

Highfields Caldecote

East West Rail (EWR) Public Meeting

Tuesday 18th May 2021



Purpose of Meeting

- To offer a Summary of the Caldecote Parish Council EWR Action group
- To listen to comments and answer questions as best we can
- To encourage everyone to fill in a consultation feedback form

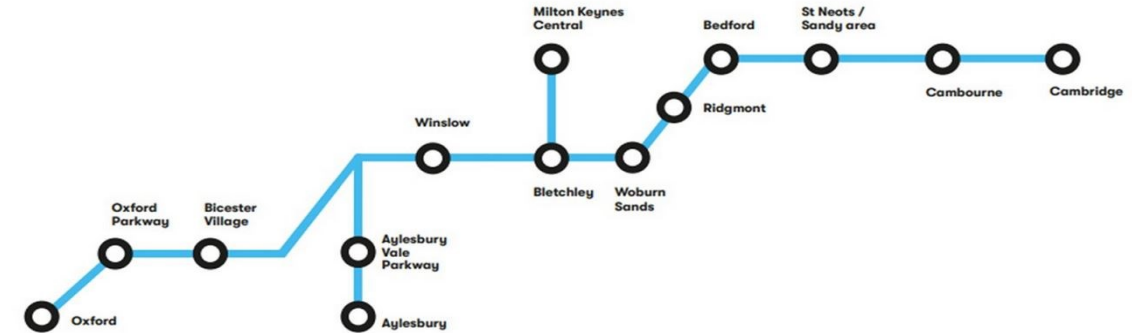
Agenda

- Presentation
- Q&A with participants



WHO are East West Rail

- Created by the Department for Transport (DfT)
- Purpose is to deliver the Oxford to Cambridge railway
- Reports directly to Government



EW Rail reports to the DfT who make Orders to facilitate works. For example The Network Rail (East West Rail) (Bicester to Bedford Improvements) Order 2020.

- The normal avenues of complaint do not exist. Responsibility starts and ends with the Government just like HS2. Our MP, mayor, county and district councils and councillors are all just consultees just like each and everyone one of you.
- They will fill in the same forms as you, they have no direct powers to influence the outcome of the consultation. They have not been briefed any more than you or me.
- They can lobby on your behalf, something our MP has done at length to help move the station at Cambourne to the North.



WHY has this corridor been chosen

The Preferred Route Option E had been selected in 2020 following EWR Company's consultation on the five route option areas between January and March 2019. Those route option were selected following earlier consultation on the route corridors via Sandy



WHAT are East West Rail (EWR) consulting on?

