MOTT MACDONALD

Cambridgeshire Level Crossing Reduction Order

Equality and Diversity Overview

Compiled: February 2017

Minor revisions: October 2017

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Equality and Diversity Overview

October 2017

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Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	17/02/17	SE, TJ, AB	JB	JAS	DRAFT DIA overview report
B	24/02/17	SE, TJ, AB	J Beard, N Huntley	J Smith	Final for TWAO submission
C	23/10/17		S Day		Minor corrections. No changes to RAG status.

Document reference: 367516 | RPT195 | C

Information class: Standard

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1 Introduction and approach

1.1 Introduction

This Diversity Impact Assessment (DIA) overview has been prepared by Mott MacDonald on behalf of Network Rail in relation to the closure of, and/or changes to rights at, 30 level crossings on railway lines within the county of Cambridgeshire. Collectively, these level crossing closures or changes will be contained in the draft Cambridgeshire Level Crossing Reduction Order which is part of the wider Anglia Level Crossing Reduction Strategy.

This report has been produced in response to updated proposals for the sites identified below in order to:

- support good decision-making by ensuring that equality and diversity issues are taken into account when delivering the Strategy in Suffolk;
- summarise the equality, diversity, and inclusion impacts arising from the implementation of the Strategy in Suffolk; and
- identify whether level crossing sites are likely to require a full Diversity Impact Assessment (DIA) to ensure that the individual closures are implemented having shown due regard to Network Rail's obligations under the Public Sector Equality Duty.

1.2 The Anglia Level Crossing Reduction Strategy

The purpose of the Anglia Level Crossing Reduction Strategy is to improve safety, allow Network Rail to more effectively manage its assets in the Anglia Region, reduce the ongoing maintenance liability of the railway and help enable various separate enhancement schemes to be developed in the future. Network Rail has considered options to provide alternative means of crossing the railway and developed proposals for the possible closure or change to public rights of way at around 130 level crossings in Anglia.

The Strategy comprises 5 phases; however, the Cambridgeshire Order only relates to Phases 1 and 2. Phase 1 (mainline) and 2 (branch line) comprise selected level crossings where the proposals do not include any new form of grade separation across the railway.

The proposals are based on level crossings where benefits may be deliverable and affordable within the Network Rail Control Period 5 (to 31/3/19).

Phases 3 to 5 are intended to cover new grade separated crossings of the railway and diversion or downgrading of major highways. Network Rail has advised that these later Phases are likely to be implemented within Control Period 6 (2019 to 2024) after Phases 1 and 2 have been implemented. Phases 1 and 2 are not dependent on later Phases being implemented.

Within Phases 1 and 2, the Anglia Level Crossing Reduction Strategy comprises three separate projects, in the following administrative areas:

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

Each of the three projects will be the subject of a separate application under the Transport and Works Act (TWA) 1992. Each Transport and Works Act Order (TWAO) application will include the necessary powers to implement the projects including the closure of certain crossings; the power to construct scheduled works (footpath/bridleway bridges and potentially new or altered roads) and other ancillary works; the extinguishment of or alteration (including downgrading) of the rights of way across certain levels crossings; the creation of new diversionary rights of way and the temporary occupation of, or permanent acquisition of, land or rights in land to construct and maintain works to create the new rights of way.

The nature and purpose of the works to be constructed is therefore:

- To close or downgrade the level crossings and extinguish / amend existing rights of way across them, including erection of fencing; and
- To provide new rights of way (public or private) on diversionary routes where possible, including the construction of a number of footpath/bridleway bridges, and new or altered roads, creation of public paths, bridleways and cycle track and additional footways under the provisions of the Highways Act 1980. These will require associated fencing, stiles, gates, signs, or other conveniences to create the new rights of way and may in some instances require surfacing to be provided.

1.3 Level crossing sites

The table below provides a summary of each of the sites within the Cambridgeshire TWAO application.

Table 1: Cambridgeshire level crossing summary

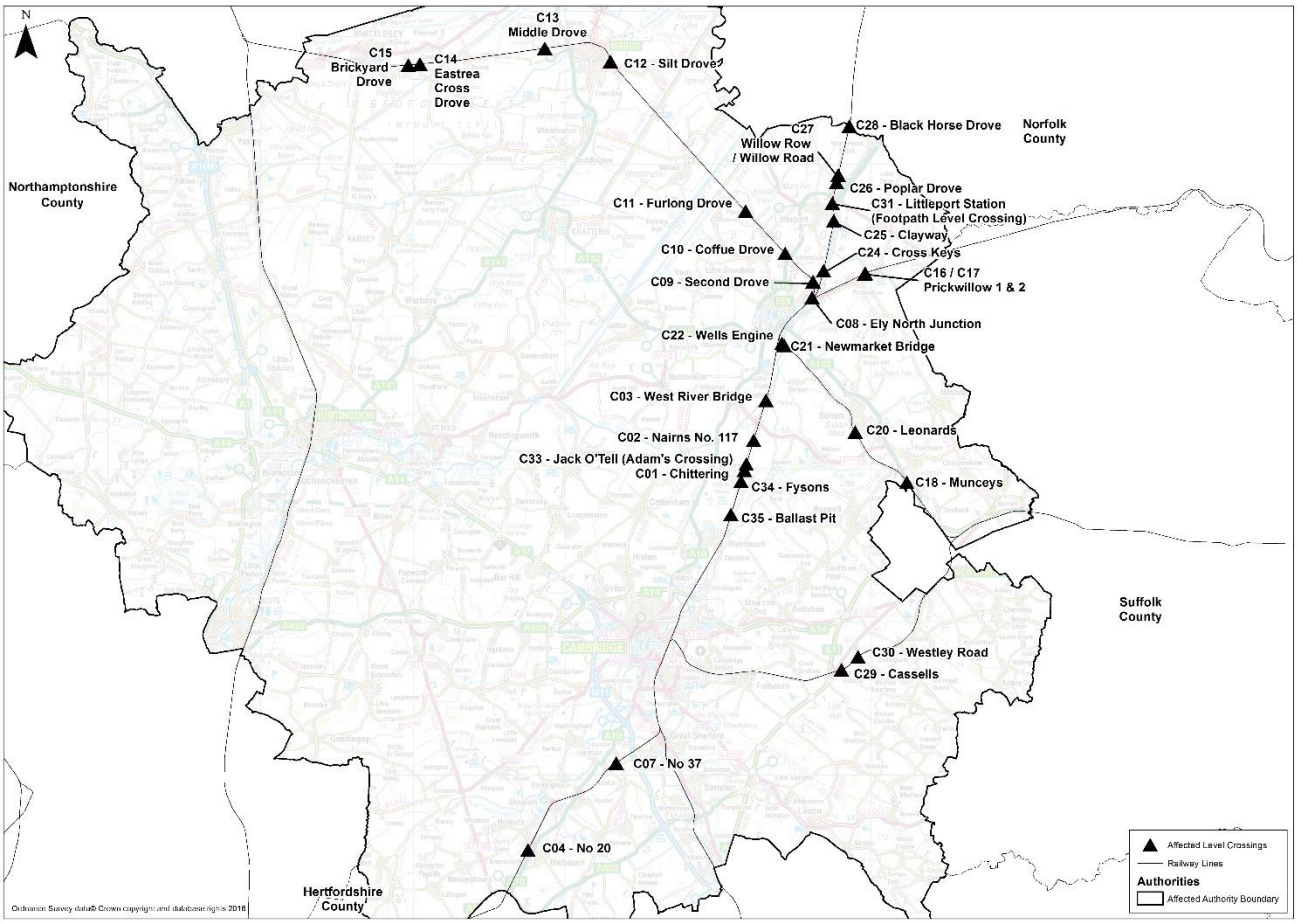
Code	Name
C01	Chittering
C02	Nairns No.117
C03	West River Bridge
C04	No. 20
C07	No.37
C08	Ely North Junction
C09	Second Drove
C10	Coffue Drove
C11	Furlong Drove
C12	Silt Drove
C13	Middle Drove
C14	Eastrea Cross Drove
C15	Brickyard Drove
C16	Prickwillow 1
C17	Prickwillow 2
C18	Munceys
C20	Leonards
C21	Newmarket Bridge
C22	Wells Engine
C24	Cross Keys
C25	Clayways
C26	Poplar Drive
C27	Willow Row/Willow Road

C28	Black Horse Drove
C29	Cassellls
C30	Westley Road
C31	Littleport Station
C33	Jack O'Tell (Adam's Crossing)
C34	Fysons
C35	Ballast Pit

Source: Network Rail and Mott MacDonald

The figure below shows the location of the level crossing sites within Cambridgeshire County that form part of the project.

Figure 1: Map of level crossing sites and railway lines in Cambridgeshire



Source: Network Rail / Mott MacDonald

1.4 Approach to the DIA process

National policy drivers behind the DIA process

Under the Equality Act 2010, public bodies (or those carrying out public functions) are required to show due regard to equality under the Public Sector Equality Duty (PSED).

A key element of the PSED requires public bodies to consider all individuals in shaping policy, in delivering projects and services, and in relation to their own employees. It requires that government departments, public authorities, and those responsible for delivering public functions, including Network Rail, have due regard to the following three aims:

- Eliminating unlawful discrimination, harassment, and victimisation;
- Advancing equality of opportunity between different groups; and
- Fostering good relations between different groups.

Public authorities must demonstrate that they have shown due regard to the PSED through informed decision-making. While the PSED does not specify a particular process for considering the likely effects of policies, programmes and projects on different sections of society for public authorities to follow, this process is usually undertaken through some form of equality analysis, which can include DIA.

The DIA process is intended to support good decision making. It encourages public bodies to understand how different people will be affected by their activities, so that their policies and services are appropriate, accessible to all and meet the needs of different sections of society. By understanding the effect of their activities on different people, and how inclusive delivery can support and open up opportunities, public bodies can be more efficient and effective. The PSED therefore helps public bodies to deliver the Government's overall objectives for public services.

The PSED specifies that public bodies should minimise disadvantages experienced by people due to their protected characteristics, take steps to meet the different needs of people from protected groups, and encourage participation from these groups where participation is disproportionately low. Undertaking a DIA helps to demonstrate how Network Rail is complying with the PSED by:

- Providing a written record of the equality considerations which have been taken into account;
- Ensuring that decision-making includes a consideration of the actions that would help to avoid or mitigate any negative impacts on particular protected groups;
- Supporting evidence-based decision-making; and
- Supporting more transparent decision-making processes.

Network Rail equality, diversity, and inclusion drivers

The Network Rail Equality, Diversity, and Inclusion Policy and Framework were published in October 2014 and identified the following aims (amongst others) to ensure that equality, diversity, and inclusion are embedded in their culture:

- Enhance decision-making and innovation, by encouraging positive interactions and involvement throughout the business;
- Increase their ability to relate to existing and potential customers wherever they exist;
- Build effective and productive relationships in the wider community through partnerships with community-based groups and stakeholders;
- Be committed to exceeding the minimum legal requirements; and
- Be committed to reviewing all existing policies within Network Rail to ensure they demonstrate equality, diversity, and inclusion values.

The project will also support the delivery of Network Rail's Everyone Strategy, and in particular the following commitments:

- **Commitment 1: Get everyone home safe every day**

This commitment puts safety centrally to network design, management, and maintenance. Improving crossing safety reduces the risk of crossing the railway for all users. The Strategy will help to improve safety for rail users by reducing interaction with the railway.

- **Commitment 2: Deliver reliable infrastructure**

  This commitment focusses on the management of all Network Rail assets, with the aim of reducing long-term costs. The Strategy will help to deliver more reliable infrastructure.

- **Commitment 6: Being a customer focused organisation**

  This commitment focusses on ensuring clearer accountability to local people, and understanding the needs of customers, to become more flexible and collaborative. The Strategy is working with local stakeholders and aims to help to improve the safety of journeys for infrastructure users.

- **Commitment 9: A railway fit for the future**

  This commitment focusses on sustainability, making the business more efficient, and protecting and future-proofing railway assets. An inclusive and accessible railway will link people to communities, education, and jobs – ultimately delivering economic growth. The Strategy helps to deliver required improvements to ensure network infrastructure is fit for future use.

About the DIA

- The DIA process is a systematic assessment of the likely or actual effects of policies or proposals on social groups with the following protected characteristics (as defined by the Equality Act 2010):
- **Age**, including all age groups, such as children aged 16 and under, younger people aged 16-25 and older people aged 65 and over.
- **Disability**, including people with sensory impairments, mobility impairments, learning disabilities, mental wellbeing disabilities, and long term medical conditions.
- **Gender reassignment**, including persons who are proposing to undergo, are undergoing, or have undergone gender reassignment.
- **Marriage and civil partnership**, with a focus purely on discrimination on the basis of whether someone is married or in a civil partnership – single people are not covered by this characteristic.
- **Pregnancy and maternity**, including pregnant women and nursing mothers.
- **Race and ethnicity**, including ethnic or national origins, colour, or nationality.
- **Religion or belief**, including all religion, faith, or belief groups, including lack of belief.
- **Sex**, including both women and men.
- **Sexual orientation**, including heterosexuals, lesbians, gay men, and bisexual people.

The process does this by:

- Assessing whether one or more of these groups could experience disproportionate effects (over and above the effects likely to be experienced by the rest of the population) as a result of the proposed policy being implemented. A DIA includes examining both potential positive and negative effects.
- Identifying opportunities to promote equality more effectively or to a greater extent.
- Developing ways in which any disproportionate negative impacts could be removed or mitigated to prevent any unlawful discrimination and minimise inequality of outcomes.

Methodology

The preparation of this Equality and Diversity Overview Report included the following tasks:

- A review of the different level crossing sites within the Cambridgeshire Order to understand the content and proposed changes at each site
- Desk based evidence and policy review focussing on key national, regional and local policy, Network Rail's strategic aims, and key published literature on rail infrastructure, the pedestrian environment, accessibility, safety, severance and community cohesion, and their relationship to equality and diversity.
- Analysis of available data on different protected characteristics to provide a comparison with national and regional averages, and to map the density of different equality groups within Cambridgeshire.
- A review of work already undertaken on the sites in relation to equality and diversity, including previous DIA scoping work submitted as part of Phase 1 of the Anglia Level Crossing Reduction Strategy work, and the draft DIAs being prepared for selected scoped in sites as part of Stage 2.
- Analysis of available evidence to identify key conclusions and recommendations relating to the proposed level crossing closures within Cambridgeshire.

Overall, the overview report provides a summary of the potential impacts identified from the work undertaken in support of the TWAO submission for the project in Cambridgeshire.

1.5 Purpose and structure of this report

This report has been collated from existing evidence prepared as part of the TWAO submission and as part of the DIA process.

The remainder of this report is structured as follows:

- **Chapter 2** provides an overview of the key potential impacts arising from the project and those groups upon whom those impacts are likely to fall disproportionately.
- **Chapter 3** provides a demographic profile of Cambridgeshire, focussed on those protected characteristics most at risk, and on those for whom data is available.
- **Chapter 4** provides an analysis of the potential impacts associated with individual sites that form part of the project and whether further DIA analysis is required.

2 Key impacts and at risk groups

2.1 Introduction

This chapter identifies potential issues associated with level crossing closures and the groups likely to be affected by those issues; it is based on a review of relevant literature, level crossing details and user data provided by Network Rail, as well as an examination of the demographic data for the area. Potential impacts and issues related to level crossings closures are identified and the relevant protected characteristics are identified under each issue heading.

2.2 User safety

Level crossings account for an estimated 9% of the total rail system safety risk[1] and account for half of all fatalities on the railways when suicides and trespasses are excluded.[2] In 2014 there were ten accidental deaths on level crossings including eight pedestrians and two people killed in vehicles hit by trains.[3] If a walking trip includes a level crossing, the fatality risk to a pedestrian is approximately double the risk of an average walking trip without a level crossing and overall there is around an 8% increase in the risk of a fatality during an average car journey that includes a level crossing, compared with one that does not.[4]

The safety issues associated with level crossings do not impact all users uniformly. Certain user groups are particularly vulnerable to level crossing hazards because they have more difficulty processing the speed of objects coming towards them. Research conducted on behalf of the House of Commons Transport Select Committee, showed that **children** perceived cars moving towards them at more than 20 mph as stationary. **Older people** may also be vulnerable because their field of view can diminish over time; studies have suggested that this can be at a rate of between 1° and 3° per decade.[5]

In addition, research by University College London has shown that older pedestrians (aged 65 or over) walk more slowly than other pedestrian users (the mean walking speed achieved in controlled studies was 0.9 metres per second (m/s) in men and 0.8 m/s in women, compared to mean for the population as a whole of 1.2 m/s), placing them at greater risk.[6]

Similarly, **disabled people** may also be more at risk than those without a disability. Not only are crossing speeds likely to be slower for people with disabilities, but level crossings require users to cross a surface which may pose physical challenges due to its structure, gradient and exposure to the track. Pedestrians with sensory, physical or cognitive impairments may be less able to cross safely because of these factors. People with visual or hearing impairments can

[1] Network Rail (unknown date): 'Level crossings risk reduction in CP5'

[2] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'

[3] RSSB (2014) 'Overview of safety performance for 2014' http://www.rssb.co.uk/Library/risk-analysis-and-safety-reporting/SafetyPerformance-Overview-2014.pdf

[4] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'

[5] House of Commons Transport Committee (2014): 'Safety at level crossings: Eleventh Report of Session 2013–14'

[6] 1.2 meters per second is the speed assumed in the programming of pedestrian level crossings on the road network, and is generally taken to be the mean walking speed.

also have difficulties crossing safely due to not being able to pick up on the variety of visual and audible warning messages at level crossings.[7]

Other analysis of level crossing accidents data show that **men** are more commonly struck by trains at level crossings than females, and the risk of being struck by a train increases steadily with age for adult users. Male pedestrians dominate accidents at level crossings, associated with 70% of all train strikes. Given that males represent approximately 49% of the population as a whole (according to UK government statistics) this would suggest male pedestrians are more at risk at level crossings than female pedestrians.[8]

2.3 Accessibility

Where a level crossing is replaced by a bridge, underpass or diversion there is a potential effect on accessibility. Whilst some users can face difficulties when trying to cross level crossings due to design issues, accessibility challenges can also arise where a level crossing is replaced by a bridge, underpass or diversion which does not fully accommodate the needs of all those using it.[9]

Certain protected characteristics groups, particularly **disabled people** and **older people**, are more likely to experience accessibility difficulties than the general population. Footbridges, underpasses and diversions can act as barriers for those with mobility impairments, can confuse blind and partially sighted people, create additional distance for frail and elderly people to travel, and be a difficult gradient to manage for those in wheelchairs, **people pushing prams** or carrying heavy bags.[10]

2.4 Walking distances

Walking distances are an important consideration for people with certain protected characteristics, and schemes that can affect existing walking distances may result in disproportionate impacts on some groups – such as **disabled people** and **older people**. For example, Inclusive Mobility – a key document to support inclusive design of the pedestrian environment – found that of people with a disability who are able to walk, around 30% can walk no more than 50 metres without stopping or experiencing severe discomfort and a further 20% can only manage between 50 and 200 metres.[11] Similarly, older people are also more likely to have difficulties walking long distances than the general population.

