

Summary of Cambridgeshire County Council Position as at 31.10.2017

NR REF	ORDER REF	NAME	HIGHWAY/PROW REF	PARISH	CCC POSITION at 31.10.17	SUMMARY GROUNDS
C01	Folder 2 Sheets 28, 29	Chittering	Waterbeach FP18	Waterbeach	No objection	None provided proposal delivered in full
C02	Folder 2 Sheets 26, 27	Nairns No. 117	Private Crossing	Waterbeach	No objection	N/A- No highways affected.
C03	Folder 2 Sheets 24, 25, 26	West River Bridge	Little Thetford FP7	Little Thetford	Object	NR advised 16.08.2017 that no flood data available but Environment Agency have confirmed alternative route would be in high risk flood zone. Solution required that would allow access 24/7 as per current route. Any required infrastructure must be installed to CCC and EA approval; commuted sum may be required.
C04	Folder 2 Sheet 36	No Name No 20	Meldreth FP10	Meldreth	Object	Alternative option unsatisfactory as significant length on or adjacent busy road; less attractive; breaks connectivity of ROW network; discourages healthy activity; no known issues with crossing; increased conflict with vehicles on private track and adjacent to busy road. See also CCC RSA Review.
C05	N/A	Flambards	Proposal removed	Shepreth	N/A	N/A Proposal removed
C06	N/A	Barrington Road	Highway (Barrington Road) - Bridleway crossing	Foxton	N/A	Proposal removed. CCC have requested that NR work with CCC and Greater Cambridgeshire Partnership on long term solution
C07	Folder 2 Sheets 34, 35	No Name No. 37	Harston FP4	Harston	Object	Proposed solution unsatisfactory; alternative worse for the less able due to introduction of steps x2; increased on-road walking; less enjoyable; greater maintenance; does not resolve dangerous pinchpoint over rail bridge. Introduces 6 major hazard points where previously only one. See also CCC RSA Review.
C08	Folder 2 Sheet 18	Ely North Junction	Ely FP11	Ely	Object	Alternative option unsatisfactory as insufficient width to meet CCC policy/national standard. Introduces increased maintenance liability. Fewer walkers may use new route if can't access nature reserve and through route. See also CCC RSA Review.
C09	Folder 2 Sheet 8	Second Drove	Ely FP49	Ely	Object	Work required to alternative BR25 route to make BR crossing safe to use for existing and increased use from C09 and C24 diversions and North Ely development. NR letter of 25.10.2017 (recd' 27.10) acknowledges and is considering works to provide wicket gates. At meeting 27.10.2017, NR advised that this would be required before NR could implement C09 closure. CCC requires this undertaking in writing. CCC wishes to retain FP49 for the majority of its length through the wooded section, and requires a new link through to BR 25 in order to make it a usable circular route.
C10	Folder 2 Sheet 7	Coffue Drove	Downham BOAT 44	Downham	No objection	Provided required infrastructure delivered
C11	Folder 2 Sheets 5, 6	Furlong Drove	Downham BOAT 33	Downham	Object	Insufficient mitigation for southern section of BOAT for all users. Upgrade of FP8 Downham should be to a BOAT to accommodate motorcyclists. Would then be willing to countenance loss of crossing and southern section. CCC RSA Review Oct 2017 raises concerns contrary to Mott MacDonald RSA1.
C12	Folder 2 Sheet 4	Silt Drove	Public Highway (Silt Drove, March)	March	No objection	Provided bridleway access, existing warning systems, and private rights retained CCC RSA Review Oct 2017 raises concerns contrary to Mott MacDonald RSA1.
C13	Folder 2 Sheet 3	Middle Drove	Public Highway Middle Drove (March)	March	No objection	Provided bridleway access is provided as proposed, and existing lights and warning systems are retained. CCC had been concerned about own rights of access for future maintenance purposes, but are now content that this is not needed. CCC RSA Review Oct 2017 raises concerns contrary to Mott MacDonald RSA1.
C14	Folder 2 Sheet 2	Eastrea Cross Drove	Whittlesey FP50	Whittlesey	Object	CCC raises concerns about the suitability of the proposed route for maintenance and users in comparison with the existing well-engineered route. The landowner also objects.
C15	Folder 2 Sheet 1	Brickyard Drove	Whittlesey FP48	Whittlesey	Object	Proposed diversion is different to that consulted upon. Now crossfield instead of headland. Longer for users coming from N, more direct from south. CCC raises concerns about the suitability of the proposed route for maintenance and users in comparison with the existing well-engineered route. The route would also result in a longer and unpleasant on-road experience from some directions. The landowner also objects. CCC RSA Review Oct 2017 raises concerns contrary to Mott MacDonald RSA1.