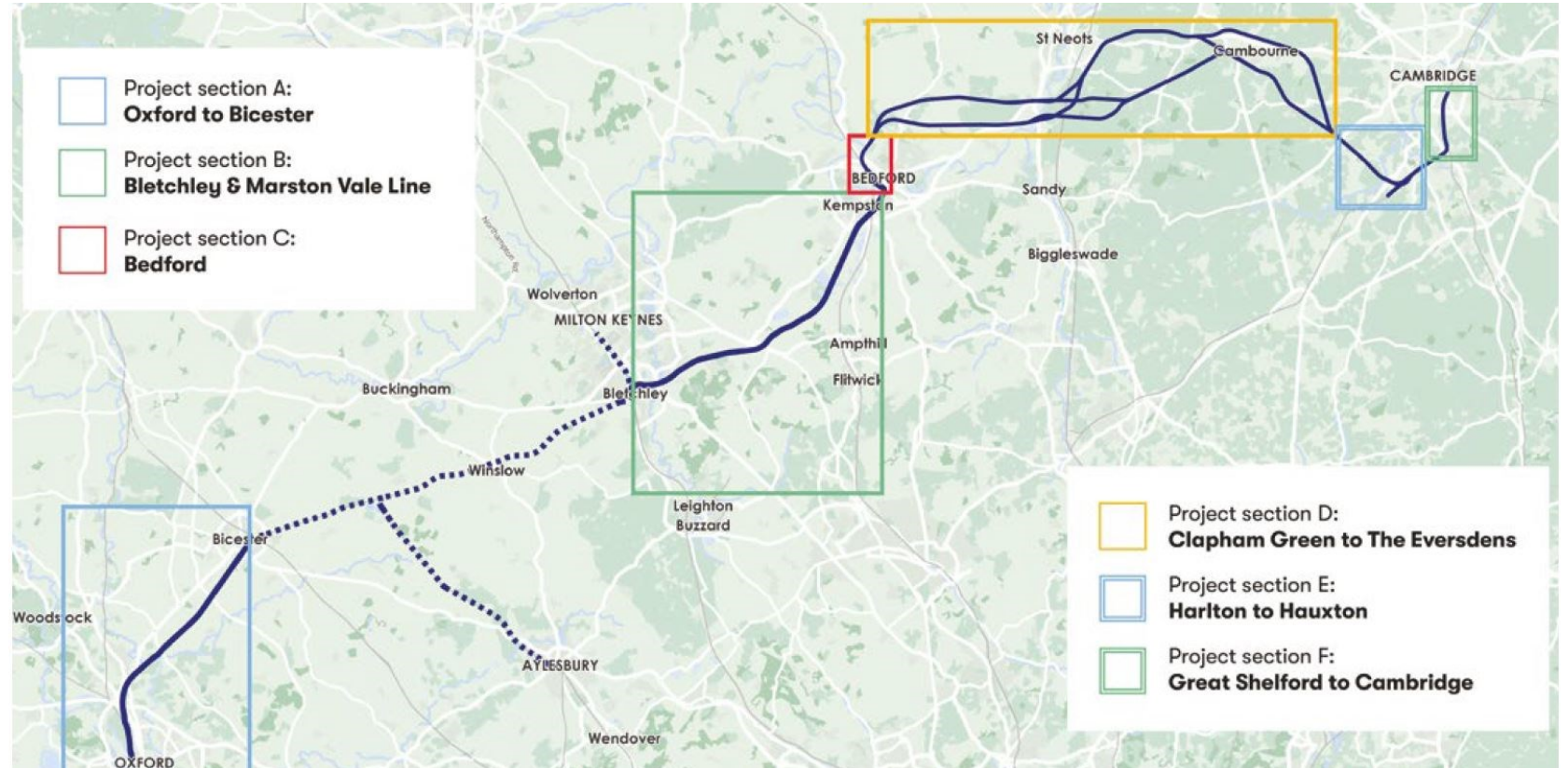
Whilst some trains are already running between Oxford and Bicester this consultation is about more than the alignments through our Village.

They want your views on:

- How you will use the trains;
- What you will use the trains for

And

- Your views on their planned infrastructure implementation.



This meeting is primarily about the implementation of a small part of Section D, Clapham Green to The Eversdens.



