EWR Co: Submission regarding the Draft Itinerary for the Accompanied Site Inspection
A428 Black Cat to Caxton Gibbet Improvement Scheme

Deadline 2, 8 September 2021

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1. Introduction

1.1. This document sets out East West Rail Company's (EWR Co) submissions and associated supporting information regarding Highways England's Draft Itinerary for the Accompanied Site Inspection submitted at Deadline 1 [REP1-025].

1.2. EWR Co previously nominated a number of sites for inclusion in the itinerary for the Accompanied Site Inspection, in its submissions dated 30 July 2021 [PDA-013]. This document provides a commentary of the matters for consideration by the ExA during the Accompanied Site Inspection, with reference to the numbered stops proposed in [REP1-025]. With the exception of EWR Co's proposal for an additional stop at Roxton Road, as detailed at paragraph 3.2.4 below, this document is intended as a guide to support the ExA during the Accompanied Site Inspection, and does not seek substantive amendments to the itinerary set out in [REP1-025].

2. Background and context

2.1. EWR Co's response to the ExA's first written questions [REP1-074] provides a detailed explanation of the background to the EWR Project and the potential interactions between the Scheme and the EWR Project. As such, these matters are not repeated in full in this document. Rather, a summary is provided.

2.2. On 31st March 2021, EWR Co launched a second non-statutory consultation on operational, customer service and infrastructure options for the EWR Project, which ran until 9th June 2021. This consultation was for the full length of the EWR Project between Oxford and Cambridge, including proposals between Bedford and Cambridge, and this was the first time that EWR Co had consulted on proposals for the entire route.

2.3. The EWR Project was divided for the purposes of consultation into sections A-F, extending from Oxford to Cambridge. The Sections were:

- Oxford to Bicester
- Bletchley and the Marston Vale Line
- Bedford
- Clapham Green to the Eversdens
- Harlton to Hauxton
- Great Shelford to Cambridge

2.4. Section D of the EWR Project contains the potential for interfaces with the Scheme.

2.5. At this stage, EWR Co consulted on nine potential route alignments in Section D between Clapham Green and the Eversdens, which comprises the main part of the proposed new railway between Bedford and Cambridge (exclusive of any connections onto the existing network at each end). The consultation reported on all nine potential alignments but focused on a shortlist of five potential route alignments for the railway. These were located mainly within or in very close proximity to Route Option E. The alignments allow for a combination of stations on the East Coast Main Line (at either St Neots or Tempsford) and either north or south of the existing settlement of Cambourne to be served. The five shortlisted alignments are:

- Alignment 1 – St Neots and Cambourne North, aligned with the A428
- Alignment 2 – St Neots and Cambourne South, aligned with the A428
- Alignment 6 - St Neots and Cambourne South, not aligned with the A428, but crossing Black Cat junction
- Alignment 8 – Tempsford to Cambourne South, not aligned with the A428
- Alignment 9 – Tempsford to Cambourne North, aligned with the A428

3. Potential Engineering Interfaces

3.1. Introduction

3.1.1. The potential engineering interfaces between the EWR Project and the Scheme are summarised in Figure 1 below (labelled as 'engineering interaction locations') for each of the five shortlisted route alignments contained within the EWR Project second non-statutory consultation.

3.1.2. An overview of how the potential EWR Project route alignments interrelate with the Scheme is set out below, with reference to the stops proposed within [REP1-025] from which the potential interactions can best be considered during the Accompanied Site Inspection. For ease of reference, these have been set out for each of the potential interface points illustrated in Figure 1, in a west to east order, and are broadly divided into the following three key geographical areas:

- Black Cat Junction (Area A)
- Black Cat Junction – Caxton Gibbet Junction (Area B)
- Caxton Gibbet Junction (Area C)

3.1.3. For clarity, the potential engineering interaction locations have been illustrated with yellow-filled circles in Figure 1, and with yellow-filled oblongs in the remaining figures thereafter. References to "Works" are to the numbered Works forming part of the Scheme. References to "Stopping Points" are to the Stopping Points proposed in [REP1-025].

