

**APPENDIX 5 Detail of each proposal and reasons for Cambridgeshire County Council's position**  
 (Best printed at A3)  
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MM REF	NAME	HIGHWAY REF	PARISH	NR GRIP 0 PROPOSAL	CCC POSITION	REASONS	CCC ACCIDENT AND TRAFFIC COUNT DATA
C01	Chittering	Waterbeach FP18	Waterbeach	Diversion north some 430m to Jack O'Tell level crossing	No objection	No objection on the proviso that a footpath link is provided as per blue route on NR map between Chittering level crossing and Jack O'Tell level crossing to provide mitigation for loss of the level crossing path. The proposed link will retain a circular walk for use by residents of future new town development at Waterbeach. 3m width requested for maintenance equipment. Supported by SCDC's policies for new town development and on walking and cycling, and importance of access to countryside CCC does not support red route.	No accident or traffic count data
C02	Nairns No. 117	Private Crossing	Waterbeach	Extinguishment of the private rights at the level crossing	No objection	N/A - private crossing. Network Rail in discussion with landowner. The alternative would be Bannold Road.	N/A
C03	West River Bridge	Little Thetford FP7	Little Thetford	Diversion immediately north to the viaduct arch underneath the railway.	Holding objection	Holding objection pending flood data and potential requirement for mitigation without affecting headroom - no alternative route if flooded, whereas path users currently unaffected as on bank. CCC has no mechanism to provide warning if flooded; people may take risk in water or be faced with long diversion as very few crossing points over river. Surface improvements must be made under railway bridge (steel material proposed), and all appropriate infrastructure is put in place. Part of Fen Rivers Way long distance promoted route. Parish Council and County Councillor of same position.	No accident or traffic count data
C04	No Name No 20	Meldreth FP10	Meldreth	Diversion north some 315m to the junction with Station Road via the existing (private) concrete road. Level crossing users would make use of the existing footways on Station Road to link up with Footpath Meldreth FP10.	Object	Object to closure as alternative route less safe and lengthy diversion - takes users onto narrow footway on Station Road near summit of bridge. Width would not allow users to pass side-by-side without stepping into the carriageway particularly for wheelchair or pushchair users. Removes safe, pleasant countryside circular route linking to Bury Lane bway and other footpaths. Path also links to Bury Lane Farmshop. NR point out there has been deliberate mis-use but consultation document is contradictory - not proven. CCC question if more could be done to resolve cited problems and enable retention of path. Likely to be increasingly well used over time as Meldreth is a growth area. Proposed alternative solutions do not fully mitigate fundamental issues outlined above. Majority of public responses object. County Councillor, Parish Council and MP object.	28/1/2013 - accident at junction with Bury Lane (speed going around bend, cars only) 18/08/2014 – single car collision into fence, (took bend too fast) No CCC traffic counter present
C05	Flambards		Shepreth	Proposal removed from the scheme	N/A	CCC welcomed the removal of this scheme following CCC objection at the previous workshop and comments received from the local councillor.	
