

Tab. 4 Round 3 Public Information Sheets

Update on Anglia Level Crossing Proposals

Changes resulting from consultation - Cambridgeshire

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

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

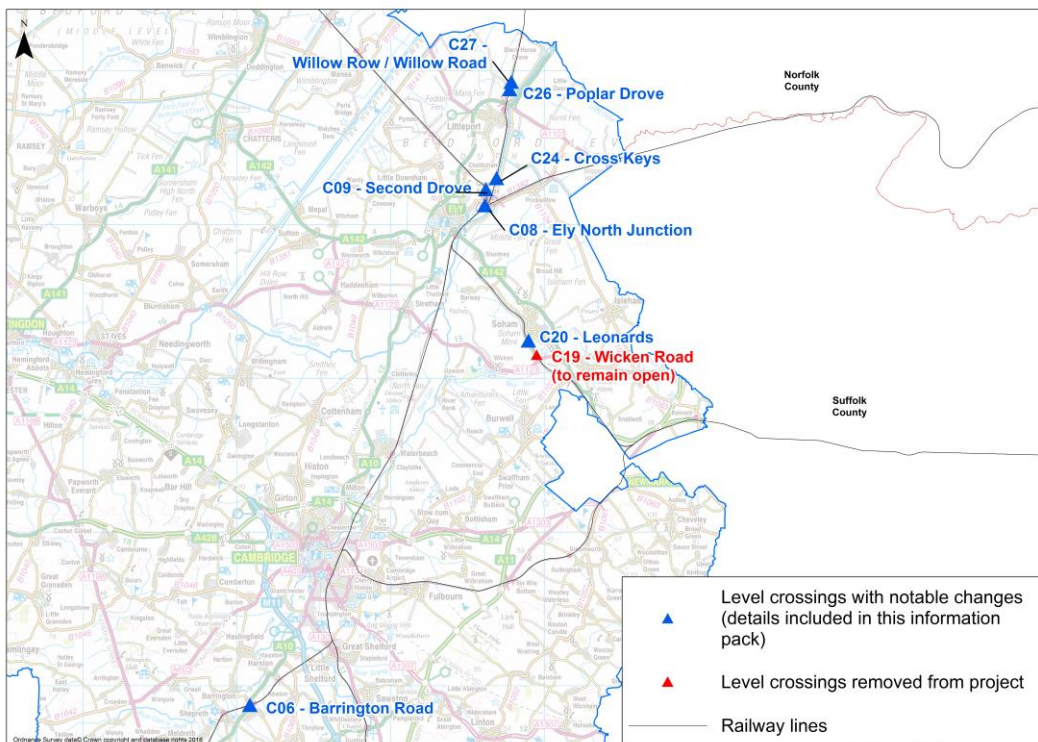
The level crossings in this initial phase of the Anglia programme do not include any new railway bridges or underpasses and offer benefits which are currently affordable and deliverable.

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

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

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

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



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

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

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

Level Crossing Proposals

C06 – Barrington Road Foxton Parish

Barrington Road is one of the level crossings in the County of Cambridgeshire. It is located in Foxton Parish and has the postcode CB22 6SJ. This is a public road with a prohibition of driving. The railway at this crossing carries passenger and freight trains with a line speed of 90 mph. There are generally 147 trains passing through this level crossing per day. A photo of the crossing is shown here.

