

Tab. 3 Round 2 Consultation Summary Sheets

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



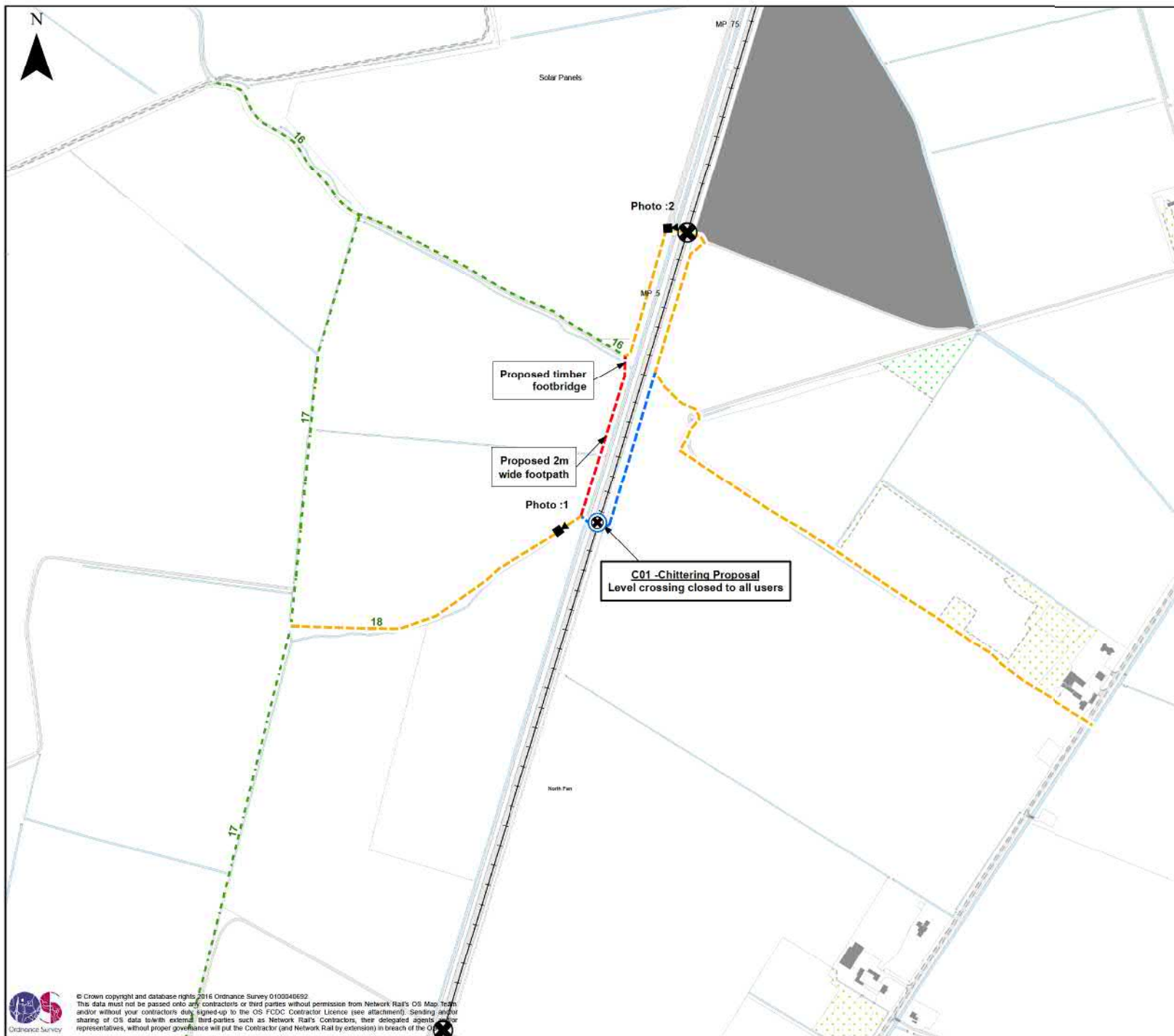
Photo 2: Alternative railway crossing



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				



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107 0 50 100 Metres

Anglia Level Crossing Proposals

C02 – Nairns No. 117 (Stretham Parish)

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.

Nairns No. 117 is one of the level crossings in the County of Cambridgeshire. It is located in Stretham Parish and has the postcode CB6 3LG. This is a private user worked crossing with telephone. The railway at this crossing carries passenger and freight with a line speed of 75 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. Nairns No. 117 level crossing currently has an ALCRM score of A4 which is considered high risk. Key issues relate to sun glare, large numbers of users, and frequent trains. There were 2 incidents of misuse, no near misses and one accident at this crossing between 2011 and 2016.

Public consultation was undertaken in June on initial options for changes at this level crossing. At this level crossing, no questionnaire responses were received.

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	0 cyclists	0 equestrians	0 vehicles
Weekend (average daily)	0 pedestrians	0 cyclists	0 equestrians	0 vehicles

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 the red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to close this crossing to all users. Private users would make use of existing private tracks either side of the railway that will have new rights granted. The tracks would connect with Newmarket Road A1123 and use Dimmocks Cote level crossing, which has an ALCRM score of D1 and has automatic half barriers, to cross the railway. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- Users of the railway crossing would have their route increased by approximately 4km.

Photo 1: Existing level crossing



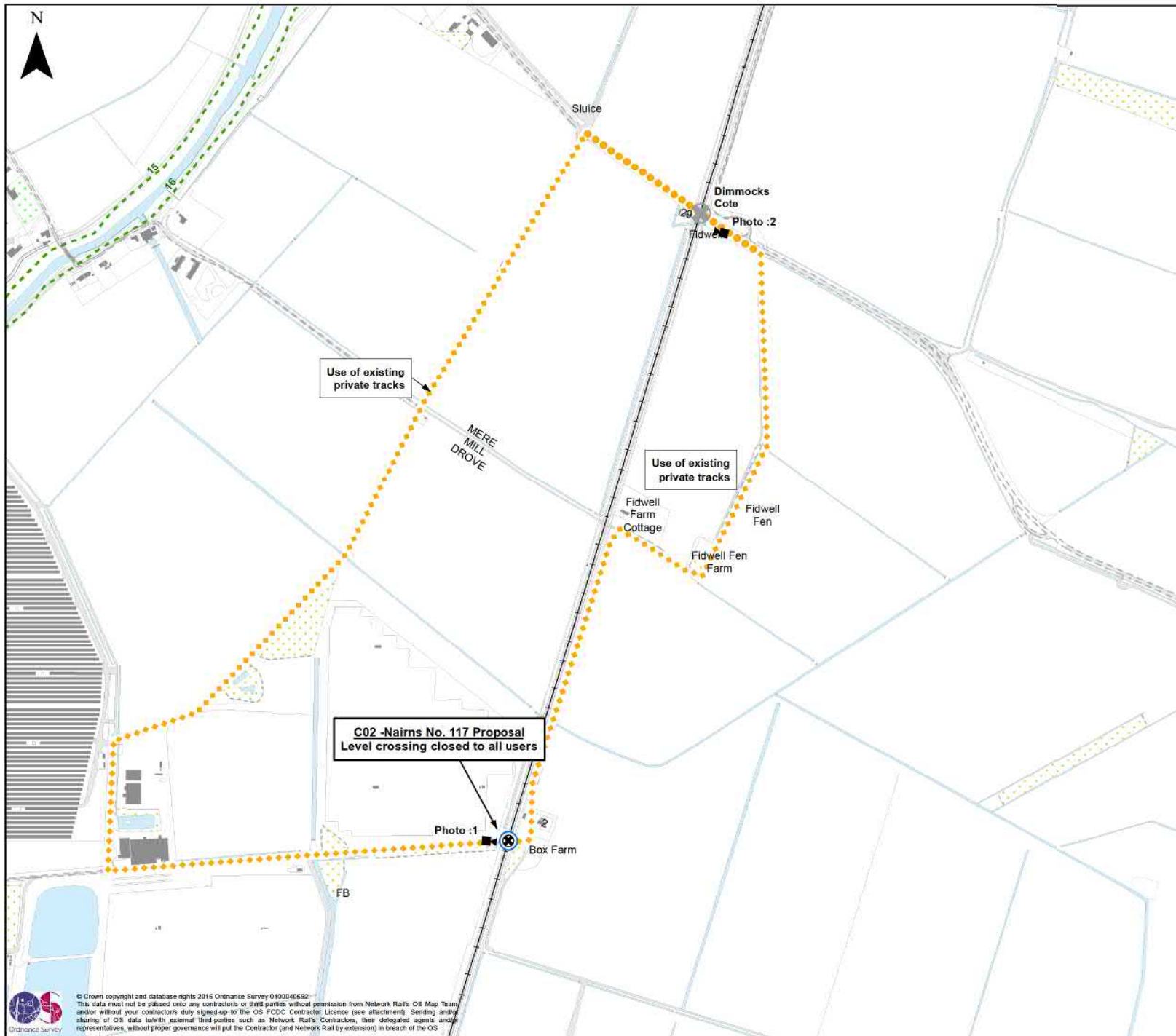
Photo 2: Alternative railway crossing



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 **C02** 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

C02 - Nairns No. 117
Cambridgeshire
Stretham 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 1:7,000		Drawing No. MMD-367516-C02-GEN-003				

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109 0 50 100 Metres

Anglia Level Crossing Proposals

C03 – West River Bridge (Thetford Parish)

Public Right of Way Reference – Unrecorded Public Footpath Linking to Footpath 7

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.

West River Bridge is one of the level crossings in the County of Cambridgeshire. It is located in Thetford Parish and has the postcode CB6 3HR. 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 with a line speed of 75 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. West River Bridge level crossing currently has an ALCRM score of C6 which is considered high risk. Key issues relate to deliberate misuse or user error, frequent trains, and sun glare. There were no incidents of misuse, 1 near miss 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, two questionnaire responses were received. For West River Bridge 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):

- 100 % agreed with the proposals
- 100 % supported the proposed diversion route

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:

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 the proposed 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 divert pedestrians along a new 2m wide public footpath underneath the adjacent railway bridge. The new footpath 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.

Diversion lengths:

- There would be very minimal change in the route length.

Photo 1: Existing level crossing – West River Bridge



Photo 2: Alternative railway crossing - underpass



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 **C03** 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.

Anglia Level Crossing Proposals

C04 – No 20 (Meldreth Parish)

Public Right of Way Reference – Footpath 10 Meldreth

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.

No 20 is one of the level crossings in the County of Cambridgeshire. It is located in Meldreth Parish and has the postcode SG8 6JR. 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 147 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. No 20 level crossing currently has an ALCRM score of C5 which is considered high risk. Key issues relate to deliberate misuse or user error, frequent trains, 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, thirteen questionnaire responses were received. For No 20 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):

- 8 % agreed with the proposals
- 8 % of responses were neutral towards the proposals
- 85 % of responses disagreed with the proposals
- 54 % supported the red route
- 46 % of responses preferred another route

A comment from the questionnaire responses suggested that the red route from Fieldgate over the bridge does not have a footpath, is on a busy road and this area has been known to flood.

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:

Weekday (Monday)	11 pedestrians
Weekend (average daily)	5 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 a new diversion route is proposed from that shown at the June 2016 Stage 1 consultation.

Our preferred option is to close the level crossing to all users and divert users on a new footpath routed along field margins which provides a link to and from Station Road. The diversion will also utilise the existing footway and a bridge over the railway on Station Road. The new footpath would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. The potential for an additional footpath in field margins to the west of Station Road is under investigation. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- Users of the existing No 20 level crossing would have their route increased by approximately 480m.

Photo 1: Existing level crossing



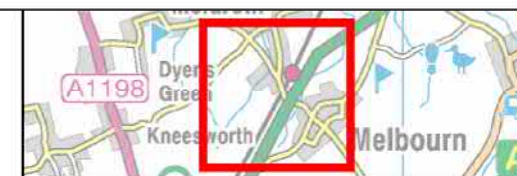
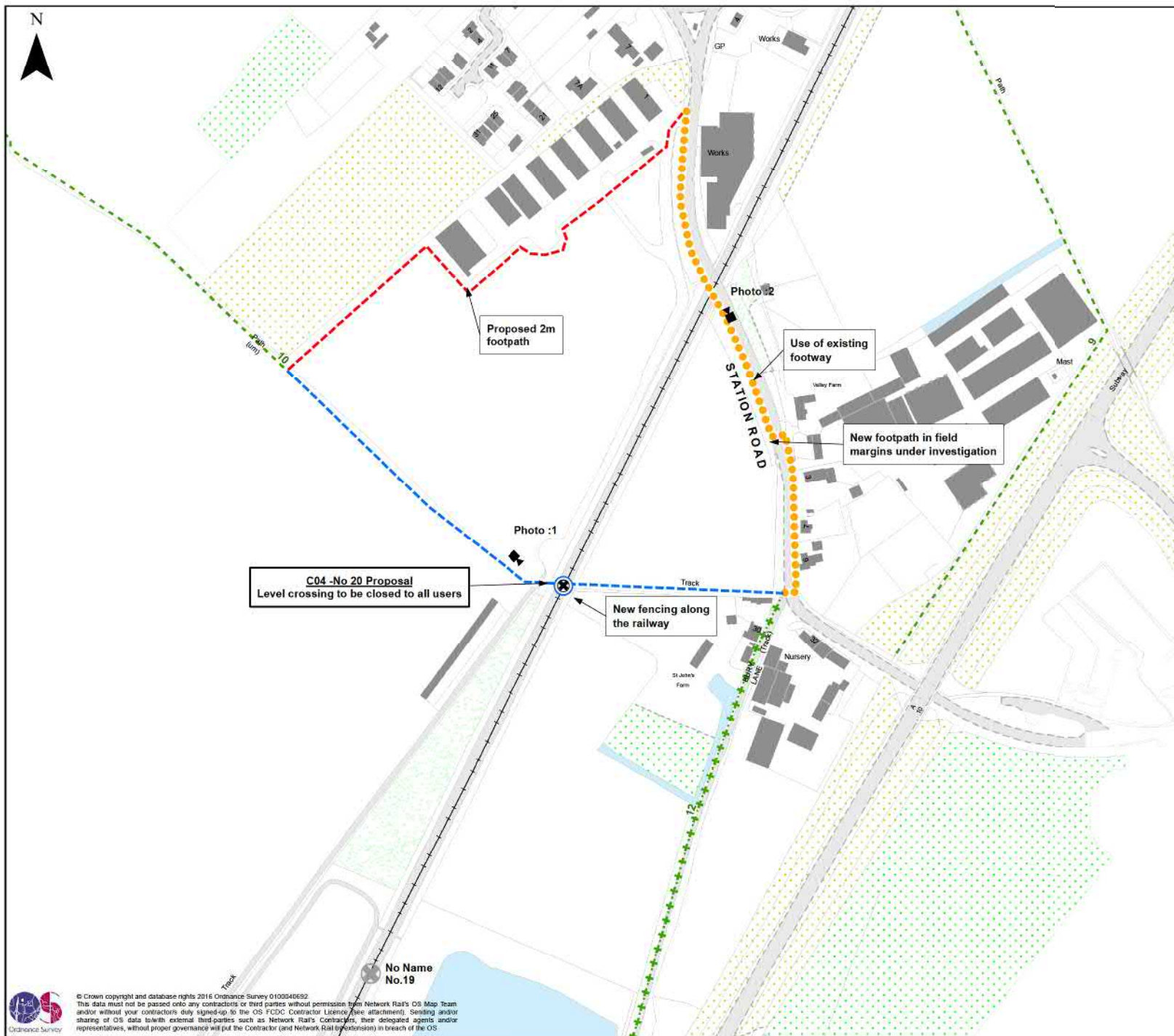
Photo 2: Alternative railway crossing



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 **C04** 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

C04 - No. 20
Cambridgeshire
Meldreth 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
1:2,500

Drawing No.
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Anglia Level Crossing Proposals

C07 – No 37 (Harston Parish)

Public Right of Way Reference – Footpath 4 Harston

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.

No 37 is one of the level crossings in the County of Cambridgeshire. It is located in Harston Parish and has the postcode CB22 7PH. 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 147 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. No 37 level crossing currently has an ALCRM score of C6 which is considered high risk. Key issues relate to frequent trains, and sun glare. There were no incidents of misuse, no near misses and 1 accident 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, eighteen questionnaire responses were received. For No 37 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):

- 17 % agreed with the proposals
- 83 % of responses disagreed with the proposals
- 33 % supported the red route
- 67 % of responses preferred an other route

There were safety concerns raised with numerous responses suggesting that a relatively safe crossing of the railway is being replaced by walking along a dangerous road with high speed vehicles. There are particular concerns about blind bends and the blind summit over the bridge. Suggestions were made for additional pavements to be implemented along the road diversion (red) route.

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)	6 pedestrians
Weekend (average daily)	6 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 red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to close this level crossing to all users. Users would then be diverted on a new footpath along a field boundary which provides a link to London Road. A footway is available for pedestrian use to the north and grass verges to the south with a bridge over the railway. Additionally a new footpath is proposed to the east of London Road in field margins to provide a link to byway 3. The new footpaths 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.

Diversion lengths:

- Users of the railway crossing would have their route increased up to approximately 350m.