C06	Barrington Road	Highway (Barrington Road) - Bridleway crossing	Foxton	Diversion to Foxton level crossing via a new footway on Barrington Road and via the existing footway on the A10 Cambridge Road	Object	Proposal directly conflicts with County plans to promote route as safe cycle route between Cambridge and Royston, and Addenbrooke's Medipark and Melbourn Science Park. Planning condition for new cycle path to be created alongside quarry railway line linking new housing at old Barrington quarry dependent upon crossing link. Alternative would require vulnerable users to cross busy A10 twice. A10 has seen regular accidents. It is considered that the proposal would put users at considerably more risk than using the rail crossing. Also puts liability entirely on highway authority. Gate should provide for equestrians but its design means it does not. Strong objections from local residents and commuting cyclists. County Councillor, District Councillor, MP and Parish Council object.	Cambridge Road A10 and Barrington Road within Foxton Village –7 accidents (none involving pedestrians) 10/06/2014 – 2 vehicle collision outside No. 16 Cambridge Road 21/10/2011 – 5 vehicle collision 4/03/2012 – Cyclist injured by car 16/04/2015 – Motorcycle accident – 25/03/2016 – 5 vehicle accident (pile up) 19/11/2015 – 2 vehicle accident on crossing 16/08/2011 – 2 vehicle accident after crossing barriers (1 ran into side of car turning right at junction) No CCC traffic counter present

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C07	No Name No. 37	Harston FP4	Harston	Diversion along a field boundary and access the B1368 London Road via the existing gated vehicular access	Holding objection pending agreement on solution.	Footpath currently enables safe off-road link joining with multi-user path on verge to Newton, and links to nearby path leading to popular Wade monument destination. Alternative significantly less safe as puts users on road verge/in busy road . CCC does not cut verge more than twice a year, so people would walk in road, putting them at far greater risk of being hit. RSA requested. Cars speed along this road. Bridge has blind summit, no footway. Verge is narrow with steep drop into drain. Grips in verges would need to be culverted. County Councillor, Parish Council and MP object. Majority of respondents object because of road/verge. Ramblers' Association object due to loss of safe, pleasant off-road path which links to Wade Monument path. Need safe, equally attractive alternative to mitigate public health concerns over potential negative impact on people's behaviour if footpath closed. CCC requested BR link on field-side of hedge north of road (or south side) linking directly to byway (Donkey Lane) as mitigation. This would support S106-funded countryside access from Cambridge Southern Fringe development near Hauxton (includes 500 care unit). Also requested continuation of multi-user footway link from byway to Newton to mitigate road safety problem. Harston and Hauxton PCs and County Councillor support CCC proposal.	London Road, Harston - from junction of Shelford Road to No. 70 at the end of the town (no pedestrians involved) 16/10/2014 – 2 vehicle collision at Shelford Road junction (overtaking) No CCC traffic counter present
C08	Ely North Junction	Ely FP11	Ely	Diversion through the same field with a link to the B1382 Ely Road via a footway through a commercial estate.	Object	Path is gateway northwards out of Ely, important for access to countryside and river. Needs to be viewed in conjunction with wider network and C09 Second Drove and C24 Cross Keys crossings. Councillors concerned that Ely has few rights of way. Access to countryside was key factor for Ely North housing development. Alternative factory/roadside route already paved except at entrance to factory . However, councillors and Public Health concerned that alternative route not as pleasant or direct as original countryside route. B1382 will become busier as a result of major housing and commercial development. Important to retain pleasant circular route to maintain and develop positive health behaviours. The two local County Councillors object - same grounds as above. Also concerned that no accidents on crossing and closure simply transfers liability to Highway Authority. Ramblers' Association and Open Spaces Society and other members of public object.	No accident data. Annual 12 hour count on Queen Adelaide Way just North of Ely Road and annual 12 hour count on Prickwillow Road just south of roundabout with Ely Road Last count 22/10/2015 – 4323 motorised vehicle, 72 pedestrians and cyclists