Clapham Green to the Eversdens

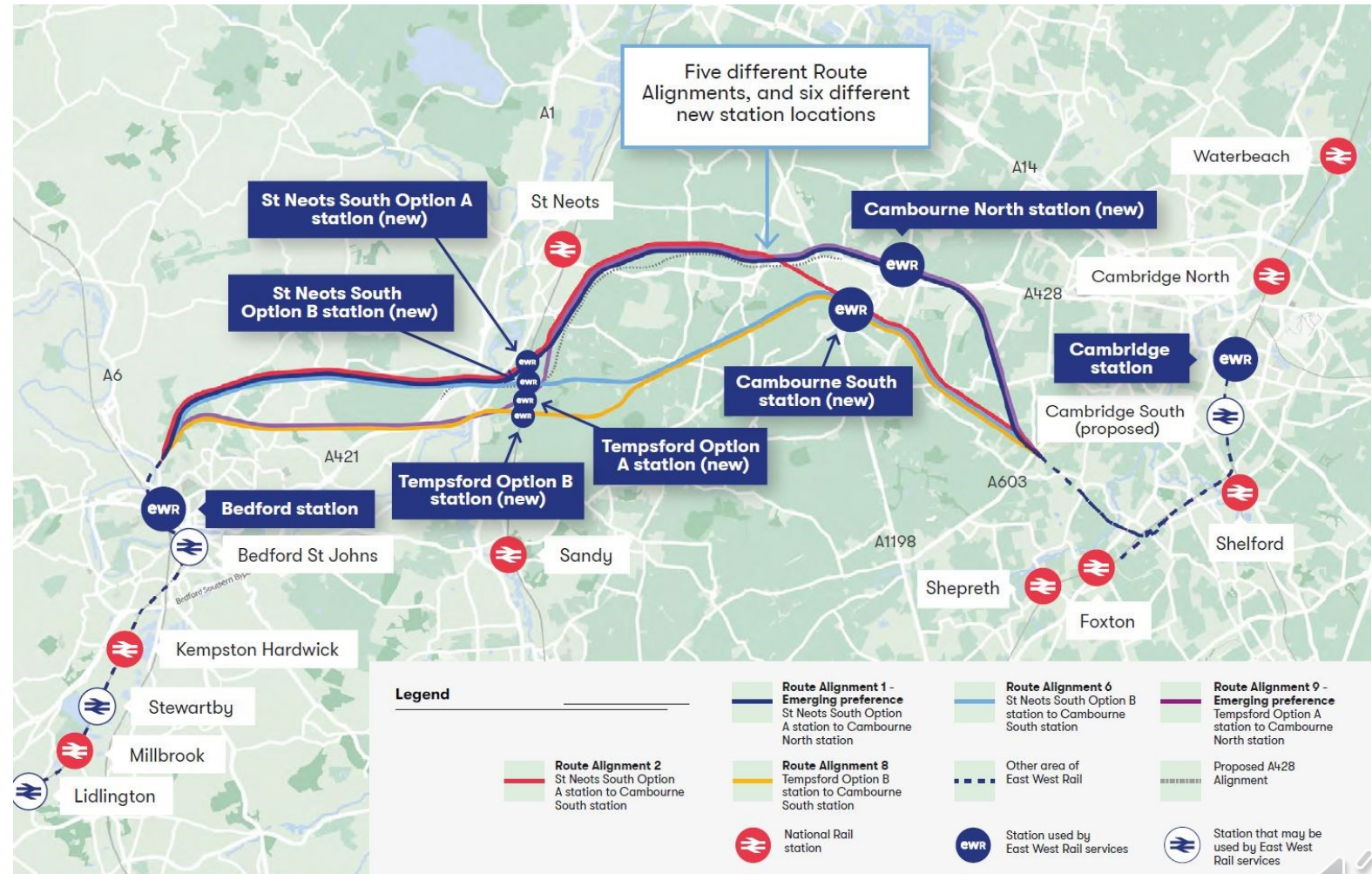
Short list of 5 alignments

- Route 8 (Yellow)
- Route 2 (Red)
- Route 6 (Light Blue)
- Route 1 (Dark Blue)
- Route 9 (Purple)

Routes 2, 6 & 8 go to a South Cambourne Station

Routes 1 & 9 go via a North Cambourne Station

They ALL approach Cambridge from the South.



HOW have EWR assessed the routes

Five main assessment factors have been used:

1. Transport user benefits
2. Housing and economic growth
3. Cost and affordability
4. Performance and safety
5. Environment



