

Anglia Level Crossing Reduction Strategy

30/09/15

Present

Mott MacDonald – Jason Smith (project lead), Daniel Weir, Will Coates (GIS plans), Gemma Middleton (Environmental scoping)

Network Rail - Andy Kenning (NR (Project Manager), Dillon ??, Steve Day

CCC – Zaneta Mielczarek, Camilla Hagggett, Michelle Darrington, James Rigney, Peter Gaskin (PROW Officer), Edward Cheng (TIPF)

Workshop session – to share thinking and get thoughts

- Overview
- Review of proposals
- Breakout groups and follow-on discussions

Not yet set in stone

Separate from national programme of closures

Reasons – see presentation:

- Improve safety LC users
- Deliver more efficient and reliable railway
- More reliable and faster journey times.

Scope – whole Anglia route

5 phases grouped around affordability and deliverability

Phases 1 and 2 – unused or low usage

- 217 LCs across 6 counties/UAs. MM think high certainty of funding for this scheme, therefore likely to go ahead

Phase 3 – Footway/BR bridges

Phase 4 – Major highway downgrades

Phase 5 – Highway bridges

Have some census info from NR but recognise need to obtain more, targeting certain ones. 9 days info from CCTV camera.

CCC queried why focussing on low risk sites in Phase 1&2 rather than high risk. Seems to be driven by desire to reduce asset liability and being able to show some

progress on crossing reductions. Also matches current funding availability – later phases would be more expenses and funding yet to be confirmed.

CH reminded the meeting of the Council's politically agreed protocol on the LC closure programme (working with NR recognising their aims but needing to meet CCC's duties and policies of minimising impact on users/communities; improving access where possible). Gave example of recent poor experience with Ely-Soham line (now mothballed). Apparently BR bridge was reduced to FP to try and save scheme financially but was not enough.

Using TWAOs but not to exclude other options e.g. through negotiations with private parties, or possibly HA powers.

Complete investigative period Dec 2015 -> crystallise.

Will involve CPO for land; right to construct scheme; planning consent if needed; discharge consents etc.

Phasing with other areas across region, probably 4 TWAOs for each county, progressed in parallel but taking actual orders forward separately so not having PIs at same time. Need to co-ordinate with other LAs where routes cross borders.

Work undertaken to date

MM have visited majority of sites.

PROW data (free (not sure where got it from) - Offered GIS. Mott M would like this. They offered their GIS in return.

Have obtained Land Registry ownership info.

Operational data inc Census data.

Environmental constraints

Area goes down to Shepreth (not Royston).

About to start:

- talking to private users to assess business impacts
- access & user groups
- LAF – provide contact and dates of mtgs
- ADEPT regional meeting – provide next date. Steve Day nominated as area rep for building links with ADEPT and PROW professionals

Individual proposals

Shepreth

Flambards – alternative proposal on road, quite long. Not nice. Users/Members may link to desired improvement to Meldreth station.

Meldreth

Proposal to lengthen Meldreth station platform

FP10 – would divert onto road and sever link to BOAT Bury Lane and farmshop
Risk-benefit analysis of extra length and safety needed.

Barrington Road, Foxton

Propose to close BR (extinguishment) (not sure this is shown on the Def Map – it is a very short connection from the A road through to the old Barrington Road).

Alternative would be made along verge. Need to provide for equestrians and cyclists as well as pedestrians. Likely to be significant Member comment; keen on cycle access. May result in better provision than current for crossing to station.

Example of A14 NMU provision within verge. Need to show on mapping for connectivity. Would come off DM.

Harston

Fast road, narrow bend. Would need to put a footway in verge – apparently it's wide. Puts maintenance liability on CCC.

PG – RA likely to object as nice amenity.

Asset liability for CCC overall – would need to assess.

