



CAMBRIDGE APPROACHES' OPTIONS

OPTIONS FOR EAST WEST RAIL THROUGH
SOUTH CAMBRIDGESHIRE



AGENDA

- 1. Introductions & common themes – WH**
- 2. CA consultation process summary – DR**
- 3. CA options considered – DR**
- 4. Impact assessment summary – DR**
- 5. Voting results summary – DR**
- 6. Main concerns of parishes – parishes**
- 7. Summary of findings - DR**
- 8. Benefit to cost ratio issues – WH**
- 9. Recommendations for next EWR consultation – WH**
- 10. Requests – open discussion**
- 11. Next steps for CA Oversight group – DR**

COMMON THEMES FROM CA OVERSIGHT GROUP

- Many people in this area were unaware of the Q1 2019 consultation or the option E decision
 - at the time of the consultation the emphasis was on Bassingbourn routes
- Parishes saw no benefit to the Option E Cambridge approaches area from EWR
 - we understand this extends all the way to Cambourne
- Parishes don't want the railway
 - near their villages
 - through their local countryside
 - cutting any access on roads or rights of way
 - Splitting communities, e.g. schools, shops, surgeries
- Discussion of alternative route alignments has been a fraught damage limitation exercise with many very stressed residents providing input.

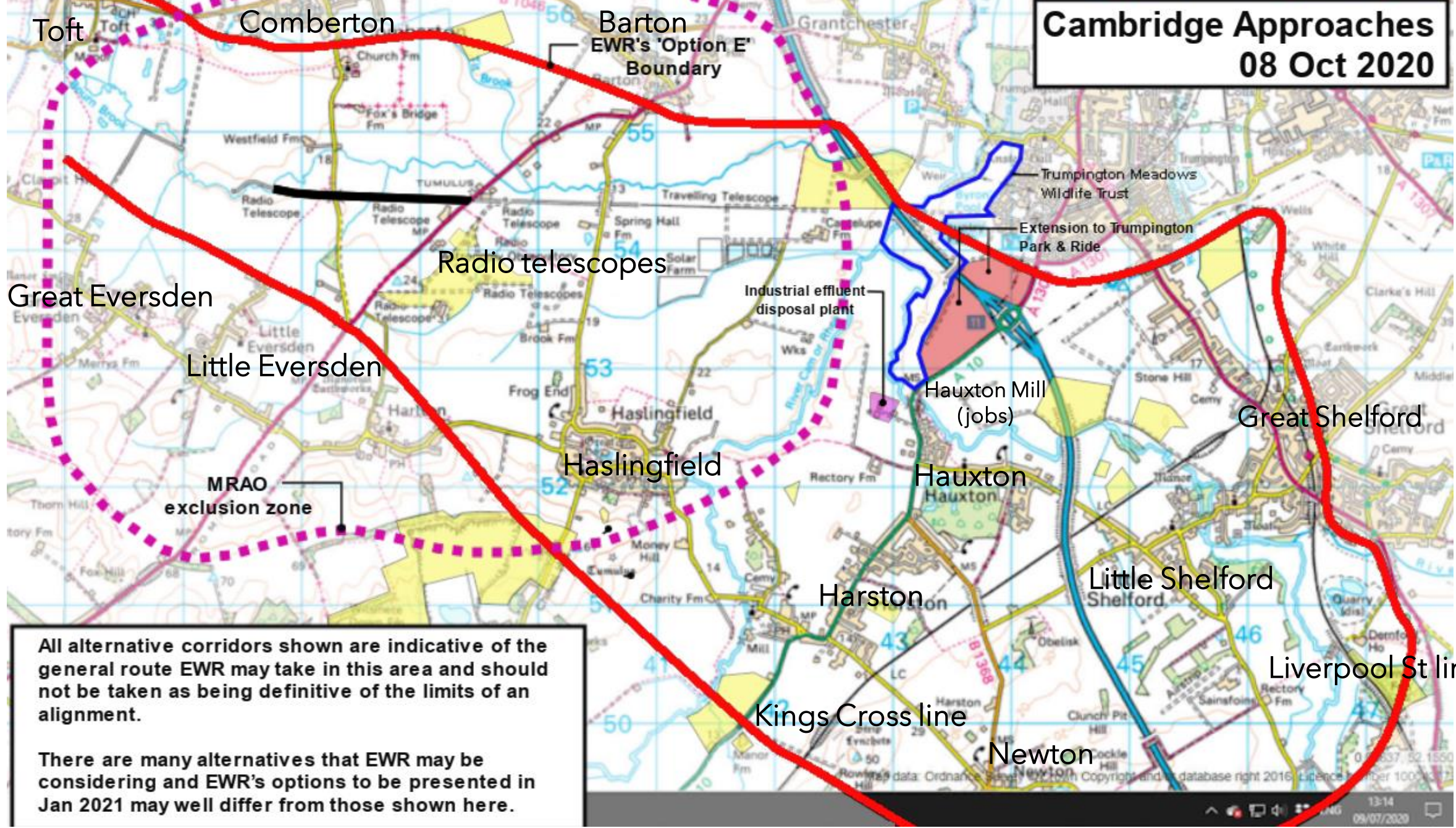


CA
CONSULTATION
PROCESS

- **Originally confined to Option E area E Toft**
- **CA prepared alternative routes for Option E**
- **Prepared rough impact assessments**
- **PC reps urged to consider whole area as well as their parish**
- **Discussed routes in detail with PC reps**
- **Routes amended slightly & another route proposed**
- **Impact assessment simplified**
- **PC reps provided written comments**
- **PC reps voted on alternatives**

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All alternative corridors shown are indicative of the general route EWR may take in this area and should not be taken as being definitive of the limits of an alignment.

There are many alternatives that EWR may be considering and EWR's options to be presented in Jan 2021 may well differ from those shown here.

CONSTRAINTS

A photograph of a field at sunset. The sky is filled with soft, orange and grey clouds. The sun is low on the horizon, casting a warm glow over a line of trees. In the foreground, there is a field of tall, green grasses. The word "ECOLOGY" is written in large, white, sans-serif capital letters across the middle of the image.

ECOLOGY

- Railway will destroy and fragment locally important habitats
- Mammals affected more than birds
- Hedgerows, watercourses, trees & fields are important foraging and commuting routes for bats, small mammals & birds
- Loss may be great
- Barbestelle bats from Wimpole & Eversden Woods may be particularly affected
- Route needs to minimise damage & mitigate where possible

