

## CAMBOURNE TOWN COUNCIL

District of South Cambridgeshire

### **East West Rail**

Council Meeting 8<sup>th</sup> June 2021

#### **10.1 East West Rail's Consultation**

Further to the resolution delegating it to the Chairs Group to formulate a response then circulate it to the Council prior to submission to East West Rail (EWR) prior to the deadline of Wednesday 9<sup>th</sup> June 2021.

Below is the approved draft response to EWR.

The black is EWR questions and the red is the response submitted to EWR on Monday 7<sup>th</sup> June 2021

#### **10.2 East West Rail Email**

Email from David Rutherford - Varsity Railway Cambridge Travel Model Report, as submitted to EWR.

## Introduction to the project so far

### The approach to Cambridge

#### 1. Please share your view on

Because EWR alignments closer to north Cambridge are now being considered, we have looked again at whether we were right to have favoured Route Option E and approaching Cambridge from the south as we confirmed after our last consultation. In particular, we have reviewed our previous assessment that concluded approaching from the south was the better option taking account of a Cambourne North Station outside of Route E to see if we would have made a different decision. We consider that the advantages of approaching Cambridge from the south continue to support this conclusion and that a number of challenges remain for a northern approach even with a Cambourne North station. We'd welcome your comments on our assessment. The following questions are in the same order as they appear in the Consultation Document. The main headings show which section the questions relate to. The approach to Cambridge

**Background Cambourne is a new Town which started to be occupied in 1999 and has currently grown to over 12,000 residents. The Current planned growth at Bourn Airfield and West Cambourne will take this to over 29,300 residents. Cambourne Town Council carried out a consultation with the residents to get their views on East west Rail. Consideration of a station in Cambourne (question 1) and the residents view on the location of the station at Cambourne (question 2).**

**Question 1 showed a strong desire for a station in Cambourne.**

**Q1 Do you support the need for a station at Cambourne?**

Answer Choices	Responses
Yes	92%
No	6%
No opinion	2 %

**Question 2 responses shows the strong support for a Cambourne north station**

**Q2 Where would you prefer the station to be located?**

Answer Choices	Responses
North of Cambourne	69%
South of Cambourne	14%
No preference	17%

**The residents support for a north Cambourne station shows that East West Rail is right to look outside of the original route E in relation to putting forward a Cambourne North Station.**

**Cambourne Town Council does not have a strong preference for the location of the Cambridge station, but the consultation with the residents gave the below response to the following question:**

**Q7 The East West Rail Company's proposal is for a new station south of St Neots, then one at Cambourne. From Cambourne there are 2 proposals for the route to Cambridge. The first route by EWR is to a station south of Cambridge (Fig 1). The second route is by CamBedRailRoad (CBRR) – a campaigning group - is to a new station north of Cambridge (Fig 2). Which route would you prefer?**

Answer Choices	Responses
North Cambridge	43.5%
South Cambridge	27.5%
No preference	29%

## Customer experience and railway operations

### The train service

- Please share your views on:
  - How you might use EWR services - for example for work, to visit friends and family, or to get to leisure destinations?
  - Based on your experience of rail travel in the UK what do you think are the main areas that could be improved?
  - If you don't currently travel by rail, what are the reasons for this? Is there anything that would persuade you to use rail services?
  - Are there ways in which we could help improve your entire journey? For example:
    - How and where you research your trip
    - The actual rail journey itself
    - Getting from your home at the start of the journey, to the point that you reach your end destination
    - How could we support our net zero carbon ambitions through the delivery of services to customers? For example, through the design of stations, the trains we operate or through forms of active travel, for example cycling or walking.

**As part of Cambourne Town Councils Consultation residents gave the following response to question 3 relating to frequency and question 4 in relation to reasons to travel**

#### **Q3 How frequently would you use the station?**

Answer Choices	Responses
Daily	25%
Weekly	28%
Monthly	15%
Occasionally	28%
Never	4%

#### **Q4 What would be the purpose of your journey?**

Answer Choices	Responses
Work	22%
Leisure	35%
Both	43%

Using the existing rail network, the key aspects that need improving are affordability, accessibility, time keeping, a simple ticket/fare structure, regular timetable and a safe environment to travel.

