

East West Rail Consultation Feedback Guide

IMPORTANT! DATE SENSITIVE MATERIAL.



East West Rail (EWR)'s 2nd non-statutory consultation closes on **Wednesday 9th of June.**

Every person in a household can fill in a copy of the attached shorten form and send it in by post to:

Freepost EAST WEST RAIL

There are 41 questions in total, only 4 of which are directly relevant to the Alignments that impact us. If you have not already seen the Video of the slides shown at the public meeting, we would urge you to take the time to view them. They answer a lot of the WHAT, WHERE, WHO, WHY and WHEN questions.

<https://caldecote.gov.uk/east-west-rail>

They are a comparison of the differences a North and a South Cambourne Station has on this part of Cambridgeshire. They also compare the areas still affected after Mitigation on Noise and Vibration. They explain why the Viaduct and Embankment that trundles through Highfields Caldecote are so onerous, on a hill that is already the highest point in this part of Cambridgeshire.

For convenience we have attached the questions we believe are pertinent to our communities impacted by EW Rail.

You can fill this in and send it to **Freepost EAST WEST RAIL**, or email your response to consultation@eastwestrail.co.uk. You can also download the full feedback form, or fill in the form online:

<https://communityhub.eastwestrail.co.uk/consultation-feedback>

There is conflicting advice from Cambridge Approaches et al. Their number one priority is to get railway to approach Cambridge from the north. They have deliberated concentrated on the two alignments 1& 9 that come through Highfields, ignoring the benefits of 60% of the alignments (2,6&8) that go via a South Cambourne Station. Michael Atkins our County Councillor questioned EWR specifically about further work or consultation being done on the northern route. Will Gallagher, Strategy Director for EWR, answered that the company thinks it has done sufficient work on the northern route and has no intention of further analysis or consultation. So, a northern approach argument is for another day, maybe after Cambridge Approaches asks for a Judicial review. In the meantime, it is important to concentrate on the Answers that impact us directly.

Question 1: Because EW Rail have chosen to go outside Corridor E they have had look again to see if they were correct to choose “Route Option E and approaching Cambridge from the south”. There have been significant changes in the wider context since this option E was selected, including the expansion north of Corridor E, the consequences of the Governments proposed policy on growth areas and the Government’s new bus and rail policies and Covid-19. You may well like to comment on:

- Properly revisiting Corridor Option C since it offers a flatter landscape, the real possibility of increased housing at Bassingbourn and the enabling of a more sensible approach into Cambridge from the South
- Any alignments from a North Cambourne station going south have dramatic visual and noise consequences.
- Makes no sense to come so far North and then go South, so continue to a Northern Approach to Cambridge
- If an approach to Cambridge south is the main objective, then why come so far North.
- It is unfair on the communities that are impacted by this new route since they were not consulted previously. Most will not benefit either.
- If people had realised the consequences of the terrain of option E (any Cambourne Station) would be such a problem would anyone have voted for the option at the previous consultation.

Question 2: Asks how you would use the train service You may like to comment on:

- Commuting to the Biomedical campus, Addenbrookes Hospital complex and Hills Road 6th form college.
- Visiting Cambridge, except the Cambourne to Cambridge(C2C) busway would be easier to get into Cambridge.
- A direct connection to the North Cambridge station would enable commuting to the science parks & the regional College. This could be enabled by the new train station at Waterbeach having a turnback siding which also allows Waterbeach residents to commute to the Cambridge employment and educational areas.
- Any needs to travel West to Bedford, Milton Keynes & Oxford, or not.

Question 38: We recommended 6, 8, 2, 1,9. You may choose to cross out alignments 1&9

Question 39: Asks why you have chosen the order of alignments in Q38.

Please refer to reports on the Caldecote Parish Council Website for more detailed reasoning.

You may like to comment on:

- The impossibility of alignments 1&9 due to the Bourn Airfield and Bourn Quarter developments, any mitigation such as tunnelling or putting the A428 over the railway would be prohibitively expensive.
- The difficulty of coming South once at a North Cambourne station.
- Alignment 6 is quicker, shorter, and probably cheaper.
- Alignments 6,2&8 have No impact on delivery of the 3,500 home Bourn Airfield Development
- Alignments 6,2&8 avoid having to rise an additional 12M on a hill that is already 72M high, thereby reducing the disproportionate noise, visual and pollution impact on the surrounding areas.
- No advantage in following the A428 route since only a Southern Approach to Cambridge is offered.
- “North to North(N2N) or South to South (S2S)”, i.e. North Cambourne station if a Northern approach to Cambridge and a South Cambourne station if a Southern approach to Cambridge.
- Significantly less priority habitat destroyed by following alignments 2,6 &8
- Significantly less homes impacted after mitigation on alignments 2,6 &8

You may choose to type your response, or need further pages – these can be stapled to the form.

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.

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.**



Customer experience and railway operations

The train service

2. 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.




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.

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

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



And finally, please tell us a bit about yourself

Title: _____ **Full name:** _____

Address: _____

Postcode: _____

Telephone: _____

Email: _____

Organisation (if applicable): _____

Please select the option that best represents the capacity in which you are responding to this consultation. I am a:

- Local resident Commuter to the area Visitor to the area
- Local business owner Future resident Elected representative
- Local authority Statutory body Directly impacted land/property owner
- Other
(please specify): _____

Age range (choose one):

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

Would you like to receive further information from East West Rail as the proposals develop? By selecting 'yes' you consent to us contacting you with occasional information and updates about East West Rail.

- Yes No
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