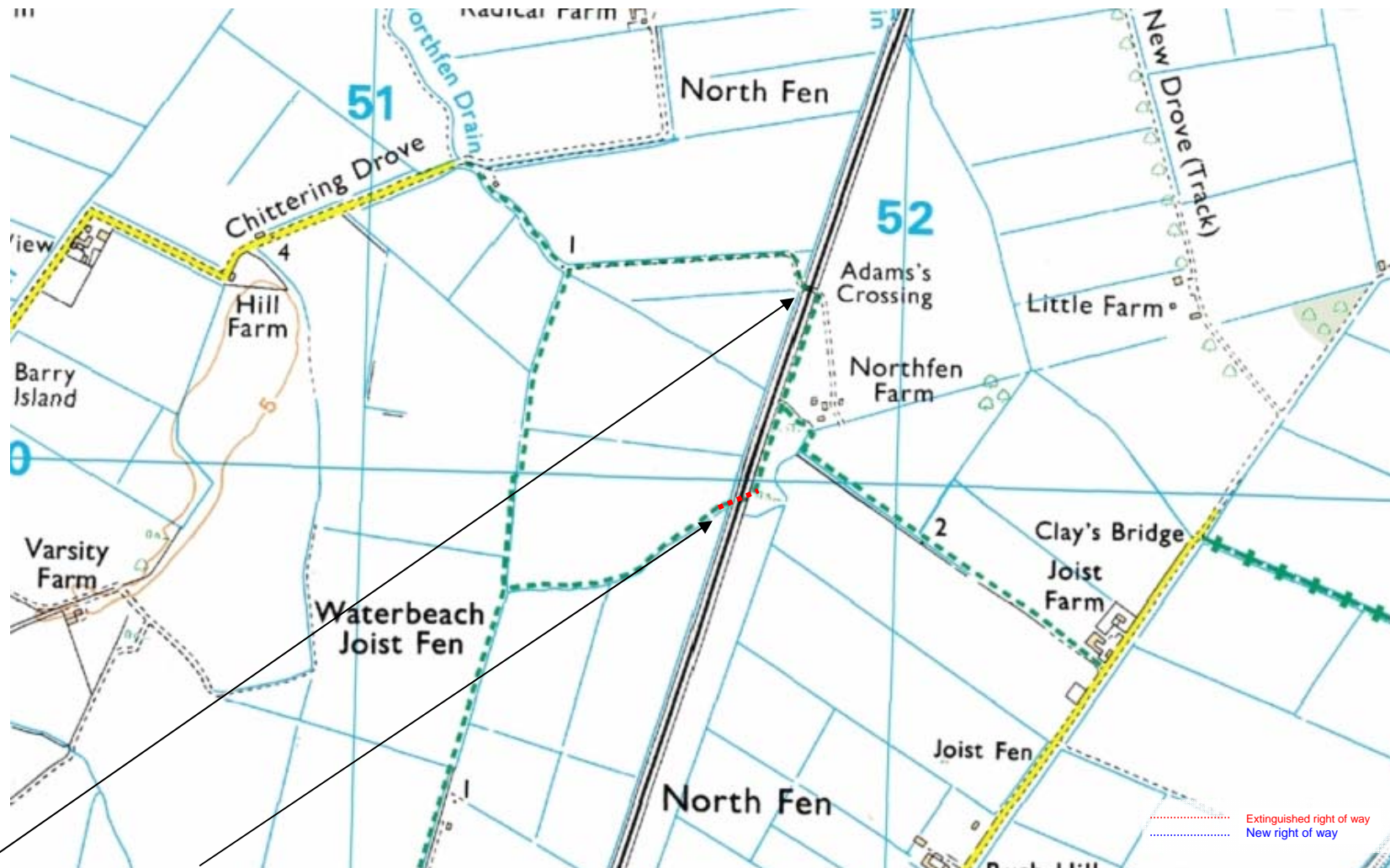
Nothing identified at the time of writing.

Phase 1 – Mainline Maps



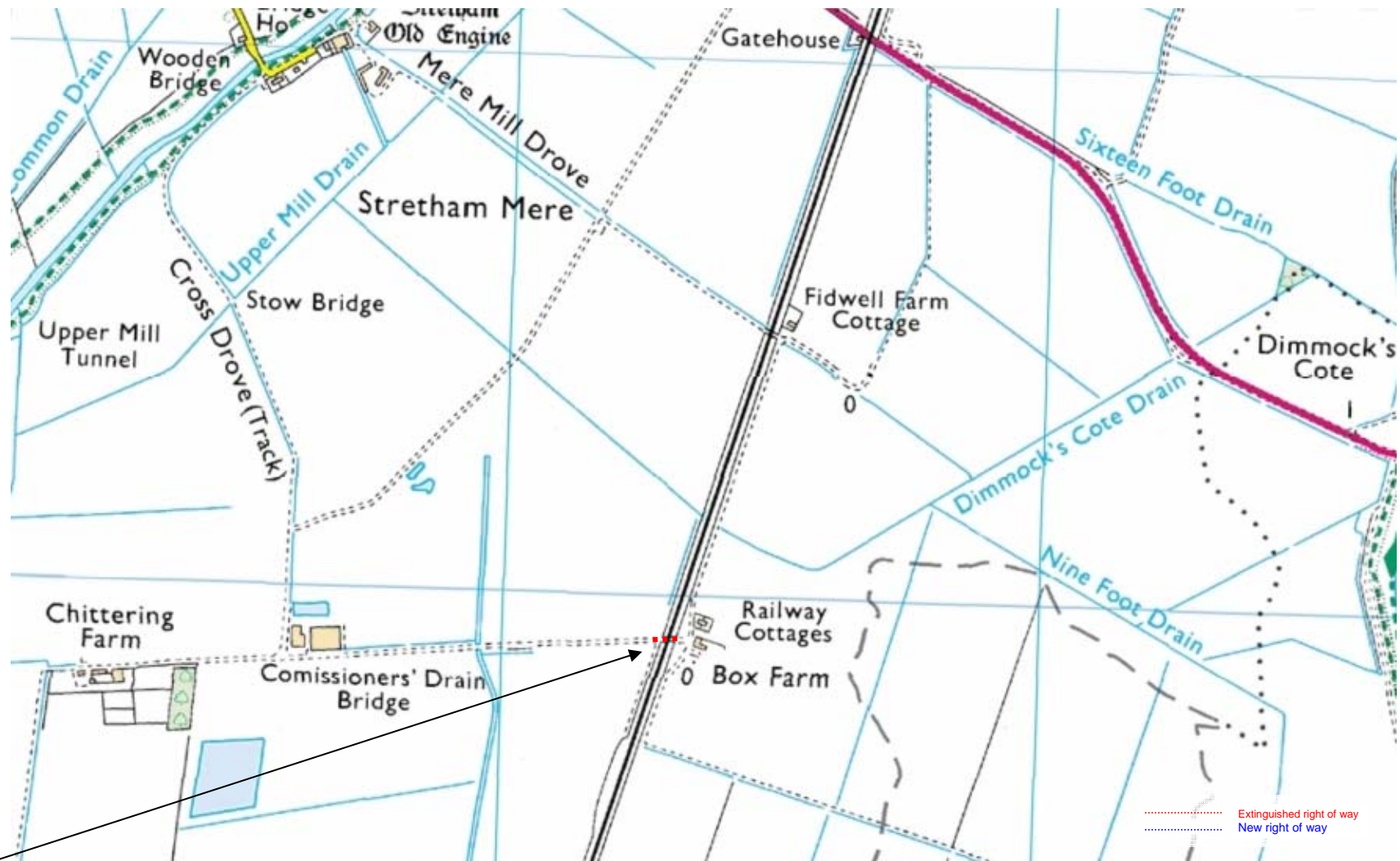
Websters (diversion to new foot bridge)

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Jack O'Tell & Chittering footpath (divert to J O'T)