Photo 1: Existing level crossing



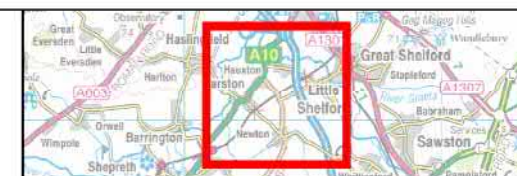
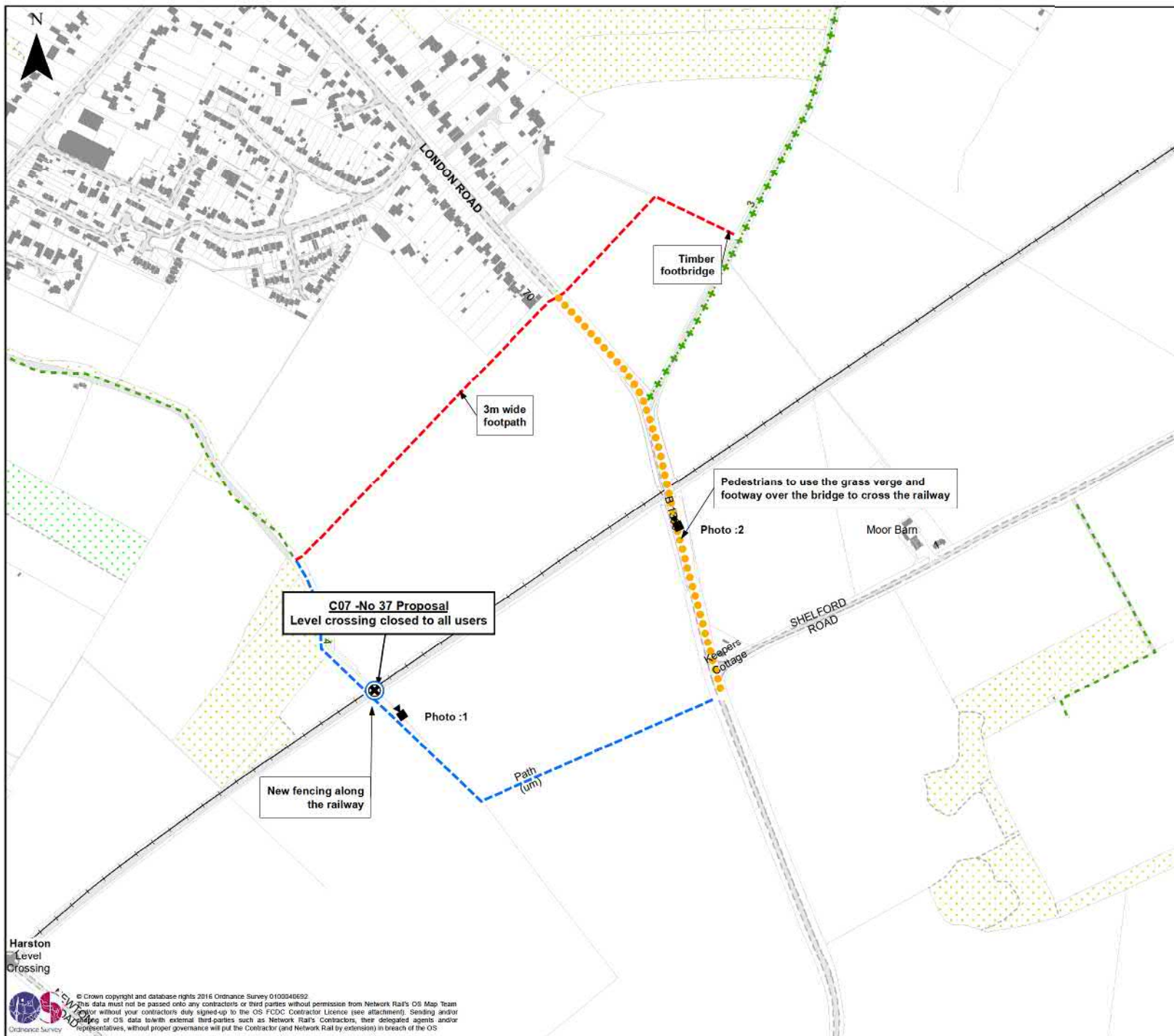
Photo 2: Alternative railway crossing



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 **C07** 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

C07 - No 37
Cambridgeshire
Harston 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
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Anglia Level Crossing Proposals

C08 – Ely North Junction (Ely Parish)

Public Right of Way Reference – Footpath 11 Queen Adelaide

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.

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 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 with a line speed of 60 mph. There are generally 194 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. Ely North Junction level crossing currently has an ALCRM score of C8 which is considered high risk. Key issues relate to sun glare and frequent trains. There were 57 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, five questionnaire responses were received. For Ely North Junction 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):

- 40 % agreed with the proposals
- 60 % of responses disagreed with the proposals
- 20 % supported the red route
- 20 % supported the blue route
- 40 % of responses preferred another route
- 20 % of responses did not state a preference

There were concerns that the access to the Fen Rivers Way will be made much more unpleasant and less convenient by the proposals. There were also concerns about the extra distance of the diversion routes. One respondent suggested that the field in which the new footpath is being provided regularly floods.

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:

Weekday (Monday)	5 pedestrians
Weekend (average daily)	1 pedestrian

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 the red 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. Users would be diverted along a new 2m wide footpath and an existing private footpath between Pitts level crossing and Ely Road with a new stile provided to the south east of the factory site. The new footpath would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. The diversion route will also make use of existing footways along Ely Road to cross the railway at Queen Adelaide level crossing which has automatic half barriers and an ALCRM score of D2. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- The diversion route adds approximately 100m to the route.

Photo 1: Existing level crossing – Ely North Junction



Photo 2: Alternative railway crossing – Queen Adelaide level 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 **C08** 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.

Anglia Level Crossing Proposals

C09 – Second Drove (Ely Parish)

Public Right of Way Reference – Footpath 49 Ely

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.

Second Drove is one of the level crossings in the County of Cambridgeshire. It is located in Ely Parish and has the postcode CB7 4UA. This is a stop, look and listen public footpath level crossing where the user has to decide whether it is safe to cross. This level crossing is protected by whistle boards. Whistle boards are only effective between the hours of 07:00 - 23:00, outside of these hours train drivers are not allowed to use their horns. The railway at this 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.

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. Second Drove level crossing currently has an ALCRM score of C7 which is considered high risk. Key issues relate to frequent trains, and sun glare. There were 1 incident 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, eight questionnaire responses were received. For Second Drove 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 % agreed with the proposals
- 75 % of responses disagreed with the proposals
- 13 % supported the red route
- 50 % of responses preferred another route
- 38 % of responses did not state a preference

One respondent suggested that short attractive circular walks will be lost and will prevent users from accessing the river. They suggested that there is a very poor right of way network in Ely as it is and this will exacerbate the issue. There were concerns about the length of diversion. One respondent suggested that in the summer the bank is home to a herd of cows, which make the paths unpleasant and dangerous to dog owners.

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:

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. The proposed closure of C09, C23 and C24 should be considered together. C23 Adelaide has been removed from the scheme in response to consultation feedback. In the case of C09 an amended version of the red 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. Crossing users would be diverted to Clayway level crossing which has an ALCRM score of C6. In response to consultation feedback a new 2m wide footpath would be provided to the east of the railway to connect footpath 49 and bridleway 25 thus providing a circular walking route in conjunction with C23 Adelaide (now removed from the project). The new footpath 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.

Diversion lengths:

- The diversion route adds up an additional 150m to the route.

Photo 1: Existing level crossing



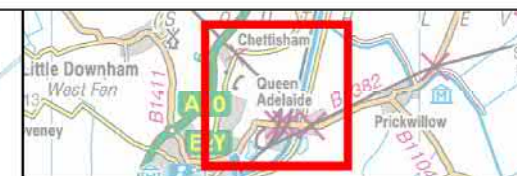
Photo 2: Alternative railway crossing



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 **C09** 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

C09 - Second Drove
Cambridgeshire
Ely 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
1:3,500

Drawing No.
MMD-367516-C09-GEN-003



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Anglia Level Crossing Proposals

C10 – Coffue Drove (Downham Parish)

Public Right of Way Reference – Byway 44 Downham

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.

Coffue Drove is one of the level crossings in the County of Cambridgeshire. It is located in Downham Parish and has the postcode CB6 1RX. This is a public highway user worked crossing with telephone. The railway at this crossing carries passenger and freight trains with a line speed of 75 mph. There are generally 194 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. Coffue Drove level crossing currently has an ALCRM score of B8, which is considered high risk. Key issues relate to frequent trains, short sighting time, 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, nine questionnaire responses were received. For Coffue Drove 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):

- 22 % agreed with the proposals
- 78 % of responses disagreed with the proposals
- 22 % supported the red route
- 67 % of responses preferred another route
- 11 % of responses did not state a preference

One respondent requested that motorcycles could use the underpass and that byway status should remain. One respondent requested mounting blocks should be provided on either side of the underpass for horse riders.

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:

Weekday (Monday)	0 pedestrians	0 cyclists	0 equestrians	0 vehicles
Weekend (average daily)	0 pedestrians	0 cyclists	0 equestrians	0 vehicles

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 red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to close level crossing for all users. Crossing users would be diverted to the existing adjacent underpass where a new 3m byway would be created, however, large motorised vehicles would be diverted using the existing network to Beald Drove on Byway 43 which has an ALCRM score of C6. The new byway 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 at Coffue Drove and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- For all non-large motorised vehicles the diversion route would be minimal
- For large motorised vehicles the diversion route would add up to an additional 2.4km

Photo 1: Existing level crossing



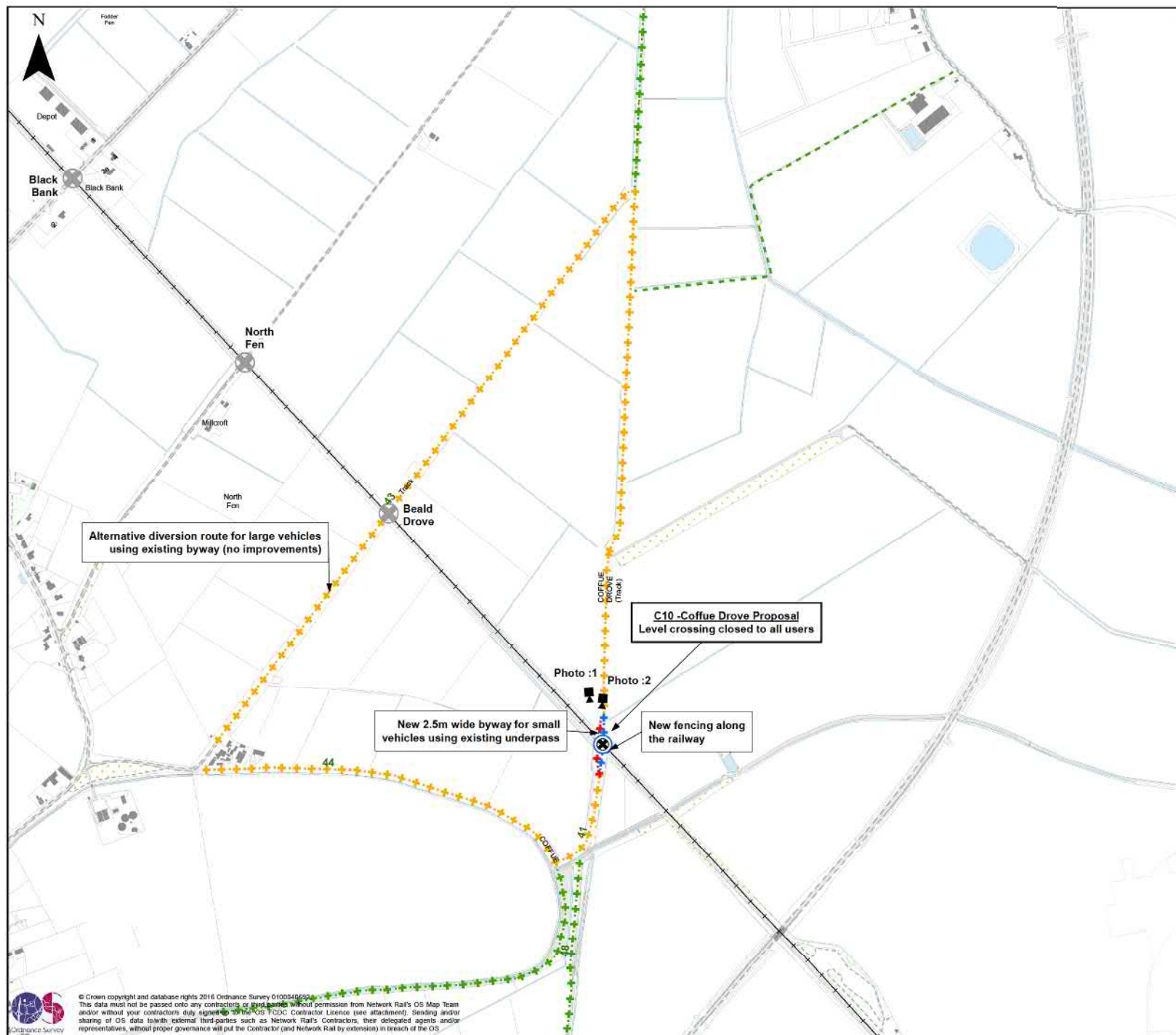
Photo 2: Alternative railway crossing



Photo locations are shown on the plan overlaid.

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 **C10** 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

C10 - Coffue Drove
Cambridgeshire
Downham 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
1:8,000

Drawing No.
MMD-367516-C10-GEN-003

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Anglia Level Crossing Proposals

C11 – A Furlong Drove (Downham Parish)

Public Right of Way Reference – Byway 33 Downham

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.

A Furlong Drove is one of the level crossings in the County of Cambridgeshire. It is located in Downham Parish and has the postcode CB6 2ER. 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 trains with a line speed of 75 mph. There are generally 194 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. A Furlong Drove 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, fourteen questionnaire responses were received. For A Furlong Drove 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):

- 14 % agreed with the proposals
- 86 % of responses disagreed with the proposals
- 29 % supported the red route
- 64 % of responses preferred another route
- 7 % of responses did not state a preference

One respondent requested that a permissive byway for two-wheeled vehicles on the land adjacent to either side of the embankment is provided. There were suggestions that the diversion route is too long for pedestrian and cyclists.

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:

Weekday (Monday)	1 pedestrian	0 cyclists	0 equestrians
Weekend (average daily)	0 pedestrians	0 cyclists	0 equestrians

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 red 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. Crossing users would be diverted to either Third Drove level crossing which has automatic half barriers and an ALCRM score of D4 or Straight Furlong underbridge. Non-motorised users would be diverted from Byway 33 (which would be downgraded to a bridleway) to Main Drove crossing the railway at Third Drove level crossing. To reduce road walking as much as possible a new 2m wide footpath connecting A Furlong Drove and Byway 34 is proposed. A timber footbridge would be provided to cross the drainage ditch on this new footpath. Footpath number 8 would also be upgraded to a bridleway to prevent byway 33 (downgraded to a bridleway) becoming a dead end. The new and amended public rights of way 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 at A Furlong Drove and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- The diversion route approximately adds up to an additional 700m to the route.

Photo 1: Existing level crossing



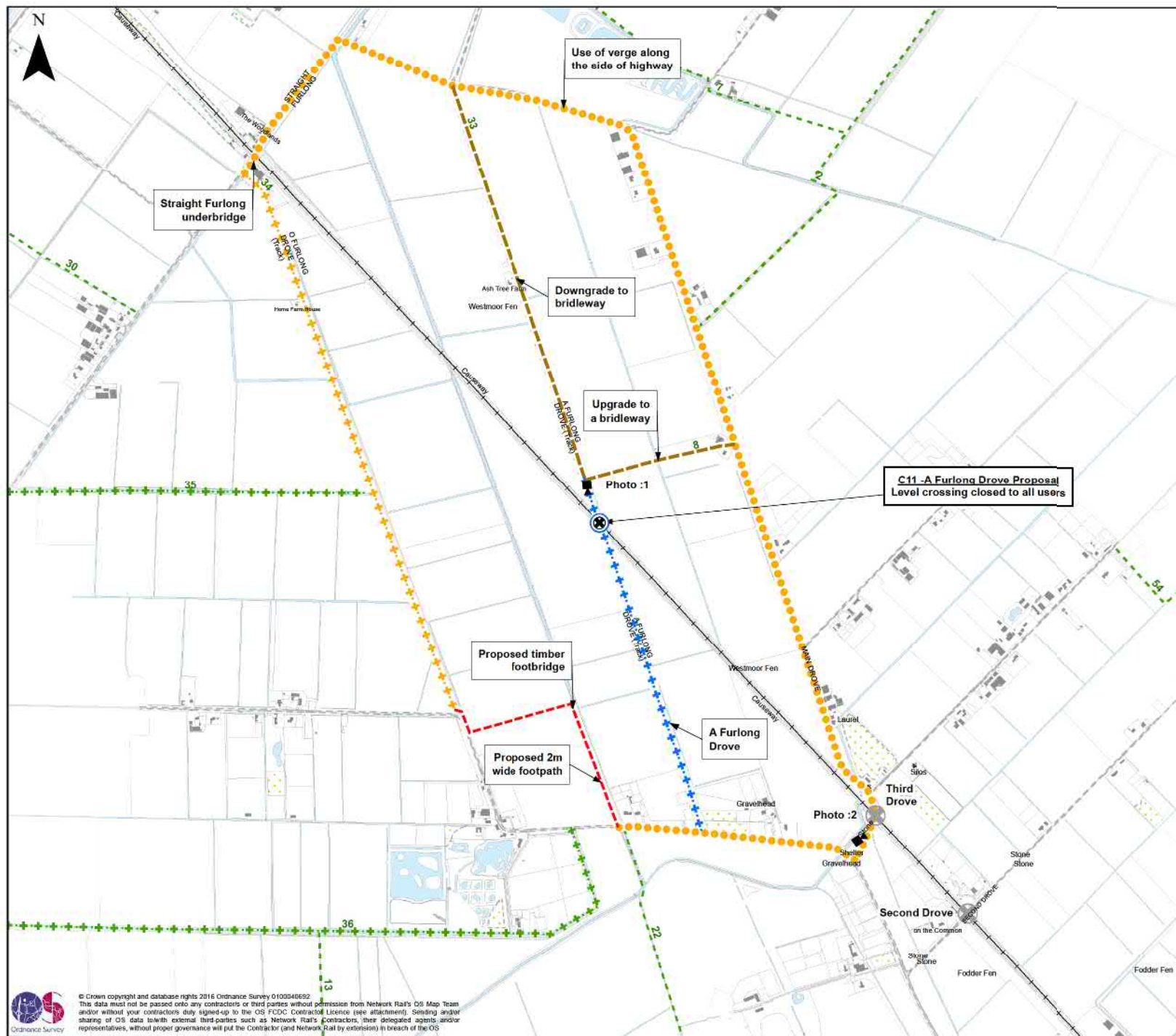
Photo 2: Alternative railway crossing



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 **C11** 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

C11 - A Furlong Drove
Cambridgeshire
Downham CP

P1	16/08/2016	For Information	WC	DW	SJT	JAS
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Anglia Level Crossing Proposals

C12 – Silt Drove (March Parish)

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.