The study also found that **disabled people** tend to find standing to rest difficult and/or painful and therefore it is important for the provision of seated resting points where walking distances are increased for users.

2.5 Community severance

Level crossings provide a means of traversing the rail network and can act as an important point of access for the communities in which they are situated. The removal of level crossings therefore has the potential to cause issues related to community severance. Although there is

[7] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'

[8] Rail Safety and Standards Board (2011): 'Research Programme: Operations and Management - Improving safety and accessibility at level crossings for disabled pedestrians'

[9] Law Commission (2010): 'Level Crossings: Consultation Paper'.

[10] Accesscode (2009): 'External Environment Fact Sheet'.

[11] Department for Transport (2005): 'Inclusive mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure'

not one agreed definition, community severance is generally understood to be comprised of three key dimensions:

- Physical barriers: such as the introduction of new or removal of existing infrastructure
- Psychological or perceived barriers: such as traffic noise or road safety fears
- Social barriers: such as the disruption of 'neighbourhood lifestyle' or inhibition of social interaction

The safety risks associated with existing level crossings could act as both a real and as a perceived barrier; however, the removal of level crossings and the replacement with / diversion to new or existing infrastructure such as bridges and underpasses may potentially act as a physical barrier. There is recognition that some social groups are more vulnerable to the effects of community severance than others; including **disabled people** with restricted mobility; **older people** and school children (**younger people**).[12] As identified above, older people are more at risk of social isolation which can be compounded by transport barriers. The effects of community severance also have a disproportionate effect on disabled people who also experience higher rates of social exclusion and existing barriers to transport.[13]

2.6 Rurality

The majority of the proposed level crossings closures in Cambridgeshire are in rural areas. Rural areas are more likely to have problems associated with access to services, public transport and shops as they have a lower population density than urban areas and tend to be a greater distance away from key services.[14] Generally, people living in rural settlements have lower overall accessibility to key services compared with people living in towns and cities, and those people living in rural areas in a sparse setting usually experience the lowest overall levels of accessibility.[15]

Rural areas also have a higher proportion of **older people**; over 50% of the population in rural areas are aged 45 and above, compared with around 40% in urban areas.[16] Social isolation is a key concern for many groups in rural areas, but particularly for older people, and transport can be a key influencing factor – it is considered as a basic necessity of rural life.[17]

Transport barriers (for example, no longer having a private driving licence, inconvenient timetables or inaccessible bus stop locations[18]) can limit older residents' access to basic services, reduce social and civic participation, and pose critical challenges to engagement with health services.

2.7 Summary of impacts and protected characteristic groups

The table below summarises the findings of the desk-based review process, and the groups identified as being particularly vulnerable to changes in level crossing arrangements in Cambridgeshire.

[12] Department for Transport (2005): 'Understanding Community Severance'

[13] Bristol City Council (2014): 'Social isolation and physical and sensory impairment'

[14] Department for Transport (2013): 'Valuing the social impacts of public transport'

[15] Defra (2015): 'Statistical digest of rural England: April 2015 edition'

[16] Defra (2015): 'Statistical digest of rural England: April 2015 edition'

[17] Defra (2015): 'Statistical digest of rural England: April 2015 edition'

[18] Department for Environment Food and Rural Affairs (2013) '2013 Rural Ageing Research Summary Report of Findings'

Table 2: Impacts by protected characteristic group

Impact	Relevant protected characteristic	Potential impact identified
User safety	Disabled people – people with mobility and sensory impairments	Higher crossing risk than general population due to reduced mobility
	Age – older people	
	Age – younger people	Higher crossing risk than general population due to difficulty judging speeds
	Sex - males	Higher crossing risk than general population
Accessibility	Disabled people – those with mobility impairments	Difficulty using non-accessibly designed level crossings, bridges, underpasses and diversions due to steps, steep gradients, uneven surfaces, and other design shortcomings leading to inaccessible routes
	Age - older people	
	Pregnancy / Maternity – people with pushchairs	
Walking distances	Disabled people – those with mobility impairments	Difficulty in walking longer distances due to frailty of mobility impairment
	Age - older people	
Community severance	Disabled people	Higher vulnerability to impacts of community severance than general population due to potential lack of transport options and reduced mobility
	Age – older people	
	Age –younger people	
	All protected characteristics	Access to relevant community facilities restricted by change in access arrangements
Rurality	Age – older people	More likely to experience social isolation and difficulty accessing services due to high proportions of older people in rural locations

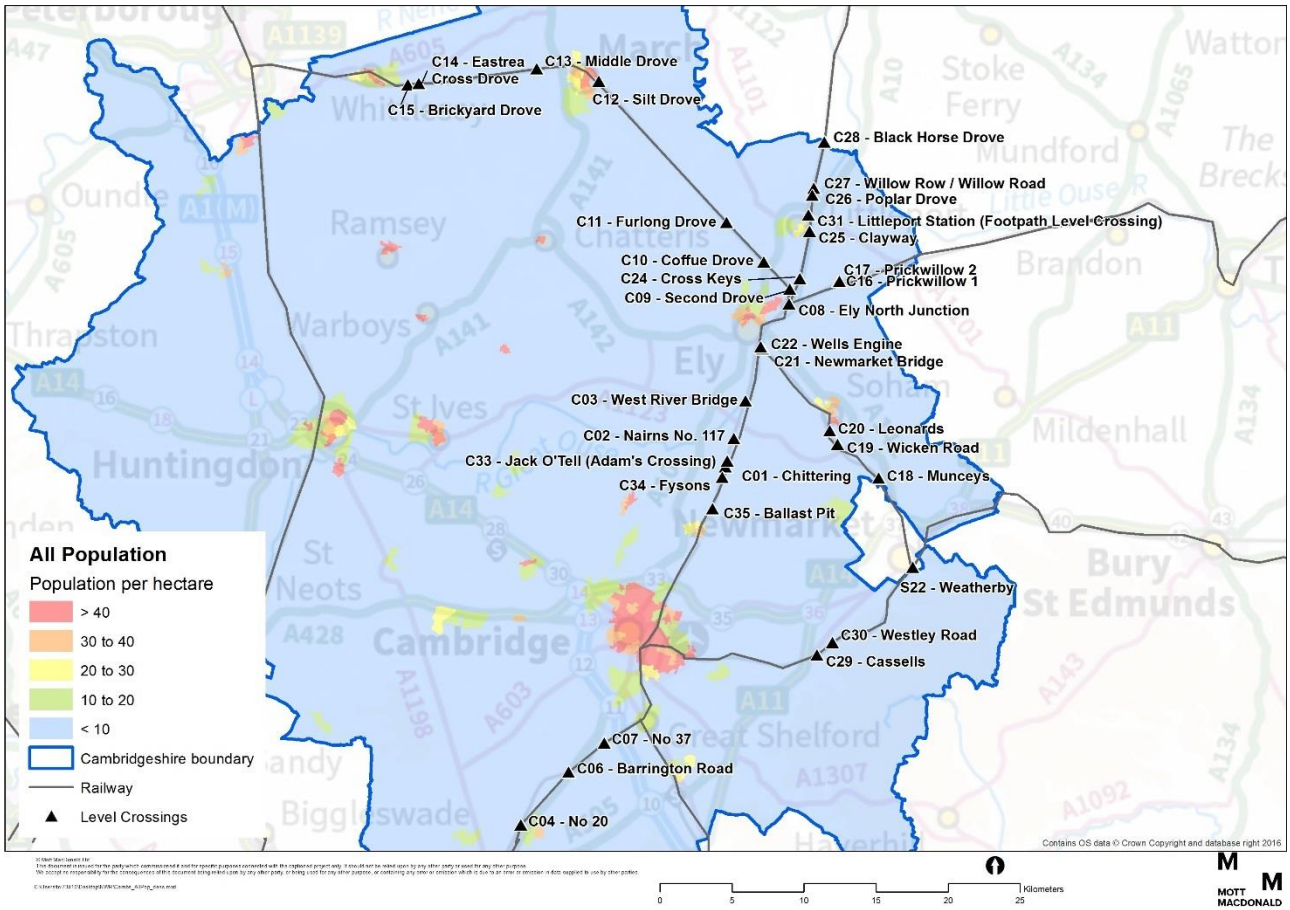
3 Cambridgeshire Demographic Profile

3.1 Introduction and population overview

This chapter examines the demographic profile of groups with the following protected characteristics as defined by the Equality Act 2010 (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race and ethnicity, religion and belief, gender and sexual orientation) both nationally and in Cambridgeshire.

Analysis shows that the majority of Cambridgeshire is rural with low densities of all of the protected characteristic groups. The city of Cambridge has moderate to high densities of all of the groups, as do some of the county market towns - trends indicate a split between urban and rural areas, as illustrated in the figure below:

Figure 2: Cambridgeshire population density per hectare



Source: ONS Census 2011 – mid-year population estimates 2015

3.2 Age

This section explores two key age brackets that may experience disproportionate impacts when compared with the general population:

- Children (aged under 16); and
- Older people (aged 65 and over).

Children (Under 16s)

The table below indicates that the proportion of people living in Cambridgeshire who are under 16 is broadly similar (1% lower) to the national figure.

Table 3: Number and proportion of people under the age of 16 living in Cambridgeshire

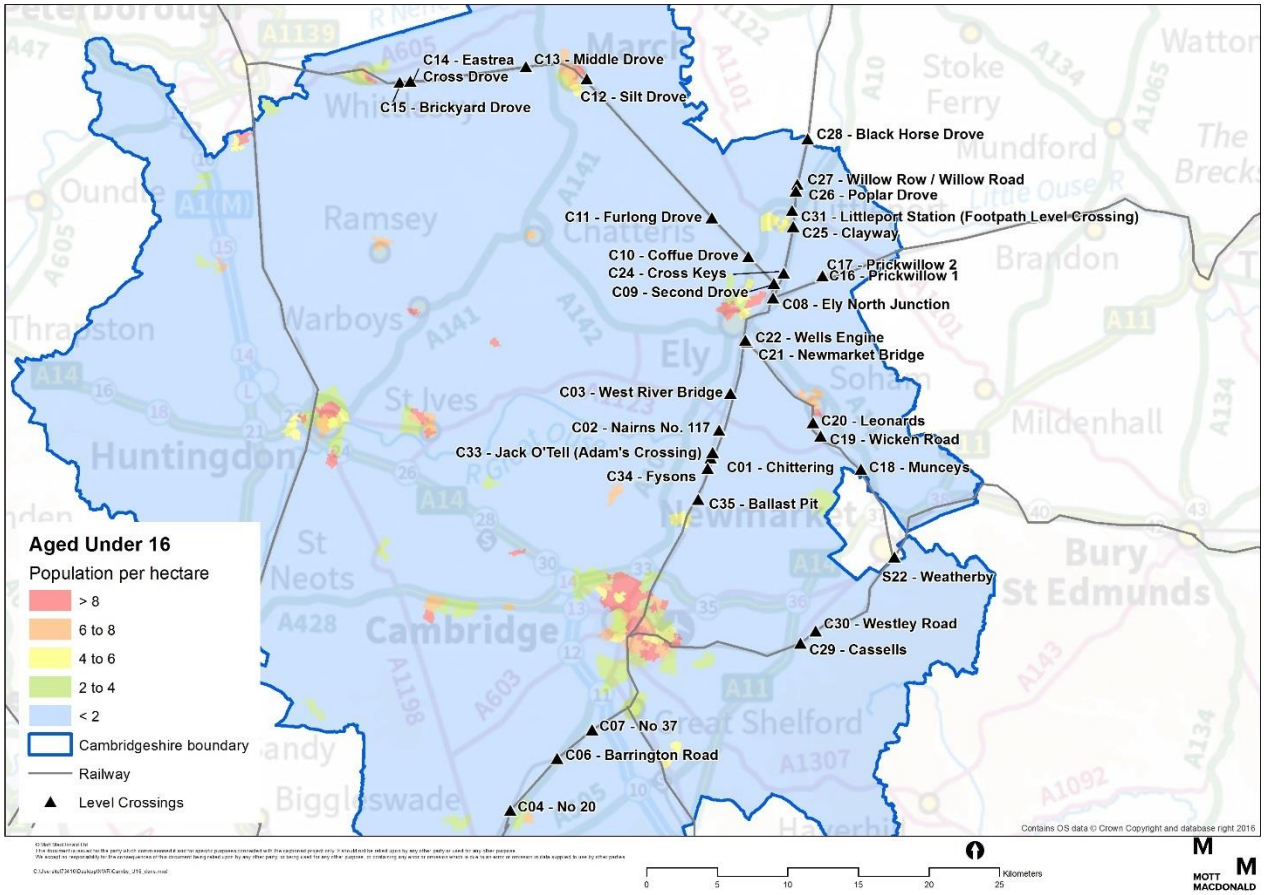
Age – under 16	Cambridgeshire	England
Number	118,400	10,405,100
Percentage	18	19

Source: ONS Census 2011 – mid-year population estimates 2015

The map below illustrates that:

- The city of Cambridge has a high density of people under 16, with an even spread throughout the city.
- There are other areas within the county that have notably densities, including Ely, March and Huntingdon.
- As the county as a whole is very rural, the majority of people under 16 live in urban centres.

Figure 3: Cambridgeshire under 16 population density per hectare



Source: ONS Census 2011 – mid-year population estimates 2015

Older people (65 and over)

As identified in the table below, the proportion of people living in Cambridgeshire who are over 65 is the same as the national figure.

Table 4: Number and proportion of people over 65 living in Cambridgeshire

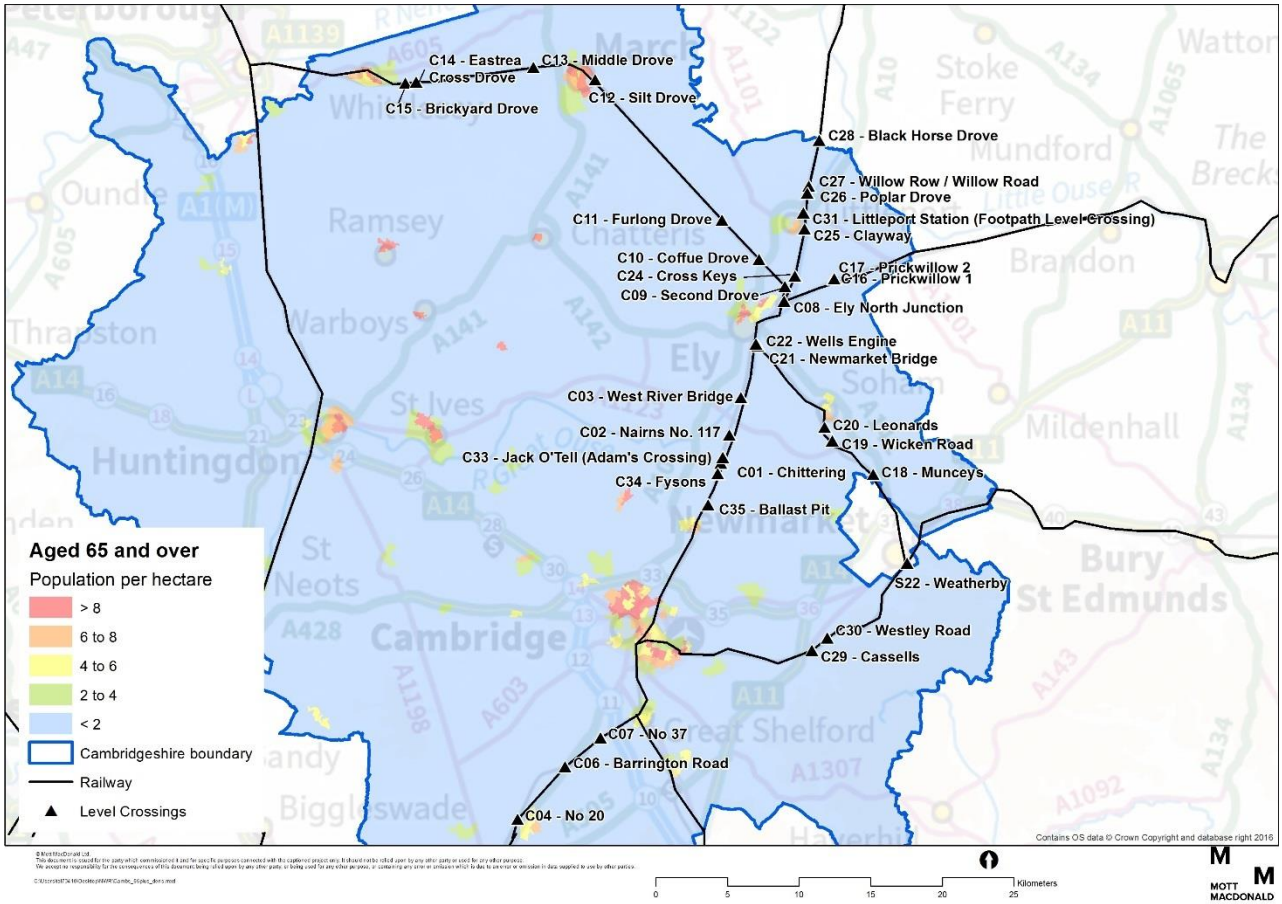
Age – over 65	Cambridgeshire	England
Number	116,200	9,711,600
Percentage	18	18

Source: ONS Census 2011 – mid-year population estimates 2015

The map below illustrates that:

- The highest densities of people over 65 are located in the city of Cambridge. The north of the city, particularly, has significant numbers of older people.
- There are also high levels in some of the county's market towns, such as Huntingdon, St Ives and March.
- Unlike with children, there are rural areas in the county with high densities of people over 65 – particularly in the northern half of the county.

Figure 4: Cambridgeshire over 65 population density per hectare



Source: ONS Census 2011 – mid-year population estimates 2015

3.3 Disability

The Equality and Human Rights Commission notes that: "You're disabled under the Equality Act 2010 if you have a physical or mental impairment that has a 'substantial' and 'long-term' effect on your ability to do normal daily activities."[19]

For the purposes of the demographic profile, we have analysed the number of people living with a limiting long-term illnesses (LLTI) within Census and mid-year population data.

As identified in the table below, the proportion of people living in Cambridgeshire with a LLTI is slightly lower than the national proportion.

[19] See: http://www.equalityhumanrights.com/advice-and-guidance/new-equality-act-guidance/protected-characteristics-definitions/.