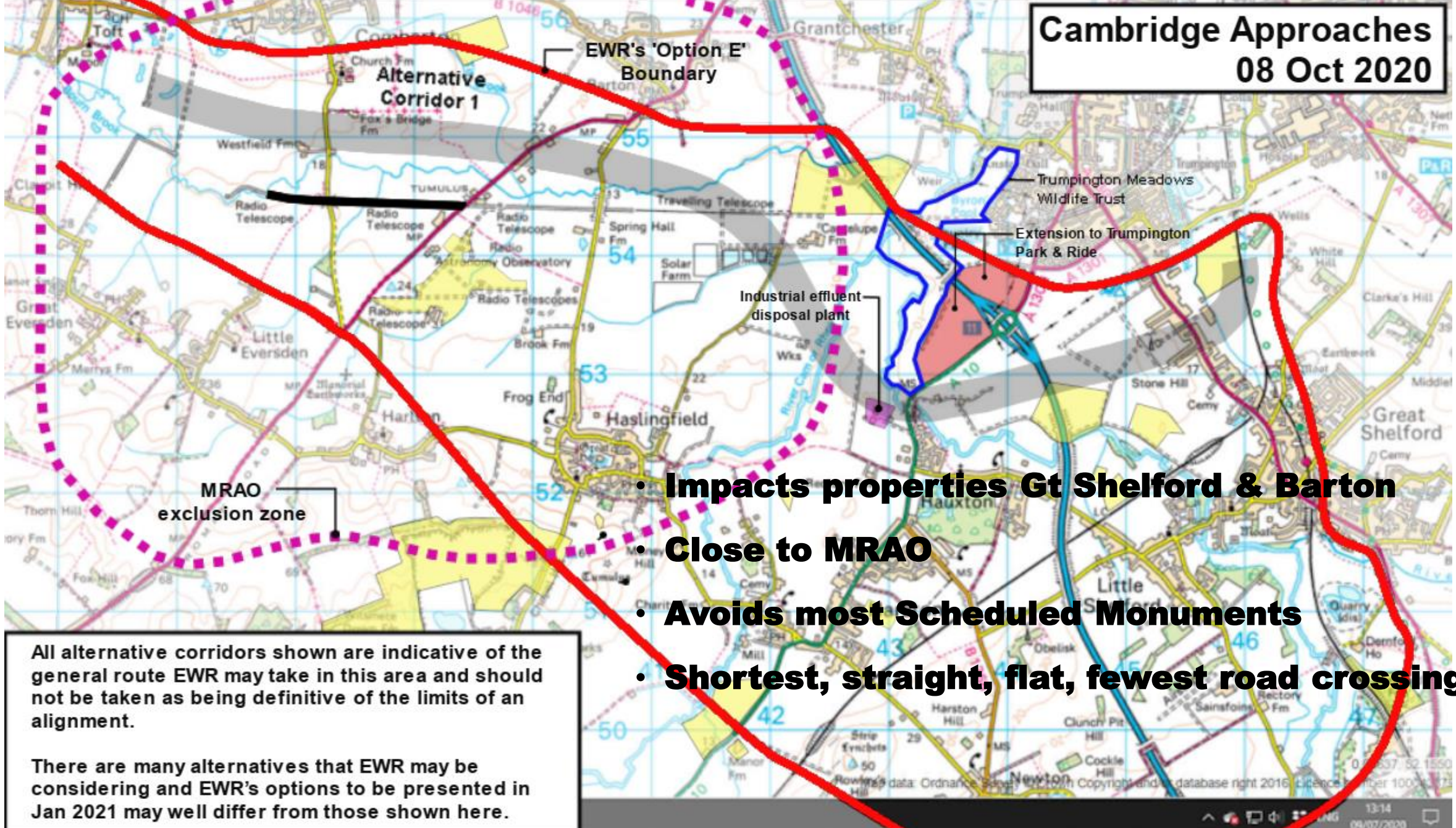


FARMING

- 50% UK's wheat grown within 50 miles of Cambridge
- Rising sea levels cause flooding – sea-flooded land is unusable for 8 or 9 years
- Pressure on farming leading to loss of efficiency & lower yields
 - Railway will reduce area of the large open fields
 - Smaller, odd-shaped fields – problems for modern machinery
 - Difficult often much longer access routes
 - Vermin (e.g. rabbits) problems will be exacerbated
- Britain is 60% self-sufficient for food – this will inevitably reduce if existing transport corridors not followed

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- **Impacts properties Gt Shelford & Barton**
- **Close to MRAO**
- **Avoids most Scheduled Monuments**
- **Shortest, straight, flat, fewest road crossings**

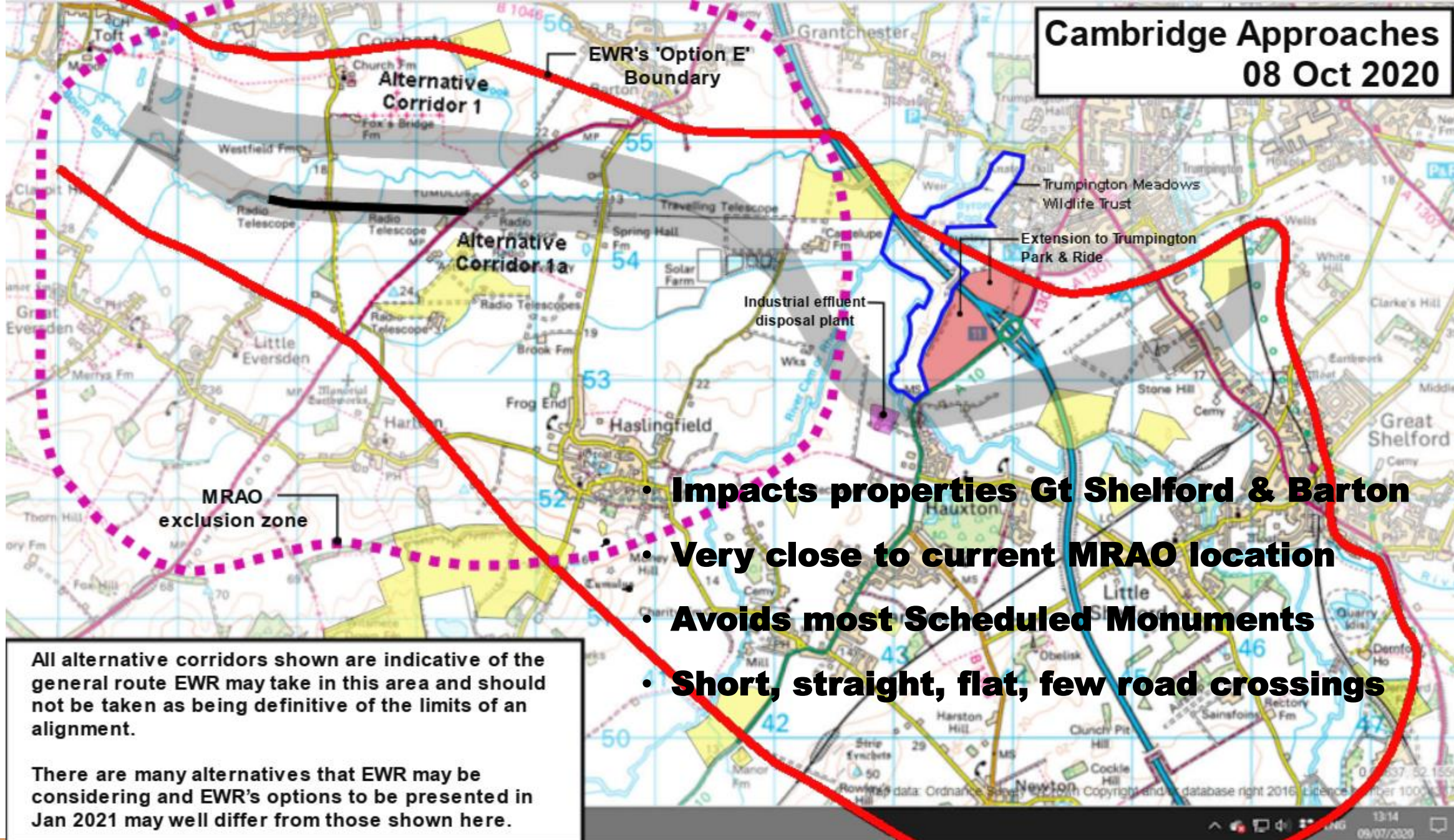
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ALTERNATIVE 1