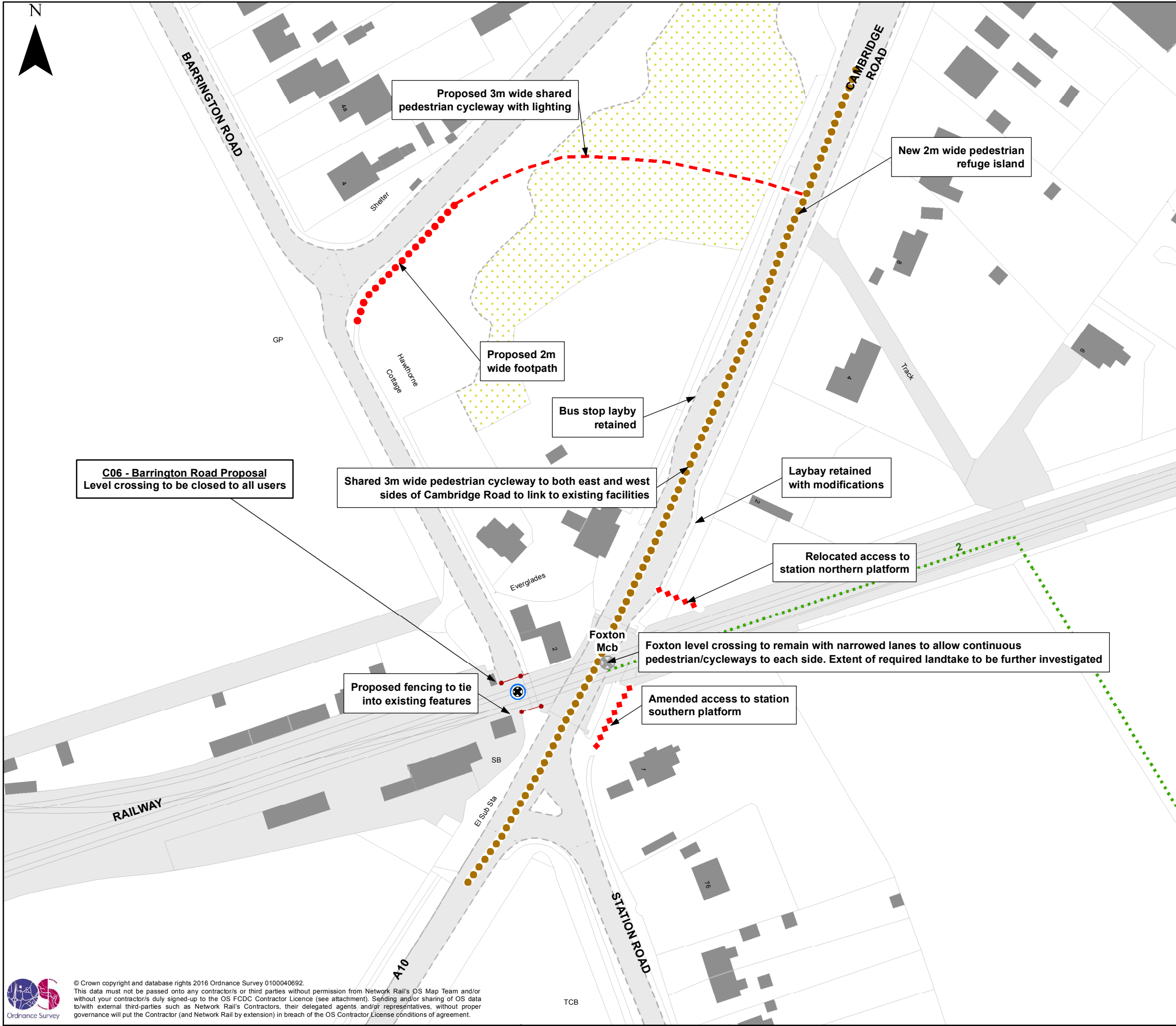


Public consultation was held in September 2016 on the preferred option (at the time) for this level crossing. 122 questionnaire responses were received. Key themes included:

- Safety concerns about cyclists having to cross the A10 twice in certain circumstances.
- Closing the crossing would not connect and integrate cyclists with the proposed new A10 cycleway.
- Suggestions that the A10 should be widened to accommodate pedestrians and cyclists, therefore avoiding the need to cross the road.
- Length of diversion for some users

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

Our revised proposals are to close Barrington Road level crossing to all users. Level crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway. Foxton level crossing would be altered to accommodate both northbound and southbound 3m wide shared pedestrian/cycle facilities. This would be achieved by narrowing the Cambridge Road carriageway (A10) over approximately 80 metres and making use of the existing verges. The proposed cycle facilities would tie in with the existing A10 cycleway. In addition, a new 3m wide shared footpath/cyclepath would be created through the wooded area to the west of Cambridge Road to link to Barrington Road. Consideration will be given to ensure the route is suitably lit to minimise environmental impact. A pedestrian refuge island is proposed at the new desire line across the A10. An overview of the revised proposals is shown on the drawing overleaf.