Table 5: Number and proportion of disabled people in Cambridgeshire

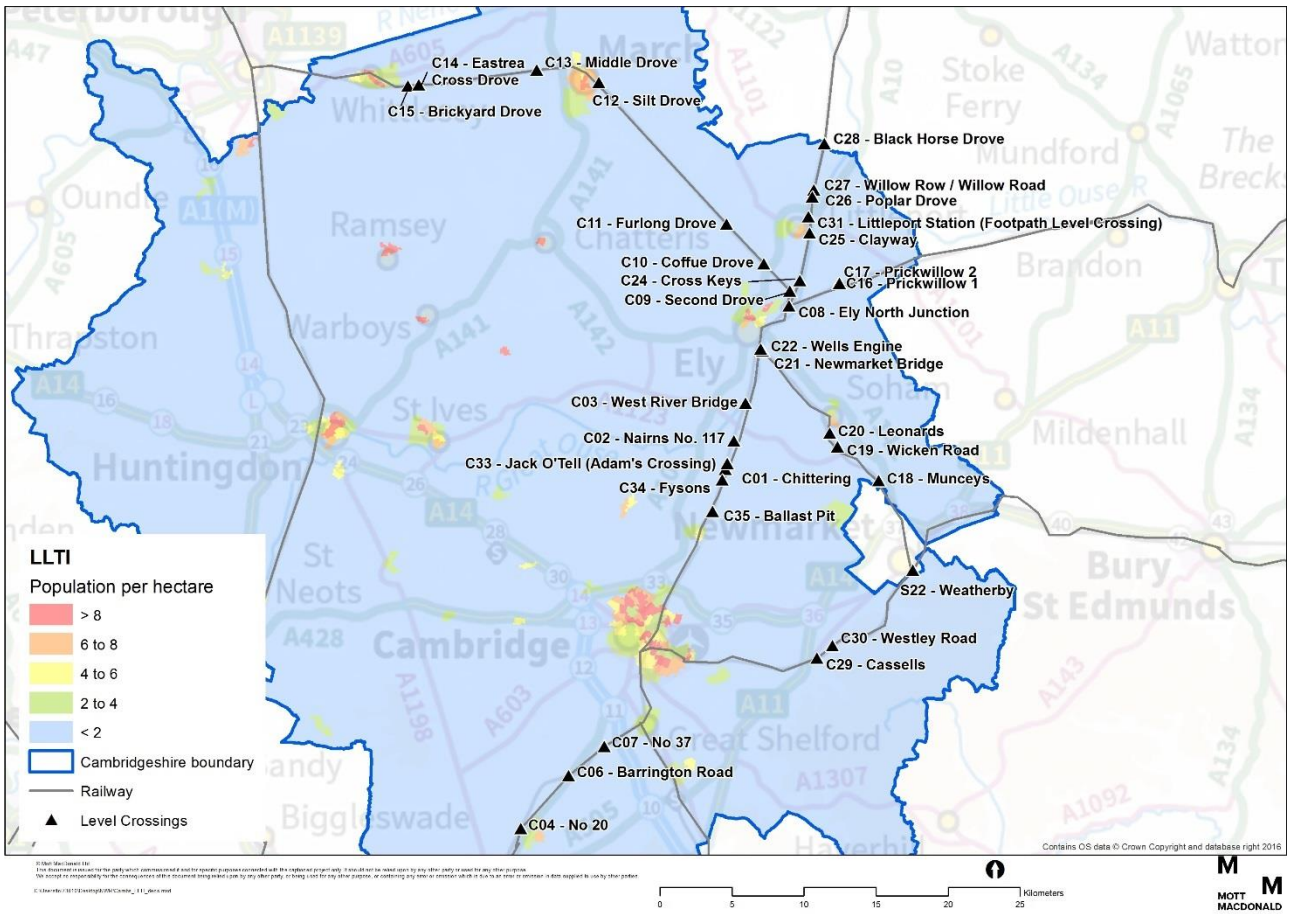
LLTI	Cambridgeshire	England
Number	95,000	9,352,600
Percentage	15	18

Source: ONS Census 2011 – mid-year population estimates 2015

The map below illustrates that:

- The area of highest density of people with a LLTI live in the area immediately surrounding the city of Cambridge, particularly to the north of the city.
- Although there are hotspots with a moderate density of people living with a LLTI in Cambridgeshire, such as Huntingdon and Wisbech, the rural nature of the majority of the county mean that overall densities of disabled people are low.

Figure 5: Cambridgeshire LLTI population density per hectare



Source: ONS Census 2011 – mid-year population estimates 2015

3.4 Gender reassignment

There are multiple definitions of ‘gender reassignment’. For the purposes of equality law, gender reassignment is defined as ‘a process which is undertaken under medical supervision for the purpose of reassigning a person's sex by changing physiological or other characteristics of sex,

and includes any part of such a process.' This means that an individual does not need to have undergone any specific treatment or surgery to be protected by the law.[20]

There are no official or census data for the number of gender variant people in Cambridgeshire or in England.

The ONS, though, has estimated that the size of the Trans community in the UK could range from 65,000 to 300,000.[21] Additionally, statistics from the Ministry of Justice show that between 2005 and 2014, 3,662 full Gender Recognition Certificates have been issued.[22]

3.5 Marriage and Civil Partnership

Marriage and civil partnership is covered by the Equality Act 2010 only on the grounds of unlawful discrimination.[23] People who are married, or in a civil partnership, must be treated the same as people who are not and, similarly, same sex civil partners must be treated the same as married heterosexual couples on a wide range of legal matters.

In 2011, 50% of people in Cambridge were married compared to 47% nationally, while the percentage of people in same sex civil partnerships was consistent at 0.2%. [24]

Table 6: Marriage and civil partnership

Marital Status	Cambridgeshire		England	
	Number	**Percentage**	**Number**	**Percentage**
Total population	**508,469**	**100%**	**42,989,620**	**100%**
Single (never married or never registered a same-sex civil partnership)	168,284	33%	14,889,928	35%
Married	252,252	50%	20,029,369	47%
In a registered same-sex civil partnership	1,228	0.2%	100,288	0.2%
Separated (but still legally married or still legally in a same-sex civil partnership)	11,856	2%	1,141,196	3%
Divorced or formerly in a same-sex civil partnership which is now legally dissolved	43,077	8%	3,857,137	9%
Widowed or surviving partner from a same-sex civil partnership	31,772	6%	2,971,702	7%

Source: ONS Crown Copyright Reserved [from Census 2011]

3.6 Pregnancy and Maternity

The EHRC defines pregnancy as 'the condition of being pregnant or expecting a baby'.[25] Protection against maternity discrimination is for 26 weeks after giving birth.

[20] EHRC (2013): 'Transgender: what the law says'. See: http://www.equalityhumanrights.com/advice-and-guidance/your-rights/transgender/transgender-what-the-law-says/.

[21] ONS (2009): 'Trans Data Position Paper'.

[22] Ministry of Justice (2014): 'Tribunals and gender recognition statistics: July to September 2014' See: https://www.gov.uk/government/statistics/tribunals-and-gender-recognition-certificate-statistics-quarterly-july-to-september-2014.

[23] See: https://www.equalityhumanrights.com/en/equality-act/protected-characteristics.

[24] ONS (2010): 'Population estimates by marital status. See: http://webarchive.nationalarchives.gov.uk/20160105160709/http://www.ons.gov.uk/ons/rel/pop-estimate/population-estimates-by-marital-status/mid-2010/index.html.

[25] See: http://www.equalityhumanrights.com/advice-and-guidance/new-equality-act-guidance/protected-characteristics-definitions/.

There is no single indicator by which to measure the overall distribution of 'pregnancy and maternity' within a given area. There are, however, a number of proxy measures that can be used.

In 2014, the total fertility rate decreased to 1.83 children per woman (from 1.85 in 2013).[26] In England in 2015, there were 697,852 live births, with 7,469 in Cambridgeshire.[27]

A further proxy measure for pregnancy and maternity is available by identifying the population under the age of 1. This is set out in the table below.

Table 7: Number and proportion of people under the age of 1 living in Cambridgeshire

Age – under 1	Cambridgeshire	England
Number.	7,300	663,000
Percentage	1	1

Source: ONS Census 2011 – mid-year population estimates 2015

The proportion of people living in Cambridgeshire who are under the age of 1 is the same as the national figure.

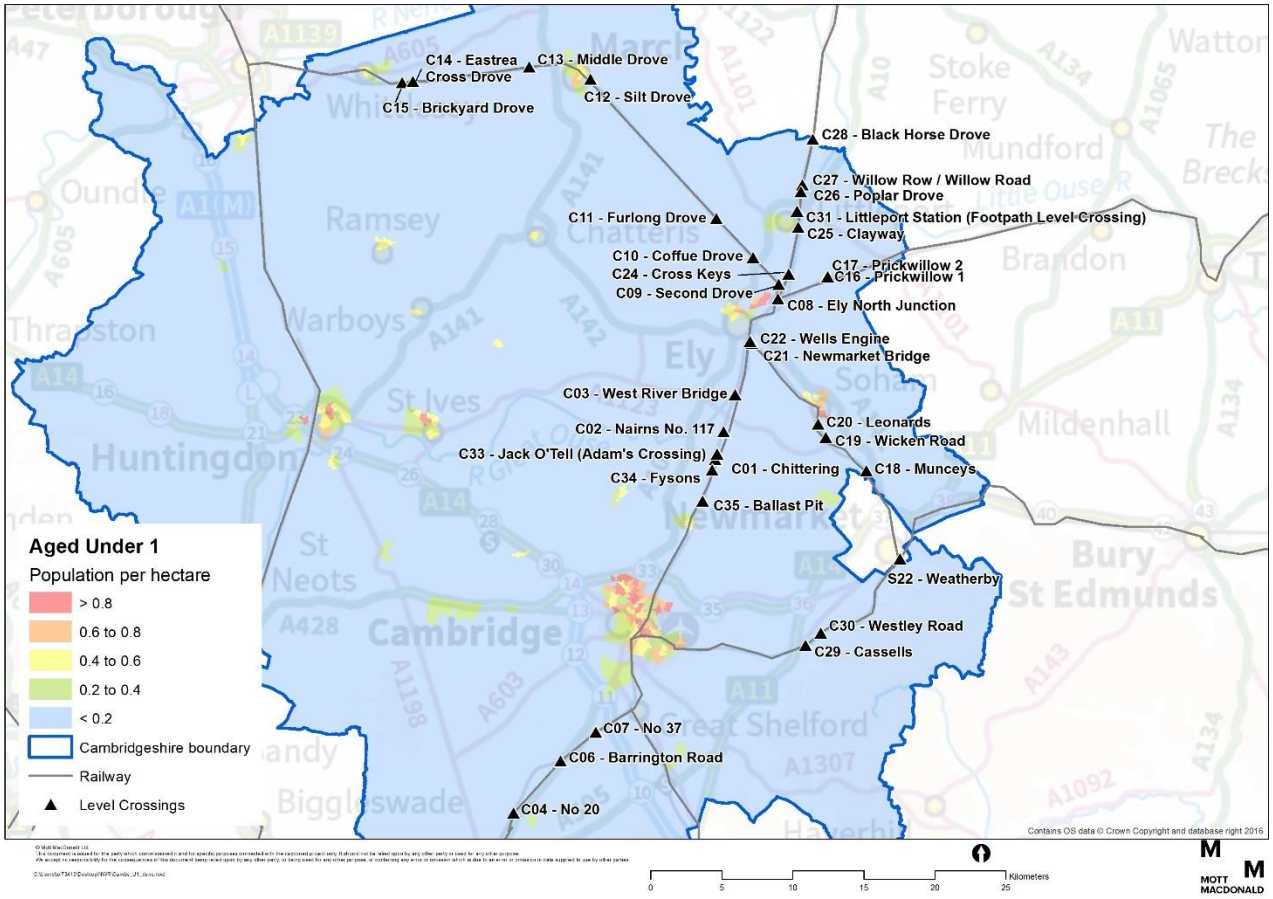
The map below illustrates that:

- The area of highest density of children under the age of 1 is located in the area immediately surrounding the city of Cambridge. This group is particularly prevalent in the north of the city.
- Across the rest of Cambridgeshire, there are several places with a high density of people under the age of 1 – these include Ely and St Neots.
- As the majority of Cambridgeshire is rural, across the wider county there are very low densities of people under the age of 1.

[26] ONS (2015): 'Birth summary tables'. See: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsummarytables.

[27] ONS (2015): 'Birth summary tables'. See: https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/livebirths/datasets/birthsummarytables.

Figure 6: Cambridgeshire population under 1 density per hectare



Source: ONS Census 2011 – mid-year population estimates 2015

3.7 Race and ethnicity

Race and ethnicity refers to a group of people defined by their race, colour, nationality (including citizenship), ethnicity, or national origin.

As set out in the table below, the proportion of people from a BAME background is lower in Cambridgeshire than the national proportion.

Table 8: Number and proportion of people from BAME backgrounds living in Cambridgeshire

BAME	Cambridgeshire	England
Number	96,600	10,733,200
Percentage	16	20

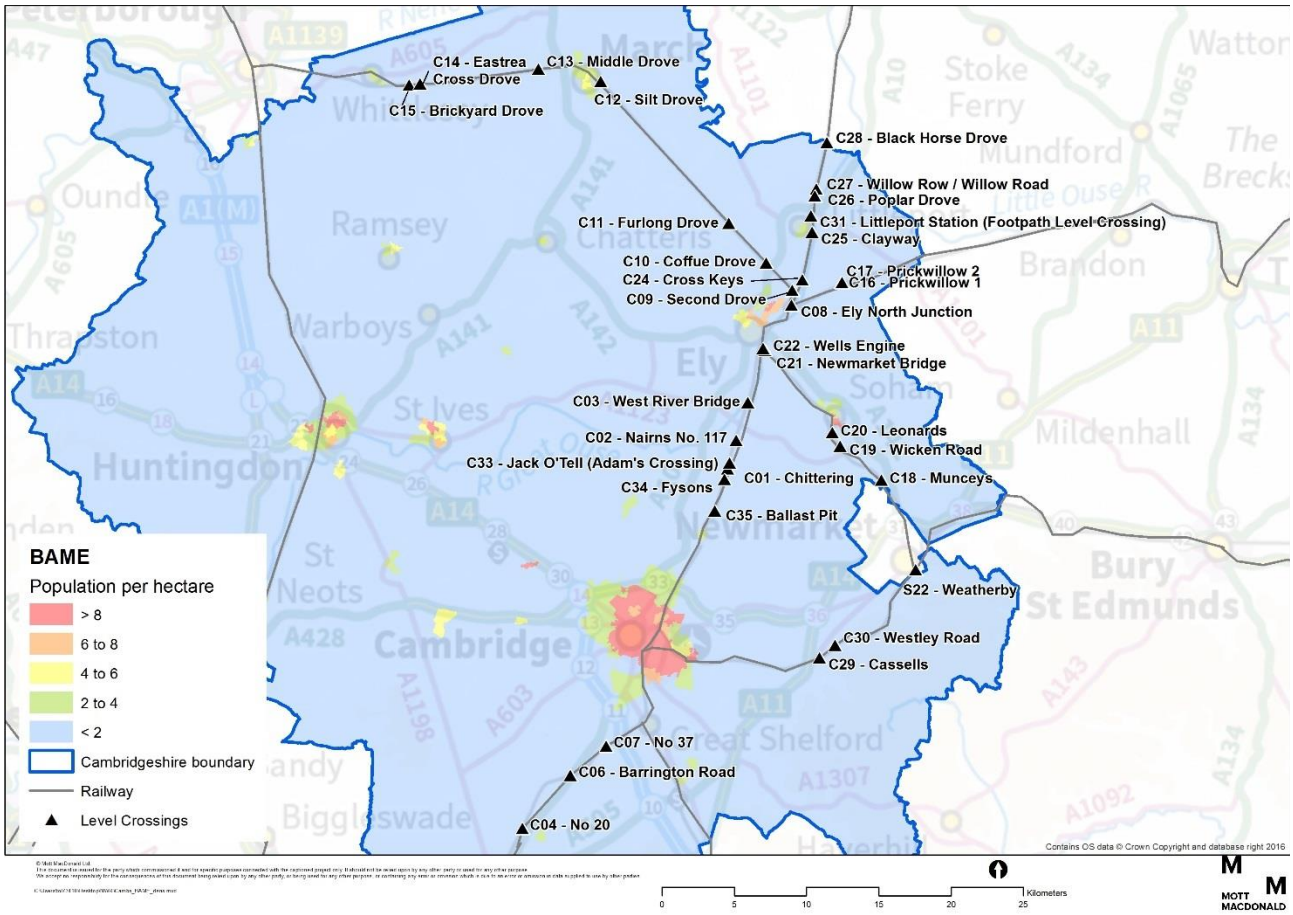
Source: ONS Census 2011 – mid-year population estimates 2015

The map below illustrates that:

- The majority of people from a BAME background live in the city of Cambridgeshire. The city and its outlying areas have a high density of people from BAME groups.

- The market town of Wisbech, in the north of Cambridgeshire, also has a high density of people from BAME backgrounds. Other towns, such as Huntingdon and St Ives, have moderate proportions.
- Throughout the wider county, there is very low levels of people from BAME groups.

Table 9: Cambridgeshire BAME population density per hectare



Source: ONS Census 2011 – mid-year population estimates 2015

3.8 Religion and belief

Religion and belief refers to any religion or belief, including lack of belief.

Distinctions are frequently drawn in order to identify those professing a ‘minority faith’ which in the UK tends to include Buddhism, Hinduism, Islam, Judaism, and Sikhism (as well as other faiths, such as Baha’i and smaller groups such as pagans). This distinction is made because in most areas the majority of the population tend to express their religion or faith as some form or denomination of Christianity, as a professed lack of religion or faith (including atheists and humanists) or a preference not to answer.

As shown in the table below, the proportion of people from a minority faith group in Cambridgeshire is less than half the national level.

