



Transport & Works Order (TWAO) Anglia Route GRIP 1 Review

County Summary
Cambridgeshire

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Revision B
March 2016

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Contents

1	Introduction	2
1.1	Context.....	2
1.2	The Strategy	2
1.3	The Projects	2
2	Summary of Proposals	4
2.1	Feasibility Studies.....	4
2.2	Summary Table	4
3	Summary of Baseline Information	13
3.1	Review of Baseline Information	13
3.2	PROWS and Planning	13
3.3	Environmental Constraints	13
3.4	Third Party Supplied Information.....	14
4	Summary of Consultation	15
4.1	Strategic Stakeholders	15
4.2	Statutory Stakeholders	15
4.3	Landowners.....	15
4.4	Access and User Groups.....	15
5	Conclusions	17
Appendix A.	Level Crossing Location Plans	19
A.1	Level Crossing Location by Category Plan	19

1 Introduction

1.1 Context

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 consider options to provide alternative means of crossing the railway to help expedite the process. In particular the strategy will help to:

- Improve the safety of level crossings 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 bring about safety benefits, allow Network Rail to more effectively manage their assets, to reduce the ongoing maintenance liability of the railway and enable various separate enhancement schemes.

1.2 The Strategy

The Anglia Level Crossing Reduction Strategy comprises 5 phases; however the Mott MacDonald commission currently only relates to Phases 1 and 2 at the concept (GRIP1) feasibility stage.

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 31/3/19). Network Rail has specified within Route Requirement Documents and correspondence the 221 level crossings which should be considered within the Phase 1 and 2 concept feasibility study.

Phases 3 to 5 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 CP 5 although the implementation is likely to be during Control period 6.

1.3 The Projects

Four separate Projects have been identified within the Strategy as listed below:

1. The county of Norfolk
2. The county of Suffolk
3. The county of Cambridgeshire
4. The county of Essex, the county of Hertfordshire, the unitary authority of Thurrock and the London Borough of Havering.

Each of the four Projects will be the subject of a separate application under the Transport and Works Act 1992 for which Network Rail intends to apply. 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 down grading of roads.

The Norfolk Project Transport and Works Act Order (TWAO) preparation will not be progressed at this time and the number of level crossings within the Suffolk TWAO will be reduced from those assessed within the GRIP1 concept feasibility study. Within each Project where level crossings interact with one another they will be arranged into packages.

An individual level crossing feasibility report (references are contained within Table 1.1) has been prepared for each of the 221 level crossing sites considered within the GRIP1 study. In addition the following reports have been produced:

- Stakeholder Management Plan
- Compensation Code Note
- Diversity Impact Assessment scoping report
- Stage 1 Road Safety Report
- Census (traffic survey) scoping report
- Cost estimate report

This report provides a summary of the salient facts for the Cambridgeshire Project at the GRIP1 concept feasibility stage; other summary reports will be produced for the other three Projects within the Strategy. These will form part of the evidence base for the Strategy as it is progressed through the planning process, with TWAO applications likely to be submitted in early 2017 and public inquiries in late 2017 or early 2018.

2 Summary of Proposals

2.1 Feasibility Studies

Mott MacDonald was instructed to review the GRIP0 proposals provided in Network Rail's Route Requirement Document, reference 148339-Cambridgeshire. As part of these studies, site visits were undertaken at all relevant level crossing sites during August/September 2015 (where physically possible). However Nairns level crossing was not visited on the instruction of Network Rail due to ongoing negotiations with the adjacent landowner.

In January 2016 a further 5 sites (Littleport Station, Braham Farm, Jack O'Tell, Fysons and Ballast Pit) were added to the Cambridgeshire Project remit. All sites were visited in January 2016 except Fysons because it is only accessible via private land and site access permission was not available. A site visit should be undertaken at Fysons and Nairns level crossings at the next GRIP stage.

The Anglia Route GRIP 1 Review considered an "assessed solution" which was agreed with Network Rail following site reconnaissance at the level crossings. The assessed solution was based on the GRIP0 proposal from the Route Requirements Document with some GRIP0 solutions subject to minor tweaks with a smaller number of proposals adopting entirely new solutions.

Mott MacDonald scoped the requirements for a Stage 1 Road Safety Audit (RSA) on the level crossing proposals. The findings of the RSA are provided in Cambridgeshire Stage1 Road Safety Audit, Report Number 354763/RPT221A.

