

Slide 1

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

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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



EWRail 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.

In 2018, the Department for Transport created the East West Railway Company to look at plans being developed for a new railway between Oxford and Cambridge. They are responsible for planning the section of East West Rail between Bletchley and Cambridge, while overseeing delivery of the section between Bicester and Bletchley.

On 5 February 2020, the Department for Transport made the Transport and Works Act Order for Phase 2 of the western section, the Bicester–Bletchley and Aylesbury–Claydon segments.

Simon Blanchflower EWRail CEO simon.blanchflower@eastwestrail.co.uk
Grant Shapps MO, Secretary of State for Transport: shappsg@parliament.uk
Chris Heaton-Harris MP, Rail Minister: POCorrespondance@dft.gov.uk

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



This route was the favourite among people who responded to EWRs non-statutory public consultation on route options held in early 2019. It will link existing stations in Bedford and Cambridge with communities in the Tempsford/Sandy area and Cambourne. This route was labelled Route Option E in the consultation.

WHAT are East West Rail (EWR) consulting on? ⁵

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.

- **Section A:** Oxford to Bicester - improvements to the existing railway and stations
- **Section B:** Bletchley and the Marston Vale Line - improvements to the existing infrastructure, stations and level crossings
- **Section C:** Bedford - a new Bedford Station, a new Bedford St Johns Station, improvements to the existing railway and a new section of railway
- **Section D:** Clapham Green to The Eversdens - the main section of new railway and new stations
- **Section E:** Harlton to Hauxton – new railway and a new railway junction
- **Section F:** The Shelfords to Cambridge station - improvements to the existing railway and Cambridge station.

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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.

Clapham Green is located to the North of Bedford, the alignments being between 27 to 29 miles long.

There are 5 alignments in this consultation, two going via a North Cambourne Station, the other three via a South Cambourne Station

The Yellow alignment 8 from Tempsford B goes to a South Cambourne station. This is referred by EWR as the Reference Alignment 8 (Yellow) from which all other alignments are compared.

Since the North Cambourne Station alignments are outside the chosen Option E corridor, EWR has chosen to rework a Northern Approach to Cambridge.

Their conclusion is that a Northern Approach to Cambridge is worse than any of the chosen southern approach alignments.


Most of the press and certainly Cambridge Approaches et al have latched onto the preferred alignments 1 & 9 (Dark Blue and purple), and a route to approach Cambridge to the North!

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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

EWR state all of the Alignments perform better than the “reference” Alignment 8. Using these five assessment factors the alignments are broadly similar.

- Transport user benefits - all within 2 Minutes of the reference, with Alignment 6 being the quickest
- Housing and economic growth - All routes facilitate development North or South/West of Cambourne
- Cost and affordability - Cost difference not very different
- Performance and safety - Very similar
- Environment - Biggest differences, seem to concentrate on numbers of homes demolished. Noise impact not calculated. Visual impact at Highfields totally underplayed.

The main differences between them appears to be the perceived Housing Benefit of a North Cambourne station, and the Environmental impacts.

- Housing is a myth – Having a station to the South doesn’t stop them building a development in the North. Even their own documentation has stated that housing should not be a distinguishing factor if a Development Corporation is set-up. This is happening. More later....
- So that leaves the Environmental differences between the alignments.

The dark blue and purple alignments (Alignment 1 and Alignment 9 in the Technical Report) have been identified as emerging preferences for a number of reasons:

- Joined up infrastructure – they benefit from a shared ‘travel corridor’ with the proposed A428 Black Cat to Caxton Gibbet Improvement Scheme, meaning they already cover a route used regularly to connect people to places

- New housing and communities – there is more potential for new homes and communities in the area (particularly for Cambourne North compared to Cambourne South)
- Economic growth – alongside the development of new housing, a new station could bring economic growth to the community, creating more jobs and prosperity
- Value for money – they are expected to be less costly to deliver than other alignments connecting to the same station pairings.

Alignment 8 is estimated to cost £2.3bn - £2.5bn

Both alignments 2 (£210m to £230m less -9%) & 6 (£270m to £300m less -12%) are considerably cheaper than 9 (£120m to £130m less -5%),

Alignment 6 is around the same cost as alignment 1 (£310m to £340m less -14%)



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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.


Top to bottom is some 2.6 miles, we have a top middle and bottom.

HOW is Caldecote Parish impacted?

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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.



The RED route on the map correlates to alignments 2,6 & 8. (South Cambourne Station)
The BLUE route on the map correlates to alignments 1&9 (North Cambourne Station)

The light blue areas are conservation areas

The differences between these alignments are further to the West Between Bedford and the Stations at Cambourne

- **NORTH CAMBOURNE STATION:**

A 12M to 10M high embankments 80 to 70M wide trundles across the main entrance of the Village, severing the residents to the North from the rest of the village. On a hill already 72M high!

