



Campaigning
by the
Railway
Development
Society Ltd
www.railfuture.org.uk

Railfuture East Anglia Branch

24 Bure Close
St Ives
Cambs PE27 3FE

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Transport Delivery team
Cambridgeshire County Council
CC1211 Castle Court
Cambridge
CB3 0AP

Dear Sirs

Railfuture East Anglia response to Cambs County Council 'Ely Crossing' Consultation

Railfuture is a national volunteer organisation that seeks improvements and better use of the rail network and we welcome the opportunity to comment on the various options for dealing with Ely level crossing. A number of members have visited the exhibitions over the last week and our comments are detailed below:

1. *Railfuture* recognises the existing problems with the level crossing and under bridge and supports the actions of Cambridgeshire County Council and the rail industry in trying to deal with them.
2. In addition to increases in rail freight traffic using Ely, there are aspirations within the rail industry to increase passenger services on the routes through Ely making the existing situation worse.
3. In considering solutions, the key objectives should include:
 - a. Improved movement and less disruption for both road and rail users
 - b. Maintaining and improving the passenger interchange at Ely Station
 - c. Environmental impact of the scheme
 - d. Disruption during the works
 - e. Cost
4. In developing the chosen option, the need to protect the river environment during construction is essential.
5. *Railfuture* consider that enlarging the underpass provides the best result.
 - a. This option will remove delays at the level crossing and the risk of a bridge strike.
 - b. Convenient access to the station, including buses from Soham is maintained.
 - c. The scheme has minimal visual impact.

- d. We do recognise that enlarging the underpass will cause disruption to both road and rail users and that therefore a proper construction sequence to minimise this will need to be developed even if this does result in an increase in the initial cost.
6. *Railfuture* do not favour either of the new road options because:
 - a. High visual impact where the road crosses the river and railway
 - b. Higher cost
 - c. Loss of school playing fields under Route D and no suitable alternative location identified
 - d. Does not remove risk of bridge strike if existing underpass is retained
 - e. Loss of direct bus access to station when level crossing is closed.
 7. Although the HCV stacking and enlarged queuing lanes may provide a cheaper option, we are not totally convinced that they will be effective, even in the short term.

I trust you find these comments helpful and look forward to hearing about further developments on this scheme in the near future.

Yours faithfully

Nick Dibben
Railfuture East Anglia Branch Secretary

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East Anglia branch web-site: www.railfuture.org.uk/east.html