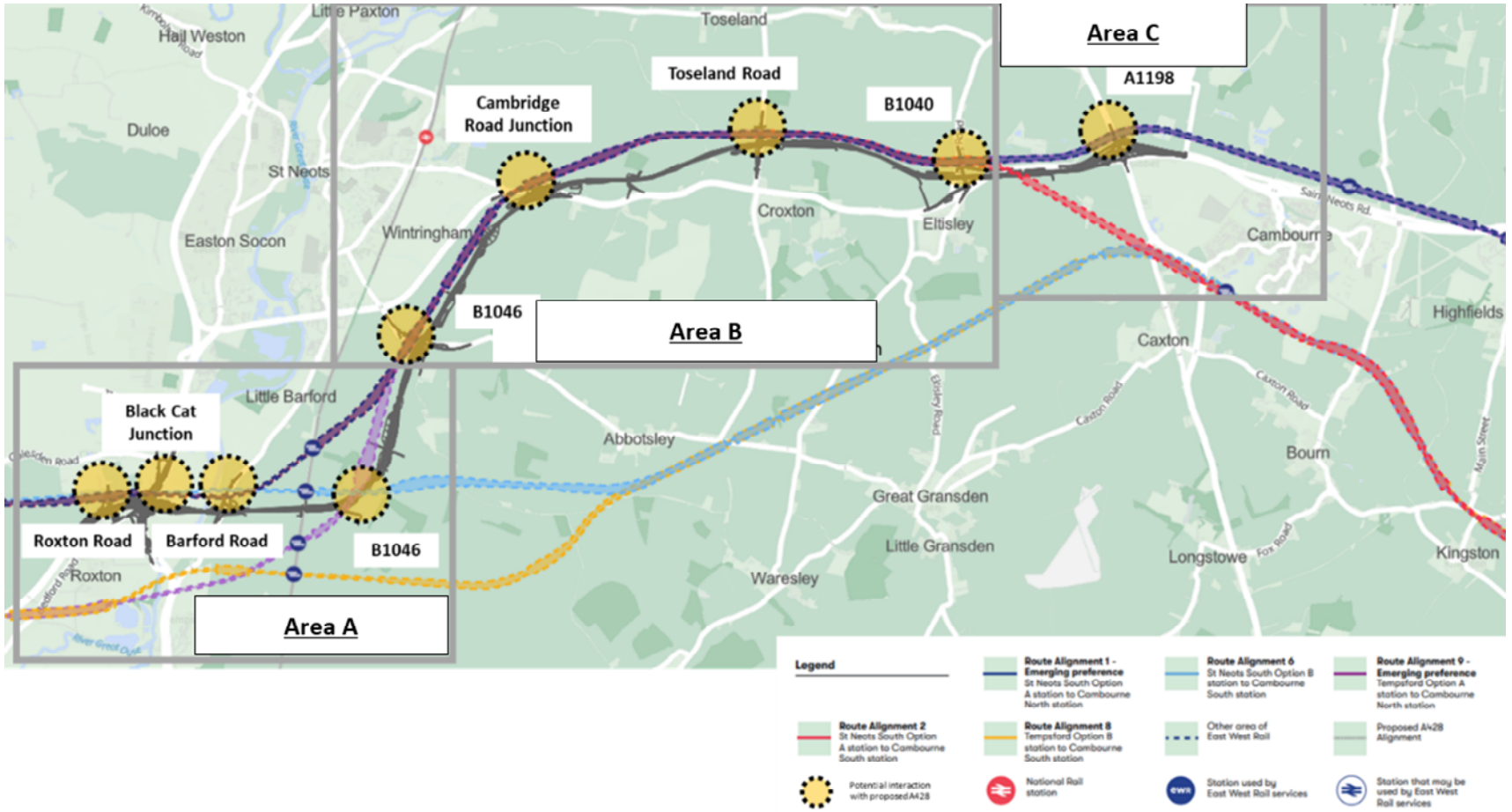

Figure 1 Potential engineering interaction locations of the EWR Project with the Scheme

3.2. Area A

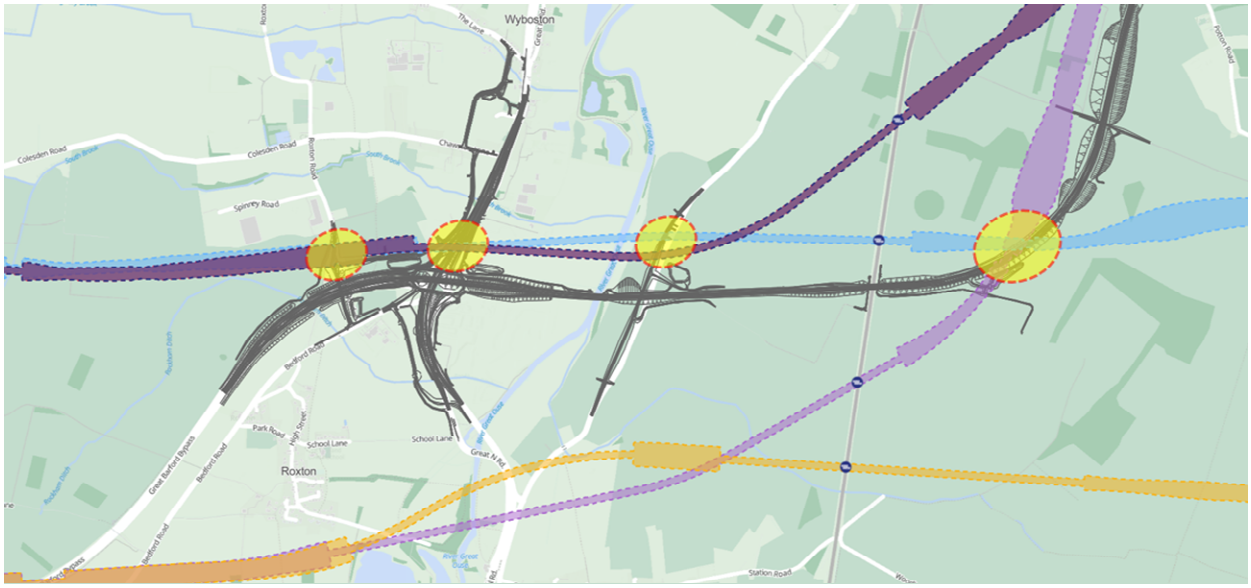

Figure 2 Potential engineering interaction locations between the Scheme and EWR Project Alignments 1,2, 6, 8 & 9 at Black Cat Junction Area

