

Ely Area Capacity Enhancement

Round 2 (pt2)
Consultation Round

Stakeholder Briefing
18 November 2021

The case for improved rail capacity through Ely

- Strategic Outline business case approved by DfT August 2020
- Previous business case contained benefit cost ratio of £1.20-1.40 of benefits for every pound spent
- Outline Business Case being prepared for submission in March 2022 looking to improve the cost ratio

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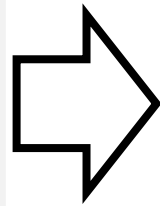
Current 2019 baseline (off peak) services via Ely per hour:

PASSENGER

- 1x London – King's Lynn
- 1x Norwich - Liverpool
- 1x Birmingham – Stansted
- 0.5x Ipswich – Peterborough
- 1x Norwich – Stansted (off peak only)

FREIGHT

- 1x Felixstowe – west midlands and The North
- 1x flexible freight service



Proposed* (off peak) service uplift via Ely per hour:

PASSENGER

- 2 x London – Kings Lynn
- 1x Norwich – Liverpool
- 1x Birmingham – Stansted
- 1x Ipswich – Peterborough
- 1x Norwich to Stansted (off peak only) or Cambridge (peak only)
- 1x NEW SERVICE**

FREIGHT

- 2x Felixstowe – west midlands and the North
- 1x flexible freight service

* Subject to change

** Additional service to be confirmed



EACE – story so far...

Ely North Junction scheme suspended in 2016 following Hendy Review

Opportunity to look at wider enhancements to better meet local stakeholder aspirations for increasing services through Ely

£9.3m funding package secured in 2017 from

- CPCA
- New Anglia (LEP) and the Strategic Freight Network

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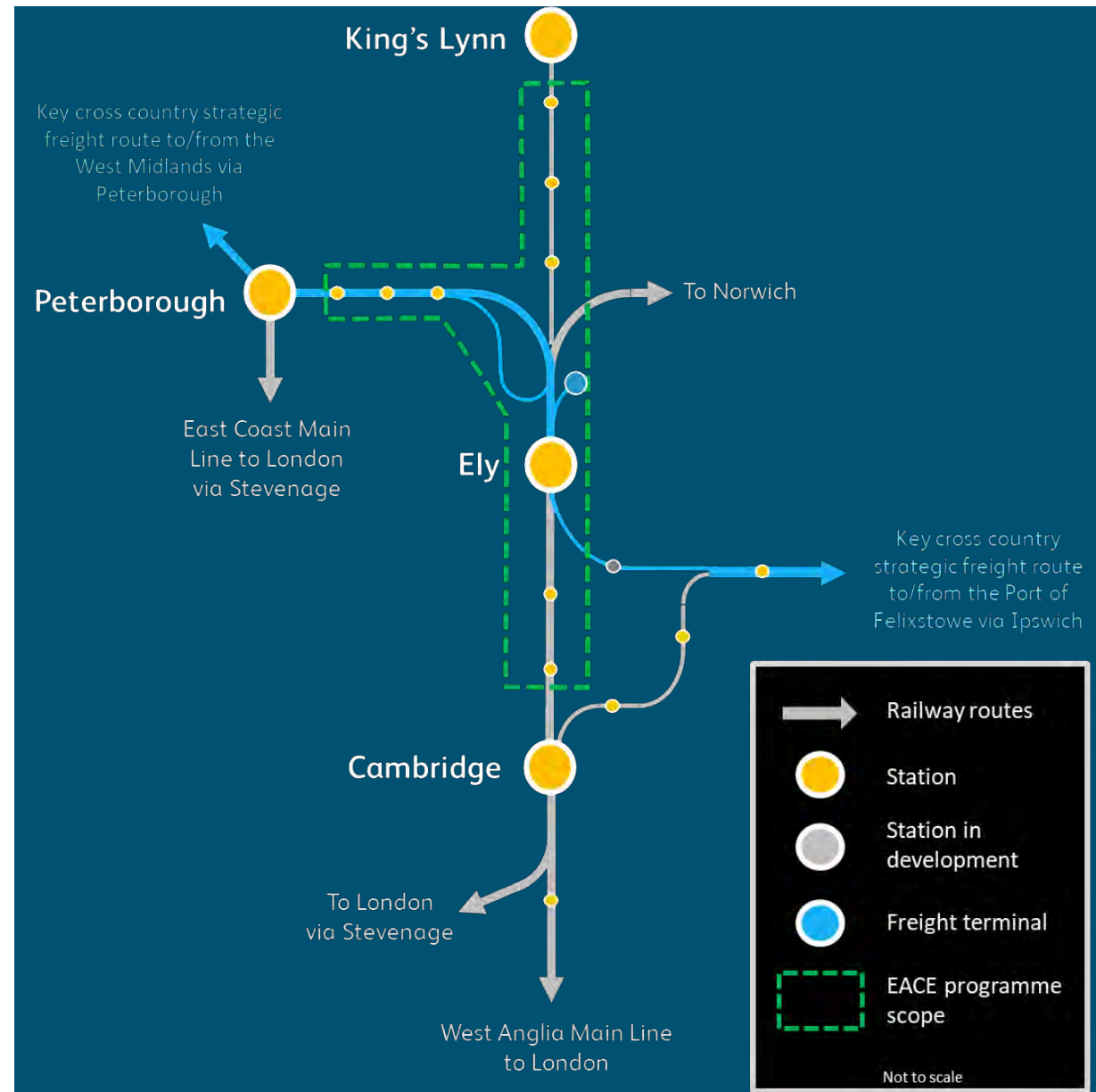
2018-2020 Feasibility and concept development

Early 2020 – submission of Strategic Outline Business Case (SOBC)

August 2020 – £13.1m funding from DfT to develop Outline Business Case (OBC)

September 2020 – Round 1 public consultation

May 2021 –Ely South Round 2 consultation (pt 1)

