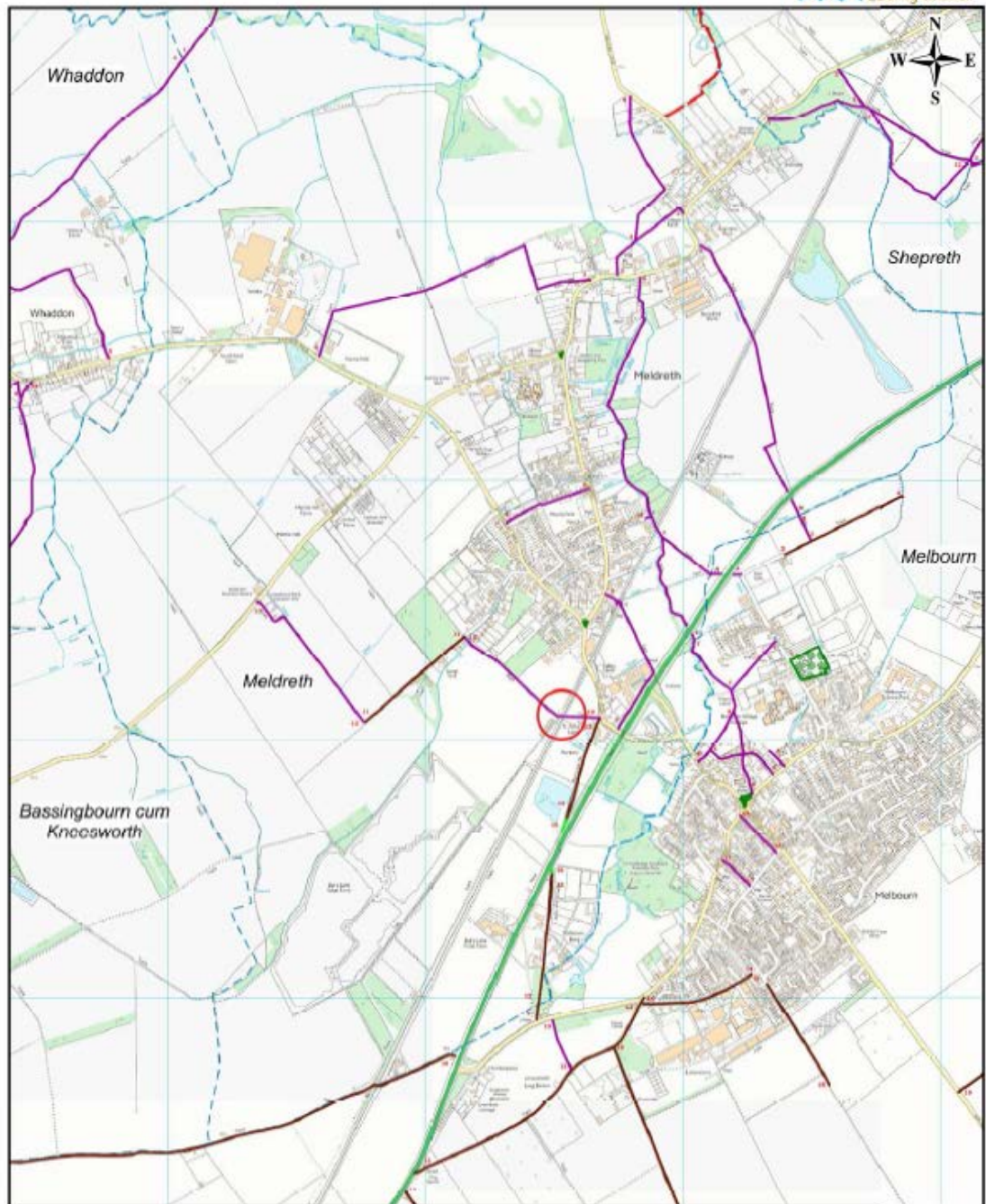


## Appendix 1 – Crossing location maps

### Cambridgeshire County Council - C04 - Meldreth



Scale: 1:18,000  
Date: 02/10/2017

#### Key - Drawn from the Definitive Map

Public Footpath (purple)  
Public Bridleway (green)  
Byway Open to All Traffic (brown)  
Parish boundary

Permissive Footpath (red)

Permissive Bridleway (red)

