

Annex 1			
NFU comments on individual crossing proposals for Cambridgeshire			
Crossing ref	Crossing name	Proposal	NFU comment
CO1	Chittering	Private: No existing or proposed rights. Public: Existing footpath rights removed. Users diverted to C33 Jack O'Tell (Adam's Crossing) crossing to the north. Infrastructure: Existing level crossing infrastructure to be removed. Proposed fencing.	Decision is justifiable considering poor visibility of current pedestrian crossing.
CO2	Nairns No 117	Private: Existing vehicular rights removed. Users diverted to Dimmocks Cote level crossing to north. Public: No existing or proposed rights. Infrastructure: existing level crossing infrastructure removed. Proposed fencing.	Closing this crossing would have a detrimental practical and economic impact on the agricultural business affected. The crossing is used to access land for field operations throughout the year as determined by the growing season. Alternative proposals do not give safe or practical solutions.
CO4	No name No 20	Private: No existing or proposed rights. Public: Existing footpath rights removed. Users diverted to bridge on Station Road to north. Infrastructure: Existing level crossing removed. Proposed fencing.	Route of proposed new footpath runs along the field boundary adjacent to a poultry business thus causing concern for biosecurity. Footpath users will have to negotiate traffic movements for the industrial units and utilise the same exit onto Station Road causing safety concerns for all users.
C11	Furlong Drove	Private: No existing or proposed rights. Public: Existing byway rights removed. Users either diverted to Straight Furlong under bridge to the northwest of Third Drove level crossing to the southeast. Infrastructure: Existing level crossing infrastructure removed. Proposed fencing.	Justification for creation of footpath across field is unclear when there is minimal vehicular traffic movements on the road, meaning any horse-rider will use road. Where the proposed new footpath along the land drain, cuts across piping put in for pumping water for irrigation- meaning there is a greater health and safety risk
C12	Silt Drove	Private: No existing rights. Proposed authorised user vehicular rights. Public: Existing highways changed to bridleway status. Motorised users diverted to Badgeney road level crossing to the north along existing adopted highway. Infrastructure: Existing level crossing infrastructure to remain and locks added to existing vehicular gates. Provision of 3m bridleway over the railway, mounting blocks, bridleway gates either side of the railway. Proposed fencing.	Closing this crossing could lead to farm traffic having to travel through a housing estate
C13	Middle Drove	Private: No existing rights. Proposed authorised user vehicular rights. Public: Existing highway rights downgraded to bridleway status. Motorised users diverted to Whitemoor Drove level crossings to the east along existing adopted highway. Infrastructure: Existing level crossing infrastructure to remain and locks added to existing vehicular gates. Provision of 3m bridleway over the railway, mounting blocks, bridleway gates either side of the railway. Proposed fencing.	Mounting blocks are to be created but the crossing is not used by horses. Access over the crossing and onto adjacent agricultural property and land by agricultural machinery will be restricted by the mounting blocks. Area identified as '10' on sketch map to be compulsory purchased creating concern as to how this will permit access to land. Location of 'No through road signs' need to be sited appropriately to prevent traffic having to turn onto agricultural property. Permitted users are to have keys but responsibilities of key holders is not known and neither is the application process to obtain them. Members would prefer existing lights and telephone system to remain in place to allow for circular access route by agricultural machinery including potato harvesters and sugar beet harvesters.

C14	Eastrea Cross Drove	Private: No existing or proposed rights. Public: Existing footpath rights removed. Users diverted to Eastrea level crossing to the west. Infrastructure: Existing level crossing infrastructure removed. Proposed fencing.	New footpath creates area of unusable agricultural land running up to drain due to statutory 9m distance required from drain. Future ownership of this area unknown.
C26	Poplar Drove No 30	Private: No existing rights. Proposed authorised user vehicular rights. Public: Existing highways rights downgraded to byway with a TRO provided between prescribed points for a width of 1.525m. Infrastructure: Existing UWC gates to remain and locks added. Provision of mounting blocks and bridleway gates either side of the railway.	Proposal will create a bridleway only. width of 1.525m will not allow for agricultural traffic to utilise resulting in same outcome as C27, namely transferring agricultural traffic to the road network at a great cost to the business and other traffic users. Alternative proposals do not give safe or practical solutions. Access for users under 1.525m may lead to rural crime issues.
C27	Willow Row/Road	Private: No existing or proposed rights. Public: Existing highway rights removed. Users diverted to C26 Poplar Drove level crossing. Infrastructure: Existing level crossing infrastructure removed. Proposed fencing.	Closing this crossing would have a detrimental practical and economic impact on the agricultural business affected and transfer agricultural traffic to the road network. The crossing is used to access land for field operations throughout the year as determined by the growing season. Alternative proposals do not give safe or practical solutions.
C33	Jack O'Tell	Private: Existing vehicular rights removed. Users diverted to Bannolds crossing to the south long private farm tracks & public highway. Public: Existing footpath rights retained. Infrastructure: Existing vehicular level crossing infrastructure removed. Proposed fencing, proposed provision of pedestrian kissing gate.	Closing this crossing would have a detrimental practical and economic impact on the agricultural business affected. The crossing is used to access land for field operations throughout the year as determined by the growing season. Alternative proposals do not give safe or practical solutions. Justification for keeping the pedestrian access not known.
C34	Fyson's	Private: Existing vehicular rights removed. Users diverted to Bannolds crossing to the south long via public roads. Public: No existing or proposed rights. Infrastructure: Existing level crossing infrastructure removed. Proposed fencing.	Closing this crossing would have a detrimental practical and economic impact on the agricultural business affected. The crossing is used to access land for field operations throughout the year as determined by the growing season. Alternative proposals do not give safe or practical solutions.