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C09	Second Drove	Ely FP49	Ely	Extinguishment of footpath Ely FP49 with the intention that level crossing users are diverted along the existing PROW network in the area	No objection	<p>Short diversion to Bridleway No. 25 Ely crossing; suitable alternative being proposed that maintains link to river via C23 Adelaide crossing. Feedback was that this was vital to enable local circular walks from Ely. Ely North development will bring 1000s of new residents who need access to ROW network. Access to river is important and short circular routes. See ROWIP, Cambs Health &amp; Wellbeing Strategy; and ECDC planning policies also supports.</p> <p>New Cambridge University boathouse constructed on the E side of the river opposite C23. People will want to watch the crews training, and there will be regattas, so the river paths will be popular and existing access options should be retained.</p> <p>Plans for Ely North junction railway only taken into account by NR in terms of strategy when rationalisation has happened in Phase 3 - 2021. This is uncertain and makes it very difficult to make decisions now that commit communities forever.</p> <p>It was agreed that the County Council and District Council would be willing to see C09 (FP49) crossing closed provided a replacement link was created from BR 25 crossing, but they could not accept closure of C23 Adelaide (FP49) or C24 Cross Keys (FP50). C23 proposal has now been removed from scheme.</p>	No accident data or CCC traffic counter present
C10	Coffue Drove	Downham BOAT 44	Downham	Divert byway to the adjacent underline bridge, restricting width to 2.5m and height of 2m.	No objection	<p>Solution has been agreed. Original proposal to downgrade to bridleway changed to enable use by small vehicles, especially motorbikes following objection from Trail Riders Fellowship.</p> <p>Position conditional upon infrastructure required: drainage works to resolve flooding; solution to warn equestrians of approaching trains; mounting blocks.</p>	No accident or traffic count data

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C11	Furlong Drove	Downham BOAT 33	Downham	Extinguish all rights over crossing, downgrade rest of byway to a Bridleway, divert users to the parallel byway, Straight Furlong, Short Drove, Main Drove and Pymoor Lane	Object	<p>CCC would prefer to retain whole route as BR after houses on northern section, to maintain connectivity for users to extensive BOAT network in the area for leisure purposes.</p> <p>Route currently only usable as a bridleway due to an unofficial arrangement not endorsed by CCC. Safety problem with the oblique angle recognised; however could be mitigated by making perpendicular.</p> <p>Majority of respondents at consultation objected due to safety concerns about the alternative route, significant 1.5 mile diversion, and insufficient justification for closure. Route is rare opportunity for equestrians to canter, which could not do on road. Used by Ely Eventing Centre; there are 12 liveries in the area. Road verges are narrow in places and not cut. Where wider, the surface is poorly knit and BHS advise that horses could not use as would be in danger of not finding firm footing and potentially pitching rider into adjacent deep ditch or road. Therefore riders would have to use road.</p> <p>Road surface in poor condition due to fen soil; sharp angles on road unsafe as traffic speeds round them. If move to road network and verges are improved to mitigate road problems, this would create additional maintenance liability on HA.</p> <p>Route is a promoted route - the Hereward Way. Alternative would represent significant diversion. Objections received from local walkers, Ramblers' Association and British Horse Society (BHS).</p> <p>Traffic survey to be undertaken.</p> <p>Upgrading of FP8 Downham to BR would mitigate northern section; current proposal does not mitigate southern section and is therefore unacceptable. Ideally a link across to the other 'Furlong Drove' would make the route a loop rather than a 'there and back' section (not good for horses as they get excited if they have to stop and 'turn for home').</p>	No accident or traffic count data
C12	Silt Drove	Public Highway (Silt Drove, March)	March	Extinguishment of public vehicular rights across the level crossing, retaining NMU rights and private vehicular rights Other motorised level crossing users to make use of alternative public highway routes	No objection	<p>CCC welcome NR agreeing to retain this route as BR as minimum, which safeguards long term future use of network through maintaining connectivity to extensive BOAT network in the area.</p> <p>Route is near population which is likely to expand and thus there will be greater demand for traffic-free routes for NMUs. Crossing could be made perpendicular, and lights could be installed.</p> <p>TRF object to loss of motorcycle access for leisure purposes.</p> <p>CCC requested consideration of link for cycle access along W side railway between crossings - not given.</p> <p>Landowner agreeable provided passing places provided on Badgeney Road.</p> <p>NFU request that farm access must remain.</p> <p>FDC agree with CCC; would object to loss of NMU access; lightly trafficked so have little concerns about vehicles.</p> <p>NR's current guidance is that if road were to be developed east of March it would require a new road/bypass.</p> <p>NR to consult FDC concerning effect on waste collection.</p> <p>Second consultation: 5 responses; 80% agree with proposal.</p>	No accident or traffic count data