C16	Folder 2 Sheet 17	Prickwillow 1	Ely FP17	Ely	Holding Objection	Alternative routes require users to negotiate steps down steep bank into path of oncoming vehicles. Single track, poor visibility for road users of pedestrians due to railway bridge. Safe refuge for pedestrians provided. CCC requires assurance through detailed design before Order is approved that solution required is possible. CCC had requested ramps to assist pedestrian and maintenance access but reluctantly accepts that would be an 'improvement'. CCC RSA Review Oct 2017 raises concerns contrary to Mott MacDonald RSA1.
C17	Folder 2 Sheet 17	Prickwillow 2	Ely FP57	Ely	Holding Objection	Alternative routes require users to negotiate steps down steep bank into path of oncoming vehicles. Single track, poor visibility for road users of pedestrians due to railway bridge. Safe refuge for pedestrians provided. CCC requires assurance through detailed design before Order is approved that solution required is possible. CCC had requested ramps to assist pedestrian and maintenance access but reluctantly accepts that would be an 'improvement'. CCC RSA Review Oct 2017 raises concerns contrary to Mott MacDonald RSA1.
C18	N/A	Munceys	Fordham FP19	Fordham	N/A	N/A Proposal removed 14.03.2017
C19	N/A	Wicken Road	Soham FP106	Soham	N/A	N/A Proposal removed 05.12.2016
C20	Folder 2 Sheet 20	Leonards	Soham FP101	Soham	Object	No need to close as no records of problems on existing route. Alternative option unsatisfactory as longer for majority of users; diminution in enjoyment as a result; impact on healthy activity. Alternative route would be a significantly increased maintenance liability due to soft low-lying, poorly drained land. No issues identified on existing route. Regret loss of resolution to FP114, but problems introduced by proposal for FP101 far outweigh benefits. CCC RSA Review Oct 2017 could not identify route from Mott MacDonald RSA1 and thus could not assess proposal.
C21	Folder 2 Sheet 19	Newmarket Bridge	Ely FP24	Ely	Object	Long distance path with no easy alternative routes. NR advised 16.08.2017 that no flood data available but Environment Agency have confirmed alternative route would be in high risk flood zone. Significant adverse impact on users' enjoyment, health and well-being; some impact on tourism and local economy. Solution required that would allow access 24/7 as per current route. Any required infrastructure must be installed to CCC and EA approval; commuted sum may be required.
C22	Folder 2 Sheet 19	Wells Engine	Ely FP23	Ely	Object	Path is part of popular long distance double designation promoted routes, the Fen Rivers Way and Ouse Valley Way, with no easy alternative routes. NR advised 16.08.2017 that no flood data available but Environment Agency have confirmed alternative route would be in high risk flood zone. Significant adverse impact on users' enjoyment, health and well-being; some impact on tourism and local economy. Solution required that would allow access 24/7 as per current route. Any required infrastructure must be installed to CCC and EA approval; commuted sum may be required.
C23	N/A	Adelaide	Ely FP49	Ely	N/A	N/A Proposal removed
C24	Folder 2 Sheets 9, 10, 11, 12	Cross Keys	Ely FP50	Ely	Object	Proposal changed in TWAO requiring new 14m bridge where adjacent existing private culvert is available, making 3 new bridges. 16.08.2017 NR explained this was because investigations had shown there was no culvert. CCC therefore accepts bridge provided a commuted sum is provided for this and the additional length of network. Work required to alternative BR25 route to make BR crossing safe to use for existing and increased use from C09 and C24 diversions and North Ely development. NR letter of 25.10.2017 (recd' 27.10) acknowledges and is considering works to provide wicket gates. At meeting 27.10.2017, NR advised that this would be required before NR could implement C09 closure. CCC requires this undertaking in writing.
C25	Folder 2 Sheet 13	Clayway	Littleport FP11	Littleport	Object	Loss of valued route regularly used by health groups. Alternative option unsatisfactory, legally amounts to extinguishment as alternative simply on road. Significant diminution of enjoyment and impact on healthy activity in deprived area. Used as regular route for Heartbeat groups. Existing access could be improved to bring up to British Standard e.g. replace stiles with gates to enable quicker crossing. CCC RSA Review Oct 2017 raises minor concerns with Mott MacDonald RSA1.
C26	Folder 2 Sheet 15	Poplar Drove No. 30	Public Highway (Poplar Drove)	Littleport	No objection	Provided that solution for Poplar Drove delivered CCC RSA Review Oct 2017 accepts Mott MacDonald RSA1 in large part but raises additional concerns.
C27	Folder 2 Sheet 15	Willow Row Drove	Littleport BOAT 30	Littleport	Object	Agree with principle of solution but bridleway link needs to be BOAT status to accommodate motorcyclists, i.e. divert BOAT 30 as a 5m BOAT, with TRO to prevent 4 wheeled vehicles and mitigate maintenance liability. If not possible then BOAT crossing should remain. Several user witnesses object. Detailed design needs to be agreed. CCC RSA Review Oct 2017 accepts Mott MacDonald RSA1 in large part but raises additional concerns.