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Nairns

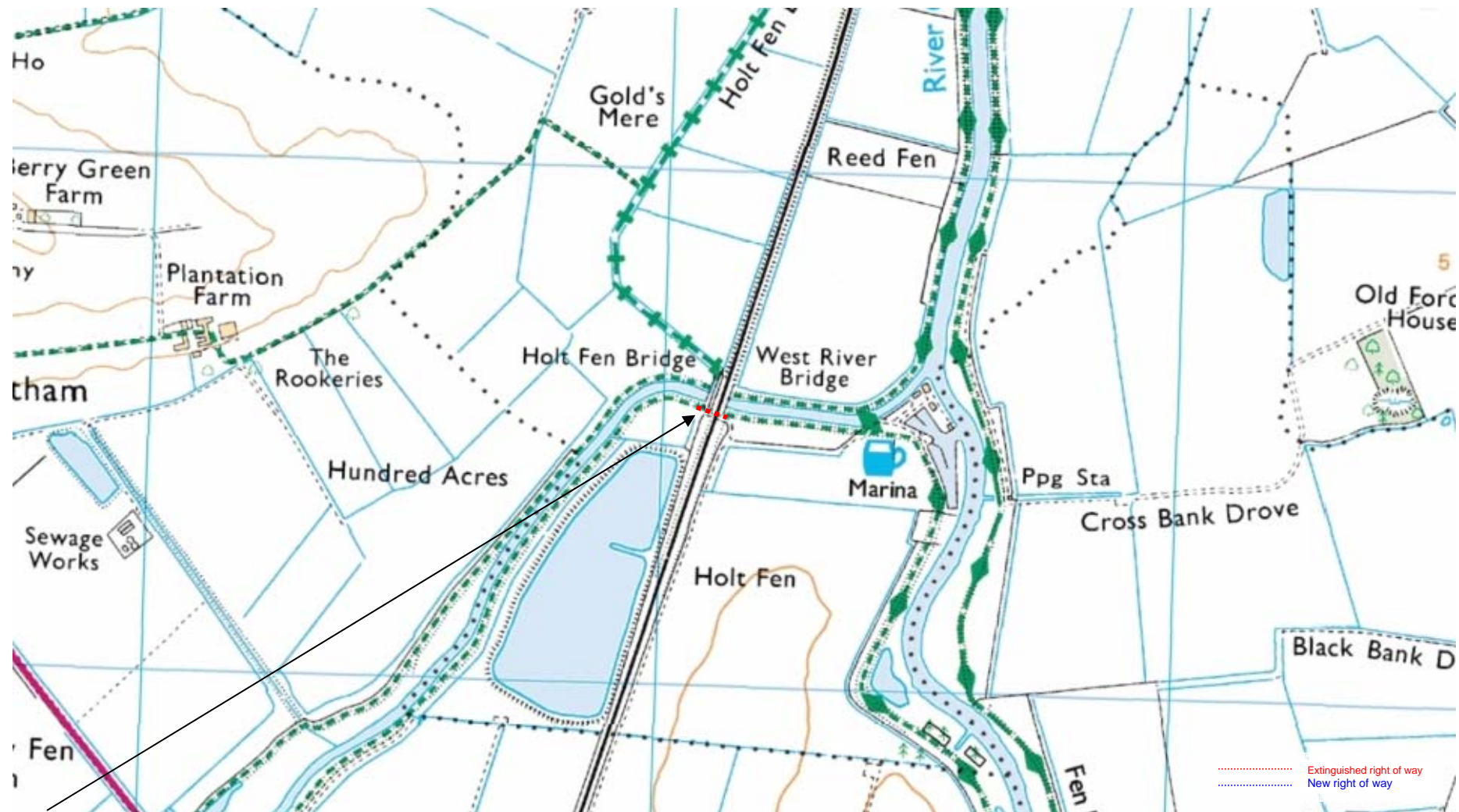
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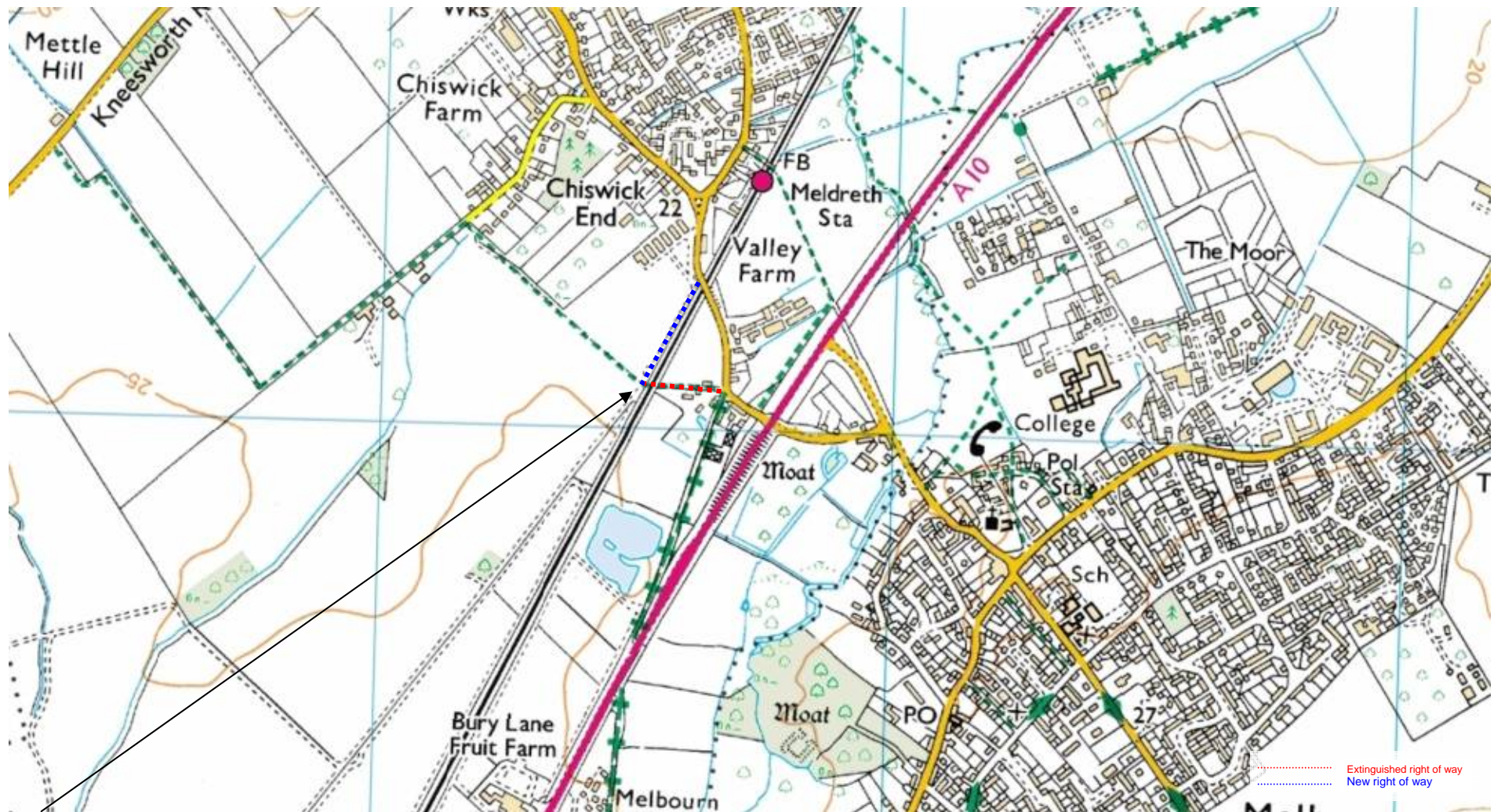
RRD

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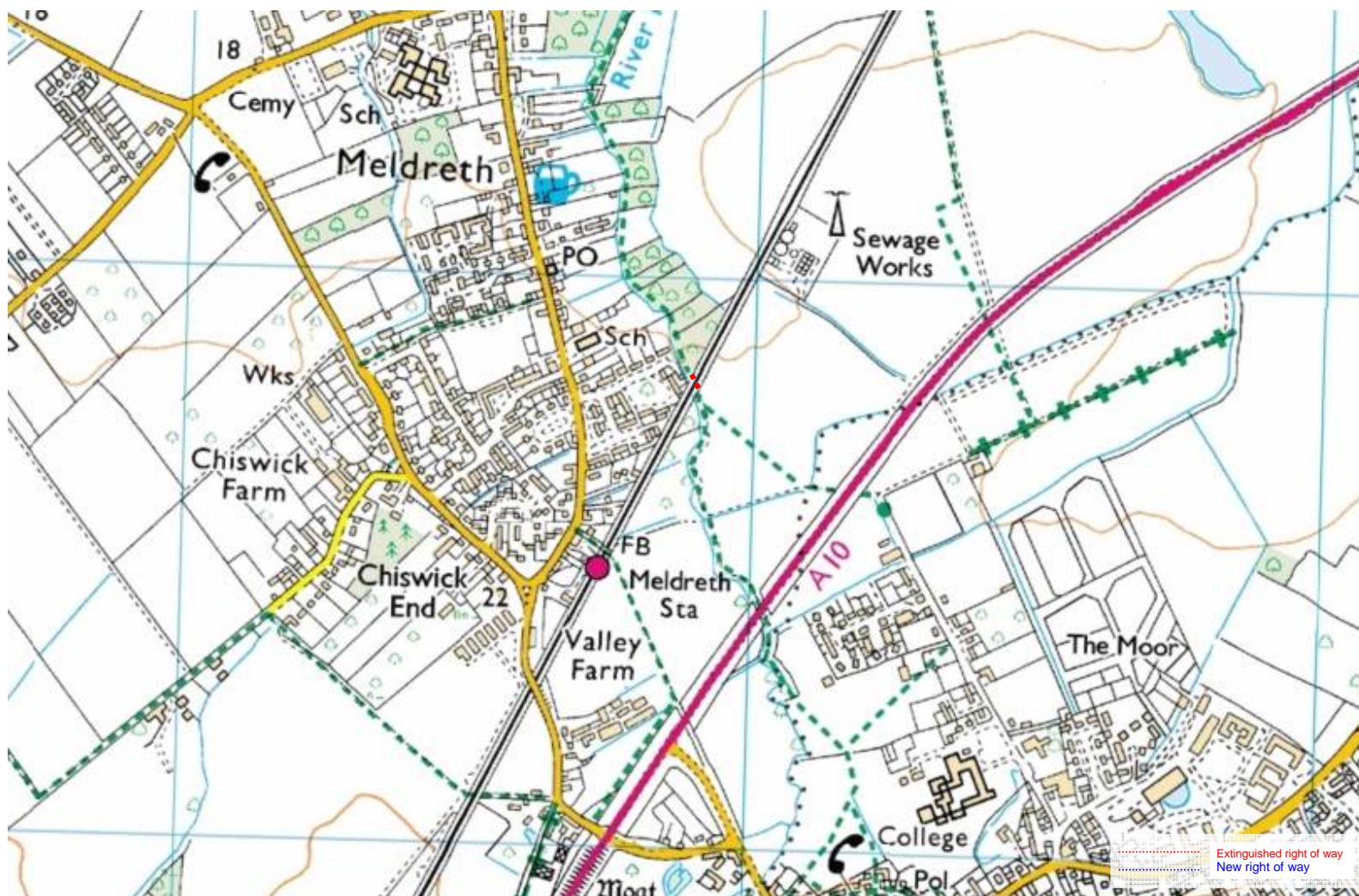
West River (divert to underbridge)