The viaduct is 12M high where it lands on the south side of the A428, the embankment 10M at the West drive/Highfields roundabout

- 2) **SOUTH CAMBOURNE STATION:**

Routes 2,6&8 pass over a viaduct at the junction of Main street and the B1046 Bourn/Toft road.



- 3) **Mitigation** is the act of reducing how harmful, unpleasant, or bad something is
One at Crow End (The Broadway, Bourn) (**RED**) and the other at Highfields & Highfields Court (**BLUE**).

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WHAT EWR say after mitigation in their documentation

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

The Broadway/Crow End <ul style="list-style-type: none">• 7 houses demolished, 9 in total on alignment 2• Additional 5 houses impacted *	Highfields <ul style="list-style-type: none">• No houses demolished, 4 in total on Alignment 1• Additional 7 houses impacted *
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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

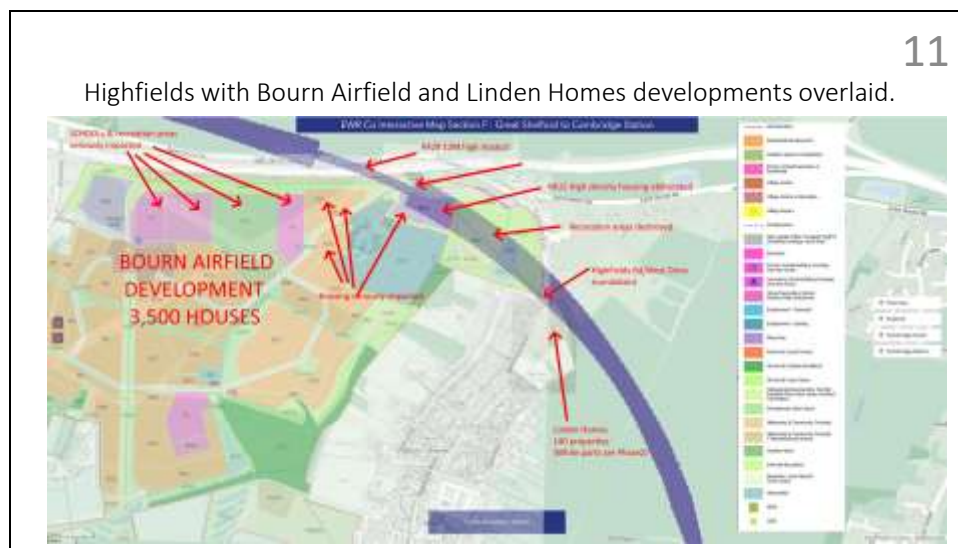
Mitigation is an important word. This will probably consist of Acoustic barriers.

EWR also point out that the heights of the Viaducts and the embankments are the maximum.

Their consultation has put more weight to the numbers of Homes demolished rather than the number impacted in other ways.

Strangely even though Highfields and Highfields court are mentioned, EWR state that only 7 houses are impacted after mitigation on alignments through Highfields. (compared with 5 at The Broadway).

The line travels through a cutting at the Broadway, no such relief for Highfields or its surrounding countryside,



- 1) West Drive roundabout is under the embankment!
 - 2) Width of embankment: Bear in mind if you measure the alignment to scale the width of the embankment appears to be 110M wide, only 90M is needed at this point. A football pitch is some 105m long by about 68M wide to give you an idea of scale. <PAUSE>
 - 3) Linden Homes aka Angel Park may need to have 9 homes demolished, EWR could move the Alignment, missing the houses.
 - 4) But its impossible to move the alignments to cater for the Bourn Airfields developments, consisting of both the CountrySide 3,500 village and the Bourn Quarter business park EE2(Aitchinsons).
 - 5) The whole field at the top of Highfields was to be open space, allotments, orchards and more importantly balancing ponds for the Bourn Airfields development. (maybe our country park?)
 - 6) The MU2 is a high density 16M high mixed housing and retail area, We believe some 150 homes will not be built.
 - 7) It will mean the entrances to two communities will be visually and noise impacted. The current Viaduct landing area also severs the entrance road and the proposed C2C station.
- Since this land including the field opposite the BP garage has planning permission for housing development, it will be expensive for EWR to buy, and the proximity of the housing at R29 to R32 will mean considerable additional compensation.
 Reworking the drainage for the whole site will be expensive.
 Questioning totally the cost benefit of these two alignments.
- 8) As of today all of the developers have tried unsuccessfully to contact EWR.



This is a magnified portion of the impact alignments 1&9 have on Highfields.

1) White areas on angel Park are phase 2 which has planning permission. Total number of homes is 140. We don't have a drawing of the complete site.

