

Consultation 2026

east
west
RAIL

Cambourne Station



April 2026

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1. Introduction and Purpose

A new station is proposed to serve the town of Cambourne on the East West Rail route. The purpose of this paper is to summarise the assessment of the location of the station. It sets out the option presented at previous consultations and the work done since the 2024 consultation to reassess the location of the station.

2. Option presented previously

2.1. Route Update Announcement (2023)

Our proposal to provide a new station north of the town centre of Cambourne was confirmed in the 2023 Route Update Announcement, where we identified this would maximise economic opportunities for the town.

2.2. Non-statutory consultation (2024)

In our 2024 non-statutory consultation (NSC), we reiterated our commitment to providing the town of Cambourne with a new station, principally to provide better connections into Cambridge. We shared additional details about the layout and facilities of the station, including:

- The proposed location, on the north of St Neots Road; opposite Upper Cambourne.
- Station layout with two peripheral platforms connected by a footbridge with lifts.
- Details of active travel hubs and dedicated active travel access routes, including a segregated bridge for walking, wheeling and cycling across the A428.
- Cycling and bus facilities.
- Station car parking.

2.3. You Said, We Did Autumn Update (2025)

We noted that responses to the 2024 NSC indicated a strong support for a new station at Cambourne, highlighting the station's potential to greatly improve connectivity to destinations such as Cambridge and St Neots.

Whilst several respondents to the 2024 NSC were supportive of a station in Cambourne, some questioned the proposed location, with concerns raised that it would be too far from the town centre and that the A428 would cut it off from the town. Other suggestions from the responses included relocating the station further west (closer to the A428 Cambourne junction).

Following assessment of the feedback received as part of the 2024 non-statutory consultation, further work was undertaken to consider the location of Cambourne station. This focused on the location of Cambourne Station to the north of the town centre of Cambourne.

After reconsidering potential station location options, we announced our proposal to move Cambourne station approximately 700 metres west: to a location 400m north-east of the A428 Cambourne junction, as it:

- Would enable a greater degree of growth and development of Cambourne due its location nearer to the centre of Cambourne, A428 road connections, and fewer constraints from ancient woodland.
- Would be more consistent with the South Cambridgeshire Local Plan, as it would avoid constructing on green space.
- Would have a lower environmental impact than the location previously presented at the 2024 non-statutory consultation, as it would move the station further away from Knapwell Wood.
- Would be preferred by communities and stakeholders, based on feedback to the 2024 non-statutory consultation.

For these key reasons, the decision to move the station to the new proposed location was taken forward and further endorsed by key internal and external stakeholders.

We've continued to work closely with key stakeholders such as Greater Cambridge Shared Planning Services, local developers, parish councils, local representative groups and central government to ensure that the views received in non-statutory consultation and elsewhere were considered as part of the assessment factors process.

3. Assessment of Options

3.1. Defined limits of the study

We retained the route for EWR as proposed in the 2023 Route Update Announcement and 2024 NSC, with the EWR alignment passing north of the A428 and the existing town of Cambourne.

We also retained the proposal for the station to be located broadly at existing ground level, to reduce engineering complexity and added cost that other options, such as a subsurface station in a deep cutting, would bring.

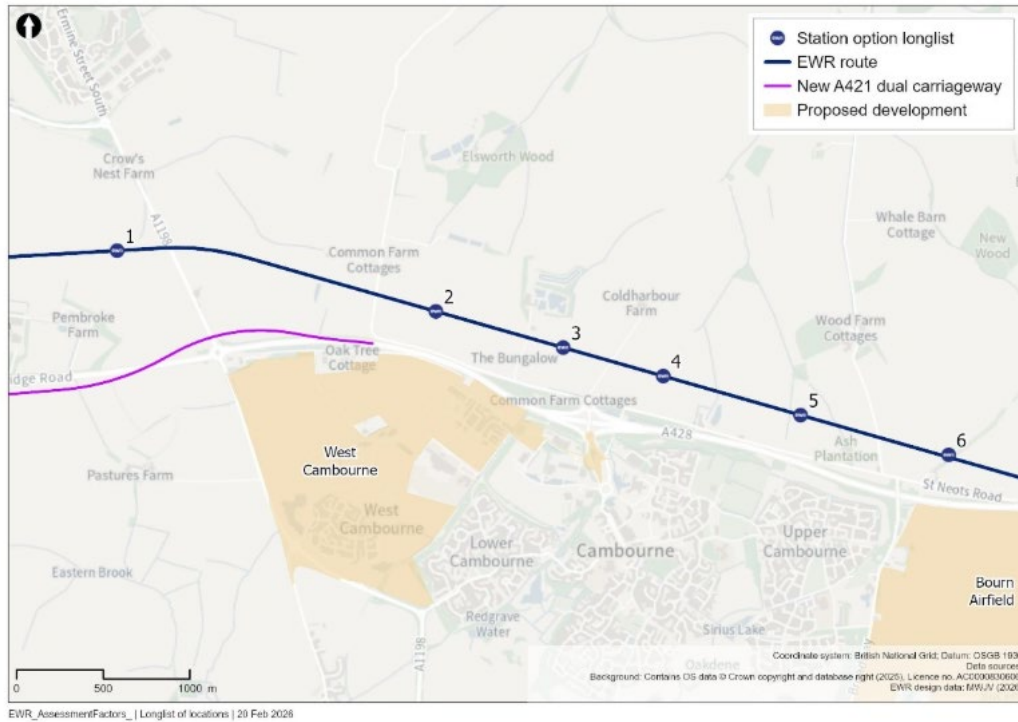
The station configuration was also retained, with the proposal for a two-platform peripheral station; one platform on each side of the railway.