Table 10: Number and proportion of people from minority faith groups living in Cambridgeshire

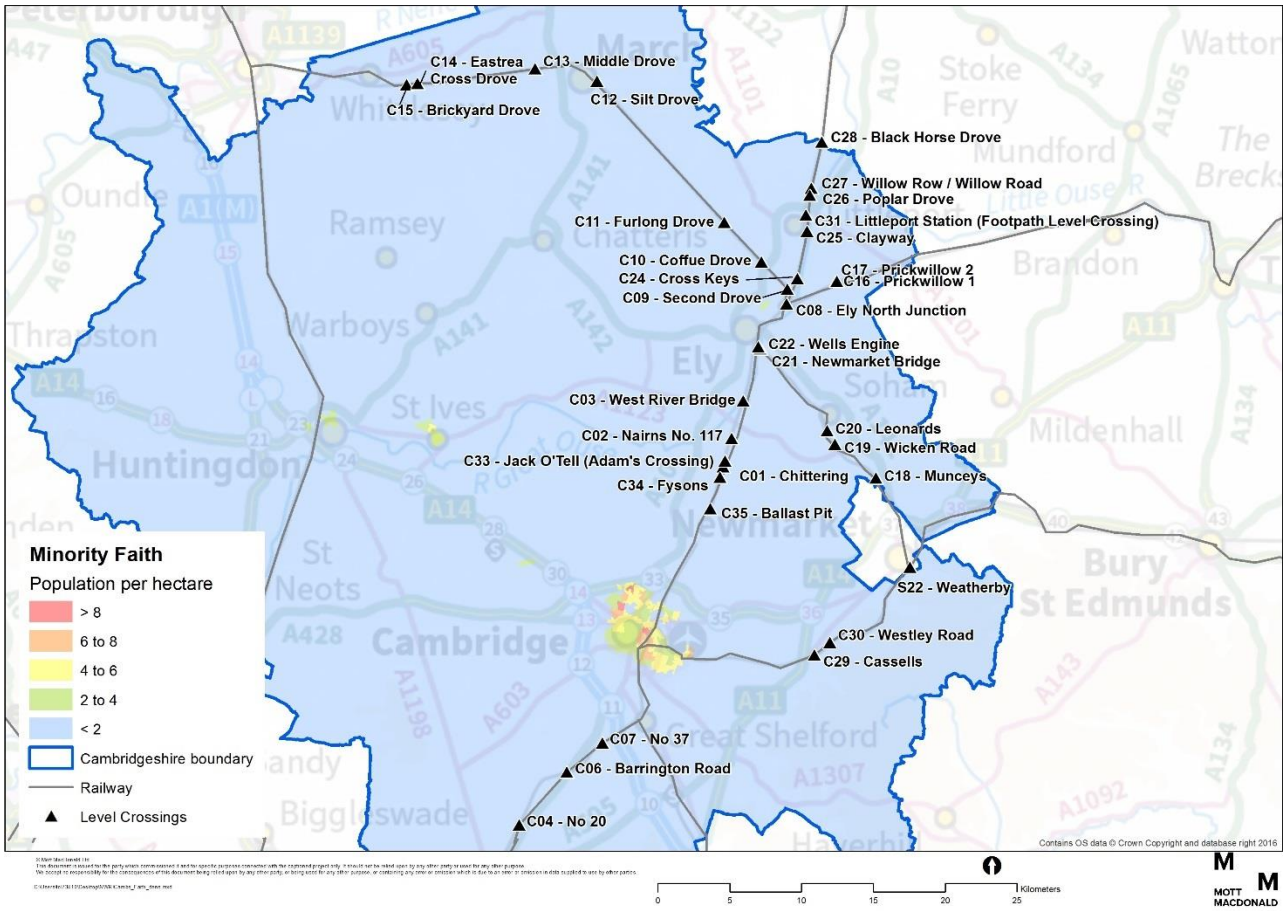
Minority faith	Cambridgeshire	England
Number.	21,600	4,614,200
Percentage	3	9

Source: ONS Census 2011 – mid-year population estimates 2015

The map below illustrates that:

- Across Cambridgeshire, there are very low levels of people from a minority faith group.
- The only area with any significant level of people from a minority faith group is Cambridge - even here the density is only moderate.

Figure 7: Cambridgeshire minority faith population density per hectare



Source: ONS Census 2011 – mid-year population estimates 2015

3.9 Sex / gender

Sex is defined as the biological distinction between a man and a woman, while gender is the socially-determined roles of men and women, which are often accompanied by social norms such as specific dress conventions and established social and familial roles.

According to the 2015 Mid-Year Population Estimates (based on the 2011 Census), there were 31.1 million men (49% of the total population) and 32.1 million women (51% of the population)

in Great Britain. In Cambridgeshire, there were 324,000 men (50% of the population) and 323,200 women (50% of the population). While the figures are similar, the number of men in Cambridgeshire outnumber the number of women, which is atypical for the UK.[28]

3.10 Sexual orientation

Sexual orientation concerns whether a person's sexual attraction is to their own sex, the opposite sex or both sexes. In general, consideration of this characteristic focuses on lesbians, gay men and bisexuals who frequently refer to themselves as the LGB community.

There are no official or census figures for the LGB community and estimates vary. In 2005 the government estimated the number of LGB people in the UK at 3.6 million or around 6% of the population. This has been accepted by the charity Stonewall as a reasonable estimate of the UK LGB community.[29]

Local area statistics are even harder to identify. Experimental statistics published by the ONS from the results of the Integrated Household Survey (undertaken from April 2011 to March 2012) indicated that around 1.5% of adults in the UK identify themselves as LGB. This is highest amongst people aged 16-24 (2.7%), compared with 0.4% of people aged 65 and over. In the East of England (including the county of Cambridgeshire), the overall figure for people identifying as LGB was slightly lower at 1%.[30]

[28] Source: nomis. See: https://www.nomisweb.co.uk/reports/lmp/la/1941962832/report.aspx?town=cambridgeshire.

[29] See: https://yougov.co.uk/news/2014/07/04/average-brit-knows-31-lesbians-55-gay-men/

[30] Office for National Statistics (2012): 'Integrated Household Survey April 2011 to March 2012: Experimental Statistics'. See: http://www.ons.gov.uk/ons/dcp171778_280451.pdf

4 Site analysis

4.1 Introduction

This chapter provides a site by site analysis of the existing level crossing and local context, accessibility, risk factors and proposed works for each of the crossings in the Strategy within Cambridgeshire.

4.2 Sites

Existing context				Future context		
Level crossing	**Accessibility**	**Risk factors**	**Population and amenities**	**Proposed works**	**Diversion Route Accessibility**	**Assessment**
C01 Chittering						
Chittering level crossing is a public footpath crossing in Waterbeach, Cambridge. Existing footpath 18, runs as an unsurfaced path crossing north east through flat agricultural fields (with few scattered trees and hedges/fencing) to Chittering level crossing. On the eastern side of the railway the unsurfaced path then heads north along the field boundary adjacent to the railway to join footpath 16.	The approach to the level crossing from the west is via an overgrown and seasonally flooded track, which leads to a stile which has become overgrown and unusable. To the west, the path is also overgrown, but the wooden bridge to the level crossing remains accessible on foot. The current route is therefore likely to be unsuitable for users with mobility or visual impairments, and parents with pushchairs or young children.	Chittering level crossing is currently infrequently used by pedestrians. Approximately 138 trains cross this part of the network each day travelling at speeds of 90mph. No incidents have been recorded at the level crossing. The risk factors for this crossing are frequent trains and sun glare. Safety protection at this level crossing consists of signage only. The crossing has a risk rating of C10. A nine-day census undertaken in June 2016 did not record any users of the crossing over the survey period.	There are no properties within 500m of the level crossing. There are several drainage ditches within 100m of the existing footpath, the closest running parallel to footpath (18) and the western side of the railway. The Cam Washes SSSI is approximately 640m south-east of the crossing. The population density of people belonging to all protected characteristic groups for which data is available is very low in the surrounding area.	Existing public rights of way over the level crossing will be extinguished. Footpath 18 will be diverted onto a new footpath approximately 250m in length, on the western side of the railway heading north to join footpath 16 and cross the railway at Jack O'Tell level crossing. This will require a newly created 2-metre wide unsurfaced footpath along the field boundary outside of Network Rail land and provision of two new metal footbridges (approximately 8 metres long) to cross drainage ditches. On the eastern side of the railway, approximately 300 metres of current footpath 18 which heads north from Chittering level crossing until it meets footpath 16 will be extinguished. New signage will be provided. Crossing infrastructure will be removed and 1.275m post and 6-wire fencing will be installed to prevent trespass on the railway.	The diversion route takes users to an alternative uncontrolled crossing (Jack o'Tell), which may reduce the safety benefits of closing Chittering level crossing. Although, Jack O'Tell does have a slightly lower ALCRM score of D10 (compared to C10 at Chittering). Jack O'Tell level crossing may also restrict access for some people, due to the uneven dirt tracks on both approaches. The diversion route also requires users to walk along an unsurfaced path, to be created in field margins, and negotiate two metal footbridges. This may restrict accessibility, especially for people with limited mobility. The diversion potentially includes stretches with gradients of around 11%. This is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs. This proposed route results in a diversion of 690m, which is 418m longer than the existing route.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Due to current problems with accessibility (notably the presence of stiles and an overgrown / seasonally flood track), closure and diversion of users is unlikely to result in a reduction in pedestrian accessibility. It is also noted that the crossing is remote and usage is very minimal. ***Therefore, a DIA is not required.***
C02 Nairns (No. 117)						
Nairns is a user controlled vehicle and pedestrian crossing in a large area of farmland in Stretham civil parish, near Ely, Cambridgeshire Private rights of way (in the form of an agricultural track), pass west to east through flat agricultural fields (with a few scattered trees and hedges/fencing) to Nairns No.117 level crossing. On the eastern side of the railway, private track then head north between Railway Farm and the railway towards the A1123 road.	The accessibility of the crossing is limited more by the uneven surface of the approach road than by any detail at the level crossing itself. The surfaces on the level crossing itself are heavy duty boards that provide a relatively smooth pathway. The approach roads however are unpaved, dirt roads that are prone to potholes and other features that make the road uneven and potentially hazardous and inaccessible to many wheelchair users or those with limited mobility.	The overall risk rating of this crossing is B6. The risk drivers identified at this site are the risk of sun glare and the high frequency of trains. There are approximately 138 trains that use this section of the line each day, travelling at speeds of up to 90mph. There is a safety phone for vehicles, and signs and gates at this site that constitute the safety features. There have been no reported accidents, near misses or incidents of user misuse at this site. The infrequency with which this level crossing is used by either vehicles or pedestrians could potentially explain some of the reasons why there have been	There are approximately five properties within 200m of the existing track, and several large waterbodies and smaller watercourses within 100m of the existing track. The Cam Washes SSSI is approximately 1km east of the crossing and there is a scheduled monument (Settlement Site S of Tiled House Farm) adjacent to existing private tracks and the A1123 road. There is a low density of all equality groups for which we have data in the immediate area, including under 1s, under 16s, over 65s, people with a LLTI, and people from BAME and minority faith groups. The local area contains only farms and farmland,	This level crossing will be closed to all users. Private users will make use of existing private tracks on either side of the railway that will have new rights granted. The tracks will connect with Newmarket Road A1123 and use Dimocks Cote level crossing, which is an automatic half barrier crossing. Crossing infrastructure at Nairns No.117 crossing will be removed and 1.3m post and 3-rail fencing will be installed to prevent trespass on the railway. New signage will be provided.	The proposed diversion directs users to existing tracks. These uneven surfaces are likely to be unsuitable for people with limited mobility – such as some disabled and older people, and parents with pushchairs. Due to the potentially high number of sections along this route with a gradient of above 15%, it may be challenging for older people, wheelchair users, or parents with pushchairs.. The diversion also takes users to an alternative controlled crossing (Dimocks Cote level crossing), which has a lower ALCRM (D1 compared to A4) and has automatic half barriers. This may somewhat limit the safety	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the level crossing. Although there is the potential for steep gradients and significant increases in walking distances, as this is a private user controlled crossing and is rurally located, it is unlikely to be a route used by people with protected characteristics to access local amenities. A questionnaire response received by the private user indicated that no pedestrians regularly use the crossing.

		no accidents or other incidents at this crossing.	so the principal use of this level crossing would be for the operation of these. This level crossing is reported to be used infrequently; it appears that the alternative route using the more established, signal controlled crossing at Newmarket Road approximately 1km north east of the Nairns No.117 crossing is the preferred method of crossing the railway line at this site.		benefits associated with closing the crossing. The proposed diversion route is 3.7km, and will require some users to walk as much as 3.2km further than the existing route. This will be challenging for some users with mobility impairments.	***Impacts on people with protected characteristics, therefore, will be minimal and a DIA is not required.***
CO3 West River Bridge						
West River Bridge is a public footpath level crossing located in Little Thetford, Cambridgeshire. Existing Ouse Valley Way footpath, runs as an unsurfaced path along the southern side of the river Great Ouse to West River Bridge level crossing. To the east of the level crossing the footpath connects to a footbridge which spans the river linking the footpath on the north bank. Fields border the River Great Ouse and there is a large waterbody to the southwest of the level crossing. The Cam Washes SSSI is approximately 640m south-east of the level crossing.	The approach to the level crossing is via a steep grass path, the immediate approach is extremely overgrown and would be difficult to access for any user. Access to the level crossing also requires use of a stile; it is therefore inaccessible for users with mobility difficulties.	On average, West River Bridge crossing is used by 2 pedestrians per day. Approximately 57 trains cross this part of the network daily travelling at speeds of 75mph. No incidents have been recorded at West River Bridge. Risk factors for the crossing are sun glare and user misuses and safety protection consists of signage only. The crossing has a risk rating of C7.	There is a low density of all equality groups for which we have data in the immediate area, including under 1s, under 16s, over 65s, people with a LLTI, and people from BAME and minority faith groups. The level crossing provides access between agricultural fields to the north and south. There are no residential properties within 500m of the existing footpath and no community facilities in the area. It is therefore unlikely that any community severance impacts will arise as a result of the closure of this level crossing.	Existing public rights of way over the level crossing will be extinguished. The Ouse Valley footpath will be diverted via a new footpath, approximately 50m in length, to the north, to pass under the existing railway bridge (NR bridge no. 1157) outside of Network Rail land. This will require a newly created 2m wide footpath which will include hardstanding or stone surfacing beneath the bridge. Crossing infrastructure will be removed and 1.3m post and three-wire and 1.35m stained wire, stock proof fencing will be installed to prevent trespass on the railway. New signage will be provided.	The diversion route includes use of an existing underbridge. This may restrict accessibility due to the uneven surfaces and close proximity of the river. The path surrounding the underbridge is also overgrown and would require cutting back for this crossing to be accessible to users. The creation of a new 2m wide footpath under the underbridge will help to mitigate some of the negative impacts of this diversion route. The proposed diversion route reduces walking distances by 2m (from 33 to 31m). The diversion potentially includes stretches with gradients of over 15%. This is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the level crossing. Due to the current problems with accessibility (notably the presence of stiles and overgrown approaches) there is the potential for improved pedestrian accessibility along the diversion route. It is also noted that the crossing is very remote and is infrequently used by pedestrians. Therefore, ***a DIA is not required***.
CO4 No. 20						
No 20. is a footpath level crossing located in Meldreth Parish, Cambridgeshire. On the west side of the railway to the south of Meldreth Station, existing footpath 10 runs as an unsurfaced path crossing south east through fields with scattered trees, hedgerow and fencing to No. 20 level crossing. On the eastern side of the railway the unsurfaced path then heads east towards Melbourn on a field boundary track to join bridleway 12 near St Johns Farm.	Access to the level crossing on both sides is through fields. The public footpath extends from Station Road on the east and leads to agricultural land on the western side of the railway line. There are also gates on either side of the level crossing. The current route is likely to be unsuitable for users with mobility or visual impairments, and parents with pushchairs or young children	No. 20 has an risk rating of C5, making it a high risk crossing. Key issues relate to deliberate misuse or user error, frequent trains and sun glare. It is a 'Stop, Look and Listen' crossing, where the user has to decide whether it is safe to cross. The railway crossing carries both passenger and freight trains, with a line speed of 90mph. There are generally 147 trains passing over the crossing daily. Despite this, there were no reported incidents of misuse, near misses or accidents at the crossing between 2011 and 2015. A pedestrian census undertaken in June 2016, recorded 53 users of the crossing – 52 adults and one unaccompanied child.	There are several properties within 150m of the existing footpath. There are also several listed buildings within 1km of the existing footpath, including Fieldgate Cottage on Station Road. There is a low density of all equality groups for which we have data in the immediate area, including under 1s, under 16s, over 65s, people with a LLTI, and people from BAME and minority faith groups.	Existing public rights of way over the crossing will be extinguished. Footpath 10 will be diverted via a new footpath, approximately 400m in length, on the western side along the field margin outside of Network Rail land heading north to join the footway on Station Road and across the railway. This will require a new 2m wide unsurfaced footpath along the field boundary to be created. On the eastern side of the railway, current footpath 10 which heads east from No. 20 level crossing will be extinguished. A new section of 2m wide unsurfaced footpath, approximately 100m in length, will be created along the field boundary, outside of Network Rail land, adjacent to Station Road to link to existing bridleway 12. Approximately 300m of the existing footpath will be stopped up. Crossing infrastructure will be removed and 1.3m post and three-wire fence and stained wire, 1.35m stock proof fence will be installed to prevent trespass on the railway. New signage will be provided.	The diversion directs users to walk on new 2m unsurfaced paths in field margins. The uneven surfaces are likely to be unsuitable for people with limited mobility – such as some disabled and older people, and parents with pushchairs. The diversion potentially includes stretches with gradients of between 5% and 15%, this is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs.[31] The proposed diversion also takes users to Station Road bridge, which has a very narrow footpath. This may restrict access for some people, particularly wheelchair users and those with pushchairs, as they may be forced to walk into the carriageway. This route results in a walking distance of 688m, an increase of 325m, which may pose problems for some people with limited mobility.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the level crossing. Due to the current problems with accessibility at No. 20 level crossing (notably the use of field paths to access the crossing), it is felt that overall pedestrian accessibility will not be reduced by the closure of the crossing. ***Therefore, no DIA is required.***

[31] The diversion includes stretches with a gradient of over 15%, however after assessing the data against the terrain this is likely to be due to an error in the available data. See section 1.5 for more detail.