Two preferred alignments
1&9 emerged *

* BOTH of which come through Highfields

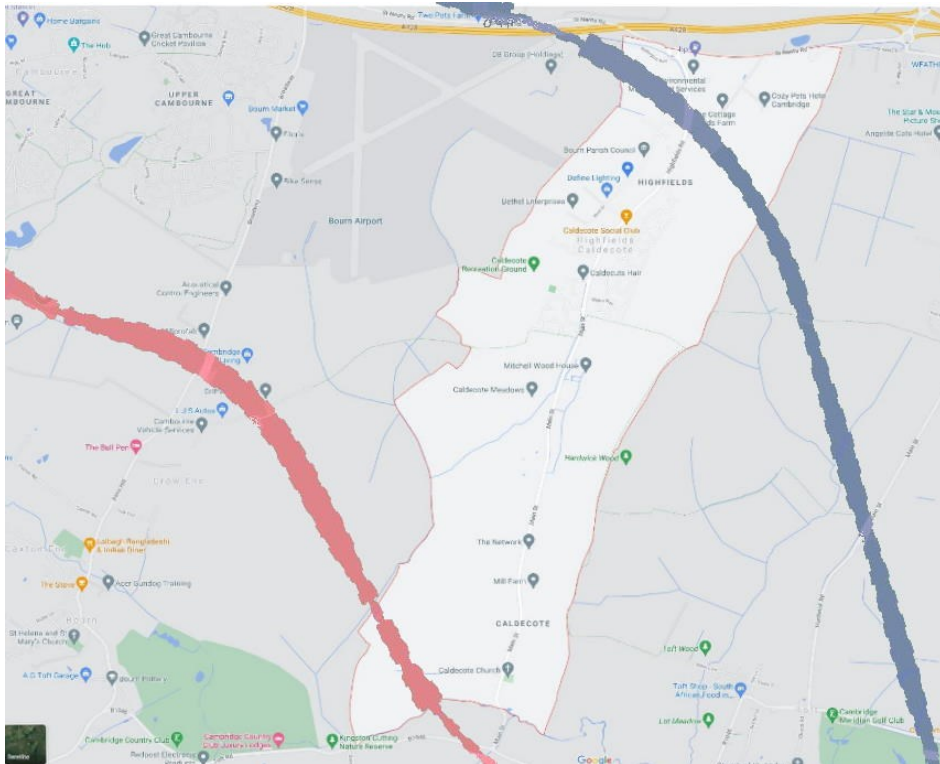


Where is Caldecote Parish

Sounds like a silly question.....

It consists of the original village to the South and a newer part to the North called “Highfields Caldecote”.

To try and avoid confusion we will refer to Caldecote as the original village, and Highfields for the Northern part



The red arrow points to our Village sign.



HOW is Caldecote Parish impacted?

All routes impact Caldecote Parish

- **NORTH CAMBOURNE STATION:** Alignments 1&9 have the biggest impact. These are the emerging preferred routes.
- **SOUTH CAMBOURNE STATION:** Alignments 2,6 & 8 clip an unoccupied south west corner of the Parish boundary.
- **MITIGATION:** According to EWR, after **mitigation**, there are only two areas on routes from either Cambourne Station that remain seriously impacted.



WHAT EWR say after mitigation in their documentation

10

Comparing Alignment 2 (Cambourne South) to Alignment 1 (Cambourne North)

The Broadway/Crow End

- 7 houses demolished, 9 in total on alignment 2
- Additional 5 houses impacted *



Highfields

- No houses demolished, 4 in total on Alignment 1
- Additional 7 houses impacted *

