



CAMBOURNE PARISH COUNCIL

District of South Cambridgeshire

Council Meeting 5th March 2019

East West Rail Bedford to Cambridge Route Option Consultation

We have received notification that East West Rail have commenced consultation on the Bedford to Cambridge route option. This run from Monday 28th January to Monday 11th March. The proposal and routes consultation is on their website at www.eastwestrail.co.uk/haveyoursay which has the consultation document which is about 24 pages and a technical report that has lots of extra detail and is about 100 pages. There is also access to the feedback form. There is a consultation event being held at the Cambridge Belfry on Back Lane, Saturday 2nd March 2019 between 10am – 14:00pm.

Following comments from Councillors the bases of the feed back to the consultation will be based on following:

Option A

Southern route option would have clear impacts on ecological sites, not least RPSB at Sandy, any potential significant impacts on national important heritage assets at Wimpole. It would fail to support significant economic growth or housing development as it is away from the key growth corridor between Cambridge and St Neots. The only significant housing opportunity mentioned is Bassingbourn Barracks, the availability of which is understood not to have been confirmed. Further, the sustainability benefits of delivering a railway station in Bassingbourn that would be a short distance from existing stations at Royston and Meldreth is questionable in comparison to the clear need for better public transport connections to support existing and committed housing and employment growth at Cambourne, West Cambourne and Bourn Airfield. With respect to affordability, this option would fail to dovetail with Highways England's preferred route for the Black Cat to Caxton Gibbet improvements and the obvious opportunity for shared costs. The failure of this option to connect into Bedford Midland would also represent a missed opportunity to support the regeneration of central Bedford and clear economic benefits that would result.

Option B

See comments on Option E which is clearly the best option. This route would be the next best option, but would deliver fewer economic benefits or benefits for transport users as a result of the failure to connect directly to Bedford Midland.

Option C

See comments for Route Option A. Additionally, this option presents a bizarre alignment that tries to squeeze in a station at Tempsford as well as serving Sandy.



Option D

See comments for Route Option A. This option is improved with respect to connecting to Bedford Midland, but presents a bizarre alignment that tries to squeeze in a station at Tempsford as well as serving Sandy.

Option E

The northern route option via Cambourne is clearly the preferable route with respect to all supporting economic growth and new homes, reducing clear environmental impacts associated with the southern route (i.e. RSPB at Sandy and Wimpole) and providing better public transport connections to support existing and committed housing and employment growth at Cambourne, West Cambourne and Bourn Airfield. With respect to affordability, this option would dovetail with Highways England's preferred route for the Black Cat to Caxton Gibbet improvements and the obvious opportunity for shared costs. The connection to Bedford Midland is a clear benefit that would also represent a missed opportunity to support the regeneration of central Bedford and clear economic benefits that would result. The only concern with this route is the indicative location shown for a new station at Cambourne and the ongoing route from Cambourne to Cambridge. Access to the southwest of Cambourne is poor and it is clear that there is benefit in locating the proposed station to the north of the settlement to be accessible to local residents and from the A428. A station to the north of Cambourne would also provide a less environmentally constrained route into Cambridge by following the course of the A428 and then either looping down to Cambridge South, or as suggested as an alternative continuing to Cambridge North via Northstowe.

Attached are the alternative routes and questionnaire.

The Campaign for the Protection Rural have supported route B in their response to the consultation see link below.

<http://www.cprebeds.org.uk/news/item/2404-cpre-bedfordshire-briefing-document-east-west-rail-consultation>

Copy of Response attached.

It is

RECCOMENDED that Cambourne respond to the Consultation as outlined in the report.

ROUTE A

Bedford South – Sandy (re-located south) – Cambridge (via Bassingbourn)

