

**EWR Co: Written Summary of Oral  
Submissions at ISH1  
A428 Black Cat to Caxton Gibbet  
Improvement Scheme**



East West Rail Company (EWR Co)

Issue Specific Hearing 1 - Written Summary of Oral Submissions - Agenda Item 3(a)

Ref	Question to	Question	Applicant's Response
<i>3(a)(ii) The regard that has been given to the intended EWR scheme in assessing the need and benefits for the Proposed Development</i>			
1.1	EWR Co	EWR Co to respond to the Applicant's submissions regarding item 3(a)(ii).	<ul style="list-style-type: none"> <li>i. EWR Co confirmed that its position was as described by the Applicant, in that the A428 Black Cat to Caxton Gibbet improvements (Proposed Development) and the East West Rail Project (EWR Project) are complimentary rather than competitive.</li> <li>ii. The need for the EWR Project was identified by the National Infrastructure Commission, which identified the need for both road and rail provision within the Oxford - Cambridge arc, and highlighted that road and rail schemes do not achieve the same objectives. As such, there is a need for both the Proposed Development and the EWR Project.</li> </ul>
<i>3(a)(i) Update from EWR on the current stage of development of the EWR scheme, including when more detailed information will be available</i>			
1.2	EWR Co	EWR Co to provide an update on the EWR Project.	<ul style="list-style-type: none"> <li>i. The section of the EWR Project between Bedford and Cambridge was the subject of non-statutory consultation as to the route options between 21 January and 11 March 2019. This consultation considered the broad areas in which it would be appropriate to subsequently develop route alignments.</li> <li>ii. The announcement of the preferred route option took place in January 2020. This confirmed that Option E was the preferred route option. Option E is very close to and overlaps with the Proposed Development.</li> <li>iii. A second non-statutory consultation was undertaken between 31 March and 9 June 2021. This considered prospective route alignments, which are the narrower areas in which the railway could be constructed.</li> <li>iv. Nine alignments were identified and reported on in the documents accompanying the second non-statutory consultation. While EWR Co remains open minded, and is currently reviewing the outputs of the second non-statutory consultation, five alignments (one, two, six, eight, and nine) were identified in the consultation documentation as being shortlisted. Two of those shortlisted alignments were further identified as being potential emerging preferences for EWR Co (alignments one and nine).</li> <li>v. EWR Co expects statutory consultation to take place in 2022. As the output of the second non-statutory consultation is currently under review, EWR Co is not yet able to confirm the date for the announcement of the preferred route alignment.</li> <li>vi. EWR Co confirmed that further details as to the shortlisted alignments would be submitted to the Examination at Deadline 1.</li> <li>vii. EWR Co confirmed that engagement to date between EWR Co and the Applicant had been productive.</li> </ul> <p><u>Post Hearing Action - Details about the two emerging preferences for the alignments for EWR.</u></p> <ul style="list-style-type: none"> <li>viii. An overview of the EWR Project is set out in EWR Co's response to ExAWQ.1.17.4.1(a).</li> <li>ix. Details as to route alignments one and nine are set out in the documentation for the second non-statutory consultation (<a href="https://eastwestrail.co.uk/consultation">https://eastwestrail.co.uk/consultation</a>). Relevant extracts from the Consultation Technical Report are provided at Appendix A to this summary.</li> <li>x. In addition, EWR Co has set out further details as to the potential interfaces between the Proposed Development and the EWR Project in its response to ExAWQ.1.17.4.1(b). This includes an analysis of the interfaces between each of the shortlisted route alignments and the Proposed Development.</li> </ul>
<i>3(a)(iii) Understanding of any interdependencies between the EWR scheme and the Proposed Development</i>			

1.3	EWR	EWR to explain how it proposes the Applicant meet its needs in the dDCO.	<ul style="list-style-type: none"> <li>i. EWR Co confirmed that draft protective provisions would be proposed for inclusion in the dDCO as soon as possible.</li> <li>ii. EWR Co stated that these would differ from the protective provisions expected for a body such as Network Rail, due to the present lack of identified elements to be protected. Rather, the draft protective provisions are expected to secure joint working as further information as to the EWR Project becomes available. In particular, the drafting will need to ensure clarity as to the process to be followed where there is an interface. This approach would promote predictability and convenience for both EWR Co and the Applicant.</li> <li>iii. EWR Co highlighted that the protective provisions would be for the protection of an undertaking, as opposed to an asset, due to the EWR Project being an undertaking only at this stage.</li> </ul> <p><u>Post Hearing Action</u> - <i>Draft wording for protective provisions or cooperation agreement proposed by EWR.</i></p> <ul style="list-style-type: none"> <li>iv. Productive discussions between EWR and the Applicant are ongoing.</li> </ul>
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**Appendix A – Extracts from EWR Project Consultation Technical Report**