3.2. Options longlist

3.2.1. Options considered

A longlist of six station locations was developed, with differences in the proximity to Cambourne town centre and suburbs of Cambourne, and opportunities for growth at different station locations.

Figure 1: Longlist of locations



3.2.2. Discounted longlist options

The following three options were discounted prior to the Assessment Factors process being applied:

Station location option 1

Option 1 considered Cambourne station just west of A1198 Ermine Street South, approximately 2.75km from the A428 Cambourne junction. The station would be at existing ground level.

This option was discounted and not progressed for further development or assessment due to poor connectivity to key destinations and settlements in Cambourne, and poor accessibility for non-motorised Users.

Station location option 2

Option 2 considered Cambourne station 1km west of the A428 Cambourne junction on the north side of St Neots Road. This would place the station south of Lawn Farm Fishery. The station would be at existing ground level.

This option was discounted and not progressed for further development or assessment due to poor connectivity to key destinations and settlements in Cambourne, poor accessibility for Non-Motorised Users, and proximity to ancient woodland at the Elsworth Wood Site of Special Scientific Interest (SSSI) leading to potential negative environmental impacts.

Station location option 6

Option 6 considered Cambourne Station 2.1km east of the A428 Cambourne junction on the north side of St Neots Road. This location would be in a cutting of around 4m depth, where the railway alignment lowers on approach to A428 Bourn Airfield tunnel.

This option was discounted and not progressed for further development or assessment due to poor connectivity to key destinations and settlements in Cambourne, poor accessibility for Non-Motorised Users, potential negative ecological impacts due to proximity to known bat populations at Knapwell Wood, and engineering complexity and cost increase of constructing a station within a cutting.

3.3. Options shortlist

3.3.1. Longlist options carried forward to shortlist

The following three station location options were considered further using Assessment Factors. These are summarised below, followed by a more detailed description of each option in the next section.

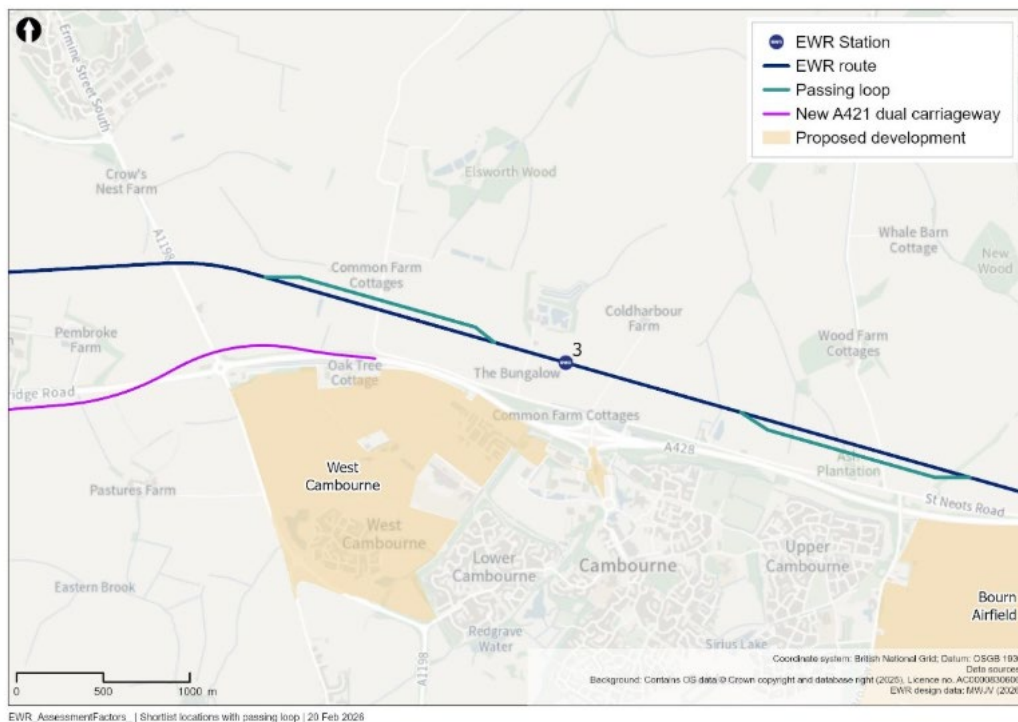
- **Station location option 3:** on the north side of St Neots Road, 250m west of the A428 Cambourne junction.
- **Station location option 4:** on the north side of St Neots Road, 400m east of the A428 Cambourne junction.
- **Station location option 5:** the baseline 2024 NSC location, with the station located north of St Neots Road opposite Upper Cambourne. This is approximately 1.2km northeast of the A428 Cambourne junction.