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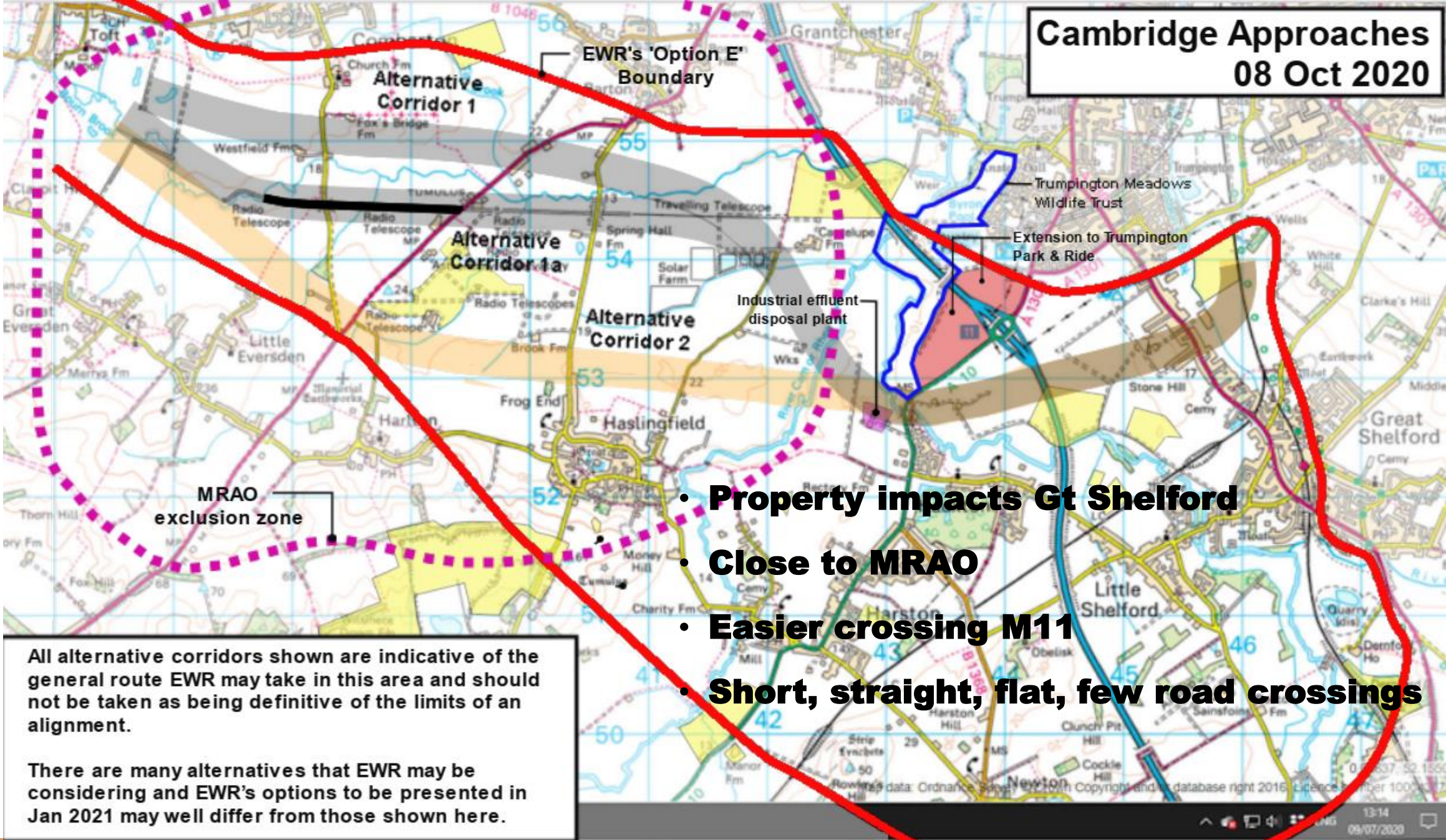
- Impacts properties Gt Shelford & Barton
- Very close to current MRAO location
- Avoids most Scheduled Monuments
- Short, straight, flat, few road crossings

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ALTERNATIVE 1A

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- **Property impacts Gt Shelford**
- **Close to MRAO**
- **Easier crossing M11**
- **Short, straight, flat, few road crossings**

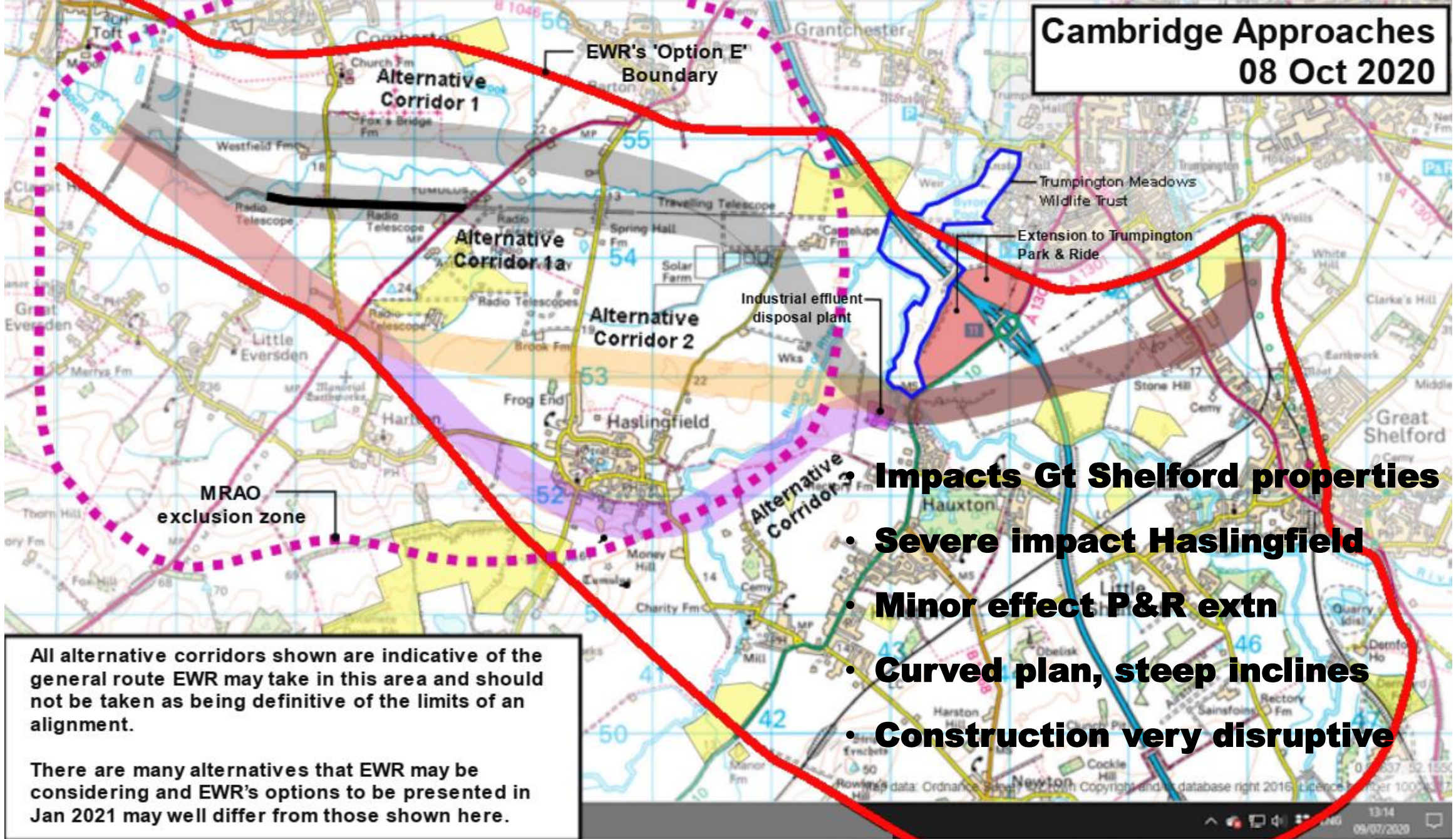
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ALTERNATIVE 2