SECTION 1: LEVEL CROSSINGS

- Rights to be modified as part of this project
- Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
- Road / Track (private)
- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Walking
- Carriageway Walking
- Verge Walking

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE

- Fencing
- Gates
- Future Developments where planning details are available

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.



Anglia Level Crossing
Reduction Strategy



Public Information Update

C06 - Barrington Road
Cambridgeshire, Foxton CP

P1	Nov 2016	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

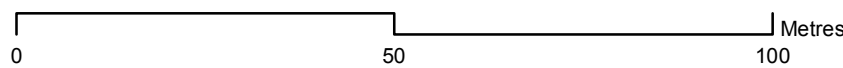
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1:1,000

Drawing No.
MMD-367516-C06-PIU-001



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Level Crossing Proposals

C08 – Ely North Junction Ely Parish

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

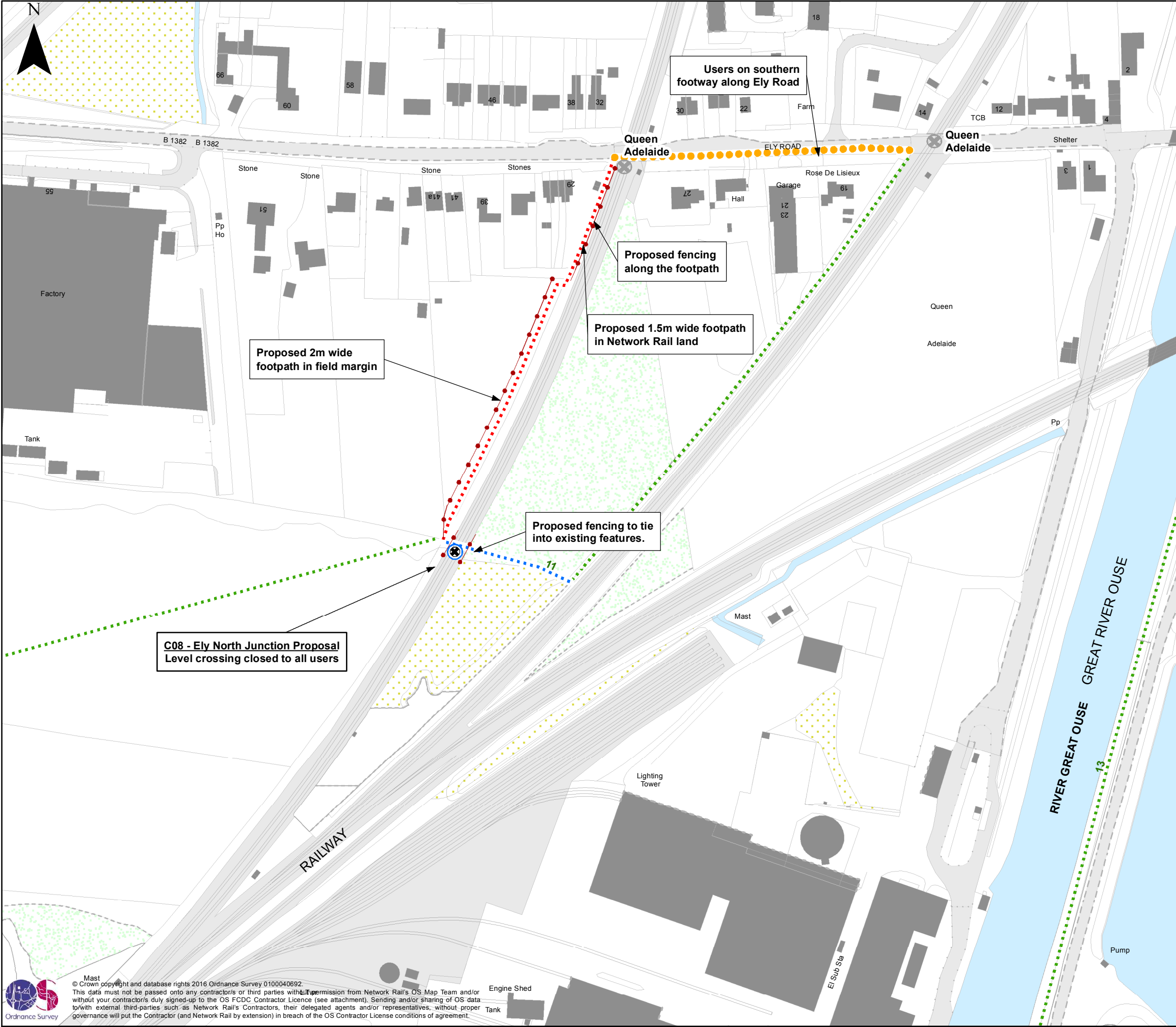


Public consultation was held in September 2016 on the preferred option (at the time) for this level crossing. 6 questionnaire responses were received. Key themes included:

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

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

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



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

--- Bridleway (public) ◆◆◆◆ Road / Track (private)

--- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Walking ○○○○ Carriageway Walking

●●●● Verge Walking

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE

This Project Third Party Projects

●●●● Fencing ■ Future Developments where planning details are available

■ Gates

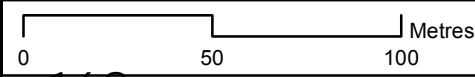
1. The layout shown on this drawing is indicative and may be subject to change at detailed design.

NetworkRail Anglia Level Crossing Reduction Strategy

M M Public Information Update

MOTT MACDONALD

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



Level Crossing Proposals

C20 – Leonards

Soham Parish

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 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. A photo of the crossing is shown here.

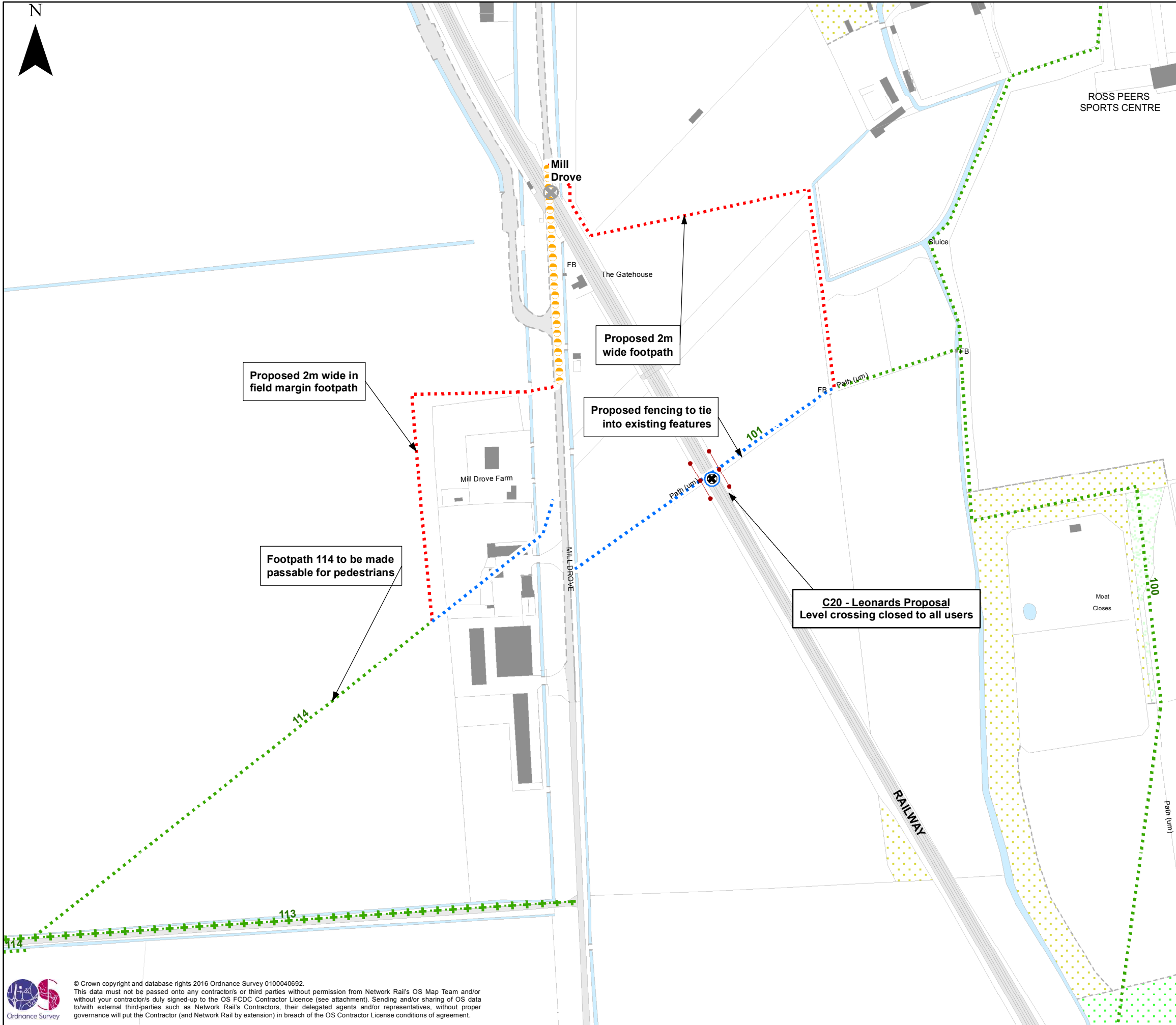


Public consultation was held in September 2016 on the preferred option (at the time) for this level crossing. 2 questionnaire responses were received. Key themes included:

- Concerns that the diversion route is too long
- Safety concerns about the diversion route along Mill Drove
- Comments that the proposal would be a less enjoyable walking route

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

Our revised proposals are to close Leonards level crossing to all users. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway. The new proposal would still divert users to the road level crossing on Mill Drove but the quantity of road / verge walking has been reduced. For users approaching from the western side of the railway, a new 2m wide footpath which would be created to link footpath 114 to Mill Drove. On the eastern side, users would have a more direct new footpath, which joins with footpath 101. An overview of the revised proposals is shown on the drawing overleaf.