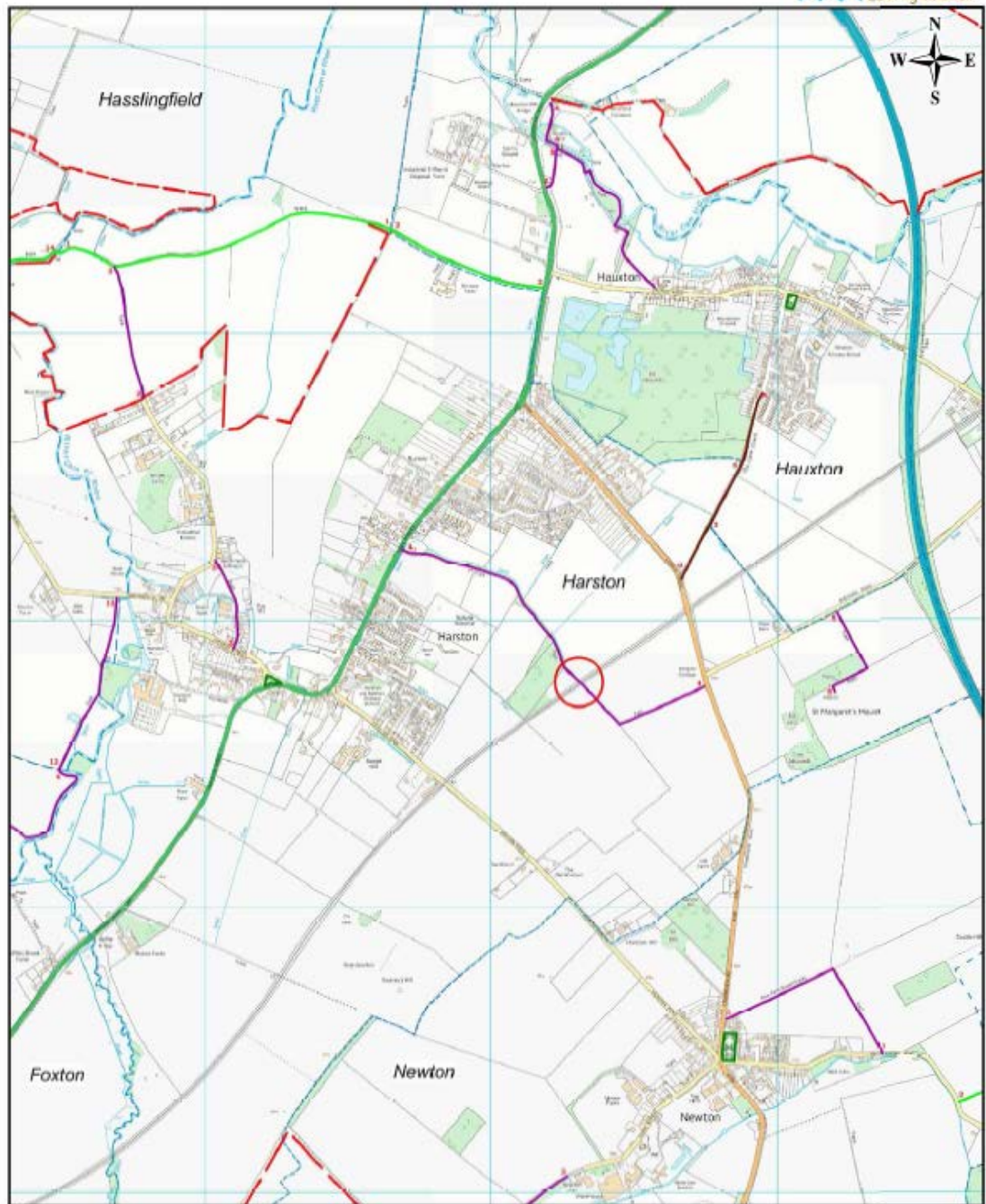
Level Crossing

Registered Village Green



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## Cambridgeshire County Council - C07 - Harston



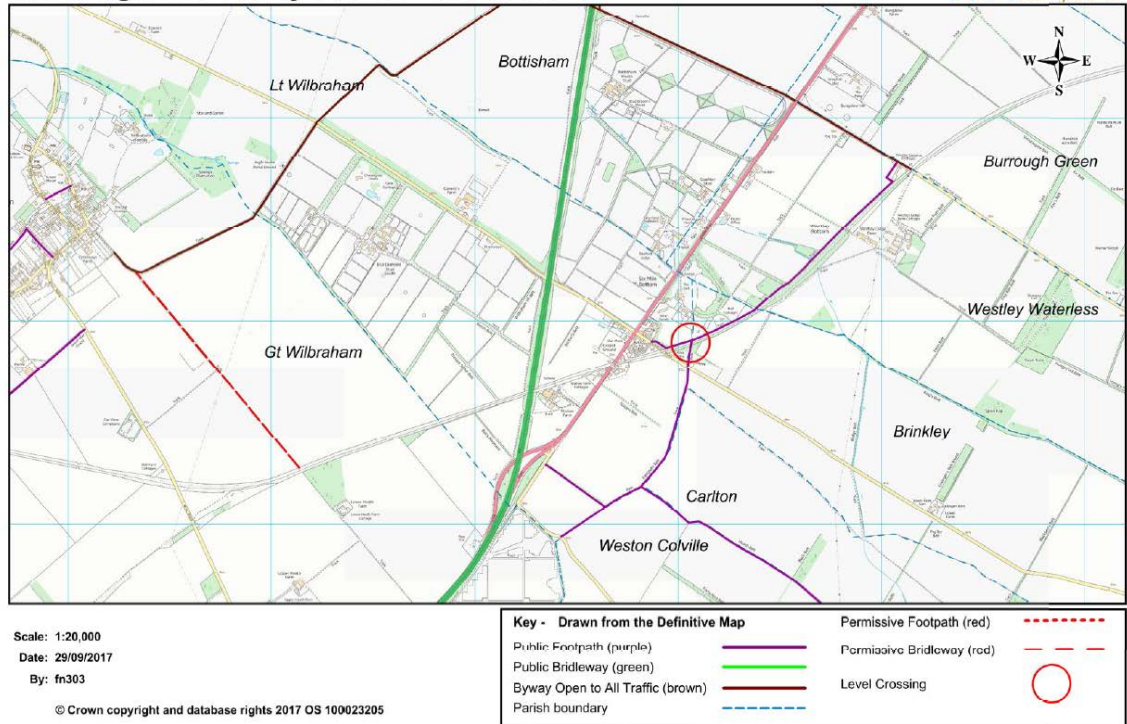
Scale: 1:18,000  
Date: 02/10/2017

Key - Drawn from the Definitive Map			
Public Footpath (purple)		Permissive Footpath (red)	
Public Bridleway (green)		Permissive Bridleway (red)	
Byway Open to All Traffic (brown)		Level Crossing	
Parish boundary		Registered Village Green	