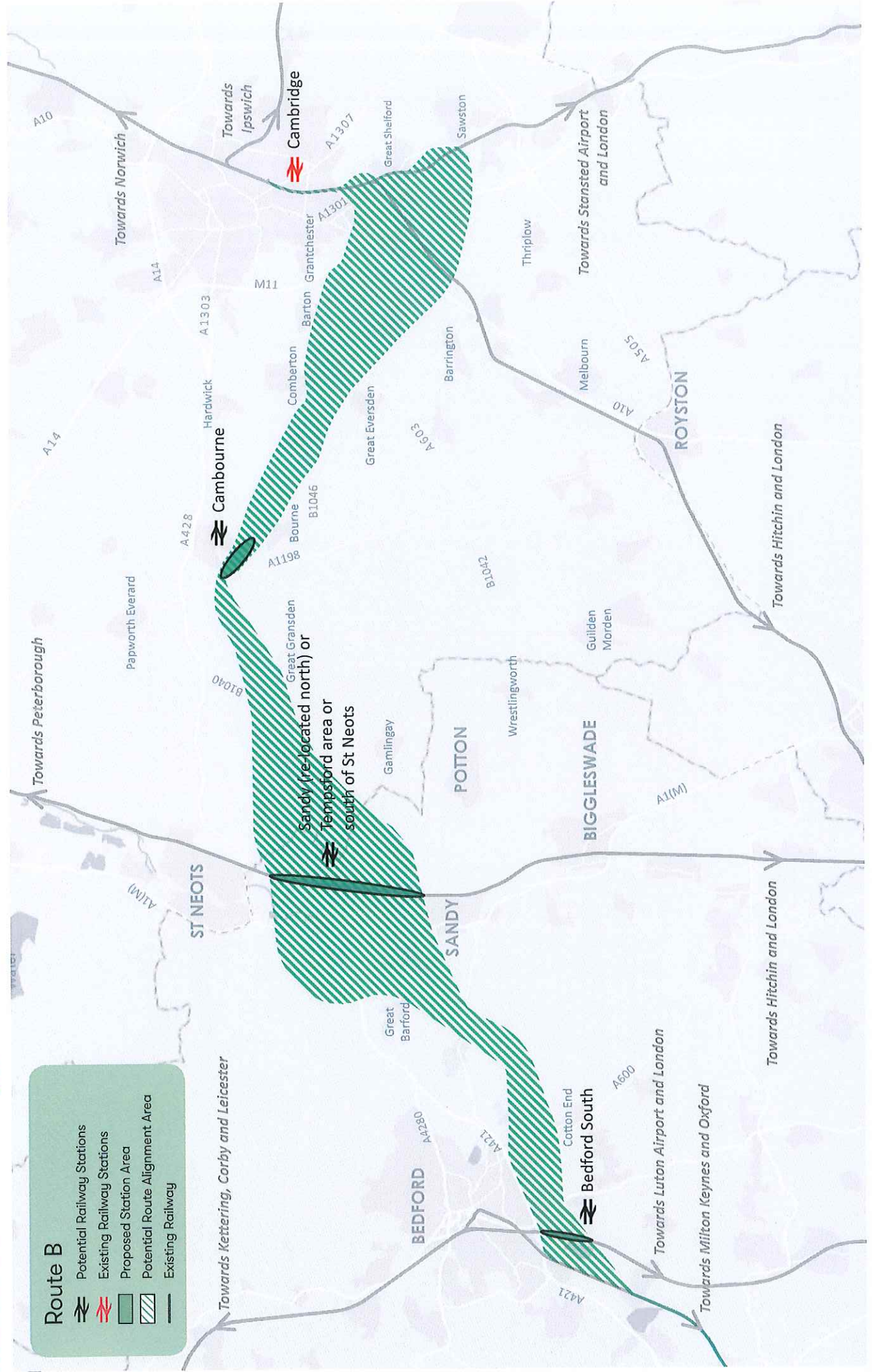


Route A

- Potential Railway Stations
- Existing Railway Stations
- Proposed Station Area
- Potential Route Alignment Area
- Existing Railway

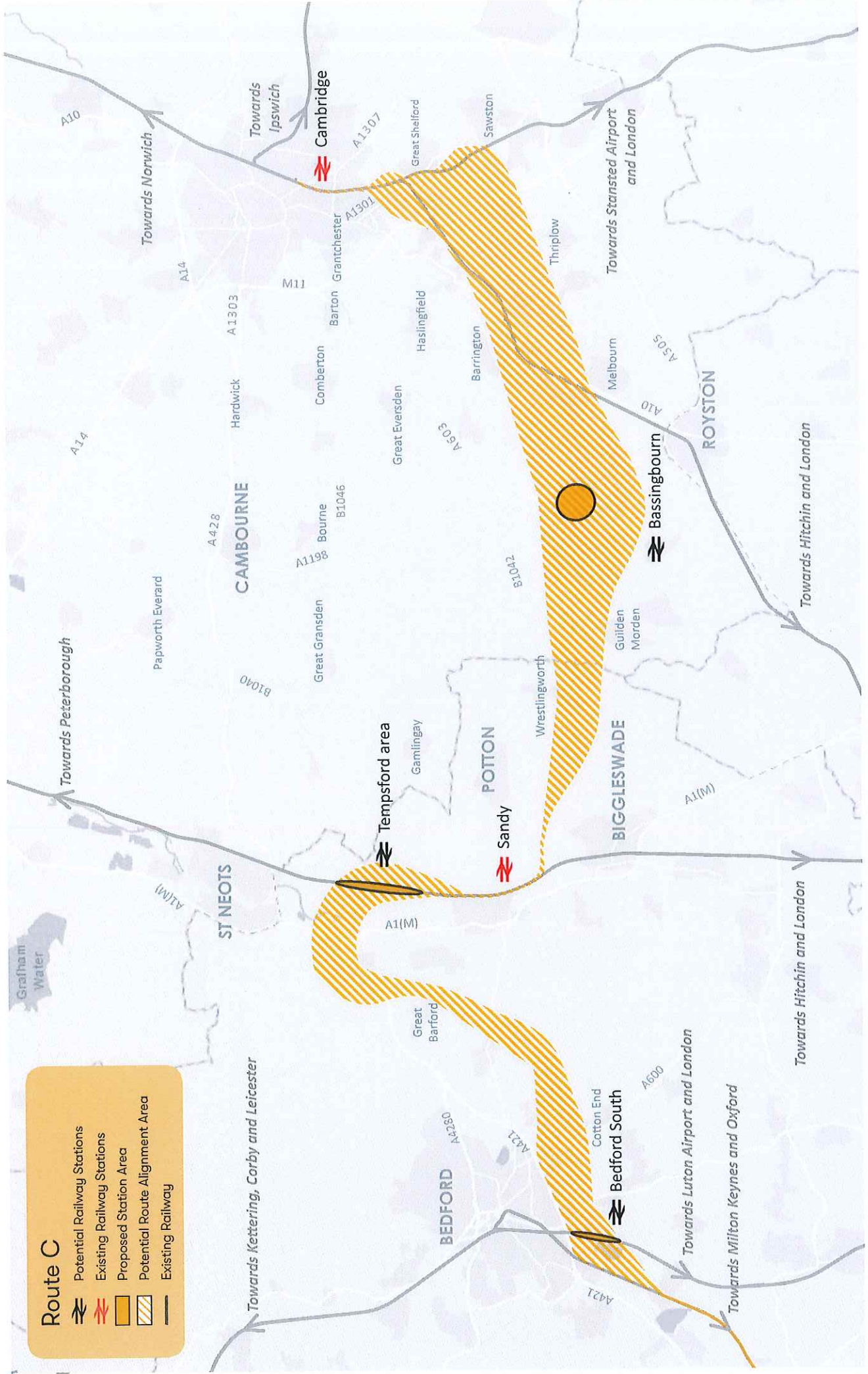
ROUTE B

Bedford South – Sandy (re-located north) / Tempsford area / south of St Neots – Cambourne – Cambridge



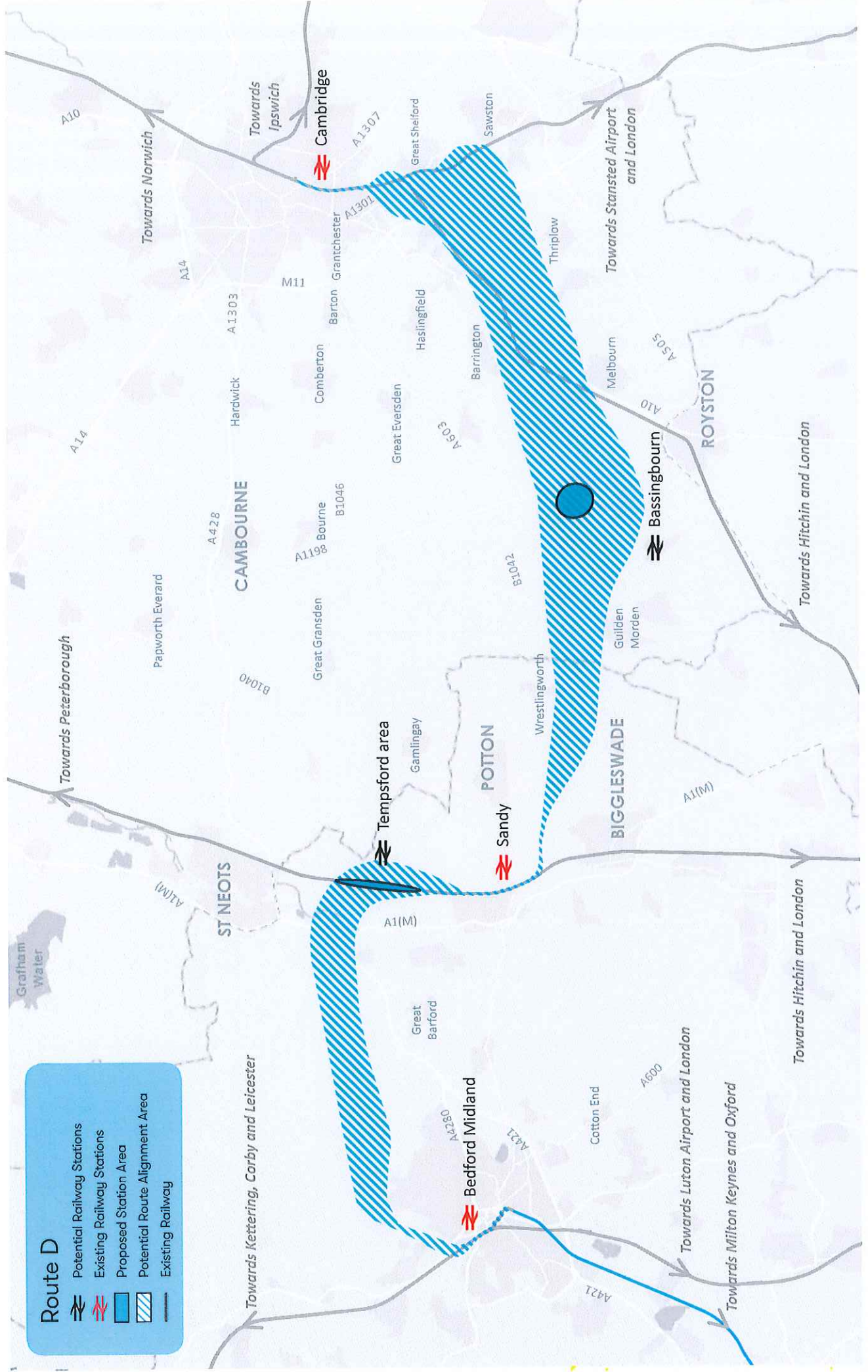
ROUTE C

Bedford South – Tempsford area – Sandy – Cambridge (via Bassingbourn)



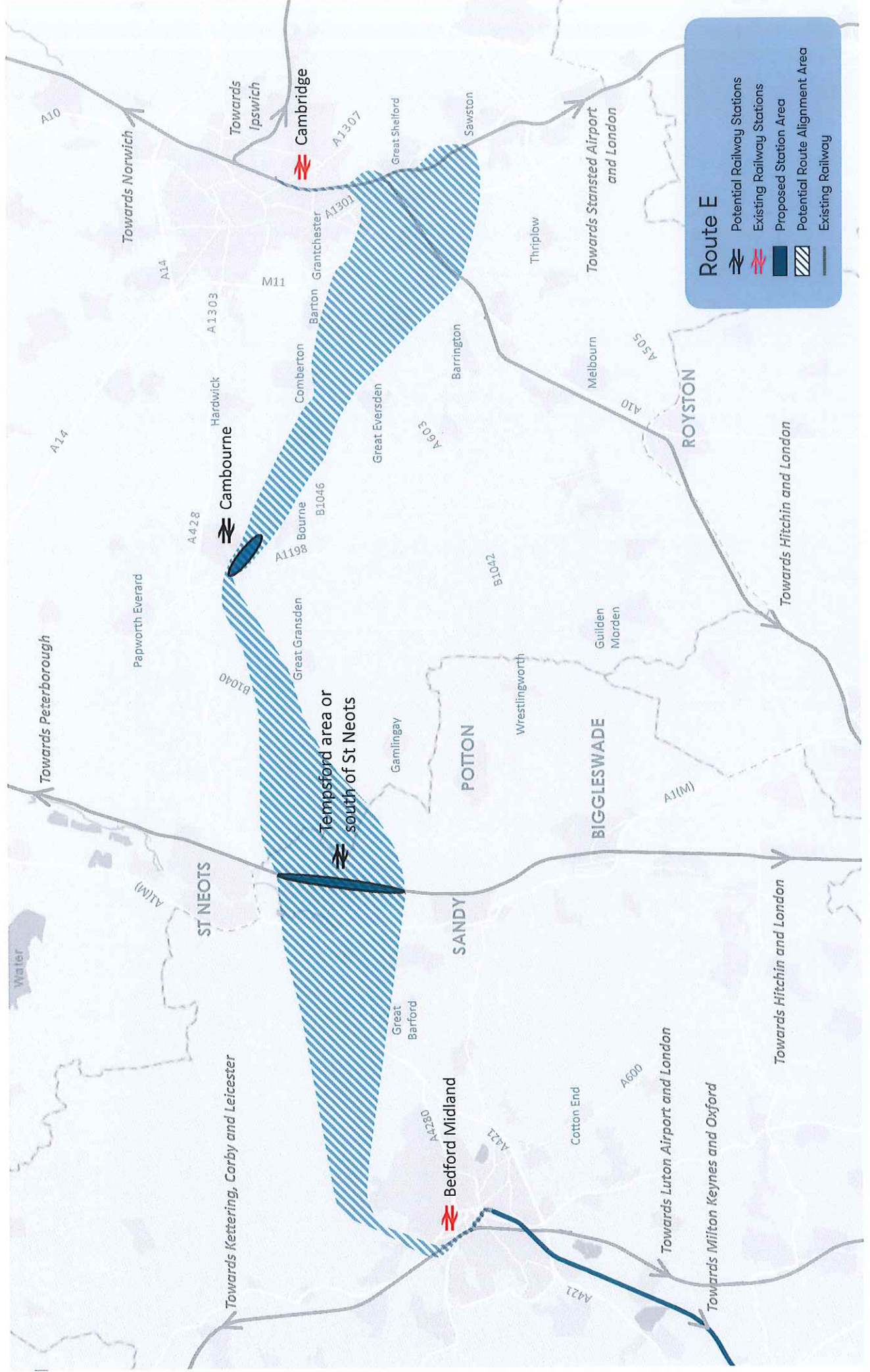
ROUTE D

Bedford Midland – Tempsford area – Sandy – Cambridge (via Bassingbourn)



ROUTE E

Bedford Midland – south of St Neots / Tempsford area – Cambourne – Cambridge





Bedford to Cambridge Route Options Consultation

Please use the below feedback form to have your say about our Bedford to Cambridge route options. The feedback form has nine questions, and there is an opportunity at the end to also provide general feedback.

For more details about the route options, download a copy of our Consultation Document [here](#). The comments and feedback we receive during this consultation will be considered as we refine our scheme before seeking powers for its construction.

You can download a copy of this form [here](#). For pre-printed versions of the feedback form, large print copies or versions in alternative languages, please contact@eastwestrail.co.uk or call 0330 1340067. **Please return paper copies to:** Freepost EAST WEST RAIL

Please submit your feedback by 11.45pm on 11 March 2019 when this consultation will close.

Feedback Form

Your details

First Name

[Redacted]

Last name

[Redacted]

Email address

[Redacted]

Phone number

[Redacted]

Street

[Redacted]

City

[Redacted]

County

[Redacted]

Postal Code

[Redacted]

Organisation (if applicable)

[Redacted]

I am a:

Local resident

Commuter to the area

- Visitor to the area
- Former resident
- Future resident
- Business owner
- Elected representative
- Interest group
- Other

Age range

- 18 or under
- 19 - 34
- 35 - 50
- 51 - 65
- Over 65

Would you like to receive further information from East West Rail as the proposals develop?

- Yes (by both Email & Post)
- Yes (by Email)
- Yes (by Post)
- No thanks

We are asking for feedback on:

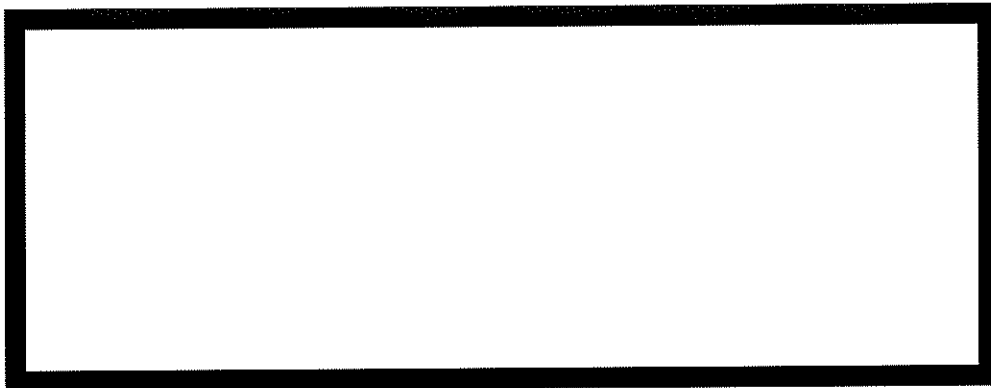
- The opportunities, challenges and other considerations for each of the route options we are consulting on.
- Your views on the approach we have taken to developing the project up to now, including identifying route corridors, potential route options and station locations and the approach into Cambridge.

- Any other matters you think we should consider.

You may submit more than one feedback form and you may choose to leave feedback by post.

Preferred route corridor: Consultation Document Page 10

Please provide any comments on the route corridor in which the route options below are located.



Choosing a preferred route option: main factors

On a scale of one to five, where five is most important and one is least important, how important do you believe each of the following factors should be in deciding on a preferred route:

1 2 3 4 5

Supporting economic growth



Supporting delivery of new homes



Cost and overall affordability

Benefits for transport users

Environmental impacts and opportunities

For each of our routes please tell us how you think it performs against our five key criteria along with any other comments or considerations.

Route option A: Consultation Document Page 15

On a scale of one to five where five is the most positive, how do you think Route A performs against our key criteria of:

1 2 3 4 5

Supporting economic growth

Supporting delivery of new homes

Cost and overall affordability

Benefits for transport users

Environmental impacts and opportunities

Do you have any comments on the other considerations associated with this route?

Route option B: Consultation Document Page 16

On a scale of one to five where five is the most positive, how do you think Route B performs against our key criteria of:

1 2 3 4 5

Supporting economic growth

Supporting delivery of new homes

Cost and overall affordability



Benefits for transport users



Environmental impacts and opportunities



Do you have any comments on the other considerations associated with this route?

Route option C: Consultation Document Page 17

On a scale of one to five where five is the most positive, how do you think Route C performs against our key criteria of:

1 2 3 4 5

Supporting economic growth



Supporting delivery of new homes



Cost and overall affordability



Benefits for transport users



Environmental impacts and opportunities



Do you have any comments on the other considerations associated with this route?

Route option D: Consultation Document Page 18

On a scale of one to five where five is the most positive, how do you think Route D performs against our key criteria of:

1 2 3 4 5

Supporting economic growth



Supporting delivery of new homes



Cost and overall affordability



Benefits for transport users



Environmental impacts and opportunities



Do you have any comments on the other considerations associated with this route?

Route option E: Consultation Document Page 19

On a scale of one to five where five is the most positive, how do you think Route E performs against our key criteria of:

1 2 3 4 5

Supporting economic growth

Supporting delivery of new homes

Cost and overall affordability

Benefits for transport users

Environmental impacts and opportunities

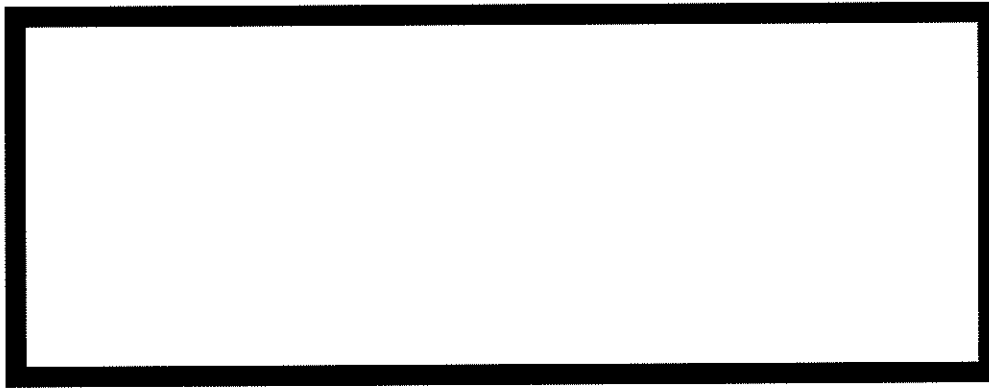
Do you have any comments on the other considerations associated with this route?

The route into Cambridge

Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?

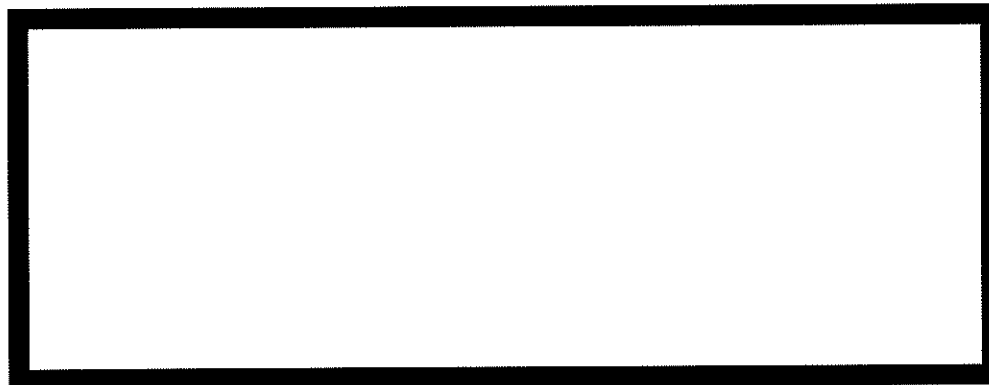
- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

If you disagree, please explain your view, including any additional factors that should be taken into account.



General feedback

Please provide any other views or comments on the overall approach that has been taken to developing the project including on the route corridor selected, in identifying potential route options and station locations, and feedback on any other aspect of the project.



Send >

We will collect and process the information you provide to us in order to record and analyse any feedback or question you raise during the Consultation. If you give us personal information about other people you must first make sure that you have obtained all necessary permission from that person for you to pass this information on to us. We may need to share personal information with third parties which could include public bodies and third parties working with us on the project. You have the right to object to the processing of your personal data in certain circumstances and you may ask us to delete your personal information if you believe that we do not have the right to hold it. For further information in relation to how we process personal data, please see our [Personal Information Charter](#).

**Learn more about
East West Rail**

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CPRE Bedfordshire Briefing

EAST WEST RAIL - Consultation March 2019

CPRE Bedfordshire's Preferred Route - Route B

Background

The East West Rail project has been established by the Department for Transport (DfT) to link communities and reduce travel costs and journey times by creating direct links between Oxford, Cambridge and the communities in between. It also provides opportunities for better onward connections both north-south and further east and west.

The project is part of Oxford-Cambridge Corridor strategy recommended by the National Infrastructure Commission (NIC) which is supported by the government. The National Infrastructure Commission projects that the corridor will become host to major hi-tech industrial developments and will be the site to one million new homes by 2050.

CPRE Bedfordshire supports East West Rail (electrified) in principle, but see it primarily as a means of reducing congestion on major road networks, reducing air pollution and carbon footprint, not as a means of creating a massive new urban conurbation stretching from Oxford to Cambridge.

CPRE Bedfordshire has already dismissed proposals for new towns and urban extensions, several of them along the East West Rail corridor, put forward by Central Bedfordshire Council in their submitted Local Plan, because they have not undertaken and published detailed assessments of the evidence base for the locations chosen.

This includes land at Tempsford identified with potential for the development of 10,000+ new homes (almost 3 times the size of Ampthill) which we reject out of hand.

Consultation on proposed Bedford to Cambridge Route Options

There are 5 routes chosen for consultation, identified as options A to E. The consultation document highlights two key practicalities for consideration regarding routes within Bedfordshire;

1. The need to provide an Interchange with the Midland Mainline at the existing Bedford Midland station or at a new station to be located south of Bedford or at Wixams
2. The need to provide an Interchange with the East Coast Main Line at a new station; a) somewhere between Sandy and St Neots, b) slightly north of the existing Sandy station, c) slightly south of the existing Sandy station

CPRE Bedfordshire's response to the consultation on proposed East West Rail route options

Interchange with the Midland Mainline:

CPRE Bedfordshire supports the option which includes a new station at Wixams

The Technical Report states that for routes locating the interchange south of Bedford;

East West rail “....could diverge from the Marston Vale line around Stewartby near Bedford. It could then serve a new split-level ‘Bedford South’ station to the south of the A421, which could alternatively be located near Wixams (i.e. the EWR track and platforms could sit above the Midland Main Line). This could provide a direct interchange with Thameslink services along the Midland Main Line and other Midland Main Line services through a further interchange at Bedford Midland.”

The advantages of locating the interchange at a new Bedford South/ Wixams station are:

- **Solves the serious problem of a station at Wixams** (which Bedford Borough Council have already committed to in terms of funding with some developer support) which will grow by a further approx. +2000 homes in the next few years.
- **Provides good connectivity for both the Thameslink and MML services** - with a very short journey (a few minutes only) to Bedford Midland via Thameslink to get to Bedford town or connect with MML services.
- **Reduces traffic in Bedford town which would result from an East/West rail interchange at Bedford Midland** - avoiding increased traffic flows into the town centre putting additional pressure on already over-stretched parking capacity and adding to congestion and pollution.
- **Prevents disturbance of the tranquillity of small rural villages and countryside north of Bedford** which would result from locating the interchange at Bedford Midland and the line then exiting Bedford Midland station from the north and then diverge in an easterly direction
- **Taking the line to Bedford Midland and then north of Bedford would open up the whole of rural North Bedfordshire to development on a very large scale** - something we should strongly resist.
- **Creates the opportunity to open up proper cycle routes into and out of Bedford town centre to the new Bedford South/Wixams station** by developing a cycleway crossing of the A421.

Interchange with the East Coast Main Line:

CPRE Bedfordshire supports the option which includes a new station located somewhere between St Neots and north of Sandy

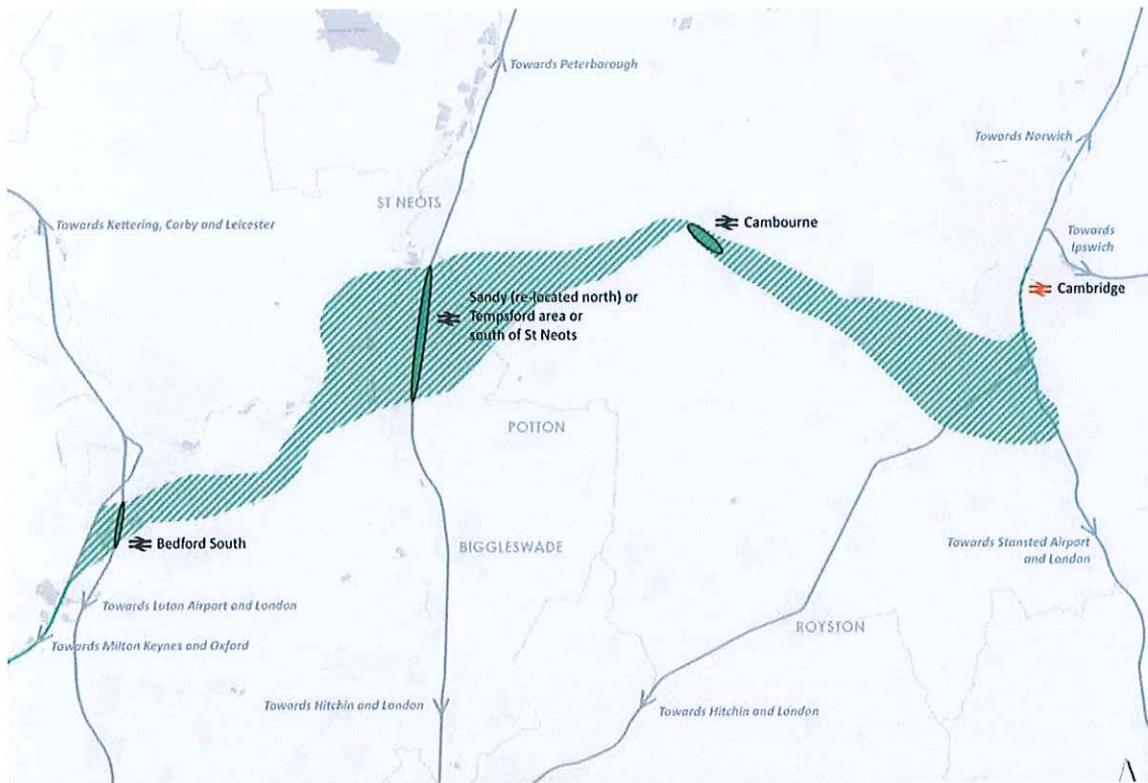
The advantages of locating the interchange at a new station somewhere between St Neots and north of Sandy are;

- Serves existing and growing populations in the vicinity of St Neots
- Minimises negative environmental impacts of route options south of Sandy, avoiding locations recognised as challenging due to environmental sensitivities at the RSPB Nature Reserve at Sandy Warren SSSI, Biggleswade Common and Wimpole Hall

CPRE Bedfordshire's preference reflects our priorities for Bedfordshire and have been agreed with CPRE Cambridgeshire. We are developing a joint response with CPRE Cambridgeshire which may include comments proposing some variations regarding the Cambourne to Cambridge section of the route.

The route option within Bedfordshire which most closely meets CPRE Bedfordshire concerns is Route B

Bedford South - Sandy (re-located north) / Tempsford area / south of St Neots



FINAL DATE FOR CONSULTATION RESPONSE IS: 11:45pm, Monday 11 March 2019