Real time information for the journey and connecting public transport at destination. Ease of access to the station and the trains. Sufficient staff for passenger safety with CCTV on the trains and at stations including ample cycle storage and parking. Comprehensive inclusive design of the station with simple secure access for disabled people, cyclists and pedestrians. Secure Cycle storage and segregated cycle paths.

To achieve the net zero carbon ambition the rolling stock should be electrified at day one rather than retro fitting at a later date. The stations and rail infrastructure should take advantage of alternative energy sources and be constructed from sustainable materials. The stations should be travel hubs to link in with local public transport. This is essential to avoid encouraging people into cars having a negative effect on the carbon reduction. This will require a cycle/pedestrian bridge over the A428. The siting of a station to the north of Cambourne with good cycling, pedestrian and Public transport would assist with the net zero Carbon as it would reduce car movements as shown in the response to question 5

**Q5 Would the train be used instead of a car?**

Answer Choices	Responses
Yes	78%
No	8%
Occasionally	14%

Storage on trains for cycles so you can cycle to the train then to your destination from the final station.

Question 6 of the Town Council survey gave an indication of the direction residents would take.

**Q6 Which direction would you be more likely to travel?**

Answer Choices	Responses
East (towards Cambridge)	49%
West (towards St Neots)	9%
Both	42%

**Station experience**

**3. Please share your views on:**

- Thinking about your experience of stations, how would you like your rail journey to link with other parts of your journey? For example, arriving or leaving the station on foot, by bike, car, or bus.
- How can station forecourts and approaches be designed to offer the most convenient access for walking, cycling and bus services?
- What sort of facilities would you like to see at stations – both those that contribute to the overall journey experience, as well as those that might serve a wider community purpose?
- Are there any particularly good examples, either in the UK or abroad, of stations with good facilities or facilities for changing between different transport modes?
- Are there specific factors that you would like us to consider that may improve safety and security at stations?
- How can stations be better designed to manage customer flows around the station environment?
- How can customers be guided through the station experience (particularly during busy periods)?
- How should we ensure inclusivity, for example in terms of accessibility and the broader station experience?

Real time information for the journey and connecting public transport at destination. Ease of access to the station and the trains. Sufficient staff for passenger safety with CCTV on the trains and at stations including ample cycle storage and parking.

Comprehensive inclusive design of the station with simple secure access for disabled people, cyclists and pedestrians. Secure Cycle storage and segregated cycle paths.

East West Rail should convene specific interest groups to advise on the best practice for cyclists, disabled people, youth etc.

The station should be part of a travel hub with the local public transport which should include improved busses to the towns and surrounding villages reducing the need for car movements.

### **On-train experience**

#### **4. Please share your views on:**

- How can we create an engaging environment that suits the unique needs of our customers, for example, working effectively, relaxing or being entertained?
- What types of things should we put in place to create a clean, safe and secure environment for you and your belongings on your train journey?
- What facilities and services would provide the optimal train experience for customers on the EWR route?
- What types of areas/spaces would you like to see on EWR trains beyond seating and standing space?
- What on-train experience(s) might encourage customers to switch to rail from other modes of transport?
- Are there any examples, either from the UK or from abroad, of good seating layouts or on-train facilities?
- How might we consider sustainability in the on-train environment?
- How can the on-train environment support customers' wellbeing throughout their journey?

East West Rail should convene specific interest groups to advise on the unique issues including cyclists, disabled people, youth as well as the general public.

Safe storage areas that are regularly inspected and cleaned. Cycle storage to encourage sustainable transport to the station and from the destination.

The provision of trained staff on trains to help passengers and help them feel safer due to the extra security.

Affordable tickets would encourage passengers to use the train rather than other forms of transport. Punctuality and regular timetabling and late-night trains would encourage passengers especially for leisure trips to Cambridge and London.

Discounts for students travelling from villages to the further education colleges in Cambridge and Bedford linked with public transport at the destination.

High quality Wi-Fi and phone/laptop charging.

Stations should be open and inviting encouraging people to enter with simple ticket purchasing to reduce queuing.

CCTV on the trains and Station, well light with minimum of dead obscured zones, with high spec cameras and recording/monitoring systems.

