

## **PUBLIC INQUIRY**

### **APPLICATION BY NETWORK RAIL UNDER TRANSPORT AND WORKS ACT 1992**

### **PROPOSED NETWORK RAIL (CAMBRIDGESHIRE LEVEL CROSSING REDUCTION) ORDER 200X**

---

#### **OBJ/12-CAMBRIDGESHIRE COUNTY COUNCIL**

#### **PROOF OF EVIDENCE**

**Adrian Kendall**

**C11 Furlong Drove, Littleport**

---

#### **INTRODUCTION**

1. My name is Adrian Kendall. I live at Adagio Feoffees Road Somersham.
2. I hold a degree in industrial design and employed by Domino Printing as the Improvement Team Leader. This involves looking at the business processes of my employer and ways to make them more efficient.
3. I have been involved in motorcycling since the age of 13. My parents would take me along to steam fairs. I had a vintage bike which were displayed at the show. When the public had gone we would ride round the fields the event was held on. I got a moped when I left school in 1982 at 16 and used this to get around. I didn't have a bike between 1986 to 1990, when I was at university, but have had one ever since the mid-90s.
4. To start with I had standard road bikes up to 1000cc. After I moved to Cambridgeshire in 2007 I got a Triumph tiger which is an adventure-style bike with road and some off-road capabilities. I would ride on the smaller B & unclassified roads to get away from the general traffic. I used to see all these tracks and gravel roads and wasn't sure if I could explore them. This set me thinking about where I could go on my bike, which led me to learn about the Trail Riders Fellowship (TRF) and trail riding, and that there are legal highways that you can ride on that aren't tarmac. Appendix 1 illustrates trail riding in photos.
5. I joined the TRF in 2011 and have been an active member ever since. I have been the Secretary for the Cambridgeshire TRF since Dec 2016. Through the TRF I learned that a heavy bike wasn't particularly suitable for dirt tracks and I got a Colin Clewes Motorcycles

*A* 27/10/17

(CCM) 404 which is much lighter and is a 400cc. It's designed for rougher surfaces and has good suspension and competition-style capabilities whilst still being legal for normal roads.

6. With the TRF I have helped out with rights of way, for example setting up a website giving information on rights of way that were available to help people know where they could go at various times of the year. This is largely redundant now because the County Council's online map has become a really useful resource and you can find out everything you need. Before we go out we will research a route to understand where we're going. I use online mapping together with paper maps and a dedicated GPS unit. It helps ensure you know where you are and are following the legal track rather than on private land.
7. I tend to go out on more local routes, mostly in small groups of 2-6 riders. From the TRF's view of least impact perspective, it's better to go out in groups of 6 or less. Being in a group if someone breaks down there is help at hand. In the TRF we follow a code of conduct which is available on the national TRF website @<http://www.trf.org.uk/portfolio-item/what-about-other-countryside-users/>. The code is all about respectful use of the countryside to minimise our impact on the Right of Way network. We try to be appreciative of the resource we have available. For example, if there are horse riders, we stop, sit, wait, and take our helmets off, so as not to spook horses. It's a chance to engage with the riders too.
8. I live in Somersham and the lanes up to the fens around Pymoor is my closest network. It's quite an extensive network which means you don't have to keep riding round the same area. This is more interesting for us and avoids annoying local houses by being in the same location over and over. I ride in other areas, but this area is key for me, as being local whether I have time to ride all day or just a few hours I can make good use of that time. If I go out for a full day I'd start in Aldreth or Mepal areas then using the network of lanes head towards Furlong Drove, heading over to Littleport to refuel and have lunch, then returning home via Coveney.
9. In the last two to three years, my use of the Drove has been about two or three times a year because my wife works weekends, so I don't have the opportunity to ride that often. Before then I used it about six times a year. There are other riders who go out a lot more than I have time too. The map at Appendix 1 shows my typical current usage. The dashed highlighter shows my normal return route, solid outward route (and return when re passing over the same route).
10. The enjoyment of using byways such as Furlong Drove for me is the lower level of the traffic, and an unsurfaced route is more challenging, I enjoy the technical skill element. There is also a physical benefit because there is a reasonable degree of physical effort as you have to work the bike on some of these routes. A full day's riding is about 70-80 miles and requires a reasonable level of physical fitness. It's also a social exercise as you can

  
27/10/17



interact with the group during frequent stops. It gets me away from work and family to just enjoy the company and the activity.

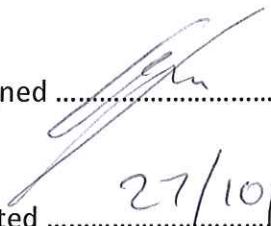
11. The TRF group has organised charity rides e.g. a ride from East Cambridgeshire to Hunstanton and back primarily using unsurfaced highways. We also help the British Horse Society (BHS) and others with horse events. At the Keysoe equestrian centre south west of Grafham Water where we do scorecard collecting. This involves four to five riders going round the jump course and picking up the scorecards and photographers memory cards. It helps build links with the equestrian community and we are paid expenses which goes back into the club. This with other money raising events lets us contribute to charities like the Headways charity, which deals with head injuries, who have benefitted with significant donations over the last 2 years. The TRF also help with lane clearance / maintenance to help local council's rights of way team manage their stretched budgets. Cambridge TRF did this a couple of years ago in the Coveney area.
12. Furlong Drove crossing isn't too bad. I personally would only attempt it in a group because it's at an angle and it's not easy getting up onto the wooden boards. There is no signal or telephone to get a warning. We help each other get over in the shortest possible time by watching out for trains for each other. It's a long and very straight section of the railway so even if they are coming at speed you can see them a long way off. The crossing could be made easier if there was a small ramp up to the decking over the ballast and a non-slip surface rather than wood which can be slippery, so you can get up and off quickly.
13. In my role as Secretary, I was consulted by NR in about June 2016. I went out with a friend and we took photos and did an impact assessment, which is Appendix 2 to my statement. I completed the online feedback process, so unfortunately I don't have a copy of it. I remember it was a cumbersome process as you had to do one submission per crossing. I am aware that other members also submitted those I have spoken too don't have evidence of their participating in the process on hand.
14. My main concern with the proposal is that both sides of the crossing you have a decent length of byway, so if they become dead-end they aren't useful as part of a through route. A lot of the lanes around Pymoor get used by agricultural vehicles and can be muddy. Because the crossing on the Furlong Drove is too narrow for 4 wheelers it's actually one of the best quality byways available in that area. With a good surface sustainable to the level of use its gets. To have it not available in the network would remove a useful unsurfaced mileage and motorcyclists would be put on to other routes that already receive a lot of agricultural use. Modern farming has a lot of big heavy equipment and they can get churned up pretty quickly.
15. The map at Appendix 3 shows how I could modify my route to accommodate the closure without loss of amenity, but with some loss of quality, if FP8 were to be upgraded to a byway (with a Traffic Regulation Order restricting vehicles over 2 wheels). It would be a reasonable compromise as I could at least use the northern section of the byway and then

A  
27/10/17

do the normal piece I do out towards Littleport. If the southern half was a dead-end I wouldn't use it. However we would prefer that the crossing was kept open so we can continue our use as it is.

16. On these outings I also use Coffue Drove further south. I use the underpass so we don't have to bother opening gates. It tends to get wet but it's not particularly deep; you go very slowly through it anyway because it's so cramped.

17. I believe the facts stated in this proof of evidence are true.

Signed  .....

Dated 27/10/17. ....