Silt Drove is one of the level crossings in the County of Cambridgeshire. It is located in March Parish and has the postcode PE15 0DB. This is a public highway user worked crossing with telephone. The railway at this crossing carries passenger and freight with a line speed of 60 mph. There are generally 171 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, the '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. Silt Drove level crossing currently has an ALCRM score of B4 which is considered high risk. Key issues relate to frequent trains and short sighting times. There were 10 incidents of misuse, 5 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, twenty-three questionnaire responses were received. For Silt Drove, 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):

- 17 % of responses agreed with the proposals
- 17 % of responses were neutral towards the proposals
- 61 % of responses disagreed with the proposals
- 13 % of responses agreed with the red route
- 30 % of responses agreed with the blue route
- 43 % of responses preferred an other route
- 13 % of responses did not state a preference

General concerns were raised that the diversionary route was not suitable for agricultural traffic. We listened to this and have amended the proposals to incorporate agricultural use of the crossing.

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)	62 pedestrians	0 cyclists	0 equestrians	0 vehicles
Weekend (average daily)	36 pedestrians	0 cyclists	0 equestrians	0 vehicles

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, the blue route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to downgrade the level crossing to a public bridleway with retained private vehicle rights (where any are identified). Public motorised users would make use of Silt Road, Upwell Road, Morton Avenue and Badgeney Road automatic half barrier level crossing (ALCRM score C3) to re connect with the continuation of Silt Road. New locked vehicular gates and bridleway gates with mounting blocks will be provided at Silt Drove crossing. The existing telephone will be retained on site at Silt Drove.

Diversion lengths:

- Public motorised users will be diverted by approximately 970m in additional distance
- Non-motorised users will remain unaffected

Those existing users wishing to claim private crossing rights should make it known to Network Rail and state their case by using the email or telephone number below.

Photo 1: Existing level crossing – Silt Drove



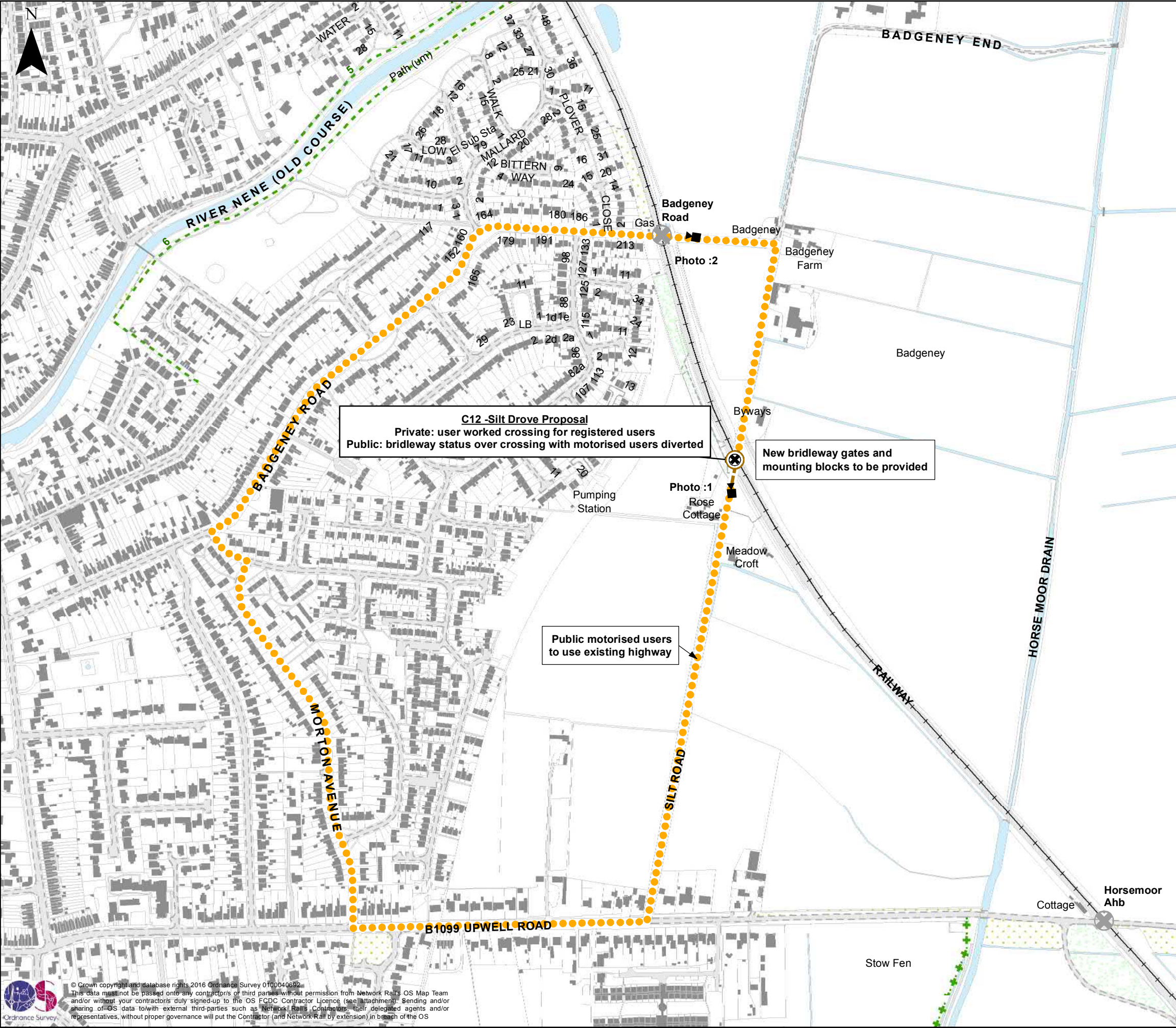
Photo 2: Alternative railway crossing – Badgeney Road



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 **C12** 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

C12 - Silt Drove
Cambridgeshire
March 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
1:5,000

Drawing No.
MMD-367516-C12-GEN-003

Anglia Level Crossing Proposals

C13 – Middle Drove (March Parish)

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.

Middle Drove is one of the level crossings in the County of Cambridgeshire. It is located in March Parish and has the postcode PE15 0AJ. This is a public highway user worked crossing with miniature stop lights. The railway at this crossing carries passenger and freight with a line speed of 75 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, the '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. Middle Drove level crossing currently has an ALCRM score of B4 which is considered high risk. Key issues relate to frequent trains, sun glare, short sighting times, gates left open, and deliberate misuse or user error. There were 6 incidents of misuse, 2 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, nine questionnaire responses were received. For Middle Drove, 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):

- 56 % agreed with the proposals
- 11 % of responses were neutral towards the proposals
- 33 % of responses disagreed with the proposals
- 67 % of responses agreed with the red route
- 11 % of responses preferred an other route
- 22 % of responses did not state a preference

General concerns were raised about the extra distance to travel if the level crossing was to be closed.

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)	2 pedestrians	0 cyclists	0 equestrians	0 vehicles
Weekend (average daily)	12 pedestrians	0 cyclists	0 equestrians	1 vehicle

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, the red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to downgrade the level crossing to a private user worked crossing (where any rights are identified) with an adjacent public bridleway. Public motorised users would be diverted along Whittlesey Road to cross the railway at the automatic half barrier level crossing at Whitemoor Drove (ALCRM score D4). Users would continue on Whitemoor Road to connect back up with Middle Drove. New locked vehicular gates and bridleway gates with mounting blocks would be provided at Middle Drove crossing. The existing telephone and miniature stop lights will be retained on site at Middle Drove.

Diversion lengths:

- Public motorised users would be diverted up to additional 1.4km
- Non-motorised users would not be effected

Those existing users wishing to claim private rights should make it to Network Rail and state their case by using the email or telephone number below.

Photo 1: Existing level crossing – Middle Drove



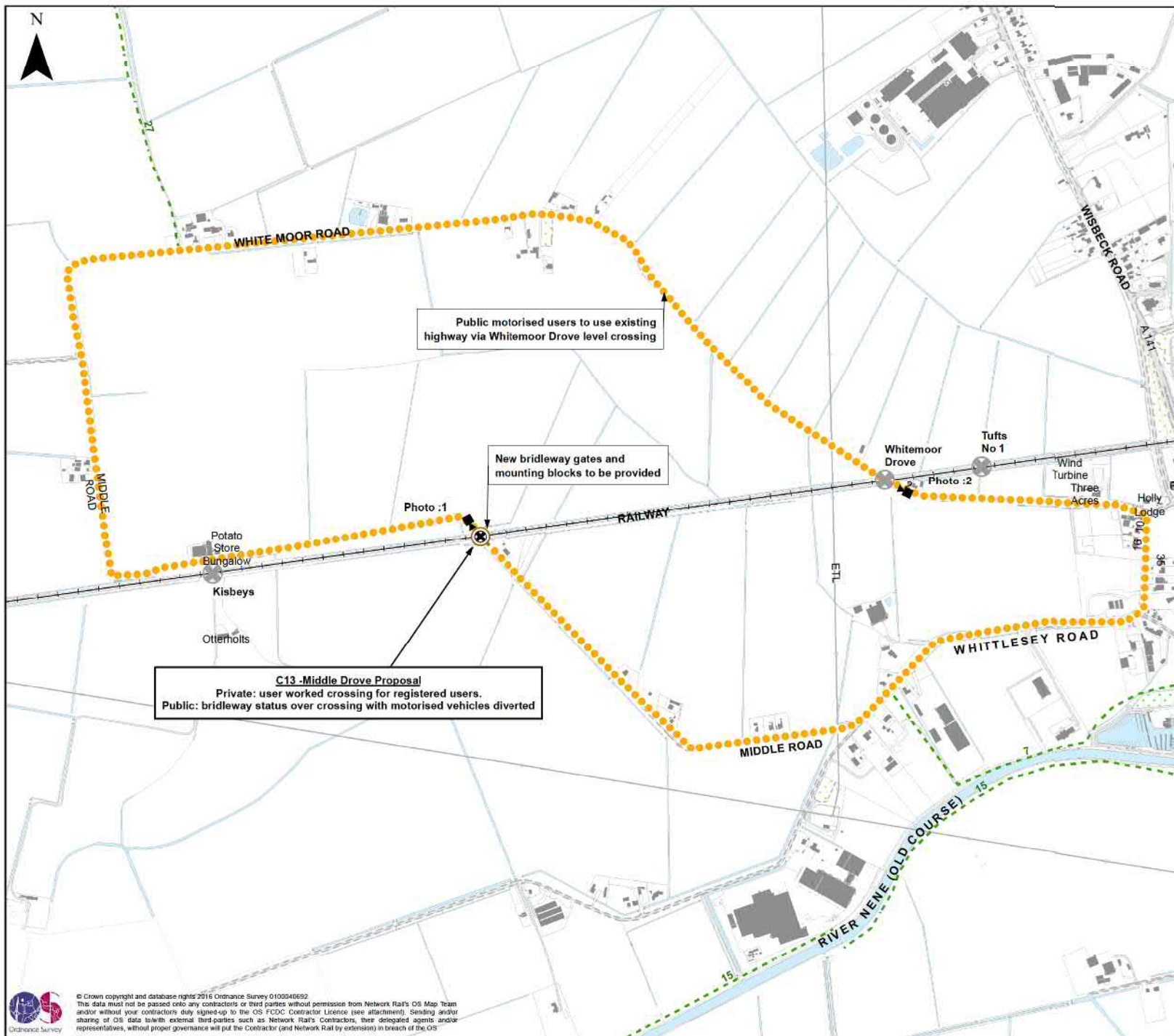
Photo 2: Alternative railway crossing – Whitemoor Drove



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 **C13** 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 Proposal



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

C13 - Middle Drove
Cambridgeshire
March CP

P1	16/08/2016	For Information	WC	DW	SJT	JAS
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127 0 50 100 Metres

Anglia Level Crossing Proposals

C14 – Eastrea Cross Drive (Whittlesey Parish)

Public Right of Way Reference – Footpath 50 Whittlesey

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.

Eastrea Cross Drive is one of the level crossings in the County of Cambridgeshire. It is located in Whittlesey Parish and has the postcode PE7 2HG. 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 75 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, the '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. Eastrea Cross Drive level crossing currently has an ALCRM score of C6, which is considered high risk. Key issues relate to deliberate misuse or user error, frequent trains and sun glare. There were no incidents of misuse, one near miss 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, three questionnaire responses were received. For Eastrea Cross Drive, 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):

- 67 % agreed with the proposals
- 33 % of responses disagreed with the proposals
- 67 % of responses agreed with the red route
- 33 % of responses preferred an other route

General feedback from the questionnaire was that there was support for this proposal as it has the potential to increase capacity, however there were concerns over potential crop damage.

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)	1 pedestrian

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 red 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. The diversionary route would make use of Eastrea level crossing to the west (ALCRM score C2) and a new 3m wide footpath to the north of the railway linking Cross Drive to Wype Road. A new timber footbridge will be put in place to give access directly to Wype Road over a drainage ditch. The new footpath and bridge would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. Wype Road has no footway so users would walk in the carriageway or grass verge. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway. A short length of footpath 50 south of the railway would be extinguished as it would form a dead end.

Diversion lengths:

- If users wish to walk from the south end of Lake Drive to Oldeamere House the route would be approximately 100m shorter in length.
- If users wish to walk from Wype Road to Oldeamere House they would use Eastrea level crossing and the route would be approximately 300m longer than the using the existing level crossing.

Photo 1: Existing level crossing – Eastrea Cross Drive



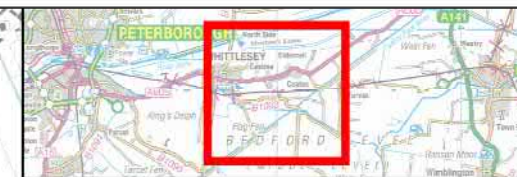
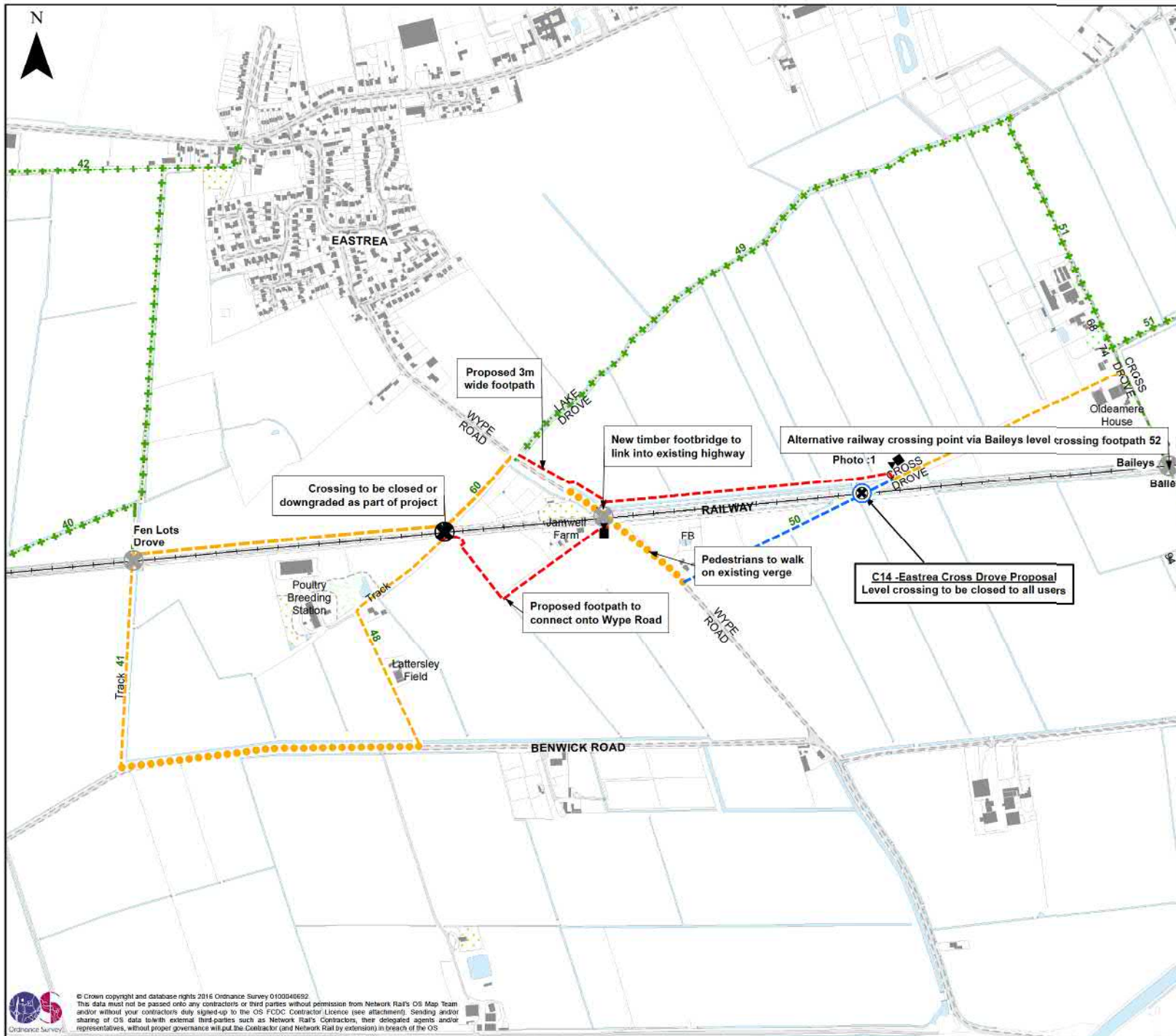
Photo 2: Alternative railway crossing – Eastrea



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 **C14** 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

C14 - Eastrea Cross Drove
Cambridgeshire
Whittlesey CP

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129
0 50 100 Metres

Anglia Level Crossing Proposals

C15 – Brickyard Drive (Whittlesey Parish)

Public Right of Way Reference – Footpath 48 Whittlesey

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.