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) + + + Byway open to all traffic (public)

--- Bridleway (public) ◆◆◆◆ Road / Track (private)

--- Restricted byway (public)

The line styles above illustrate the type of right of way extant or proposed.
The colour is per section 4 below.

SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Walking ○○○○ Carriageway Walking

●●●● Verge Walking

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE

This Project Third Party Projects

●●● Fencing ■ Future Developments where planning details are available

■ Gates

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.

NetworkRail Anglia Level Crossing Reduction Strategy

MOTT MACDONALD Public Information Update

C20 - Leonards Cambridgeshire, Soham CP						
P1	Nov 2016	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 1:2,500		Drawing No. MMD-367516-C20-PIU-001				

Level Crossing Proposals

C26 – Poplar Drove & C27 – Willow Row / Willow Road Littleport Parish

Poplar Drove and Willow Row / Willow Road are level crossings in the County of Cambridgeshire. They are located in Littleport Parish and have postcodes CB6 1FB and CB6 1EE respectively. Poplar Drove is a private user worked crossing with telephone, although there are alleged public rights over the crossing.

Willow Row / Willow Road is a public byway (Byway Open to all Traffic) user worked crossing. The railway at these crossings carries passenger and freight trains with a line speed of up to 90mph. There are up to 76 trains passing through this level crossing per day. Photos of the crossings are shown here.

Public consultation was held in September 2016 on the preferred option (at the time) for these level crossings. 3 questionnaire responses were received. Key themes included:

- Concerns that the diversion route via Willow Road would be too difficult to cycle over as it lacks a metalled surface
- Comments that the proposal doesn't address safety issues

This flyer is to update you on changes to our proposals as a result of the feedback received in September from the public and stakeholders for the Poplar Drove and Willow Row / Willow Road level crossings.