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C13	Middle Drove	Public Highway Middle Drove (March)	March	Extinguishment of public vehicular rights across the level crossing, retaining NMU rights and private vehicular rights Other motorised level crossing users to make use of alternative public highway routes	No objection	CCC welcome NR agreeing to retain this route as BR, which safeguards long term future use of leisure network through maintaining connectivity to extensive BOAT network in the area. Cyclists will be required to dismount. CCC and FDC support proposal provided lights and phone remain, and bridlegate established adjacent to the locked private user gate (difficult for riders to use vehicular gate). Landowner concerns about passing places. 9 day census: 1 horse-rider; 18 cyclists; 51 walkers; no vehicles. Majority of residents use automated Whitemoor Road crossing. NR say that would consider giving CCC temporary access over Middle Drove if required to enable works on Whitemoor Road or for their own works.	No accident or traffic count data
C14	Eastrea Cross Drove	Whittlesey FP50	Whittlesey	Diversion along a field boundary (parallel) to the railway before emerging onto the Wype Road where the diversion would link up with Bridleway Whittlesey 60 and Byway Whittlesey 49	No objection	FDC, CCC and councillors content provided required diversion and infrastructure put in place to achieve acceptable mitigation. If not possible, then will object.	No accident data Permanent automatic traffic counter Last count taken 5/11/2015 – 9045 motorised vehicles, 84 pedestrians and cyclists
C15	Brickyard Drove	Whittlesey FP48	Whittlesey	extinguish footpath Whittlesey 48 with the intention that level crossing users are diverted along the existing public right of way network in the area	No objection	FDC, CCC and councillors content provided required diversion and infrastructure put in place to achieve acceptable mitigation. If not possible, then will object.	No accident or traffic count data
C16	Prickwillow 1	Ely FP17	Ely	Diversion via the adjacent Network Rail underline bridge (ETN 1579)	No objection	No objection providing required diversion and steps infrastructure put in place to achieve acceptable mitigation. If not possible, then will object.. Increased liability for CCC as would take over maintenance from Environment Agency. 1.5m ramp would future-proof CCC for maintenance liability.	No accident or traffic count data
C17	Prickwillow 2	Ely FP57	Ely	via the adjacent Network Rail underline bridge (ETN 1579B)	No objection	No objection providing required diversion and steps infrastructure put in place to achieve acceptable mitigation. If not possible, then will object.. Increased liability for CCC as would take over maintenance from Environment Agency. 1.5m ramp would future-proof CCC for maintenance liability.	No accident or traffic count data

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C18	Munceys	Fordham FP19	Fordham	Diversion on the west side of the railway making use of a private track and the existing footways on Station Road to join up where Footpath Fordham 19 currently emerges onto Station Road	Object	<p>100% respondents including East Cambs Ramblers at both consultations disagree with option 18A because diversion route is long and inconvenient; road busy and unpleasant; removes 'enjoyment'. Landowner objects to proposed diversion.</p> <p>Option C18B: CCC appreciates that comments at first consultation have been taken on board. This proposal would retain more of the original route, and be more direct than initial proposal. However, CCC very concerned about lack of safe pedestrian refuge on hump-backed road bridge, no visibility, sharp bend. Public Health concerns over effect on 'enjoyment' and healthy behaviours because of road and alleyway route between railway and factory buildings. Turners developing additional buildings alongside northern section means path would be hemmed in between railway fence to west and huge industrial buildings to east.</p> <p>Where route goes through woodland, removal of trees and new culvert required. Route would significantly increase maintenance liability on highway authority, as currently mostly cross-field.</p> <p>Majority of route in Suffolk - requires liaison with SCC.</p> <p>Second consultation: 9 responses including Ramblers. 100% object to both options for same reasons.</p> <p>NR will undertake an ATC and RSA for the Landwade Road.</p> <p>CCC would object on basis of public objections which bear out tests not being met, and principles of ROWIP and Health &amp; Wellbeing Strategy. User type is those who like and can use 6-7km. Important and only NMU connection between Fordham and Landwade/Exning</p>	<p>A142/B1102 Station Road Fordham roundabout and Station Road, Fordham (no pedestrians involved) 8/03/2015 – 2 vehicle collision at roundabout 2/02/2013 – motorcyclist fell at roundabout Permanent automatic traffic counter on Fordham Bypass just North of roundabout with Station Road Average motorised vehicle both directions - 19668</p> <p>No or traffic count data</p>