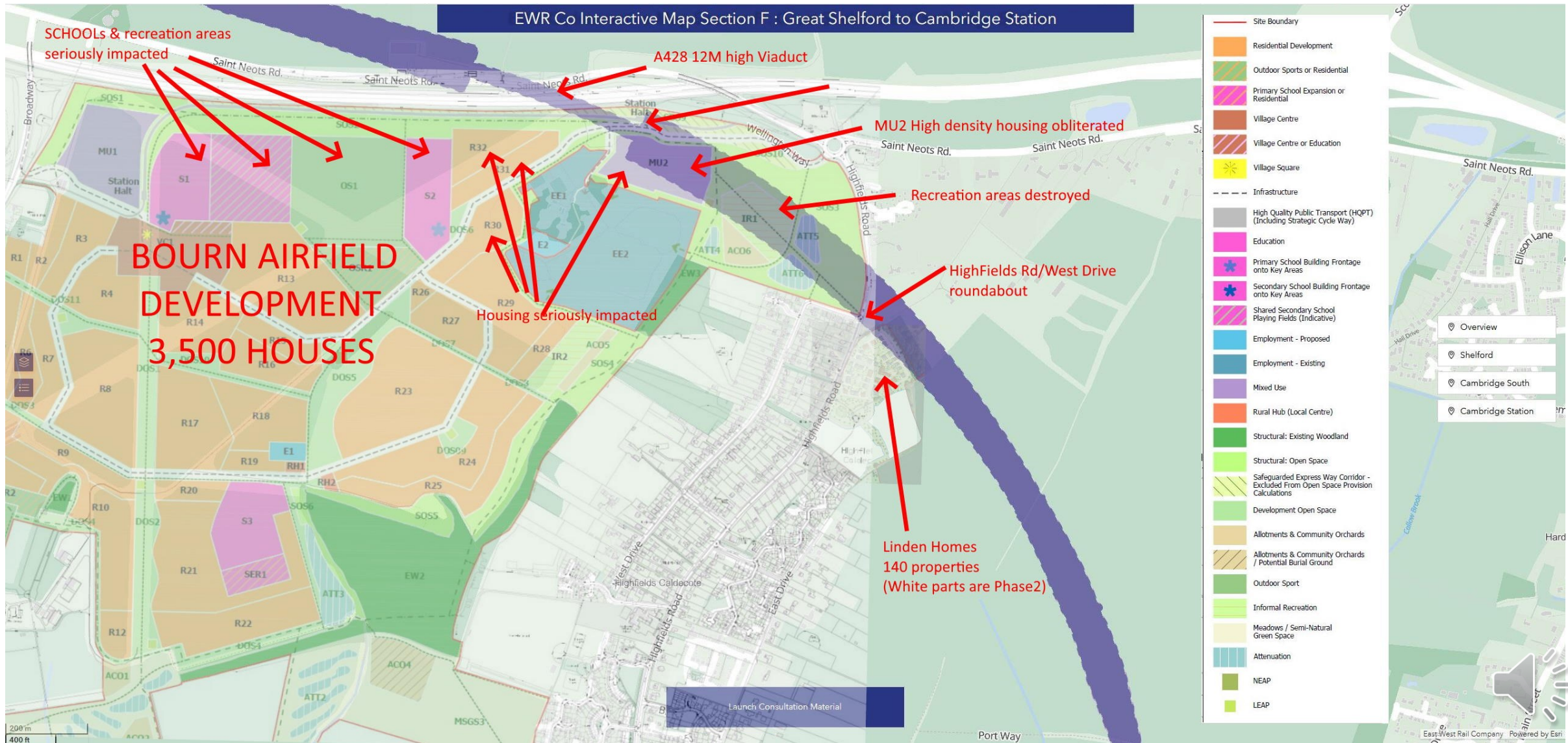


BUT EWR have totally **FAILED** to factor in the three planning applications around Highfields.

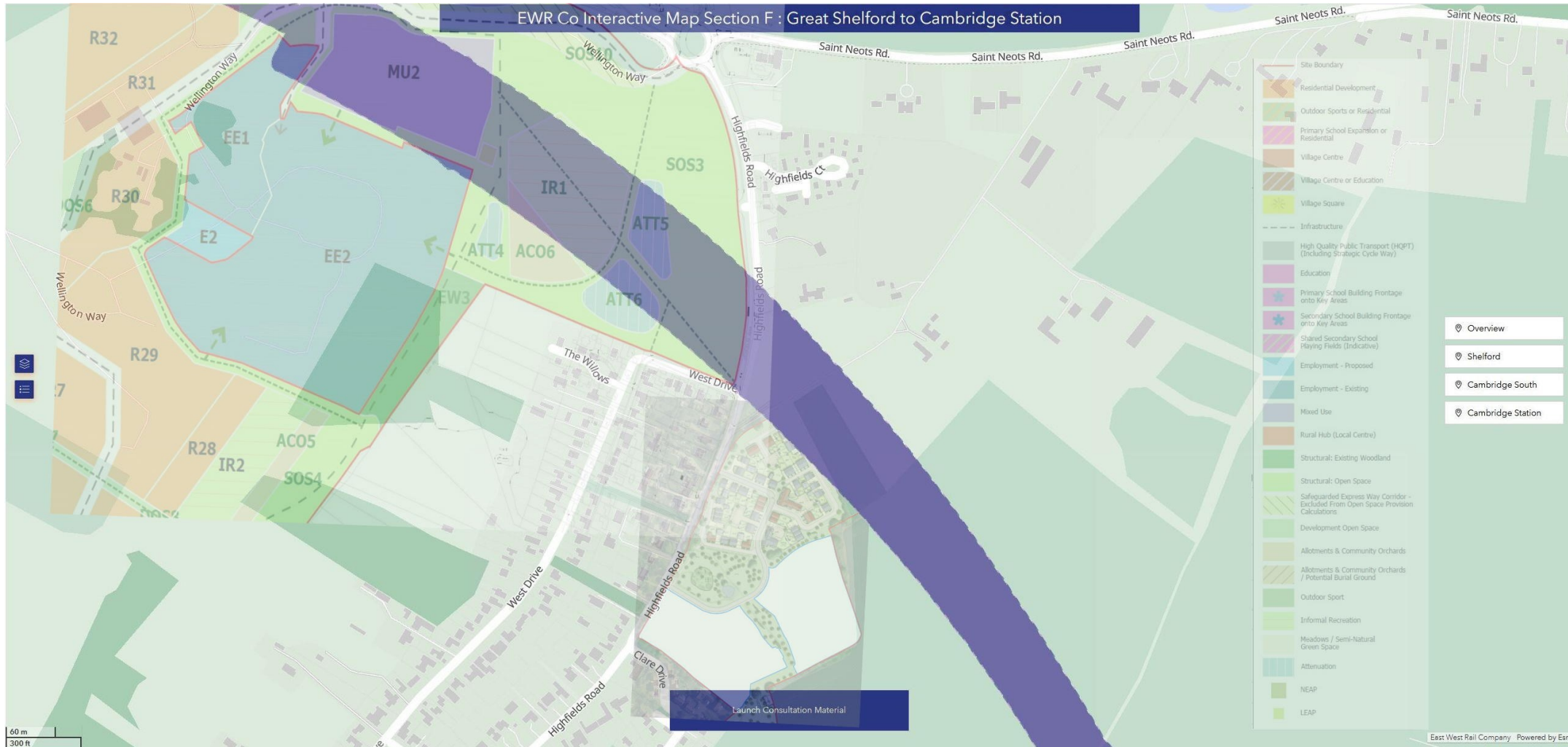
* The number of residential dwellings within 75m of the alignments, who may potentially exceed certain noise standards