CO7 No 37						
No. 37 level crossing is a footpath crossing located in Harston Parish, Cambridgeshire. Existing footpath 4 runs as an unsurfaced path crossing south east from the village of Harston through agricultural fields with small areas of woodland and running parallel to a watercourse to No. 37 level crossing. On the southern side of the railway the unsurfaced path then heads south east within fields to join the B136 (London Road).	The level crossing is accessed via field margins, which appear, especially on the eastern side, to be overgrown and unsuitable for people with mobility difficulties. On the western side of the level crossing there is an area of woodland. Gates are also present on either side of the level crossing.	This level crossing is used by approximately 3 pedestrians per day. A nice-day user survey recorded 27 adults and two accompanied children using the crossing during the survey period. No impaired or elderly people were recorded using the crossing. In addition, it is estimated that 147 trains travelling at speeds up to 90 mph use this part of the network daily. It is a 'Stop, Look and Listen' crossing, where the user has to decide whether it is safe to cross.	There is a high density of residential properties within 300m of the existing footpath to the north west of the railway, but only a few properties within 500m of the existing footpath to the south east of the railway, the closest being Keepers Cottage. There are several listed buildings, two listed milestones, a commemorative obelisk, and Hauxton Conservation Area within 1km of the existing footpath. There is a very low to moderate density of equality groups living in close proximity to the crossing, including under 1s, under 16s, over 65s, people with a LLTI and people from BAME backgrounds.	Existing public rights of way over the level crossing will be extinguished. Footpath 4 will be diverted on the western side of the railway via a new footpath, approximately 460m in length, heading north east to B136 (London road). This will require a 3m wide unsurfaced footpath within fields outside of Network Rail land. The diversion then continues south along a 3m wide unsurfaced footpath in field margin adjacent to the eastern side of London Road, approximately 160m in length, crossing bridleway 3 and continuing as 2m wide unsurfaced footpath, approximately 120m in length, to the existing bridge on London road to cross the railway. Stepped access will be provided from the new footpath on the north side of the railway to the footway on the existing bridge. Stepped access will also be provided on the south side of the bridge connecting into a new 2m wide unsurfaced footpath heading south, approximately 120m in length, within field boundary adjacent to the western side of London Road. Approximately 175m of footpath 4, leading up to No.37 level crossing on the western side of the railway will be extinguished. The ongoing footpath from No.37 level crossing to Station Road, approximately 500m in length will be extinguished. Crossing infrastructure will be removed and 1.3m wooden post and three rail fence will be installed to prevent trespass on the railway. New signage will be provided.	The proposed diversion routes requires users to negotiate steps (between the new 2m wide unsurfaced footpath and London bridge). This will result in accessibility limitations for those who may struggle with stairs, such as people in wheelchairs or with mobility problems, or those with a pushchair / pram. The proposed diversion route would also result in a walking distance of 1,147m, meaning that some user would have walking an additional 411m. This may negatively impact some users, especially those with limited mobility. The diversion **potentially** includes stretches with a gradient of between 5% and 15%, this is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs.[32]	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the level crossing. Although, the current crossing may restrict accessibility for some people, the presence of steps as part of the proposed diversion route would further limit the ability of some users (especially those in wheelchairs or with pushchairs) to navigate the route. ***Therefore, a DIA is required to access the impact of the closure of No. 37 level crossing.***
C08 Ely North Junction						
Ely North Junction level crossing is a footpath crossing located in Ely, Cambridgeshire. Existing footpath 11, runs as an unsurfaced path crossing north east through agricultural fields with scattered trees and a pond approximately 100m north of the existing footpath, to Ely North level crossing. On the eastern side of the railway line the unsurfaced footpath then heads east before heading north along a parallel railway line to join Ely Road.	The crossing is not inclusive to those with limited mobility or who use a wheelchair as there are stiles either side of the line with uneven and narrow pathways that are largely overgrown, which would pose a significant challenge to a wheelchair user.	The overall risk rating for this crossing is C8. The high frequency of trains and the risk of glare from the sun are identified as key risks with the use of signage the notable safety feature of the site. This crossing sees approximately 176 trains per day travelling at speeds of up to 60mph. This site sees very infrequent pedestrian use and has no recorded accidents, near misses or incidents of user misuse at this site. A pedestrian census undertaken in June 2016 recorded 11 users over the nine-day period – this included 10 adults and one accompanied child.	The crossing itself does not appear to serve a particular purpose. There may be some access to the warehouse on the eastern side of the line but in order to access the warehouse from residential properties, this route would involve a significant detour. There are no community facilities served by this crossing. Therefore an adverse impact on the community is unlikely to occur as a result of the closure. There are many residential properties within 200m of the existing footpath both to the east and west of the railway. Ely Pits and Meadows SSSI is located approximately 120m south west of Ely North level crossing and immediately adjacent to footpath 11.	Existing public rights over the level crossing are to be extinguished. Footpath 11 will be diverted on the west side of the railway via a new 2m wide unsurfaced footpath, approximately 150m in length, heading north within field margins, outside of Network Rail land. The footpath will then move into Network Rail land past the residential dwellings to the west and narrow to a 1.5m wide unsurfaced footpath, leading to western Queen Adelaide level crossing to the north. Users continue east along Ely Road using the existing southern footway. Approximately 60m of existing footpath immediately east of Ely North level crossing will be extinguished. Crossing infrastructure will be removed and 1.275m wood post	The diversion route takes users to Queen Adelaide level crossing. The crossing has a fully paved, flat pedestrian path that extends beyond the crossing. Queen Adelaide crossing also has a slightly lower ALCRM score of D2 (compared to C8 at Ely North Junction) and is a half barrier controlled crossing. The creation of new unsurfaced footpaths may restrict accessibility for those users who require even surfaces – such as wheelchair users. This proposed diversion route only requires users to walk an additional 19m (374m instead of 355m), suggesting a minimal impact on all users. The diversion includes sections with gradients of around 3%. This is less steep than the existing route and within the 5% recommended	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Due to current accessibility problems, such as overgrown vegetation and use of stiles and only minimal increases in walking distances via the proposed diversion route, the closure and redirection of Ely North Junction level crossing is unlikely to cause significant impacts on people from groups with protected characteristics and so ***no DIA is required.***

[32] The diversion includes stretches with a gradient of over 15%, however after assessing the data against the terrain this is likely to be due to an error in the available data. See section 1.5 for more detail.

			Ely Conservation Area is within 200m of the existing footpath. There is a relatively moderate to high density of equality groups living in Ely, including under 1s, under 16s, over 65s, people with a LLTI and people from BAME backgrounds. There is one exception, the area has a low level of people from minority faith groups.	and six wire fence will be installed to prevent trespass onto the railway.	parameters for route gradients identified in national design guidance.	
C09 Second Drove						
Second Drove level crossing is a footpath crossing located in Ely, Cambridgeshire. Bridleway 25 runs north east through fields along Clayway Drove, an existing track, towards Clayway level crossing and connects into footpath 49 leading to Second Drove level crossing. There is a watercourse running parallel to Bridleway 25 and a small area of wooded trees. Footpath 49 continues north east from Second Drove crossing along Second Drove, an existing track through fields. The River Great Ouse is located approximately 530m east of Second Drove level crossing.	The accessibility of this site is poor with the use of stiles to access the crossing excluding wheelchair users and those with pushchairs. This would also cause difficulty for users with limited mobility, as would the unpaved, overgrown and grassy pathways and inclines along the route to the crossing.	The overall risk rating for this site is C10 with the high frequency of trains and the low sighting time highlighted as key risk drivers. There are approximately 176 trains per day using this section of the line, operating both freight and passenger services at speeds of up to 60mph. To counter these risks, signage warns users of the potential risks and whistle boards alert users to approaching trains. Despite the risks, no accidents, near misses or incidents of misuse have been reported at this site. It is reported that this crossing is used very infrequently by pedestrians, with 6 pedestrians recorded as using the crossing over 9 days in the camera census, 18-26 June 2016.	The crossing connects two areas of farmland north east of Ely, Cambridgeshire. There are no community facilities, businesses or houses in the area to which this crossing is important. The closest building to this crossing is a small house approximately 500m away from the Second Drove crossing; though its inhabitants are unlikely to use this crossing as it does not lead to any facilities or businesses and is a longer distance to walk from the house in order to cross the railway line than the alternatives to the south. There is a moderate to high density of equality groups living in Ely, including under 1s, under 16s, over 65s, people with a LLTI and people from BAME backgrounds. There is one exception, the area has a low level of people from minority faith groups	Existing public rights over the level crossing will be extinguished. Footpath 49 on the western side of the railway will be extinguished, approximately 175m in length, and users will instead make use of existing bridleway 25 heading north east to Clayway level crossing. This is where users will cross the railway. Users will then be diverted onto a new 2m wide unsurfaced footpath, approximately 175m in length, running south along a field margin outside of Network Rail land, to connect into existing footpath 49 on the eastern side of the railway. Crossing infrastructure will be removed and 1.3m wooden post and three rail fence will be installed on the west side of the level crossing and 1.275m wooden post and six wire fence on the east side of the crossing to prevent trespass onto the railway.	The proposed diversion directs users to an alternative uncontrolled level crossing (Clayway level crossing), which may reduce the safety benefits associated with closing the crossing. Clayway level crossing has an ALCRM score of C6, which is only slightly lower than Second Drove's score of C7. In addition, the approaches to Clayway level crossing are along uneven grass tracks that lead to gates on either side of the crossing. A new 2m wide unsurfaced footpath will also be created in the field margin, which may restrict accessibility for users who require even surfaces – such as wheelchair users. The diversion potentially includes sections with gradients of up to 9%. This is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs. Using this diversion route will result in users walking 432m, 163m further than the current route. This is likely to be manageable for most users, meaning that pedestrian accessibility is likely to be unchanged by the proposed diversion route.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although accessibility of the proposed diversion route may restrict access for some users in terms of uneven grass tracks on the approach to Clayway level crossing, the existing accessibility problems (notably the presence of stiles and unpaved, overgrown and grassy pathways) associated with Second Drove level crossing mean that no negative impacts are likely to be incurred by people from protected characteristic groups. It is also noted that there will be relatively minor changes to pedestrian accessibility, in terms of walking distances and a positive impact on gradient, associated with the diversion route. Improvements to Clayway level crossing on the diversionary route, to provide wicket gates in addition to the current vehicular gates, are under consideration. ***Therefore, no DIA is required.***
C10 Coffue Drove						
The level crossing is a byway open to all traffic (BOAT), which connects agricultural fields and is located in Downham Parish, Cambridgeshire. Byway 43 runs in a north easterly direction across the railway via Beald Drove level crossing, making use of a track through agricultural fields. Byway 43 connects to byway 41 via byway 44. Byway 41 runs north away from the direction of Ely over the railway at Coffue Drove level crossing continuing north along an existing track, Coffue Drove. There is an existing underpass immediately adjacent to the west of Coffue Drove level crossing. There are fields with drainage ditches, scattered trees, and hedgerow on both sides of the railway adjacent to Boat 41.	This crossing and the access to it is uneven with grass verges and loose surfaces, so is likely to pose a challenge to wheelchair users or those with limited mobility. There are also gates on both sides of the crossing.	This crossing is rated B8. This risk stems from the high frequency of trains using the line, approximately 176 per day, short sighting times and sun glare. There are signs warning users of the risks faced, gates and telephones for use by vehicles seeking to cross safely, which to some extent protect against these risks.	There are no community facilities within the immediate vicinity and there is a low density of all equality groups for which we have data in the immediate area (under 1s, under 16s, over 65s, people with a LLTI, and people from BAME and minority faith groups). Therefore adverse effects are unlikely as a result of the closure. This is also evidenced by infrequent pedestrian use. There are several listed buildings and Little Downham Conservation Area within 1km of the existing byway, but the closest is approximately 800-900m from Coffue Drove level crossing.	Existing public rights over the railway will be extinguished. Byway 41 will be diverted under the adjacent underpass immediately west of Coffue Drove level crossing. A new 2m wide restricted byway, with a traffic restriction order restricting use to two-wheeled motorised vehicles, of approximately 120m in length will be created through the underpass, outside of Network Rail land. This new byway will then connect into the existing byway 41 on the north side of the railway. Mounting blocks will be provided on both sides of the railway to allow horse riders to dismount safely before using the underpass. Large vehicles which are prohibited to use the underpass	The diversion route includes use of an underpass adjacent to the current crossing, which may restrict accessibility for some users. The approach to the underpass is along grass tracks that may pose problems for people who require even surfaces. The diversion potentially includes sections with gradients of around 16%. This is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs. Overall, the diversion route results in an insignificant (4m) increase in walking distance (121 to 125m).	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. As both the current crossing and proposed diversion have similar accessibility problems and the diversion route results in very minor changes to pedestrian accessibility, it is felt that access for all users groups will be retained at the current level. ***Therefore, a DIA is not required.***

				will use Beald Drove level crossing to cross the railway via byway 43. Crossing infrastructure will be removed and 1.275m wooden post and six wire fence will be installed to prevent trespass onto the railway.		
C11 Furlong Drove						
Furlong Drove level crossing is a byway crossing located in Downham Parish, Cambridgeshire. Byway 35 runs east towards byway 34 which heads north to Straight Furlong underbridge and south to Main Drove where the railway can be crossed at Third Drove level crossing. Byway 33 heads north from Main Drove towards Furlong Drove level crossing where it then continues north past Ash Tree Farm. Footpath 8 intersects byway 34 and connects to Main Drove to the west through fields and across drainage ditches.	The crossing has some accessibility problems. It does have gates wide enough to accommodate most wheelchair users; however the crossing boards are elevated, restricting access for some users. The approach to the crossing on either side of the track is also likely to exclude those with limited mobility as the steep and uneven grass inclines would not reasonably accommodate wheelchairs or provide the stability required by users with limited mobility.	The overall risk rating for this site is C10. The factors that contribute to these risks are the potential for sun glare, the frequent trains using the line and the risk for misuse of the crossing by users. This line sees approximately 176 trains per day travelling at speeds of up to 75mph. Signage is identified as the protection against some of this risk. Despite the potential for risk, no accidents, near misses or incidents of user misuse have been reported at this site.	The crossing at Furlong Drove is a rarely used crossing in an area that contains no community facilities or local amenities that require the use of the crossing in order to access. The area around Furlong Drove level crossing is primarily arable fields. There are several properties within 50m of byway 33, byway 34 and Main Drove, including Laurel, Gravelhead and the Woodlands. There is also a low density of all equality groups for which we have data in the immediate area (under 1s, under 16s, over 65s, people with a LLTI, and people from BAME and minority faith groups). A census undertaken in June 2016, recorded six pedestrians over the nine-day period – four were adult pedestrians and two were railway personnel.	This level crossing will be closed to all users. Users would be diverted to either Third Drove level crossing which has automatic half barriers 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 3m wide type P2 bridleway connecting Byway 34 and Furlong Drove is proposed. 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 discusses and agreed with the local authority. Crossing infrastructure would be removed at Furlong Drove and type F1 fencing installed to prevent trespass onto the railway.	The diversion directs users to walk on unsurfaced paths between byway 34 and Main Drive. The uneven surfaces are likely to be unsuitable for people with limited mobility – such as some disabled and older people, and parents with pushchairs. The diversion also requires users to walk in the carriageway on Main Drove, which may reduce the safety benefits of closing the crossing as it forces user to share the carriageway with vehicles. The road is, however, level and unlikely to pose any additional restrictions for any users. There are two proposed options for users to cross the railway line. To the south users would be diverted to Third Drove level crossing which is a half barrier controlled crossing, which may somewhat limit the safety benefits associated with closing the crossing. This route results in a diversion of 2,157m, an increase of 1,104m. This may be challenging for some users, especially for those with a mobility problem. To the north, users would be directed to Straight Furlong underbridge, which may pose accessibility problems for some users as the terrain is uneven. The diversion potentially includes sections between 5% and 15%, this is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs.[33] This diversion to the north of the crossing results in a diversion of 4,618m, an increase of 3,566m. This may be challenging for people who struggle to walk long distances.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although the diversion route poses problems that may restrict some people from groups with protected characteristics from using the route, the current crossing is not accessible due to uneven grass inclines. Furthermore, the limited usage and rural location of the crossing means that the impact of its closure and redirection is likely to be minimal. ***Therefore, it is felt that a DIA is not required.***
C12 Silt Drove						
Silt Drove is a public highway user worked crossing in March, Cambridgeshire. Silt Road is a public highway running north from Upwell Road to Silt Drove level crossing, before continuing north east to Badgeney Road. Silt Road has arable fields adjacent on both sides and there is a dense area of residential properties approximately 175m west.	Access to the crossing on both sides is via a steep gravelled, uneven single lane road. Due to the steep gradient of this road it is likely that any users with mobility difficulties or wheelchairs would have significant difficulty using this crossing. Vehicle users must open a gate to access the crossing, while pedestrians have to use a stile. This is again likely to present difficulties to those with mobility issues.	Approximately 176 trains cross this part of the network each day travelling at speeds of 60mph. No incidents have been recorded at the crossing. Risk factors for this crossing are low sighting time and frequent trains. Safety protection consists of telephones provided for vehicle users, gates and signage. The crossing has a risk rating of A6.	There are several properties adjacent to Silt Road including Rose Cottage and Meadow Croft to the south of the railway. The crossing does not provide access to any community facilities. However, it provides a short cut through to Badgeney Road to the north and Upwell Road to the south for the few residential houses located in the vicinity of the crossing. Any severance impacts are therefore likely to only affect residents living in housing in the area bounded by these two roads.	Existing public rights over the level crossing will be downgraded to bridleway status. Silt Drove level crossing will remain a user worked crossing for registered users. Bridleway gates, vehicular turning heads and mounting blocks will be provided on both sides of the railway. Motorised users will be diverted from the south of Silt Drove crossing via Upwell Road and Badgeney Road to Badgeney Road level crossing.	Under the proposals, the crossing will be downgraded to a public bridleway meaning that pedestrian access at the current site will be maintained. The creation of a 3m wide bridleway over the crossing and the diversion of motorised vehicles could potentially improve pedestrian accessibility. People from protected characteristic groups, however, are unlikely to be disproportionately affected by a diversion for motorised vehicles. It is likely to affect everyone equally in	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although public vehicular users of the crossing will be required to travel considerably further, this impact is unlikely to be felt disproportionately by particular sections of the population protected by equality legislation.

[33] The diversion includes stretches with a gradient of over 15%, however after assessing the data against the terrain this is likely to be due to an error in the available data. See section 1.5 for more detail.

