Further traffic surveys

Will the promised further traffic surveys make use of existing Network Rail cameras on the crossings?

If the Combined Authority decide to take the work to the next stage of development this will be confirmed with Network Rail, but it is thought that the cameras at the crossing are for enforcement purposes only.

Will they revisit the placing of the study cameras, which may have missed some traffic crossing the Norwich line, and anyone entering DS Smith from the east and then leaving going west?

It is expected that this would have only been a small number of vehicles. We also compared the traffic surveys with early ones carried out by Network Rail. The Automatic Traffic Counting loops on the road would capture all users of the crossings. This is a high level study in which it is not essential to capture every vehicle movement. If the work is taken to the next stage more detailed studies will be done as part of considering different options.

Will the resulting models be presented to residents, in a way that is more locally relevant and relatable (for example, estimates of numbers of vehicles at particular locations, such as Broad Street in Ely, or estimates of journeys to obvious destinations such as the Princess of Wales Hospital or Ely railway station)?

The proposed next phase of work will include much more comprehensive modelling work than this early high level study. If a bridge option was developed further it is unlikely that this would cause major rerouting of traffic because the route would be very similar to as it is today, although this would be considered by the next study phase.

As the scheme developed there would be further public engagement and in due course formal public consultation would be required. Modelling outputs would be presented in a clear way so they could be easily understood by the public.

Will they include equality impact assessments?

These will be developed as required.

What account has been taken of the Ely North developments, the Ely Southern Bypass, and the increases in traffic through Queen Adelaide that will result from both?

The modelling is based on planning assumptions that take into account local committed development such as Ely North, and background growth taken form Department for Transport growth modelling. Ely Southern Bypass is included in the model.

More detailed costings

The indicative costing for Option 8 is nearly four times as great as the initial costing for the Ely Southern Bypass. Why is this?

The cost of at least £100m for option 8 is a high level indicative cost. The cost takes into account not only that the route of the option 8 would be longer than the route of the southern bypass and would include more bridges, but also allows for construction cost rises and a considerable degree of uncertainty about route, ground conditions, environmental, heritage, and other consents that will need to be explored in more detail as options are developed.

Assessing benefits of options

What is the impact on the emergency services of the different options? To what extent have they been consulted, and what are their views?

At this stage the impact on the emergency services has been noted and this was also highlighted at the public engagement event in Sept 2017 as being a concern of the public. The proposed preferred options would have minimal impact on the emergency services, however the impact on the emergency services will be a key consideration in developing options.

At its last assessment Chettisham Crossing was classed as D1 – a higher level of risk than the Queen Adelaide Peterborough line (D2) or the other two lines (E2). Would ceasing the use of the B1382 as a through route cause some traffic to divert to Chettisham, thereby increasing the risk?

If more traffic was to use the Chettisham crossing it is possible that it would increase the risk rating at this crossing. None of the current proposed preferred options for development are expected to cause major rerouting. Network Rail's study is considering the impact of increased train services on all the level crossings on all the routes affected.

What are the criteria by which the success of any preferred option will be measured? What is the 'benefit' against which the cost will be assessed.

This will depend on who is funding the scheme and the assurance frameworks they have in place. It is likely that a webTAG and Treasury Green Book approach would be taken to the assessment of this scheme.

This includes benefits and costs such as:

- *Greenhouse Gases reduction would be classed as a benefit, increase a cost*
- *Consumer Users benefits commuters, other users and business user benefits;both rail and road. These are benefits from reduced journey times, increased journey times would be a cost.*
- *Indirect tax benefits or cost.*
- *Accidents (decreases leads to a cost benefit)*

- *Other benefits that may be included are benefit due to the ability to run more train through the level crossing*
- *Benefits due to a reduction in cost due to Network Rail no longer having to maintain or operate the crossing*
- *The wider economic benefits of schemes can also be taken into account*