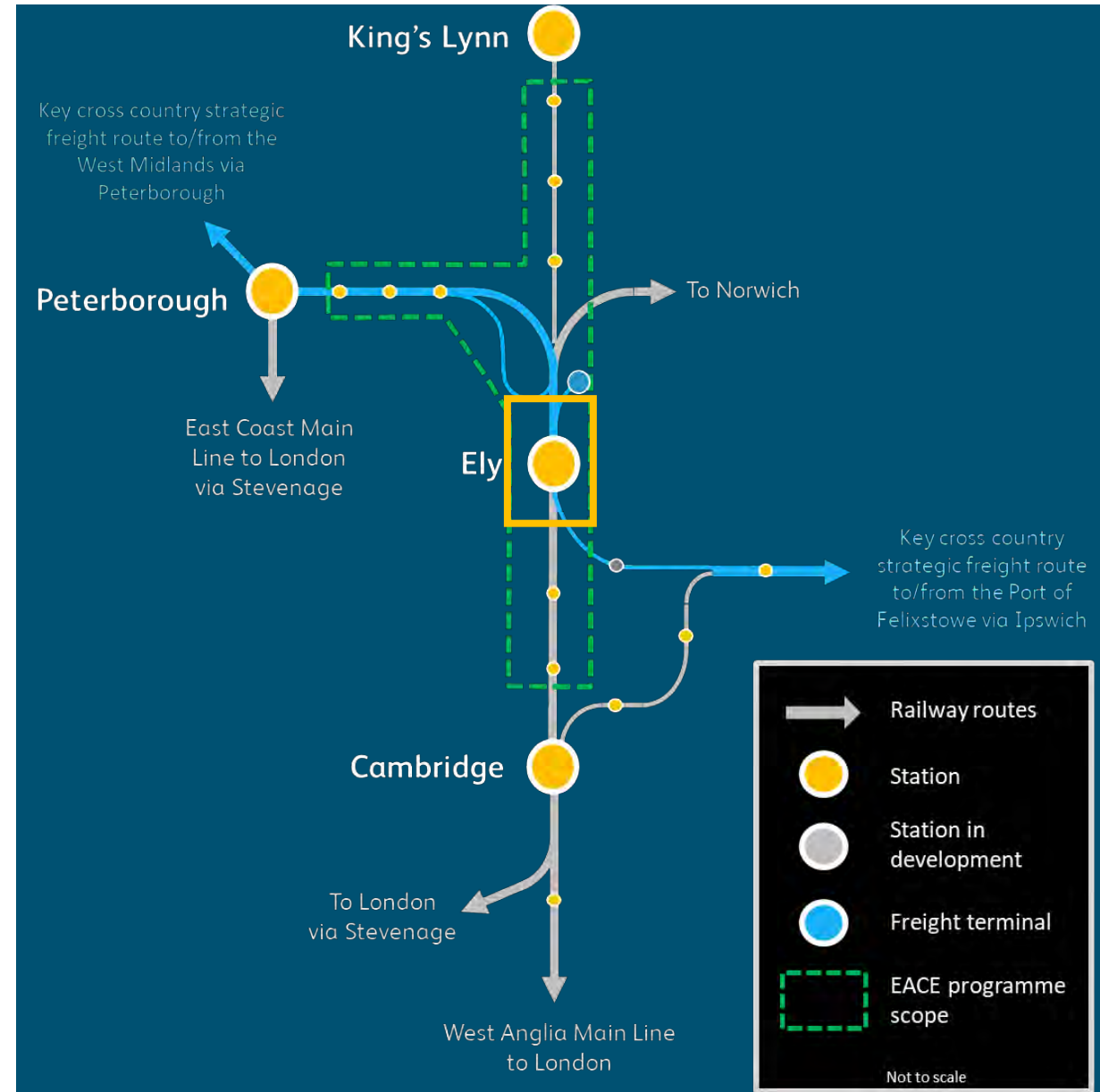


EACE Scope

Ely South area

- Kiln Lane level crossing
- Common Muckhill bridge
- Cutter bridge
- Stuntney Road bridge
- Ely station
- Ely Dock junction

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EACE Scope

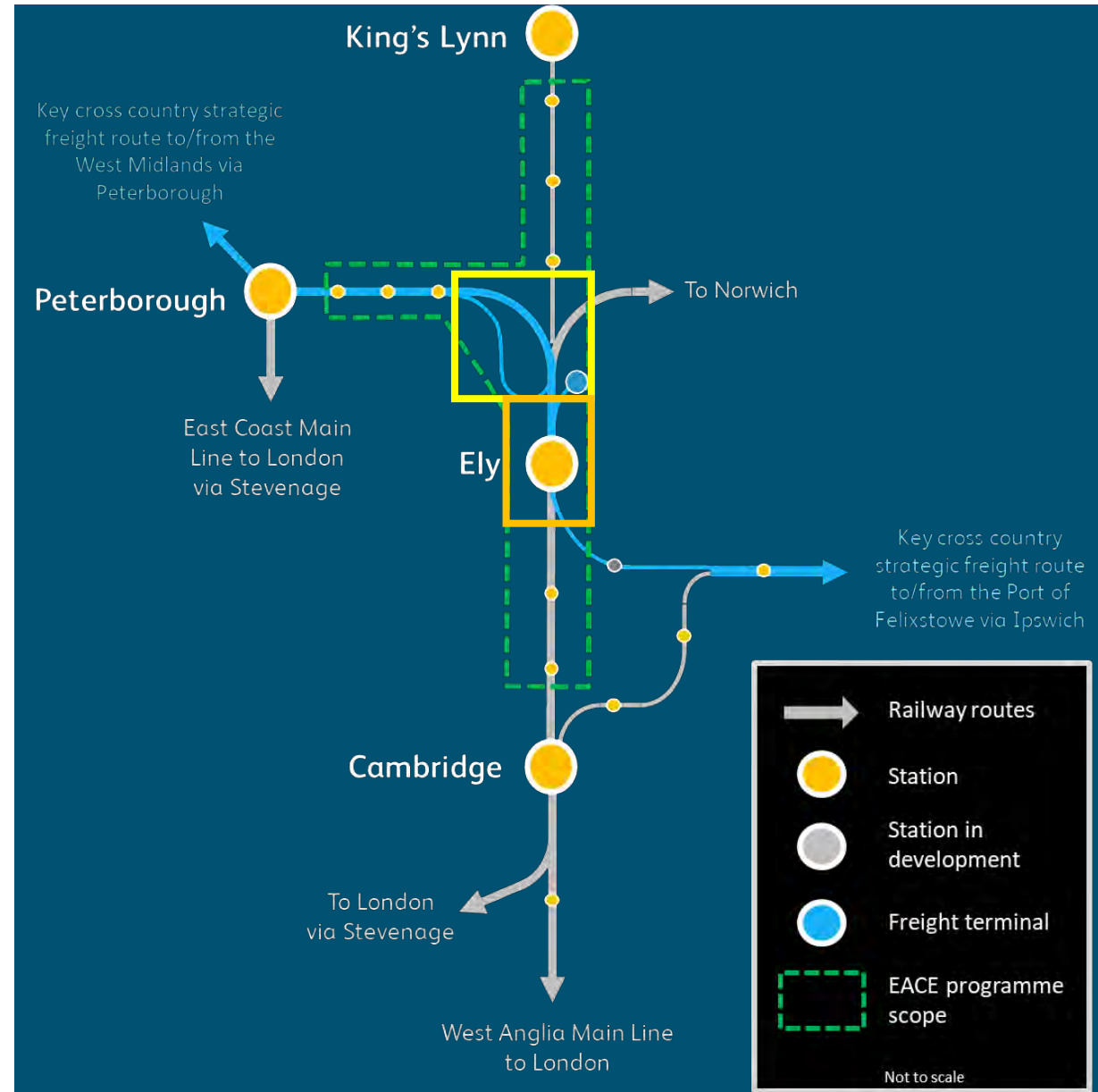
Ely South area:

- Kiln Lane level crossing
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Rail systems in Ely including:

- Queen Adelaide level crossings (x3)
- Ely North Junction



EACE Scope

Ely South area:

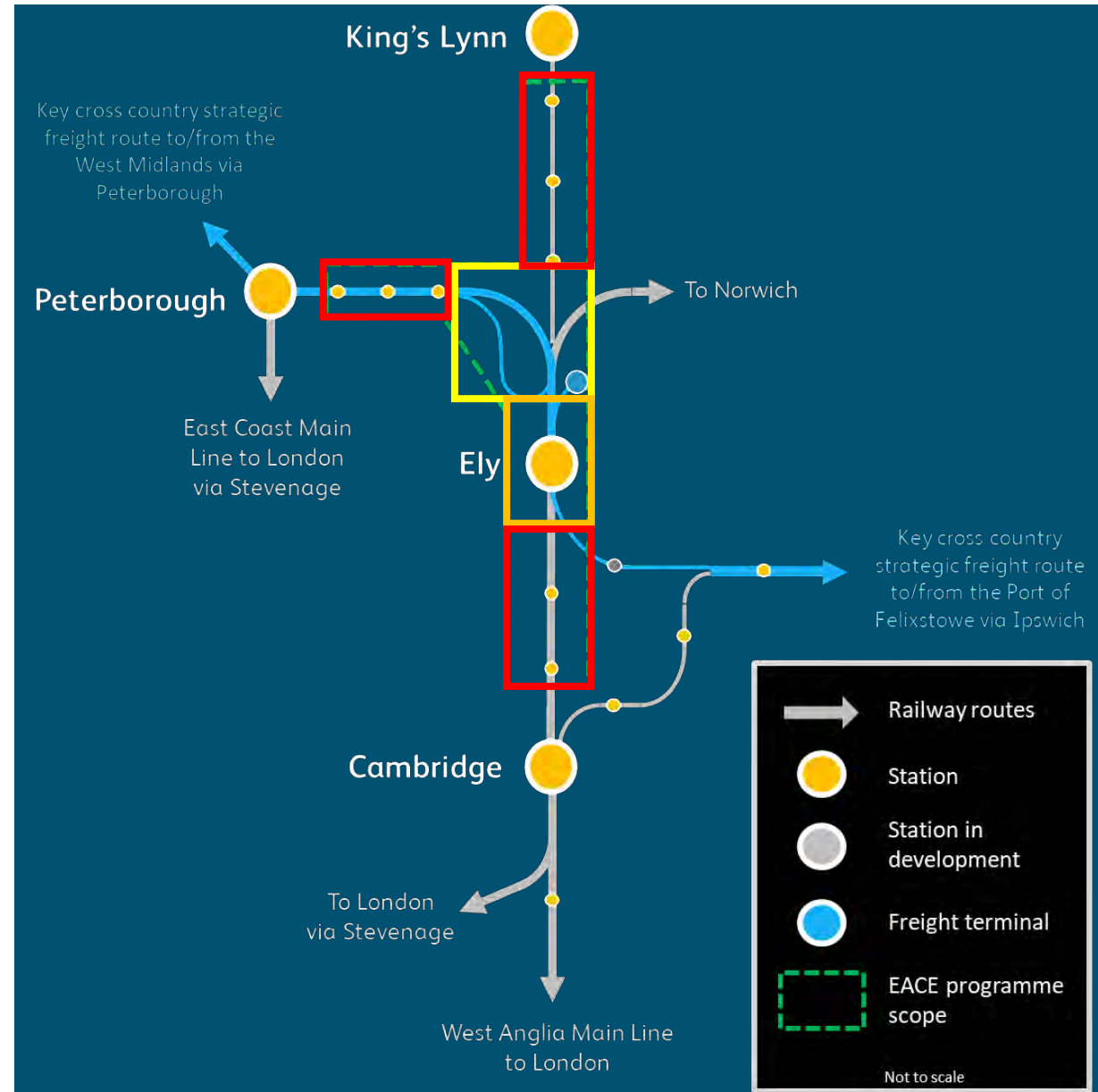
- Kiln Lane level crossing
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Rail systems in Ely including:

- Queen Adelaide level crossings (x3)
- Ely North Junction

- 123 level crossings within scope of EACE (127 in total), however not all will need intervention to meet the aim of the project.



Round 2 (part 1) Consultation

Earlier this year, we consulted on the options for upgrading the railway in the Ely South area, the results of which will be presented in 2022 and support for the principle of increasing capacity was around 76% of all formal feedback forms received.

Round 2 (part 2) – Consultation

In this next round of public consultation, we will present:

- Upgrades for 15 level crossing across the wider Ely area
- Proposals and options for level crossings at Waterbeach, Stonea and the Wells Engine foot crossing
- Queen Adelaide level crossing and road options
- Ely North junction modifications



Round 2 (part 2) – Wider level crossing proposals

As a result of increasing train frequency, we are considering upgrading 15 level crossings in 13 locations from half barrier to full barrier to maintain safety for passengers, road and pedestrian users at the following sites:

- Badgeney Road (Badgeney Road, March)
- Black Bank (Black Bank Road, Little Downham)
- Bottisham Road (Bannolds Road, Waterbeach)
- Burnt House (Burnt House Road, Turves)
- Downham Market Bypass (A1122, Downham Market)
- Eastrea (Wype Road, Eastrea)
- Horsemoor (Upwell Road, March)
- Littleport Bypass (A10, Littleport)
- Norwood Road (Norwood Road, March)
- Ramsey Road (Ramsey Road, Whittlesey)
- Sandhills Littleport (Victoria Street, Littleport)
- Three Horseshoes No.1, No.2 and No.3 (Whittlesey Road / March Road, Turves)
- Welney Road (Wisbech Road, Manea)

Upgrading these crossings to full barriers will also mean that the barriers will be down for longer periods which is likely to increase the waiting time for road users. We will need to undertake assessments to determine how this could impact the local road network in busier locations.



Round 2 (part 2) – Burgess Drove (Waterbeach)



Option 1 – Remove vehicle crossing rights but retain access for pedestrians and cyclists. Vehicle users would be diverted to Bannold Road level crossing which would add 1.4km to a journey using available routes. The road surface of Burgess Drove would be upgraded for vehicle use



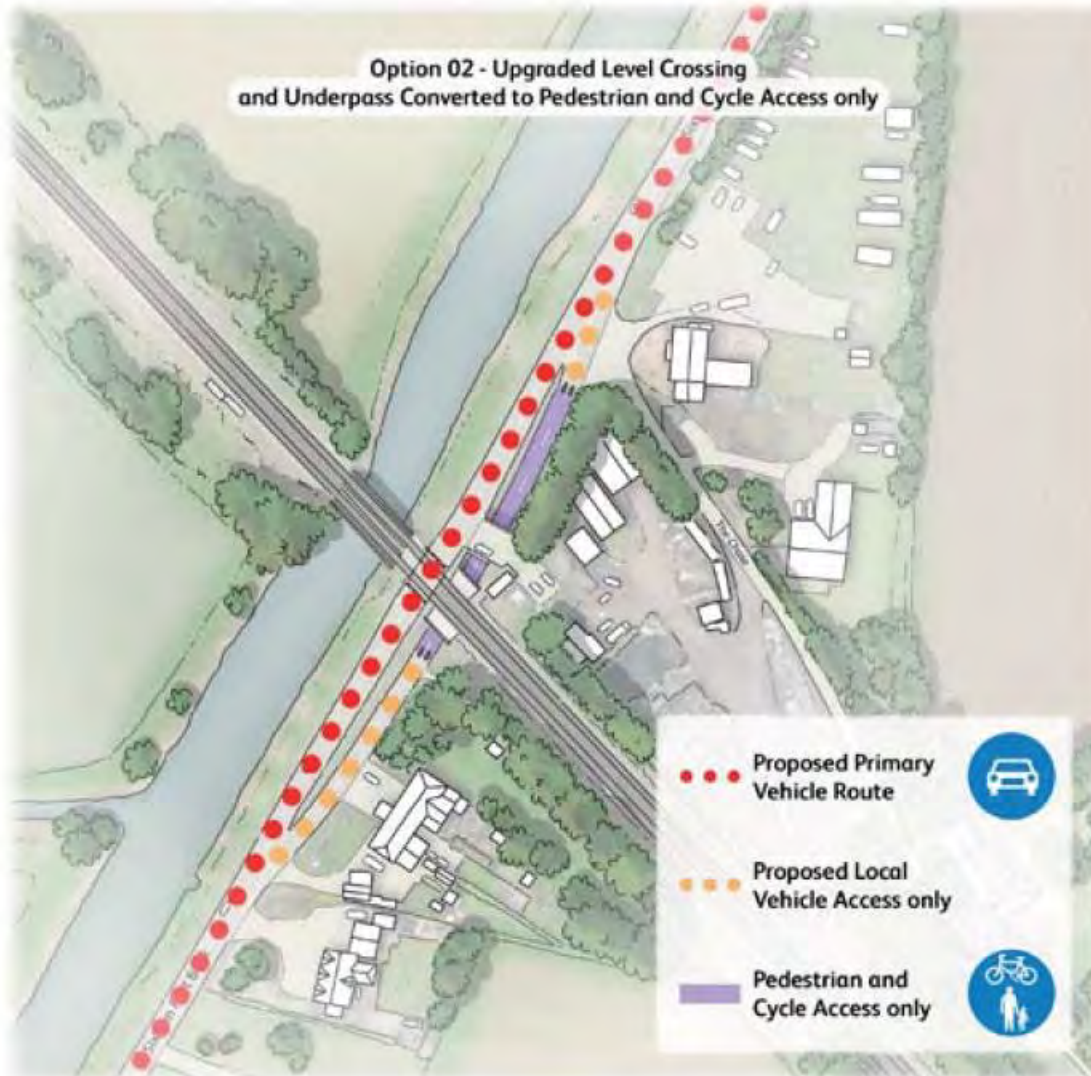
Round 2 (part 2) – Burgess Drove (Waterbeach)