			It is also noted that Silt Drove level crossing is infrequently used by vehicles and pedestrians. There is a moderate to high density of people from equality groups in the area, including child under 1 and under 16, over 65s and LLTI. There is a slightly lower proportion of people from BAME backgrounds living in the area and in line with county-wide trends the population per hectare of people from a minority faith group is very low.		terms of inconvenience and increased travel time.	***A DIA is not required as no alterations to pedestrian access are anticipated for any protected characteristic group.***
C13 Middle Drove						
Middle Drove level crossing is currently a bridleway and user worked crossing for registered users and is located in March Parish, Cambridgeshire. Pedestrians can walk on a circular route west of March along the verge of the adopted, surfaced highways Middle Road, Moule Road and Whitemoor Road. The route leads through agricultural fields. Footpath 27 runs along Plantwater Drove and connects to the circular route on Whitemoor Road. This crossing is a vehicle and pedestrian user controlled crossing that connects the two sides of Middle Road that is bisected by the railway line.	The accessibility is good as it is a largely paved crossing that connects two paved roads with a relatively level surface, enabling wheelchair users and those with pushchairs as well as users with limited mobility to access the crossing. The pedestrian gate is wide enough to accommodate most wheelchairs and mobility scooters.	This site was given a risk rating of A6, showing a distinctly high risk for individuals using this site. This high risk is due to the risks of sun glare, the gates being left open, other user misuses, a low sighting time and the high frequency of trains. This site sees approximately 176 trains per day, both freight and passenger services, travelling at speeds of up to 75mph. The safety features at this site are the gates, and signage and the miniature stop lights that alert users in real time to when trains are approaching. Despite these safety features, there have been incidents on this crossing in recent years. There have been two incidents of user misuse and near miss at this crossing, two prior to December 2014 and one since. There have been no reported accidents at this crossing.	The crossing does not have many houses or businesses around it but there are two houses, one either side of the crossing that would feel the majority of the impact of closing this crossing. Any severance impacts are therefore likely to only affect residents living in housing in the area bounded by these two roads. This crossing is estimated to have only one use per day, typically a vehicle. There is another level crossing approximately 600m west of this crossing that could be used. While this alternative level crossing exists as an option, should this crossing be closed, this would add approximately 3.5km onto a journey to reach the same point as with the current crossing. While this may make little actual difference to many users, it could impact certain individuals and potentially deter people from visiting this area due to the new route. There is a moderate to high density of people from equality groups in the area, including child under 1 and under 16, over 65s and LLTI. There is a slightly lower proportion of people from BAME backgrounds living in the area and in line with county-wide trends the population per hectare of people from a minority faith group is very low.	Existing public rights over the level crossing will be downgraded to bridleway status with private rights retained as a user worked crossing for registered users. New bridleway gates and mounting blocks will be provided on both sides of the railway. Motorised users will be diverted along the Whittlesey Road to cross the railway at the automatic half barrier level crossing at Whitemoor Drove. Users will continue on Whitemoor Road to connect back up with Middle Drove. The existing telephone and miniature stop lights will be retained on site at Middle Drove and 1.8m chain link fencing will be provided to tie into existing features to prevent trespass onto the railway.	Under the proposals, the crossing will be downgraded to a public bridleway meaning that pedestrian access at the current level crossing will be maintained. The creation of a 3m wide bridleway over the crossing and the diversion of motorised vehicles could potentially improve pedestrian accessibility. For public motorised vehicles, travel distance will increase by 1456m, an increase from 51m to 1507m. People from protected characteristic groups, however, are unlikely to be disproportionately affected by this increase. It is likely to affect everyone equally in terms of inconvenience and increased travel time. The diversion potentially includes sections with gradients of around 15%. This is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although public vehicular users of the crossing will be required to travel considerably further, this impact is unlikely to be felt disproportionately by particular sections of the population protected by equality legislation. ***A DIA is not required as no alterations to pedestrian access is anticipated for any protected characteristic group.***
C14 Eastrea Cross Drove						
Eastrea Cross Drove is a pedestrian crossing between two unpaved tracks on two farm fields in Whittlesey Parish, Cambridgeshire. The crossing is located south of Estrea. Public right of way 48 leads from Lattersley Field north east across the Level crossing to Wyper Road. The route extends as public right of way 49 along Lake Drove, north of Wyper Road. Route 49 connects to public right of way 51 (Cross Drove). Currently users can cross the railway at Jamwell Farm (Wype Road).	In terms of accessibility this crossing is restrictive to users with limited mobility or who use wheelchairs as the narrow gates and verges and the overgrown and often muddy pathways limit access by those with impaired mobility. In addition, the presence of stiles severely restricts access to the crossing itself. The approaches either side of the crossing are both grassed pathways that may cause further, undue challenges to those with limited mobility.	The overall risk of this site has been rated as C6 with the risks of sun glare and user misuses cited as key risks with the high frequency of trains, approximately 176 per day, exacerbating the risks faced at this crossing. There is however, signage to warn users of the potential danger they face. Trains that use this line travel at speeds of up to 75mph. Despite the risks at this site, no accidents, near misses or incidents of user misuse have been reported at this crossing.	The nearest residential dwelling is located 50m south-west of the crossing (Jamwell Farm).There are also seven grade II listed buildings, one scheduled monument (List Entry ID 1006853) and Coates Conservation Area within 1km of the crossing. There are farms on either side of the crossing but neither appears to make use of the crossing for business purposes with only one	This level crossing will be close to all users. The diversionary route would make use of Eastrea level crossing to the west. A new 2m wide footpath to the north of the railway will link footpath 50 to byway 49 Lake Drove. A steel footbridge will be required to cross a drainage ditch along the new footpath route. New wayfinding sings details will be discussed and agreed with the local authority. Wype Road has not footway so users would walk on existing grass verge. Crossing infrastructure will be removed and	The diversion requires users to walk in the carriageway on Wype Road, which may reduce the safety benefits of closing the crossing. The creation of new 2m wide footpaths (on other parts of the route) may help improve accessibility along the proposed diversion route. The diversion potentially includes sections with gradients of around 18%. This is steeper than the current route gradient and may be challenging	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although the increased walking distances of the proposed diversion route may pose some problems for users, the current accessibility problems at Eastrea Cross Drove level (uneven approaches) crossing mean that it is unlikely that accessibility for

		A pedestrian user census undertaken in June 2016 recorded two adults using the crossing over the nine-day period.	person reported to use the crossing each day. There is a moderate density of equality groups in the area, including people under the age of 1 and 16, people over 65 and people with an LLTI. There is a low density of people living in the area from BAME backgrounds or a minority faith group. The crossing also does not provide access to any community facilities.	fencing installed to prevent trespass onto the railway. The existing footpath to the south of the railway connecting Wype Road to Eastra Cross Drove will be extinguished.	for older people, wheelchair users, or parents with pushchairs. The diversion route also includes the creation of two new footbridges, which may result in accessibility limitations for those requiring accessible infrastructure. The proposed diversion route results in a total walking distance of 753m, an increase of 336m compared to the existing route. This may impact people, especially those with mobility problems, who may struggle to walk longer distances.	people from protected characteristic groups will be reduced. It is also noted that the crossing is very remote and is only infrequently used by pedestrians. ***Therefore, no DIA is required.***
C15 Brickyard Drove						
Brickyard Drove level crossing connects a footpath and a bridleway that do not distinctly serve any particular use beyond the cycle routes and is located in Whittlesey Parish, Cambridgeshire. Public right of way 40 runs along New Road and then continues north of Fen Lots Drove crossing towards Eastrea and public right of way 42. An existing public right of way connects Fen Los Drove (41 to Brickyard Drove Crossing). Public right of way 48 leads from Lattersley Field north east across the level crossing to Wyper Road. The route extents as public right of way 49 along Lake Drove, north of Wyper Road. Route 49 connects to public right of way 51 (Cross Drove). Currently users can cross the railway at Jamwell Farm (Wype Road).	The Brickyard Drove level crossing consists of two stiles either side of a railway line with several planks positioned on the track so that people can cross. There is very little crossing infrastructure, with only one side of the track having a solid road surface. This impacts upon the equality value of this crossing are likely to be minimal, due to the current lack of accessibility for people with limited mobility.	The crossing is infrequently used. Among the risks at this crossing are from the glare from the sun and user misuses. While there are signs alerting users to the dangers of misuse, the potential remains high as this is a largely secluded crossing with no barriers or hand rails to avoid accidents on either side of the track. The risks associated with this crossing are exacerbated as there are approximately 176 trains a day, both passenger and freight, using this line at speeds of up to 75mph. The risk rating for this crossing is C10. Despite these risks, no accidents, near misses or incidents of user misuse have been reported. A pedestrian user census undertaken in June 2016 recorded 22 adults using the crossing over the nine-day period.	The nearest residential dwelling is located approximately 200 m east of the crossing (Jamwell Farm). There is also a Poultry Breeding Station 200 m south east of the crossing. There are seven grade II listed buildings, one scheduled monument (List Entry ID 1006853) and Coates Conservation Area within 1km of footpath and footbridge Creation locations. The closest designated asset is 480m north and the scheduled monument is a Ring Ditch and Settlement Site is located 800m north. There is a moderate density of equality groups in the area, including people under the age of 1 and 16, people over 65 and people with an LLTI. There is a low density of people living in the area from BAME backgrounds or a minority faith group. The crossing also does not provide access to any community facilities.	Existing public rights of way over the level crossing will be extinguished. Footpath 48, on the south of the railway, heading north east along an existing track towards the level crossing will be diverted via a new 2m wide unsurfaced footpath in field margins around Jamwell Farm. This new footpath is approximately 390m in length heading south east and then north east to Wype Road and a new footbridge (<5m in length) will be required. Users can then cross the railway via Eastrea level crossing using existing verges. To the north of the railway users can use existing bridleway 60 to connect to Wype Road. Crossing infrastructure will be removed and 1.3m wooden post and three wire fence installed to prevent trespass onto the railway.	The diversion takes users across an alternative uncontrolled level crossing, Fen Lots Drove, limiting the safety benefits of closure. The diversion also directs users to walk on unsurfaced paths that will be created in field margins around Jamwell Farm. The uneven surfaces are likely to be unsuitable for people with limited mobility – such as some disabled and older people, and parents with pushchairs. The implementation of a footbridge may also result in accessibility limitations for those requiring accessible infrastructure. The diversion potentially includes sections with gradients of up to 15%. This is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs. The diversion route increases walking distance from 222 to 666m – an increase of 444m. This may pose problems for people who struggle to walk long distances.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Increased walking distances resulting from the proposed diversion route may cause some problems, especially for people with limited mobility. However, due to the current accessibility problems with Brickyard Drove (notably the presence of stiles and natural tracks), closure and redirection is unlikely to reduce pedestrian accessibility. The crossing is also not located close to any local amenities and has minimal pedestrian usage. ***Therefore, no DIA is required***.
C16 Prickwillow 1						
Prickwillow 1 is a pedestrian level crossing located near Ely, Cambridgeshire. It provides pedestrian access over the railway where the railway crosses the flood embankment. The crossing is located approximately 370m north of Main Street, Prickwillow.	The level crossing has been temporarily closed for safety reasons and is therefore inaccessible to all users. The crossing is reached by way of an uneven unsurfaced footpath at the top of the flood embankment. This may cause accessibility problems for certain user groups, including people with mobility issues, and those with a physical and sensory disability, as well as pushchair users. The crossing previously had stiles in the railway boundary fence.	Approximately 70 trains use the line daily at an average speed of 75 mph. Safety features at the crossing include signage and whistle boards provided on the rail approaches. Risks associated with the crossing include low sighting times and the high frequency of trains. To date, one incident of misuse and one near miss have been recorded, and Prickwillow 1 level crossing obtained a risk rating of C10 until it was temporarily closed. Its ALCRM score is currently M13 (out of use).	The nearest residential dwellings are located approximately 100m to the east across the River Lark (Frohocks Farm) and 140m north of the crossing (Bridge Farm). There is also one grade II listed building within 1 km of the proposed works (380m south). The listed building is within a built up location and the proposed work will be limited to below the existing railway bridge. There is a moderate to high density of equality groups living in Ely, including under 1s, under 16s, over 65s, people with a LLTI and people from BAME backgrounds. There is one exception, the area has very low level of people from minority faith groups.	Existing public rights of way over the level crossing will be extinguished. Footpath 17 to the south of the railway, heading north along Padnal Bank will be diverted via an existing underbridge adjacent to the west of the level crossing. Users can then continue along footpath 17 to the north of the railway. Steps/ramp will be provided on both sides of the railway down the embankment from footpath 17 to make use of the existing underbridge. Crossing infrastructure will be removed and 1.8m chain link fence installed to prevent trespass onto the railway.	The diversion requires users to walk in the carriageway on Padnal Bank and under Padnal Bank underbridge, which may reduce the safety benefits of closing the crossing. The diversion route will also include the provision of steps / ramp down the embankments, which may result in accessibility limitations for those who struggle with steps and / or steep gradients. The diversion potentially includes sections with gradients of up to 15%. This is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs. However, increases in walking distances will not alter pedestrian accessibility to any great degree.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. As the crossing is currently closed and requires users to walk along the uneven top of grassy embankments, the implementation of alternative provision has the potential to improve accessibility (especially if in the form of ramps). It is also noted that no significant change in walking distance or gradient will be seen. The crossing is also in a remote location. ***Therefore, a DIA is not required.***

					Walking distances will increase from 158 to 162m – a change of only 4m.	
C17 Prickwillow 2						
The level crossing is a public footpath crossing located in Prickwillow, near Ely, Cambridgeshire. The crossing is located approximately 370m north of the Main Street, Prickwillow. Public right of way 57 runs along Branch Bank, east of the River Lark and public right of way 17 runs along the west bank (Padnal Bank).	The level crossing has been temporarily closed for safety reasons and is therefore inaccessible to all users. The crossing is reached by way of an uneven unsurfaced footpath at the top of the flood embankment. This may cause accessibility problems for certain user groups, including people with mobility issues, and those with a physical and sensory disability, as well as pushchair users. The crossing previously had stiles in the railway boundary fence.	Approximately 70 trains use the line daily at an average speed of 75 mph. Safety features at the crossing include signage and whistle boards provided on the rail approaches. Risks associated with the crossing include low sighting times and the high frequency of trains. To date, one incident of misuse and one near miss have been recorded, and Prickwillow 1 level crossing obtained a risk rating of C10 until it was temporarily closed. Its ALCRM score is currently M13 (out of use).	The nearest residential dwellings are located approximately 30 m to the east (Frohocks Farm) and 170m north-west across the River Lark (Bridge Farm). There is also one grade II listed building within 1 km of the proposed works (380m south). The listed building is within a built up location and the proposed work will be limited to below the existing railway bridge. The crossing is surrounded by agricultural land, with a small village to the south, and farms to the north. There is a moderate to high density of equality groups living in Ely, including under 1s, under 16s, over 65s, people with a LLTI and people from BAME backgrounds. There is one exception, the area has a low level of people from minority faith groups.	Existing public rights of way over the level crossing to be extinguished. Footpath 57 to the south of the railway, heading north along Branch Bank will be diverted via an existing underbridge adjacent to the east of the level crossing. Users can then continue along footpath 57 to the north of the railway. Steps/ramp will be provided on both sides of the railway down the embankment from footpath 57 to make use of the existing underbridge. Crossing infrastructure will be removed and 1.3m wooden post and three wire fence installed to prevent trespass onto the railway.	The diversion requires users to walk in the carriageway on Branch Bank and under Branch Bank underbridge, which may reduce the safety benefits of closing the crossing. The diversion route will include the provision of steps / ramp down the embankments, which may result in accessibility limitations for those who struggle with steps and / or steep gradients. There is also no designated path to access the underbridge. The diversion includes sections with gradients of 9%. This is less steep than the existing route, but is still greater than the 5% recommended parameters for route gradients identified in national design guidance. However, the change in walking distances will not alter pedestrian accessibility to any great degree. Walking distances will increase from 148 to 150m – a change of only 2m.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. As the crossing is currently closed and requires users to walk along the uneven top of grassy embankments, the implementation of alternative provision has the potential to improve accessibility (especially if in the form of ramps). It is also noted that no significant change in walking distance or gradient will be seen. The crossing is also in a remote location. ***Therefore, a DIA is not required.***
C18 Munceys (withdrawn from project)						
Munceys crossing forms part of an unsurfaced public footpath that runs in a north south direction in Fordham Parish, Cambridgeshire. The crossing is located immediately east of a triangular area of woodland that contains a large pond, approximately 50m to the north west. Approximately 40m to the north east of the crossing, the path crosses the A142, a busy a public highway.	The accessibility of this crossing is limited by its use of narrow kissing gates, as these gates are not suitable for use by wheelchair users or those with pushchairs. Users with limited mobility may also find these gates a challenge as the narrow gates may not allow for comfortable use of crutches, walking sticks or frames. The uneven and unpaved pathways each side of the crossing may also reduce the ability for users with limited mobility to access the crossing. This may also be the case for wheelchair users whose chairs may become stuck in the wet grass or mud which can often form in these areas. People with pushchairs may experience similar difficulties.	The overall risk rating for this site is D11 with sun glare as the only identified risk factor. Signage warns users of the potential for harm to defend against this risk as much as possible. Each day approximately 64 trains use this section of the line at speeds of up to 75mph. Despite the risks faced at this site, no accidents, near misses or incidents of user misuse have been reported at this site. This safety record may be at least partly attributable to the infrequency with which this crossing is used.	Munceys is a pedestrian crossing that is rarely used and provides access to no community facilities or indeed anything beyond the area of grass. The surrounding area is predominantly agricultural. Willow Farm is the nearest property to the crossing, approximately 250m to the west. The nearest listed buildings are at Fordham House Court, approximately 400m to the east. There is a commercial area/depot approximately 550m to the south east. With the exception of the aforementioned land uses, the area surrounding the railway and A142 is largely agricultural. There is a low density of all equality groups for which we have data in the immediate area (under 1s, under 16s, over 65s, people with a LLTI, and people from BAME and minority faith groups). As this crossing does not provide access to community facilities or businesses, it does not seem to be significant for local communities; this is supported by evidence that this crossing is used infrequently by local people. In a nine-day census undertaken in June 2016, only two railway	This level crossing will be close to all users. The diversion will make use of the existing road bridge at Landwade Road via a new 2m wide footpath running south from the level crossing adjacent to the railway and a new 2m wide footpath that uses existing track to connect into footpath W-411/019/01 to the west of the railway. In addition, a new 2m wide footpath will be created to the west of Munceys level crossing to create a circular walk through the small are of woodland to connect into footpath W-411/019/01. New wayfinding sings will be installed. Level crossing infrastructure will be removed and fencing installed to prevent trespass onto the railway.	The diversion requires users to walk in the carriageway on Landwade Road, which may reduce the safety benefits of closing the crossing. The diversion potentially includes sections with gradients between 5% and 15%, this may still be challenging for older people, wheelchair users, or parents with pushchairs.[34] Furthermore, walking distances are likely to increase by 866m – from 640 to 1506m. This will be challenging for some users, especially for people who struggle to walk longer distances – such as disabled and older people. .	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although pedestrian accessibility may be reduced, as users will be forced to walking significant distances (866m) and at some points in the carriageway, this is unlikely to cause significant effects due to the rural nature and very limited usage of the crossing. Furthermore, as accessibility at Munceys level crossing is currently restricted, the proposed diversion route including the creation of new 2m wide footpaths may improve accessibility. ***Therefore, a DIA is not required.***

[34] The diversion includes stretches with a gradient of over 15%, however after assessing the data against the terrain this is likely to be due to an error in the available data. See section 1.5 for more detail.