| | | | |
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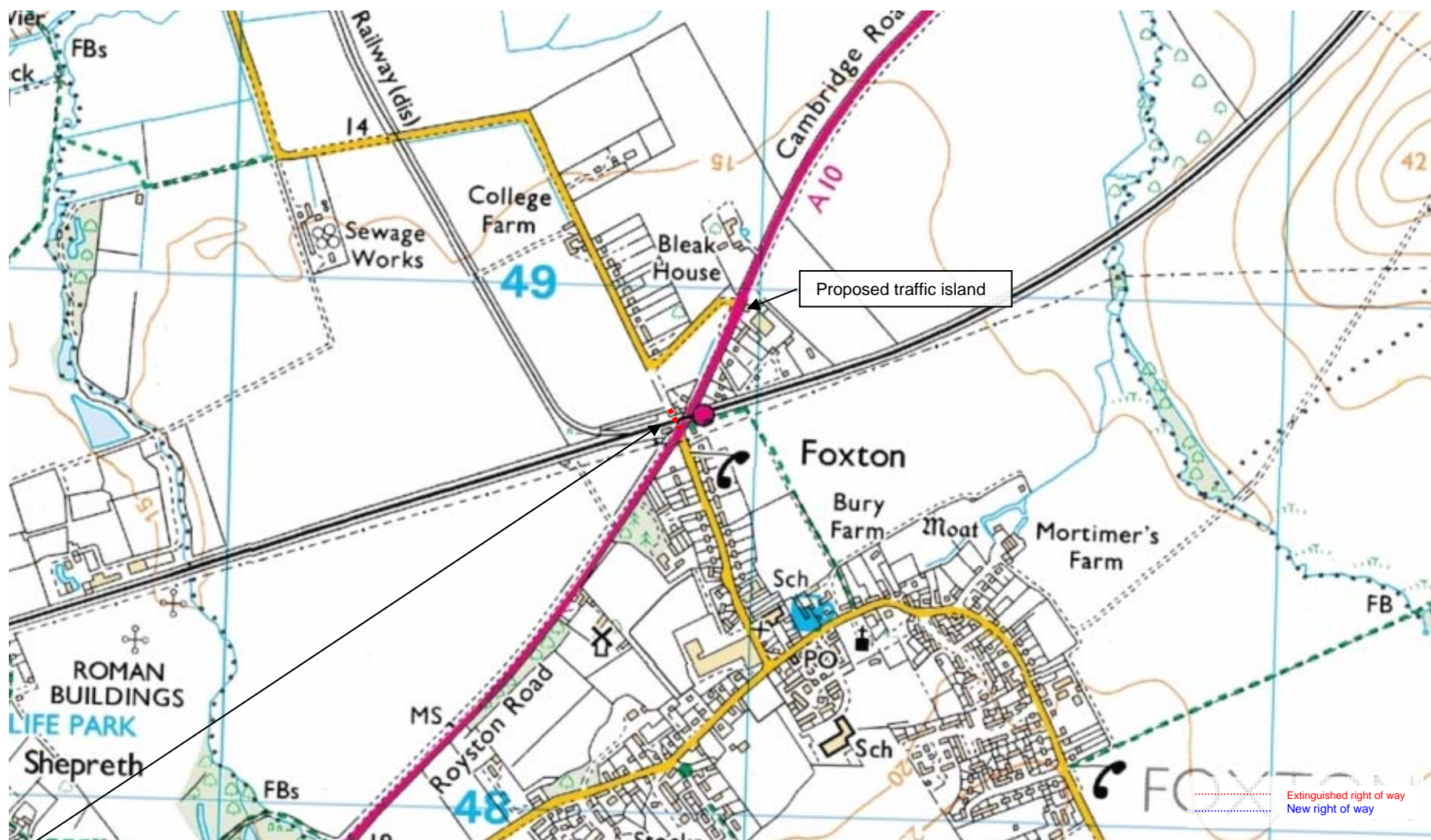
No20. (Diversion via overbridge)

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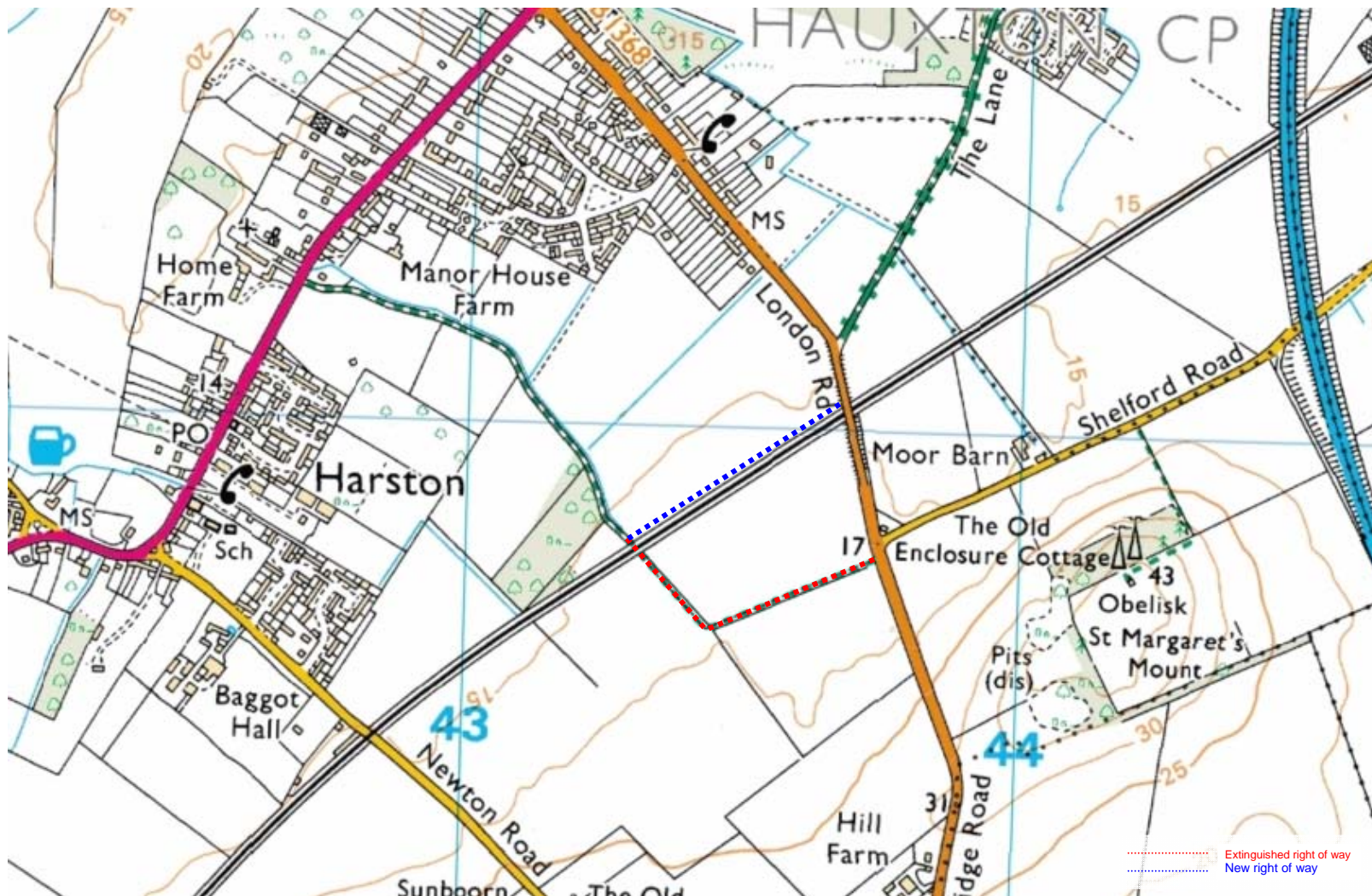
Flambards (diversion to underbridge)

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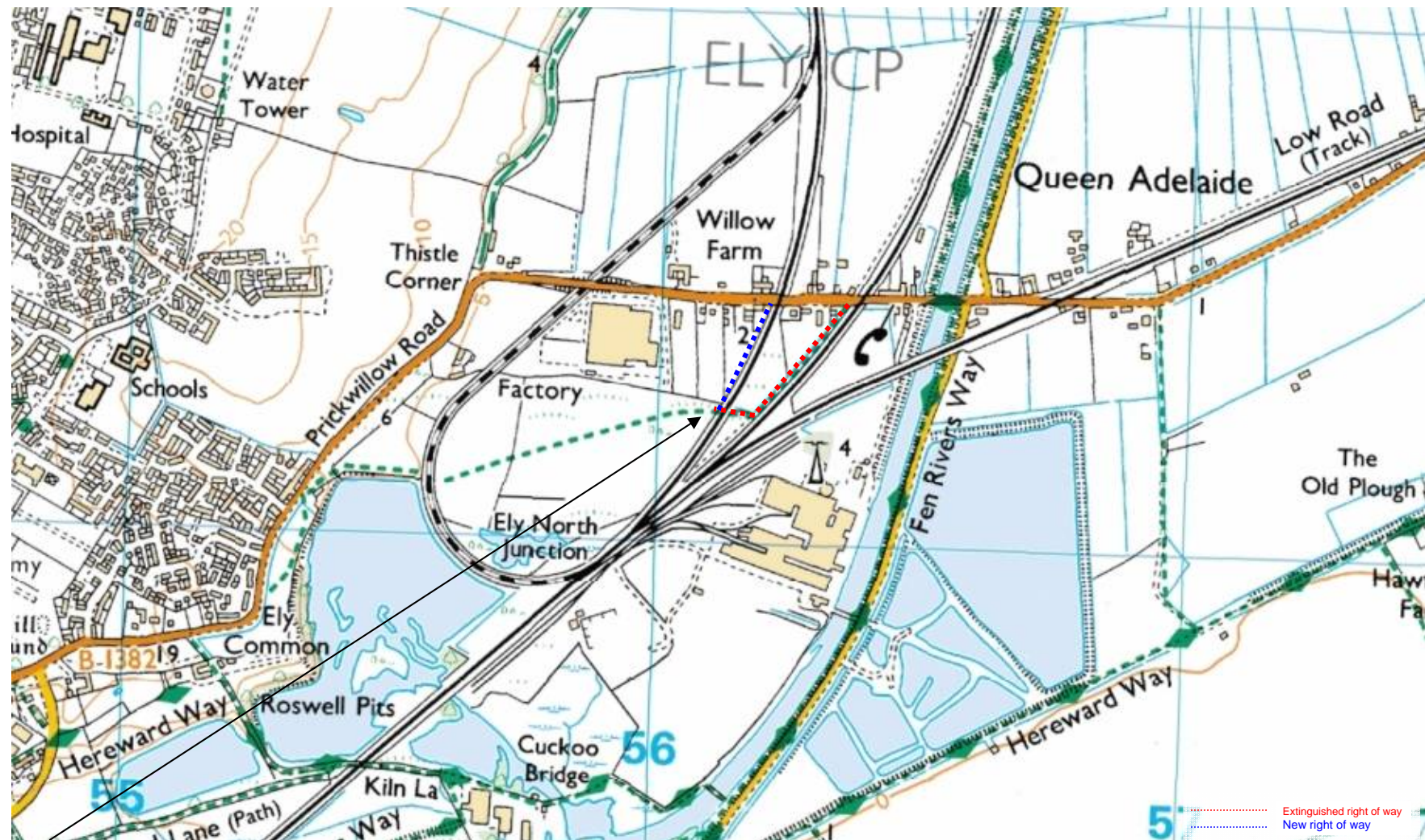
Barrington Road (extinguishment)