Summary

3.2.1. **Route Alignment 8** passes over the East Coast Main Line (ECML) and A1 to the south of the Scheme, and as such, there is no direct engineering interface. **Route Alignment 9** similarly approaches the A1 area south of the Scheme's proposed improvements at Black Cat Junction. However, **Route Alignment 9** begins to turn north toward St Neots to the west of the ECML and intersects with the Scheme as it also turns north.

3.2.2. **Route alignments 1**, **2** and **6** all have similar alignments approaching, and crossing over the Black Cat Junction, with route alignments 1 and 2 remaining close together but diverging from route alignment to the east of Barford Road.

Roxton Road

3.2.3. **Route alignments 1**, **2** and **6** of the EWR Project would be required to pass over Roxton Road, and there would also be an interface with the Roxton Road Link (South) and PRoWs (Work No. 3), as illustrated in Figure 3 below.

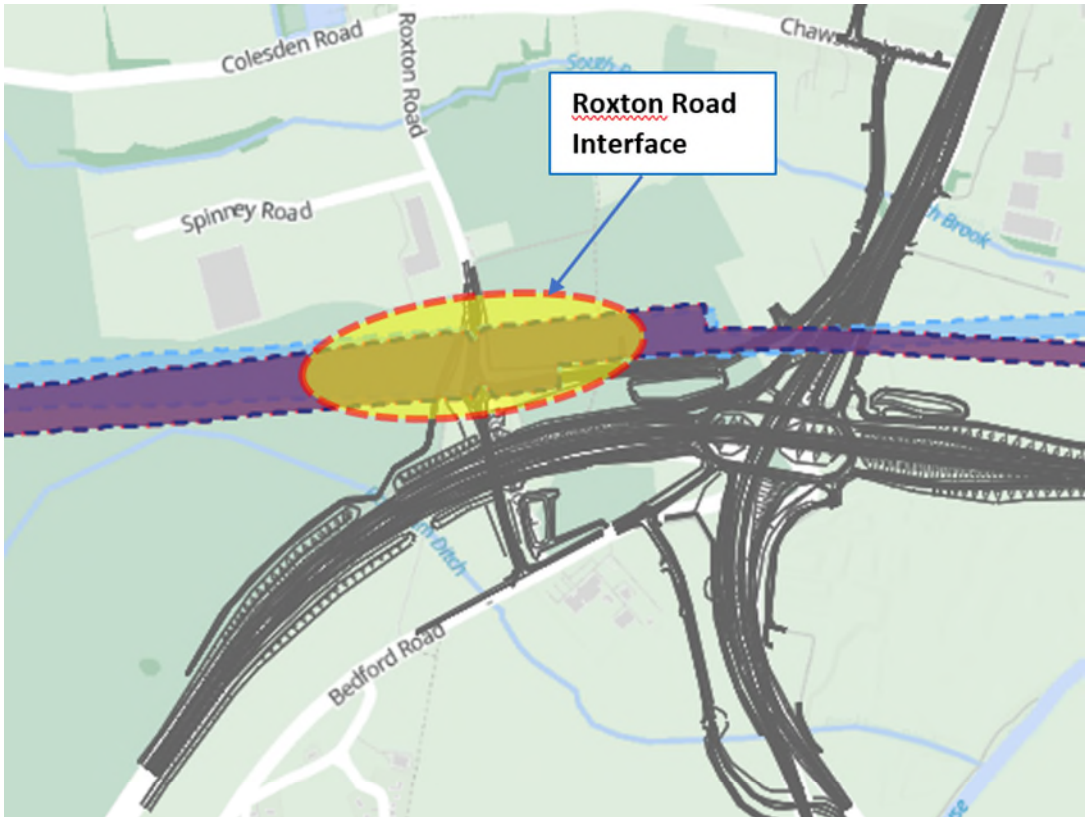

Figure 3 Potential engineering interaction location between the Scheme and EWR Project Alignments 1, 2 and 6 at Roxton Road

3.2.4. On the day of the Accompanied Site Investigation, although part of the driving route between Stopping Points 2 and 3 will include the existing Roxton Road, there is currently no specific Stopping Point on the itinerary that will allow the Examining Authority to view the above-referenced interface in the open air. **EWR Co therefore request that an additional Stopping Point be added, at a suitable location within the vicinity of Roxton Road, to allow the Examining Authority an appropriate view and appreciation of the potential interface between the Scheme and the route alignments.**

Black Cat Junction

3.2.5. **Route alignments 1**, **2** and **6** are proposed to pass over the Black Junction, and the potential interfaces between the Scheme and the route alignments at this location are as follows (and are illustrated in Figure 4 below):

- Work No.1 - Construction of a railway viaduct across the proposed Black Cat Junction.
- Work No.2 - Construction of a railway embankment on the sites of proposed Borrow Pits.