For all three shortlist options, the extent of the route section under consideration is the same, from the intersection with the A1198 Ermine Street South to the western portal of A428 Bourn Airfield tunnel. This study to consider the location of the station did not consider the route beyond these regions.

3.3.2. Station location option 3

Option 3 would place Cambourne Station 250m west of the A428 Cambourne junction. This location is approximately 1.4km west of the 2024 NSC location. The station would be located approximately at existing ground level and would retain a footbridge with lift provision to facilitate circulation between eastbound and westbound platforms.

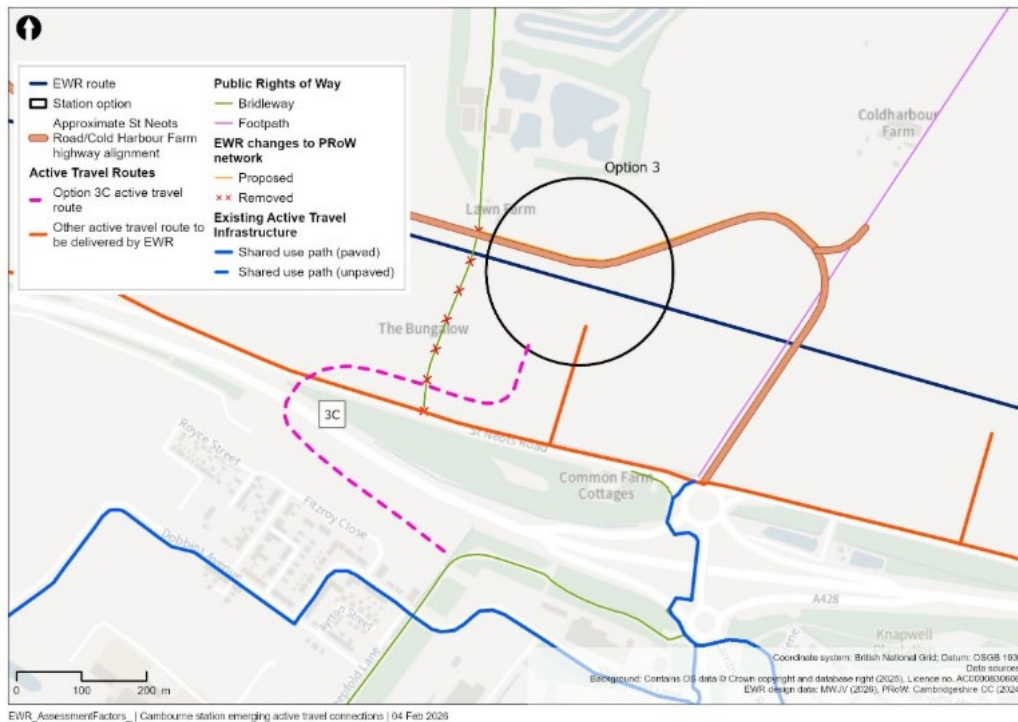
Figure 2: Shortlist locations with passing loop



The station access road would be on the north side of St Neots Road on the west of the A428 Cambourne junction, with a mix of surface car parking and multistorey car parking, bus stops, and a pick-up/drop-off loop provided at the station forecourt. A segregated active travel path would also be provided from the station forecourt to St Neots Road.

The new station location would require the active travel link over the A428 to be relocated, which would provide a segregated active travel route from Cambourne to the station across the A428 and St Neots Road. This proposed link would be adjacent to West Cambourne, crossing the A428 700m west of the A428 Cambourne junction, and link onto Sheepfold Lane in Cambourne. This active travel bridge location was chosen due to offering connectivity to West Cambourne and Cambourne town centre, whilst having the least impact on highway safety on the A428 and a low requirement for vegetation removal.

Figure 3: Cambourne station Option 3 active travel connection



This option would require relocation of the Cambourne passing loops to avoid these clashing with the station. To provide the necessary passenger and freight service patterns in the proposed EWR timetable, the passing loops would be required to be relocated:

Eastbound loop: relocated 1.2km west, 500m west of the station.