2) EE2 is the new Bourn Quarter high quality business park being developed by Aitchsons.

On page 371 of the Consultation-Technical-Report-Full.pdf, regarding alignments 1&9 being preferred says:

9.8.10. It should be noted that these are emerging preferred options, which are subject to change should further evidence come to light that concludes that Cambourne South would be a better location for delivering against housing delivery objectives. None of the five shortlisted options are being discounted at this stage.



A bit tenuous, but the loss of housing would constitute a loss of housing delivery.

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The impact is seriously disproportionate at Highfields

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

The Broadway/Crow End <ul style="list-style-type: none">• 7 houses demolished, 9 on alignment 2• 9 houses within 75M *• A further 25 houses within 200M *	Highfields <ul style="list-style-type: none">• 9+ houses demolished, 14+ on Alignment 1• 53 houses within 75M *• A further 103+ houses within 200M *• (DOES NOT include homes at Bourn Airfield)
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* 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.

So WHAT we think after developments have been taken into consideration.

EWR seem to consider homes within 200M as being impacted, and homes within 75M significantly impacted.

The line travels through a cutting at the Broadway, no such relief for Highfields or its surrounding countryside,

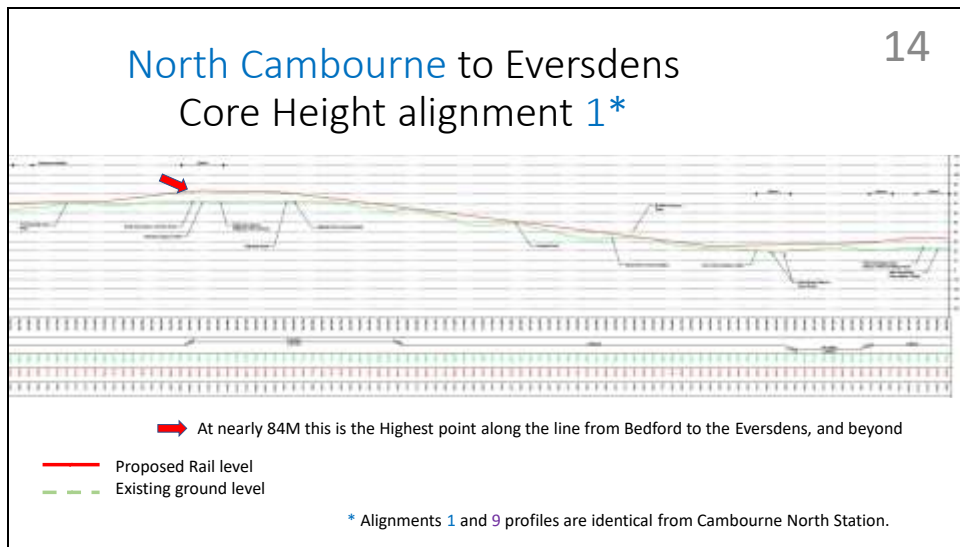
There are 3 houses at Potts farm, not 2. Small point but technically 25% more than the 4 quoted by EWR on Alignment 1.

Their consultation has put more weight to the numbers of Homes demolished rather than the number impacted in other ways.

There is a big unknown about the impact on the Countryside development.

But if you add in the minimum 150 homes NOT built on The Bourn Airfield Development, this route becomes untenable.

We hope to have at some time in the future some drawings with 75M and 200M lines drawn on so you can see if your house is affected as far as EWR is concerned.



Right Hand scale is metres above Sea level

1st set of Numbers is Chainage which I think is number of km from the start of this section

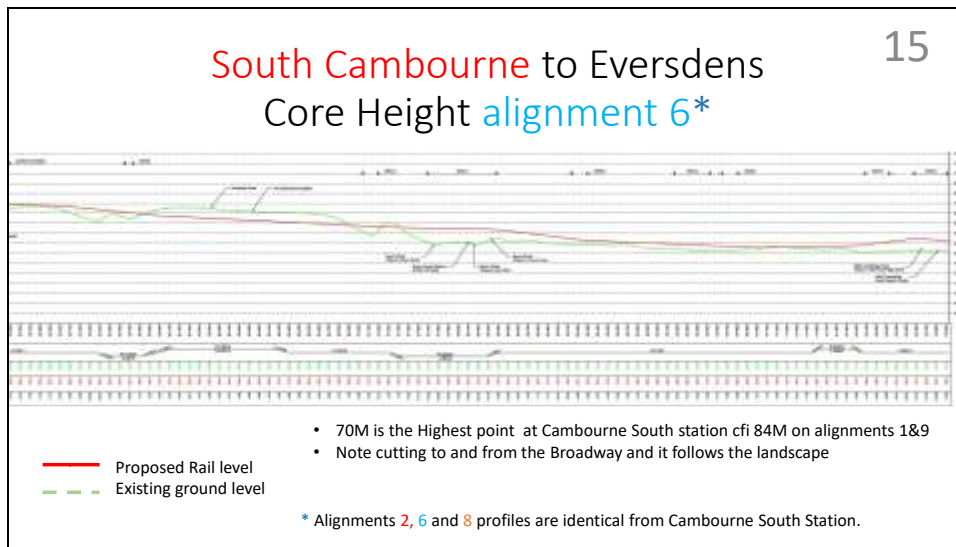
Green numbers are ground height above sea level