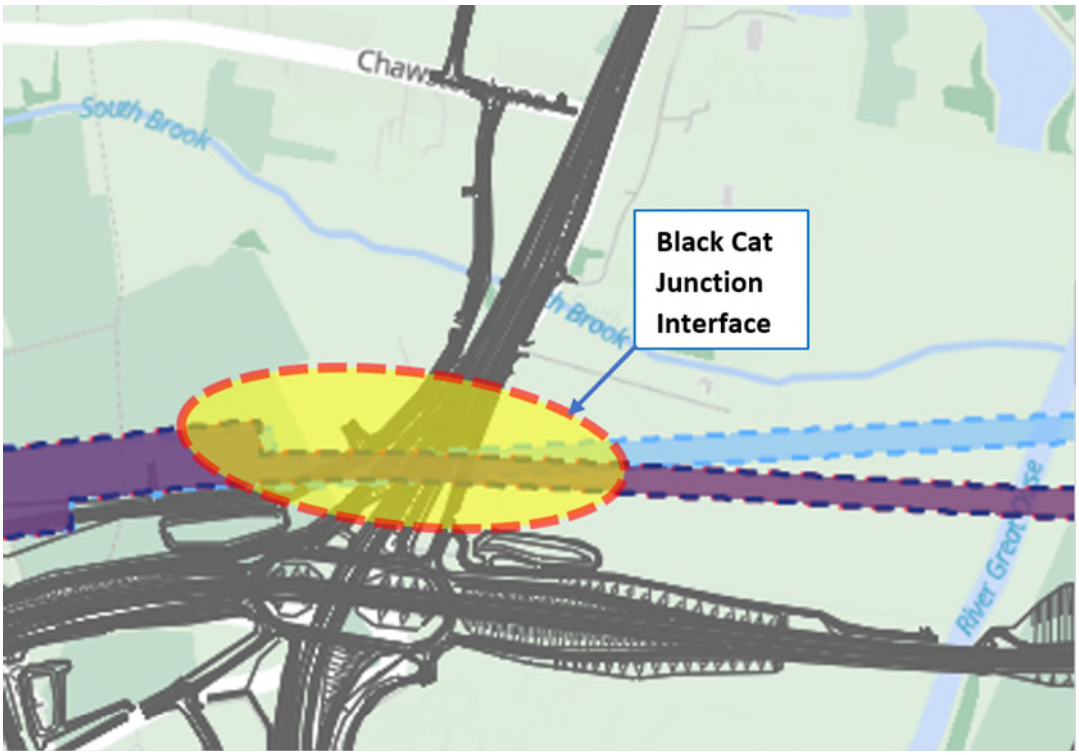

Figure 4 Potential engineering interaction location between the Scheme and EWR Project Alignments 1, 2 and 6 at the Black Cat Junction

3.2.6. On the day of the Accompanied Site Investigation, **Stopping Points 1 and 2 will allow the Examining Authority to directly view the above-referenced interface**.

Barford Road

3.2.7. **Route alignments 1**, **2** and **6** of the EWR Project would pass over Barford Road (Work No. 43), with **route alignment 6** slightly to the north compared to **route alignments 1** and **2**, as illustrated in Figure 5 below.

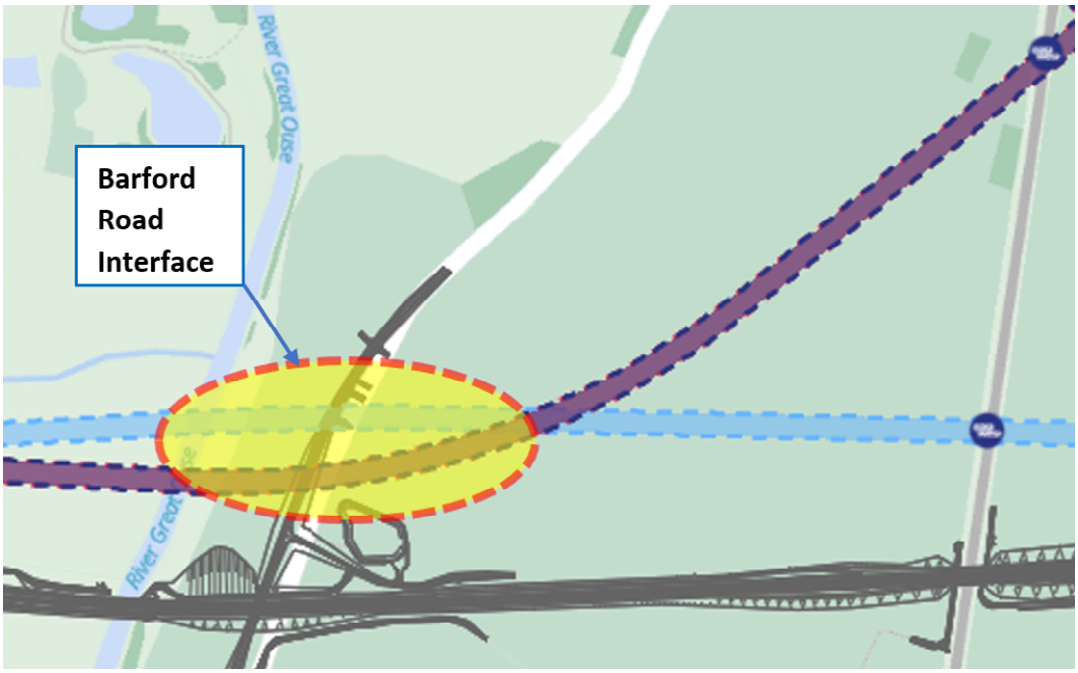

Figure 5 Potential engineering interaction location between the Scheme and EWR Project Alignments 1, 2 and 6 at Barford Road