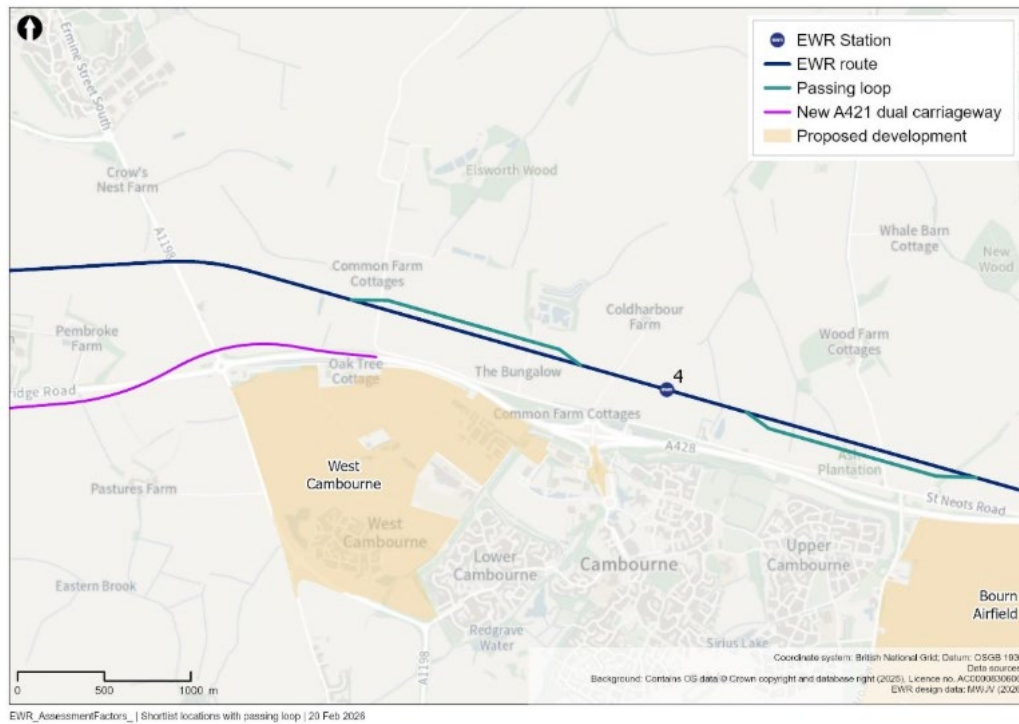
Westbound loop: relocated 1.7km east, 1km east of the station. This location is in a deeper cutting on the approach to A428 Bourn Airfield tunnel, of maximum depth 5.5m.

3.3.3. Station location option 4

Option 4 would place the station 400m east of the A428 Cambourne junction. This location is approximately 700m west of the 2024 NSC location. The station would be located on a moderate embankment of 3-4m elevation above existing ground level and would retain a footbridge with lift provision to facilitate circulation between eastbound and westbound platforms.

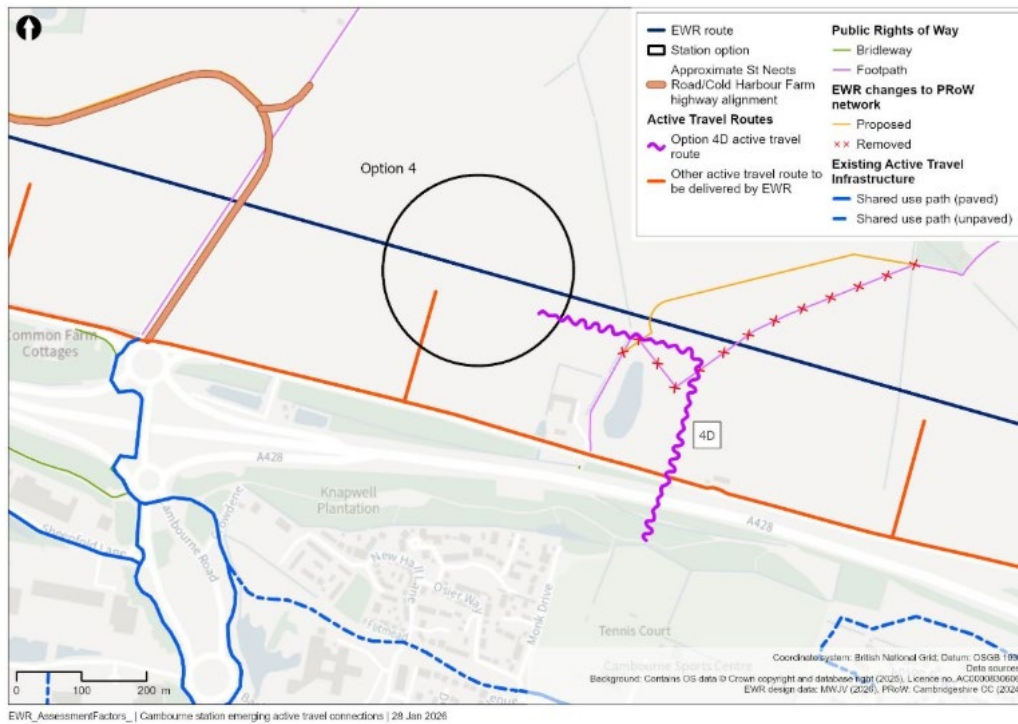
The station access road would be on the north side of St Neots Road, with a mix of surface car parking and multistorey car parking, bus stops, and a pick-up/drop-off loop provided at the station forecourt. A segregated active travel path would also be provided from the station to St Neots Road.

Figure 4: Shortlist locations with passing loop



The new station location would require the active travel link over the A428 to be relocated, which would provide a segregated access route from Cambourne across the A428 and St Neots Road. This proposed active travel link would be in the vicinity of Cambourne Sports and Fitness Centre, crossing the A428 800m east of the Cambourne junction, and link onto Monk Drive and Back Lane in Cambourne. This active travel bridge location was chosen due to offering connectivity to Cambourne town centre, Great Cambourne and Upper Cambourne, and facilitating onwards connectivity to Bourn Airfield and West Cambourne.

