

## Supplementary proof Woburn Sands Level Crossing

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The backed-up traffic on Station Road (going north) takes a long time to clear after the barriers are raised; the latter is subject to quite a lot of stopping and starting owing to people wanting to turn right into Cranfield Road and having to wait for a gap in the (also backed up) oncoming traffic to do so. This extra time needs to be considered alongside the actual barrier closure time.

Observations.

Gates-down times [+ additional times for traffic backed up on Station Road to clear on opening of gates]

Monday 18th Feb.

WS to Bedford, 12.12. Just under 3 minutes

WS to Bletchley, 12.26. 3 minutes

WS to Bedford, 13.12. 2 minutes [+ 1 minute clearing]

WS to Bletchley, 16.26. ? (missed opening) [+ 2 mins 30 seconds clearing]

Tuesday 19th Feb.

WS to Bletchley, 08.01. 3 mins., 15 seconds [+2 minutes clearing]

WS to Bedford, 08.34. 2 minutes [+ 1 min 30 seconds clearing]

WS to Bedford, 17.02. 1 min., 55 seconds [+ 2 mins clearing tailback]

WS to Bletchley, 17.12. 3 mins., 20 seconds (2 mins 45 seconds clearing tailback)

Vehicle numbers going across crossing:

08.09-08.16 (7 mins.): 70 going north and 30 going south = total 100, at ~14 per minute

08.18-08.26 (8 mins.): 74 going north and 41 going south = total 115, at ~14 per minute

From these observations NR's estimate of 5 mins., 16 sec., gate closure time per hour may be an underestimate, though not hugely so. But from the vehicle drivers' point of view, it is necessary to add up to another three to four minutes clearing time per hour, giving a

total effective traffic delay of up to 8 to 9 minutes per hour. And the traffic flow rate, especially during busy periods in the early morning and late afternoon, readily explains why so much traffic backs up during the short closure periods - which ongoing and planned developments will only exacerbate.

## Conclusion

With 1tph in each direction, traffic is held up for about 8-9 mins in each hour, not just the 5m 16s or so while the barriers are down. EWR2 proposes to double the number of trains to 2tph in each direction. This would give traffic hold ups of about 16 mins in each hour. There would then be the possibility that the traffic would still be clearing after one train had passed when the barriers came down for the next train.

The EWR Central section proposes to run a minimum of 5tph in each direction on this section of line. At the consultation event on EWR Central section in Bedford on Friday 15th February we were informed that it is proposed to run 2tph Cambridge - Oxford, 2tph Cambridge - Bletchley and/or MKC and 1tph all stations Bedford - Bletchley. If there is more demand more trains could be added to the service.

5tph in each direction would lead to traffic hold ups of about 40 mins in each hour. That would be completely unworkable and unacceptable. So some interventions to reduce hold ups will be necessary at this location when the Central section is developed. These should be done now so that residents can benefit from them earlier rather than later.