C19	Wicken Road	Soham FP106	Soham	Diversion south to Network Rail overline bridge (SOB2 2231)	Object	<p>CCC agreed that it was unsafe to cross users across the bridge on London Road as demonstrated by RSA. 100% disagreed at first consultation because new housing in Cherry Tree Lane area so routes into common and fen area should be encouraged for circular access (greater than proposed circular route). East Cambs Ramblers object.</p> <p>3 day Census showed 14, 12, 4 users on Sat, Sun, Mon - i.e. regular usage. Weight of feedback is objection because of loss of circular walks into Horse Fen common land and ROW network e.g. by Ramblers' Association; needs to be retained for well-being of new community growth as well as existing. In addition, Horse Fen alternative route is a road - less pleasant.</p> <p>Second public consultation:</p> <p>Strong objection from 5 members of public/East Cambs Ramblers. Linking FP125 leads to Horse Fen common and was successfully claimed as a public right of way to common in 2002, which forms a popular circular walk, which would be destroyed and render parish's work worthless. Proposed new link welcome but does not mitigate closure as does not provide circular access to FP125 and South Horse Fen; those using those paths would have to walk to A1123, a busy, unsafe road. If closed, would wish to see footbridge.</p> <p>County Councillor objects due to loss of connectivity.</p> <p>CCC suggest diverting to private crossing No 12 Hitches; Ramblers would accept this because people would still be able to do circular walks into Horse Fen common land and ROW network. This would still reduce the crossings in the area from 3 to 2. NR to consider and to consult objectors.</p>	No accident or traffic count data

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C20	Leonards	Soham FP101	Soham	Diversion north to Mill Drove Public Highway Automatic Half Barrier level crossing	Holding objection	Nearby underpass was considered but thought it was not suitable as it was more of a culvert. Sustrans raised issue of new development at Cherry Tree Lane - need to provide circular walks; students use path to go to school; landowner is saying children are using a different desire line. A lot of development is planned for Soham, including Eastern Gateway housing and commercial development; people need access to countryside using routes that will encourage them to develop healthy habits, not discourage. Pros and cons for current proposal - some people objecting because like to go south to access Horse Fen common land and network or paths. Diversion would require them to go back on themselves considerably. CCC suggest providing a pop out at road crossing, as would cut out a significant section of users going back on themselves, and of road walking. Objections also from Ramblers' Association and public - loss of connectivity to network Mill Drove and BOAT113, popular Wicken Walks. No hardstanding safe refuge on additional length of Mill Drove. Would wish to see footbridge if crossing closed. County Councillor objects due to loss of connectivity. NR to consult objectors on making improvements/reinstating FP114.	No accident or traffic count data
C21	Newmarket Bridge	Ely FP24	Ely	Diversion northwest to Network Rail underline bridge (viaduct SOB2 2235) along an existing track	Object pending flood mitigation	Current route usable 24/7 as on floodbank. CCC concerned about flooding of underpass from nearby River Ouse. Requested ability for public to use private crossing if alternative route impassable. Private crossing would be locked so wouldn't be possible. Concern about this as routes are popular tourist routes; problems for people coming long distance - they wouldn't know route was flooded. This would be the weak link. Needs mitigation. MM to investigate through EIA. CCC agrees in principle subject to appropriate mitigation of flooding such that users could use this the path the majority of the time - only not in exceptional circumstances (to be defined).	No accident or traffic count data
C22	Wells Engine	Ely FP23	Ely	Diversion southeast to Network Rail underline bridge (viaduct SOB2 2235)	Object pending flood mitigation	Similar to C21. Path is part of popular long distance promoted path the Fen Rivers Way and Ouse Valley Way. If alternative unusable due to flooding, no way of notifying users, who may start journey many miles away (Cambridge - Ely popular). No option to connect to new Ely bypass as alternative route. There will be a new FP link over the new bypass bridge over the river but not over the railway. CCC requested that public could use private crossing if public crossing impassable. Private crossing would be locked so wouldn't be possible. Outcome of NR investigations as to whether sufficient mitigation can be put in place under railway bridge. Await outcome of EIA.	No accident or traffic count data