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No.37 footpath (diversion to overbridge to the north)

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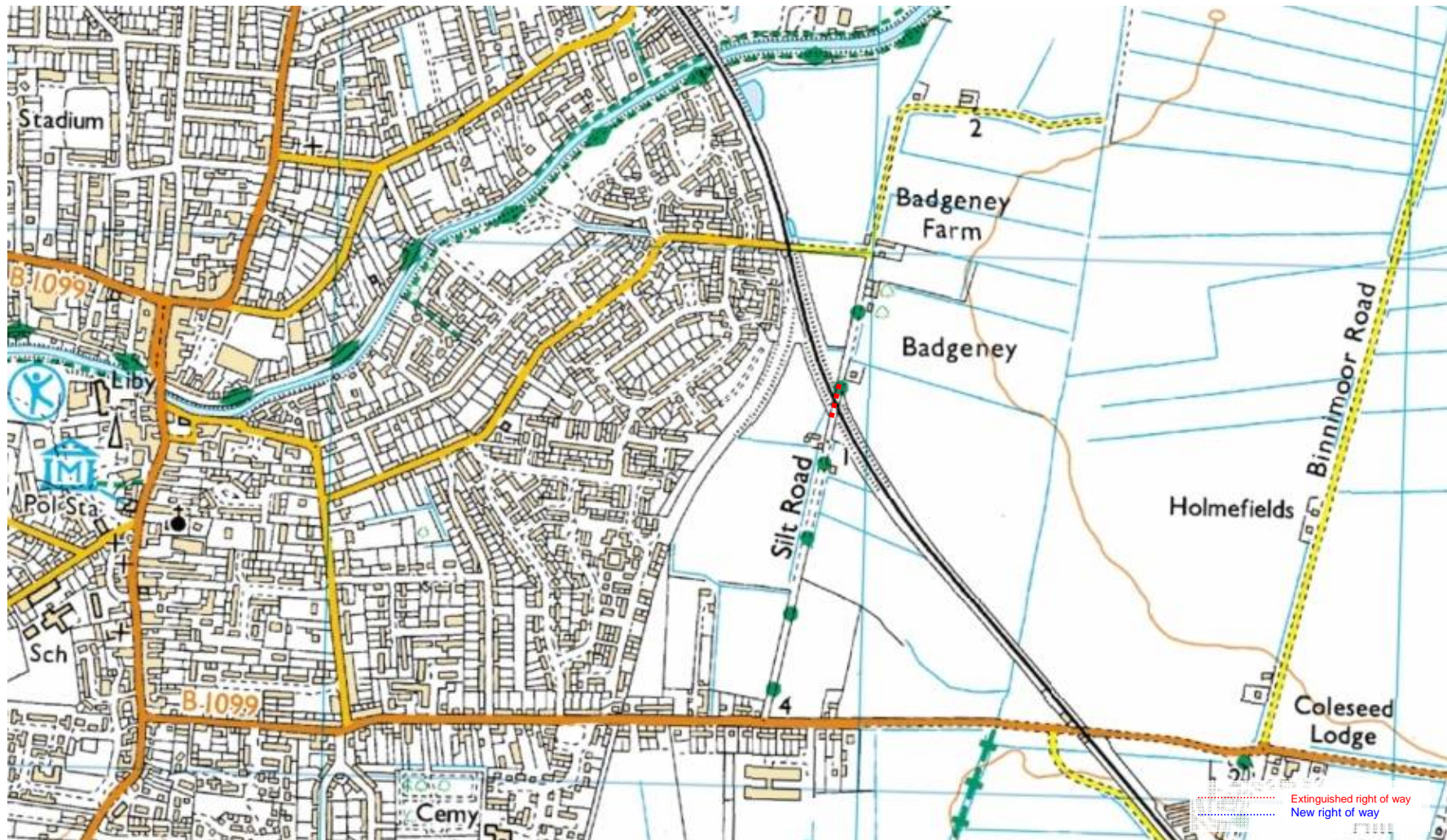
Ely North Jcn FP

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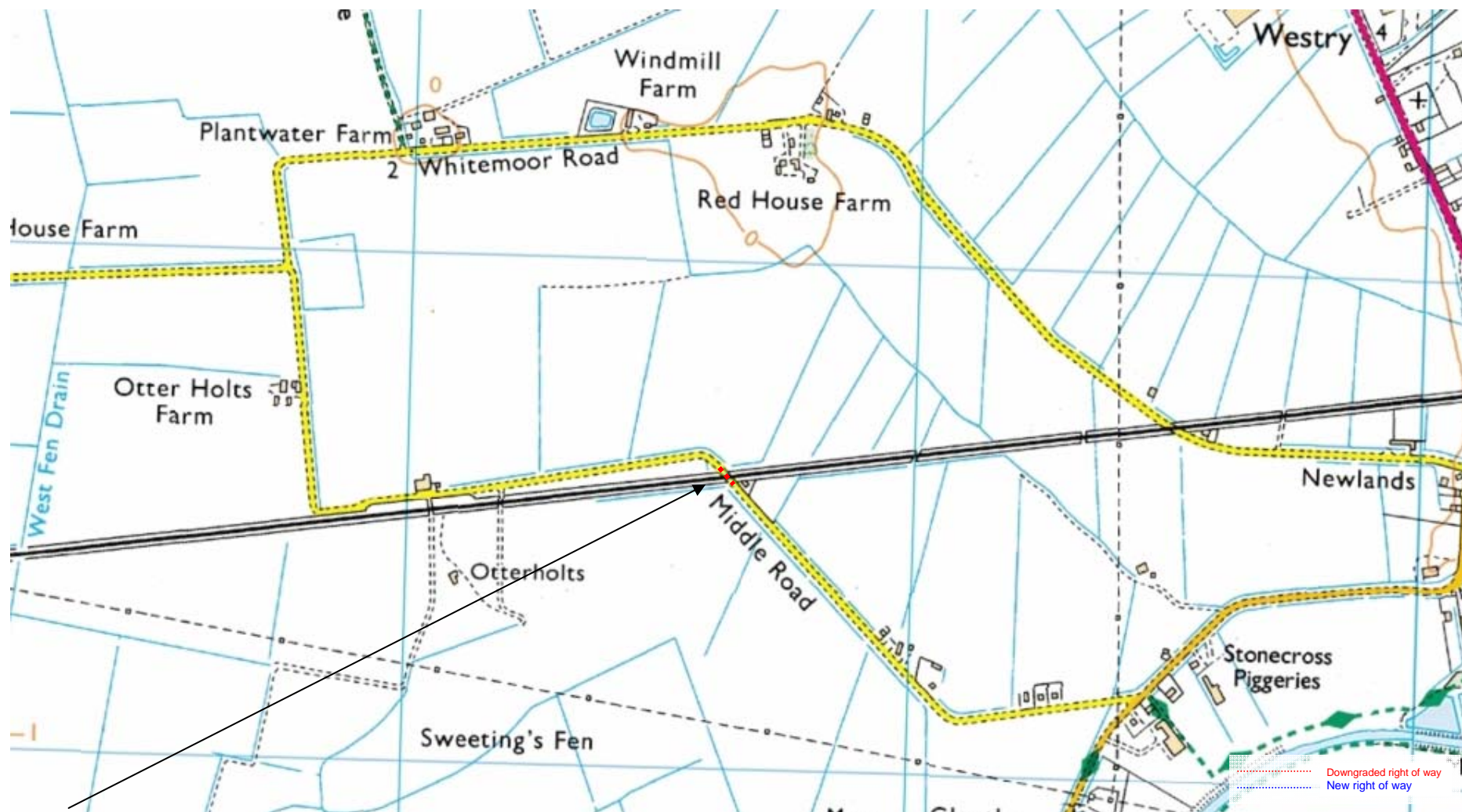
Second Drove

| | | | |
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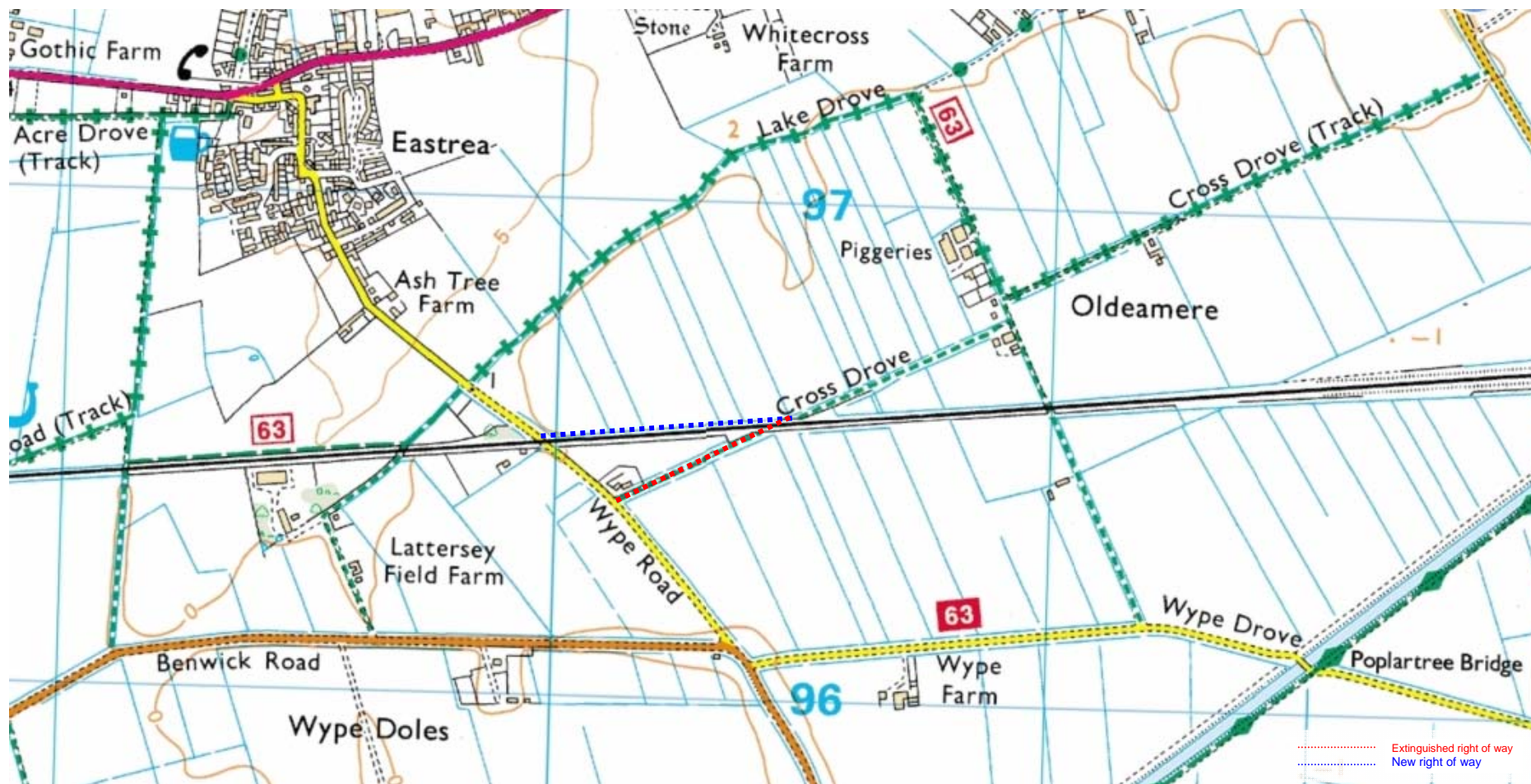
Silt Drove