Option 2 - Close Burgess Drove Level crossing. All road users would be diverted to the Bannold Road crossing. For pedestrians and cyclists this would add a 600 metre journey to cross the railway, with vehicles following the 1.4km diversion as in Option 1. The road surface of Burgess Drove (east of the crossing) would be upgraded for vehicle use. The footpath to Waterbeach would be upgraded to cater for pedestrians and cyclists and would provide a new route to the east side of Burgess Drove level crossing.



Round 2 (part 2) – Stonea level crossing (B1098)

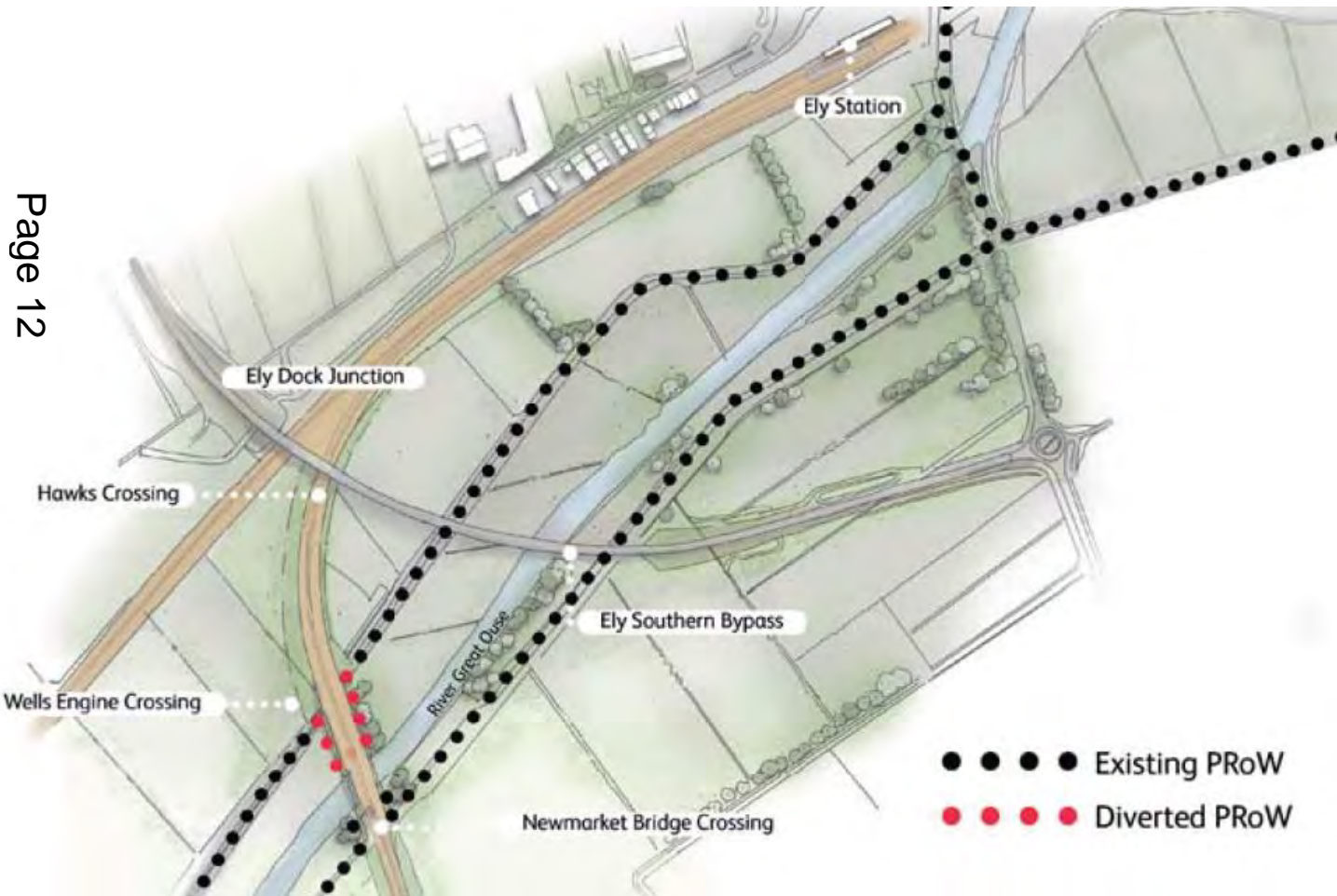


Option 1 - upgrade the existing gates (which are manually operated by the signaller at Stonea signal box) to full barrier.

Option 2 – Same as Option 1 and close the underpass to all vehicles. The existing underpass has a headroom of only two metres, it is regularly struck by vehicles that are too high, causing significant disruption to train services. Closure of the underpass will prevent bridge strikes, reduce disruption of the railway and reduce the burden of having to regularly inspect and repair the bridge following a vehicle strike. The underpass would remain open to pedestrians and cyclists.



Round 2 (part 2) – Wells Engine foot crossing (Soham branch line)