3.2.8. On the day of the Accompanied Site Investigation, **Stopping Point 4 will allow the Examining Authority to directly view the above-referenced interface**.

B1046 (East of ECML)

3.2.9. **Route Alignment 9** intersects with the Scheme as it turns north, and would require the construction of an intersection structure under the highway (Work Nos. 40, 52, 53 & 54) within the vicinity of the B1046 on a south west-north east orientation.

3.2.10. **Route Alignment 6** would also cross under the Scheme (Work No. 54) and would similarly therefore require the construction of an intersection structure under the proposed highway, albeit on a slightly different east-west orientation to that of **route alignment 9**, at the approximate location of the Bedford Borough Council / Central Bedfordshire Council boundary.

3.2.11. On the day of the Accompanied Site Investigation, **Stopping Point 5 will allow the Examining Authority to directly view the above potential interface**.

3.3. Area B

Summary

3.3.1. The Scheme and the EWR Project Route Alignments 1, 2 & 9 run broadly parallel to each other through the Black Cat Junction – Caxton Gibbet Junction corridor, as illustrated in Figure 6 below . As a result, there is the potential for interfaces between the EWR Project and the Scheme's construction programme, landscaping and environmental mitigations and utility diversions. EWR Co is developing proposals and coordinating with Highways England to determine how these areas will interact based on the Scheme designs as submitted. In the meantime, it is anticipated that the draft protective provisions to be the subject of discussions between EWR Co and Highways England will govern any such interactions.

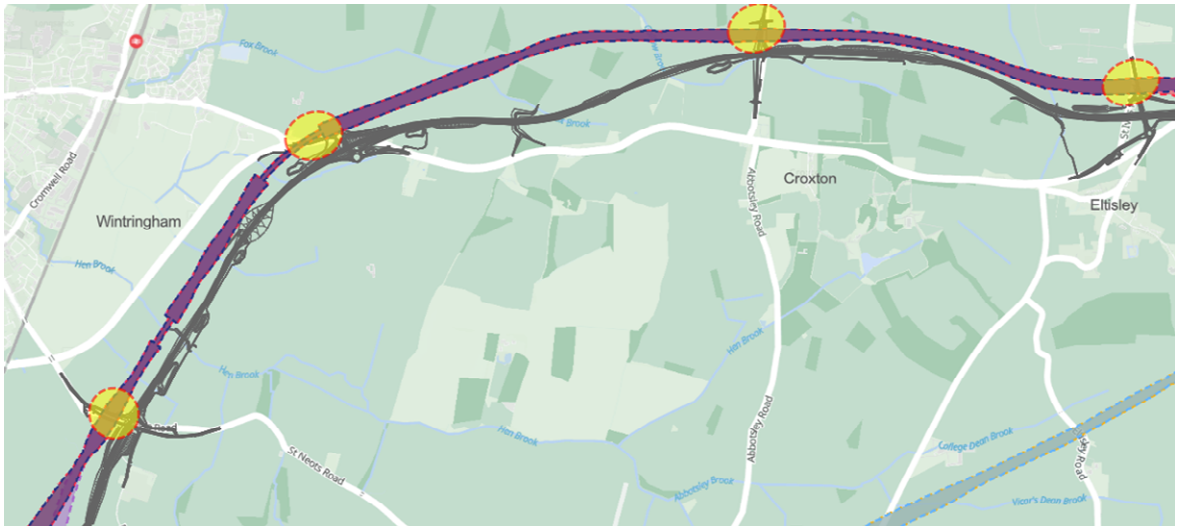

Figure 6 Potential engineering interaction locations between the Scheme and EWR Project Alignments 1,2 & 9 between Black Cat Junction and Caxton Gibbet Junction

B1046 (St. Neots Road Junction)

3.3.2. The potential specific engineering interfaces that the EWR Project **Route Alignments 1**, **2** & **9** would have with the Scheme in this corridor are set out below:

- Work No 68 and Work No. 57 - Changes to the proposed B1046 Bridge (Work No. 68) and the proposed emergency access to the proposed Dual Carriageway (Work No. 57) and surrounding infrastructure to accommodate the EWR Project Route Alignments passing under the realigned B1046 as illustrated in Figure 7 below:

Figure 7 Potential engineering interaction location between the Scheme and EWR Project Alignments 1,2 & 9 at B1046 / St. Neots Road Junction

3.3.3. On the day of the Accompanied Site Investigation, **Stopping Point 5 will allow the Examining Authority to directly view the above-referenced interface**.