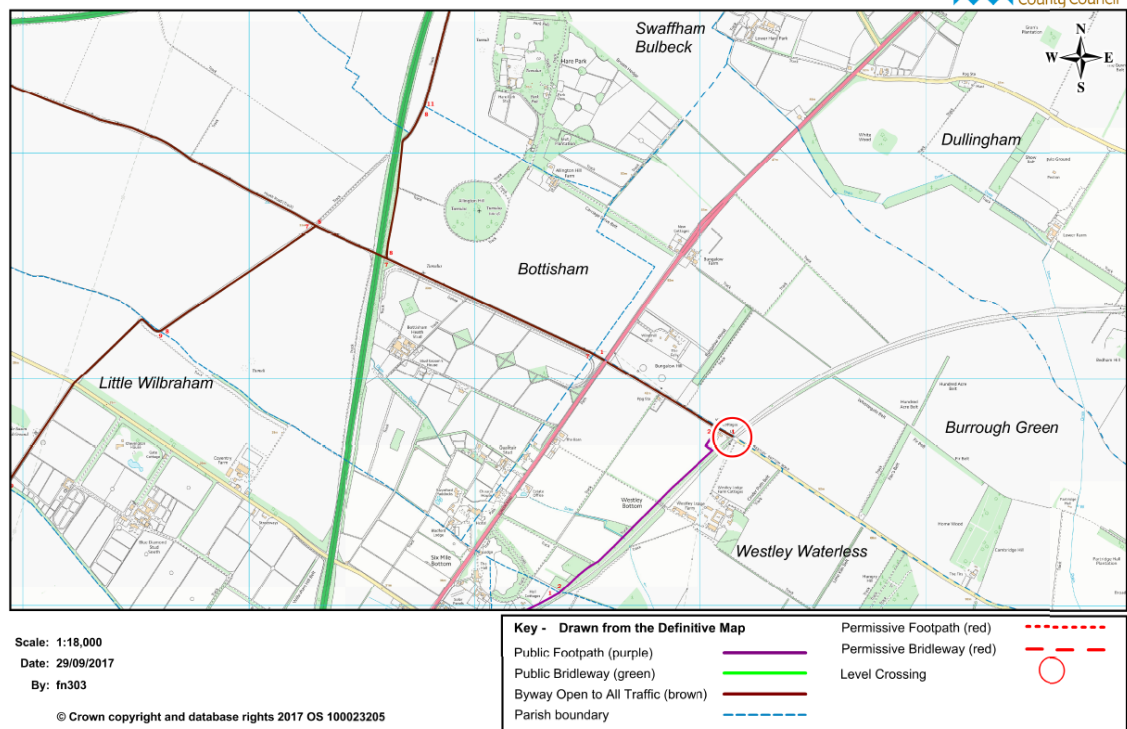
© Crown copyright and database rights 2017 OS 100023205