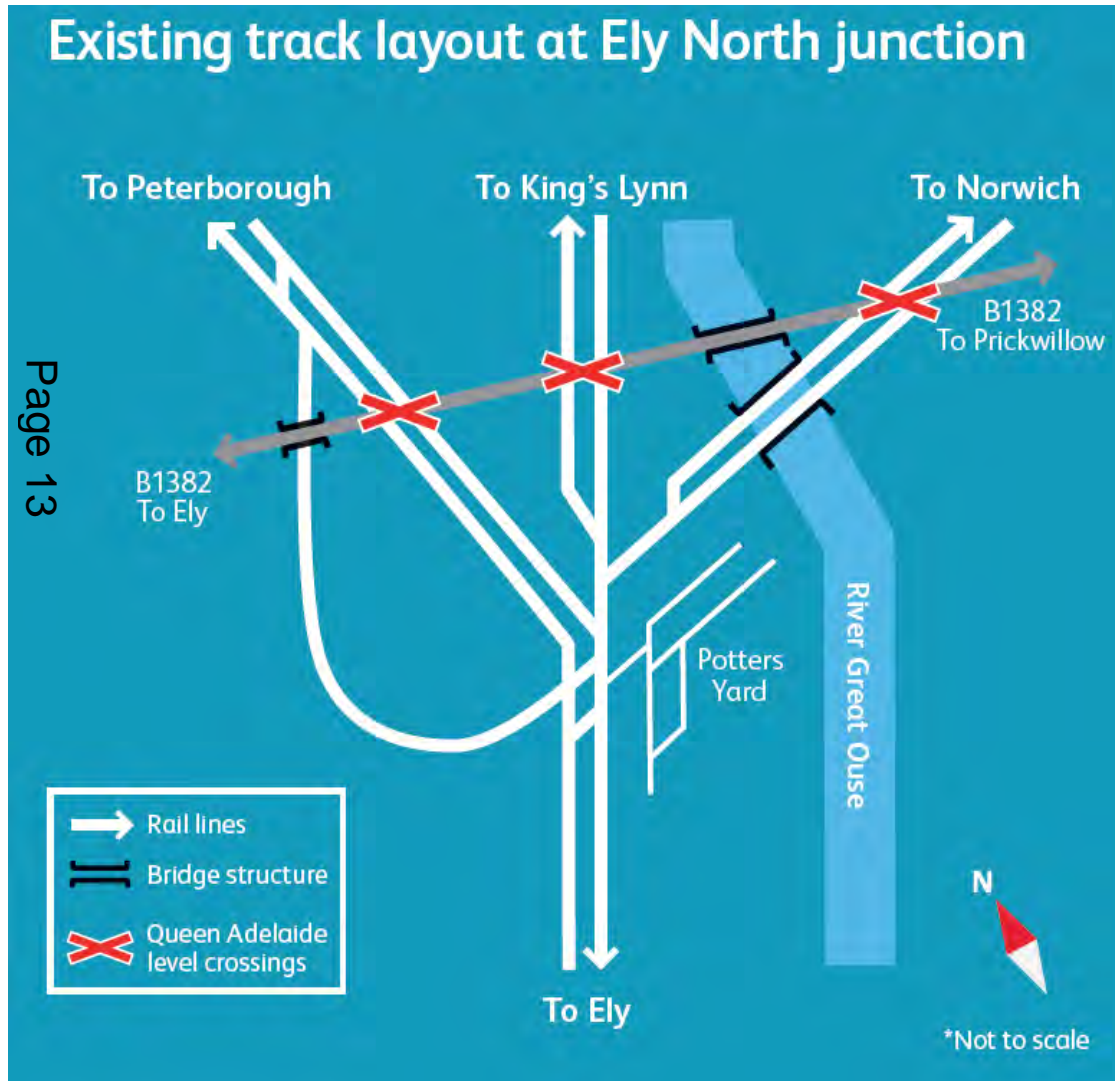


Proposes to divert Public Right of Way 76/23 under the western span of Newmarket Bridge (a diversion of 200 metres) and close Wells Engine footpath crossing to accommodate passing loop (proposed in earlier Ely South consultation)

Flood assessments confirm there is a very low likelihood of the diversion route being inaccessible because of flooding.



Round 2 (part 2) – Queen Adelaide level crossings



To the north east of Ely, there are three level crossings within the village of Queen Adelaide on the B1382 (Ely Road) in close proximity to each other which poses a significant challenge to increasing capacity while maintaining the road connection into Ely.



Round 2 (part 2) – Queen Adelaide level crossings



Option 1 South East highway – A new highway, of approximately 900 metres, connecting the B1382 to Queen Adelaide Way, would provide a new route for through-traffic towards Ely and the southern bypass and reduce traffic running through Queen Adelaide and across the level crossings. The existing three level crossings would be upgraded to full barriers to manage the safety risk to users from the additional rail traffic.



Round 2 (part 2) – Queen Adelaide level crossings



Option 2 Northern bypass. A new road (2188m long) with a 1215m long viaduct would provide a new route for traffic to the north of Queen Adelaide. The viaduct would be 14.5 metres at highest point. The Peterborough line level crossing would be closed with turning areas provided for refuse and emergency vehicles. A stepped and ramped footbridge would provide access over the Peterborough line for pedestrians and cyclists. The level crossings on the Kings Lynn and Norwich lines, may need to be upgraded to full barriers, and would be closed for between 5 – 10 minutes in each hour. This option would involve the compulsory purchase of land including residential gardens and potentially outbuildings.



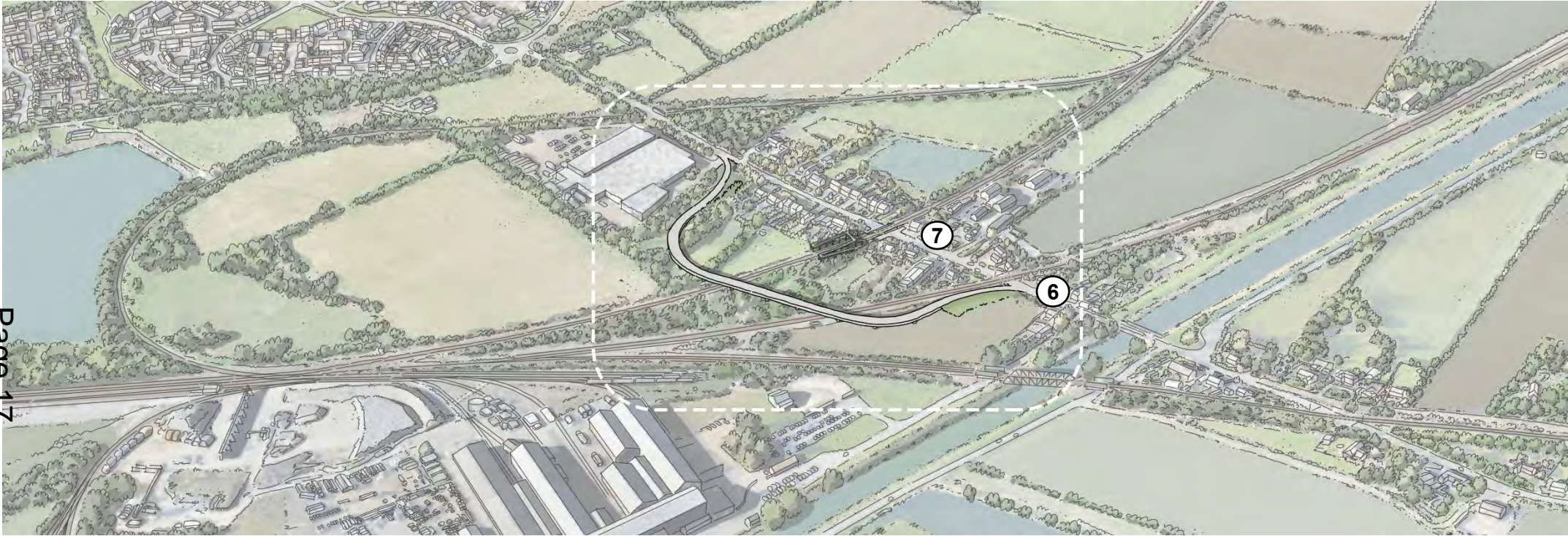
Round 2 (part 2) – Queen Adelaide level crossings



Option 3 Long Southern Bypass. A new 2040m long road with a 1000m long viaduct would provide a new route for traffic to the south of Queen Adelaide village. The viaduct's highest point would be 15m to the top of the parapet. The Peterborough line level crossing would be closed with turning areas provided for refuse and emergency vehicles. A stepped and ramped footbridge would provide access over the Peterborough line for pedestrians and cyclists. The level crossings on the Kings Lynn and Norwich lines, may need to be upgraded to full barriers and would be closed for between 5 – 10 minutes in each hour. This option would involve the compulsory purchase of land including residential gardens and potentially outbuildings.



Round 2 (part 2) – Queen Adelaide level crossings



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Option 4 Short Southern Bypass. A new 710m long road with a 360m long viaduct would provide a new route for traffic to the south of Queen Adelaide and at its highest point, 12 metres to the top of the parapet. The Peterborough line level crossing would be closed with turning areas provided for refuse and emergency vehicles. A stepped and ramped footbridge would provide access over the Peterborough line for pedestrians and cyclists. The Norwich line level crossing may need to be upgraded to full barriers and would be closed for 5 - 10 minutes in each hour. This option would involve the compulsory purchase of land and property including residential buildings, gardens and outbuildings.

