

Introduction

- In total, there are 35 level crossings along the EWR route between Oxford & Cambridge.
- These include public highways, private access roads, public footpaths, bridleways and agricultural access routes for farms divided by the railway.
- We fully recognise the importance of maintaining vital connections for people whilst balancing the need to make the railway safe for everyone.



EWR Services

- Increased frequency and speed of trains result in longer periods of barrier down time at level crossings.
- This has the potential to increase waiting times on the road network and subsequent rates of crossing misuse.
- EWR is working with key stakeholders to find solutions which:
 1. Support railway operations and reliability.
 2. Manage safety.
 3. Minimise disruption & maintain connectivity for communities.



Intervention

In determining the need for intervention, the following factors are being considered:

- Current level crossing risk profile.
- Change in risk profile resulting from EWR service introduction.
- Whether intervention is required to mitigate risk.



Option Appraisal

Where intervention is required, options will be generated and subject to application of assessment factors which consider:

- Safety
- Capital and operational cost
- Community severance
- Impact on traffic
- Land & planning – inc. consistency with local plans, impact on homes & land take
- Operational risk
- Environment
- Consultation feedback





Traffic and Transport

Traffic modelling enables a visualisation of the changes resulting from proposed options and illustrates:

- Current road capacity.
- How the proposed option affects traffic in the immediate vicinity and wider area.
- Where traffic might be displaced to.
- Whether the change causes congestion elsewhere.
- How traffic varies throughout the day.



Maintaining Connectivity

Options shall be designed to maintain connectivity and we will consider how different groups are affected, including:

- Pedestrians
- Persons of reduced mobility
- Cyclists & horse riders
- Children & the elderly
- Vehicle & public transport users

We will also consider whether:

- There are other route options.
- The intervention changes safety for these users.
- The intervention can improve access for these user groups compared to the current situation.