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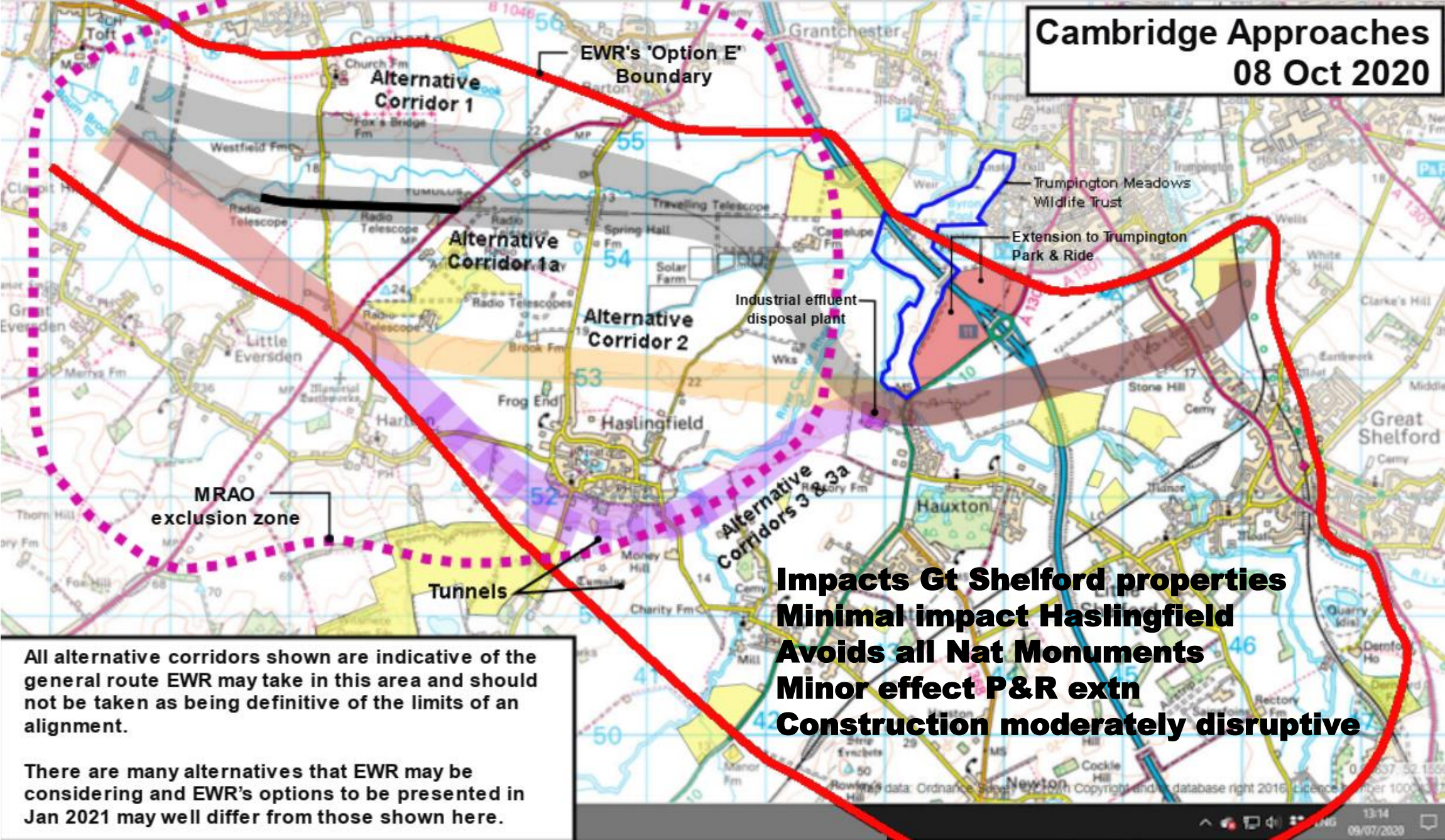


- **Impacts Gt Shelford properties**
- **Severe impact Haslingfield**
- **Minor effect P&R extn**
- **Curved plan, steep inclines**
- **Construction very disruptive**

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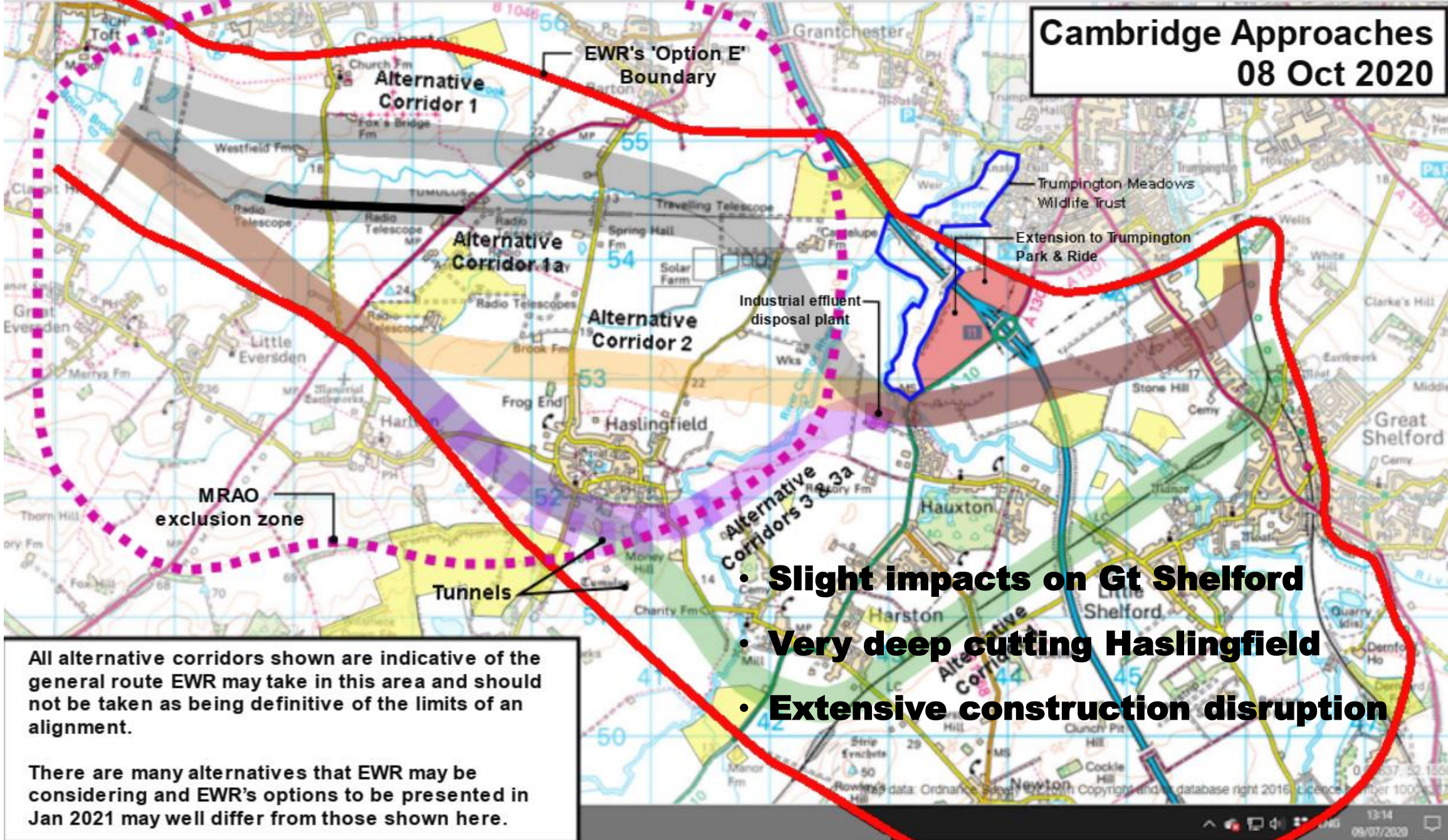
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ALTERNATIVE 3