Cambridge Road Junction

3.3.4. The potential specific engineering interfaces that the EWR Project **Route Alignments 1**, **2** & **9** would have with the Scheme in this corridor are set out below:

- Work No. 80 - Changes to the designs as proposed for the proposed Cambridge Road Roundabout and Cambridge Road Junction – North Roundabout and surrounding infrastructure to accommodate the EWR Project Alignments crossing the realigned existing A428 as illustrated in Figure 8 below:

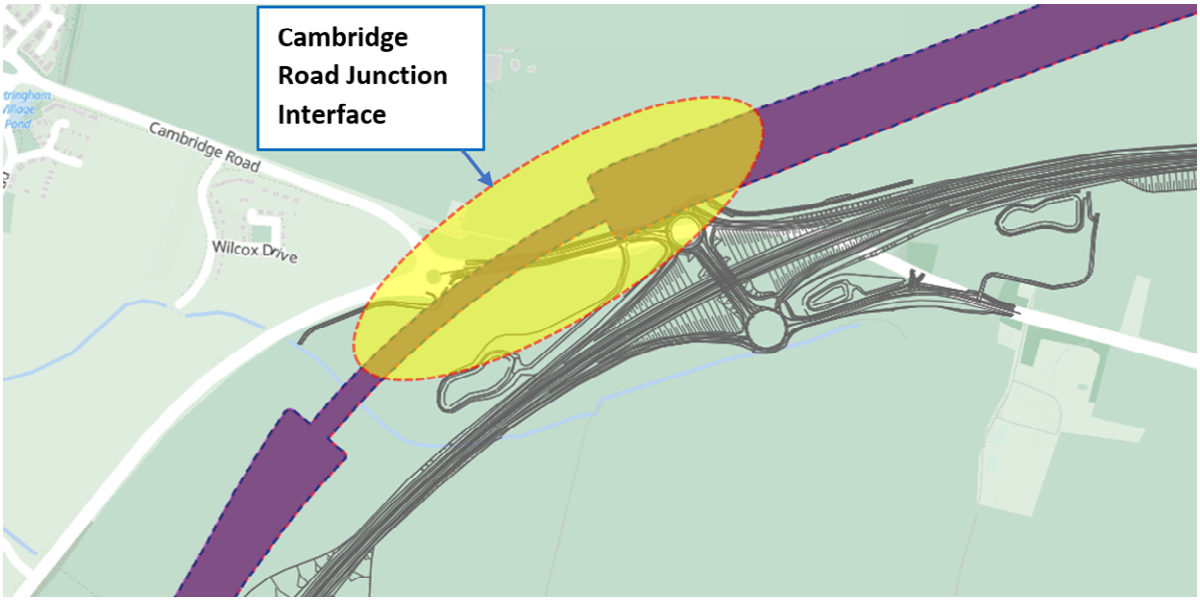

Figure 8 Potential engineering interaction location between the Scheme and EWR Project Alignments 1,2 & 9 at Cambridge Road Junction

3.3.5. On the day of the Accompanied Site Investigation, **Stopping Point 10 will allow the Examining Authority to directly view the above-referenced interface**.

Toesland Road

3.3.6. The potential specific engineering interfaces that the EWR Project **Route Alignments 1**, **2** & **9** would have with the Scheme in this corridor are set out below:

- Work No. 89 - Changes the proposed Toesland Road and surrounding infrastructure (Work No. 89) to accommodate the EWR Project Alignment passing under the realigned Toesland Road (as illustrated in Figure 9 below):