Brickyard Drive is one of the level crossings in the County of Cambridgeshire. It is located in Whittlesey Parish and has the postcode PE7 2AZ. 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 75 mph. There are generally 176 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, the '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. Brickyard Drive level crossing currently has an ALCRM score of C10, which is considered high risk. Key issues relate to deliberate misuse or user error, frequent trains 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, four questionnaire responses were received. For Brickyard Drive, 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):

- 50 % agreed with the proposals
- 50 % of responses disagreed with the proposals
- 50 % of responses agreed with the red route
- 25 % of responses preferred an other route
- 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)	3 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 red 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. Users would have two alternative routes to cross the railway. The first makes use of the existing PROW and road network to the west to cross the railway at Fen Lots Drive level crossing (ALCRM score C6). The route along the B1093 would require users to walk on the grass verge or carriageway. The alternative diversion route would use a new 3m wide footpath in field margins following the Jamwell Farm boundary leading to Eastrea level crossing (ALCRM score C2). The new footpath and associated timber footbridge would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. Walkers on Wype Road would use a mixture of grass verge and carriageway. Level crossing infrastructure at Brickyard Drive would be removed and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- Users walking from Benwick Road to Wype Road, using Fen Lots Drive level crossing would experience a 70m shorter route than using Brickyard Drive level crossing.
- Users walking from Benwick Road to Wype Road via Eastrea level crossing and the proposed new footpath the diversion would have the length of the route increased by 370m.

Photo 1: Existing level crossing – Brickyard Drive

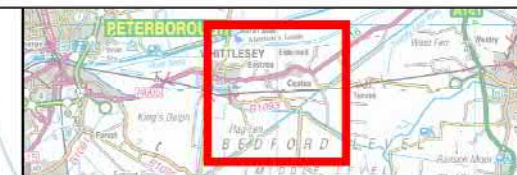
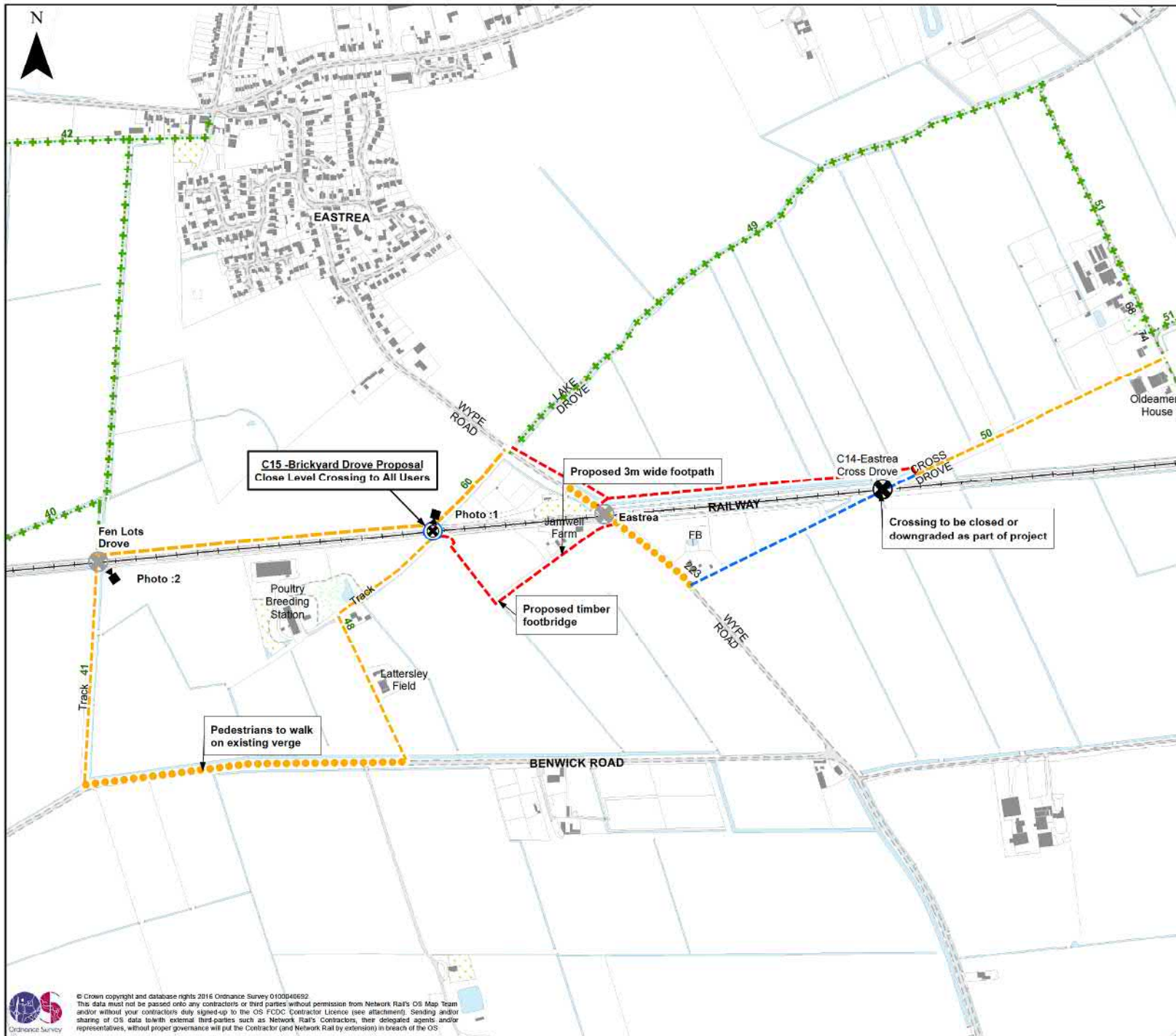


Photo 2: Alternative level crossing – Fen Lots Drive



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 **C15** 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

C15 - Brickyard Drove
Cambridgeshire
Whittlesey CP

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Anglia Level Crossing Proposals

C16 – Prickwillow 1 (Ely Parish)

Public Right of Way Reference – Footpath 17

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.

Prickwillow 1 is one of the level crossings in the County of Cambridgeshire. It is located in Ely Parish and has the postcode CB7 4UP. This is a stop, look and listen public footpath level crossing where the user has to decide whether it is safe to cross. This level crossing is protected by whistle boards. Whistle boards are only effective between the hours of 07:00 - 23:00, outside of these hours train drivers are not allowed to use their horns. The railway at this crossing carries passenger and freight trains with a line speed of 75 mph. There are generally 65 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. Prickwillow 1 level crossing currently has an ALCRM score of M13. Prickwillow 1 level crossing is temporary closed due to safety issues and as a result has the lowest risk score. 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, three questionnaire responses were received. For Prickwillow 1 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):

- 67 % agreed with the proposals
- 33 % of responses were neutral towards the proposals
- 67 % supported the red route
- 33 % 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.

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 the red 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 divert pedestrians along a new 2m wide footpath underneath the adjacent railway bridge. The new footpath 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.

Diversion lengths:

- There would be very minimal change in the route length.

Photo 1: Existing level crossing



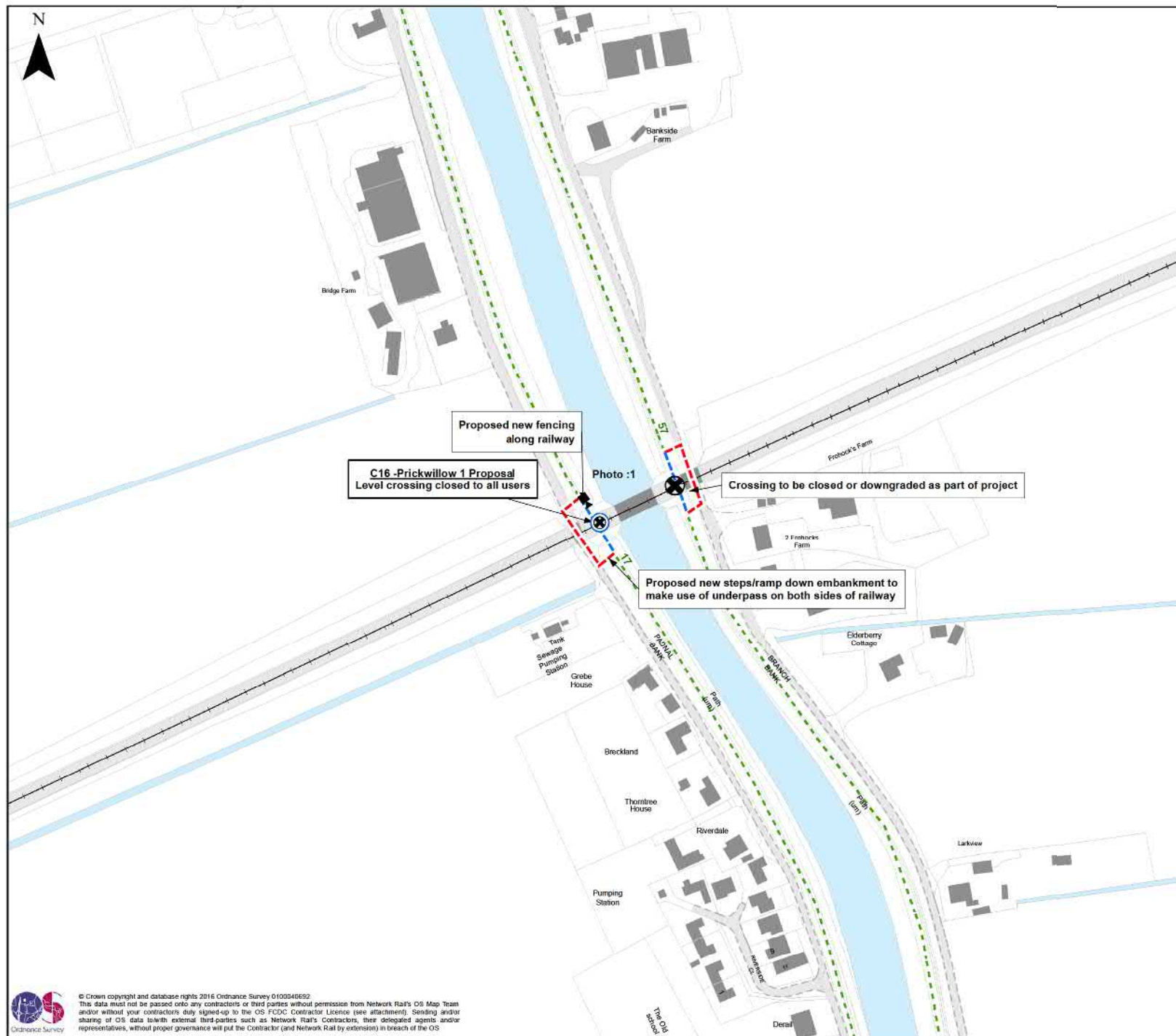
Photo 2: Alternative railway crossing



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 **C16** 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

C16 - Prickwillow 1
Cambridgeshire
Ely CP

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Anglia Level Crossing Proposals

C17 – Prickwillow 2 (Ely Parish)

Public Right of Way Reference – Footpath 57

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.

Prickwillow 2 is one of the level crossings in the County of Cambridgeshire. It is located in Ely Parish and has the postcode CB7 4UP. This is a stop, look and listen public footpath level crossing where the user has to decide whether it is safe to cross. This level crossing is protected by whistle boards. Whistle boards are only effective between the hours of 07:00 - 23:00, outside of these hours train drivers are not allowed to use their horns. The railway at this crossing carries passenger and freight trains with a line speed of 75 mph. There are generally 65 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. Prickwillow 2 level crossing currently has an ALCRM score of M13. Prickwillow 2 level crossing is temporary closed due to safety issues and as a result has the lowest risk score. 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, three questionnaire responses were received. For Prickwillow 2 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):

- 33 % agreed with the proposals
- 33 % of responses were neutral towards the proposals
- 33 % of responses disagreed with the proposals
- 67 % supported the red route
- 33 % 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.

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 the red 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 divert pedestrians along a new 2m wide footpath underneath the adjacent railway bridge. The new footpath 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.

Diversion lengths:

- There would be very minimal change in the route length.

Photo 1: Existing level crossing



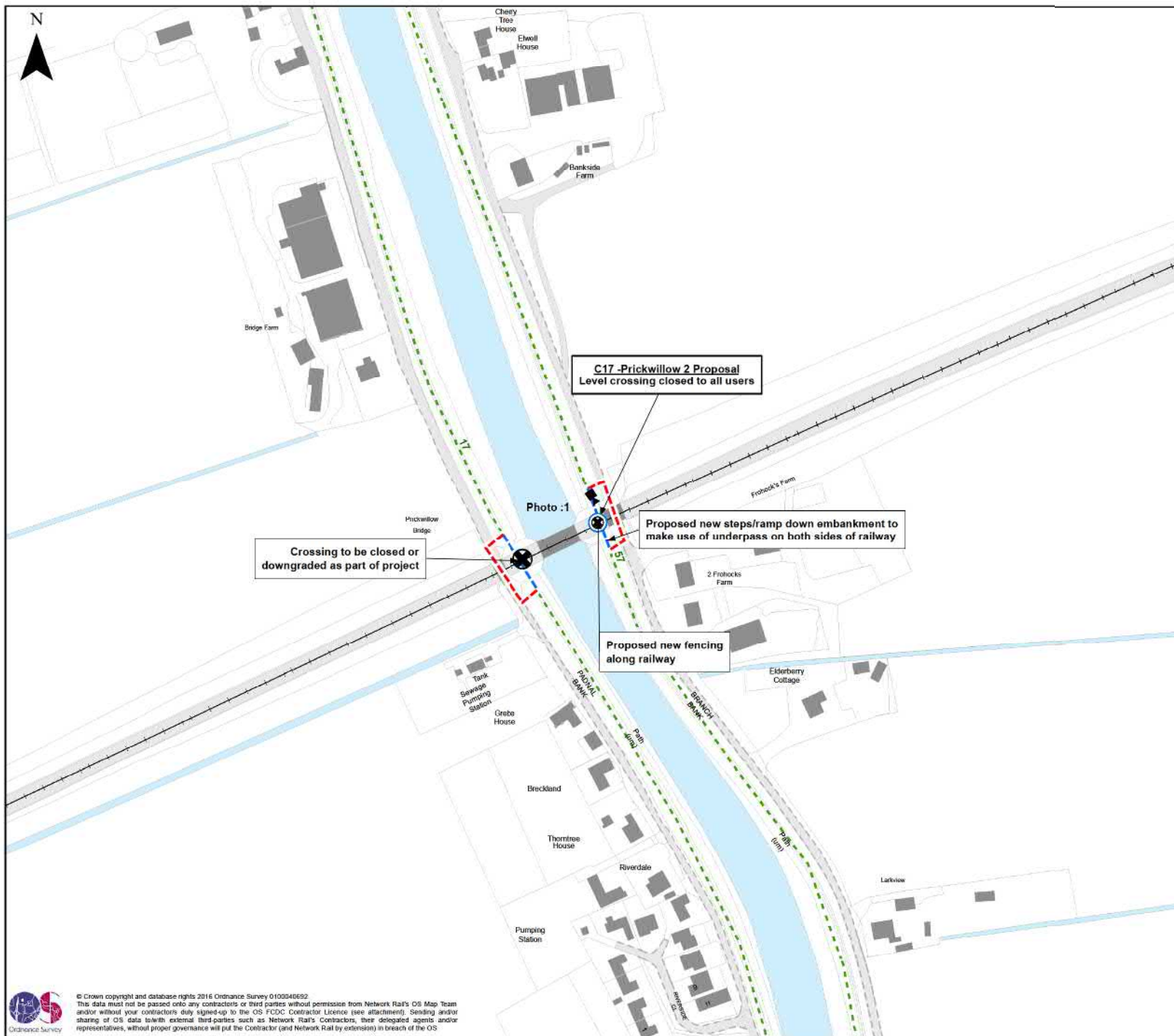
Photo 2: Alternative railway crossing



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 **C17** 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

C17 - Prickwillow 2
Cambridgeshire
Ely 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
1:2,000

Drawing No.
MMD-367516-C17-GEN-003



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135 0 50 100 Metres

Anglia Level Crossing Proposals

C20 – Leonards (Soham Parish)

Public Right of Way Reference – Footpath 101

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.

Leonards is one of the level crossings in the County of Cambridgeshire. It is located in Soham Parish and has the postcode CB7 5HX. 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 with a line speed of 75 mph. There are generally 83 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. Leonards level crossing currently has an ALCRM score of D6. Key issues relate to 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, six questionnaire responses were received. For Leonards 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):

- 17 % of responses were neutral towards the proposals
- 83 % of responses disagreed with the proposals
- 17 % supported the red route
- 67 % of responses preferred another route
- 17 % 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:

Weekday (Monday)	27 pedestrians
Weekend (average daily)	7 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 red 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. Crossing users would be diverted north to Mill Drove level crossing (ALCRM score D4). A new 2m wide footpath would be provided on the east side of the railway connecting footpath 100 to Mill Drove. The new footpath would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. Footpath 101 would be extinguished and crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- The diversion route approximately adds up to an additional 700m to the route.