| | | | |
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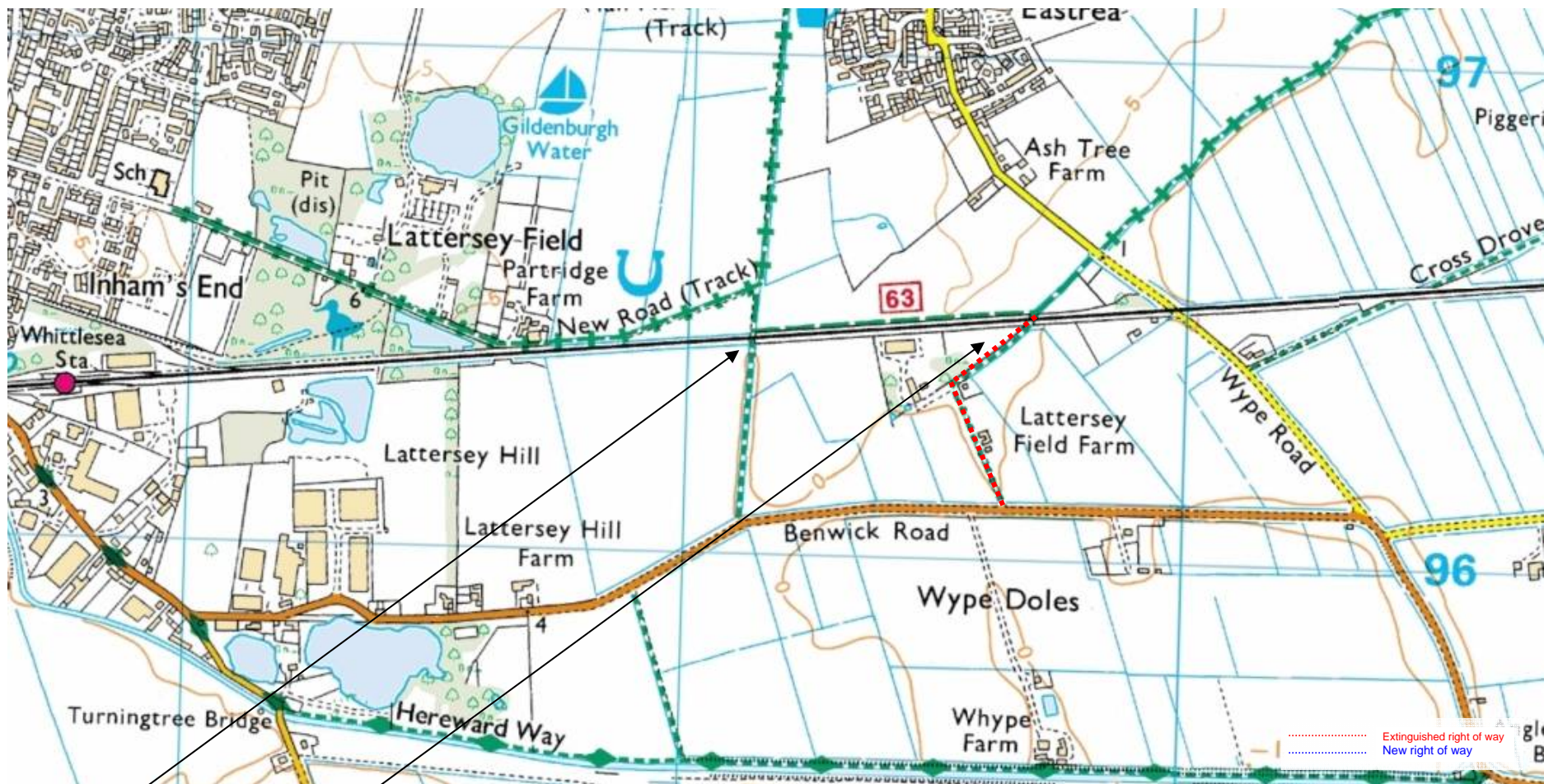
Middle Drove (downgrade to footpath)

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| Document Ref: Camb-P1&2 TWAO | | RRD | |
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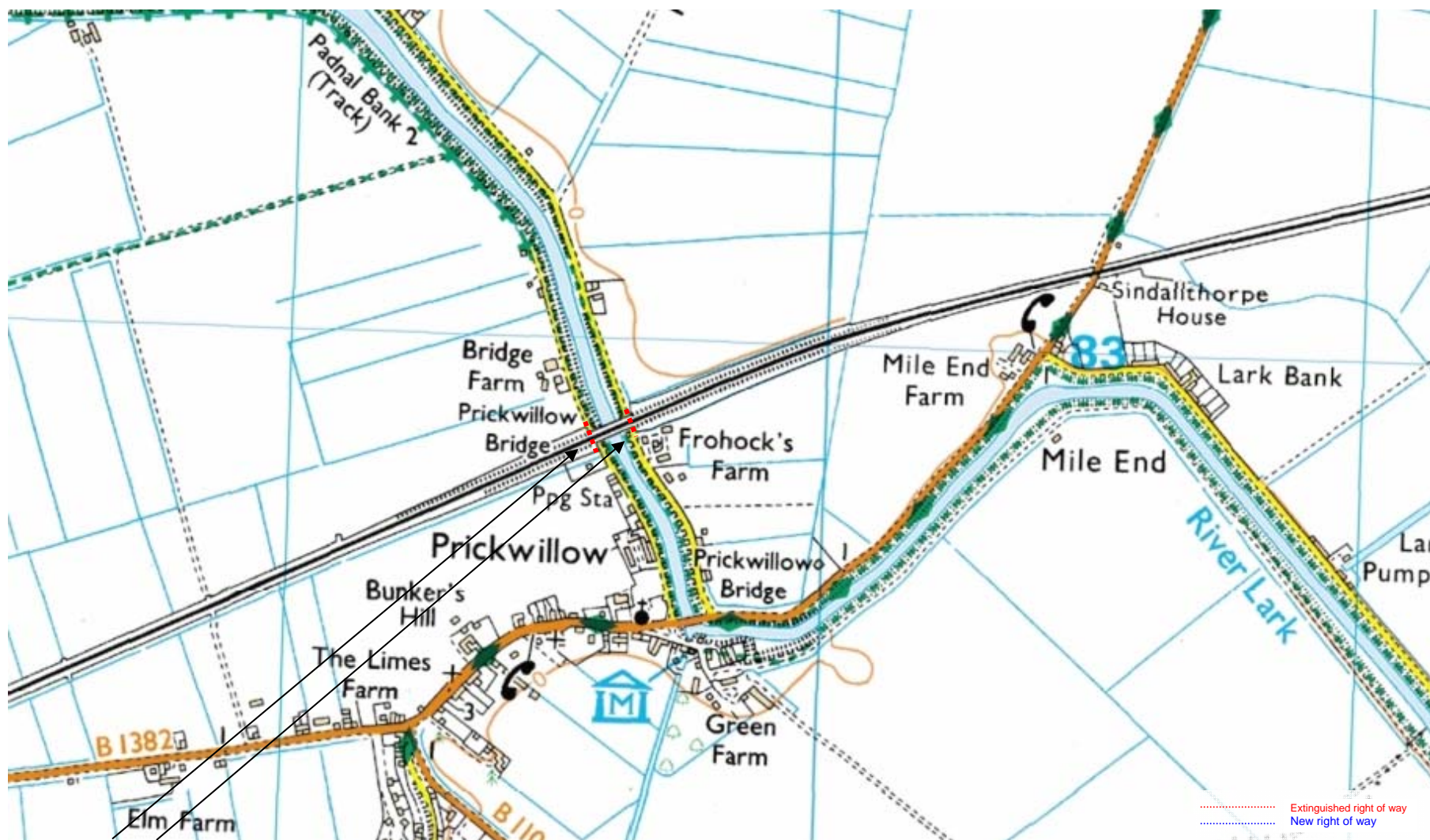
Eastrea Cross Drive (diversion to Eastrea AHB)