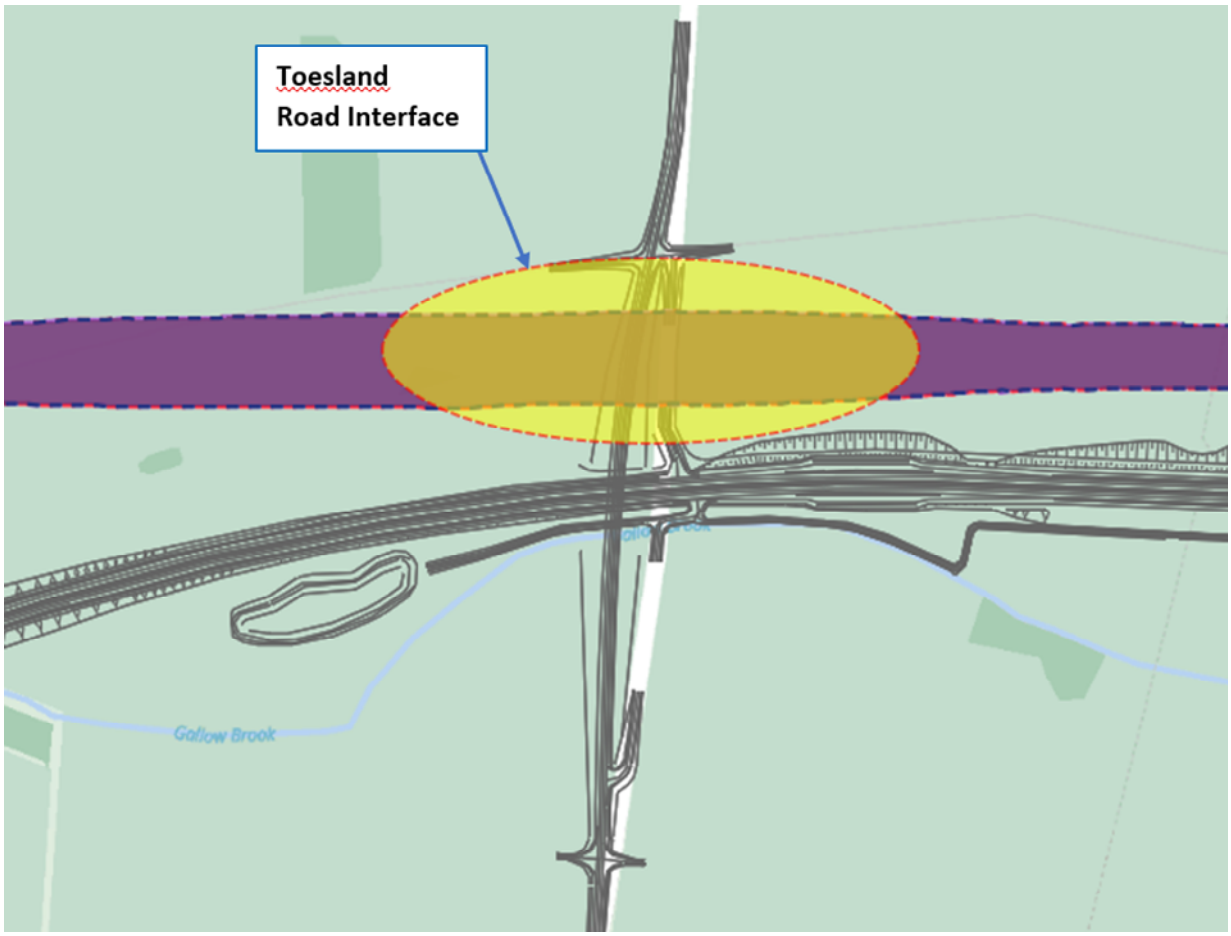

Figure 9 Potential engineering interaction location between the Scheme and EWR Project Alignments 1,2 & 9 at Toseland Road

3.3.7. On the day of the Accompanied Site Investigation, **Stopping Point 12 will allow the Examining Authority to directly view the above-referenced interface**.

B1040 (St. Ives Road)

3.3.8. The potential specific engineering interfaces that the EWR Project **Route Alignments 1**, **2** & **9** would have with the Scheme in this corridor are set out below:

- Work No. 96 - Changes to the proposed realigned B1040 (St Ives Road) and Eltisley Link North Roundabout and surrounding infrastructure (including but not limited to Work No. 96) to accommodate the EWR Project Alignment passing under the realigned B1040 as shown below in Figure 10:

Figure 10 Potential engineering interaction location between the Scheme and EWR Project Alignments 1,2 & 9 at B1040 (St. Ives Road)

3.3.9. On the day of the Accompanied Site Investigation, **the proposed walking route south from Stopping Point 13 will allow the Examining Authority to directly view the above-referenced interface**.

3.4. Area C

Summary

3.4.1. To the east of B1040 (St Ives Road) north of Eltisley, EWR Project **Route Alignment 2** would diverge from EWRs Project **Route Alignment 1** & **9**, as illustrated in Figure 11 below. As such, these alignments are described separately below.

Route Alignment 2 (Red)