Mott MacDonald undertook a preliminary Diversity Impact Assessment (DIA) which reviewed the likely impact that closure of level crossing would have on their surrounding communities and additionally determined which of the level crossing proposals may require a formal DIA. The findings of the scoping exercise are reported in Diversity Impact Assessment - Scoping Report, Report Number 354763/RPT 225.

Network Rail supplied level crossing usage data which was reviewed, and consideration given to the number and nature of users at each crossing. This review was combined with details of the GRIP 1 proposals along with comments from the relevant local authority in order to make recommendations regarding the nature and quantity of additional data collection required during the next stages of the project. The level crossing proposals were categorised by level of importance (high, medium, low) to indicate whether further surveys are required to support the proposals. These findings are summarised in Table 1.1.

2.2 Summary Table

In order to present a concise summary of the results of the GRIP1 Review a tabulated presentation of the data has been prepared; **Table 1.1** provides a list of all of the level crossings that are located in the County of Cambridgeshire which have been investigated as part of this review. The headings used in the summary table are described below along with a key to their sub-categories.

Crossing name: Network Rail's level crossing name;

PRoW reference: The name of the Public Right of Way (PRoW) taken from the definitive map which was provided by Cambridgeshire County Council. The footpath name is predominately made up of the Parish of which it is located in along with a unique reference number from within the County.

Crossing type: An abbreviation of the level crossing types with a description provided below.

- AHB – Automatic half barrier crossing;
- BW – Bridleway level crossing;
- BWG – Bridleway level crossing with gates;
- CCTV – Barrier crossing with Closed circuit television;
- FP – Footpath level crossing;
- FPG – Footpath level crossing with gates;
- FPK – Footpath level crossing with kissing gates;
- FPO – Footpath level crossing open;
- FPS – Footpath level crossing with stiles;
- FPW – Footpath level crossing with wicket gates;
- FPWM – Footpath level crossing with wicket gates and miniature warning lights;
- FPX – Footpath level crossing that is fenced off;
- MGH – Level crossing manned gated - hand operated;
- MSL – Level crossing with miniature stop lights;
- Sleeping Dog – A crossing where rights to cross the line still exist but are not exercised and there is very little or no trace of a crossing on site. It is not possible for the crossing to be used;
- UWC – User worked crossing;
- UWCM – User worked crossing with miniature warning lights;
- UWCT – User worked crossing with telephone;
- UWG – Public road crossing with user worked gates; and
- WT – Wave Train Fitted.

MM ref: Mott MacDonald's unique reference number for each level crossing;

MM report (RPT): Mott MacDonald's unique feasibility review report reference number for that particular level crossing;

Proposal category: Six categories have been used to describe the level crossing closure proposals, namely:-

- **Category 1:** Closures that involve no material works (i.e. no level crossing apparatus to remove) but require the formalisation of the legal status of the crossing under a TWAO. An example of these include level crossings with access prevented by fencing or barriers where it is not possible to cross the railway using the level crossing; an alternative means of crossing the railway may already have been provided under a separate scheme such as a stepped footbridge constructed immediately next to a level crossing;
- **Category 2:** Closures that are extinguishments of the level crossing rights and do not involve any works outside of Network Rail's land. Involves the removal of the crossing apparatus;
- **Category 3:** Closures where Public Rights of Way (PROWs) are diverted on either private land or within the public highway and that involve no substantive physical works;
- **Category 4:** Closures where (PROWs) are diverted on either private land or within the public highway that involve works such as new steps, new ramps, footway provision etc.;
- **Category 5:** Closures that involve works on private land or within the public highway but do not affect the PROW; and
- **Category 6:** Proposals to downgrade the status of the crossing, for example from a public road to a private user worked crossing and a bridleway.