One payment for total journey, i.e. integrated public transport fare system.

Fare zoning that is fair; not penalising larger developments as an 'easy touch'.

### **Interaction with colleagues**

#### **5. Please share your views on:**

- What types of attitudes and behaviours would you like to see our staff displaying to make your experience with EWR a positive one? This may relate to contact you have online, over the phone, at the station or on the train.
- How and where would you like to have access to staff members on your journey and why? Again, this may relate to virtual support or face to face contact.

Staff should be trained in equality issues to treat people compassionately and respectfully.

Real people on the trains as well as the stations.

East West Rail should convene specific interest groups to advise on the best practice for cyclists, disabled people and youth.

## Customer information

### 6. Please share your views on:

- What sort of information do you find most critical when you are making a train journey?
  - What ways of communicating travel information do you think will be most effective as you arrive at the station or on the train?
  - Are there other types of travel information, not directly relating to the train journey, that you think it would be valuable for EWR to provide before or during your journey?
  - How could we provide better or different customer information, to help our customers be more relaxed and feel in control throughout their journey?
- Information on the journey from your door to your destination
  - Real time display linked to apps on your phone.
  - Information on connecting trains on the mainlines.
  - Local information on public transport linking to the home station and destination station.
  - Running to schedule with real time information may allay some anxiety around missing connections.

## Infrastructure development

### Section A: Oxford to Bicester

#### 7. What do you think is important to consider when developing our proposals for the railway in the Oxford to Bicester area?

In particular, we would like to know about:

- a. Anything we should consider in relation to our proposals for Oxford station
- b. Your views on our proposals for Oxford Parkway and Bicester Village stations
- c. Anything we should consider about the level crossing at London Road in Bicester and the options we are considering.

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

#### 8. Please rank your preference for the proposed concepts for the level crossing at London Road in Bicester.

Please use a scale of 1 to 6 to indicate your preferences where 1 indicates your preferred option and 6 the option you favour least.

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

#### 9. Please tell us why you have ranked the proposed concepts above and provide any other comments.

Do you have any alternative suggestions?

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

**Section B: Bletchley and the Marston Vale Line**

**10. What do you think is important to consider when developing our proposals for the Bletchley and the Marston Vale Line area?**

In particular, what do we need to take account of:

- a. In relation to the existing stations on the Marston Vale Line and whether they should be kept open or consolidated through closure and relocation
- b. When we provide alternatives to existing level crossings
- c. In delivering the improvements to the Marston Vale Line
- d. In delivering works to Bletchley station
- e. In relation to the impact of reinstating a second track between Bletchley and Fenny Stratford.

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

**11. Please rank your preference for the proposed options for the existing stations on the Marston Vale Line.**

Please use a scale of 1 to 2 to indicate your preferences where 1 indicates your preferred option and 2 the option you favour least.

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

**12. Please tell us why you have ranked the proposed options for the existing stations above as you have and provide any other comments:**

- a. In relation to option 1, please provide any comments on the search area for the relocation of Ridgmont station and the new passing loops
- b. In relation to option 2, please provide any comments on the search areas for the relocated stations:
  - i. Woburn Sands (relocated)
  - ii. Ridgmont (relocated)
  - iii. Lidlington (relocated)
  - iv. Stewartby (relocated).

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

**Please provide us with your view on the options for the level crossings on the Marston Vale Line:**

**Questions 13-28**

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

**29. Please rank your preference for the proposed options for the Marston Vale Line upgrade.**

Please use a scale of 1 to 3 to indicate your preferences where 1 indicates your preferred option and 3 the option you favour least.

No preferences given.

**30. Please tell us why you have ranked the proposed Marston Vale Line upgrade options above as you have and provide any other comments.**

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

**31. Please rank your preference for the proposed options for the Fenny Stratford additional track.**

Please use a scale of 1 to 2 to indicate your preferences where 1 indicates your preferred option and 2 the option you favour least.

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

32. Please tell us why you have ranked the proposed Fenny Stratford additional track options above as you have and provide any other comments.

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

**Section C: Bedford**

33. What do you think is important to consider when developing our proposals for the Bedford area? In particular, what do we need to take account of:

- a. Regarding changes to Bedford St Johns station and the area around it
- b. Regarding changes to Bedford station and the area around it
- c. Regarding our emerging preferred option for the area to the north of Bromham Road bridge (North Bedford).

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

34. Please rank your preference for the proposed options for Bedford St Johns station.

Please use a scale of 1 to 2 to indicate your preferences where 1 indicates your preferred option and 2 the option you favour least.

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

35. Please tell us why you have ranked the proposed Bedford St Johns options above and provide any other comments.

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

36. What do you think is important to consider when developing our emerging preferred option for Bedford station?

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

37. What do you think is important to consider when developing our emerging preferred option for the area north of Bromham Road bridge (North Bedford)?

No Comment as not directly affected, but should take into account current, proposed and future development on the OxCam Arc.

**Section D: Clapham Green to The Eversdens**

38. Please rank your preference for the proposed Clapham Green to The Eversdens alignment options.

Please use a scale of 1 to 5 to indicate your preferences where 1 indicates your preferred option and 5 the option you favour least.

<b>Options</b>	<b>Alignment 8 – yellow: Tempsford Option B station to</b>	<b>Alignment 1 – dark blue: St Neots South Option A</b>	<b>Alignment 2 – red: St Neots South Option A</b>	<b>Alignment 6 – light blue: St Neots South</b>	<b>Alignment 9 – purple: Tempsford Option A station to</b>
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	<b>Cambourne South station</b>	<b>station and a Cambourne North station</b>	<b>station and a Cambourne South station</b>	<b>Option B station and a Cambridge South station</b>	<b>Cambourne North station</b>
<b>Option preference ranking</b>	5	1	5	5	2

**39. Please tell us why you have ranked the proposed alignment options above and provide any other comments.**

Cambourne Town Council ranked the alignments options in the order above for the following reasons:

**Alignment 1**

This is the preferred alignment as it provides the best solution for the residents of Cambourne and the new approved developments at Bourn Airfield and West Cambourne. The response to Cambourne Town Councils consultation question 2 supports this alignment.

**Q2 Where would you prefer the station to be located?**

Answer Choices	Responses
North of Cambourne	69%
South of Cambourne	14%
No preference	17%

The siting of the station adjacent to the A428 allows a travel hub to be formed with the station and a terminus for public transport with easy access to surrounding villages minimising the need to drive through Cambourne to reach the station.

Alignment 1 following the A428 allows a co-ordinated scheme with the mitigation works being shared on one corridor rather than having two corridors.

There would be less environmental impact due to light and noise pollution as it is adjacent to the existing light and noise source of the A428 which will or has mitigation in place north of Cambourne.

The northern station does not affect the A1198 south of the A428.

A north station would work with the main entrance from Cambourne minimising impact on roads not designed for higher traffic movements and avoiding the safe routes to three schools and a nursery.

Alignment 1 does open up the opportunity for development along the route, but developments adjoining Cambourne are not supported by Cambourne Town Council currently.

Note all the alignments have the potential for supporting development along the route including North of Cambourne but alignment 1 would reduce the traffic impact on Cambourne and the surrounding villages.

Cambourne considers that a station is required to take the existing development approved at West Cambourne and Bourn Airfield which will generate over 17,000 residents in addition to the 12,500 residents generated by the original Cambourne development. Therefore, it is not required to ensure additional housing growth as the two current developments will take over 15 years before they are fully occupied.

Cambourne and the adjoining villages have borne the brunt of housing development in South Cambridgeshire since 1998 and still will until at least 2036.

Although this is further away from Caxton, improved public transport along with the recently completed cycle and pedestrian path linking to Cambourne should mitigate this.

### Alignment 9

This is the next (second) alignment as it provides the next best solution to Alignment 1 for the residents of Cambourne and the new approved developments at Bourn Airfield and West Cambourne. The response to Cambourne Town Councils consultation question 2 supports this alignment.

#### Q2 Where would you prefer the station to be located?

Answer Choices	Responses
North of Cambourne	69%
South of Cambourne	14%
No preference	17%

The reasons for the alignment are as for alignment 1

The reason that it is rated second is that the appraisal of the alignment is not as favourable as alignment 1 this includes greater cost, longer time for the journey and greater environmental impact.

### Alignment 2, 6 and 8

These alignments are all ranked at 5<sup>th</sup> preference as they do not meet the preference of our residents see Question 2. It is not possible to rank any higher than the other.

#### Q2 Where would you prefer the station to be located?

Answer Choices	Responses
North of Cambourne	69%
South of Cambourne	14%
No preference	17%

The three alignments also have a greater impact on the environment as they cross the buffer between Cambourne and Caxton then encroach on the Country Park around Cambourne which has provided a valuable community space for residents of Cambourne and surrounding villages during the Covid-19 Pandemic.

The separate travel corridor will sandwich Cambourne between two major transport routes with an inferior transport link and a lower quality transport hub arrangement as the main distributor route for public transport is not adjacent to the proposed south Cambourne station. Having two separate travel corridors would increase light and noise pollution.

Two Corridors would result in larger land requirements having a greater detrimental impact on the environment.

A southern station cutting the A1198 would have the effect of discouraging traveling to the station.

The station South of Cambourne would cause cars to use Cambourne (School Lane) as a quick route to the station crossing the safe routes to three schools and a nursery.

Siting the station south of Cambourne is likely to discourage residents due to the longer travel distance from areas of Great and Upper Cambourne. The cycle and pedestrian links from Great and Upper Cambourne not designed to take people out of Lower Cambourne in the same way as northerly to the A428.

The A1198 is likely to become Congested adjacent to the proposed south Cambourne station especially if a crossing has to be installed on the road. This would discourage passengers and encourage rat running through surrounding villages and Cambourne to avoid the bottle necks.

**Section E: Harlton to Hauxton**

**40. What do you think is important to consider when developing our proposals for the Harlton to Hauxton area?**

In particular, what do we need to take account of:

- a. In relation to building a new railway junction which would join our new railway to the Shepreth Branch Royston existing railway
- b. In relation to our emerging preferred option to build a new junction which uses a bridge to connect the railways (a grade separated junction) and to extend the existing railway to connect to the new junction (using an offline construction).

East West Rail if develops the emerging preferred route into the south of Cambridge it should ensure the route minimises the impact on the villages along the route.

**Section F: The Shelfords to Cambridge station**

**41. What do you think is important to consider when developing our proposals for the The Shelfords and Cambridge area?**

In particular, what do we need to take account of:

- a. In relation to our options for the Hauxton Road level crossing
- b. In relation to our proposed modifications to the Shepreth Junction
- c. In relation to our emerging preferred option to increase the existing railway line between Shepreth Junction and Addenbrooke's bridge from two tracks to four tracks
- d. In relation to our emerging preferred option to increase the existing railway line between Long Road Sixth Form College and Cambridge station from two/three tracks to four tracks
- e. Anything we should consider at Cambridge station.

East west Rail if develops the emerging preferred route into the south of Cambridge it should ensure the route minimises the impact on the road access to the adjoining villages.

Access to Cambridge station should be improved.

The emerging preferred route to Cambridge Station should be future proofed to take account of current and future development needs.

## 10.2 East West Rail Email

**Subject:** Varsity Rail Western Approach

Dear Friends in Adversity

Please find attached the brief [Varsity Railway Cambridge Travel Model Report](#), as submitted to EWR. This overwhelmingly justifies a Western Approach into Cambridge for Varsity Rail. This Option avoids all the adverse environmental impacts of the EWR Southern and Northern Options (beyond the noisy proximity of the A428 and A14.) It would obviously be dramatically cheaper and the Report quantifies substantially reduced passenger journey distances to most destinations throughout the City when compared with the EWR Preferred Southern Option.

As expert Transport Planners, Rutherfords have prepared a readily confirmed Technical Justification for the concept of a Railway Station Terminal within Girton Interchange as initially promoted in May 2021.

This email is being sent to all Parish Council Clerks close to Cambridge directly affected by the Cambridge Southern and Northern EWR Options. It is for onward circulation for widespread local consideration prior to the closure of the Consultation Period on the 9th June 2021.

I trust you find the Travel Model Report is useful in forming conclusive responses to EWR. The report should be self-explanatory but, if clarification is needed, please feel free to respond to this email.

Yours sincerely

David Rutherford

Director

Rutherfords