Highfields with Bourn Airfield and Linden Homes developments overlaid.



Highfields/Bourn Airfield/Angel Park



The impact is seriously disproportionate at Highfields

Comparing Alignment 2 (Cambourne South) vs Alignment 1 (Cambourne North)

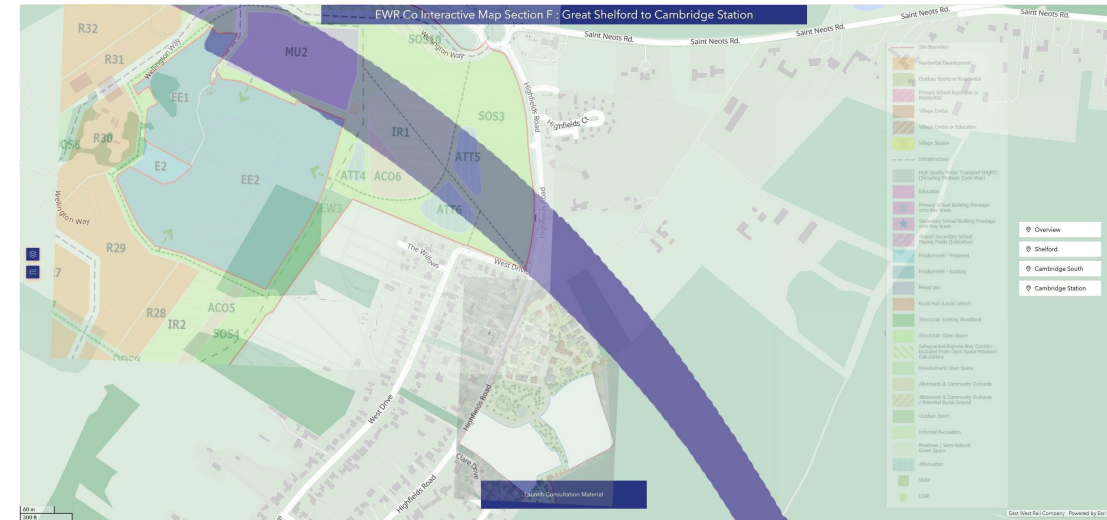
The Broadway/Crow End

- 7 houses demolished, 9 on alignment 2
- 9 houses within 75M *
- A further 25 houses within 200M *



Highfields

- 9+ houses demolished, 14+ on Alignment 1
- 53 houses within 75M *
- A further 103+ houses within 200M *
- (DOES NOT include homes at Bourn Airfield)

