



From: Tom Ruzala <Tom.Ruzala@cambridgeshire.gov.uk>
Date: 24 May 2024 at 13:43:31 BST
To: clerk@buckdenpc.org.uk
Cc: Caroline Underwood <cunderwood@buckdenpc.org.uk>
Subject: RE: Buckden PC comments to the consultation

Dear Buckden Parish Council,

Thank you very much for your response to the consultation on proposals to divert and create Public Rights of Way at Little Paxton Quarry and for confirming that you have no objections to the proposals.

I will respond to your questions point by point below.

1. Who will be responsible for the on-going maintenance of the rights of way and is funding for this work confirmed?

The maintenance of the footpaths will be split between Cambridgeshire County Council and Huntingdonshire District Council depending on whether or not the path falls within the Paxton Pits Nature Reserve. The majority of the footpaths which are proposed to be diverted/created fall within the area which will be maintained by Huntingdonshire District Council as part of the on-going maintenance of the Nature Reserve which the district council will be responsible for.

As for the parts of the path which fall outside of the Nature Reserve area, Cambridgeshire County Council will be responsible for maintaining these paths as the local Highway Authority. This affects the following points 1-2-3-4 of Doc 3 - part of the diverted Diddington Footpath 1, points 22 – 23 of Doc 3 – part of new footpath link to Ouse Valley Way and points 13-14-15-16-17 of Doc 2 – part of diverted Southoe and Midloe Footpath 1. These parts of Diddington Footpath 1 and the new footpath link will be added to the County Council's regular vegetation cutting contract. The diverted Southoe and Midloe Footpath 1 follows a gravel track which is maintained by the landowner for vehicular access to Broughton Lodge Farm and therefore very little maintenance is anticipated on that footpath.

2. The provision of bridleways for use by cyclists will be particularly welcome by some residents. There is however the question as to how will these cyclists access the new routes from the north, ie from Buckden and Stirtloe villages? The likely route appears to be footpath Buckden (B) 2 as the A1 path is viewed as hazardous, given there is no barrier protection, and certainly not advisable for families with children. As the use of footpath B2 by cyclists is obviously undesirable the question is therefore, what is the plan for access to the new routes by cyclists?

The scheme under consultation focuses on the proposed diversions of Diddington Footpath 1, Southoe and Midloe Footpath 1 and the new footpath link to the Ouse Valley Way. Proposed connections outside of the Little Paxton Quarry area fall outside the scope of what can be achieved under this scheme. I have however taken note of your comments and I can see how valuable an off-road cycling link to Paxton Pits would be. I can see that the two footpaths which connect Buckden with Diddington via Stirtloe Lane (Buckden Footpath 2 and Diddington Footpath 6) could be make an ideal bridleway connection between Buckden and Paxton Pits (a



bridleway provides public access for people on foot, on cycle and on a horse). Any proposals to upgrade the status of these footpaths would need to be agreed with the landowner, and some works to improve the accessibility of the footpaths for cycling and riding would need to be funded. I have informed the County Council's Active Travel Team about this possible link, and Buckden Parish Council's desire for an improved non-motorised connection to Paxton Pits. The Active Travel team have informed me that they may potentially consider linking it with the planned active travel scheme in the area as funding becomes available.

3. It is noted that sections of the new routes will be dual use for walkers/runners and cyclists. Given the speed at which some cyclists ride could you detail what provision will be made to moderate speed and ensure the safety of all users?

The parts of the routes which are proposed to be upgraded to bridleway status (providing access to walkers/runners, cyclists and equestrians) follow routes which are surfaced with a mixture of grass and gravel. Naturally these types of unsealed surfaces limit the speed at which a cyclist can ride, and therefore it's not anticipated that there will be a general issue with cyclists riding too quickly on these routes.

I hope that this helps answer your questions. Please let me know if you'd like to know anything else.

I will keep you updated on the proposals.

Thank you very much

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