Round 2 (part 2) – Queen Adelaide level crossings



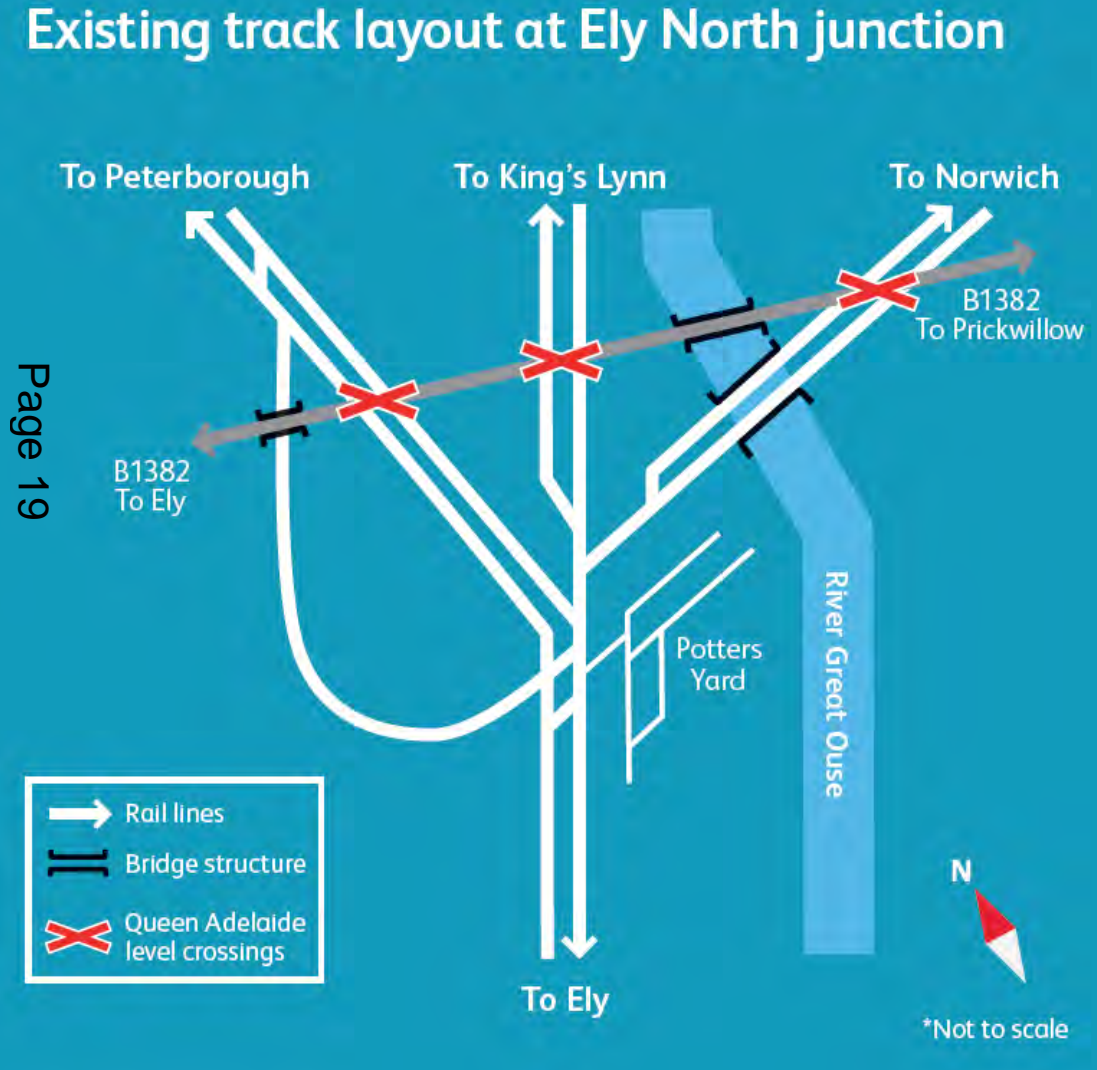
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Options 2, 3 and 4 require the Peterborough line level crossing to be removed and replaced with a ramped footbridge structure to maintain connectivity across the railway for pedestrians and cyclists. This illustration shows what the structure could look like.