			personnel used the crossing – no other users were recorded.			
C20 Leonards						
The level crossing is a public footpath located in Cambridgeshire. The crossing is surrounded by agricultural fields, and is accessible via a path through dense vegetation. Public footpath 101 is an unsurfaced path that runs in a north easterly direction through agricultural fields from Mill Drove, a public highway, approximately 90m west of the crossing, to a sluice where it joins footpath 100, approximately 170m to the north east of the crossing.	The approach to the level crossing is via a path through farmland. The path to the east is narrow and uneven due to overgrown vegetation and has a moderate gradient. Each side has a wooden fence which must be locked after use. The route would be difficult to use for people with mobility or visual impairments, along with parents with pushchairs and small children.	As estimated 36 trains travelling at speeds of up to 75mph use the line daily. Due to misuse and sun glare, the level crossing has a risk rating of D7. There are warning signs on either side of the crossing, and there have been no reports of misuse or accidents on the level crossing. A pedestrian census undertaken in June 2016 recorded 181 users of the crossing over the nine-day period – this included 154 adults and 27 accompanied children.	The immediately surrounding area is predominantly agricultural with Mill Drove Farm and some residential properties along Mill Drove, the nearest of which is approximately 100m north west of the crossing. The town of Soham is located approximately 450m north of the crossing. Much of the town is within a Conservation Area the boundary of which is located 320m north of the crossing. However, there are no amenities or houses to the west of the crossing, indicating that it is unlikely that community severance impacts will occur as a result of the level crossing. There is a medium density of people belonging to protected characteristic groups – including older people, younger people and disabled people – in the nearby area.	Existing public rights of way over the level crossing will be extinguished. Footpath 114 to the west of railway and footpath 101 to the west and east of the railway will be extinguished, approximately 630m in length. Crossing users will be diverted north to Mill Drove level crossing. A new 2m wide unsurfaced footpath in the field margin around Mill Drove Farm (approximately 230m in length) will be provided connecting into footpath 114. Users will make use of the existing verge and carriageway on Mill Drove. A new 2m wide unsurfaced footpath would be provided on the east side of the railway connecting Mill Drove to footpath 101, approximately 260m in length. New wayfinding sign details to be discussed and agreed with the local authority. Crossing infrastructure will be removed and 1.275m wooden post and six wire fence installed to prevent trespass onto the railway.	The diversion takes users across an alternative controlled level crossing, Mill Drove level crossing, somewhat reducing the safety benefits of closure. Mill Drove level crossing is flat and tarmacked with segregated pedestrian walkways. The diversion includes sections with gradients of around 6%. This is less steep than the existing route, but exceeds the 5% recommended parameters for route gradients identified in national design guidance. The diversion route would also require pedestrians to walk in the carriageway along Mill Drove. The diversion route also increases walking distances from 377 to 719m – an increase of 342m. This may cause problems for some users who struggle to walk long distances.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. As accessibility at the current crossing is likely to restrict access for some people (due to overgrown vegetation and the route through farmland to access the crossing), especially for those in wheelchairs or with pushchairs, the new route may improve accessibility through diversion to a flat and tarmacked crossing. ***Therefore, it is felt that a DIA is not required.***
C21 Newmarket bridge						
Newmarket Bridge level crossing is a largely unused pedestrian level crossing. Public footpath 24 runs as an unsurfaced path crossing in a north south direction, along the east bank of the River Great Ouse and west of agricultural fields. To the north and south of the railway, the footpath follows the course of the river. The River is approximately 40m west of the Newmarket Bridge crossing. Public footpath 23 runs parallel to footpath 24 on the west bank of the river.	The accessibility of this site is limited as the uneven ground would make using the crossing difficult for those with limited mobility or wheelchair users. The raised section of track where the crossing is located requires users to scale the embankment using steps which would exclude wheelchair users, those with pushchairs and many users with limited mobility. A pedestrian census undertaken in June 2016 recorded 152 adults using the crossing over the nine-day period.	This site is rated as D11 for overall risk with no key risk factors identified for the site. There are signs to warn users of the dangers they face using this crossing. This line sees around 64 trains per day, travelling at speeds of up to 60mph. Despite the potential for harms, no accidents, near misses or incidents of misuse have been reported at this crossing.	There are no residential properties within 1km of the crossing. There is a commercial trading estate on the outskirts of Ely, located approximately 800m north west of the crossing. The area surrounding the crossing and the river is predominantly agricultural fields with multiple drainage ditches which form part of Bridge Fen and Cawdle Fen. The crossing and surrounding area is in an area of high flood risk. There are very few people living in the area, including people from protected characteristic groups. The crossing is used infrequently by pedestrians. There are no community facilities served by this crossing.	This crossing will be closed to public users with private user rights to be retained. Public users would make use of a new 2m wide unsurfaced footpath and underbridge to the west of the crossing, approximately 50m in length. Crossing infrastructure will be removed and 1.275m wooden post and six wire fence installed to prevent trespass onto the railway.	The diversion route includes use of an underbridge, which may result in accessibility problems for some user groups, due to the uneven and unpaved nature of the route. However, the implementation of a new 2m unsurfaced footpath through the underbridge may potentially improve accessibility along this part of the route. The diversion includes sections with gradients of around 6%. This is less steep than the existing route, but still does not fall within the 5% recommended parameters for route gradients identified in national design guidance. Walking distances will require users to walk 62m, an increase of 34m. Implementation of the proposed diversion route is unlikely to cause any negative impacts in terms of walking distance.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Due to current problems with accessibility (primarily the presence of steps and uneven ground on the approaches to the crossing), the permanent diversion of users to the underbridge is likely to improve accessibility and so ***no DIA is required.***
C22 Wells Engine						
Wells Engine level crossing is a public footpath located in rural Cambridgeshire. The crossing is surrounded by agricultural fields, and there are no houses or local amenities within 500m. Public footpath 23 runs as an unsurfaced path crossing in a north south direction, along the west bank of the River Great Ouse and east of agricultural fields. To the north and south of the railway, the footpath follows the course of the river. The	The approach to the level crossing is a degrading tarmac path from the north, and a heavily overgrown grass path to the south. Once at the level crossing, there are both a large metal fence and a smaller wooden fence. Both gates must be locked after use. This route would be difficult to navigate for users with mobility or visual impairments, as well as parents with pushchairs and small children.	An estimated 64 trains travelling at speeds up to 40mph use the area daily. Due to user misuse, the level crossing has a risk rating of C9. There are warning signs clearly visible close to the level crossing, and there have been no reports of misuse or accidents within the past 12 months. A pedestrian user census undertaken in June 2016 recorded 69 users over the nine-day period,	A pumping station is located approximately 100m south of the crossing, immediately adjacent to the footpath. There is a commercial trading estate on the outskirts of Ely, located approximately 800m north west of the crossing. The nearest residential properties are located approximately 900m north east of the crossing. The area surrounding the crossing and the river is predominantly agricultural fields with multiple drainage ditches which form	This crossing will be closed to public users with private user rights to be retained. Public users would make use a new 2m wide unsurfaced footpath and underbridge to the east of the crossing, approximately 190m in length. Crossing infrastructure will be removed and 1.275m wooden post and six wire fence installed to prevent trespass onto the railway.	The diversion route includes use of an underbridge, which may result in accessibility problems for some user groups. However, the implementation of a new 2m footpath through the underbridge may improve accessibility along this part of the route.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Due to current problems with accessibility (due to the problems with the approaches to the crossing, permanent diversion of users to the underbridge is

River is approximately 90m east of the Wells Engine crossing. Public footpath 24 runs parallel to footpath 23 on the east bank of the river.		this included 67 adults and two accompanied children.	part of Bridge Fen and Cawdle Fen. The crossing and surrounding area is in an area of high flood risk. There are almost no people living in the area, including people belonging to protected characteristic groups for whom data is available. Due to the lack of local amenities and low local population, it is unlikely that community severance impacts will occur as a result of the closure.			likely to improve accessibility and so ***no DIA is required.***
C24 Cross Keys						
The crossing is located at the end of public footpath 50, which runs in a north easterly direction connecting with footpath 15 immediately east of the crossing and joining bridleway 25, approximately 250m to the south west. Footpath 15 runs in a north south direction along the west bank of the River Great Ouse. The river is approximately 50m east of the crossing.	The crossing itself is a pedestrian only crossing that is accessible only on foot from the pathways it connects. These pathways are unpaved and contain overgrown plant life that reduces the ability of those with limited mobility to access the crossing. There are also stiles on each side of the crossing that prevents use of the crossing by wheelchair users or those with pushchairs. The overgrown plant life makes the crossing less distinct and difficult to see until you are on top of it.	This crossing has approximately 57 trains per day passing through it at speeds of up to 80mph. It is estimated that approximately two pedestrians use the crossing each day. Sun glare is identified as a key risk at this crossing, reducing the ability of the train driver to spot risks early. The main safety feature is the signage at the site to warn users of the risks. The overall risk at the site is rated as D7. Despite this, there have been no reported accidents, near misses or incidents of user misuse of the crossing.	The nearest properties are associated with Clayway Farm on the east bank of the river, approximately 100m from the crossing, although it is not possible to cross the river at this point. The area surrounding the crossing and the river is predominantly agricultural fields with multiple drainage ditches. The crossing and surrounding area is in an area of high flood risk.	This crossing will be closed 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 type P1 footpath to the west of the railway and on existing footpath 15 to the east to access the underbridge. New wayfinding sign details to be discussed and agreed with the local authority. A steel type C-B3 footbridge is also proposed to cross a drainage ditch along the route of the new footpath heading north from Cross Keys level crossing. In addition, two composite (steel and concrete) type C-B2 footbridges will be required; one to the west of Cross Keys level crossing to connect the new proposed footpath into existing footpath 50 and one along the new footpath to the south of Cross Keys level crossing. Crossing infrastructure would be removed and type F1 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.	The diversion route to the north of the crossing will include use of an underbridge, footbridges and unsurfaced footpaths. This may restrict accessibility for some people with limited mobility – such as some disabled and older people, and parents with pushchairs. The diversion potentially includes sections with gradients of between 5% and 15%, and this may be challenging for older people, wheelchair users, or parents with pushchairs.[35] This route results in a diversion of 1,507m, which is 1,422m longer than the existing route. This may be challenging for some users with mobility impairments. To the south, the diversion takes users across an alternative passive level crossing, C23 Adelaide, somewhat reducing the safety benefits of closure.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although the proposed diversion route significantly increases walking distance and requires use of infrastructure that is not fully accessible, problems with accessibility (stiles and overgrown vegetation) at the current crossing mean that closure and permanent diversion is unlikely to reduce pedestrian accessibility. It is also noted that the crossing is in a rural location and usage of the crossing is low. ***Therefore***, ***no DIA is required***.
C25 Clayway						
Clayway crossing is located in a residential area on the eastern outskirts of Littleport. The crossing is located on public footpath 11 which runs in a south easterly direction through the residential area, crosses Sandhill, a public highway running parallel to the railway to the east, and joins footpath 15 and 21 approximately 50m east of the crossing. The latter two footpaths run north to south along the west bank of the River Great Ouse, which is located approximately 50 east of the crossing at its nearest point.	The level crossing itself is accessed via stiles and narrow grassed alleyways, thereby potentially limiting those with mobility impairments, visual impairments and those travelling with children in pushchairs from using the crossing. However, it does not provide access that would otherwise be denied, as there is a route via the road to access the other side of the track.	The crossing has a risk rating of C6. This line sees approximately 57 trains a day travelling at speeds of up to 80mph. A key risk driver identified is the short slighting times and sun glare. To counteract these risks, signs alerting users to the dangers are displayed at the crossing and whistle boards are used to instruct drivers on when to sound their horns. Despite the risks, no accidents, near misses or incidents of misuse have been reported at this site. A pedestrian user census was undertaken in June 2016 and recorded 119 users of the crossing over the nine-day period. This included 106 adults, five	There are several roads in proximity to Clayway crossing and numerous residential properties. The nearest are located within 10m of the crossing. With the exception of Littleport town which extends westwards from the crossing, the surrounding area is predominantly agricultural, with the drained fields to the east of the river forming part of the Burnt Fen area. The area surrounding the crossing is in an area of high flood risk, although the crossing itself and town of Littleport is not at risk of flooding. There is a high density of people with protected characteristics in the area – particularly older, younger and disabled people. An alternative route over the railway is available	Existing public rights over the level crossing are to be extinguished. Crossing users would make use of Sandhill level crossing to the north. The diversion would make use of Padnal Road to the west of the railway and footpath 21 or the existing track along Sandhill to the east to connect users to Sandhill level crossing. A new 2m wide asphalt footway will be created at Sandhill level crossing, approximately 3.5m in length. Footpath 11 to Clayway crossing on the west of the railway would be extinguished (approximately 100m in length) to prevent the creation of a dead end. Crossing infrastructure will be removed and 1.8m chain link	Both diversion options take users across an alternative controlled level crossing, Sandhill level crossing, somewhat reducing the safety benefits of closure. The implementation, of a new footpath over Sandhill level crossing will improve pedestrian accessibility along the route. The diversion includes sections with gradients of around 4%. This is less steep than the existing route and now falls within the 5% recommended parameters for route gradients identified in national design guidance. The diversion route via Padnal Road results in a total walking distance of 429m, an increase of 246m. This	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. There may be some potential negative implications of the proposed diversion route, such as forcing users into the carriageway. However, due to current problems with accessibility (primarily the presence of stiles and narrow grassed alleys), permanent diversion is likely to improve accessibility and so ***no DIA is required***.

[35] The diversion includes stretches with a gradient of over 15%, however after assessing the data against the terrain this is likely to be due to an error in the available data. See section 1.5 for more detail.

		accompanied children and eight unaccompanied children.	via a vehicular level crossing on Victoria Street (200m north of Clayway level crossing), therefore community severance impacts are unlikely to occur as a result of the closure	fencing be installed to prevent trespass onto the railway.	may pose challenges for some users, particularly those with mobility difficulties. To the east of the railway users would be required to walk in the carriageway on Sandhill, which may reduce the safety benefits of closing the crossing. This route results in an increase in walking distances of 50m (from 429 to 479m). This is unlikely to cause significant problems for people with mobility problems.	
C26 Poplar Drove						
The level crossing is a user worked crossing located in rural Cambridgeshire, and is considered to be a public road. The crossing is completely surrounded by agricultural fields, and is accessed on either side by a well-used metalled road. The existing public right of way 32 is a tarmac byway open to all traffic and leads from Horsley Hale on a north-east axis to Poplar Drove (31). Poplar Drove is surfaced with tarmac and currently open to all traffic connecting to the Ten Mile Bank, located approximately 500m east of the existing level crossing along the River Great Ouse. Public right of way 30, an existing Byway Open to All Traffic runs 450m north-east parallel to Poplar Drove. The public rights of way cross through existing agricultural fields and there are a number of dry ditches along the field boundaries, some of which cross under the existing public right of way.	The approach on either side is via a relatively flat, well-used dirt road clear of any obstructions, cutting across agricultural fields. The crossing consists of a wide gate on either side suitable for vehicular use, and there are visible safety signs close by. Access is not impaired for users with mobility or visual impairments, however opening and closing the large gate safely may cause issues for parents with pushchairs and small children.	An estimated 64 trains travelling at speeds of up to 60mph use the route daily. Due to the private access, the level crossing is infrequently used by both vehicles and pedestrians. However, due to low sighting time and train frequency, the level crossing has a risk rating of A7. To date, there have been no incidents or misuse or accidents. A pedestrian user census undertaken in June 2016 recorded five adults using the crossing over the nine-day period.	The nearest residential property is The Bungalow, just south east adjacent to the existing level crossing. Further buildings are located at Denver Farm, approximately 470 m east of the level crossing. There is a medium density of people from several protected characteristic groups in the area, including older people, younger people and people with long term limiting illnesses. However, due to the remote area and lack of community facilities, it is unlikely that community severance will occur as a result of the closure.	The public road over the crossing will be removed and private user crossing rights will be retained. Non-motorised users and 2 wheeled motorised vehicular public rights will be retained. The existing telephone will remain and a locked vehicular gate and wooden bridleway gates will be provided. A new 3m wide unsurfaced bridleway (approximately 500m in length) will be provided running north from Poplar Drove crossing on the east side adjacent to the railway connecting into exiting public right of way. Public motorised users would have to divert to the A10 to the South. Some consultation may be required to ensure farm access is maintained.	Pedestrian access across the crossing will not be altered and there will be no requirement for a diversion route. Public motorised users would have to divert to the A10 to the South. However, this is unlikely to disproportionately impact any users from protected characteristic groups, as negative impacts, such as inconvenience and increased travel time, are likely to be felt equally by all users.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although public vehicular users of the crossing will be required to travel considerably further, this impact is unlikely to be felt disproportionately. ***A DIA is not required as no alterations to pedestrian access is anticipated for any protected characteristic group.***
C27 Willow Row/Willow Road						
Willow Row / Road level crossing is a byway open to all traffic user worked level crossing located in rural Cambridgeshire. The crossing is completely surrounded by agricultural fields, and mainly used to connect farmer's fields. The existing public right of way 32 is a tarmac byway open to all traffic and leads from Horsley Hale on a north-east axis to Poplar Drove (31). Public right of way 30, an existing unsurfaced Byway Open to All Traffic runs 450 m north-east parallel to Poplar Drove. The public rights of way cross through existing agricultural fields and there are a number of dry ditches along the field boundaries, some of which cross under the existing public right of way.	The approach to the level crossing on either side is via a degrading gravel road and through a large metal gate, which is required to be locked after use. The crossing itself is generally flat and clear of vegetation and obstacles.	An estimated 57 trains travelling at speeds of up to 90mph use the area daily. The crossing only sees infrequent vehicular and pedestrian use. Due to the speed and frequency of trains, the level crossing has a risk rating of A6. There are warning signs close to the level crossing, and there have been no reports of misuse or accidents within the past 12 months. A census undertaken in January 2017 recorded ten adults using the crossing over the nine-day period (and 21 vehicles).	The nearest residential property is The Bungalow, 650 m south west of the existing level crossing at Poplar Drove. Further buildings are located at Denver Farm, approximately 650 m east of the level crossing. There are no local amenities in the surrounding area and it is unlikely that community severance impacts will occur as a result of the closure. There is a low density of people from all protected characteristic groups in the area.	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 to the south. A new 3m wide unsurfaced bridleway (approximately 500m in length) will be provided running south from the existing Byway connecting into Willow Row/Willow Road level crossing. The existing byway 30 (approximately 470m in length) will be downgraded to a bridleway with private rights for field access. A steel 8m in length bridleway bridge will be required along the new proposed footpath to cross a drainage ditch. Level crossing infrastructure will be removed and 1.3m wooden post and three rail fencing to be provided to prevent trespass onto the railway.	Pedestrian access across the crossing will not be altered and there will be no requirement for a diversion route. There is also the potential for improved accessibility due to the creation of a new 3m wide unsurfaced bridleway. Public motorised vehicles will be directed to Littleport Bypass, which results in a diversion of 1209m. However, this is unlikely to disproportionately impact any users from protected characteristic groups, as negative impacts, such as inconvenience and increased travel time, are likely to be felt equally by all users.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although public vehicular users of the crossing will be required to travel considerably further, this impact is unlikely to be felt disproportionately. ***A DIA is not required as no alterations to pedestrian access is anticipated for any protected characteristic group.***
C28 Blackhorse Drove						
Black Horse Drove level crossing is a public road level crossing. It provides access to private	The eastern approach to the level crossing is along Black Horse Drove, a tarmac road off Ten Mile Bank and,	The crossing is used by an estimated 57 trains, travelling at	There are approximately seven further residential properties within 500m of the crossing. The three	The proposal is to downgrade the crossing to a private user worked crossing, keeping the wicket gates	No diversion or alternative crossing means has been proposed for non-registered users of the crossing.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in