RSA (y/n): This column states (yes or no) whether a Stage 1 Road Safety Audit has been undertaken on the level crossing closure proposals;

RSA Issues (y/n): This column states (yes or no) whether any road safety problems were identified in the Stage 1 Road Safety Audit (if applicable);

Landowner consultation: This column states (yes or no) whether any consultation was undertaken with affected landowners;

Cost: A capital cost estimate at 3rd Quarter 2015 costs for the proposed level crossing closure works;

Council position: A short statement on Cambridgeshire County Council position on the level crossing proposals following a series of meetings;

Delivery risk: A high level judgement on the deliverability of the proposal, acknowledging any associated risks such as environmental, constructability and constraints;

Comment: A brief comment on any risks associated with the proposal;

Additional census priority: A high level indication of whether a level crossing usage census (or other) is prioritised to support the proposals, categorised by level of importance (high, medium, low). The rationale behind these priorities is outlined in the report 354763/RPT239;

DIA Scoping Rating: The findings of a Diversity Impact Assessment (DIA) scoping exercise which grouped the closure proposals into three categories, namely:-

- **Red:** Further, detailed assessment required to proceed. Consider a full DIA evidence gathering process to support completion of the Network Rail pro forma;
- **Amber:** Site can be closed as soon as infrastructure interventions have taken place. Complete Network Rail DIA pro forma based on available evidence; and
- **Green:** Site can be closed immediately with minimal impact and intervention. Review, sign-off and no further DIA work required at this stage.

Alternative for Study: This column states (yes or no) as to whether any other alternative options were identified in addition to the assessed option. Alternative options that may have arisen during the review stage by the design team or have been requested by Cambridgeshire County Council;

NR Progressed at GRIP2 (y/n): A statement (yes or no) whether Network Rail has instructed the level crossing closure proposal to proceed to GRIP Stage 2.

Table 1.1 County Summary Cambridgeshire

EXISTING CROSSING DESCRIPTION					ASSESSED SOLUTION							NEXT STAGE				
Crossing Name	PRoW Ref	Crossing Type	MM Ref	MM Report (RPT)	Proposal Category	RSA (Yes/ No)	RSA Issues (Yes/ No)	Landowner consultation (Yes/ No)		Council Position	Delivery Risk	Comment	Additional Census Priority	DIA Scoping rating	Alternative for Study (Yes/ No)	NR Progressed at GRIP2 (Yes/ No)
Chittering	Waterbeach FP18	FPS	C01	114	4	No	n/a	Yes		No objection at this stage on the proviso that a footpath link is provided between Chittering level crossing and Jack O'Tell level crossing to enhance the PRoW network in the area in lieu of the level crossing at Chittering. Subject to public consultation.	Low		Medium	Green	Yes	Yes
Nairns No. 117	Private vehicular track	UWCT	C02	115	2	No	n/a	No		N/A	Low		Medium	Green	No	Yes
West River Bridge	Little Thetford FP7 not across railway	FPS	C03	116	4	No	n/a	No		No objection at this stage	Low		Low	Green	No	Yes
No Name No 20	Meldreth FP10	FPS	C04	117	4	Yes	No	No		CCC objected to the use of the footway on Station Road due to its narrow width which would not allow users to pass side-by-side without stepping into the carriageway particularly for wheelchair users.	Medium	Censuses to be undertaken to determine use of PRoW and footway on Station Road. Review accessibility.	High	Green	No	Yes
Flambards	Meldreth FP6	FPS	C05	118	n/a	No	n/a	No		CCC welcomed the removal of this scheme following CCC objection at the previous workshop and comments received from the local councillor.	n/a		Medium	Green	Yes	No
Barrington Road	Barrington Road	FPW	C06	119	4	Yes	No	No		Current gate obstructs use by equestrians, and CCC has had reports of gate being locked preventing use. CCC requested that the proposed diversion route be done at Bridleway status so it is equivalent to the existing route. Current cycle scheme proposals would make use of Barrington Road level crossing, NR not consulted upon	Medium	Level crossing locking gates have shown poor reliability in recent years, leading to frequent temporary closures. The gateposts at the crossing (which restrict height) are form part of the locking mechanism.	High	Amber	No	Yes