C23	Adelaide	Ely FP49	Ely	Diversion northeast to Network Rail underline bridge (viaduct BGK 1738)	N/A	Proposal removed following CCC, councillor and public objections from first public consultation.	No accident or traffic count data

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C24	Cross Keys	Ely FP50	Ely	Diversion northeast to Network Rail underline bridge (viaduct BGK 1738)	Holding objection	<p>See comments for C09_FP49 Ely</p> <p>The two local County Councillors object - same grounds as C09. Also concerned that no accidents on crossing and closure simply transfers liability to Highway Authority. 4 objections from public (1 from Ramblers' Association), rest from public.</p> <p>Problems with the Clayway bridleway crossing (alternative route) need to be improved, as previously raised (see C09 above). Field gate difficult to use, no room for horses to wait. Greater usage from diverted pedestrians</p> <p>Proposal is ameliorated by the removal of the C23 proposal. However, additional distance 1.8km and loss of circular routes encouraging healthy walking habits still unacceptable. Route unattractive as narrow rectangle either side of railway.</p> <p>During grazing season some walkers prefer to avoid cows on riverbank; this crossing gives them that option. Alternative much longer round and opportunity to be trapped.</p> <p>Suggestion from member of public that objection could be withdrawn if link provided as mitigation between C23 and C24 crossings on W side railway linking FPs 49 and 50, to retain a circular walk. CCC councillors and Open Spaces Society would be content with proposal; East Cambs Ramblers' Association still objecting. NR are investigating this option.</p> <p>Holding objection subject to confirmation that additional link can be delivered.</p>	No accident or traffic count data
C25	Clayway	Littleport FP11	Littleport	Diversion north along the highway to Sandhill Public Highway Automatic Half Barrier level crossing	Object	<p>Path is very well-used as a pleasant off-road route to river. A previous application for same alternative route failed at public inquiry as less convenient and no more safe on road/footway. NR propose to improve road route by moving fence at road crossing back to create more room; would keep path on south side.</p> <p>Path used by weekly Heartbeat group who expressed objection - prefer direct route to river path. Closure of these route could limit the ability for people to live healthily and independently.</p> <p>Littleport due to see over 3,500 new homes built over 5 years, increasing need to encourage healthy habits and provide access to rights of way network.</p> <p>Ramblers' Association also object as path pleasant off-road route compared with roadside alternative.</p> <p>CCC suggested bridge at later stage of the project. MM explained would have to balance environmental concerns and intrusion to the neighbouring residences. CCC acknowledge that some mitigation would be put in place to make alternative safer, but CCC would still object because it is a well-used path and users have objected on clear grounds of enjoyment. The alternative would simply be an extinguishment; therefore there is no mitigation in real terms that would support Health and Wellbeing Strategy 2016-17 or the ROWIP.</p>	No accident or traffic count data



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C26	Poplar Drove No. 30	Public Highway (Poplar Drove)	Littleport	Extinguishment of the crossing rights. Users make use of Ten Mile Bank, the A10 and Horsley Hale	Holding objection	100% respondents to consultation disagree. TRF, East Cambs Ramblers and British Horse Society object. Fenland area is poorly served with PROW. Extinguishment with Willow Row Drove would result in loss of one of the few safe off-road circular routes in the area away from the bus A10 for pedestrians, equestrians horse, carriage drivers and motorcyclists. This would be against CCC's adopted ROW Improvement Plan policy, and the Cambridgeshire Health & Well Being Strategy 2012-17. A10 is an unsuitable alternative - not safe, heavily trafficked. Need to retain access for benefit of expanding Littleport community. CCC and BHS would not object if retain Poplar Drove to UCR status with a Traffic Regulation Order preventing 4 wheeled vehicles; close Willow Row Drove crossing but mitigate with a BR link on E side of railway. This would retain local and wider access to quiet network and continue to support healthy habits.	No accident or traffic count data