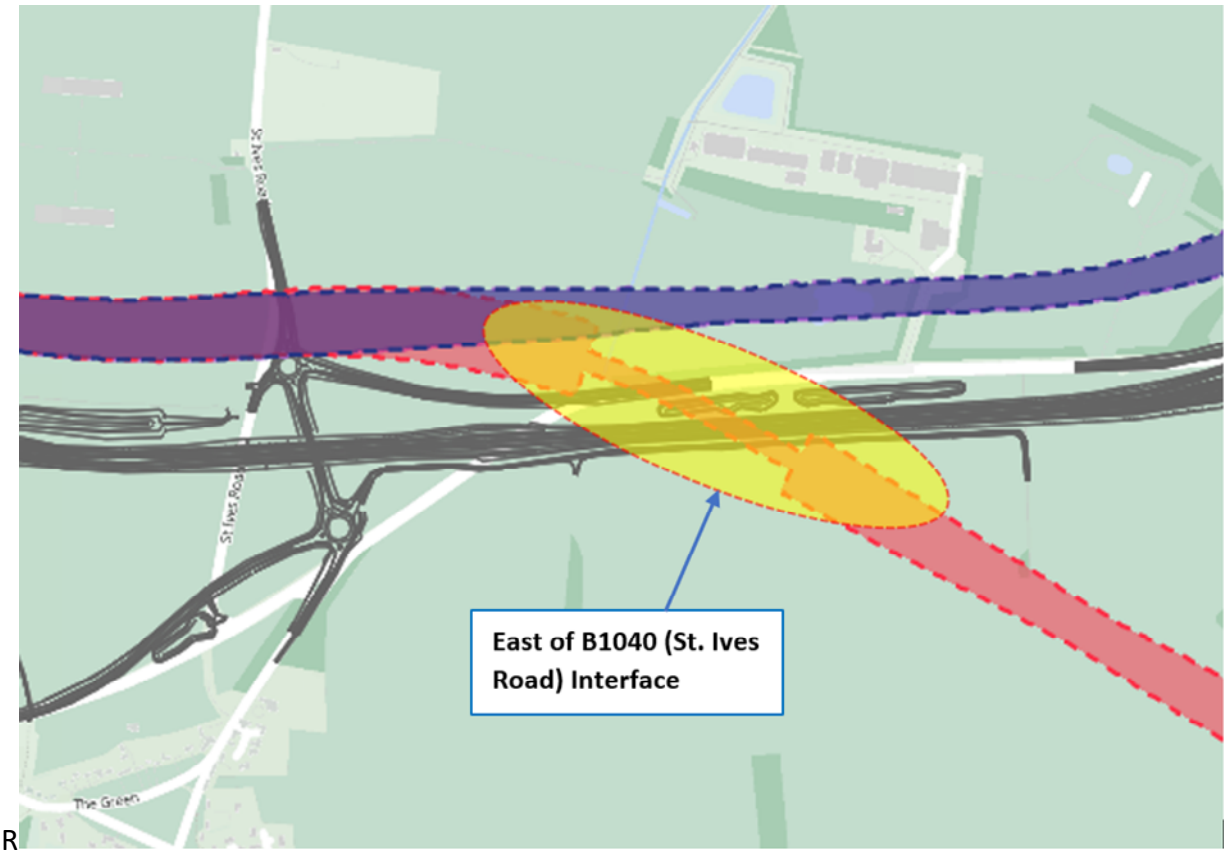

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Figure 11 Potential engineering interaction location between the Scheme and EWR Project Alignment 2 east of B1040

3.4.2. To the East of B1040 (St Ives Road), EWR Project **Route Alignment 2** turns south to pass south of Cambourne as shown in Figure 9 above. This may require an overbridge structure to pass over the Scheme (Work Nos. 91 & 98). **This potential interface will also be visible to the Examining Authority on the walk south from Stopping Point 13 on the day of the Accompanied Site Investigation**.

Route Alignments 1&9

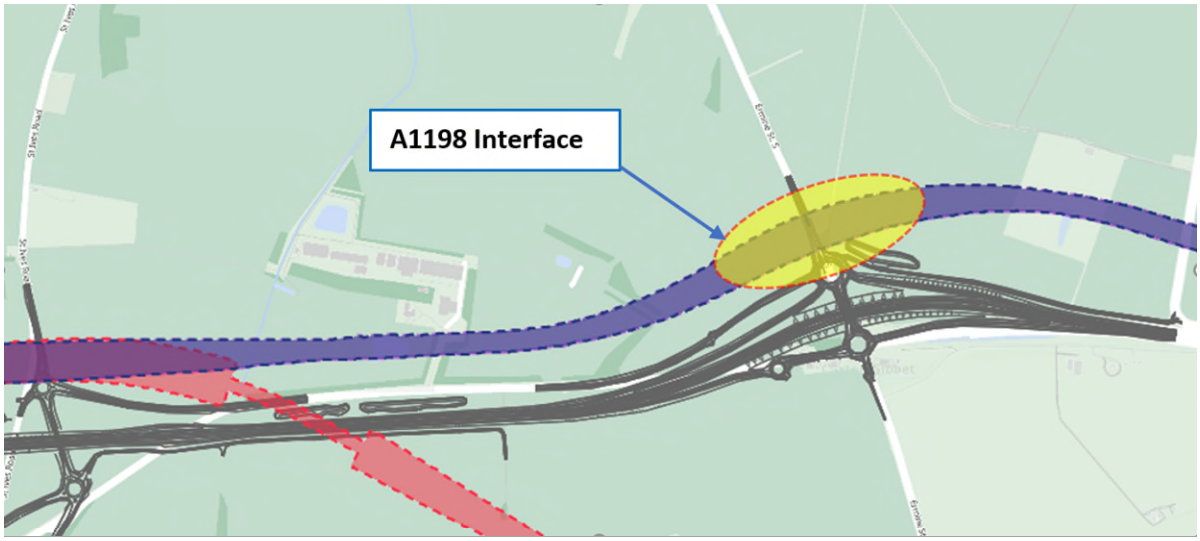

Figure12 Potential engineering interaction location between the Scheme and EWR Project Alignments 1 & 9 at A1198

3.4.3. As illustrated in Figure12 above, to the east of B1040 (St Ives Road) **Route Alignments 1&9** run parallel to the Scheme and cross the proposed alterations to the A1198 to the north of Caxton Gibbet North Roundabout (Work Nos. 106, 109, 111). **This potential interface will be visible to the Examining Authority on the walk from Stopping Point 14 on the day of the Accompanied Site Investigation**.