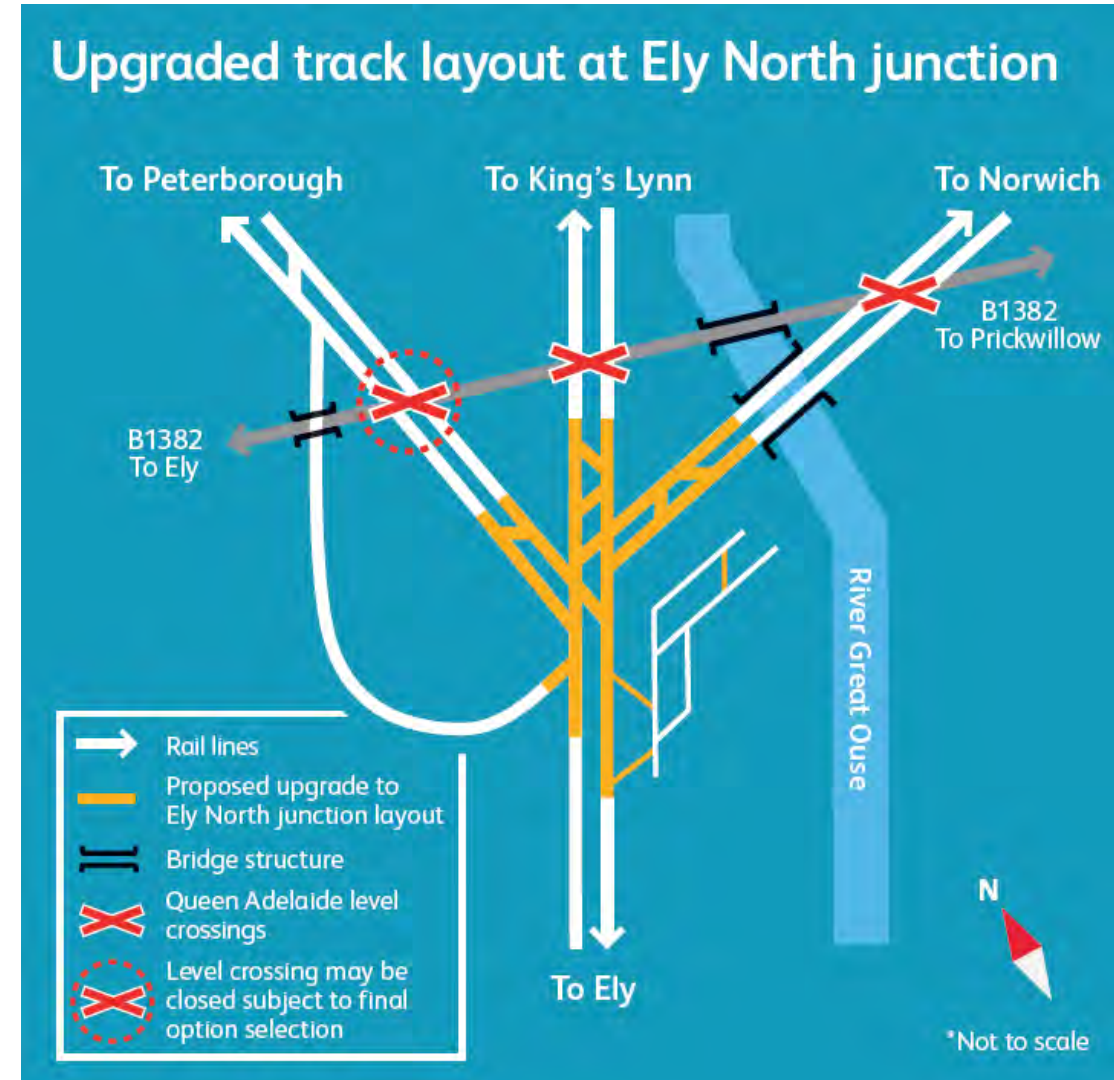


Round 2 (part 2) – Ely north junction remodelling

Existing track layout at Ely North junction



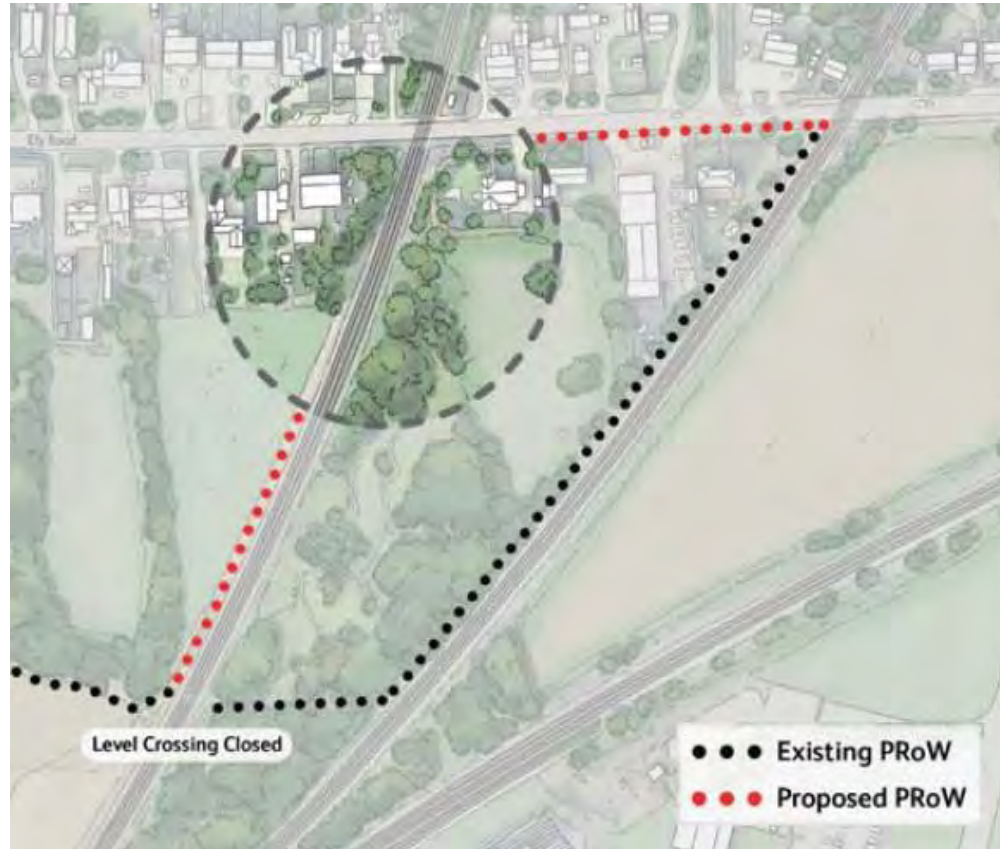
Upgraded track layout at Ely North junction



Round 2 (part 2) – Ely north junction footpath

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This option only applies if the South East Highway is taken forward.



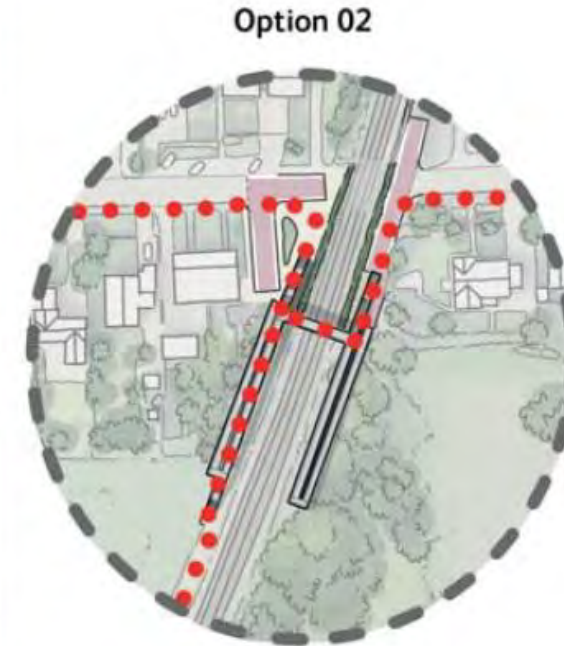
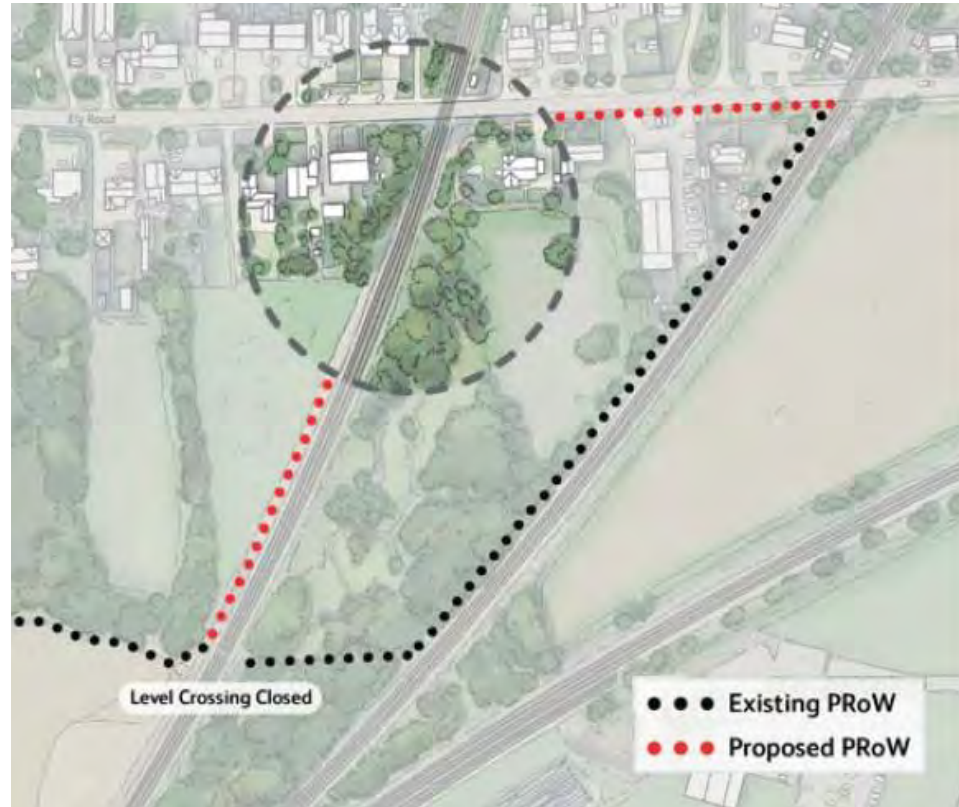
Option 1 – divert footpath along the western side of the Peterborough line to link with Ely Road. This may require the compulsory purchase of land to enable a new footpath of two metres wide to be installed.