C27	Willow Row Drove	Littleport BOAT 31	Littleport	Downgrade the byway to a footpath	Holding objection	100% respondents to consultation disagree. TRF, East Cambs Ramblers and British Horse Society object. Fenland area is poorly served with PROW. Extinguishment with Poplar Drove would result in loss of one of the few safe off-road circular routes in the area away from the bus A10 for pedestrians, equestrians horse, carriage drivers and motorcyclists. This would be against CCC's adopted ROW Improvement Plan policy, and the Cambridgeshire Health & Well Being Strategy 2012-17. A10 is an unsuitable alternative - not safe, heavily trafficked. Need to retain access for benefit of expanding Littleport community. CCC and BHS would not object if retain Poplar Drove to UCR status with a Traffic Regulation Order preventing 4 wheeled vehicles; close Willow Row Drove crossing but mitigate with a BR link on E side of railway. This would retain local and wider access to quiet network and continue to support healthy habits.	No accident or traffic count data
C28	Black Horse Drove	Public Highway (Black Horse Drove)	Littleport	Extinguishment of the adopted highway on the level crossing and beyond the railway to the west. To become an occupation level crossing	No objection	No objection at this stage on the proviso that: - No rights provide links to further afield. Road to west of crossing would have to be extinguished as CCC could not have an island of highway; would not be prepared to maintain. - The 129 bus route has a bus stop on the east side of the railway crossing, serving houses to the west of the crossing. NR should undertake an impact study and consult the bus company.	No accident or traffic count data
C29	Cassells	Brinkley FP1	Brinkley	Diversion east along Brinkley Road to Brinkley Road Public Highway Automatic Half Barrier level crossing before joining up with Footpath Brinkley 10	Holding objection	CCC will not object as short diversion, provided suitable safe alternative provided to approval of Highways Development Management. Second consultation: 4 responses, 3 strongly disagree. CCC Highways site visit 12.10.16 identified engineering problems including 600m verge slope and street furniture to be relocated. Ramblers' Association object due to loss of pleasant country path and connectivity to FP11 Brinkley.	No accident or traffic count data

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C30	Westley Road	Public Highway (Westley Road, Westley Waterless Road)	Westley Waterless; Brinkley	Downgrade the byway crossing to a bridleway retaining registered vehicle users; all other users to make use of alternative public highway routes	Object.	<p>Diversion adds 6 miles to journey. Some commuters, mainly leisure users. Crossing to A1308 in poor condition; difficult for HGVs to service 3 houses next to crossing. CCC requested turning circle ; 3 houses may become isolated from Westley Waterless parish .</p> <p>Alternative road and crossing at Six Mile Bottom very unpleasant for NMUs esp equestrians nd motorcyclists - road is fast, crosses A1304 near junction with A11</p> <p>Poor accident record on alternative roads.</p> <p>Trail Riders Fellowship object.</p> <p>NR have conceded to retain private vehicular rights for estate to enable them to use for large agricultural vehicles that cannot use private underpass.</p> <p>CCC asked NR to consider diverting as Restricted Byway to private underpass; landowner unwilling. Also suggested putting in bridge over nearby cutting. NR advise not achievable.</p> <p>CCC would therefore prefer to retain public road status with a Traffic Regulation Order restricting access to all NMUs and two-wheeled vehicles (motorbikes) to maintain connectivity with extensive BOAT/bridleway network in the area for local people and user groups, to encourage healthy active habits. Private vehicular rights of access should be maintained for the local estate and residents; this is particularly important as it is the only appropriate route for large agricultural vehicles. CCC does not wish to see the route downgraded any further at any point in future.</p>	<p>Brinkley Road</p> <p>5/08/2014 - 1 serious accident involving a Large Goods Vehicle and car.</p> <p>6 accidents at the junction of Brinkley Road with London Road</p> <p>25/04/2015 – serious accident with car colliding with another turning right onto Brinkley Road</p> <p>7/06/2013 – slight accident same circumstances as above</p> <p>13/05/2011 – same as above</p> <p>23/11/2012 - same as above</p> <p>30/10/2015- serious accident with car colliding with another coming out of Brinkley Road</p> <p>26/05/2013 – car collided into another coming out of Wilbraham Road</p> <p>The stretch of London Road which is the alternative route has had 4 accidents – 1 fatal</p> <p>25/05/2014 - car hit bollard</p> <p>11/08/2012 – pedestrian hit by car not serious</p> <p>17/12/2012 – fatal accident involving three vehicles</p> <p>8/03/2011 – one vehicle pulled out of layby into another.</p> <p>No traffic count data</p>