EXISTING CROSSING DESCRIPTION					ASSESSED SOLUTION						NEXT STAGE					
Crossing Name	PRoW Ref	Crossing Type	MM Ref	MM Report (RPT)	Proposal Category	RSA (Yes/ No)	RSA Issues (Yes/ No)	Landowner consultation (Yes/ No)		Council Position	Delivery Risk	Comment	Additional Census Priority	DIA Scoping rating	Alternative for Study (Yes/ No)	NR Progressed at GRIP2 (Yes/ No)
										proposals as a statutory stakeholder. Cycleway proposal would intensify usage of level crossing.						
No Name No. 37	Harston FP4	FPW	C07	120	4	Yes	Yes	No		No objection in principle on the proviso that Public Footpath Harston 4 is upgraded to a Bridleway to enhance the PRoW network in the area to mitigate the extinguishment of the level crossing. Concerned about additional maintenance liability if 'diverted' to road verge. Design standards would have to be met.	Low		Medium	Green	Yes	Yes
Ely North Junction	Ely FP11	FPS	C08	121	4	No	n/a	No		CCC to hold an internal meeting regarding this proposal and adjacent proposals to the north and to provide feedback to NR. (See also C09 Second Drove, C23 Adelaide, C24 Cross Keys)	Low		Low	Green	No	Yes
Second Drove	Ely FP49	FPS	C09	122	3	No	n/a	No		CCC to hold an internal meeting regarding this proposal and adjacent proposals to the north and to provide feedback to NR. (See also C09 Second Drove, C23 Adelaide, C24 Cross Keys)	Low		Medium	Green	No	Yes
Coffue Drove	Downham BWY 44	UWCT	C10	123	4	No	n/a	No		No objection in principle on the proviso that further consultation is undertaken with Byway users. CCC noted the height of the underpass is less than 2.4m - 2m too low for riders and cyclists; solutions required. BR would be minimum; would prefer Restricted Byway to maintain connectivity for extensive BOAT network in the area.	Low	The height restriction is over a short distance and it is proposed to sign the hazard. Affected landowners to be consulted at the next GRIP stage on what vehicles they use.	Medium	Green	No	Yes
Furlong Drove	Downham BWY 33	FPG	C11	124	3	Yes	No	No		No objection in principle on the proviso that further consultation is undertaken with Byway users. BR would be minimum; would prefer Restricted Byway to maintain connectivity for extensive BOAT	Low		Medium	Green	No	Yes

EXISTING CROSSING DESCRIPTION					ASSESSED SOLUTION						NEXT STAGE					
Crossing Name	PRoW Ref	Crossing Type	MM Ref	MM Report (RPT)	Proposal Category	RSA (Yes/ No)	RSA Issues (Yes/ No)	Landowner consultation (Yes/ No)		Council Position	Delivery Risk	Comment	Additional Census Priority	DIA Scoping rating	Alternative for Study (Yes/ No)	NR Progressed at GRIP2 (Yes/ No)
										network in the area.						
Silt Drove	Silt Road (BWY)	UWCT	C12	125	6	No	n/a	No		CCC welcomed NR agreeing to retain this route as BR. BR would be minimum; would prefer Restricted Byway to maintain connectivity for extensive BOAT network in the area.	Low		Medium	Green	Yes	Yes
Middle Drove	Middle Road (BWY)	UWCM	C13	126	6	No	n/a	No		CCC welcomed NR agreeing to retain this route as BR. BR would be minimum; would prefer Restricted Byway to maintain connectivity for extensive BOAT network in the area.	Low		Medium	Green	Yes	Yes
Eastrea Cross Drove	Whittlesey FP50	FPS	C14	127	4	Yes	No	No		No objection at this stage	Low		Medium	Green	No	Yes
Brickyard Drove	Whittlesey FP48	FPS	C15	128	2	Yes	No	No		CCC stated that farmer had discussed concerns about security due to usage, and had had maintenance report requests, which suggested that people do use the route. Concerned that diversion could be deemed 'not convenient' due to being 3 sides of rectangle. Public consultation required.	Low	Level crossing census to be undertaken to understand usage.	High	Green	No	Yes
Prickwillow 1	Ely FP17	FPS	C16	129	4	No	n/a	No		No objection at this stage. CCC Queried the absence of ramps, however the existing footpath route is not step free and it is proposed to provide a like-for-like provision.	Low		Medium	Green	No	Yes
Prickwillow 2	Ely FP57	FPS	C17	130	4	No	n/a	No		No objection at this stage. CCC Queried the absence of ramps to enable access for maintenance vehicles.	Low		Medium	Green	No	Yes
Munceys	Fordham FP19	FPS	C18	131	4	Yes	Yes	No		CCC object to the proposals on the diversion length and not situated on the desire line. CCC queried whether a bridge could be provided at this location.	Low	Potential alternative diversion routes on the west side of the railway that makes use of existing private tracks.	High	Green	Yes	Yes