C26 – Poplar Drove

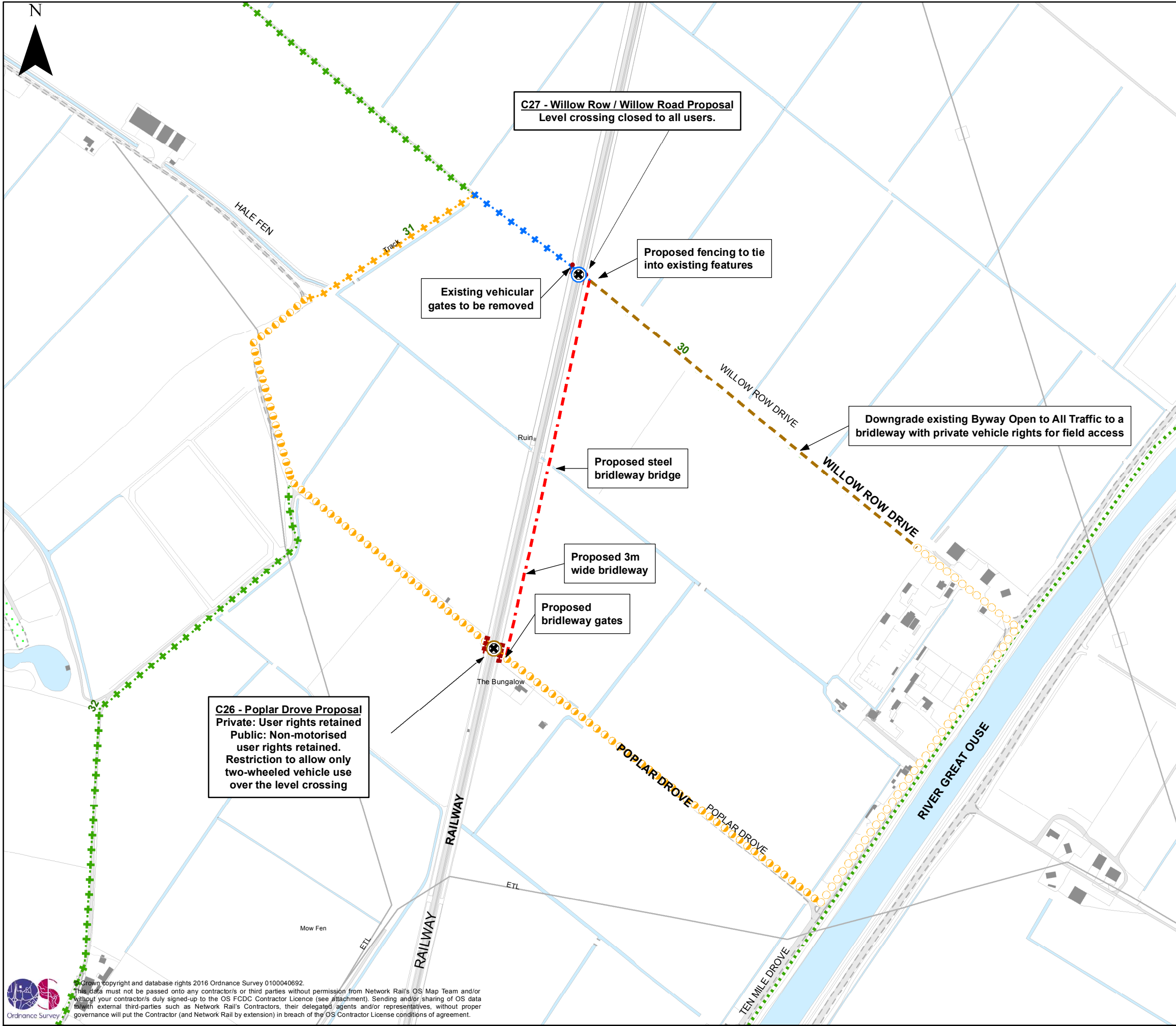


C27 – Willow Row

Our revised proposals are to provide access at Poplar Drove for pedestrians, equestrians and cyclists. Access would also be retained for two-wheeled motorised vehicles and private registered users (e.g. local landowners / farmers). Restrictions would be put in place to prevent larger public vehicle use.

Willow Row / Willow Road would be closed to all users.

Crossing infrastructure would be removed from both crossings and fencing installed to prevent trespass onto the railway. A new 3m wide bridleway would be created in field margins running on the eastern side of the railway between these two level crossings and would include a steel bridleway bridge. The new bridleway would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. In addition, an eastern section of byway 30 of about 450 metres, would be downgraded to a bridleway with private rights maintained for field access. The western section of byway 30 between Willow Row /Willow Road up to the intersection of byway 31 would be extinguished.



SECTION 1: LEVEL CROSSINGS

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SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

- Footpath (public)
- Byway open to all traffic (public)
- Bridleway (public)
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- Restricted byway (public)

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SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

- Footway Walking
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Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

- No change and not part of diversion
- Closure of existing right of way
- Use of existing right of way as part of diversion
- Creation of new right of way
- Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE

- This Project Fencing
- Third Party Projects Future Developments where planning details are available
- This Project Gates

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.