Red numbers are height of track

Black numbers under the red ones are the difference

Do ask in the Q&A part later if there are any points on these core sections you'd like me to expand on.

Core profiles can be downloaded from <https://eastwestrail.co.uk/consultation>, search for "Core Section"



70M is the Highest point at Cambourne South station cfi 84M on alignments 1&9.
 Note the cutting through the Broadway and how the routes follow the landscape, fitting into the side of the Hill for a lot of its length.

At the Eversdens it only really rises significantly because it is EWR policy to go over A roads.

IF they went under the A603 it may mean that they might not go as high past Harston and Haslingfield, and could come out of Chalk hill a lot lower.

Cambridge approaches seems to have done a lot of work on suggesting such technology to EWR.

Lets face it the A603 is considerably narrower than the combination of the dualled A428, old A428, the C2C busway and Wellington road.


They also would "hit" the A603 at right angles rather than the oblique angle across the A428.


Length of alignments


- 1 46.5km (28.9miles)
- 2 44.6km (27.7miles)
- 6 42.9km (26.7miles)
- 8 42.8km (26.6miles)
- 9 46.9km (29.1miles)

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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.

Housing:

It will take people just as long to travel from West Cambourne to a North Station as it would be for people in a Northern development to travel to a Southern Station.

There is as much development land to the south and west of Cambourne as to the north, without the problem of navigating both the new dualled A428 and the old A428.

Their technical document “Consultation-Technical-Report-Chapters-8-12-1.pdf” page 334 says that if a development corporation at Cambourne comes into existence then it should not be a distinguishing factor between the two locations.

The Government has already started the process of setting up development corporations as needed for the OxCam arc.

Freight:

Most freight goes via Ely. <https://www.networkrail.co.uk/stories/freight-demystified-five-things-you-didnt-know/>

Where are freight trains going?

There are hundreds of different traffic flows across Britain. Intermodal or container traffic carrying consumer goods tends to travel from ports to distribution centres in the Midlands, North West of England, East of England and Scotland.

Aggregates or construction traffic comes from the quarries of the Mendips in Somerset and the Peak District and serves major projects from the North of England to London and the South East of England. This traffic can carry materials to build up to 30,000 new homes.

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.

Of course EWR may come up with a different Alignment from a North Cambourne station, we wouldn't like to second guess what that may be.

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



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>

Link takes you to an online form, or you can download a pdf to print. They will also send you a form in the post.

It is to a FREEPOST address

More information and help on the feedback form will follow.

Notes

North Cambourne Station

- Its NOT north Cambourne. We will be as close to it as some people in West Cambourne – more Knapwell Junction
- Current alignments (1&9), even without the additional developers would have a disproportionate impact on Highfields.
- With Countryside/Linden and Bourn Quarter it becomes untenable
- Housing provision is a myth, either station facilitates development North or South
- Would still need significant infrastructure upgrades to allow access to A428
- Would generate significant traffic through both Caldecote and Bourn Villages, both have significant road width restrictions.

South Cambourne Station

- The alignments 6,2 & 8 through a south Cambourne station are our recommendation in that order
- A428 Graded junction will probably mean housing on all four of its quadrants.
- Infrastructure routes down from the A428 via the A1198, and down from the Broadway would offer quick and easy access for All communities.

Routes North of Cambourne flawed unless Cambridge is approached from the North.

b) Following the new A428 route from the Black Cat roundabout to Caxton roundabout only makes sense if a northern approach to Cambridge is proposed.

c) There may be a case to approach Cambridge from the north if significant **freight** is going on this line since it may limit the impact on Cambridge itself.

d) EWRail's remit is to get to Cambridge, so a train change would be needed to reach South Cambridge station

e) It negates the advantage of quick access to the Biomedical Campus and Addenbrookes

f) Whilst there is NO proposed alignment for a Northern approach to Cambridge, we are asked to comment on their assessment of a Northern Approach in Q1 of the feedback form.

Visual Impact on the Cam Valley. It is EWRails policy to go over A roads. We think there is a case to go under the A603 at the Eversdens and to tunnel lower through Chalk Hill.

This should offer local residents some relief from a disproportionately High set of Viaducts and embankments.