EXISTING CROSSING DESCRIPTION					ASSESSED SOLUTION								NEXT STAGE			
Crossing Name	PRow Ref	Crossing Type	MM Ref	MM Report (RPT)	Proposal Category	RSA (Yes/ No)	RSA Issues (Yes/ No)	Landowner consultation (Yes/ No)		Council Position	Delivery Risk	Comment	Additional Census Priority	DIA Scoping rating	Alternative for Study (Yes/ No)	NR Progressed at GRIP2 (Yes/ No)
Wicken Road	Soham FP106	FPW	C19	132	4	Yes	Yes	No		CCC agreed that it was unsafe to cross users across the bridge on London Road as confirmed by RSA. Subject to consultation. CCC agreed to alternative circular route.	Medium	Alternative circular route proposed in lieu of a railway crossing.	High	Green	Yes	Yes
Leonards	Soham FP101	FPK	C20	133	4	Yes	No	Yes		No objection at this stage but would want to see the outcome from public consultation.	Low	Adjacent culvert structure considered as an alternative but discounted due to buildability issues.	Low	Green	No	Yes
Newmarket Bridge	Ely FP24	UWC + FPW	C21	134	2	No	n/a	No		No objection at this stage. CCC requested access for maintenance vehicles to be provided.	Low		Low	Green	No	Yes
Wells Engine	Ely FP23	UWC+FPW	C22	135	4	No	n/a	No		No objection at this stage. CCC requested access for maintenance vehicles to be provided.	Low		Medium	Green	No	Yes
Adelaide	Ely FP49	FPS	C23	136	4	No	n/a	No		No objection in principle, all options considered together Adelaide, Cross Keys and Second Drove. CCC welcomed that proposal includes circular route now as benefit. (See also C09 Second Drove, C23 Adelaide, C24 Cross Keys)	Low		Low	Green	No	Yes
Cross Keys	Ely FP50	FPS	C24	137	4	No	n/a	No			Low		Medium	Green	No	Yes
Clayway	Littleport FP11	FPS	C25	138	4	Yes	Yes	No		No objections but stated that a previous closure scheme had failed at a PI as road crossing considered more dangerous.	Medium	Review of previously failed scheme.	High	Green	No	Yes
Poplar Drove	Poplar Drove (Public Highway)	UWCT	C26	139	6	No	n/a	Yes		CCC has confirmed that public highway rights do exist here (unclassified road). Extinguishment with Willow Row Drove would result in loss of one of the few safe off-road circular routes in area away from A10 for pedestrians, equestrians and horse and carriage drivers. This would be against CCC's adopted ROW Improvement Plan policy. Therefore	Low		High	Green	No	Yes

EXISTING CROSSING DESCRIPTION					ASSESSED SOLUTION					NEXT STAGE						
Crossing Name	PRoW Ref	Crossing Type	MM Ref	MM Report (RPT)	Proposal Category	RSA (Yes/ No)	RSA Issues (Yes/ No)	Landowner consultation (Yes/ No)		Council Position	Delivery Risk	Comment	Additional Census Priority	DIA Scoping rating	Alternative for Study (Yes/ No)	NR Progressed at GRIP2 (Yes/ No)
										request maintain BR rights as a minimum; would prefer Restricted Byway to maintain connectivity for BOAT/UCR network.						
Willow Row Drove	Littleport BWY30	UWC	C27	140	6	No	n/a	No		CCC requested that the byway be downgraded to a bridleway as a minimum; would prefer Restricted Byway to maintain connectivity for BOAT/UCR network in the area. Extinguishment with Willow Row Drove would result in loss of one of the few safe off-road circular routes in the area away from A10 for pedestrians, equestrians and horse and carriage drivers. This would be against CCC's adopted ROW Improvement Plan policy.	Low		High	Green	Yes	Yes
Black Horse Drove	Black Horse Drove (Public Highway)	UWCM	C28	141	6	No	n/a	No		No objection at this stage on the proviso that no rights provide links to further afield	Low		Medium	Amber	No	Yes
Cassells	FP No 1 Little Wilbraham	FPG	C29	142	4	Yes	Yes	No		Objected to pedestrian route on-road (Westley Bottom Road) but welcomed the provision of a footway on one side of the carriageway to overcome this issue.	Low	In response to the RSA it is proposed to provide a footway on one side of Brinkley Road to overcome the problem identified.	Medium	Green	Yes	Yes
Westley Road	Westley Waterless BWY1	UWCT+MSL+FP W	C30	143	6	No	n/a	No		CCC requested that this level crossing to be retained as a bridleway as a minimum; would prefer Restricted Byway to maintain connectivity for extensive BOAT/bridleway network in the area.If stopping up the highway, CCC would request turning heads to be provided.	Low		Medium	Green	Yes	Yes
Littleport Station	Littleport Station Platform	PPC	C31	228	4	No	n/a	No		CCC has not been consulted on this proposal.	High		Medium	Red	No	Yes