ALTERNATIVE 3A

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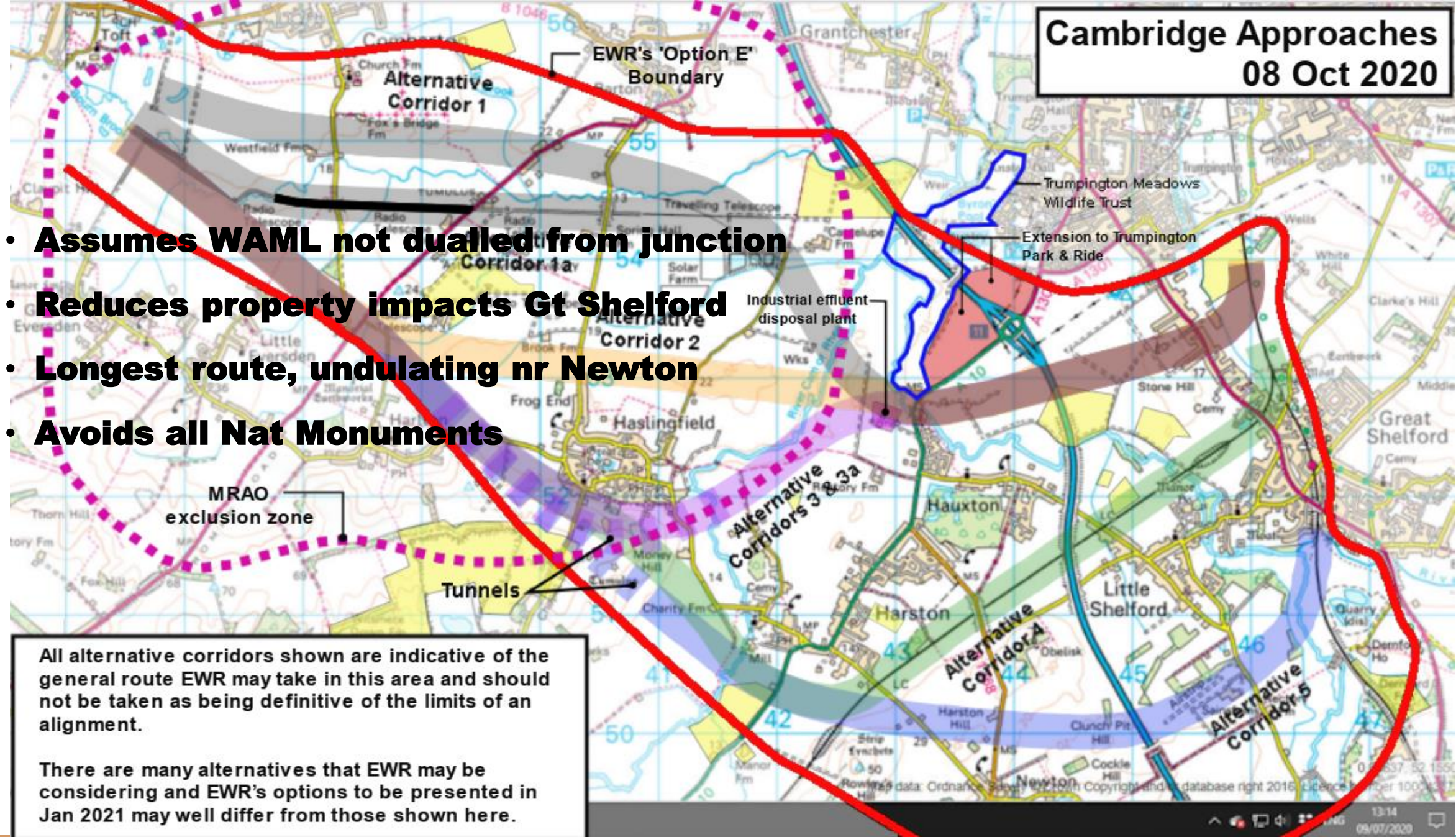
- Slight impacts on Gt Shelford
- Very deep cutting Haslingfield
- Extensive construction disruption

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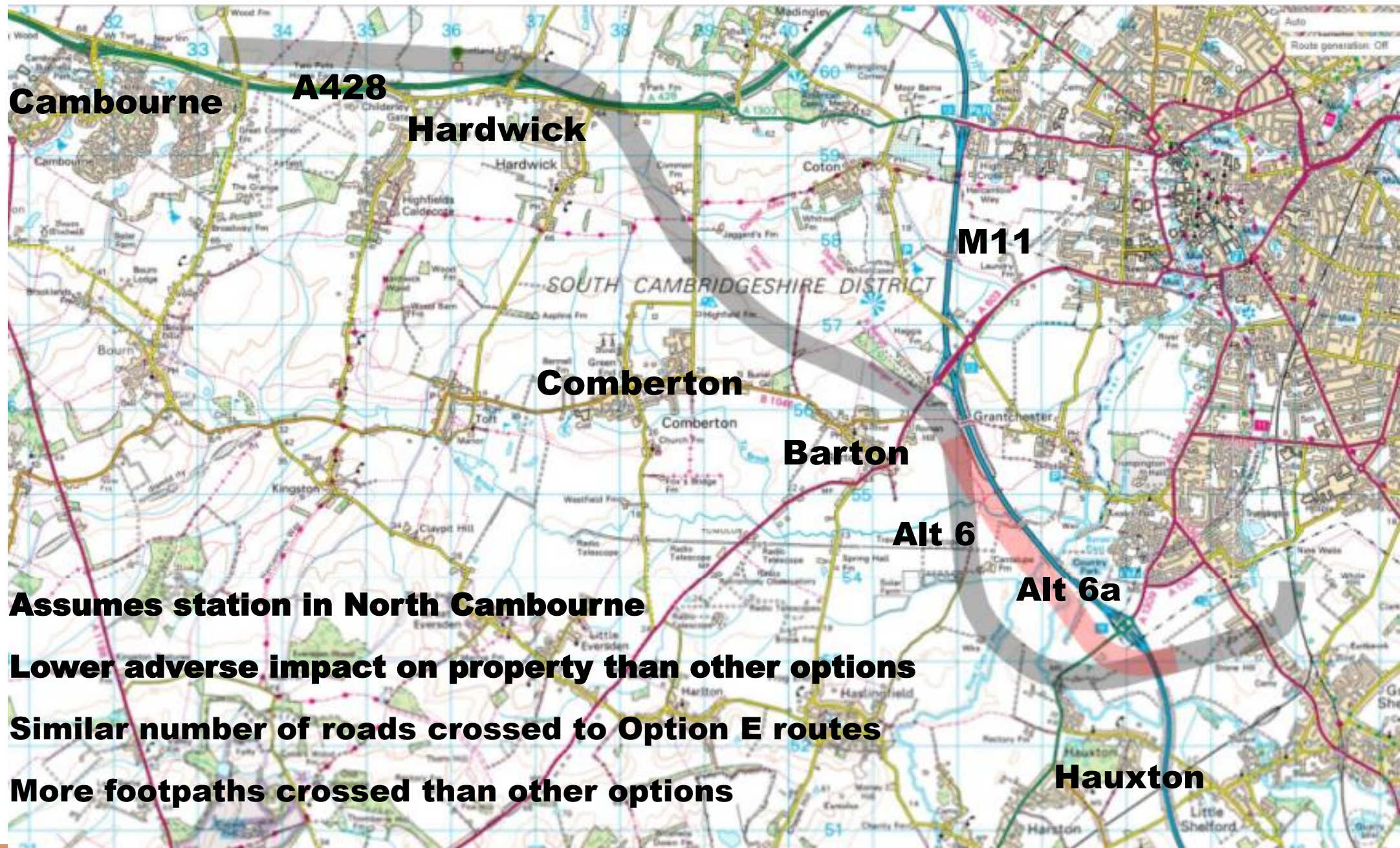
ALTERNATIVE 4