Stables nearby – offer up BR from FP to road, and upgrade, retain up to railway and extinguish up south of railway

Ely North station

Diversion to industrial unadopted road and on to road footway. NR would like to get rid of both crossings ideally. Unlikely – would extinguish pleasant off-road path to roadside. Need to consider 1000s new homes North Ely and amenity Not great

Other crossings north of Ely – needs to be seen as a package. Agreed to arrange sep workshop.

Coffue Drove

Want to divert to underbridge. Little record of telephone crossings therefore consider low usage. Will consider diverting BOAT but restricted width and height. Would need warning signs and turning area.

Furlong Drove BOAT 33 L Downham

This is where agreement was made with Parish (?) in 1930s to maintain as FP.

Proposal to downgrade to FP. Alternative to extinguish in entirety and move HW to BOAT 33 to west. Hereward Way runs along route. Would be re-routed to adjacent BOAT. Alternative 'wet route' and dry routes available.

Silt Drove Bageney Road, March

Well-used (81 pedestrians on census) road. Recommended downgrade to BR not FP so as to cater for equestrians and cyclists (CCC has requests to improve network for riders and there is a lot of cycle route development)

Middle Road, Coates

Seeking to downgrade crossing only to FP with accommodation crossing for users with land on either side – cheaper in long run to provide footbridge than bridleway. People won't telephone if taking cycle over, only vehicle or animals.

CH and PG pitched for BR on above grounds, protecting rights of users and CCC against cost of upgrading should that be desirable in future.

NR say would consider allowing upgrade in future; how likely is this? Cost would go onto the body asking.

Eastrea Drove, Whittlesey

Propose to stop up. Await user/member consultation.

Prickwillow, Ely

Seeking to divert FPs17 and 57 paths on to roads under bridges. One wider than the other. Looking at steps. Will do user survey.

Fordham - Munceys

Check BR provision within bypass S of roundabout

No footway west of about.

Wicken Road, Soham

Propose to stop up FP crossing, providing additional link to Soham and link down to road on East side. NR to look at ped options on road and possibly cantilevered out ped deck off bridge. Safety is key. Need to maintain link towards Wicken.

Leonards Drove, Soham

Agreed small diversion, best to consult.

Newmarket Bridge, Ely

Permissive cycle route over FP24 Ely. Want to divert to underpass where cycle route goes.

Wells Engine, Ely

FP23 Ely

Extra Flood risk if move to bottom of bank. Extra maintenance. Ramp would help our maintenance vehicles, min 1.5m wide. EA want demountable wooden ramps. EA only doing 1 cut a year.

General point about making provision for CCC maintenance requirements if reasonable.

C25 Clayways. Littleport

FP this is the one that fell foul of a previous unsuccessful s119A. Propose to divert to road – need to do road safety audit, and review the Inspector's decision

Poplar Drove, Littleport – check user worked only

Willow Road, Littleport

BOAT 30 – propose to downgrade to FP. CH/PG requested to BR in lin with previous comments.

Black Horse Drove, Littleport

Check status – MD

Cassels, Six Mile Bottom

FP crossing. Looking to extinguish and use existing FP with diversion onto road but little space available. Needs road safety audit, possible increased width to FP if can do under TWAO. Needs good solution as links to FP network to south.

Westley Road

Want to downgrade road (BOAT on N side) to FP.

CH proposed only downgrade to BR as this is the effective status of the TRO's BOAT network it links to west. Users unlikely to be happy with that. Comments taken on board.

Ely paths

Second Drove – extinguish FP and divert to Cross Keys. Not bad – suggest continue additional path on west of railway from CK to SD, and don't stop up SD. Would need link as west end.

Clayway Ely staying – possible BR bridge at some point in the future.

Will.coates@mottmac.com – MD to send GIS of PROW, adopted roads, and permissive paths.

Next meetings – specific area ones. CH requested CCC are able to review revised proposals before get to ‘crystallised’ stage in Dec. Jason agreed to this – will do over next month.

Need to add our asset data to their plans – will be able to do this once have our GIS.

CLFHaggett