Figure 5: Cambourne station option 4 active travel connection



This option would require relocation of the Cambourne passing loops to avoid these clashing with the station. To provide the necessary passenger and freight service patterns in line with the proposed EWR timetable, the passing loops would be required to be relocated:

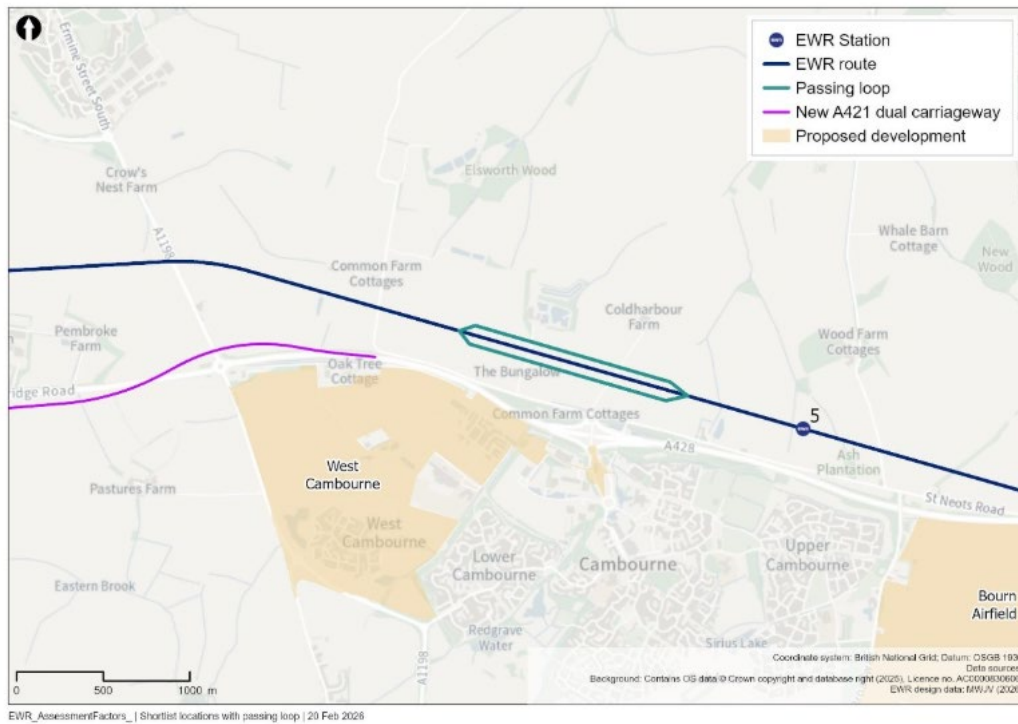
Eastbound loop: relocated 600m west, 1.5km west of the station.

Westbound loop: relocated 1.7km east, 500m east of the station. This location is in a deeper cutting on the approach to A428 Bourn Airfield tunnel, of maximum depth 5.5m.

3.3.4. Station location option 5 (baseline)

Option 5 is the baseline station location, as presented in the 2024 non-statutory consultation. This location option would place Cambourne station 1.2km east of the A428 Cambourne junction. The station would be constructed approximately at existing ground level.

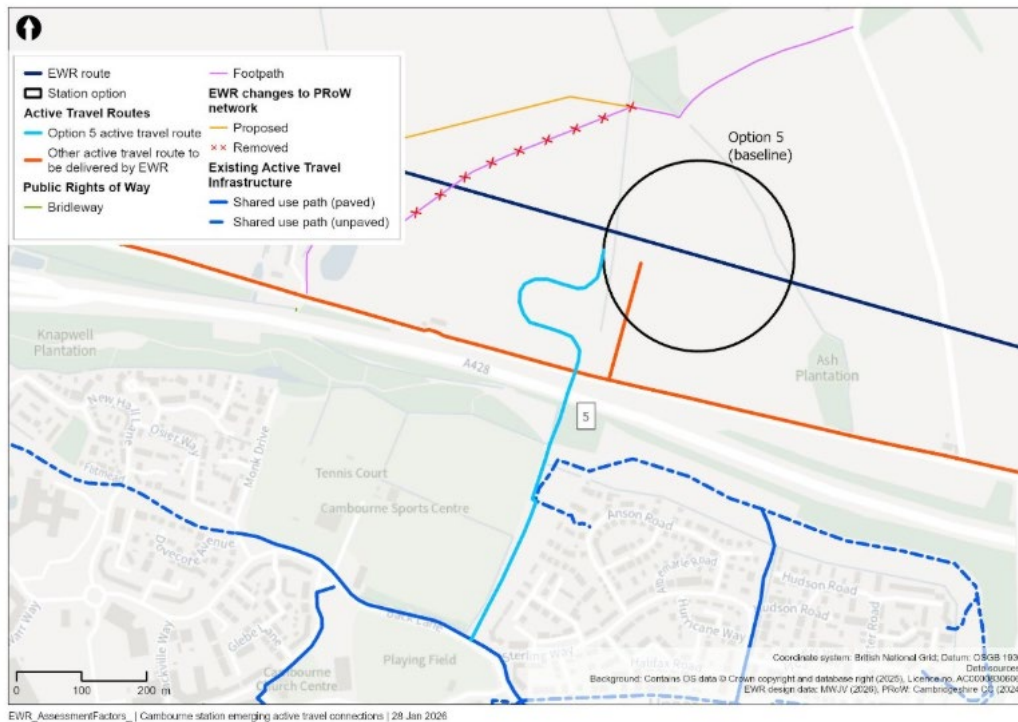
Figure 6: Shortlist locations with passing loop



The station access road would be on the north side of St Neots Road, with a mix of surface car parking and multistorey car parking, bus stops, and a pick-up/drop-off loop provided at the station forecourt. A segregated active travel path would also be provided from the station to St Neots Road.