- **Assumes WAML not dualled from junction**
- **Reduces property impacts Gt Shelford**
- **Longest route, undulating nr Newton**
- **Avoids all Nat Monuments**



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- **Assumes station in North Cambourne**
- **Lower adverse impact on property than other options**
- **Similar number of roads crossed to Option E routes**
- **More footpaths crossed than other options**

IMPACT ON RESIDENTIAL PROPERTIES SUMMARY

- Great Shelford impacted severely by all alternatives
- No parish escapes impact from any Option E alignments except S Trumpington
- Alt 6/6a has far fewer properties close to route compared to best Option E route
- No properties in South Trumpington, Grantchester, Hauxton, Comberton & Barton within 250m of Alt 6a

PC REPS' VOTING SUMMARY

- Most parishes voted and all but one commented
- All Option E alternatives problematic
- Option 1a has most support of voting parishes in Option E
- Option 6 has considerably more support of voting parishes overall than Option E

PC REPS' COMMENTS SUMMARY

- No benefit to the Option E area
- Proximity to villages is major concern – housing, noise, air pollution
- Potential cutting of roads splitting communities e.g. schools, shops, surgeries
- Potential cutting of public rights of way
- Impact on environment
- Impact on farmland
- Relative importance of impact on villages compared to impact on environment
- MRAO – some desire to move active telescopes to less sensitive area of site

THE CASE FOR OPTION E (EWR CO. 24TH AUG PRESENTATION)

Bedford to Cambridge: The Preferred Route Option



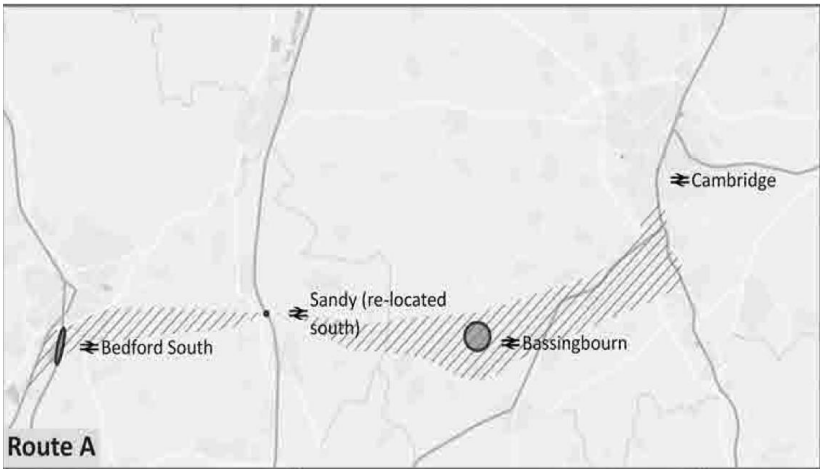
It delivers the best value for the taxpayer, returning the most benefit for every pound spent



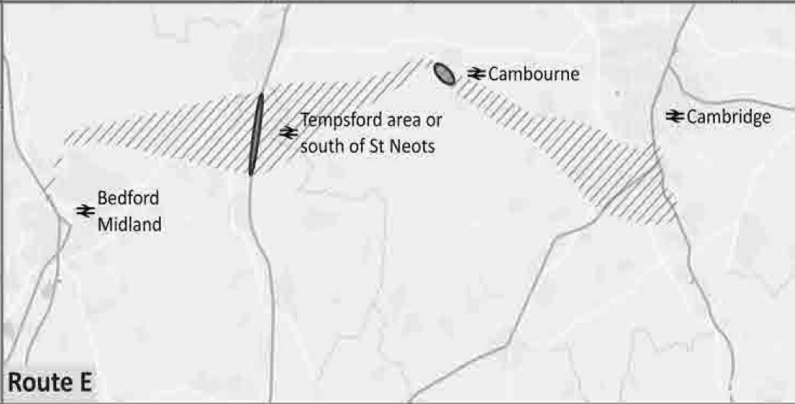
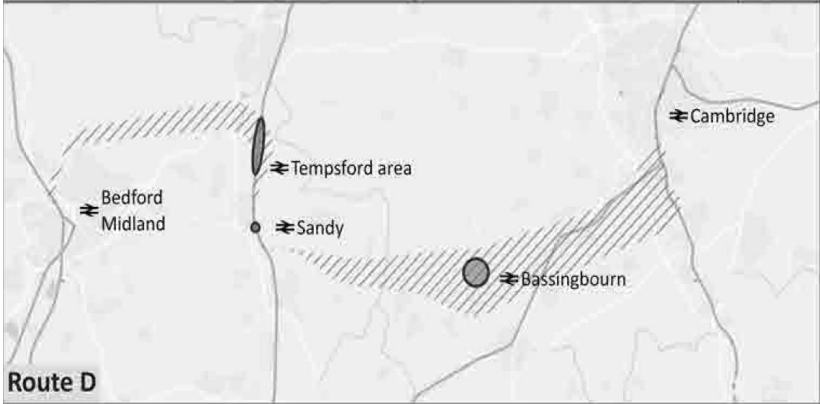
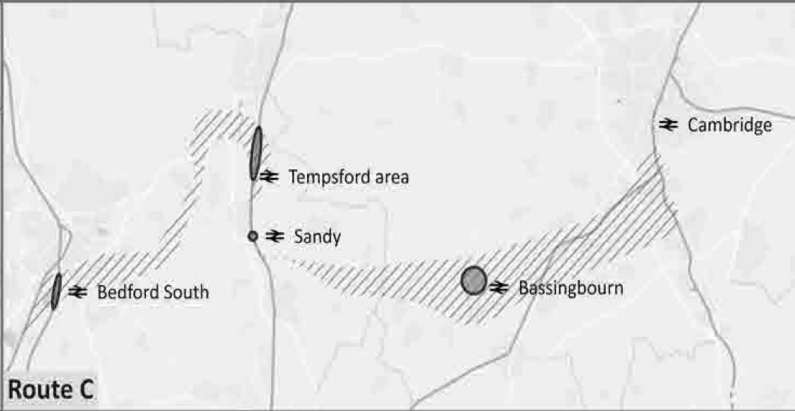
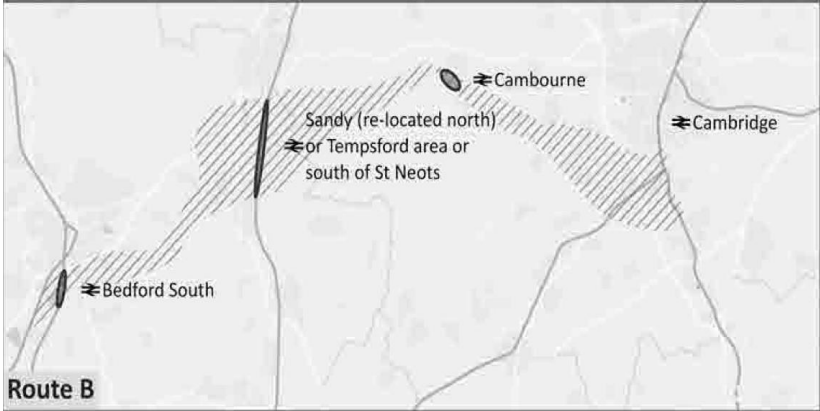
It was the most popular option with people who responded to our consultation