C31	Littleport station	Station Road	Littleport	Close barrow crossing to facilitate 8-car trains. Use highway underpass for passengers, stopping up vehicular rights; maintaining access for public users on foot, cycles and (potentially) equestrians and passengers. Crossing is most abused crossing on the line (117 in 15months)	No objection	<p>NR and CCC agree a solution to allow safe passenger use of the underpass, with current level of understanding is achievable. Two solutions under consideration:</p> <p>- Full closure of underpass to vehicular rights with raised walkway (concerns with road alignment when leaving station CP; usage needs to be better understood re impact on wider road network; safest to remove NMUs interface with vehicles; appropriate mitigations required re flooding events and parking near underpass to remove bridge strike risk)</p> <p>- Retention of road rights with provision of raised 1.2m walkway (viable with both car park and rail proposals but increases CCC's liability)</p> <p>Littleport Parish Council and District Coucillors object on basis that underpass needed to allow for planned growth 4000 homes and associated commercial and school development.</p>	
C33	Jack O'Tell	Private crossing Alternative route affects FP16 & FP17, and public UCR (Cross Drove and Long Drove)	Waterbeach	Divert via public FP16 & FP17, and public UCR (Cross Drove and Long Drove)	Object	<p>Route would divert onto unsuitable highway and public footpaths. Highway in poor condition due to nature of subsoil and existing traffic; therefore additional heavy agricultural machinery will exacerbate the problem and CCC's liability. Existing farm traffic is known to run off Long Drove carriageway, causing deep hazards to the edge of the road and users. Increasing the volume of private farm traffic onto this road likely to increase number of claims against highway authority.</p> <p>Pedestrian bridges on FPs would need replacing with vehicular crossings; FPs unsuitable as already severely damaged by vehicles leaving deep ruts hazardous to pedestrians.</p> <p>Discussions as to mitigation required.</p> <p>Farm traffic data required.</p>	None

**APPENDIX 5 Detail of each proposal and reasons for Cambridgeshire County Council's position**  
(Best printed at A3)  
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MM REF	NAME	HIGHWAY REF	PARISH	NR GRIP 0 PROPOSAL	CCC POSITION	REASONS	CCC ACCIDENT AND TRAFFIC COUNT DATA
C34	Fyson's	Private crossing Alternative route affects Cross Drove and Long Drove UCRs	Waterbeach	Divert via public UCRs Cross Drove and Long Drove	Object	Route would divert onto unsuitable highway and public footpaths. Highway in poor condition due to nature of subsoil and existing traffic; therefore additional heavy agricultural machinery will exacerbate the problem and CCC's liability. . Existing farm traffic is known to run off Long Drove carriageway, causing deep hazards to the edge of the road and users. Increasing the volume of private farm traffic onto this road likely to increase number of claims against highway authority. Discussions as to mitigation required. Farm traffic data required.	None
C35	Ballast Pit	Private crossing Alternative route affects BOAT 14 Waterbeach, Long Drove and Cross Drove	Waterbeach	Divert via Public Byway 14 and public UCRs Cross Drove and Long Drove	Object	Route would divert onto unsuitable highway and public byway. Highway in poor condition due to nature of subsoil and existing traffic; therefore additional heavy agricultural machinery will exacerbate the problem. Existing farm traffic is known to run off Long Drove carriageway, causing deep hazards to the edge of the road and users. Increasing the volume of private farm traffic onto this road likely to increase number of claims against highway authority. Byway surface soft and additional traffic will impact upon its condition and public enjoyment, which would put additional resouce pressure on highway authority to resolve. Surface would need improvement to HA satisfaction. What is alternative route responded preferred? Discussions as to mitigation required. Farm traffic data required.	None
S22	Weatherby's	Private crossing	Newmarket, Suffolk	All users diverted to use Cheveley Road underbridge, along footways alongside Cricket Field Road, New Cheveley Road and Granary Road.	Holding objection	Route is not a recorded highway but has been used by the public on foot for many years, including residents of Cambridgeshire. Path is very well used. Woodditton and Cheveley parish councils, Newmarket District and Suffolk County Councillors object. CCC, like SCC, recognises the importance of the route to the local community and its importance as a connecting route for pedestrians to existing retail and community services located north of the railway corridor. CCC would support the ongoing negotiations to resolve the matter and enable continued access.	None