EXISTING CROSSING DESCRIPTION					ASSESSED SOLUTION							NEXT STAGE				
Crossing Name	PRoW Ref	Crossing Type	MM Ref	MM Report (RPT)	Proposal Category	RSA (Yes/ No)	RSA Issues (Yes/ No)	Landowner consultation (Yes/ No)		Council Position	Delivery Risk	Comment	Additional Census Priority	DIA Scoping rating	Alternative for Study (Yes/ No)	NR Progressed at GRIP2 (Yes/ No)
Braham Farm	Ely FP42	FPS	C32	229	4	No	n/a	No		CCC has not been consulted on this proposal.	High	Diversion makes use of narrow culvert which requires further investigation on its suitability for use as a footpath.	Medium	Green	No	Yes
Jack O'Tell	Waterbeach FP16	UWC + FP	C33	230	5	No	n/a	No		CCC has not been consulted on this proposal.	Medium	Landowner has declined to accept private agreement to close the level crossing with Network Rail.	Medium	Green	No	Yes
Fysons	Private track	UWC	C34	231	5	No	n/a	No		CCC has not been consulted on this proposal.	Low		Medium	Green	No	Yes
Ballast Pit	Private track	UWC	C35	232	6	No	n/a	No		CCC has not been consulted on this proposal.	Medium	Usage and rights of the crossing to be determined. Adjacent pond accessed via LX.	Medium	Green	No	Yes
Totals					C1: 0 C2: 3 C3: 2 C4: 20 C5: 2 C6: 6 n/a: 1	Yes: 11 No: 24	Yes: 5 No: 6 n/a: 24	Yes: 3 No: 32			High: 2 Medium: 6 Low: 26 n/a: 1		High: 8 Medium: 22 Low: 5	Red: 1 Amber: 2 Green: 32	Yes: 10 No: 25	Yes: 34 No: 1

3 Summary of Baseline Information

3.1 Review of Baseline Information

The following sources of information have been used to inform the level crossing closure feasibility studies.

3.1.1 Bridge and Structure Examination Reports

Where a proposal made use of a Network Rail structure such as an under/over bridge or watercourse culvert, Network Rail supplied the relevant Bridge and Structure Examination Report. It should be noted that some of the structures were not visited on site because it was not physically possible due to fencing, overgrown landscaping or the site was located on private land. Structures that were not observed will need further investigation at the next GRIP stage. No structural inspections were undertaken as part of this study.

3.1.2 Level Crossing Information

Initially Mott MacDonald used level crossing information from Network Rail's Transparency web page (<http://www.networkrail.co.uk/transparency/level-crossings/>) with supplementary information provided by Network Rail at later date. This included the following items:-

- Level crossing ALCRM scores;
- Use and mis-use data (train types, line speed, number of trains, census results, mis-use, near misses and accidents);

3.1.3 Network Rail's Route View Web Page

Mott MacDonald were given access to Network Rail's Route View web page which provides low altitude aerial photography and was used to view level crossing sites with some photography utilised in the review reports.

3.2 PROWS and Planning

Cambridgeshire County Council provided a digitised copy of their definitive PROW map, which has been used to create our proposal plans.

During meetings with Cambridgeshire County Council, the project team were informed of current planning applications that are located within the vicinity of the level crossings.