It delivers the best opportunities for the environment

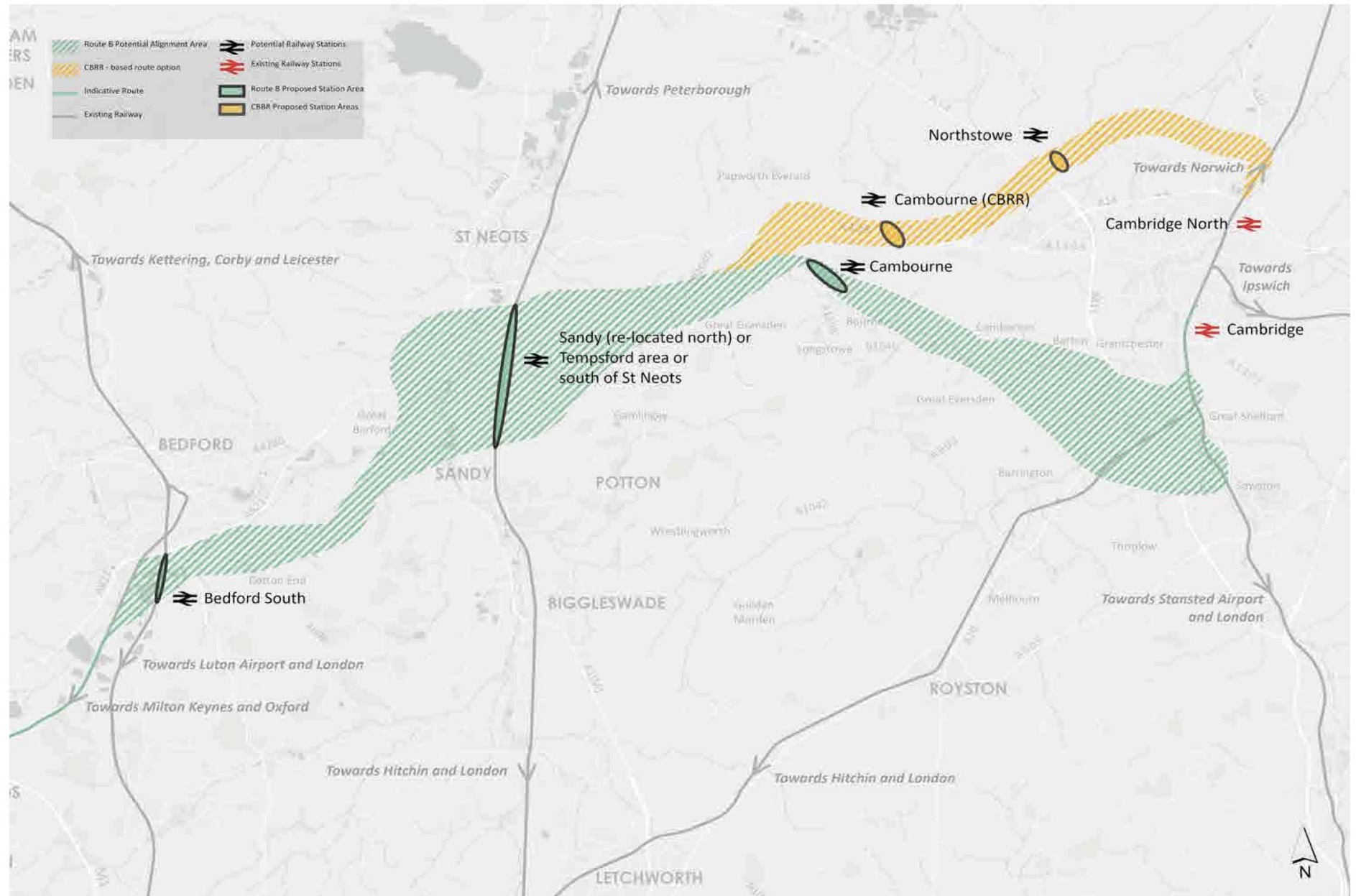


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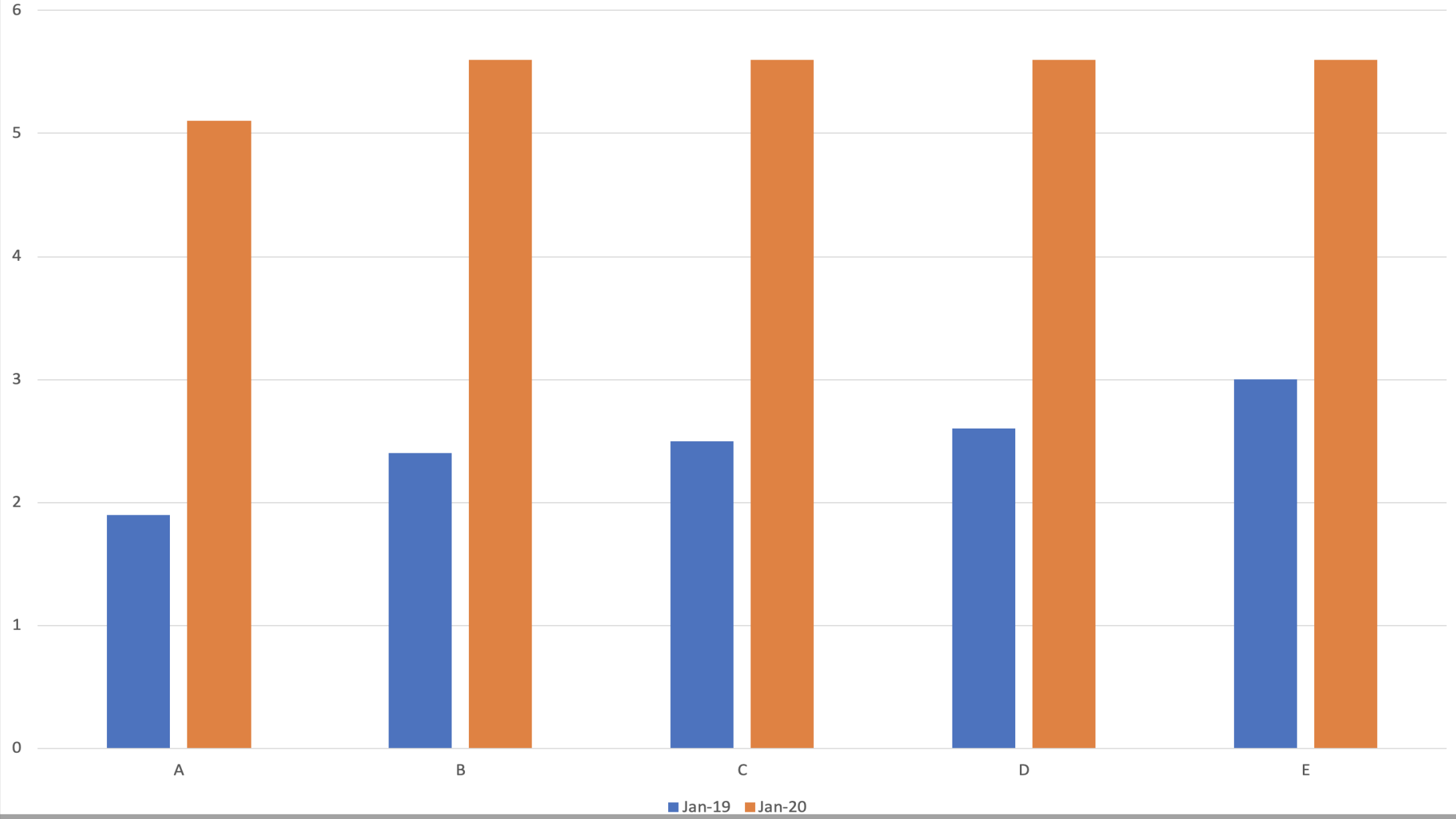