The A428 bridge link to provide a segregated active travel route between the station and Cambourne would connect to Back Lane on the western perimeter of Upper Cambourne, on the east side of Cambourne Fitness and Sports Centre.

Figure 7: Cambourne station option 5 active travel connection



The eastbound and westbound Cambourne passing loops would both be located 600m to the west of the station, with each loop located at the same location on each side of the railway.

3.4. Option analysis

3.4.1. Non-differentiating factors

In seeking to decide which options to take forward, the differentiating and non-differentiating Assessment Factors were first identified (refer to Fact Sheet [BC0257-Consultation-Template-Factsheet-Our-approach-to-assessing-options_31.03.26.pdf](#)). The Assessment Factors that were considered non-differentiating were as follows:

- **Transport user benefits:** all the options considered would deliver the same train service pattern, so no changes in frequency or journey times, enabling the same transport user benefits.
- **Short distance passenger services:** the overall rail journey time would not be impacted with the relocation of the station.
- **Rail passenger connectivity to existing main lines:** there would be no difference in connectivity to any other main lines as a result of any option.

- **Long distance passenger services:** the overall journey time of EWR services and presentation times at interchange points would not be impacted by the proposed station relocation options.
- **Alignment with wider railway strategy / infrastructure:** station design principles would be aligned to industry strategic changes in each option.

3.4.2. Differentiating factors

Table 1 below summarises the judgements for all factors that were found to differentiate the three options being assessed. Option 5 was used as the baseline option for comparison. For this reason, all scores for Option 5 are shown as ‘baseline’.

Table 1: Summary of Assessment Factor comparison outcomes

Assessment factor	Baseline (Option 5)	Option 3	Option 4
Potential to unlock Economic Growth	Baseline	Minor improvement	Major improvement
Cost and Affordability	Baseline	Neutral	Neutral
Short distance connectivity to support commuting travel into key employment hubs (current and future)	Baseline	Minor improvement	Minor improvement
Satisfying existing and future freight demand	Baseline	Major improvement	Major improvement
Deliverability	Baseline	Minor worsening	Minor improvement
Environmental impacts and opportunities	Baseline	Major improvement	Minor improvement
Consistency with Local Plans (adopted and emerging)	Baseline	Neutral	Minor improvement

A summary of the considerations for each of the differentiating Assessment Factors is provided below.

Potential to unlock Economic Growth

A key consideration was the possibility to better align with the proposal for Cambourne North in the Greater Cambridge Shared Planning (GCSP) draft South Cambridgeshire Local Plan, with differing areas of developable land adjacent to the railway station between the shortlist options.

Option 3 was deemed a minor improvement as it would be better aligned with GCSP's aspirations for development and facilitate better connectivity with the town centre and Cambourne Business Park.

Option 4 was deemed a major improvement as it would be better aligned with the GCSP aspirations for development, whilst still providing direct access from the existing Cambourne settlement to the station. As the station would be situated further away from Knapwell Wood ancient woodland, there would be fewer development constraints on the land closest to the station, which would be of higher value and better suited to higher-density development.

Cost and Affordability

The quantitative analysis of cost and affordability included estimating the capital cost to construct as well as the cost to maintain the assets (maintenance cost) and costs associated with renewal of the assets (lifecycle cost). There would be differing capital costs between the options due to civil engineering cost differences in constructing a station close to existing ground level or on an embankment, and differing cost of undertaking earthworks due to the relocation of the Cambourne passing loops.

Considering capital cost, Option 3 was calculated to be 3% more expensive than the baseline scheme capital cost, and Option 4 was calculated as 1% more expensive than the baseline scheme capital cost. These judgements were therefore viewed as a neutral scoring.

Considering operational and life-cycle cost, Option 3 was calculated to be 3% higher than the baseline scheme capital cost, and Option 4 was calculated as 2% higher than the baseline scheme capital cost. Maintenance cost was assessed as neutral across all options due to the similar infrastructure arrangements.

Therefore, the cost and affordability assessment concluded that Options 3 and 4 were neutral in comparison to the baseline.

Short distance connectivity to support commuting travel into key employment hubs (current and future)

The expected journey times between housing centres and employment hubs were considered in this assessment, considering existing settlements and committed developments to be built prior to the opening of EWR.

The differing station locations would have the ability to affect 'door-to-door' journey times and accessibility for non-motorised users. Access to and from the station was considered for a number of key locations within Cambourne, including West Cambourne, Bourn Airfield, Cambourne Village College, Cambourne Business Park, Lower Cambourne, Cambourne Centre, Great Cambourne, Upper Cambourne and Cambourne East/Bourn Airfield.