Photo 1: Existing level crossing



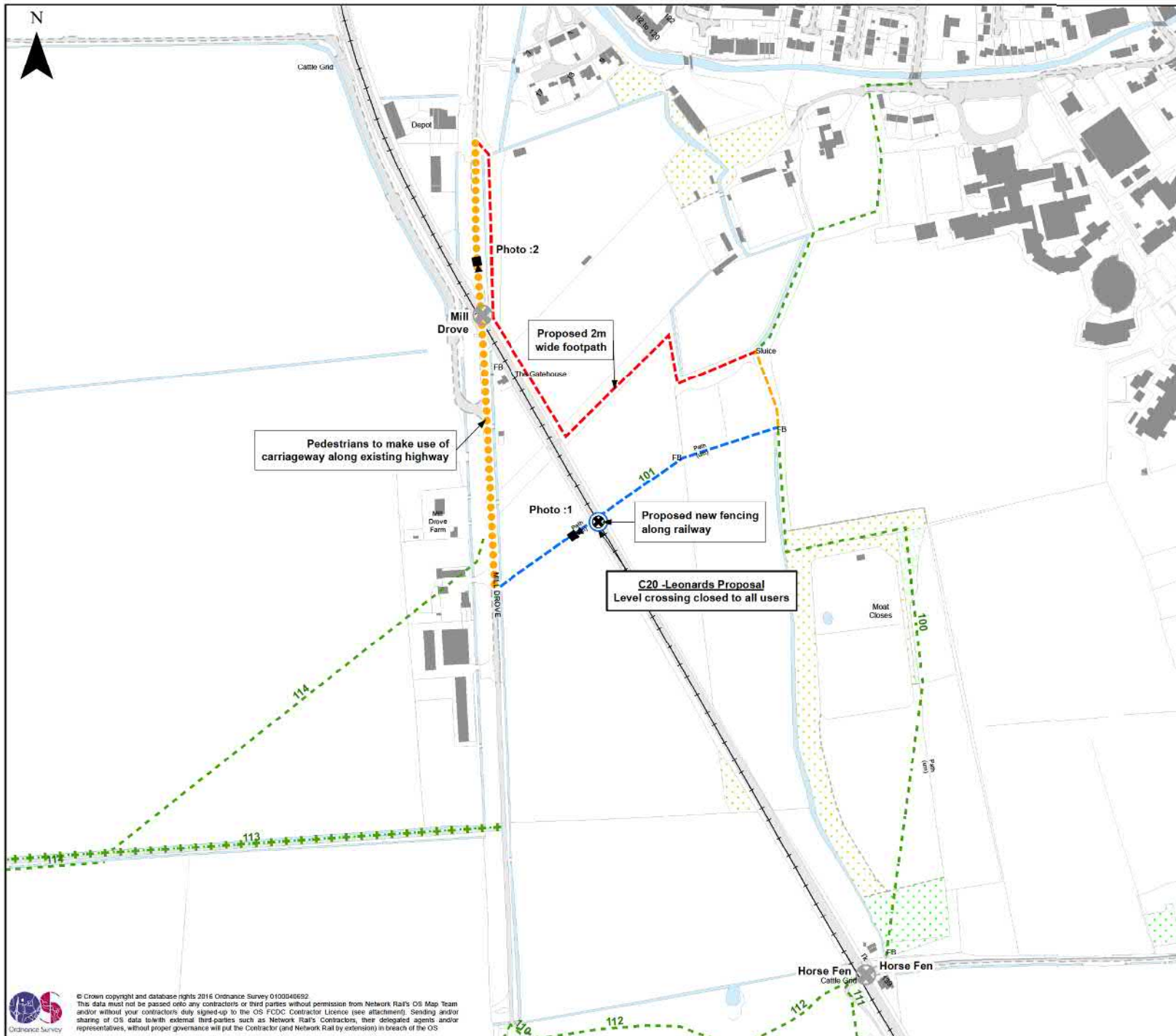
Photo 2: Alternative railway crossing



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 **C20** 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

C20 - Leonards
Cambridgeshire
Soham CP

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

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Anglia Level Crossing Proposals

C21 – Newmarket Bridge (Ely Parish)

Public Right of Way Reference – Footpath 24 Ely

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.

Newmarket Bridge is one of the level crossings in the county of Cambridgeshire. It is located in Ely Parish and has the postcode CB7 4EX. 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 with a line speed of 60 mph. There are generally 64 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. Newmarket Bridge level crossing currently has an ALCRM score of B8 which is considered high risk. 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, five questionnaire responses were received. For Newmarket Bridge 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):

- 80 % agreed with the proposals
- 20 % of responses were neutral towards the proposals
- 80 % supported the red route
- 20 % supported another route

The questionnaire respondents raised concerns that the proposed diversion route could become impassable during periods of high water.

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)	19 pedestrians
Weekend (average daily)	18 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 the proposed red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to close the crossing to public users with private user rights to be retained. Public users would make use of the existing path and underbridge to the west of the crossing. Fencing would be installed to prevent trespass onto the railway.

Diversion lengths:

- The diversion route would add up to an additional 60m to the route.

Photo 1: Existing level crossing



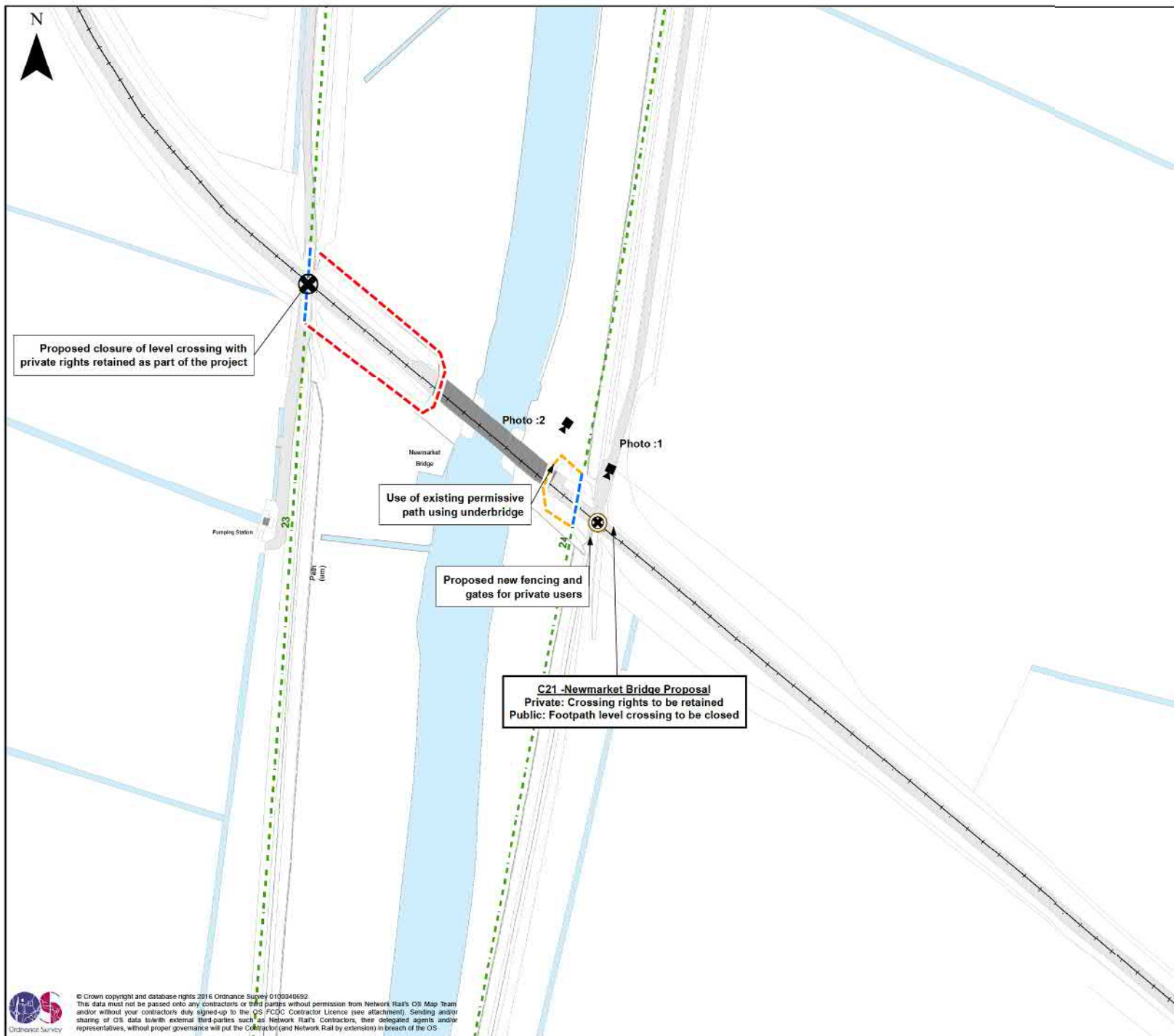
Photo 2: Alternative railway crossing



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 **C21** 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

C21 - Newmarket Bridge
Cambridgeshire
Ely 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 1:2,000		Drawing No. MMD-367516-C21-GEN-003				



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Anglia Level Crossing Proposals

C22 – Wells Engine (Ely Parish)

Public Right of Way Reference – Footpath 23 Ely

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.

Wells Engine is one of the level crossings in the county of Cambridgeshire. It is located in Ely Parish and has the postcode CB7 4EX. 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 with a line speed of 40 mph. There are generally 83 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. Wells Engine level crossing currently has an ALCRM score of B8, which is considered high risk. Key issues relate to frequent trains. 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, seven questionnaire responses were received. For Wells Engine 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):

- 71 % agreed with the proposals
- 29 % of responses were neutral towards the proposals
- 100 % supported the red route

The questionnaire respondents raised concerns that the proposed diversion route could become impassable during periods of high water.

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:

Weekday (Monday)	7 pedestrians
Weekend (average daily)	7 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 the proposed red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to close the crossing to public users with private user rights to be retained. Public users would make use of underbridge to the east of the crossing with the creation of a new 2m wide public footpath. The new footpath would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. Fencing would be installed to prevent trespass onto the railway.

Diversion lengths:

- The diversion route would add up to an additional 200m to the route.

Photo 1: Existing level crossing



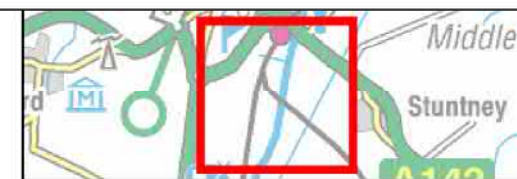
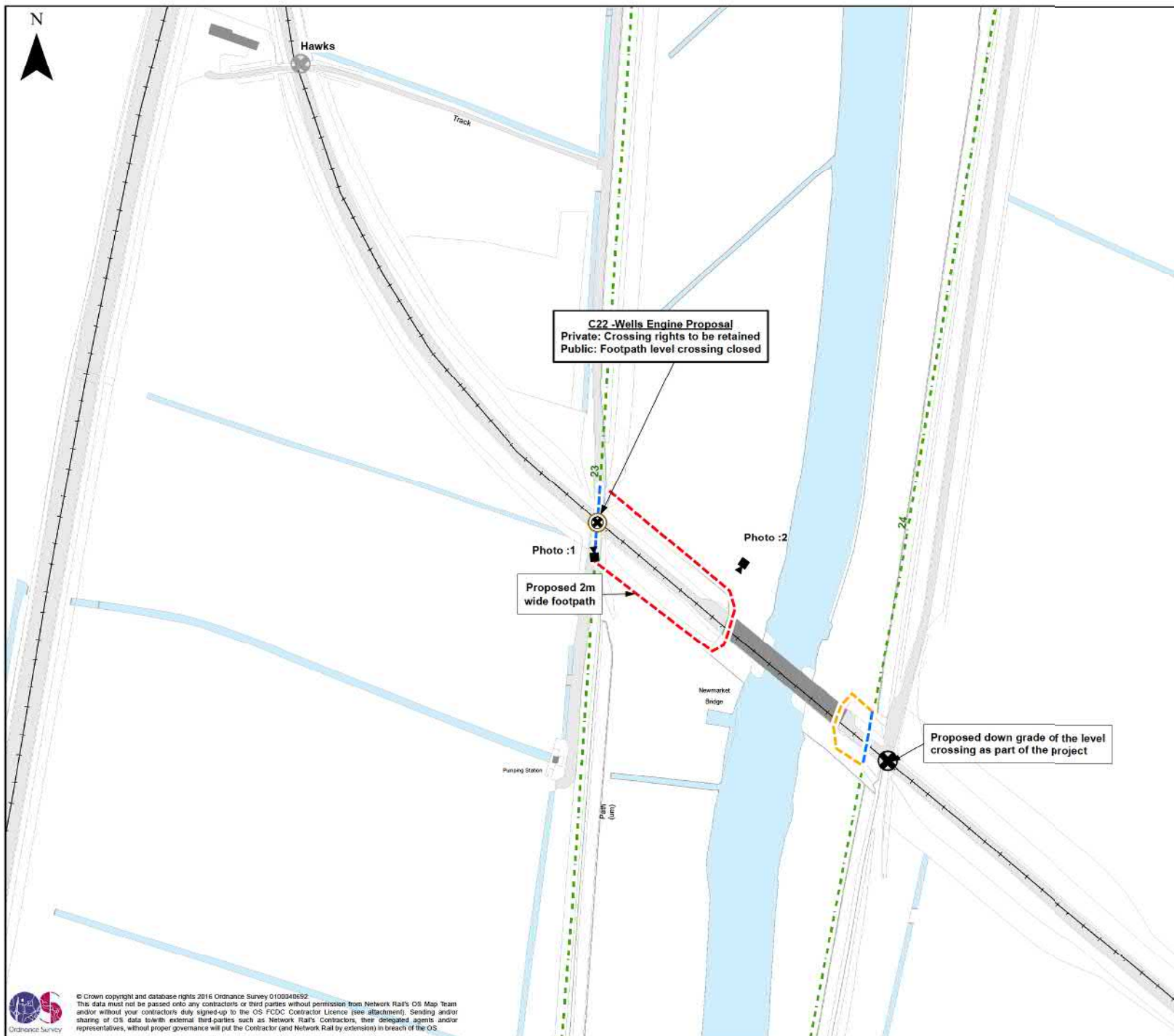
Photo 2: Alternative railway crossing



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 **C22** 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

C22 - Wells Engine
Cambridgeshire
Ely 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
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Anglia Level Crossing Proposals

C24 – Cross Keys (Ely Parish)

Public Right of Way Reference – Footpath 50 Ely

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.

Cross Keys is one of the level crossings in the county of Cambridgeshire. It is located in Ely Parish and has the postcode CB7 4UE. 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 with a line speed of 80 mph. There are generally 57 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. Cross Keys level crossing currently has an ALCRM score of D7. Key issues relate to 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, eight questionnaire responses were received. For Cross Keys 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):

- 100 % of responses disagreed with the proposals
- 25 % supported the red route
- 63 % of responses preferred another route
- 13 % of responses did not state a preference

The questionnaire respondents raised concerns that the underbridge had the potential to flood and there were concerns about lighting and safety. There was support for the closure of C23 (*which has been removed from the scheme after stage 1 public and stakeholder consultation*) and C24 as long as both the proposed new footpath between C24 and the underpass (including the underbridge) and the suggested new public footpath link between C23 and C24 are provided.

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:

Weekday (Monday)	2 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 the proposed red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to close this crossing to all users. Users would make use of an existing underbridge to the north of the crossing. Users would be diverted along a new 2m wide public footpath to the west of the railway and on existing footpath 15 to access the underbridge. The new footpath would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. A new timber footbridge is also proposed between existing public footpath 50 and the proposed new public footpath. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

Those users approaching from the south would also have the option to use C23 Adelaide crossing which has been removed from the scheme after stage 1 public and stakeholder consultation.

Diversion lengths:

- The diversion route would add up to an additional 1.8km to the route.

Photo 1: Existing level crossing



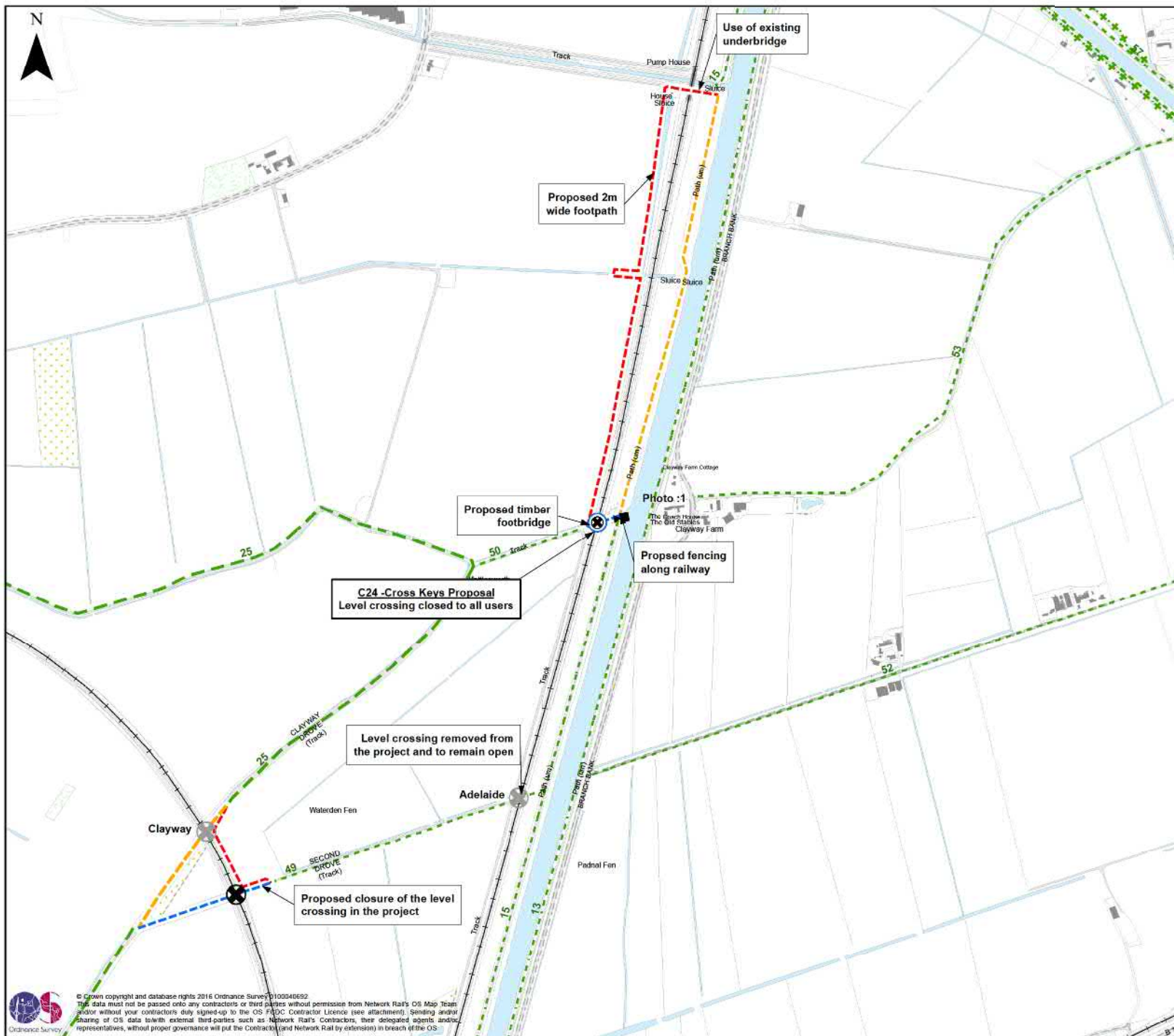
Photo 2: Alternative railway crossing



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 **C24** 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

C24 - Cross Keys
Cambridgeshire
Ely CP

P1	16/08/2016	For Information	WC	DW	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
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143 0 50 100 Metres

Anglia Level Crossing Proposals

C25 – Clayway (Littleport Parish)

Public Right of Way Reference – Footpath 11 Littleport

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.