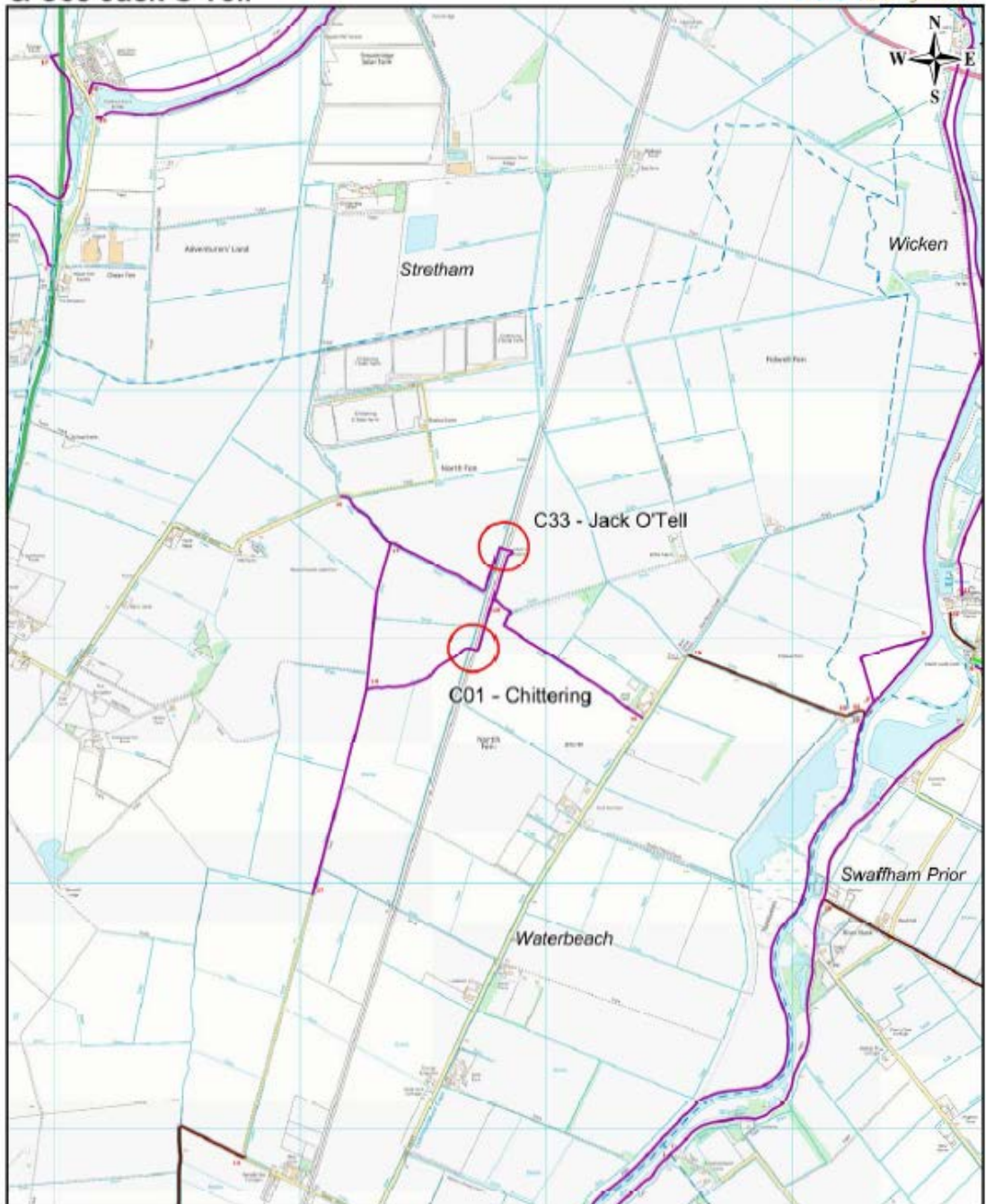
## Cambridgeshire County Council - C29 Cassells