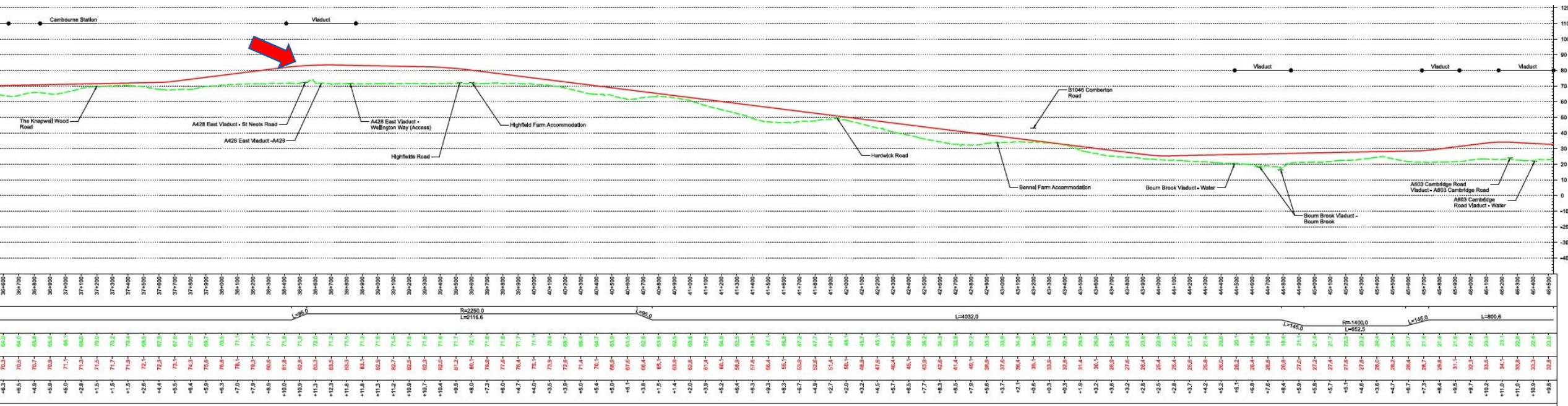


* We have counted the number of homes within 75M and 200M as best we can. We don't know the impact on these, but the train through the Broadway is in a cutting, no such relief for Highfields.



North Cambourne to Eversdens

Core Height alignment 1*



➡ At nearly 84M this is the Highest point along the line from Bedford to the Eversdens, and beyond

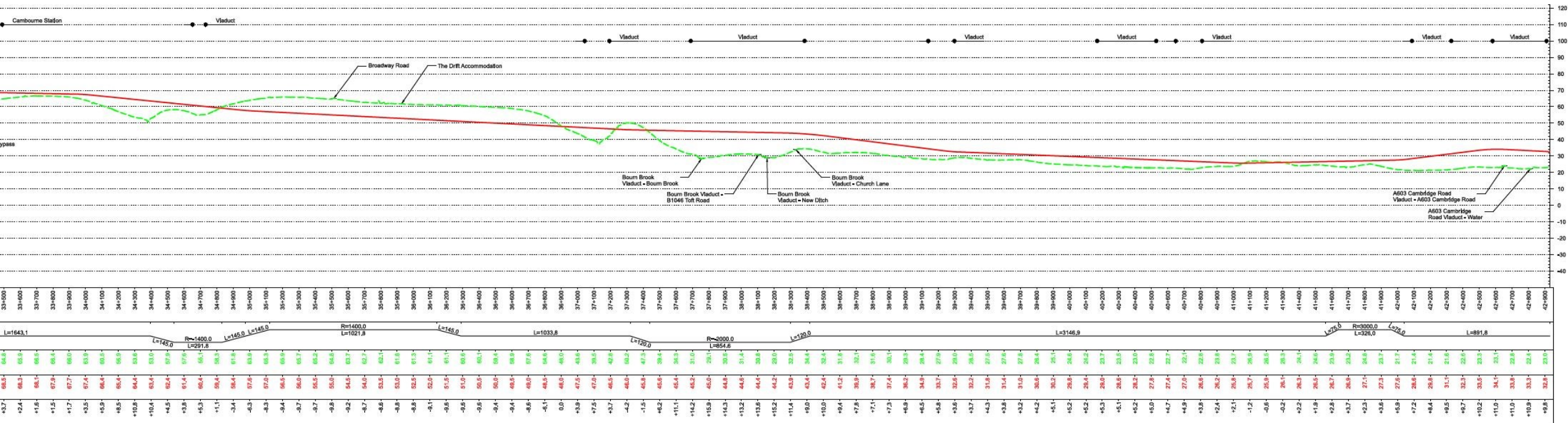
- Proposed Rail level
- - - Existing ground level

* Alignments 1 and 9 profiles are identical from Cambourne North Station.