In terms of accessibility of the station for walking users, Options 3 and 4 offered improvements for all the listed locations above, with the exception of Upper Cambourne and Cambourne East/Bourn Airfield. This resulted in a minor improvement scoring for these options.

Satisfying existing and future freight demand

The potential to meet freight demand and provision of infrastructure to accommodate freight paths was considered in this assessment. The relocation of the Cambourne passing loops would have the possibility to affect freight capacity and implementation of a conflict-free timetable with the proposed mix of passenger and freight services.

Compared to the baseline, the changes to the locations of the passing loops associated with both Options 3 and 4 would significantly improve timetabling constraints for heavier freight services in the westbound direction, whilst there would be no worsening in the eastbound direction and timetabling would remain acceptable. Both options were deemed major improvements.

Deliverability

The deliverability Assessment Factor considered several delivery related supporting considerations including complexity of delivery, complexity of maintenance, safety risk (construction), safety risk (operations), and programme.

The varying civil engineering complexities of each station location, differing earthwork volumes associated with relocation of the passing loops, and differing locations for the A428 active travel link would affect the complexity of deliverability and safety risk during construction and operation. On balance, Option 3 was scored as a minor worsening compared to the baseline due to additional maintenance complexities, whilst Option 4 was scored as a minor improvement due to simpler maintenance. Additional explanation is provided below for each supporting consideration.

Complexity of delivery

Options 3 and 4 were noted as requiring a small increase in earthworks cutting volume compared to the baseline. On balance, all scored neutral.

Complexity of maintenance

All options contain common maintenance complexities, including of structures, rivers, drainage and earthworks.

For Option 3, additional maintenance complexities would be involved for the A428 active travel bridge due to a pier placement in the A428 central reserve. Option 3 was scored as a minor worsening.

The embankment location of Option 4 would remove the requirement for pumped drainage for the station, which would be required in Options 3 & 5. Option 4 was scored as a minor improvement.

Safety risk (construction)

The safety risk was judged to be largely similar between options. For Option 3, additional safety risk would be associated with construction of the A428 active travel bridge due to the pier placement in the A428 central reserve and hazard of working adjacent to an operational road, which would require additional traffic management. Option 3 was scored as a minor worsening, and Option 4 was scored as neutral.

Safety risk (operations)

In the context of system safety risk, all options were assessed as being neutral with no significant additional safety risk. Safety risk for public use and maintenance activities was determined to be a minor improvement for Options 3 and 4 compared to the baseline, as fewer station assets would be located near open bodies of water. Options 3 and 4 were each scored as a minor improvement compared to the baseline.

Programme

Options 3 and 4 scored as minor worsening compared to the baseline, due to the marginally increased construction programme duration to accommodate the additional earthworks associated with the westbound Cambourne loop relocated to a cutting.

Environmental impacts and opportunities

The environmental impacts and opportunities Assessment Factor includes a range of environmental supporting considerations to determine a preferred option. These are; agriculture, forestry and soils, air quality, carbon, community, ecology and biodiversity, electromagnetic interference, equalities, health, historic environment, land quality, landscape and visual, noise and vibration, socio-economics (impacts on local businesses), traffic and transport, waste and materials, and water resources and flooding considerations. Further, BREEAM (Building Research Establishment Environmental Assessment Method) and the associated EWR Co's Environmental Sustainability Strategy strategic objectives are also considered. The conclusions from the environmental Assessment Factor are summarised in the following paragraphs.

On the basis of the environmental assessment and the high-level review of the options against the Environmental Sustainability Strategy objectives, overall Option 3 was judged as a major improvement compared to baseline. Option 4 was judged as a minor improvement compared to baseline. The environmental considerations for the options are described further below.

Station location option 3

Overall, Option 3 was judged as a major improvement compared to baseline.

The design of Option 3 would result in reduced disturbance to residential receptors and no direct impacts on the Cambourne Sports Centre, avoiding the loss of open space compared to the baseline. The station being at grade in this option would also provide greater opportunities for green infrastructure and would be sympathetic to non-motorised user access over the A428. There would be reduced hedgerow loss compared to the baseline, and less loss of high-distinctiveness woodland habitat. Option 3 would also reduce direct loss to Knapwell Plantation and Cambourne Nature Reserves. There would be greater opportunity for the realigned Cambourne watercourse to provide ecological and flood risk mitigation due to additional space compared to baseline.

Option 3 would further provide better preservation for nearby Grade II listed buildings, and increase mitigation options for watercourses, compared to the baseline.

It should be noted that Option 3 performed slightly worse than the baseline option for traffic and transport, and waste. This is due to increased diversion distance of Public Rights of Way (PRoWs) which exceed the DMRB threshold, as well as requiring greater excavation volumes, resulting in additional off-site disposal, compared to the baseline.

Option 3 better supported EWR Co's Environmental Sustainability Strategy strategic objectives compared to the baseline option, notably for ecology and biodiversity, and water resources. It should be noted that Option 3 was considered to adversely impact the circular economy and people and community strategic objectives. Overall, this option was considered to better support the strategic objectives.

Station location option 4

Overall, Option 4 was considered to be a minor improvement compared to the baseline.