## Cambridgeshire County Council - C30 Westley Road



# Cambridgeshire County Council - C01 Chittering & C33 Jack O'Tell



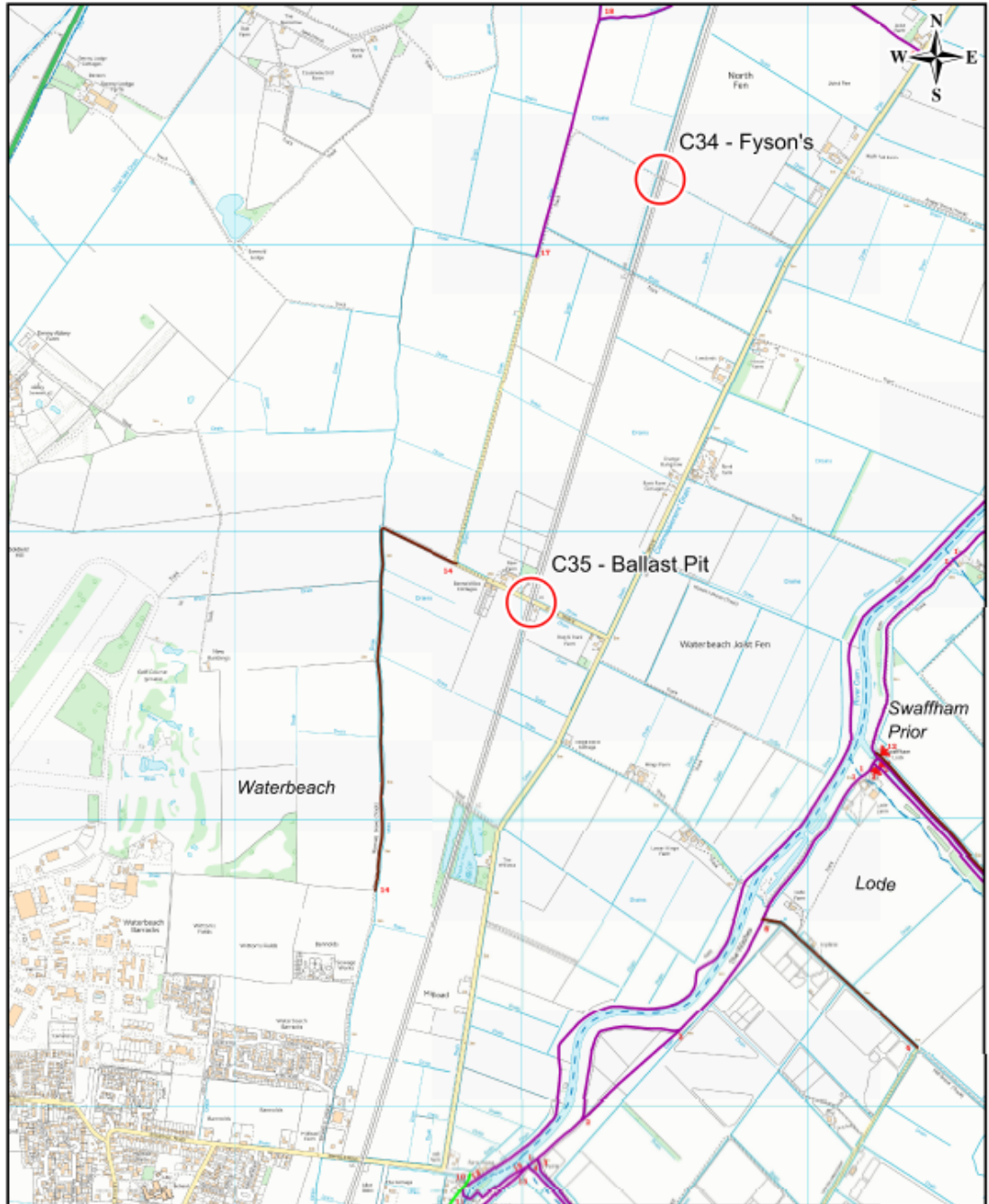
Scale: 1:21,000  
Date: 02/10/2017

Key - Drawn from the Definitive Map	
Public Footpath (purple)	Permissive Footpath (red)
Public Bridleway (green)	Permissive Bridleway (red)
Byway Open to All Traffic (brown)	Level Crossing
Parish boundary	

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# Cambridgeshire County Council - C34 Fyson's & C35 Ballast Pit



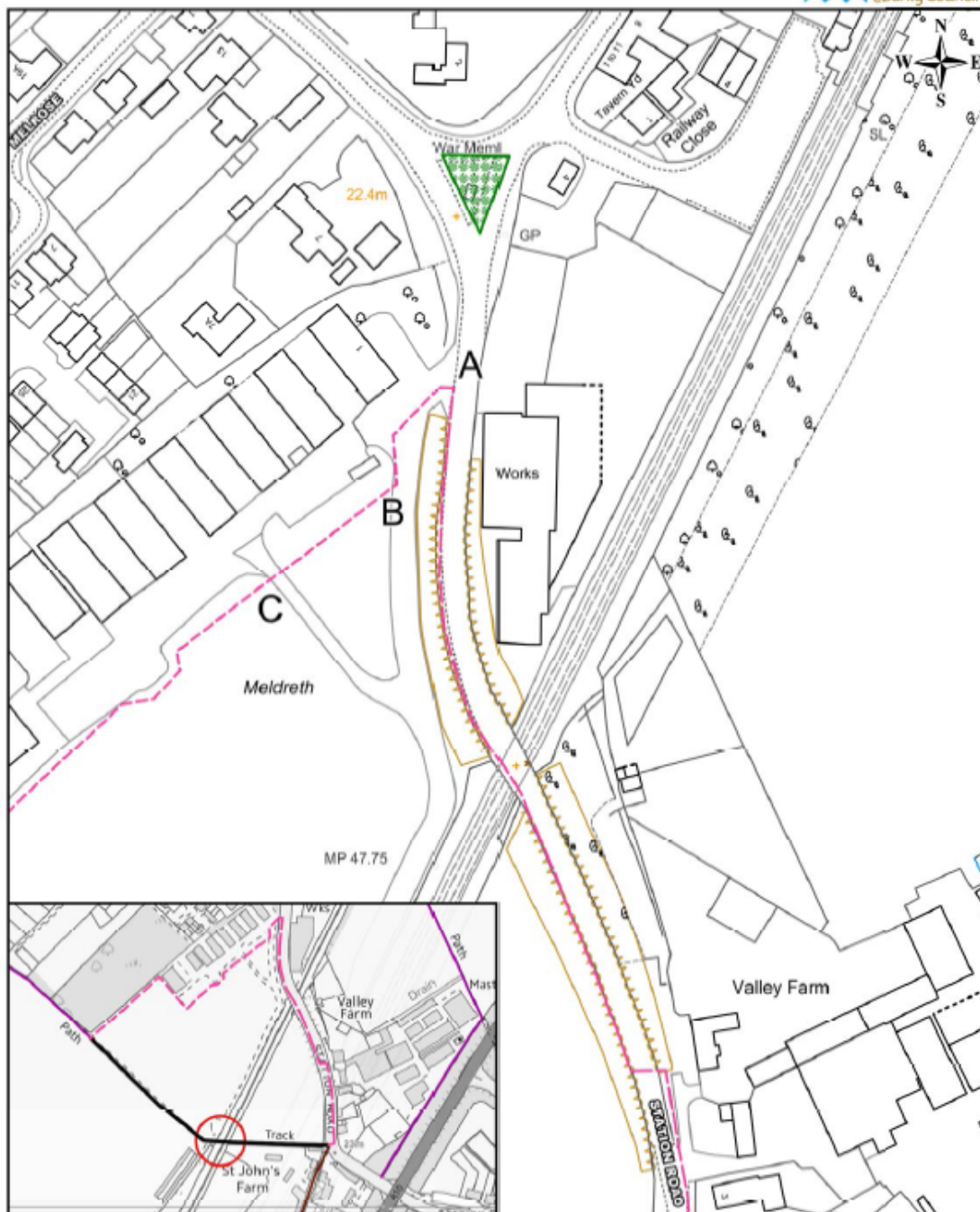
Scale: 1:18,000  
Date: 02/10/2017

Key - Drawn from the Definitive Map		Permissive Footpath (red)	-----
Public Footpath (purple)	—————	Permissive Bridleway (red)	-----
Public Bridleway (green)	—————	Level Crossing	○
Byway Open to All Traffic (brown)	—————		
Parish boundary	-----		