3.3 Environmental Constraints

Mott MacDonald has undertaken a high level environmental desk based study to identify environmental constraints within a 2km radius of the level crossing (the "study area"). Environmental constraints mapping was produced to aid site reconnaissance of the closure proposals and for future consideration at the next GRIP stages. The mapping contained the following data:-

- Bluesky World
 - National Tree Mapping;
- Information from the Environment Agency/Natural England:-
 - Flood Zone 1 to 3 mapping;

- Watercourses;
- Historic and active landfill sites;
- Agricultural land quality;
- Statutory Designated Sites e.g. SSSIs
- English Heritage:
 - Listed buildings and structures;
 - Schedule of ancient monuments;
 - Battlefields; and
 - Registered Parks and Gardens.

Once the closure proposals become more defined at the next GRIP stage Phase 1 habitat surveys will be undertaken.

3.4 Third Party Supplied Information

Mapping and data used to produce our level crossing closure proposal drawings was sourced from the following providers:-

- Ordnance Survey (OS) Mapping data. Through Network Rail's agreement with OS, Mott MacDonald were able to use the following mapping types for reporting purposes:-
 - OS Mastermap Topographic (1:1250 mapping);
 - OS Terrain 5 (5m spacing height data);
 - OS Master Aerial layer; and
 - OS Street View.
- Land registry:-
 - PolygonPlus;
 - Land title registers; and
 - INSPIRE Land Boundary Polygons WMS.

4 Summary of Consultation

Consultation held to date as part of the GRIP1 review is summarised below. Details of the consultation held by Network Rail prior to the GRIP1 review is contained within the individual level crossing reports.

4.1 Strategic Stakeholders

A workshop was held with Highways, PROW, Green Infrastructure, Legal, Trails and Heritage officers from Cambridgeshire County Council (CCC) on Wednesday 30th September 2015 at their Shire Hall Offices in Cambridgeshire. A brief overview presentation from Mott MacDonald 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 30 crossings within the County area of Cambridgeshire were 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 also held on (13th January 2016) with CCC post completion of the GRIP1 reviews to provide an update to project and discuss any amendments to the proposals.

4.2 Statutory Stakeholders

Mott MacDonald issued a Network Rail approved letter to the relevant statutory consultees (namely, the Environment Agency, Natural England, Historic England and Highways England) on Friday 9th October 2015. The letters introduced the programme, and requested the opportunity to meet with relevant individuals to discuss the programme and relevant crossings in further detail. Responses to the letter and following meetings are summarised in the individual feasibility reports.

4.3 Landowners

At this early stage of the scoping/feasibility study only a prioritised list of 66 potentially affected landowners were consulted upon the Anglia level crossing closure proposals. In addition to this a small number of additional land owners were consulted upon during site visits if the opportunity arose (i.e. the landowner was present on site whilst our surveyor was there). In the county of Cambridgeshire only landowners adjacent to three prioritised crossings (Chittering, Leonard and Poplar Drove) have been contacted during this review stage. The remaining affected land owners will be consulted at the next GRIP stage.

4.4 Access and User Groups

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, which can be used as the 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 Route Level Crossing Reduction Strategy.

The following eight Local User Groups 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);
- Open Spaces Society;
- Sustrans; and
- The Ramblers Association.

The survey commenced on the 19th October 2015 and closed on 1st November 2015 (excluding a 4 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).

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5 Conclusions

Mott MacDonald has undertaken a review of the GRIP0 proposals provided in Network Rail's Route Requirement Document, reference 148339-Cambridgeshire and subsequent instructions. A summary of the review findings is listed below.

- 35 level crossing closure proposals were reviewed by Mott MacDonald in the County of Cambridgeshire;
- 5 level crossing closure proposal were tweaked following the site visits and in discussion with Network Rail;
- Cambridge County Council suggested amendments to 9 of the level crossing proposals mostly that level crossings are downgraded to a bridleway as minimum rather than a footpath;
- Cambridge County Council objected to the proposals at Meldreth (No name 20), Flambards and Munceys;
- Flambards level crossing proposal was removed from the scheme after comments were received from Cambridge County Council and a local Councillor;
- Cambridge County Council are to hold an internal meeting and provide comments on Second Drove, Adelaide, Cross Keys and Ely North Junction;
- All 35 level crossing closure proposals were considered suitable to progress to the next GRIP stage;
- 34 level crossing closure proposals were instructed by Network Rail to take forward to the next stage GRIP2-4. Flambards level crossing was dropped from the scheme.

To progress the GRIP1 assessed solution further stakeholder engagement (in particular with landowners) should be undertaken at the next GRIP stage.