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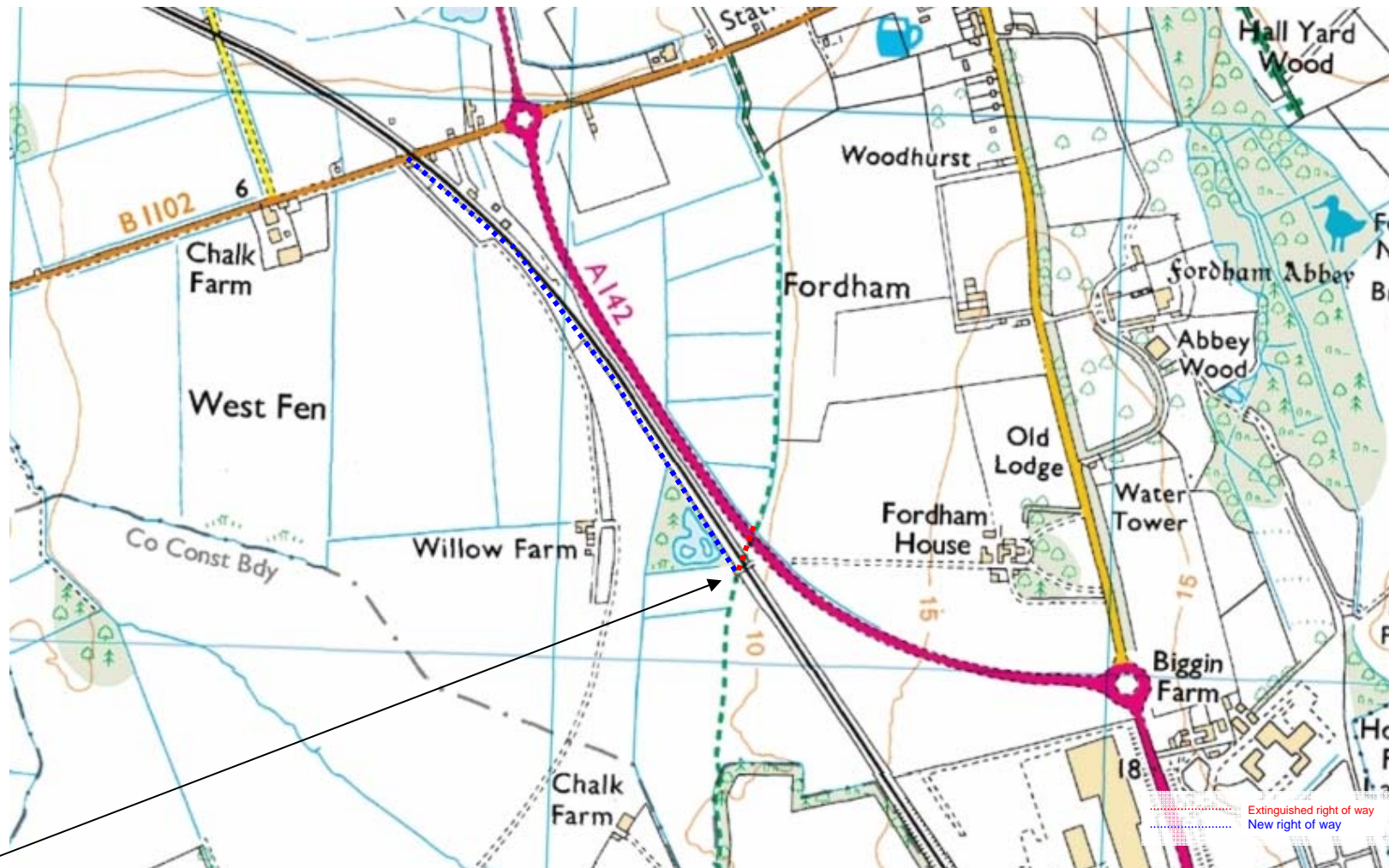
Fen Lots Drove & Brick Yard Drove (extinguishment)

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| Document Ref: Camb-P1&2 TWAO | | RRD | |
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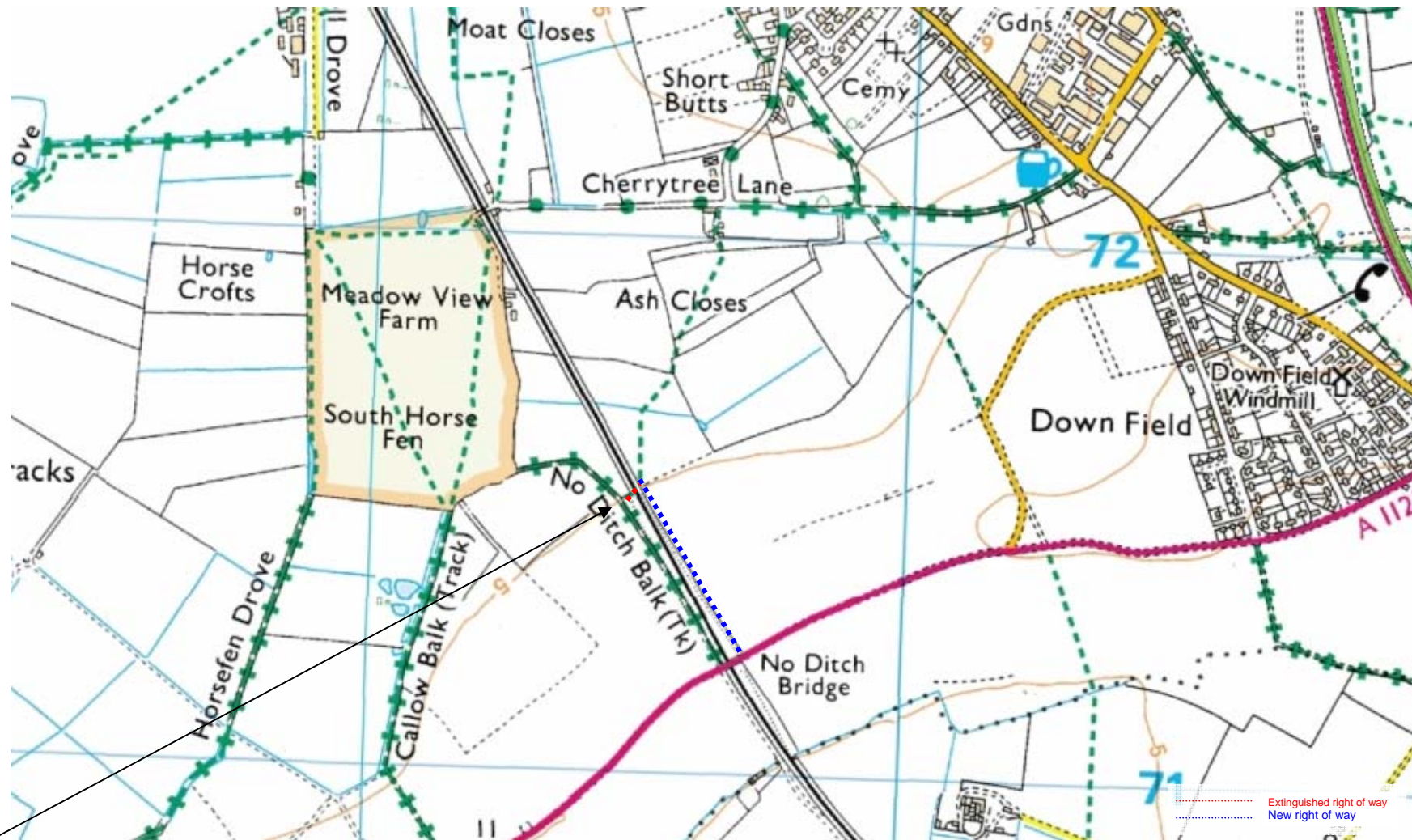
Prickwillow 1 & 2 (diversion to underbridge)

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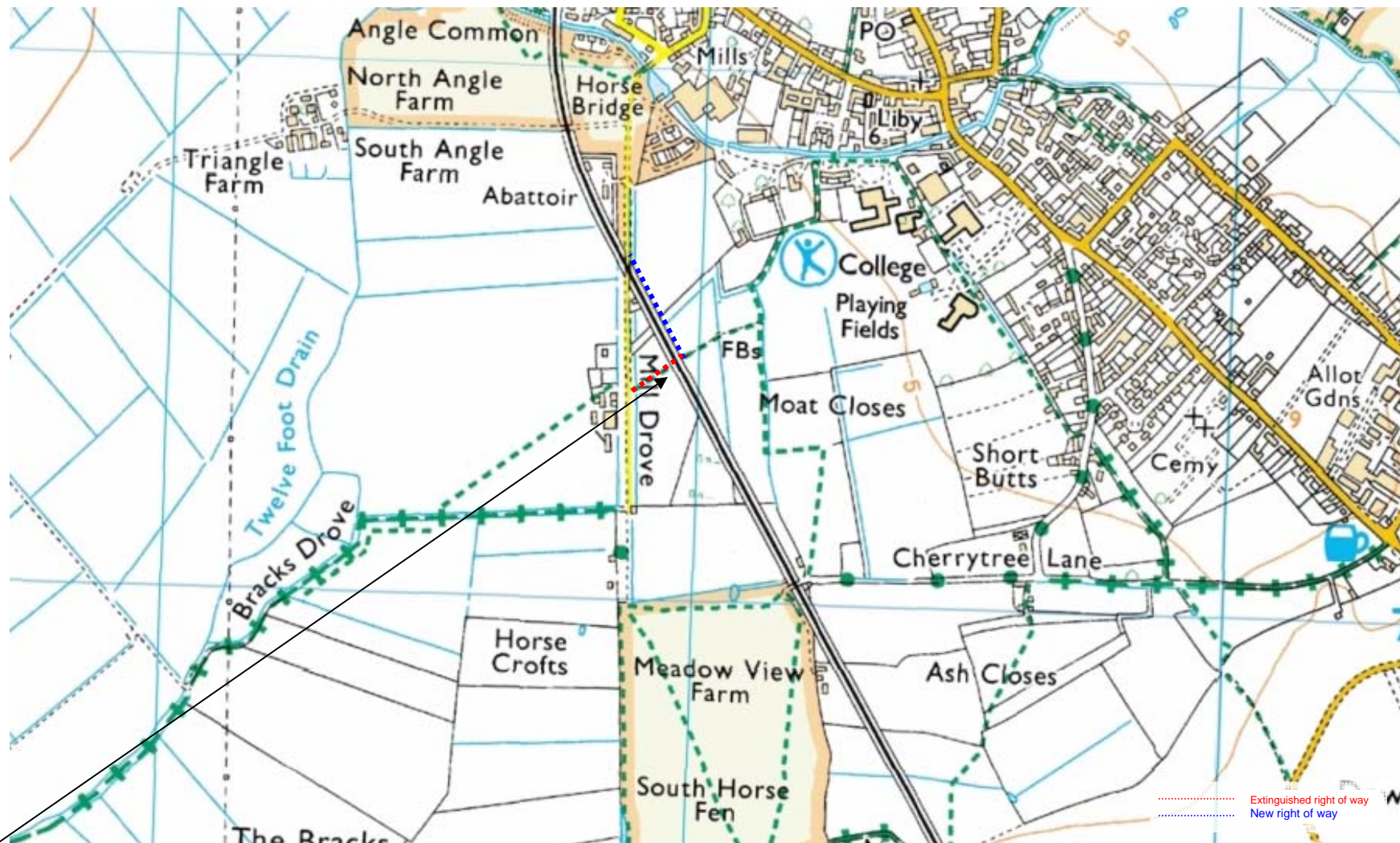
Munceys (diversion along railway)