Clayway is one of the level crossings in the county of Cambridgeshire. It is located in Littleport Parish and has the postcode CB6 1NT. This is a stop, look and listen public footpath level crossing where the user has to decide whether it is safe to cross. This level crossing is protected by whistle boards. Whistle boards are only effective between the hours of 07:00 - 23:00, outside of these hours train drivers are not allowed to use their horns. The railway at this crossing carries passenger and freight trains with a line speed of 80 mph. There are generally 57 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. Clayway level crossing currently has an ALCRM score of B4, which is considered high risk. Key issues relate to short sighting time and sun glare. There was 1 incident 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, nine questionnaire responses were received. For Clayway 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):

- 33 % agreed with the proposals
- 11 % of responses were neutral towards the proposals
- 56 % of responses disagreed with the proposals
- 22 % supported the red route
- 44 % of responses preferred another route
- 33 % of responses did not state a preference

Questionnaire respondents suggested that Sandhills crossing was currently unsafe for pedestrians and needed improvement if it were to be used as an alternative.

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:

Weekday (Monday)	17 pedestrians
Weekend (average daily)	10 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 the proposed red 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. Crossing users would make use of Sandhill level crossing (ALCRM score D2) to the north. The diversion would make use of Padnal Road to the west of the railway and footpath 21 to the east to connect users to Sandhill level crossing. A new 2m wide footway would be created at Sandhill level crossing. Footpath 11 to Clayway crossing would be extinguished to prevent the creation of a dead end. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- The diversion route would add up to an additional 310m to the route.

Photo 1: Existing level crossing



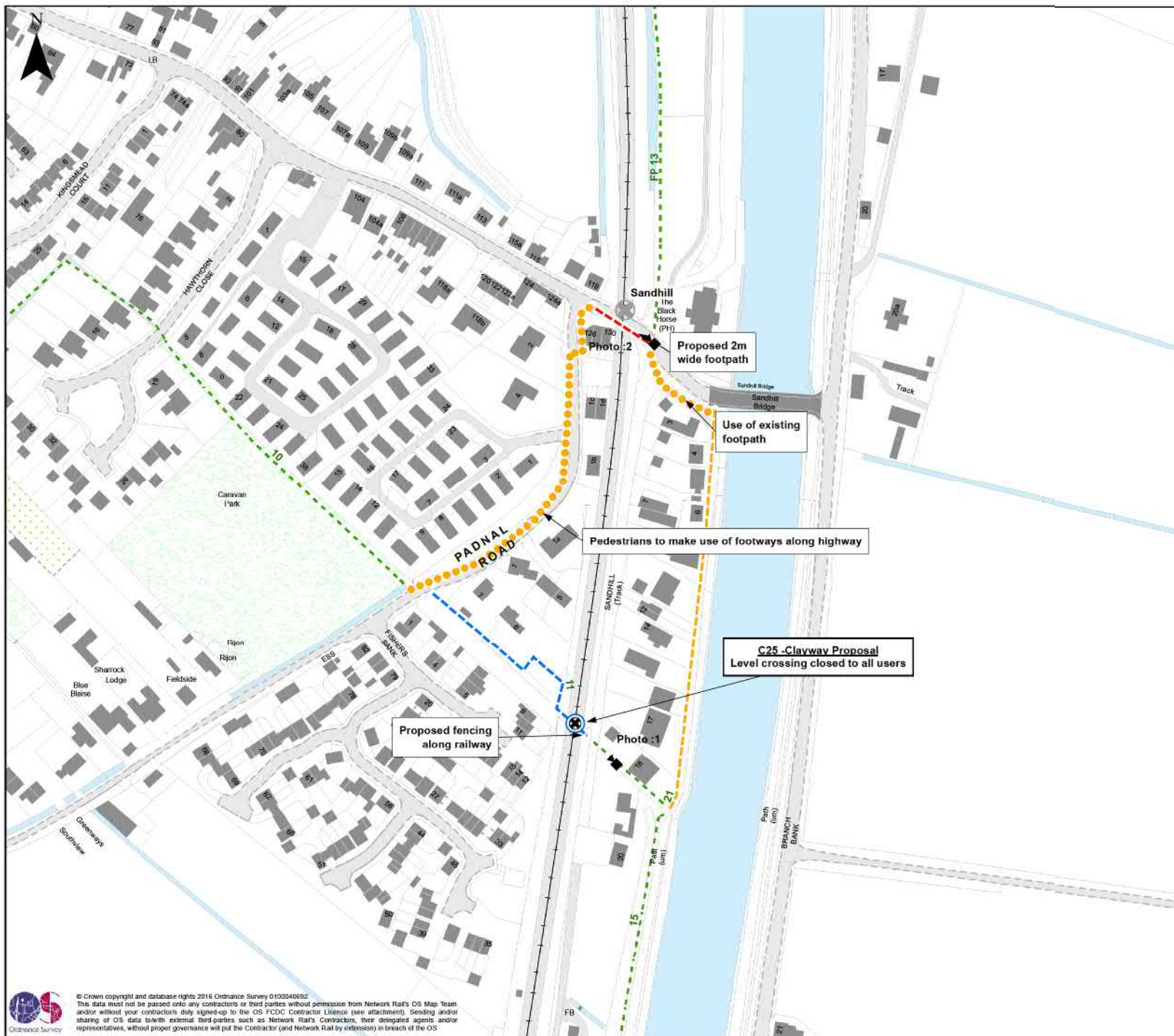
Photo 2: Alternative railway crossing



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 **C25** 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

C25 - Clayway
Cambridgeshire
Littleport 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 1:2,000	Drawing No. MMD-367516-C25-GEN-003
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Anglia Level Crossing Proposals

C26 – Poplar Drove (Littleport Parish)

Private Crossing

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.

Poplar Drove is one of the level crossings in the county of Cambridgeshire. It is located in Littleport Parish and has the postcode CB6 1FB. This is a private user worked crossing with telephone, although this status is disputed with alleged public rights over the crossing. The railway at this crossing carries passenger and freight trains with a line speed of 60 mph (up) and 50 mph (down). There are generally 64 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. Poplar Drove level crossing currently has an ALCRM score of B4 which is considered high risk. Key issues relate to frequent trains and short sighting times. There were 6 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, six questionnaire responses were received. For Poplar Drove 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):

- 33 % of responses were neutral towards the proposals
- 67 % of responses disagreed with the proposals
- 17 % supported the red route
- 33 % of responses preferred another route
- 50 % of responses did not state a preference

One questionnaire respondent had concerns about diverting to the A10, a very busy road which is unsafe. One questionnaire respondent suggested that the majority of people who use this crossing are travelling on foot, by bicycle or on horseback and not in cars.

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)	3 pedestrians	0 cyclists	0 equestrians	0 vehicles
Weekend (average daily)	0 pedestrians	0 cyclists	0 equestrians	0 vehicles

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 red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to remove all alleged public rights over the crossing and retain the private user crossing rights. The existing telephone will remain and a locked gate would be provided. While public rights over the crossing are not considered to exist, observations and census data do show some low level usage. Those non-motorised users currently using the crossing will be able to divert via the existing public rights network to Willow Row (C27) to the north. Public motorised users would have to divert to the A10 to the south

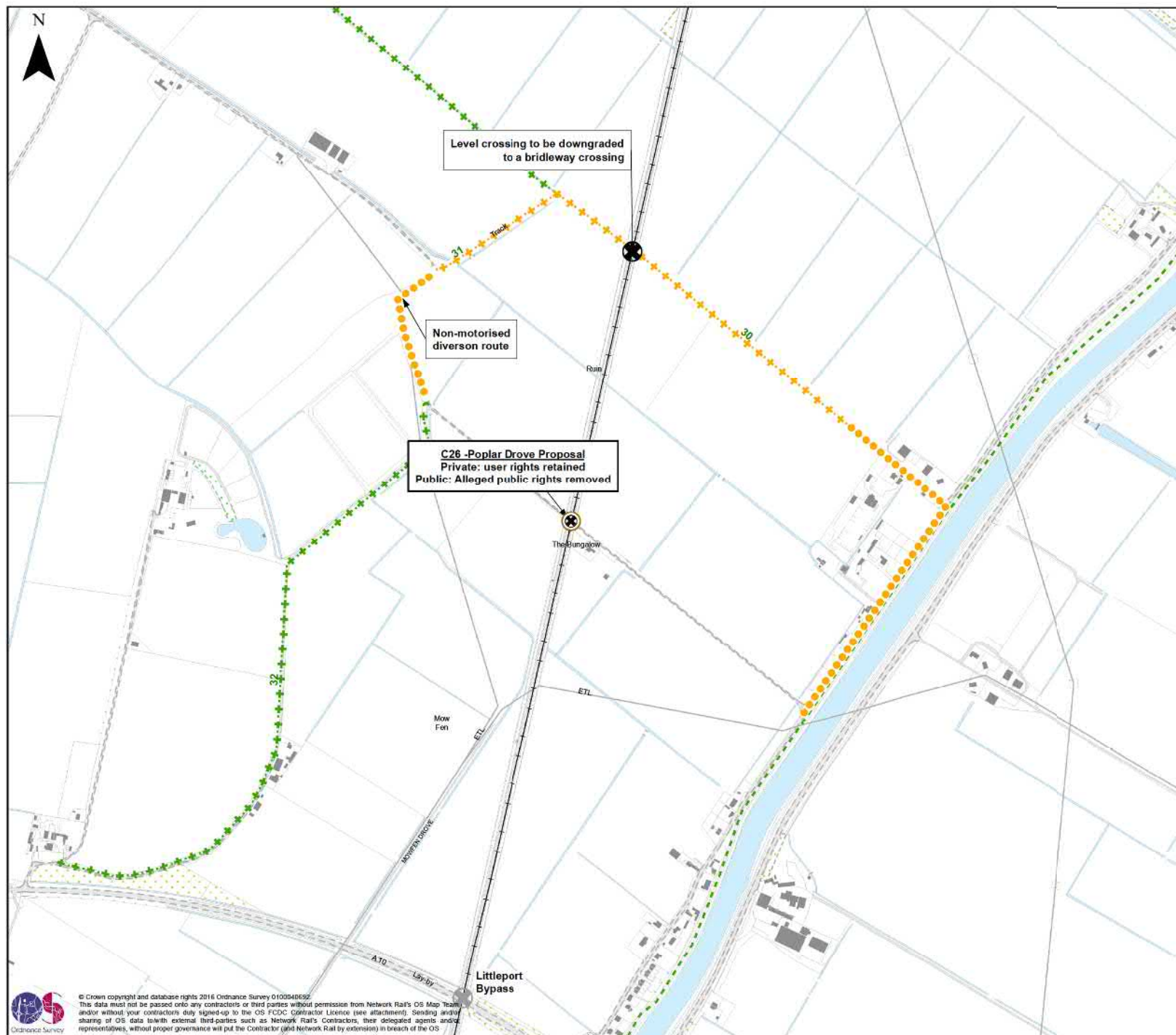
Photo 1: Existing level crossing



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 **C26** 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

C26 - Poplar Drive
Cambridgeshire
Littleport 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
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Drawing No.
MMD-367516-C26-GEN-003



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147 0 50 100 Metres

Anglia Level Crossing Proposals

C27 – Willow Row / Willow Road (Littleport Parish)

Public Right of Way Reference – Byway 30 Littleport

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.

Willow Row / Willow Road is one of the level crossings in the county of Cambridgeshire. It is located in Littleport Parish and has the postcode CB6 1EE. This is a public byway (Byway Open to all Traffic) user worked crossing. The railway at this crossing carries passenger and freight trains with a line speed of 90 mph. There are generally 76 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. Willow Row / Willow Road level crossing currently has an ALCRM score of A3 which is considered high risk. Key issues relate to frequent trains and large numbers of users. 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, six questionnaire responses were received. For Willow Row / Willow Road 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):

- 100 % of responses disagreed with the proposals
- 100 % of responses preferred an other route

One questionnaire respondent suggested that a very muddy route which is used by very few cars. Questionnaire respondents were also concerned about more traffic going onto the A10. One questionnaire respondent suggested that the red route is a dirt track and not suitable for vehicles, they suggested that instead the crossing should be downgraded to a bridleway.

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	0 cyclists	0 equestrians	0 vehicles
Weekend (average daily)	0 pedestrians	0 cyclists	0 equestrians	0 vehicles

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 red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to downgrade Willow Row to a bridleway. Non-motorised users would not be affected by this preferred option. Motorised users would have to make use of Poplar Drove (C26) crossing if registered, and public motorised users would be diverted to Littleport Bypass level crossing (ALCRM score D2) to the south. New bridleway gates with mounting blocks would be provided at the crossing.

Diversion lengths:

- Non-motorised users and registered vehicle users would not have their journey effected by the change in status
- Public motorised users would have up to an additional 3.2km to their route.
- Private motorised user would have up to an additional 1km to their route

Photo 1: Existing level crossing



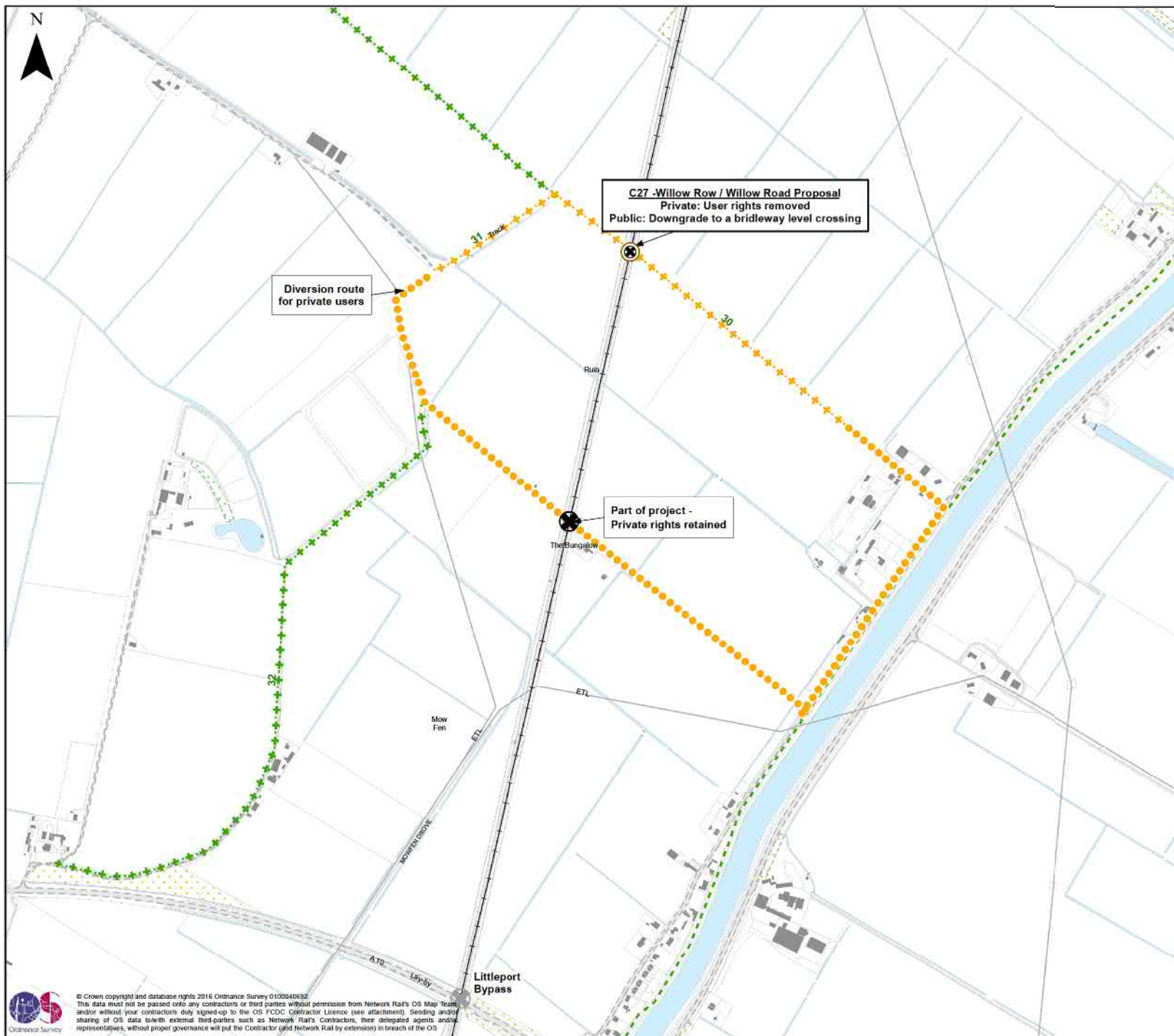
Photo 2: Alternative railway crossing – Littleport bypass



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 **C27** 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

C27 - Willow Row / Willow Road
Cambridgeshire
Littleport 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
1:7,000

Drawing No.
MMD-367516-C27-GEN-003



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149

0 50 100 Metres

Anglia Level Crossing Proposals

C28 – Black Horse Drove (Littleport Parish)

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.

Black Horse Drove is one of the level crossings in the county of Cambridgeshire. It is located in Littleport Parish and has the postcode CB6 1EH. This is a user worked crossing on a public road with miniature stop lights. The railway at this crossing carries passenger and freight trains with a line speed of 90mph. There are generally 57 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. Black Horse Drove level crossing currently has an ALCRM score of D8. There were 2 incidents of misuse, 2 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, five questionnaire responses were received. For Black Horse Drove 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):

- 80 % of responses were neutral towards the proposals
- 20 % of responses disagreed with the proposals
- 20 % supported the blue route
- 80 % of responses did not state a preference

One questionnaire respondent is concerned about the maintenance of the crossing as it currently exists. Alternative routes for farm vehicles are perceived as impractical by questionnaire respondents and it is suggested that full agricultural access is maintained at all times in the future.