Anglia Level Crossing
Reduction Strategy

Public Information Update

C26 - Poplar Drove
Cambridgeshire, Littleport CP

P1	Nov 2016	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd

Scale at A3
1:5,000
Drawing No.
MMD-367516-C26-PIU-001

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Level Crossing Proposals

C09 – Second Drove & C24 – Cross Keys Ely Parish

Second Drove and Cross Keys are level crossings in the County of Cambridgeshire. They are located in Ely Parish and have postcodes CB7 4UA and CB7 4UE respectively.

Second Drove 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 Second Drove level crossing carries passenger and freight trains with a line speed of 60mph and generally has 194 trains passing through per day.



C09 – Second Drove

Cross Keys 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 Cross Keys level crossing carries passenger and freight trains with a line speed of 80mph and generally has 57 trains passing through per day. Photos of the crossings are shown here.



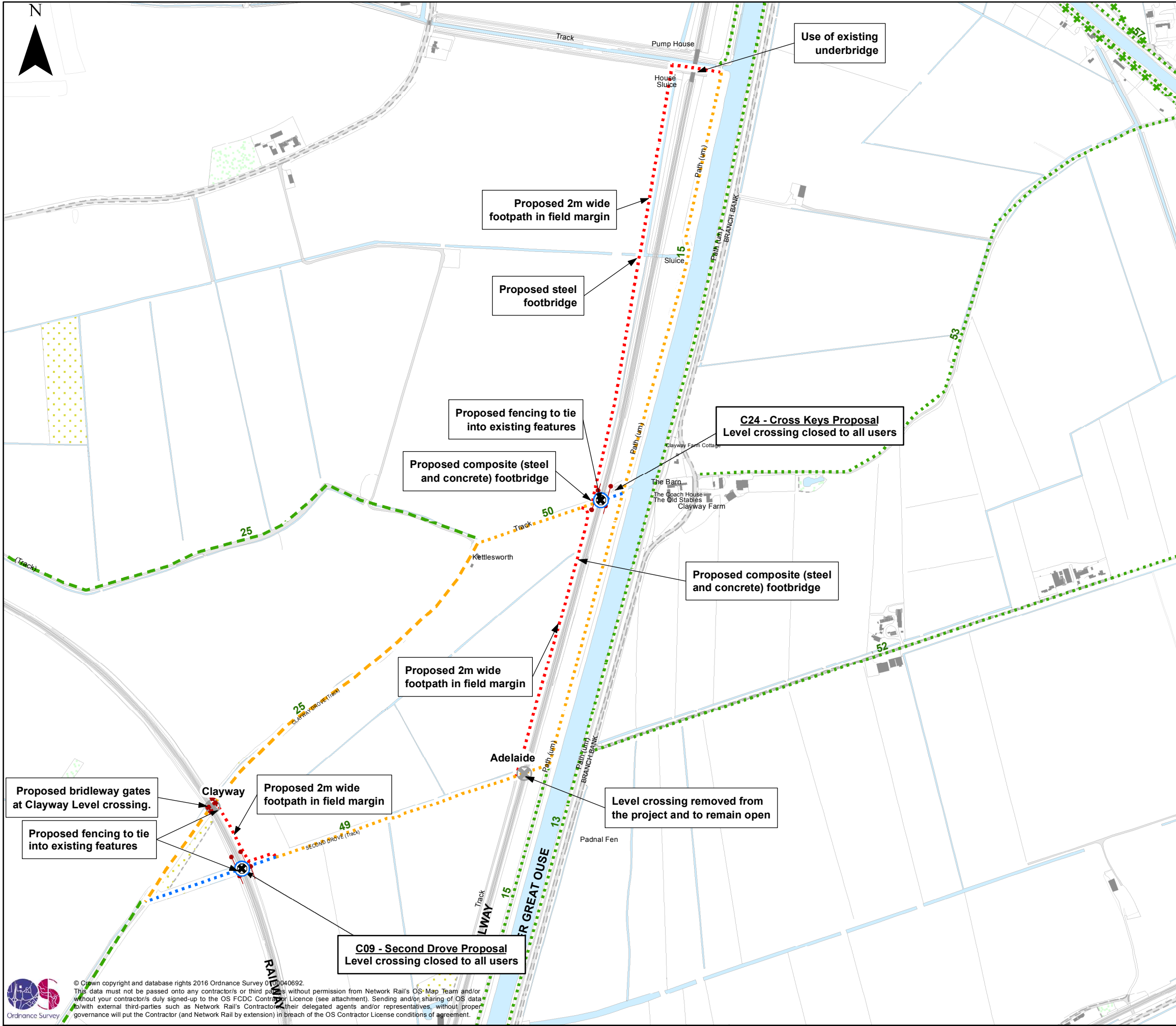
C24 – Cross Keys

Public consultation was held in September 2016 on the preferred option (at the time) for these level crossings. 7 questionnaire responses were received for Second Drove, and 4 for Cross Keys. Key themes included:

- Concerns that the diversion route along the railway is unsuitable for dog walkers
- Comments that if Second Drove is to close, it is important that Adelaide level crossing remain open
- Length of diversion at Cross Keys level crossing
- Suggestions that a circular route should be created by including a footpath between Adelaide level crossing and Cross Keys level crossing

This flyer is to update you on changes to our proposals as a result of the feedback received in September from the public and stakeholders for the Second Drove and Cross Keys level crossings.

Our revised proposals are to close both Second Drove and Cross Keys level crossings to all users. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway. The diversion route for the closure of Second Drove is similar to the one shown in the previous round of consultation, with users being diverted to Clayway level crossing to the north west. The route on the eastern side of the railway has been shortened. The main change to the proposal is the addition of a 2m wide footpath between Adelaide level crossing (which will remain open) and Cross Keys level crossing. This will create a circular route to the west of the railway. 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. An overview of the revised proposals is shown on the drawing overleaf.