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## Appendix 2 – Locations where users will have to cross vehicular tracks – A, B & C

### Cambridgeshire County Council - C04 - Meldreth



Scale: 1:1,500  
Date: 24/10/2017

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2017 OS 100023205

#### Key - Drawn from the Definitive Map

Public Footpath (purple)  
Public Bridleway (green)  
Byway Open to All Traffic (brown)  
Public Footpath to Close  
Proposed Alternative Route

Permissive Footpath (red)  
Permissive Bridleway (red)  
Level Crossing  
Registered Village Green



## Appendix 3 – Hand gates that were previously sited on Crossing C07 at Harston

### Anglia Level Crossing Proposals

#### C07 – No 37 (Harston Parish)

#### Public Right of Way Reference – Footpath 4 Harston

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

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

The level crossings in this initial phase of the Anglia Level Crossing Reduction Strategy do not include any new bridges or underpasses, and offer benefits which are currently affordable and deliverable.

**No 37** is one of the level crossings in the County of Cambridgeshire. It is located in Harston Parish and has the postcode CB22 7PH. This is a stop, look and listen public footpath level crossing where the user has to decide whether it is safe to cross. The railway at this crossing carries passenger and freight with a line speed of 90 mph. There are generally 147 trains passing through this level crossing per day.

Network Rail's level crossing risk assessments are supported by use of the All Level Crossing Risk Model (ALCRM). This produces a score for the 'individual risk' presented as a letter ranging from A to M, where A is the highest risk and M is the lowest. In addition 'collective risk' is based on the number of people who use the crossing, and is presented as a number ranging from 1 to 13, where 1 is the highest risk and 13 is the lowest. No 37 level crossing currently has an ALCRM score of C6 which is considered high risk. Key issues relate to frequent trains, and sun glare. There were no incidents of misuse, no near misses and 1 accident at this crossing between 2011 and 2015.

Public consultation was undertaken in June on initial options for changes at this level crossing. At this level crossing, eighteen questionnaire responses were received. For No 37 a summary of the questionnaire responses is shown below (route colours refer to the June 2016 Stage 1 consultation plan – please see the project website for details):

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

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

As part of the consultation process a wide range of statutory consultees, landowners and user groups were also consulted. The responses received have been taken into account when determining the preferred option.



During June and July of this year, Network Rail undertook new census surveys of the number and type of level crossing users. A three day census was undertaken (Saturday, Sunday and Monday) and the daily usage was as follows (during this census dismounted cyclists have been classed as pedestrians):

Weekday (Monday)	6 pedestrians
Weekend (average daily)	6 pedestrians

The consultation feedback together with a range of other factors such as user safety and convenience, environmental impacts and economic factors were used to determine a preferred option. In this case an amended version of the red route shown at the June 2016 Stage 1 consultation has been taken forward.

**Our preferred option is to** close this level crossing to all users. Users would then be diverted on a new footpath along a field boundary which provides a link to London Road. A footway is available for pedestrian use to the north and grass verges to the south with a bridge over the railway. Additionally a new footpath is proposed to the east of London Road in field margins to provide a link to byway 3. The new footpaths would be constructed to an appropriate standard with new wayfinding signs with details to be discussed and agreed with the local authority. Crossing infrastructure would be removed and fencing installed to prevent trespass onto the railway.

#### Diversion lengths:

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

Photo 1: Existing level crossing



Photo 2: Alternative railway crossing



Photo locations are shown on the plan overleaf.

This summary sheet and a questionnaire are available at the public exhibitions and on the project website at: [www.networkrail.co.uk/anglialevelcrossings](http://www.networkrail.co.uk/anglialevelcrossings). Please complete the separate questionnaire using the level crossing identification number **C07** and your feedback will be considered before the proposals are finalised ahead of submitting a Transport and Works Act Order to the Secretary of State.

To contact our team, please email us at: [anglialevelcrossings@networkrail.co.uk](mailto:anglialevelcrossings@networkrail.co.uk) or phone the helpline: 03457 11 41 41. We thank you for your time and providing your comments on the Anglia Level Crossing Proposals.

## Photo 1: Existing level crossing





Appendix 4 - CCC Asset Register photos of gates from May 2012





Appendix 5 – Photos of kissing gates taken on 06/10/2017



**HIGHWAYS ACT 1980**  
**TOWN & COUNTRY PLANNING ACT 1990**  
**and other legislation**

**PUBLIC PATH ORDERS AND PATH CREATION AGREEMENTS/DEDICATIONS**

**- AUTHORISATION TO PROCEED TO FORMAL CONSULTATION-**

Notes to officers:

1. This form is for both formal applications and pro-active cases which the case officer considers are ready to proceed to formal consultation.

