















C26 Poplar Drove & C27 Willow Row Drove (Littleport)

With regard to C26 Poplar Drove, CCC's position is without prejudice to the fact the route is recorded as a public unclassified road on highway records, and has been used by the public as such, and is maintained by the highway authority as such.

With regard to the proposal C27, CCC is aware that the Trail Riders Fellowship ('TRF'), an acknowledged user group, object to the closure of BOAT 30 as it provides them with access to an extensive byway network. As the proposal stands, they would lose access to this BOAT. It is therefore a reasonable position to request that the BOAT simply be diverted over the line of the proposed bridleway link, with a Traffic Regulation Order ('TRO') preventing 4x4 vehicles from using it. This would enable all NMUs and motorcyclists to use it. The TRF confirmed to CCC that this would mitigate their concerns sufficiently to withdraw their objection. The TRO would ensure that maintenance liability for CCC could be controlled, and that unauthorised access could be prevented to adjoining farmland. CCC would welcome further discussion on this proposal to agree the solution.

In addition, CCC has received a letter from the resident of The Bungalow adjacent to the Poplar Drove Crossing. The resident raises concerns about the safety of users of the crossing, as he has observed the gate being left open by private users on a regular basis. Under NR's proposal, the vehicular gate at the Poplar Drove crossing would be locked and access given only to registered key holders, with a bridlegate installed alongside to allow public access for non-motorised traffic and motorbikes. If Willow Row Drove crossing is closed to all users, this would generate additional agricultural traffic along Poplar Drove, which could pressurise non-motorised leisure traffic. It could also increase the incidence of the gate being left open, putting lives at risk, affecting other user journeys, and increasing the potential for collateral damage to The Bungalow, should a collision occur. Therefore, if this proposal is carried through, it sounds as if additional measures need to be undertaken to improve safety at the crossing. The County Council would request that NR responds to these concerns and mitigates them through additional safety measures.

C33 Jack O'Tell; C34 Fyson's; C35 Ballast Pit private crossings

CCC's position covers four private crossing proposals, of which it objects to these three on grounds of the detrimental impact to the highway network as a result. It is disappointed that it has not been possible to discuss these proposals with NR as yet, and would request a site meeting together with the landowners to move the matter forward.