farmland in the west, and agricultural land and a small residential hamlet in the east. The existing public right of way (70) is a tarmac road open to all users. The road crosses through agricultural fields and along a number of farm and residential buildings. It crosses over a ditch, approximately 250m west of the level crossing.	apart from not having a dedicated footpath, does not pose specific restrictions for user groups. The approach from the west is similarly via a tarmac road. Pedestrians approaching the crossing from this direction currently walk along a grass verge or alternatively walk in the carriageway itself before accessing the pedestrian gate. The pedestrian gates on both sides of the track are located on the right hand side of the vehicular gate. This means that non-motorised users must follow a diagonal trajectory to access the exiting gate. This may increase the length of time spent on the railway for people crossing with mobility impairments such as disabled and older people, and may potentially result in wheels of pushchairs or wheelchairs/mobility scooters getting trapped in the grooves of the railway line.	speeds of 90 mph, daily. Safety features of the crossing include a phone for drivers of large or slow moving vehicles, manually operated gates, signage and miniature stop lights. Risk factors include sun glare, potential user misuses (primarily the gates being left open) and low sighting times. As such Black Horse Drove has a high risk rating of B4. No accidents or near misses have been recorded at the site in recent years, however one incident of user misuse has been documented since June 2013.	closest residential buildings are Railway Cottages, approximately 30m north west of the crossing, Cold Harbour Farm Cottage, approximately 170m north of the crossing and Scotland Farmhouse, located approximately 270m west. Within a 1km radius, the area surrounding the level crossing has a very low density of people belonging to protected characteristic groups. The crossing does not provide access to any local facilities which may be required by persons with protected characteristics; however residents of the farm houses and holiday let located on the western side of the crossing may face severance issues should an alternative means of traversing the railway line not be provided.	in their existing location (without any padlocks) and installing signage indicating that the crossing is not for public use. This means that only registered vehicles and authorised users would be allowed to use Black Horse Drove level crossing. The existing Black Horse Drove public highway west of the railway would be downgraded to a private track. Public users without authorisation would no longer be able to use the crossing.		accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. As no diversion route for non-registered pedestrian users has been devised and a nine-day census undertaken in June 2016 indicated that 105 people were recorded using the crossing, it was felt that further investigation of the potential impacts of closure should be undertaken. ***Blackhorse Drove level crossing was subject to a more detailed DIA.***
C29 Cassells						
Cassells level crossing is a public footpath located in rural Cambridgeshire. The level crossing is located approximately 100m north of the Brinkley Road which links to the A1304 London Road to the west. The level crossing is linked to the Brinkley Road to the south by unsurfaced footpath 11 which runs through a narrow strip of woodland. On the northern side of the level crossing, unsurfaced footpath 10 runs south-west to the Brinkley Road, parallel to the railway, again through a narrow band of woodland and then through a gravelled area informally used as a carpark. The crossing is surrounded by fields to the north and a wooded area and allotments to the south. To the south-west of the level crossing, approximately 200m away, is the outskirts of the hamlet of Six Mile Bottom. The most western part of footpath 10 runs adjacent to the edge of the hamlet. To the east of footpath 11, is St George's Church, a grade II listed building.	The approach to Cassells level crossing from the both directions is along an overgrown natural track bordering the adjacent fields. As such access is impeded for older or disabled users, including those with mobility or visual impairments, as well as for parents with pushchairs and young children.	An estimated 34 trains travelling at speeds up to 60mph use the track every day. Due to the frequency and speed of trains, plus sun glare, the level crossing has a safety rating of D10. There have been no reports of misuse or incidents at the site. A pedestrian user census undertaken in June 2016 recorded two adult users of the crossing over the nine-day period.	Being a rural area, there is a low density of people from most protected characteristic groups for whom data exists in the local area. Furthermore, as the crossing does not provide access to any community facilities, it is unlikely that community severance impacts will occur as a result of the closure.	Existing public rights over the level crossing to be extinguished and a diversion route will be provided along Brinkley Road and along the existing footpath to the north-west of the railway line. The existing footpath (approximately 110m in length) that links Brinkley Road to the level crossing will be extinguished. The railway would be crossed at Brinkley Road level crossing which has automatic half barriers. The Brinkley Road section of the diversion route would incorporate a section of existing grass verge to the north of Brinkley Road crossing and a new 2m wide unsurfaced footpath (approximately 70m in length) within Network Rail land adjacent to Brinkley Road. In addition, a new section of 2m wide unsurfaced footpath will be created to connect existing footpath 1 to Brinkley Road north of the railway, approximately 20m in length. Crossing infrastructure will be removed and 1.275m wooden post and six wire fence installed to prevent trespass onto the railway. Whilst having no dedicated pedestrian pathway along the road, it is tarmacked and flat. There are unlikely to be any significant impacts on protected characteristic groups arising from the closure.	The diversion takes users across an alternative controlled level crossing, Brinkley Road level crossing, somewhat reducing the safety benefits of closure. The diversion also requires users to walk in the carriageway or on existing verges on Brinkley Road, which may reduce the safety benefits of closing the crossing.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Due to current problems with accessibility (notably the natural track approaches to the crossing), there is the potential for improved pedestrian access. It is also noted that the crossing is in a very rural location and has very minimal usage. ***Therefore, a DIA is not required.***
C30 Westley Road						
Westley Road is a public road user worked crossing located in East Cambridgeshire. The crossing provides access between the east and west sides of Westley Bottom Road, the area surrounding the crossing is primarily agricultural fields.	On both sides, access to the crossing is via a tarmac and gravel single lane road, the surface is mostly flat, though there are small pot holes in places and during heavy rainfall water can pool on the road making the level crossing more difficult to access. The crossing has gates on both sides which may be	Westley Road is infrequently used by pedestrians, on average the crossing is used by 2 vehicles each day. Approximately 34 trains cross this part of the network each day travelling at speeds of up to 60mph. One near miss was recorded in 2012-2013, but no incidents have	The level crossing is located approximately 1.5km north-east of Six Mile Bottom and is in the vicinity of a number of properties that are outlying from this hamlet. These include; Westley Crossing Cottages immediately to the south-west, The Folly approximately 450m to the	The crossing will be downgraded to a 3m wide bridleway level crossing with a vehicular right of way for registered users only accessing byway 1. The miniature stop lights and telephone would be retained at this crossing after the downgrade. To cross the railway non-registered	There are no plans for a diversion route for pedestrians as access over the current crossing will be maintained. A diversion route will only be in place of non-registered vehicles. There are currently two proposed options, both of which significantly	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing.

The level crossing is located approximately 650m east of the A1304 London Road which it links to via byway 1, which is a paved route running between agricultural fields lined by trees. To the east of the level crossing is Westley Bottom Road which is a minor road lined with tree and hedgerows.	difficult to open for people with mobility impairments, and older people without assistance.	been recorded since. The main risk factor for this crossing is low sighting time and the crossing has a risk rating of C6. Safety protection consists of gates and signage.	north-west (contains grade II and II* listed buildings) and Westley Lodge Farm (grade II listed building) approximately 270m to the south-east. There are small areas of woodland in the vicinity of the level crossing, the nearest area is on the west side of the railway south of the level crossing but there are also linear area that run along field boundaries and some woodland in the grounds of Westley Lodge Farm. There is a medium density of people from some protected characteristic groups (including younger people older people and disabled people) in the area but the crossing does not provide direct access to local community facilities.	vehicles would use the existing highway and Brinkley Road level crossing, which has automatic half barriers. New wooden bridleway gates, with mounting blocks and a turning head for delivery and emergence vehicles would be provided at the existing level crossing. Consultation will be required with local farmers and farm house residents to ensure access is maintained.	increase travel distance (between 4 and 5.5km). However, this is unlikely to disproportionately impact any users from protected characteristic groups, as negative impacts, such as inconvenience and increased travel time, are likely to be felt equally by all users.	Although public vehicular users of the crossing will be required to travel considerably further, this impact is unlikely to be felt disproportionately. ***A DIA is not required as no alterations to pedestrian access are anticipated for any protected characteristic group.***
C31 Littleport Station						
Littleport Station level crossing is a pedestrian crossing located within the station boundaries. It provides pedestrian access between the two station platforms at their northern end. The crossing is located immediately south of Littleport station and connects the station access road on the west side of the railway to a public footpath on the east side of the railway. Both the access road and footpath run northwards to the station from Station Road, a public highway approximately 80m south of the crossing. South of station road is a Boat Yard that forms part of the River Great Ouse.	The accessibility of the crossing is good. The western platform is fully accessible, with both stepped and ramped options for users. Level crossing furniture is present across the entire railway line, posing little restriction for any users. The lack of access gates at the level crossing further mitigates any accessibility restrictions – however this may result in reduced safety at the site.	As an estimated 60 trains use this part of the network daily, this level crossing has been given a risk rating of D4, with a high user misuse rate sited as a key risk factor (no quantified data has been provided at the time of writing). Safety features at the site include signage and miniature traffic lights. Between 2011 and 2015, there were 633 incidents of misuse, 11 near misses, and no accidents recorded at this location.	The crossing is in a small residential area outside Littleport. The nearest properties are located approximately 10m from the crossing along the station access road. There is also a commercial area approximately 100m to the north east. The wider surrounding area is predominantly agricultural fields with drainage ditches that form part of Mow Fen and Burnt Fen. The main town of Littleport is approximately 600m to the south west. There is a moderately high density of younger people, older people and disabled people in the area of the station.	The proposal is to close the level crossing to all users and remove the crossing infrastructure. The preferred option is to divert all users to an existing vehicular and pedestrian underpass 100m south of the crossing, via new ramped access off Station Road. The diversion route will make use of the existing footpath to the west of the railway and a new ramped footpath will be created to the east of the railway providing pedestrian access to the eastern platform (platform one). There are further plans to install ticket machines on both platforms and provide additional disabled parking near the new ramp on the eastern side of the railway.	The diversion route includes ramps and use of an underpass, which may result in accessibility limitations for those requiring a level surface – such as wheelchair users and people with a pushchair / pram. It is noted that the underpass meets standards outlined by the Department for Transport. The diversion potentially includes sections with gradients of around 13%. This is steeper than the current route gradient and may be challenging for older people, wheelchair users, or parents with pushchairs. Walking distances, however, are likely to increase by 149m – from 14 to 163m. This may impact people that struggle to walk long distances. However, it is noted that measures are likely to be implemented to mitigate some of the potential impact – such as installing a ticket machine on both platforms.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Due to the potential high usage of the crossing, its location inside a station, the high number of incidents of misuse and the increases in walking distance, it was felt that further investigation to determine and mitigate against the negative impacts of the closure was necessary. ***Littleport Station level crossing was therefore subject to a more detailed DIA.***
C33 Jack O'Tell (Adam's Crossng)						
Jack O'Tell level crossing is both a private user worked crossing and public footpath crossing, providing vehicular and pedestrian access between two large areas of farm land. Existing footpath 16 which links Chittering Drove (approximately 650m west of the level crossing) and Long Drove (approximately 900m east of the level crossing) via the level crossing. The footpath is unsurfaced and runs across agricultural land. Existing footpath 18 intersects footpath 16 to the south of the level crossing which then links with footpath 17 to then join Cross Drove. Where footpath 16 intersects Long Drove, there is a solar panel farm,	The accessibility of the level crossing itself is good, with level crossing furniture spanning over the entire railway and crossing gates which are wide and easily opened using a latch. The nature of the approaches is likely to restrict access to some people from protected characteristic groups, particularly those with mobility impairments.	Approximately 138 trains cross this part of the network each day travelling at speeds of up to 90mph. As such the frequency of trains poses a key risk for crossing users. Jack O'Tell level crossing has a risk rating of A4. The crossing is infrequently used by pedestrians and an estimated 2 vehicles make use of Jack O'Tell level crossing daily. Safety features at this level crossing consists of signage only	There are no residential houses or amenities within 1km of the level crossing, and the density of people from protected characteristic groups (such as older people, younger people, people with disabilities and people from BAME groups) in the area is low.	The private vehicle level crossing will be closed. 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. At Jack O'Tell (Adam's Crossing) level crossing pedestrian wicket gates would be provided. Farm vehicles are to be diverted over the railway via surrounding roads. As the nearest road crossings are in excess of 2.5km away, this is likely to permanently disrupt farm activities.	There are no plans for a diversion route for pedestrians as access over the current crossing will be maintained. A diversion route will only be in place for vehicles. However, this is unlikely to disproportionately impact any users from protected characteristic groups, as negative impacts, such as inconvenience and increased travel time, are likely to be felt equally by all users.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although vehicular users of the crossing will be required to travel considerably further, this impact is unlikely to be felt disproportionately. ***A DIA is not required as no alterations to pedestrian access is anticipated for any user group.***

Jorst Farm, adjacent to the north side of the footpath. There are no properties within 1km of the level crossing. Approximately 950m to the east of the level crossing is the River Cam and the Fen Rivers way that runs adjacent to it.						
C34 Fysons						
Fysons level crossing is user worked crossing located in rural Cambridgeshire. Private unpaved farm tracks which run across agricultural land linking to a footpath 17 approximately 300m west of the level crossing and Long Drove approximately 500m to the east of the level crossing. There are a number of drainage ditches in the vicinity of the level crossing, the nearest ones run parallel to the farm tracks that link to the level crossing and parallel to the west side of the railway. Approximately 1.3km to the east of the level crossing is the River Cam, the Fen Rivers way that runs adjacent to it, and the Cam Washes SSSI.	The approaches to the level crossing are along dirt tracks made by farm vehicles. These tracks have a moderate gradient and are very uneven. There are also gates on either side of the crossing. The nature of these routes would restrict access to some pedestrian users, particularly those with mobility impairments.	Fysons level crossing is infrequently used by vehicles and pedestrians. However, an estimated 146 trains use this part of the network daily. As such, this crossing has a risk rating of A6.	The crossing is completely surrounded by agricultural land, with the nearest dwellings located in excess of 500m east. There are a number of farms located along Long Drove, although none are within 500m of the level crossing. As the area is predominantly rural and open land, there are almost no people from protected characteristic groups living in the immediate area. As this crossing does not provide access to any facilities of particular importance to specific equality groups, the closure of the level crossing is unlikely to result in community severance impacts.	Existing public rights over the level crossing to be extinguished. 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. Crossing infrastructure would be removed and 1.3m wooden post and three rail fencing installed to prevent trespass onto the railway. As the nearest road crossings are in excess of 1.5km away, closure is likely to inhibit farm activities. However, there are unlikely to be any significant impacts on protected characteristic groups arising from the closure.	A diversion route will be in place via Bannolds level crossing, which is a half barrier crossing. This may somewhat reduce the safety benefits associated with closing the crossing. Bannolds level crossing, though, does not have gates on either side and has flat, even approaches. This may improve pedestrian accessibility. The diversion route includes the creation of a new steel footbridge, which may result in accessibility limitations for some people from groups with protected characteristics, particular people with mobility problems. Due to the potentially high number of sections along this route with a gradient of above 15%, it may be challenging for older people, wheelchair users, or parents with pushchairs. The diversion also requires users to walk in the carriageway on Long Drove, which may potentially reduce the safety benefits of closing the crossing. However, Long Drove is a single track road, which is open with good visibility. The proposed diversion route will significantly increase walking distance, as users will be required to walk 3,631m – an increase of 2,749m. This may pose serious problems for people who struggle to walk long distances.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Although the diversion route results in significant increases in walking distances, as this is a rurally located private user crossing, it is unlikely to be a route used by people from protected characteristics to access local amenities. A questionnaire response received by the private user indicated that only two pedestrian regularly use the crossing. ***Therefore, it is felt that no DIA is required.***
C35 Ballast Pit						
Ballast Pit level crossing is an Occupation crossing in Waterbeach, Cambridgeshire. Private unpaved farm tracks link byway 14 approximately 360m west of the level crossing and Long Drove approximately 100m east of the level crossing. Byway 14 then joins Bannold Drive (a track) which then links with the northern part of Waterbeach, approximately 1.3km to the south. Approximately 1.5km to the east of the level crossing is the River Cam, the Fen Rivers way that runs adjacent to it, and the Cam Washes SSSI.	The eastern approach to the crossing is via an undulating dirt road. This can be particularly muddy and waterlogged during rainy periods. There is also a moderate gradient on the approach on either side of the level crossing. Though wide grass verges are present alongside the road, they may limit access due to mud and uneven terrain. Due to these, the accessibility of this crossing is limited, potentially restricting access for people with mobility impairments. The crossing provides direct access into farm land and potentially fishing ponds, and the western approach requires individuals to walk through uneven terrain – posing similar constraints as the eastern approach.	This crossing is infrequently used by pedestrians with rights to use the crossing. Additionally, no vehicles other than tractors / farm vehicles and potentially fishing pond users are likely to be using this crossing. An estimated 144 trains use this part of the network daily, therefore Ballast Pit level crossing has a risk rating of B6. Safety features at this site include signage only.	Due to its rural location, there is a low density of people in the local area from most protected characteristic groups for whom data is available (younger and older people, disabled people, people from ethnic minority groups, people from minority faith groups, and people with children under one). Closure of the level crossing is therefore unlikely to have any community severance impacts. Either side of the railway to the south of the level crossing there are water bodies surrounded by small areas of woodland. There are two properties within 500m of the level crossing; The Willows, approximately 200m to the south-east and Hinge Farm Cottage	Existing public rights over the level crossing to be extinguished. 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. The existing track to the west of Ballast Pit (approximately 290m in length) will be upgraded to a Private Road with a culvert over the watercourse, to connect into byway 14. Crossing infrastructure would be removed and 1.3m wooden post and three rail fencing installed to prevent trespass onto the railway.	A diversion route will be in place via Bannolds level crossing, which is a half barrier crossing. This may somewhat reduce the safety benefits associated with closing the crossing. Bannolds level crossing, though, does not have gates on either side and has flat, even approaches. This may improve pedestrian accessibility in this regard. The diversion route will also take users across a culvert, which may pose some accessibility problems for some people from protected characteristic, especially those with mobility problems.	Safety is especially relevant as children, older people, disabled people and men are more likely to be involved in accidents at level crossings than other groups in society. In general, personal safety for these groups will be improved by the closure of the crossing. Due to current accessibility problems (notably the uneven approaches with a steep gradients) and the potential for an improvement in safety on the diversion route. A private user questionnaire also estimated that the crossing is used by approximately four pedestrians per month. ***Therefore, a DIA is not required.***

	approximately 400m to the north-east. There is no separate pedestrian access gate at this site.		

4.3 Recommendations

In light of the evidence presented, the following crossings should be taken forward for further DIA analysis:

- C07 – No.37

The following have already been subject to a DIA:

- C28 – Black Horse Drove
- C31 – Littleport Station

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