SECTION 1: LEVEL CROSSINGS

⊗ Rights to be modified as part of this project

⊙ Rights not modified as part of this project

The above symbols indicate existing level crossing locations.
The ring colours are as per section 4 below.

SECTION 2: TYPE OF RIGHT OF WAY (excluding adopted highway)

..... Footpath (public) +.+.+ Byway open to all traffic (public)

--- Bridleway (public) ◆◆◆◆ Road / Track (private)

--- Restricted byway (public)

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SECTION 3: PROPOSED USE OF ADOPTED HIGHWAY

●●●● Footway Walking ○○○○ Carriageway Walking

●●●● Verge Walking

Where the proposals may divert users onto an adopted highway, the above symbols denote where a footway is available, a verge only, or if neither a footway or verge is available and pedestrians would need to walk in the carriageway.

SECTION 4: PROPOSED STATUS CHANGE

■ No change and not part of diversion ■ Closure of existing right of way

■ Use of existing right of way as part of diversion ■ Creation of new right of way

■ Change of status to existing right of way

The above colours apply to sections 1, 2 and 3 above.

SECTION 5: ASSOCIATED INFRASTRUCTURE

This Project Third Party Projects

●●● Fencing ■ Future Developments where planning details are available

■ Gates

1. The layout shown on this drawing is indicative and may be subject to change at detailed design.

NetworkRail Anglia Level Crossing Reduction Strategy

M M Public Information Update

MOTT MACDONALD

C24 - Cross Keys Cambridgeshire, Ely CP						
P1	Nov 2016	For Information	WC	SRP	SJT	JAS
Rev	Date	Description	Dwn	E Chk	Ch'k'd	App'd
Scale at A3 1:7,500		Drawing No. MMD-367516-C24-PIU-001				

Update on Anglia Level Crossing Proposals



Thank you

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

The information in this pack is also available on the project website:
www.networkrail.co.uk/anglialevelcrossings

If you have any queries about the scheme in general, please contact the Network Rail helpline (03457 11 41 41 or on the project website). If you wish to comment on the proposals, please use the project email address: anglialevelcrossings@networkrail.co.uk. Alternatively, please write to Network Rail free of charge by putting FREEPOST ANGLIA LEVEL CROSSING PROPOSALS on an envelope and including your comments inside.

Next steps

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