This option would result in reduced disturbance to agricultural land compared the baseline and require less permanent land take from Cambourne Sports Centre, reducing loss to open space compared to baseline. It would provide a more central station, which would benefit existing and future developments and affect fewer nearby residents.

Option 4 would provide a more winding channel of the watercourse diversion compared to the baseline, therefore providing more space for ecological and flood risk mitigation, compared to the baseline.

It should be noted that this option performed slightly worse than the baseline option for historic environment, and waste and materials. This is due to a larger impact to an Iron Age/Roman settlement, potential Roman road, and worsening of the setting of nearby listed buildings. In addition, it would require greater excavation volumes resulting in additional off-site disposal compared to the baseline.

Option 4 did not support EWR Co's Environmental Sustainability Strategy strategic objectives for historic environment and landscape and climate resilience as well as the baseline option. It was considered to better support EWR Co's Environmental Sustainability Strategy strategic objectives compared to the baseline option, notably for natural environment and people and community. Overall, this option was considered to be neutral compared to the baseline towards EWR Co's Environmental Sustainability Strategy strategic objectives.

Consistency with Local Plans (adopted and emerging)

This assessment covered impacts on and opportunities to support development allocations and consistency with the development plan. The overall judgement reflected the assessment of consistency with the adopted Local Plan, namely the South Cambridgeshire Local Plan (SCLP) (2018). The SCLP includes two major development allocations in the Cambourne area: Bourn Airfield (Policy SS/7) and Cambourne West (Policy SS/8).

It was considered premature at this stage to reach a judgement on the consistency of the Cambourne station options against the emerging draft Greater Cambridge Local Plan with inclusion of Cambourne North, which at the time of assessment was not published. This emerging draft Local Plan was acknowledged, but not included in the overall scoring.

The baseline station and active travel crossing over the A428 would be well located to serve the existing Cambourne settlement and the Bourn Airfield development allocation. However, the A428 active travel link would include approx. 1000m² land-take within the Cambourne Recreation Ground, which is a designated Local Green Space.

The Option 3 A428 active travel crossing, located further to the west, would offer less connectivity to Bourn Airfield, but would better support the Cambourne West development. The land-take associated with Option 3 would avoid any designated Local Green Space.

The Option 4 station would be located towards the west side of Cambourne, but the A428 active travel link is positioned centrally. Option 4 was considered to be broadly similar to the baseline in terms of connectivity with the major development allocations and existing settlement. The permanent land-take for the Option 4 station would include a small area approx. 20m² of land within designated Local Green Space.

Taking into account the above, Option 3 was considered to be neutral when compared with the baseline, whilst Option 4 was judged to be a minor improvement.

Stakeholder views

Alongside the Assessment Factors considered in the options process, feedback from previous consultations and ongoing engagement was also considered to capture the views of the community and other key stakeholders. These insights, while not formally scored, helped identify stakeholder expectations relevant to the proposed station location and the options presented in the original longlist.

A new station at Cambourne was proposed in the 2024 NSC, and feedback showed strong support. Respondents highlighted benefits including improved connectivity to Cambridge, the station's role as a key travel hub, and its importance for supporting the local economy and providing sustainable transport options.

Stakeholders also noted the potential to reduce road congestion but stressed the need for good integration with bus services, active travel routes and appropriate facilities to ensure strong connections with surrounding areas.

Concerns were raised about the station being too far from the town centre and separated by the A428. Some suggested moving it further west, closer to the A428 Cambourne junction, or south of the A428 to improve access.

In addition to wider stakeholder feedback received at NSC3, EWR has been working closely with Greater Cambridge Shared Planning Service (GCSPS) to better understand their emerging Local Plan and how the proposed Cambourne Station can best unlock growth in the area.

With all of these factors considered, key stakeholders were supportive of a proposed relocation of the station further west of the initial location. Considering the emerging local plan, GCSP identified Option 4 as the option provides the best opportunity to unlock growth in the area, as this moves the station closer to the A428 Cambourne junction, whilst remaining north of the A428 and St Neots Road. Developers in the area also note the positive outcomes that Option 4 would provide to them as their emerging plans evolve. This option is better positioned to support Cambourne's development and is more convenient for residents of West Cambourne, Lower Cambourne and Great Cambourne, as well as for access to Cambourne Business Park.

4. Conclusion

The 2024 non-statutory consultation provided proposals for a new station at Cambourne, and feedback indicated that there was widespread support for the enhanced connectivity this would offer. However, some concerns were raised relating to the specific station location in relation to the proximity to Cambourne which led to alternative station location options to be considered.

A longlist of six station location options was considered, which was reduced to a shortlist of three station locations that was considered through the Assessment Factors process.

Overall, Option 3 scored well compared to the baseline, with major improvements noted against for environmental impact and satisfying freight demand, and minor improvements for the potential to unlock economic growth and for short distance connectivity, whilst introducing a minor worsening for deliverability

However, Option 4 scored better overall, with major improvements noted against the potential to unlock economic growth and for satisfying freight demand, alongside minor improvements for short distance connectivity, deliverability, environmental impacts and consistency with local plans.

Therefore, Option 4 is being presented in this consultation as the preferred solution. This design will be further developed to facilitate connectivity improvements across the railway and minimise environmental impact to local receptors.