EWR ROUTE OPTIONS

CBRR Variant of Option B

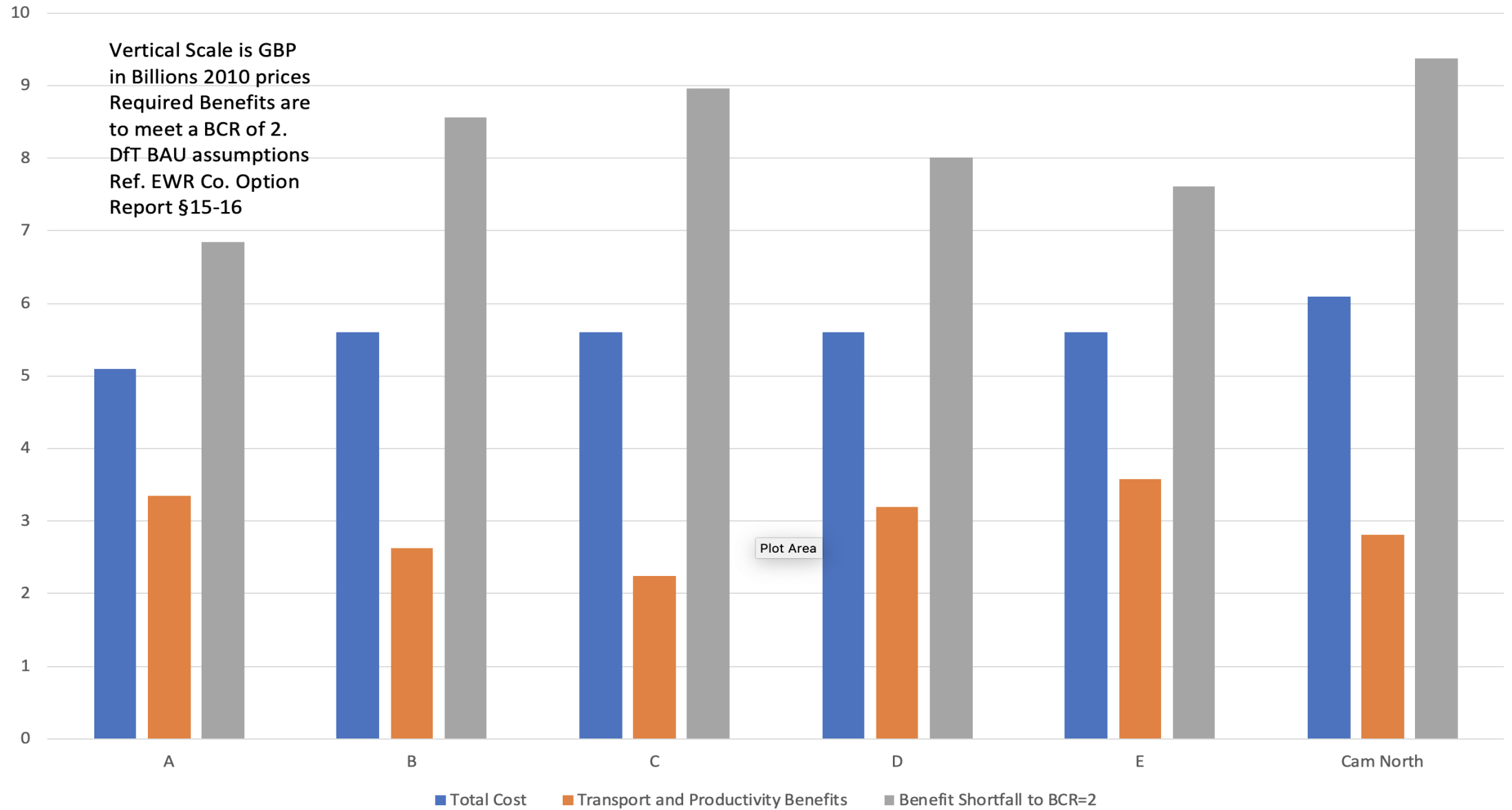


Total Costs 2010 Prices DfT BAU



TOTAL COSTS

EWR Co. Social Cost Benefit Analysis Comparison



NOTES

- Highest cost increase from Consultation to Option Decision was for Option A (168%). Lowest was for Option E (87%). No explanation given.
- Options A, C and D have no station at Bassingbourn which reduces their cost.
- Benefit Shortfall (Grey) is assumed to come from land use value increases around stations. HM Treasury normally need a $BCR \geq 2$ for sign off.
- It's the biggest factor, but EWR Co. have not estimated it for each route through comparison with the local plans or at all. Click to add text
- CBRR route has two additional stations compared with Option A, C and D and benefits are not fully accounted for
- Land value work was requested by SCDC in their conditional consultation response in 2019.
- Options D and E have a Station at Bedford Midland, the rest have a station at Bedford South. Maybe this increases the benefits for D and E.
- Conclusion: EWR Co. Option Report does not prove that Option E has the best BCR.

REQUESTS TO EWR FOR NEXT CONSULTATION

- Routes outside option E area such as alternative 6/6a should be properly consulted on
- Much better explanation of why route to North Cambridge or Science Park has been discounted, if there isn't one then consult on that too.
- Transparent Back Check of Benefit to Cost ratio analysis including wider benefits like land values and more detailed justification of the figures.
- Clear statement on roads rights of way cuttings and tunnels for route alignments identified.
- Assessment of the impact on food security
- Commitment from EWRCo/Gov't/SCDC/Combined Authority to integrate EWR route with local plans across region
- We know the link to Felixstowe is coming.
 - Realistic forecast of freight traffic levels on the route (Trains per hour). Freight impact properly assessed as to noise and disturbance and inclusion clear in Social Cost Benefit Analysis



**OPEN
DISCUSSION
ON EWR
REQUESTS**