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)	16 pedestrians	0 cyclists	0 equestrians	0 vehicles
Weekend (average daily)	6 pedestrians	0 cyclists	0 equestrians	0 vehicles

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 proposed red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to downgrade this crossing to a private user worked crossing and downgrade Black Horse Drove west of the railway to a private track. Public users would no longer be able to use the crossing. Users who wish to have private rights at this crossing should make themselves known to Network Rail using the email and telephone number below.

Diversion lengths:

- There would be no effect on route to the registered users
- There is no alternative route for public users to Black Horse Drove west of the railway

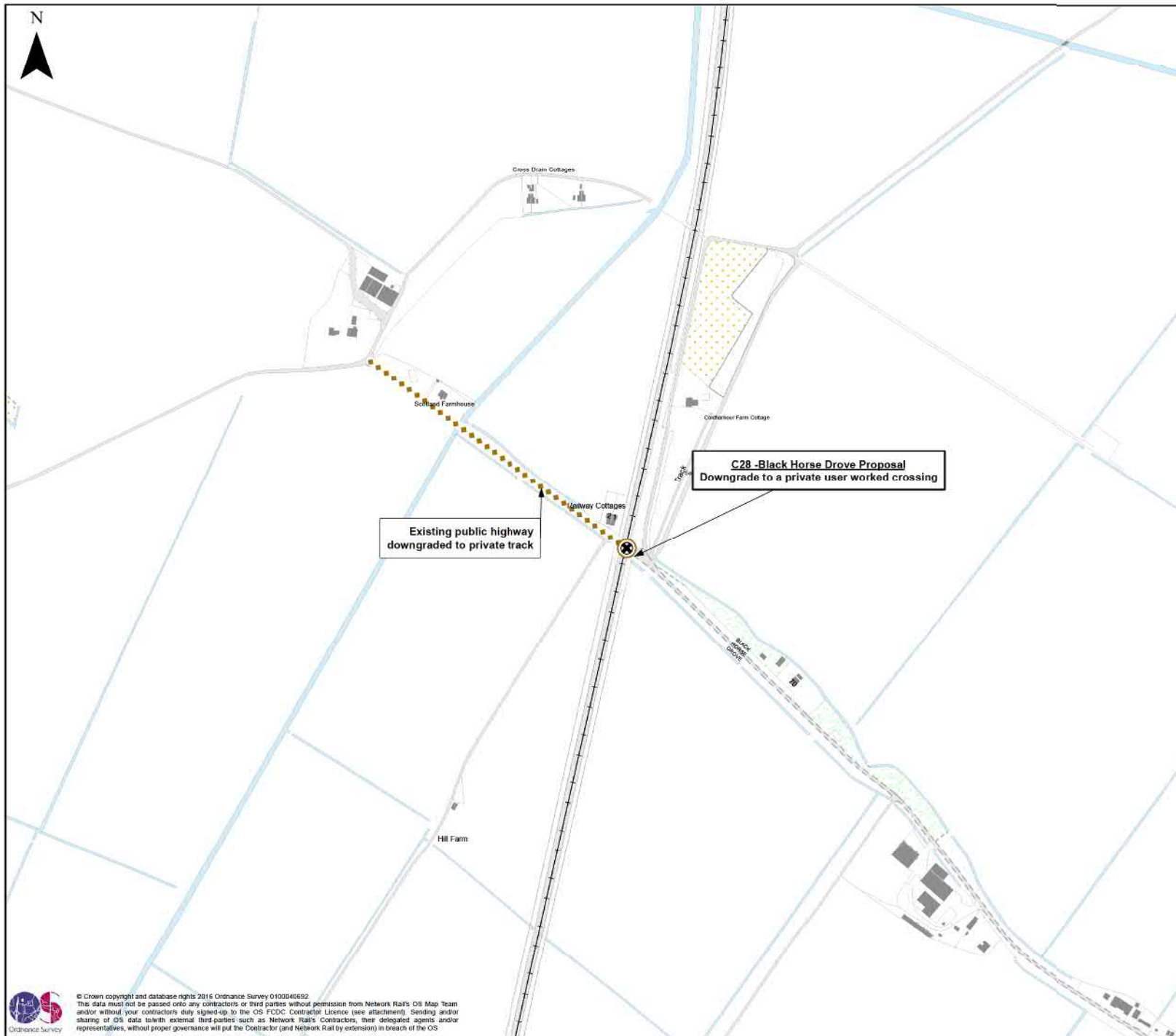
Photo 1: Existing level crossing



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 **C28** 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

C28 - Black Horse Drove
Norfolk
Littleport CP

P1	16/08/2016	For Information	WC	DW	SJT	JAS
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Scale at A3
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Anglia Level Crossing Proposals

C29 – Cassells (Brinkley Parish)

Public Right of Way Reference – Footpath 1 Wilbraham

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.

Cassells is one of the level crossings in the County of Cambridgeshire. It is located in Brinkley Parish and has the postcode CB8 0UN. 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 trains with a line speed of 60 mph. There are generally 34 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. Cassells level crossing currently has an ALCRM score of D10. Key issues relate to sun glare, and deliberate misuse or user error. 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, two questionnaire responses were received. For Cassells 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):

- 50 % agreed with the proposals
- 50 % of responses were neutral towards the proposals
- 100 % supported the red route

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 the red 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 diversion route along Brinkley Road and along the existing footpath to north-west of the railway line. The railway would be crossed at Brinkley Road level crossing which has automatic half barriers and an ALCRM score of E4. The Brinkley Road section of the diversion route would incorporate a short section of existing grass verge and a longer section of new 1.8m wide footway. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- Users of the railway crossing would have their route increased up to approximately 300m.

Photo 1: Existing level crossing



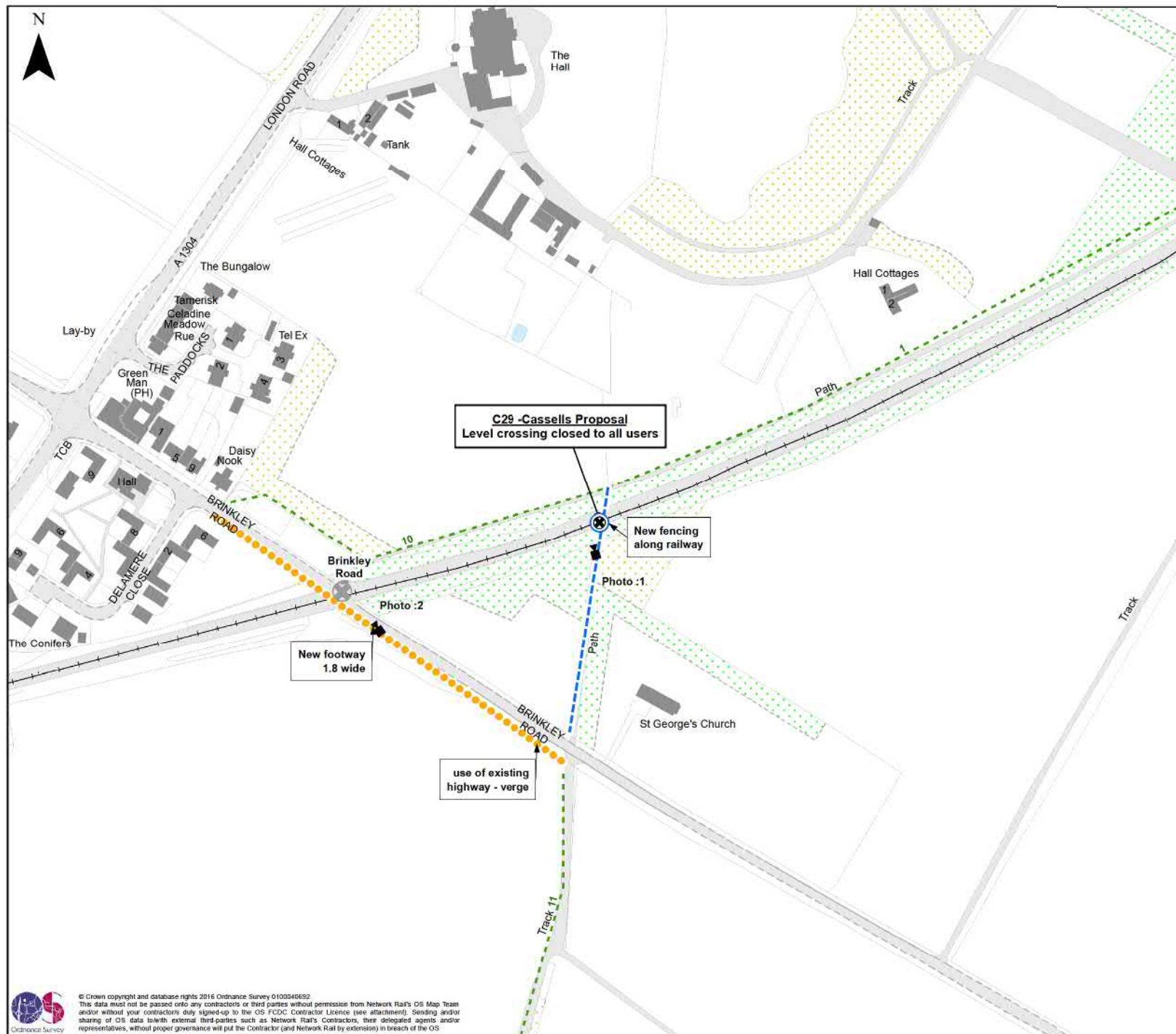
Photo 2: Alternative railway crossing



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 **C29** 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

C29 - Cassells
Cambridgeshire
Little Wilbraham CP

P1	16/08/2016	For Information	WC	DW	SJT	JAS
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Anglia Level Crossing Proposals

C30 – Westley Road (Westley Waterless Parish)

Public Right of Way Reference – Byway 1

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.

Westley Road is one of the level crossings in the County of Cambridgeshire. It is located in Westley Waterless Parish and has the postcode CB8 0UB. This is a user worked crossing with miniature stop lights on a public road. The railway at this crossing carries passenger and freight with a line speed of 60mph. There are generally 34 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. Westley Road level crossing currently has an ALCRM score of C6 which is considered high risk. There were no incidents of misuse, 4 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, twelve questionnaire responses were received. For Westley Road 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):

- 17 % agreed with the proposals
- 17 % of responses were neutral towards the proposals
- 67 % of responses disagreed with the proposals
- 33 % supported the red route
- 50 % of responses preferred another route
- 17 % 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)	3 pedestrians	0 cyclists	0 equestrians	4 vehicles
Weekend (average daily)	4 pedestrians	2 cyclists	0 equestrians	6 vehicles

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 the red route shown at the June 2016 Stage 1 consultation was taken forward.

Our preferred option is the downgrade of the level crossing to a bridleway level crossing with a vehicular right of way for registered users only. The miniature stop lights and telephone would be retained at this crossing after the downgrade. To cross the railway non-registered vehicles would use the existing highway and Brinkley Road level crossing, which has automatic half barriers and an ALCRM score of E4. New bridleway gates with mounting blocks and a turning head for delivery and emergency vehicles would be provided at the existing level crossing.

Diversion lengths:

- Non-registered vehicles users of the railway crossing would have their route increased up to approximately 3.1km.
- Non-motorised users and registered motorised users would not be affected

Photo 1: Existing level crossing



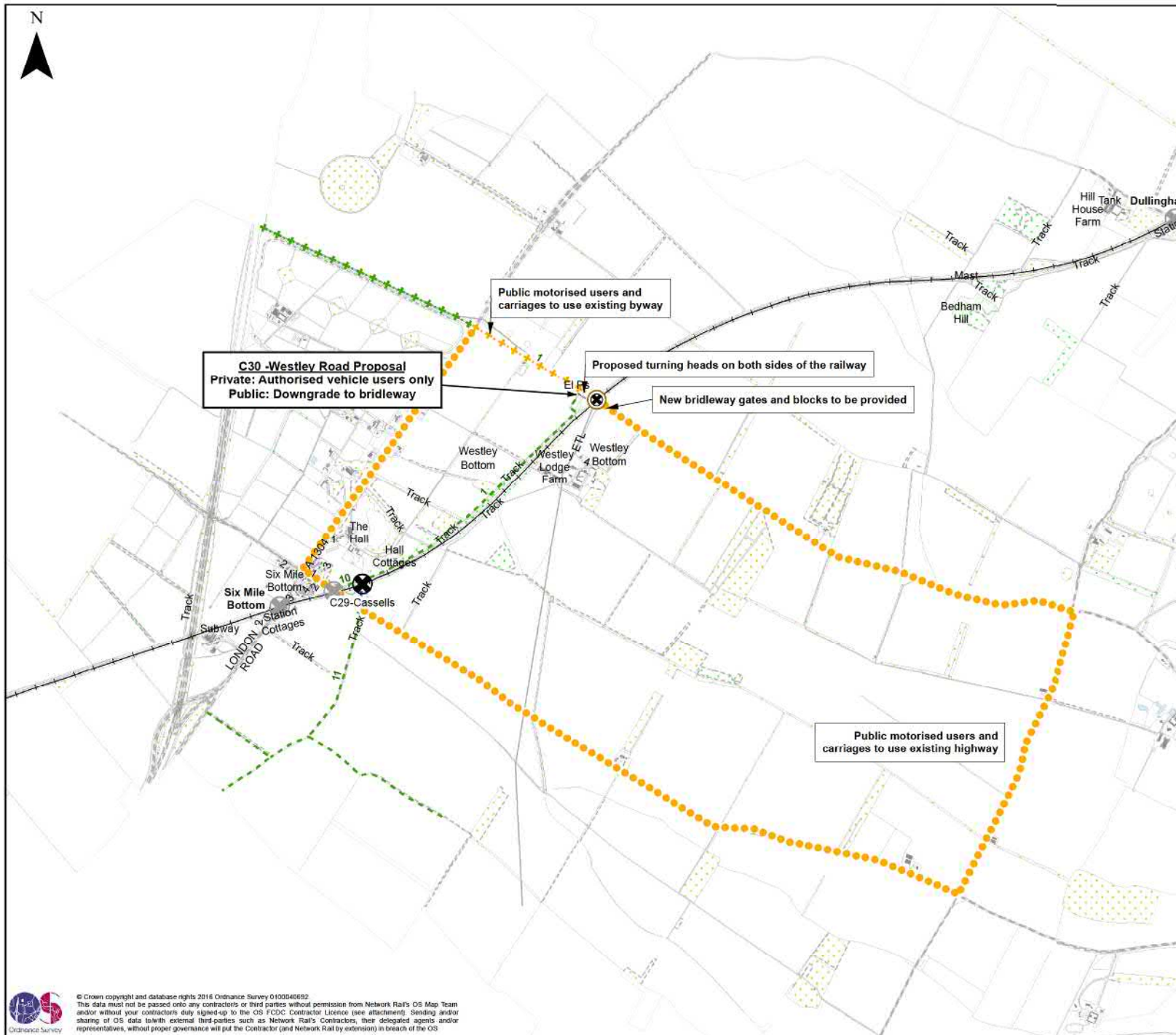
Photo 2: Alternative railway crossing



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 **C30** 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

C30 - Westley Road
Cambridgeshire
East Cambridgeshire Dist*

P1	16/08/2016	For Information	WC	DW	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 1:18,000		Drawing No. MMD-367516-C30-GEN-003				



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Anglia Level Crossing Proposals

C31 – Littleport Station (Littleport Parish)

Station Private Access Crossing

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.

Littleport Station is one of the level crossings in the County of Cambridgeshire. It is located in Littleport Parish and has the postcode CB6 1JL. This is a station passenger crossing with miniature stop lights. The railway at this crossing carries passenger and freight with a line speed of 60 mph. There are generally 60 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. Littleport Station level crossing currently has an ALCRM score of D4. Key issues relate to deliberate misuse or user error, short sighting time, large numbers of users and the fact the crossing is at a station. There were 633 incidents of misuse, 11 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, thirty-one questionnaire responses were received. For Littleport Station 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):

- 23 % agreed with the proposals
- 35 % of responses were neutral towards the proposals
- 42 % of responses disagreed with the proposals
- 45 % supported the red route
- 45 % of responses preferred another route
- 10 % of responses did not state a preference

One respondent requested that the underbridge be fully pedestrian friendly as there were concerns about the shared underbridge with vehicles. One respondent suggested that flooding is a very common occurrence and the drain from Lynn Road running up the side of the station needs rodding regularly. There were also concerns over potentially long queues when the gates are closed to trains. There was a request for extra car and cycle parking and a second ticket machine on southbound side of railway.

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.

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 proposed red route shown at the June 2016 Stage 1 consultation has been taken forward.

Our preferred option is to close this level crossing to all users. Crossing users will be diverted to existing underbridge to the south of the crossing and a new raised footway. All vehicles would be banned from the underbridge road from the car park junction to the new ramp on the eastern side. The diversion route will make use of the existing footpath to the west of the railway and provide a new footpath with ramp access to the east of the railway. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway. It is proposed that ticket machines would be provided on both platforms and new disabled parking close to the bottom of the new ramp on the east side of the railway.

Diversion lengths:

- The diversion route would add up to an additional 160m to the route (for those using the station car park).