Round 2 (part 2) – Ely north junction footpath

This option applies to the Northern Bypass, Long Southern Bypass and Short Southern Bypass

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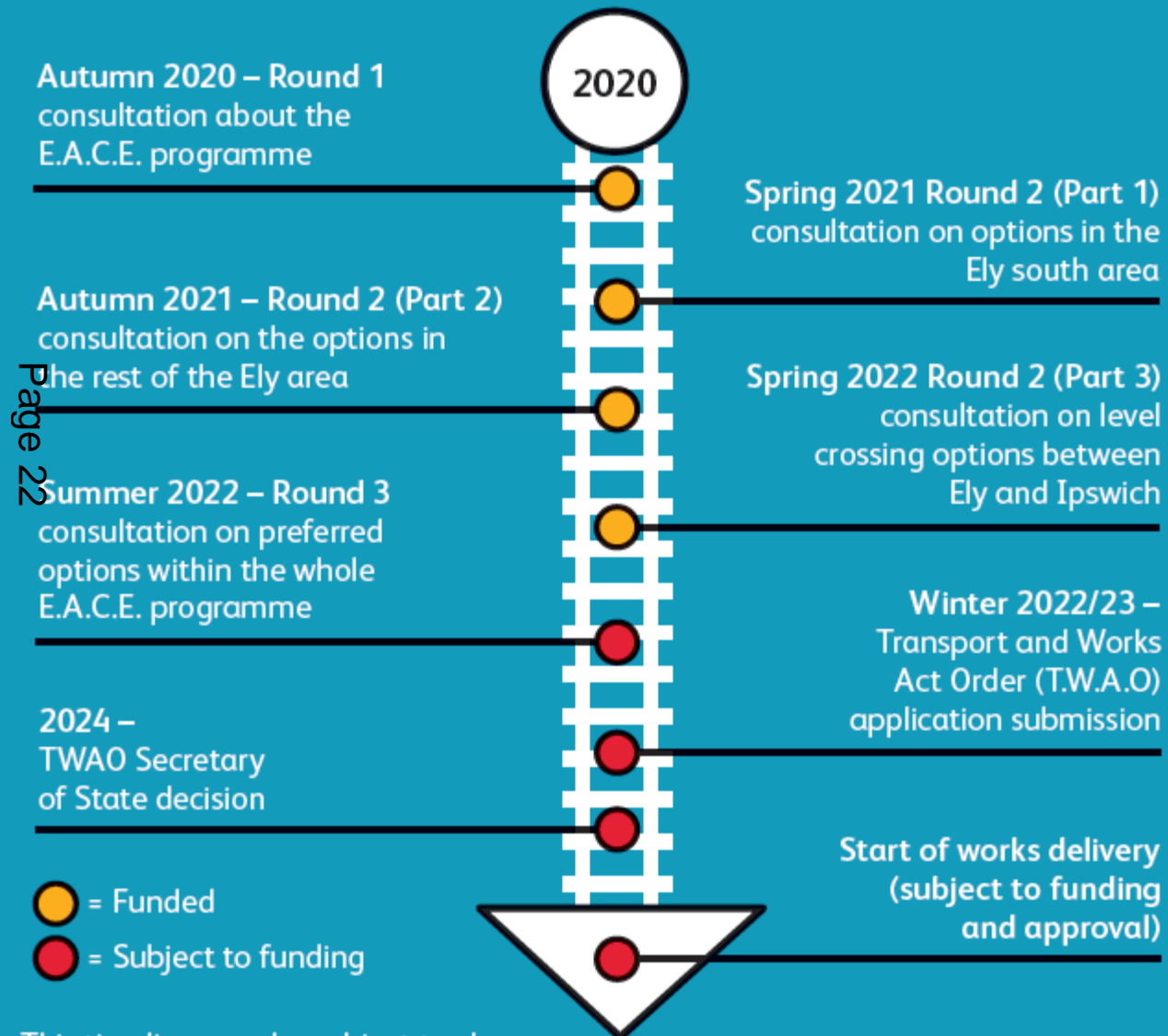


Option 2 – divert footpath along the western side of the Peterborough line to stepped access to the new footbridge, which then crosses to the eastern side of the Peterborough line on to Ely Road. This involves the compulsory purchase of land including residential gardens and potentially outbuildings.

The eastern side of the existing footpath will remain in place but will be closed off where it used to cross the Peterborough line



Consultation timeline



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This timeline may be subject to change.

Round 2 (part 3)

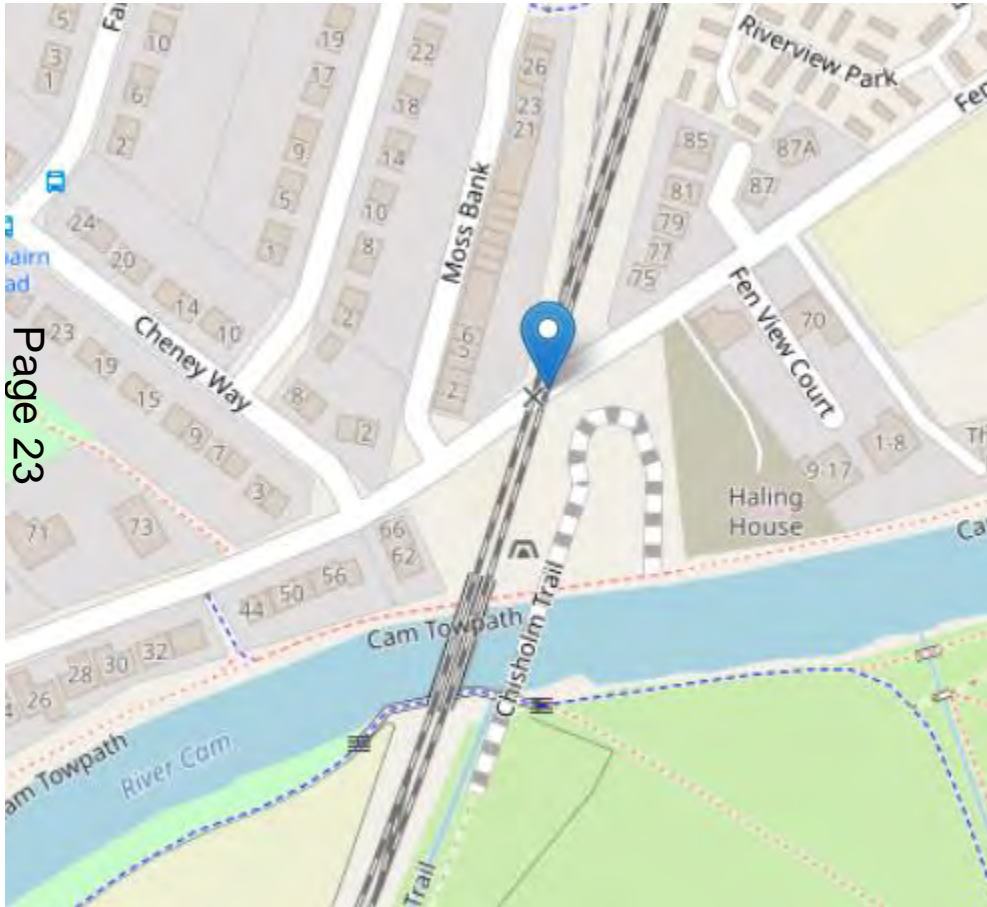
Spring 2022 - Ely to Ipswich level crossing

Although this has a separate funding package, the benefits of improving this line support the business case for wider EACE programme. This consultation is expected to be integrated into the EACE programme for the final part of the Round 2 consultation.

Round 3 – summer 2022 (subject to funding) – publishing results of all three Round 2 consultations and presenting the preferred options to take forward to TWAO.



Chesterton Junction level crossing (Fen Road)



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Manually Controlled barrier (MCB-CCTV): existing protection arrangements:

- Train signalling protection
- CCTV monitoring by Signaller when sequence triggered
- Road traffic light signals
- Full barrier equipment
- Audible alarm
- Signage

We are anticipating 1 additional train path each hour as a result of EACE, however, DfT have not yet committed/confirmed this additional train service.

Initial assessment estimates existing barrier down time is 31m 31s*

EACE has potential to increase this to 34m 12s.*

* Further assessment and verification required to refine these initial results



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Questions welcome

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