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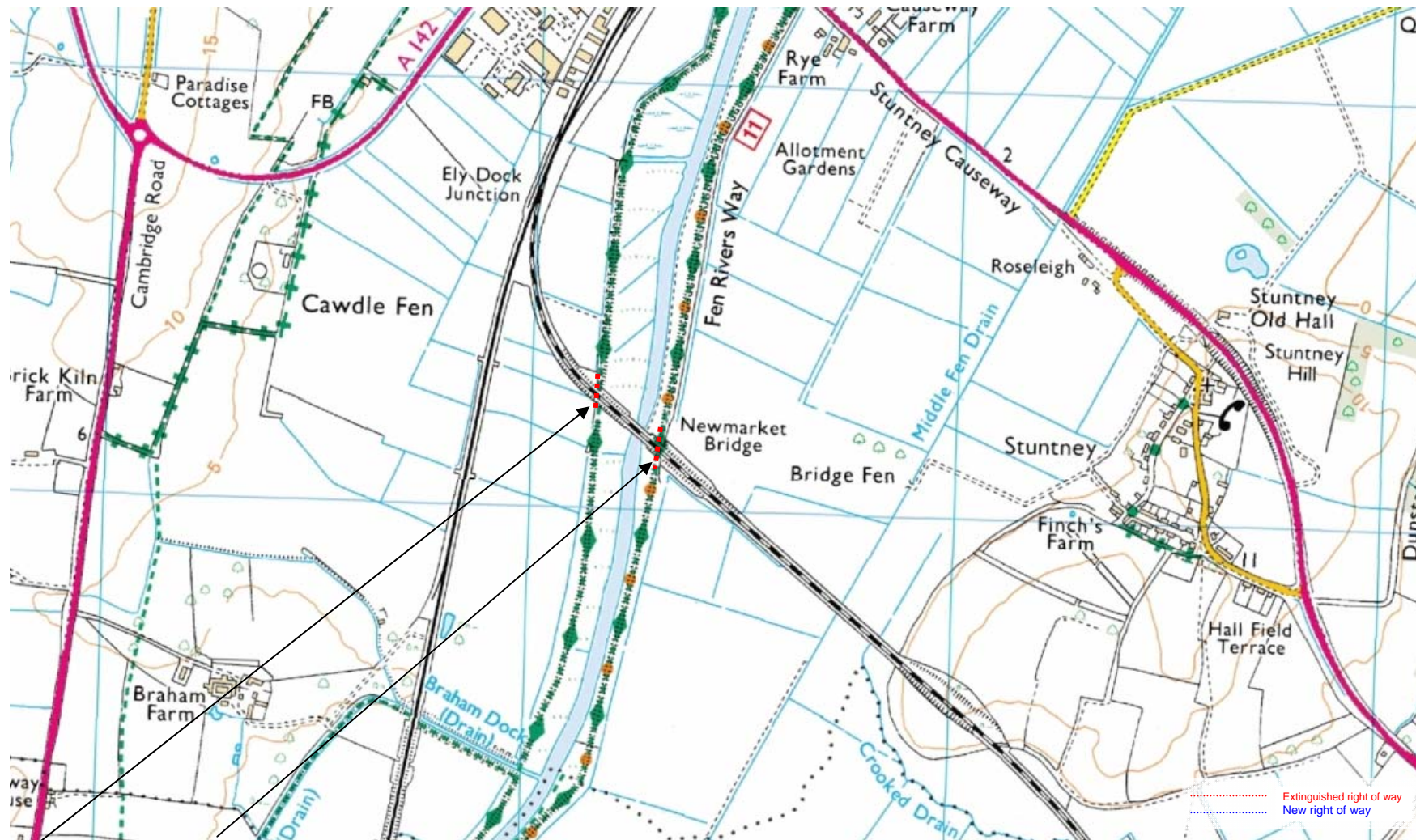
Wicken Road (diversion along railway)

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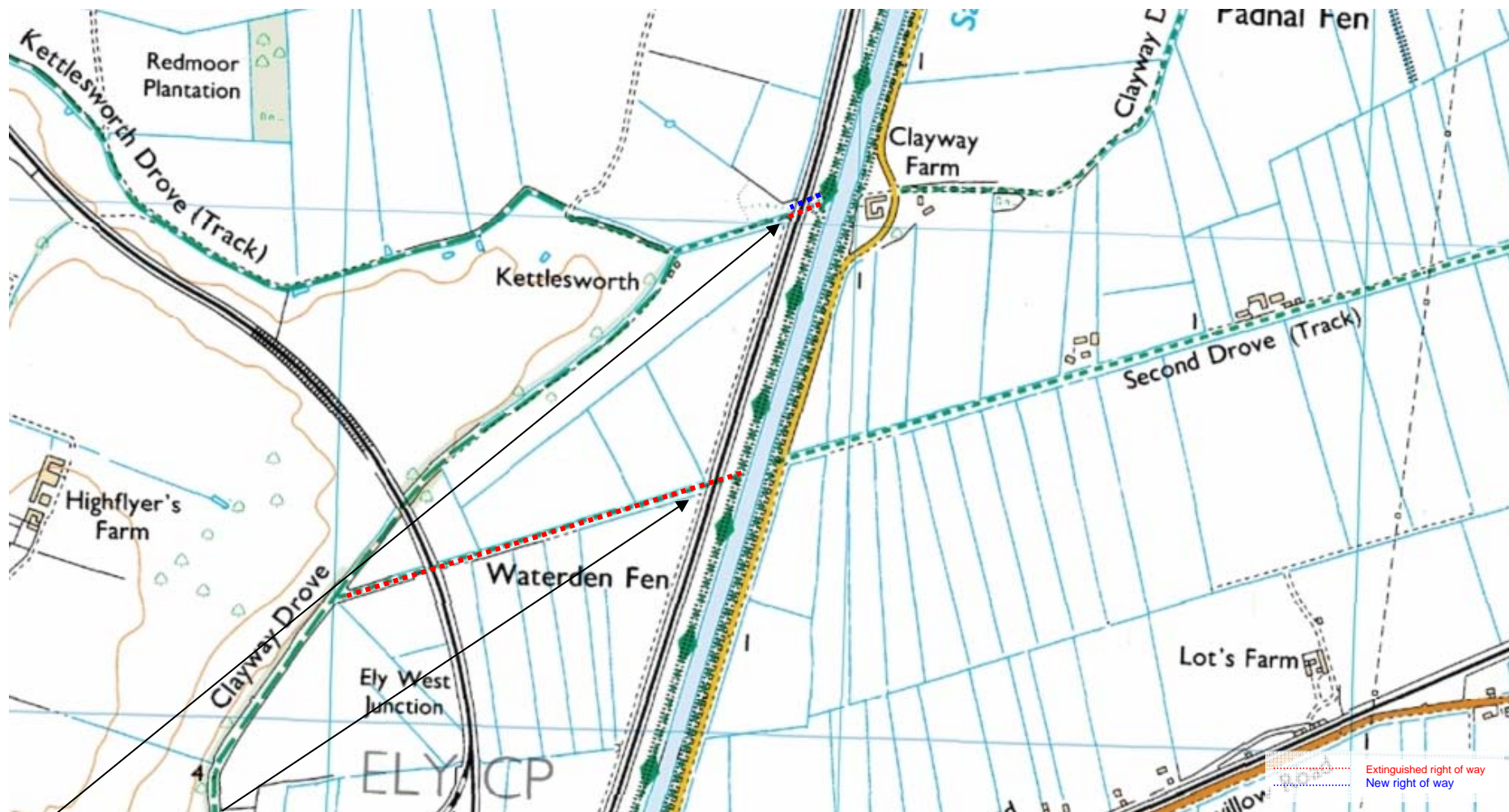
Leonard (diversion along railway to the east)

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Wells Engine & Newmarket Bridge (divert to underbridge)