## Core Section Alignment 1 - St Neots South Option A to Cambourne North via A428 Improvement Scheme corridor



Figure 9.7:  
Core Section Alignment 1

- 9.5.3. From Clapham Green, north of Carriage Drive, the alignment curves east and passes north of Ravensden and Roxton. A viaduct is currently proposed to the south of St Neots between the A1 Black Cat Junction and the ECML. This includes viaduct crossings of the A1 and the River Great Ouse. A new St Neots South station would be provided where the alignment crosses the ECML.
- 9.5.4. The alignment follows the same corridor as the proposed A428 Improvement Scheme, running to the north of the new dual carriageway and continuing to the north of Cambourne. The alignment impacts the Papworth Inn to the north west of Cambourne. The alignment does not cross the proposed A428 between the ECML and Cambourne, but it does cross the side roads which intersect the proposed A428. There is an opportunity to simplify some of these crossings through coordination with the A428 Improvement Scheme, thereby reducing capital expenditure and the extent of disruption during construction if the two schemes are built with each taking due cognisance of the other scheme.

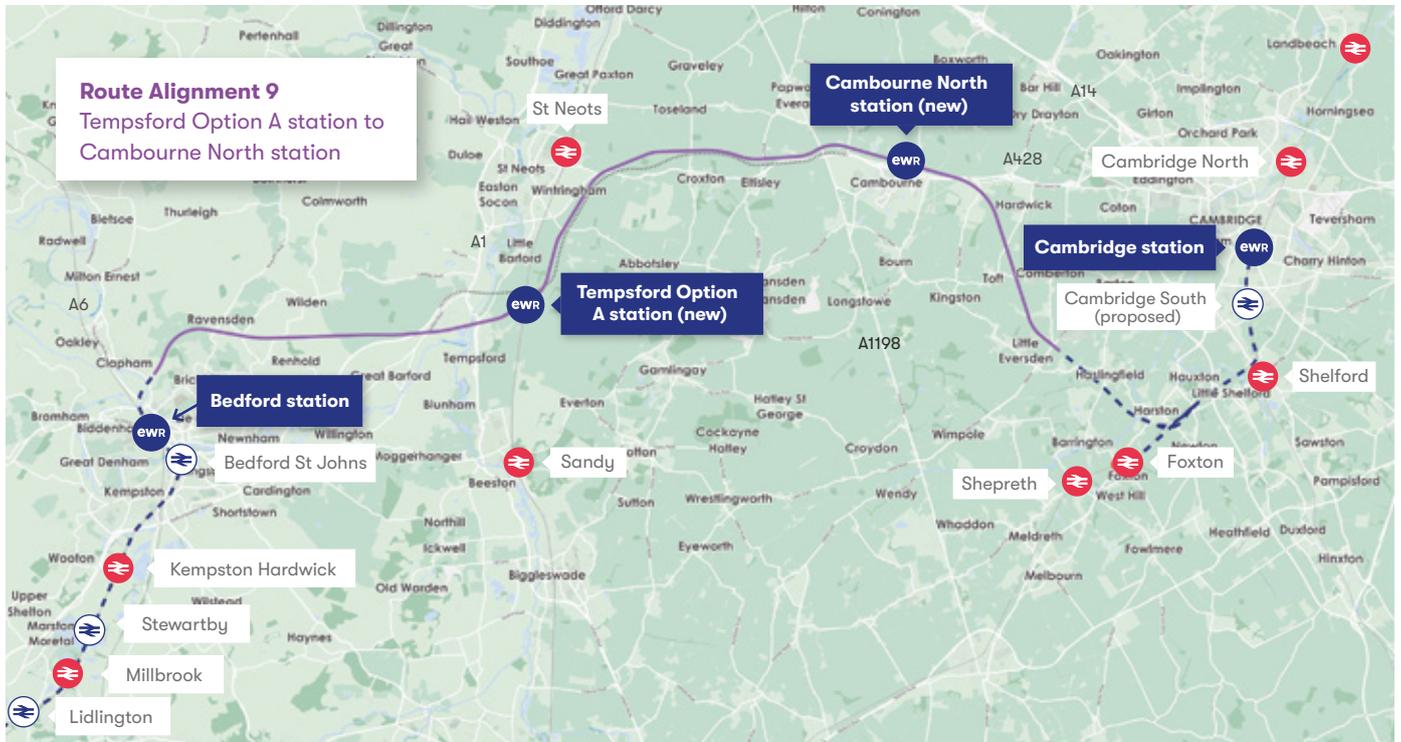
9.5.5. A station would be provided to the north of Cambourne. The alignment curves south, to the east of Cambourne, crossing the existing A428 on a viaduct. It passes east of Caldecote and west of Hardwick and then east of Toft and west of Comberton, crossing part of Cambridge Meridian Golf Club, before converging with the other alignment options at the A603 (to the north east of The Eversdens).

### Core Section Alignment 2 - St Neots South Option A to Cambourne South via A428 Improvement Scheme corridor



Figure 9.8: Core Section Alignment 2

## Core Section Alignment 9 - Tempsford Option A to Cambourne North via A428 Improvement Scheme corridor



### Legend

 Route Alignment 9	 Other station	 Proposed A428 Alignment
 Station used by East West Rail services	 Station that may be used by East West Rail services	 Other area of East West Rail

Figure 9.15: Core Section Alignment 9

9.5.30. From Clapham Green, north of Carriage Drive, the alignment curves east and passes south of Ravensden and Roxton with viaducts over the A421 and A1 roads and the River Great Ouse. The alignment passes Brickhill Country park and affects Willow Cottage Cattery. North of Tempsford the alignment curves to the north and crosses the ECML on a viaduct, where a new station would be provided.