South Cambourne to Eversdens

Core Height alignment 6*



- 70M is the Highest point at Cambourne South station cfi 84M on alignments 1&9
- Note cutting to and from the Broadway and it follows the landscape

— Proposed Rail level
 - - - Existing ground level

* Alignments 2, 6 and 8 profiles are identical from Cambourne South Station.



Smoke & Mirrors – Myths debunked



Housing – Much is made of the fact it is easier to develop housing to the North of the A428. Any station north or south of Cambourne will facilitate housing in the North or the South.



Diesel – Of course in this emerging green society Diesel is seen as a backward step. But the Truth is electrification is costly, and if implemented the cost benefit ratio for EWRail fails. By 2040 there will be additional pots of money from the Government to make the Railways green.



Freight – EWRail needs to make the railway Freight compatible. This doesn't mean it will carry significant Freight. But it could do. They operate 18 hours a day.

They talk about a maximum of 24 freight trains per day in each Direction (1.3/hour), but there are bottlenecks.

Without significant investment these figures can't be reached. For instance the Hauxton to Cambridge section has 9 paths per day for both directions, 0.25 trains a hour in each direction.



CONCLUSION - Alignment 6 (Light Blue)

- Its **quicker** and **shorter** - surely that is what trains are for
- It's **cheaper** once developer compensation is taken into account on alignments 1&9
- **Fewer houses demolished** once the additional 9+ properties at Linden Homes are considered.
- Alignments 2,6&8 have **No impact** on the delivery of the **3,500** home Bourn Airfield Development
- Alignments 2,6&8 avoid having to rise up an additional 12M on a hill that is already 72M high, thereby reducing the **disproportionate noise, visual and pollution impact** 1&9 have on Highfields and its surrounding area
- There is NO advantage to follow the new A428 route since only a Southern Approach to Cambridge is offered.
- The alignments in order of preference are 6,2,8,1,9
- “**North to North(N2N) or South to South (S2S)**” i.e North Cambourne station if a Northern approach to Cambridge and a South Cambourne station if a Southern approach to Cambridge.

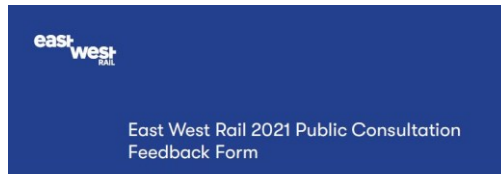


Main Issue and Next Steps

- The single most important issue for Highfields is the location of the station at Cambourne

Feedback form

- We encourage every everyone to fill in a feedback form, every form counts.
- You can answer as many or as few of these questions as you like



Please use this form to share your views on our consultation on the East West Rail Project.

The feedback we receive during this consultation will be considered as we refine our proposals before seeking government approval for its construction.

For more details about the Project, please refer to our consultation document which can be found online at www.eastwestrail.co.uk.

You can also fill in this form:

- Online at www.eastwestrail.co.uk/feedback
- Return a paper copy to Freepost EAST WEST RAIL
- Scan electronic copy to consultation@eastwestrail.co.uk

For large print copies of this form or versions in alternative languages, please email contact@eastwestrail.co.uk or call 0330 1370067.

Please submit your feedback by 9 June 2021 when this consultation will close.

You can fill out as many or as few questions as you would like. If you require more space, please attach any extra pages to this form.

These questions directly relate to Caldecote Parish:

Q1 – asks for your views on a Northern approach to Cambridge

Q38 – Rank your preference for the proposed routes – we propose **6, 2, 8, 1, 9**

Q39 – Explain Why. In addition to the arguments presented today you may wish to add anything particularly important to you such as: Village approach ruined, Loss of habitat and wood behind Angel Park, Severing of footpaths and bridlepaths etc.

<https://communityhub.eastwestrail.co.uk/consultation-feedback>



Q&A