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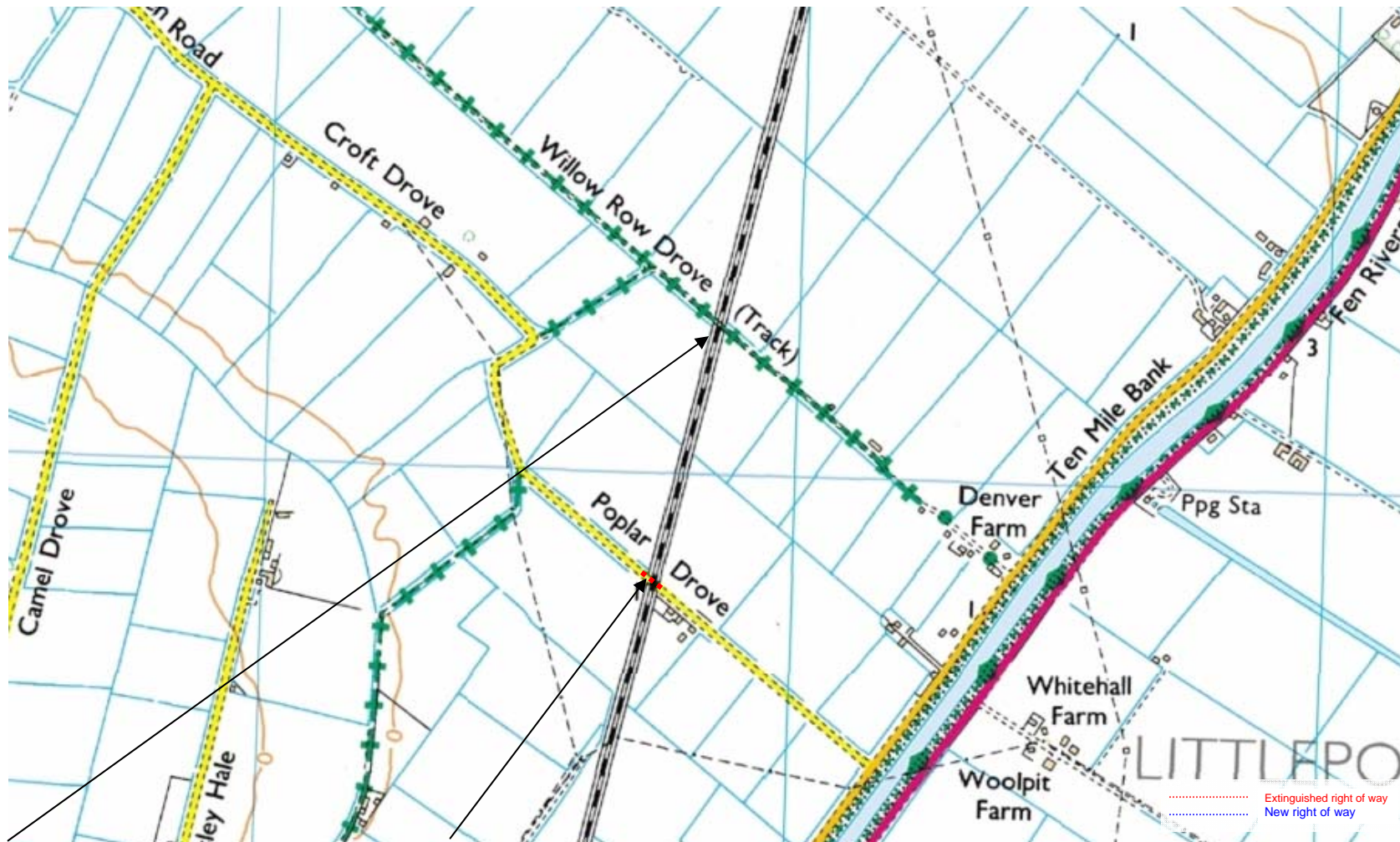
Cross Keys & Adelaide FPS (divert to underbridge at cross keys?)

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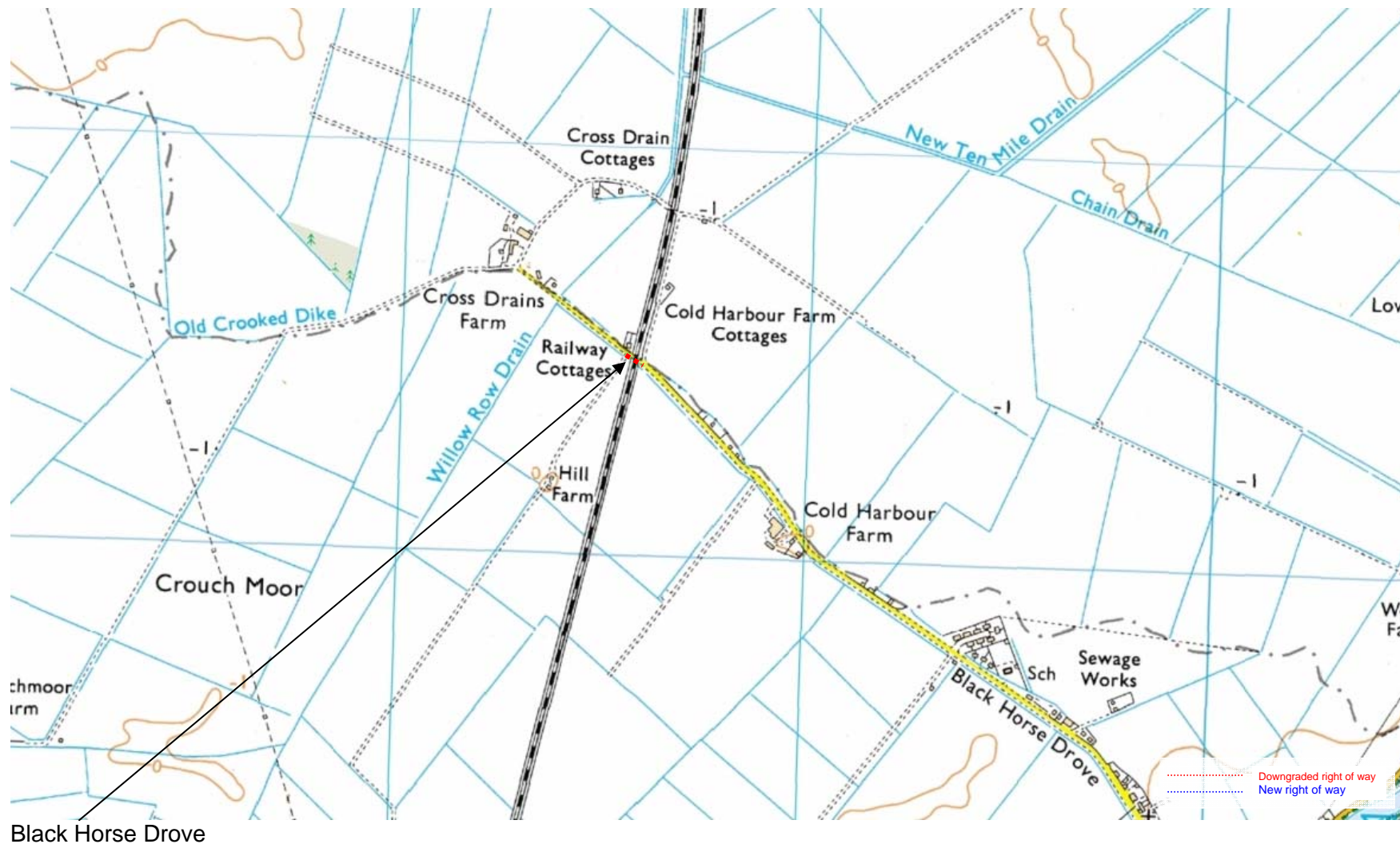
Clayway (Extinguishment across railway)

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Willow Row (downgrade to footpath) & Poplar Drove (extinguishment)

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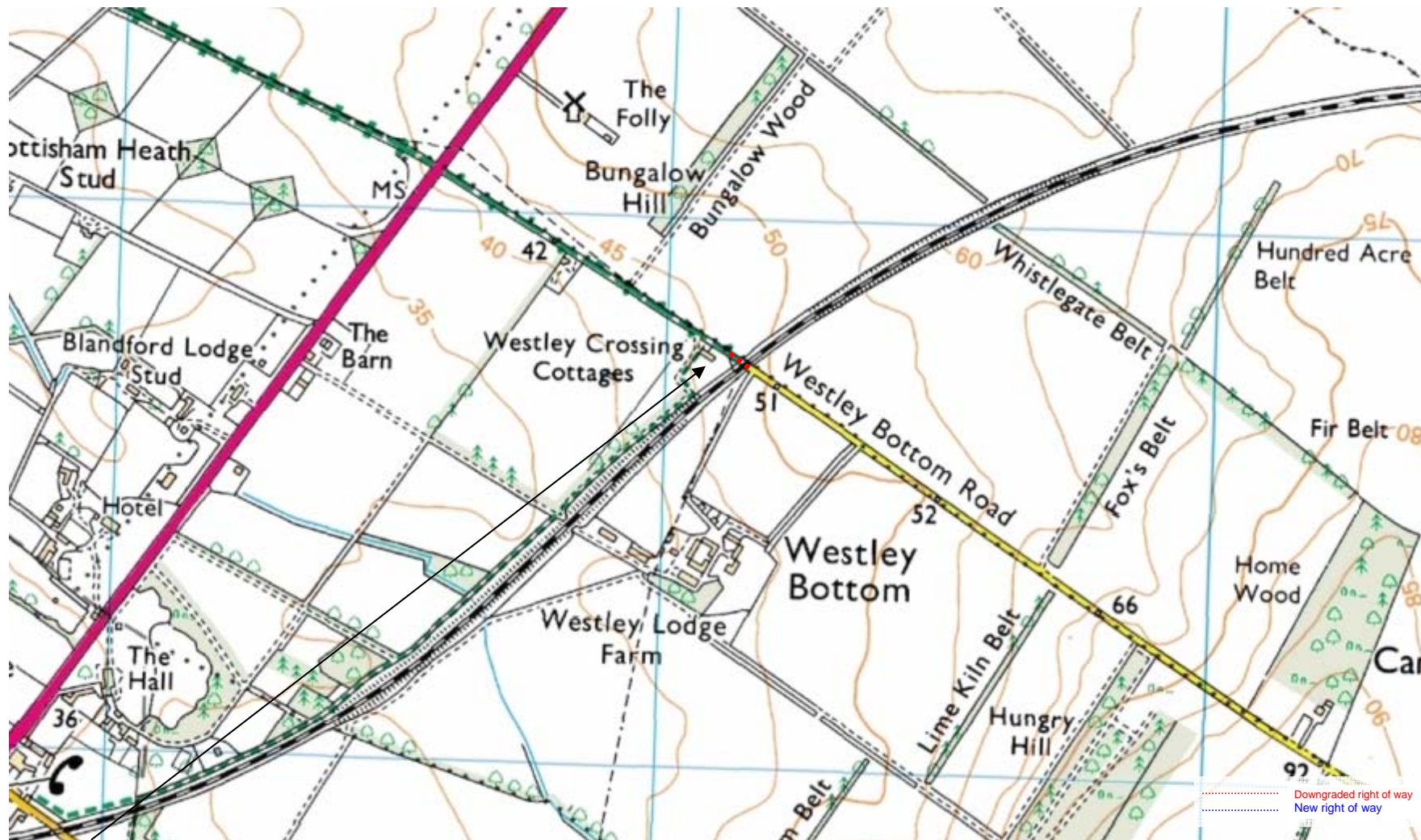


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Cassells (divert to Brinkley Road)

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Westley Road (downgrade to footpath)

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