2. The form should be completed by the relevant Rights of Way Officer and Definitive Map Officer **at the latest** at the beginning of Stage 2 of the Public Path Order Application Flow Chart, i.e. when it comes in as a formal application. The officers will need to decide as to whether they have all the necessary information available to complete the form or if a further site visit is required.

3. Funding: No proposals that would result in additional maintenance will be approved unless clear evidence of funding is provided. Do not complete form until this is in place and agreed with your manager.

Parish: .....Brinkley..... Path no(s) (if any).....No. 1.....

Proposal: Extinguishment of part of Public Footpath No. 1, Brinkley and part creation of alternative footway alongside road and small section of public footpath.

Legal mechanism: TWAO

NMU adoption/diversion score: FAIL Score: 15%

PLAN: [\\ccc.cambridgeshire.gov.uk\data\Et Shared\8 Highways\Highways Asset Management\Asset Information\Definitive Map\Partners\NR\ALXCRS\3. Plans\Plans\\_October 2017\Order Plan style plans\C29 - Cassells - Order Plan.pdf](\\ccc.cambridgeshire.gov.uk\data\Et Shared\8 Highways\Highways Asset Management\Asset Information\Definitive Map\Partners\NR\ALXCRS\3. Plans\Plans_October 2017\Order Plan style plans\C29 - Cassells - Order Plan.pdf)

If more paths/parishes are involved, please copy template and attach



<b>Description of Existing Path [if any]</b>	
Route (e.g. 'Starts at...')	<p>Starts at Brinkley Road (Point C), Opposite Public Footpath No. 11 Lt Wilbraham at TL 5804 5677 and proceeds in a northerly direction between Allotment Gardens and Church for 101 metres to wooden gate at edge of railway track at TL 5805 5688. The path then proceeds over the railway track for a distance of 28 metres (Point B) to another wooden pedestrian gate at its exit onto Public Footpath No. 10 Little Wilbraham at TL 5806 5690 (Point A).</p> <p>Total Length: 129 metres</p>
Structures (bridges, culverts, steps, boardwalks etc) including those missing and ownership (e.g. landowner or CCC)	There are no structures recorded or present on the affected section of Public Footpath No. 1
Other furniture (gaps, gates, stiles)	The two gates present on the affected section of Footpath No. 1 are recorded in the Definitive Statement and are therefore lawful limitations. There are no other furniture on the affected section of Footpath No. 1.
Signage / waymarking	The route is signposted from the metalled road at Point C. There are no waymarker posts on the affected section of Public Footpath No. 1.
Boundaries and Width(s)	The Definitive Statement records the route between Points A-B-C as being 5 feet wide.
Gradients if steeper than 5%	N/A
Maintenance liability e.g. grass cutting	The Path follows natural surface between Points A-B-C. The path is situated within an area of scrub and therefore very little surface vegetation is present. Presently the scrub is overgrown and beginning to obstruct the public footpath. The path does not currently form part of the County Council's grass cutting schedule.

Other factors e.g. SSSI, protected species	The affected path is not located within an area covered by any special designation.
Egress onto vehicular highway considerations (Road safety etc <a href="http://www.cambridgeshire.gov.uk/transport/safety/methodologies/safety_audit.htm">http://www.cambridgeshire.gov.uk/transport/safety/methodologies/safety_audit.htm</a> )	<p>The current exit onto the public highway is at a point on Brinkley Road opposite Public Footpath No. 11 Lt Wilbraham. The egress is located approximately 135 metres to the east of the Brinkley Road level crossing.</p> <p>The public footpath has good visibility in an easterly direction and adequate visibility in the westerly direction up to the level crossing.</p> <p>However there is no footway provision on this section of Brinkley Road meaning users that are not simply crossing the road to continue along the PRow network are required to walk along the road and over the level crossing. There is poor visibility of the road beyond the level crossing due to the level crossing sitting higher than the road.</p>



<b>Description of New Path</b>		Meets reqt Y/N
<b>Ongoing Funding</b>  No proposal that would result in additional maintenance will be approved unless clear evidence of funding is provided	The County Council is responsible for the surface of the present route of the path. This proposal reduces the length of the public footpath by 108 metres overall but introduces 161 metres of new footway alongside Brinkley Road	Y
<b>NMU adoption/diversion – score and comment</b>	Score: 3 FAIL. Also fails on 2 P/F questions	N
<b>Application Costs</b> (please detail how the application and implementation costs will be met – separate from ongoing maintenance)	The diversion is being proposed as part of a blanket TWAO which NR have applied for, therefore CCC is not the OMA for this Order. NR are not contributing towards any of CCC's costs that are being incurred in the consideration of this Order.	N
Route (e.g. 'Starts at...')	<p>Starts at Brinkley Road (Point D), at the end of Public Footpath No. 11 Lt Wilbraham at TL 5804 5677 and is proposed to proceed along a newly constructed footway, 2 metres wide for 142 metres to the Brinkley Road level crossing at TL 5792 5684. Here the footway would end and pedestrian would cross the level crossing on a suitable surface separated from vehicular traffic by white lining. The path would then re-joins a footway and continue in a north-westerly direction for 9 metres to a point situated at TL 5791 5686 where pedestrians would cross over Brinkley Road and proceed in a north-easterly direction along a newly created section of public footpath for 21 metres where it would join the existing section of Public Footpath No. 11, Little Wilbraham at TL 5793 5687 (Point H)</p> <p>Total length: 194 metres</p>	
Structures required (bridges, culverts, steps, boardwalks etc) and ownership (e.g. landowner or CCC)	There are no structures required as part of this proposal.	

