

Queen Adelaide Level Crossings

SUBMISSION TO CAMBRIDGESHIRE COUNTY COUNCIL ECONOMY & ENVIRONMENT COMMITTEE

Thursday 8 February 2018

The priority must be that residents of Queen Adelaide and Prickwillow are not cut off and disadvantaged by the proposed rail improvements.

The recommendations of the report from 2020 Consultancy are therefore welcome as the basis for further work.

Further traffic surveys

- Will the promised further traffic surveys make use of existing Network Rail cameras on the crossings? 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?
- 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)? Will they include equality impact assessments?
- 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?

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?

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 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?
- 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?

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