Appendices

Appendix A.	Level Crossing Location Plans	19
A.1	Level Crossing Location by Category Plan	19

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Appendix A. Level Crossing Location Plans

A.1 Level Crossing Location by Category Plan

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Anglia Level Crossing Category Plan

Key

LX Proposal Category

1

2

3

4

5

6

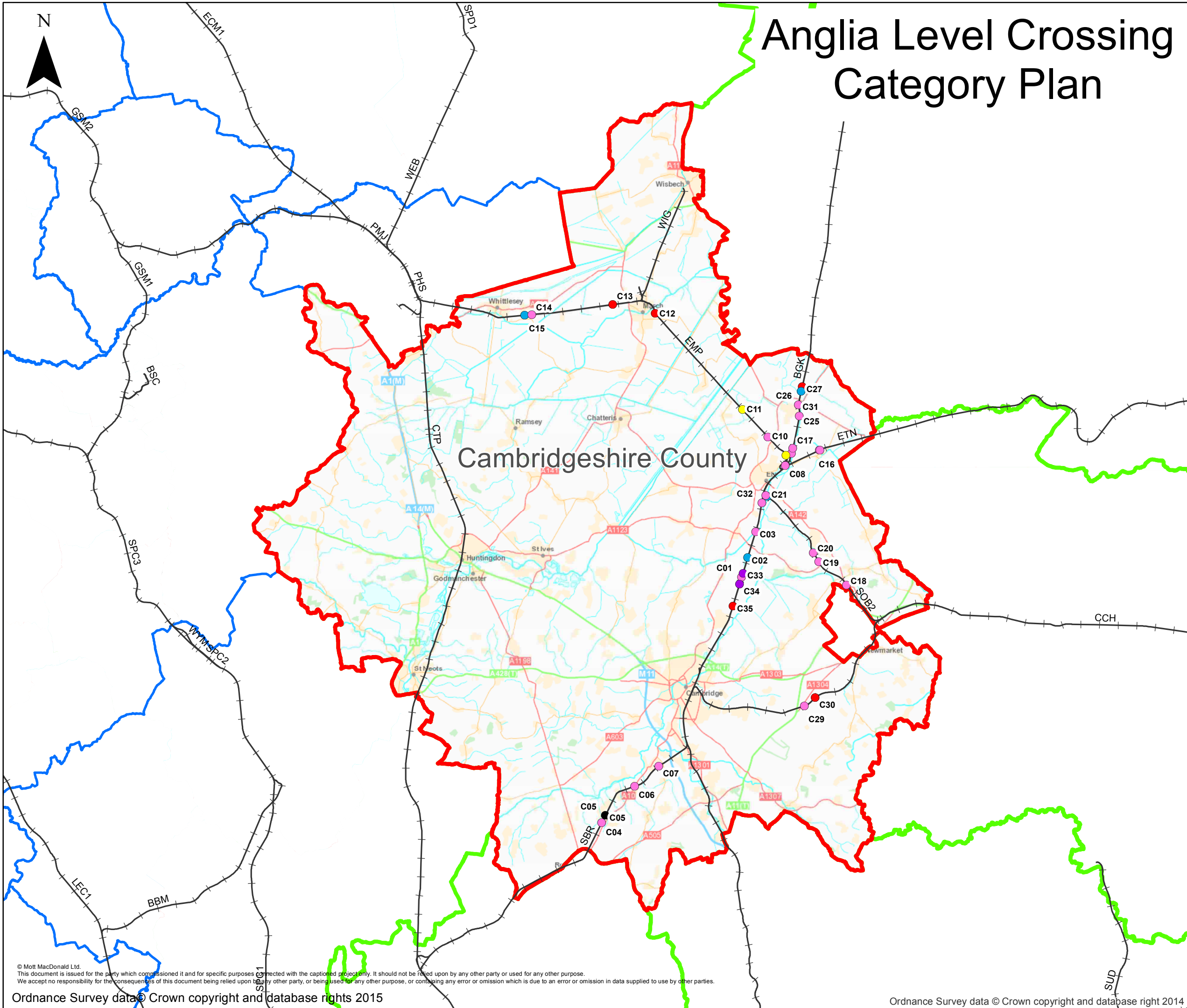
Black *Removed from Study*

Railway Line

Authority Boundary

Authority Boundaries in Study

Other Authority Boundaries



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