Internal CCC approval required (eg. Flood and Water and/or bridges team)	None	
Other furniture required (gaps, gates, stiles)	There are no gates, gaps or stiles required as part of this proposal.	
Signage required	The sign at Point C will require relocation to Point G in the direction of the new Public Footpath path.	
Any other work required e.g. surfacing, drainage, vegetation	Significant embankment works would be required to construct a suitable footway along Brinkley Road, especially between Points E and F.	
Boundaries and Width(s)	Two metre wide footway to be provided along Brinkley Road with a two metre wide public footpath to be provided between Points G and H. It is unclear how clear boundary treatments (ie. fencing or vegetation) will be to edge of footway.	
Gradients if steeper than 5%	N/A	
Equality Act 2010	The proposal would remove two gates from the existing route, the alternative route would be structure free and aid less able users to travel along the PRow network.	
Egress onto vehicular highway considerations e.g. road safety audit reqs <a href="http://www.cambridgeshire.gov.uk/transport/safety/methodologies/safety_audit.htm">http://www.cambridgeshire.gov.uk/transport/safety/methodologies/safety_audit.htm</a> )	The egress onto the vehicular highway at Point G is dangerous due to its proximity to the level crossing. The level crossing is situated higher than the adjoining road and so pedestrians crossing the road at Point G will not be visible to vehicles travelling from Brinkley towards Six Mile Bottom (westerly direction) until the vehicle is on the level crossing.	



Constraints e.g. SSSI / SAM / conservation area / protected species	The affected path is not located within an area covered by any special designation.	
Additional CCC maintenance liability e.g. grass cutting, new bridge	CCC will be liable for additional length of the footway running alongside Brinkley Road as well as the 21 metres of newly created public footpath between Point G and H.	
Other factors e.g. adjacent property, vehicular access	This section of Brinkley Road is unilluminated and whilst the level of usage after dark is likely to be minimal, the introduction of pedestrians adjacent to the carriageway increases the risk of conflict between road users, especially after dark.	
Significant differences e.g. length, accessibility, public enjoyment	<p>Network Rail's consultation plans originally showed an alternative route whereby the footway would continue along Brinkley Road from Point G to join the existing footway provision at the junction of Delamere Close. It appears that NR have changed the proposal in order to make the footpath parallel to the railway line shorter as users would no longer have to walk through the car park to cross the road opposite Delamere Close.</p> <p>However, whilst the updated proposal shortens the route for users travelling between Footpath No. 11, Lt Wilbraham and Westerly Waterless Road, it creates length of these wanting to travel into Six Mile Bottom as there is now no footway proposed between Point G and Delamere Close. Those users that did want to walk into Six Mile Bottom and use footway/footpath provision would now have to cross Brinkley Road twice (once at Point G and again opposite Delamere Close) to do so. As already noted above, the crossing at Point G is considered dangerous. It is considered that this updated proposal makes the proposal substantially less safe for users.</p>	

Date surveyed:	13/10/2017	13/10/2017
Surveyed by [name]:	James Stringer, AIT	Peter Gaskin, ROW

#### **OFFICER RECOMMENDATIONS:**

- That a Road Safety Audit is commissioned to further understand the proposed egress onto the public highway at Point G.
- That the proposed diversion is opposed for the reasons set out below and the Proof of Evidence of CCC Officers to be considered at the forthcoming Public Inquiry being held to determine the TWAO Application made by Network Rail.

#### **Reasoning:**

If this proposal was brought forward under the Highways Act, then the matter would be proposed under concurrent extinguishment and creation Orders as there are two sections of path being proposed to replace the existing footpath.

To satisfy the legal tests, it must be demonstrated that the path to be extinguished is no longer needed for public use. The provision of the new footpath between points D-E-F-G-H can be taken into account when considered the extinguishment. The alternative route is 194 metres long, 65 metres longer than the existing public footpath (129 metres). The proposal would divert users along two sides of a triangle route and would introduce a dangerous road crossing onto the route. It is difficult to see how the new route provides a suitable alternative that meets the same public needs as the existing.

The County Council's Diversions Policy also applies here, and this proposal fails under this policy as the proposed route would be substantially less convenient as a result of the diversion for a number of reasons. It would also have a very adverse effect upon public enjoyment of the route. This is because:

- Users would be forced along a new footway alongside a carriageway which is far less enjoyable than the current rural public footpath.
- Users would be forced to cross Brinkley Road within 10 metres of a blind summit instead of at a location with far superior visibility.
- This would have the effect of discouraging vulnerable users from using the path and remove the opportunity for a valuable off road circular route. This is likely to be used by many local people and facilitates healthy activities for the local population, including elderly users who may not have any such other rural routes in such close proximity to their homes.

APPROVAL TO CONSULT		
<p><del>YES (Please give any advisory comments necessary)</del></p>		
<p><b>NO (Please give reasons)</b></p> <p><b>See above</b></p>		
District Highway Manager	Signature:	Date:
Asset Manager - Information	Signature:	Date: