



### 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	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Supporting delivery of new homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Cost and overall affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Benefits for transport users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Environmental impacts and opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

**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.**

### Preferred route corridor: [Consultation Document Page 10](#)

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

Option B is the preferred route from those in the Consultation, but Cambourne Town Council would recommend that it takes a northern route between the A1 and Cambridge following the recently announced A428 preferred route. A station to the north of Cambourne would be more accessible from than one to the south. This amended option would potentially reduce the cost and make it more affordable and reduce the environmental impact.

**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



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.

**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?

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.

**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?

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. This option presents a bizarre alignment that tries to squeeze in a station at Tempsford as well as serving Sandy

**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?

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. This option is improved over option A 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.

**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 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 on going 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. This route would be the next best option to A, but would deliver fewer economic benefits or benefits for transport users as a result of the failure to connect directly to Bedford Midland.

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.

Cambourne Town Council would suggest a sixth option be considered with the stretch from Bedford to the A1 as option B. The A1 to Cambourne stretch should follow the recently announced A428 upgrade preferred route. the route from Cambourne to Cambridge could continue via Northstowe or to the south or both. This will support delivery of economic growth, delivery of housing, have cost and affordability benefits, benefit transport users and reduce the environmental impact and give opportunities for improvements to the environment.