Photo 1: Existing level crossing



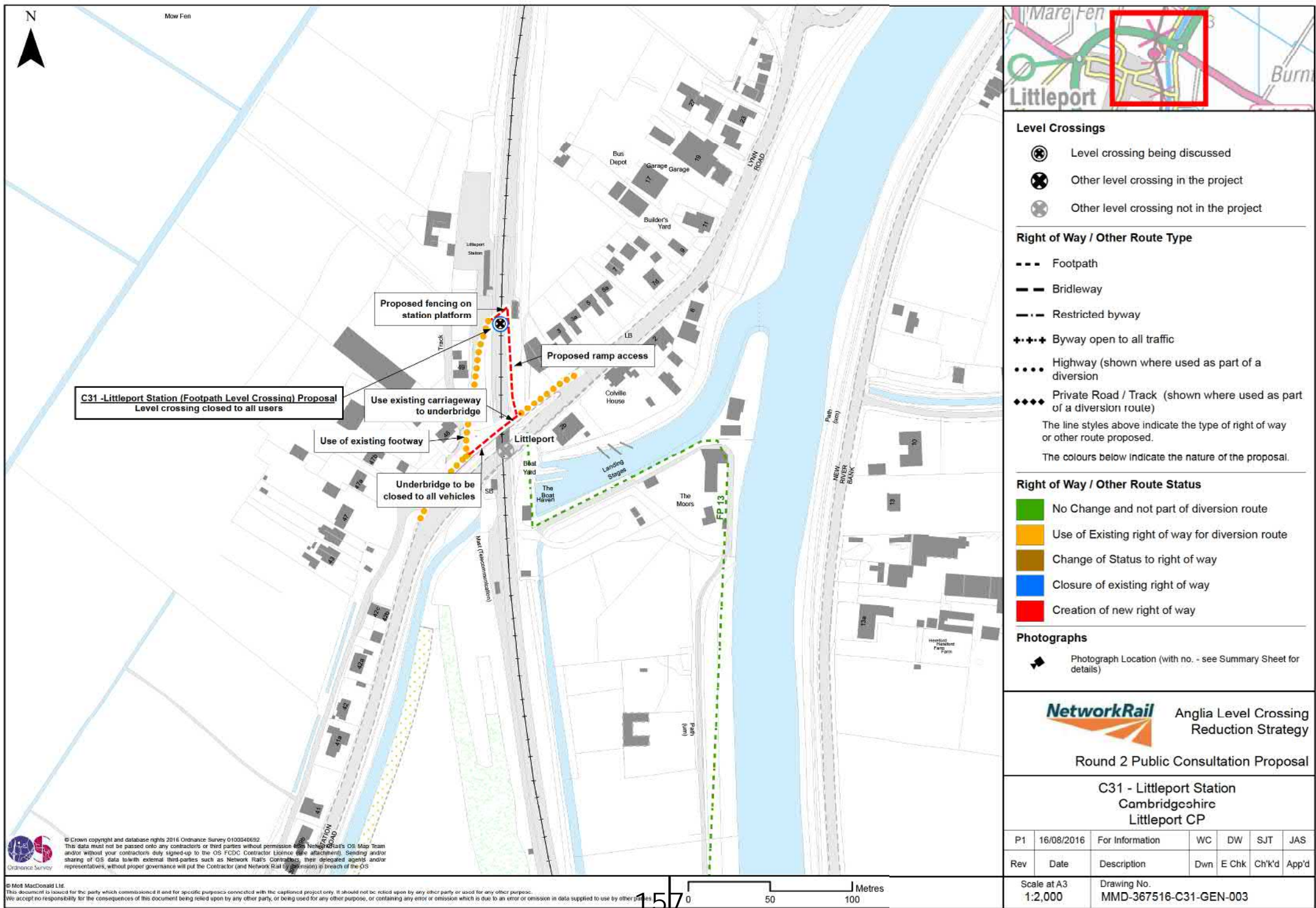
Photo 2: Alternative railway crossing



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 **C31** 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.



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Anglia Level Crossing Proposals

C33 – Jack O'Tell (Adam's Crossing) (Waterbeach Parish)

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.

Jack O'Tell (Adam's Crossing) is one of the level crossings in the County of Cambridgeshire. It is located in Waterbeach Parish and has the postcode CB25 9LR. This is a public footpath Stop, Look and Listen crossing with private vehicle user worked gates where the users have to make their own judgement 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. Jack O'Tell (Adam's Crossing) level crossing currently has an ALCRM score of A2 which is considered high risk for the vehicular crossing. Key issues relate to deliberate misuse or user error, large numbers of users, frequent trains, and sun glare. There were no incidents of misuse, 2 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, one questionnaire responses were received. For Jack O'Tell (Adam's Crossing) 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):

- 100 % of responses were neutral towards the proposals
- 100 % supported the red route

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.

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 the red route shown at the June 2016 Stage 1 consultation was taken forward.

Our preferred option is to close the private vehicle level crossing. The public footpath crossing for pedestrians would remain open. In order to cross the railway by vehicular means a combination of private farm tracks and adopted highway would be used to divert to Bannolds level crossing, which has automatic half barriers and an ALCRM score of D5. At Jack O'Tell (Adam's Crossing) level crossing pedestrian wicket gates would be provided.

Diversion lengths:

- Vehicular users of the railway crossing would have their route increased up to approximately 7km
- Pedestrians would be unaffected

Photo 1: Existing level crossing



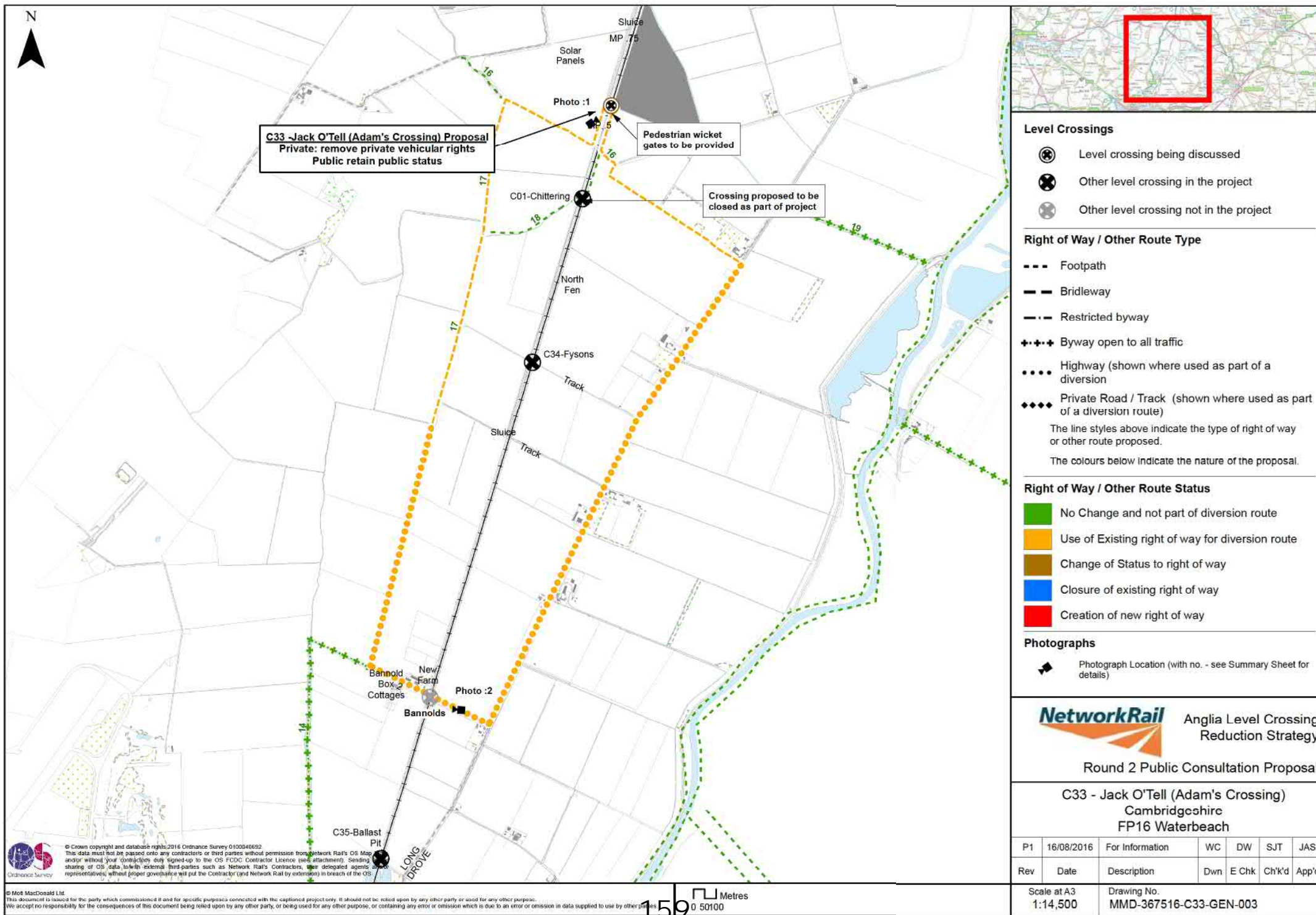
Photo 2: Alternative railway crossing



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 **C33** 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.



C33 -Jack O'Tell (Adam's Crossing) Proposal
Private: remove private vehicular rights
Public retain public status

Pedestrian wicket gates to be provided

Crossing proposed to be closed as part of project

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)

Network Rail Anglia Level Crossing Reduction Strategy

Round 2 Public Consultation Proposal

C33 - Jack O'Tell (Adam's Crossing)
Cambridgeshire
FP16 Waterbeach

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

Scale at A3 1:14,500

Drawing No. MMD-367516-C33-GEN-003

Anglia Level Crossing Proposals

C34 – Fysons (Waterbeach Parish)

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.

Fysons is one of the level crossings in the County of Cambridgeshire. It is located in Waterbeach Parish and has the postcode CB25 9LR. This is a private user worked crossing. 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. Fysons level crossing currently has an ALCRM score of A6 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, no questionnaire responses were received.

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.

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 the red route shown at the June 2016 Stage 1 consultation was taken forward.

Our preferred option is to close the level crossing to all users. In order to cross the railway a combination of private farm tracks and adopted highway would be used to divert to Bannolds level crossing, which has automatic half barriers and an ALCRM score of D5. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- Users of the railway crossing would have their route increased up to approximately 4km.

Photo 1: Existing level crossing



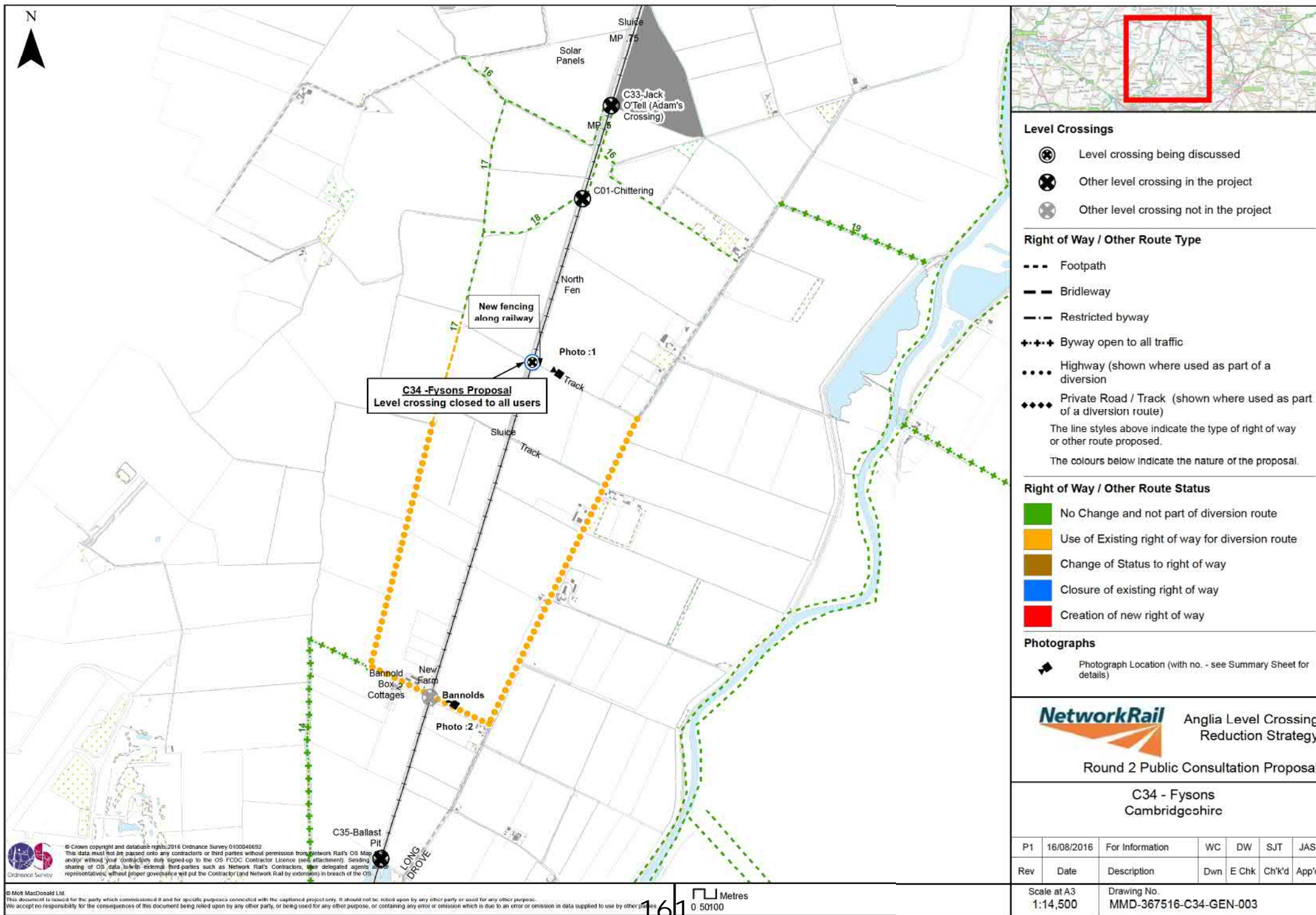
Photo 2: Alternative railway crossing



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 **C34** 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.



Anglia Level Crossing Proposals

C35 – Ballast Pit (Waterbeach Parish)

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.

Ballast Pit is one of the level crossings in the County of Cambridgeshire. It is located in Waterbeach Parish and has the postcode CB25 9LW. This is a private user worked crossing. The railway at this crossing carries passenger and freight with a line speed of 75 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. Ballast Pit level crossing currently has an ALCRM score of B6 which is considered high risk. Key issues relate to frequent trains, 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, three questionnaire responses were received. For Ballast Pit 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):

- 33 % agreed with the proposals
- 67 % of responses were neutral towards the proposals
- 33 % of responses preferred another route
- 67 % 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.

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 the red route shown at the June 2016 Stage 1 consultation was taken forward.

Our preferred option is to close the level crossing to all users. In order to cross the railway a combination of private farm tracks and adopted highway would be used to divert to Bannolds level crossing, which has automatic half barriers and an ALCRM score of D5. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

Diversion lengths:

- Users of the railway crossing would have their route increased up to approximately 2km.

Photo 1: Existing level crossing



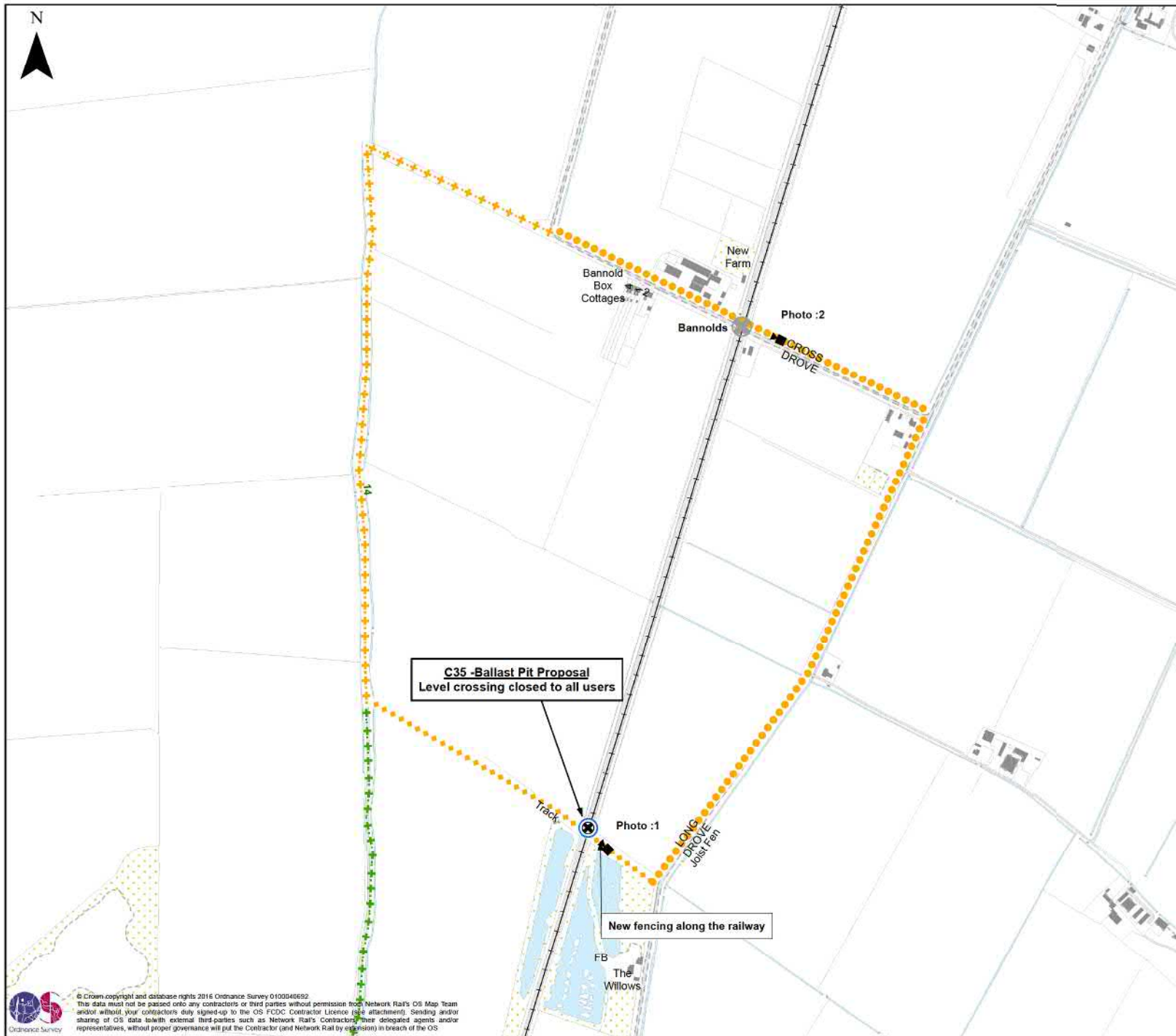
Photo 2: Alternative railway crossing



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 **C35** 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

C35 - Ballast Pit
Cambridgeshire

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.
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