9.5.31. The alignment crosses under the proposed A428 Improvement Scheme and under the B1046. The B1046 is a side road which intersects with the A428 and is part of the A428 Improvement Scheme. Alignment options with crossings under roads could be more disruptive than alignments with viaduct crossings over roads from the perspective of impacts on traffic. There is an opportunity to reduce the impact of these crossings through integration with the A428 Improvement Scheme and EWR Co is collaborating with Highways England.

9.5.32. Pumped drainage may be required at the structure under the proposed A428 due to a low point in the proposed rail alignment. Further design development is needed to confirm whether this can be removed through design refinement or through combining design elements with the A428 Improvement Scheme and EWR Co is collaborating with Highways England. At this stage pumped drainage is included in the assessment.

9.5.33. The alignment follows the same corridor as the A428 Improvement Scheme, running to the north of the new dual carriageway and continuing to the north of Cambourne. The alignment impacts the Papworth Inn to the north west of Cambourne. A station would be provided to the north of Cambourne. The alignment curves south to the east of Cambourne crossing the existing A428 on a viaduct. It passes east of Caldecote and west of Hardwick and then east of Toft and west of Comberton, crossing part of Cambridge Meridian Golf Club, before converging with the other alignment options near The Eversdens.

### **A428 Improvement Scheme synergies**

9.5.34. In parallel to the development of the EWR Project by EWR Co, Highways England (HE) is developing the A428 Black Cat to Caxton Gibbet Improvement Scheme, which provides 16km (ten miles) of new dual carriageway between A1 (Black Cat Roundabout) and Cambourne (Caxton Gibbet).

9.5.35. All of the Route Alignment Options being considered by EWR Co, with the exception of Alignment 8 (Tempsford to Cambourne South), which is entirely to the south of the new road, have some degree of interaction with the A428 Improvement Scheme:

- Alignments 1, 2, 3, 4, 5 and 6 would pass in close proximity to the A428 works at Black Cat roundabout
- Alignments 2, 3, 4, 5, 6, 7 and 9 would require a bridge under or over the A428 Improvement Scheme.
- Alignments 1, 2 and 9 run parallel and in close proximity to the A428 Improvement Scheme for approximately 12km.

9.5.36. The EWR Project is at an earlier stage of development than the A428 Improvement Scheme. So, to facilitate the application of the Assessment Factors, for option selection, a consistent approach to how the EWR Project would affect the A428 Improvement Scheme was adopted. This assumed that no integration would be possible due to the more advanced stage of the A428 Improvement Scheme. This provided a worst-case scenario for the delivery of EWR.

9.5.37. However, in coordination with Highways England and the Department for Transport (DfT), EWR has completed some initial reviews to consider the extent to which construction, operational and environmental synergies can be created by working together. This process has identified a number of potential benefits, and disbenefits, that could be achieved through integrating the two transport

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schemes to varying degrees. The possible impacts of A428 Improvement Scheme synergies have been considered, outside the Assessment Factors, when shortlisting Route Alignment Options as described in paragraphs 9.7.1 to 9.7.24.

9.5.38. There is an opportunity, by working with Highways England, to modify the design of the A428 Improvement Scheme to better accommodate the new railway. This opportunity could:

- Allow the railway to run closer to ground level, particularly in the areas around the proposed A428 Improvement Scheme junctions and reduce the volume of earthworks and number / length of structures required for EWR.
- Allow EWR to consider moving the railway closer (horizontally) to the road alignment where possible which may have benefits for construction and reduce overall impacts of the Project.
- Allow integration of the construction programme for both schemes, to be more efficient and minimise the overall period of time for which residents are affected by construction.
- Create efficiencies arising from joint arrangements to divert underground and overhead utility services.

9.5.39. While some impacts, such as those listed above, could be reduced, others may be increased as a result of the two schemes being located closer together. These will be evaluated as part of the design process and both benefits and disbenefits will be considered together to determine the most appropriate solution.

9.5.40. The work to quantify and assess the engineering changes required, possible impacts, and benefits and disbenefits of this integration is ongoing. The potential areas of change, and possible impacts are described in Appendix D.

### **Value Management opportunities**

9.5.41. A Value Management exercise will be completed at the next design stage. During this, the design of the preferred alignments will be assessed, developed and refined to improve their design. Refinements could have several benefits including reducing cost, reducing environmental impacts and improving constructability. A number of potential opportunities have been identified which will be investigated at the next design stage. These have been logged for all the alignments under consideration.

9.5.42. An initial list of Value Management opportunities has been identified which are described in Appendix D. This list is not definitive, as further opportunities may be identified through the consultation process and ongoing design development. At this stage, Value Management opportunities are not expected to differentiate between options, except in relation to the potential synergies with the A428 Improvement Scheme.