C28	Folder 2 Sheet 16	Black Horse Drove	Public Highway (Black Horse Drove)	Littleport	No objection	Provided all highway rights stopped up west of crossing. Refuse area to be created east of crossing. Turning area already available for buses. CCC RSA Review Oct 2017 could not identify what was proposed from Mott MacDonald RSA1 and therefore could not assess impact on road safety.
C29	Folder 2 Sheet 33	Cassells	Brinkley FP1	Brinkley	Object	Proposal equals extinguishment. Ramblers object also to loss of amenity. NR have not consulted CCC Highways Development Management as requested. Advice is that road too narrow: no room on crossing to introduce pedestrians - creating a conflict; unilluminated; verge grass - need to be levelled and metalled; not room to do so within highway. Transfer of liability from NR to HA - unacceptable. Status of section on NR land: NR now confirmed this will be dedicated FP and built up to highway level. Current route already provides best alternative to road. Proposal significantly adversely impacts vulnerable users. CCC RSA Review Oct 2017 accepts Mott MacDonald RSA1 in large part but also recommends additional provision for pedestrians.
C30	Folder 2 Sheet 32	Westley Road	Public Highway (Westley Road, Westley Waterless Road)	Westley Waterless; Brinkley	No objection	Provided solution proposed delivered in full. Further discussion over detailed design required, through Road Safety Audit. Proposed signage incorrect - should be sign 619.1 TSRDG 2016. CCC RSA Review Oct 2017 differs from Mott MacDonald RSA1 and raises requirement for turning heads and appropriate signage. Since the MM RSA, NR have agreed to provide these.
C31	Folder 2 Sheet 14	Littleport station	Station Road	Littleport	Holding Objection	ECDC planning permission ref 16/01729/F3M approved 03.03.17 obviates need for proposed Traffic Regulation Order at Sch15 (TR003-TR004, Sheet 14), if implemented, as safe pedestrian walkway will be provided. No traffic impact assessment provided to justify closing underpass to vehicles. CCC require this to assess in light of future growth of Littleport. Intensification of use of station and planned growth of Littleport requires complementary infrastructure to be provided if underpass closed to vehicles.
C33	Folder 2 Sheets 28, 29	Jack O'Tell	Private crossing - alternative affects FP16 & FP17, and public UCRs (Cross Drove and Long Drove)	Waterbeach	Holding Objection	Closure severs link to yard and means agricultural traffic has to use highway network; long diversion. Plans do not show alternative routes. Significant adverse impact on local highway and PROW network, and increased highway authority liability; diminution of enjoyment for NMUs sharing routes. Carriageway patching required to bring up to standard plus four passing places to take additional passing traffic. NR only responded to requests to discuss in its letter of 25.10.2017. Proposal is now to retain either C33 or C02 with a new private access road link, subject to outcome of discussions. This would sufficiently mitigate CCC concerns and therefore CCC now maintain a holding objection subject to NR's proposal being realised.
C34	Folder 2 Sheet 30	Fyson's	Private crossing - alternative affects Cross Drove and Long Drove UCRs	Waterbeach	Holding Objection	Significant adverse impact on local highway network and increased highway authority liability. Carriageway patching required to bring up to standard plus four passing places to take additional passing traffic. NR only responded to requests to discuss in its letter of 25.10.2017. Proposal is now to retain either C33 or C02 with a new private access road link, subject to outcome of discussions. This would sufficiently mitigate CCC concerns and therefore CCC now maintain a holding objection subject to NR's proposal being realised.
C35	Folder 2 Sheet 31	Ballast Pit	Private crossing - alternative route affects BOAT 14 Waterbeach, Long Drove and Cross Drove	Waterbeach	No Objection	Significant adverse impact on local highway and PROW network, and increased highway authority liability; diminution of enjoyment for NMUs (currently green route in good condition). Carriageway patching required to bring up to standard plus four passing places to take additional passing traffic. BOAT 14 will need a 5.5m proper track constructed suitable to take modern agricultural haulage. NR need to draw up design and submit to CCC for approval. NR has not responded to requests to discuss until 16.08.2017. CCC now identified that private road has little use and thus there would be little impact on BOAT and highway network.
S22		Weatherby	Private crossing. All users diverted to use Cheveley Road underbridge, along footways alongside Cricket Field Road, New Cheveley Road and Granary Road	Newmarket, Suffolk	Object	Proposal is still to close crossing despite well-evidenced use and objections from community, councillors and authorities. CCC support ongoing negotiations to resolve the matter and enable continued access of this well-used crossing for local communities and their health, well-being and sustainability.