



Appendix 1:

Feedback Form



Bedford to Cambridge Consultation 2019

Feedback Form

**Please use this form to provide feedback to our consultation
on the East West Rail section between Bedford and Cambridge.**

The comments we receive during this consultation will be considered as we refine our scheme before seeking powers for its construction.

For more details about the scheme, please refer to our consultation document which can be found online at www.eastwestrail.co.uk/haveyoursay

You can also fill in this form online at www.eastwestrail.co.uk/haveyoursay or return a paper copy to:
Freepost EAST WEST RAIL.

For large print copies of this form or versions in alternative languages, please email contact@eastwestrail.co.uk or call **0330 1340067**.

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

Your details (please write in capitals)

Title: _____ Name: _____

Address: _____

Postcode: _____

Telephone: _____

Email: _____

Organisation (if applicable):

I am a:

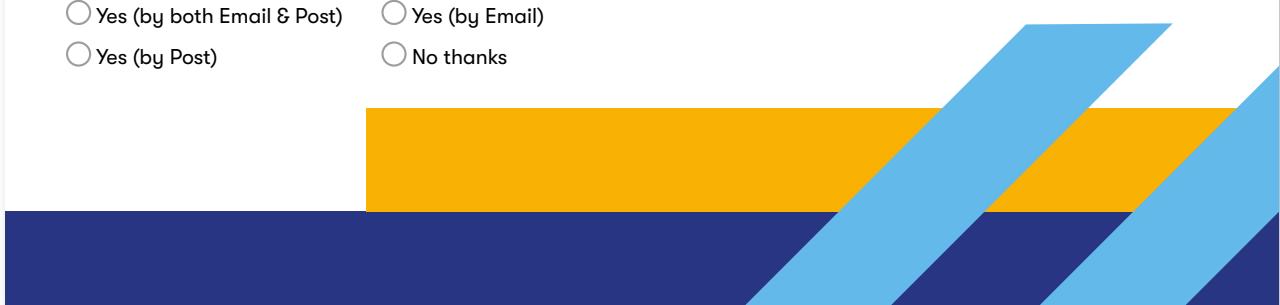
Local resident Commuter to the area Visitor to the area Former resident
 Future resident Business owner Elected representative Interest group
 Other

Age range (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?

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



You can fill in this form online at www.eastwestrail.co.uk/haveyoursay

You can also:

- return a paper copy to: **Freepost EAST WEST RAIL**
- return a scanned copy to: **contact@eastwestrail.co.uk**

We are asking for feedback on:

- The opportunities, challenges and other considerations for each of the route options as described in pages 15-19 in the Consultation Document.
- 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 online. If you require more space, please attach any extra pages to this form.

Preferred route corridor:

Please provide any comments on the route corridor in which the route options below are located. This is described at page 10 in the Consultation Document.

Choosing a preferred route option: main factors

On a scale of one to five, 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"/>				
➤ Supporting delivery of new homes	<input type="radio"/>				
➤ Cost and overall affordability	<input type="radio"/>				
➤ Benefits for transport users	<input type="radio"/>				
➤ Environmental impacts and opportunities	<input type="radio"/>				

For each of our route options 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	<input type="radio"/>				
➤ Supporting delivery of new homes	<input type="radio"/>				
➤ Cost and overall affordability	<input type="radio"/>				
➤ Benefits for transport users	<input type="radio"/>				
➤ Environmental impacts and opportunities	<input type="radio"/>				

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

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

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

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

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

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

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

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

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

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?

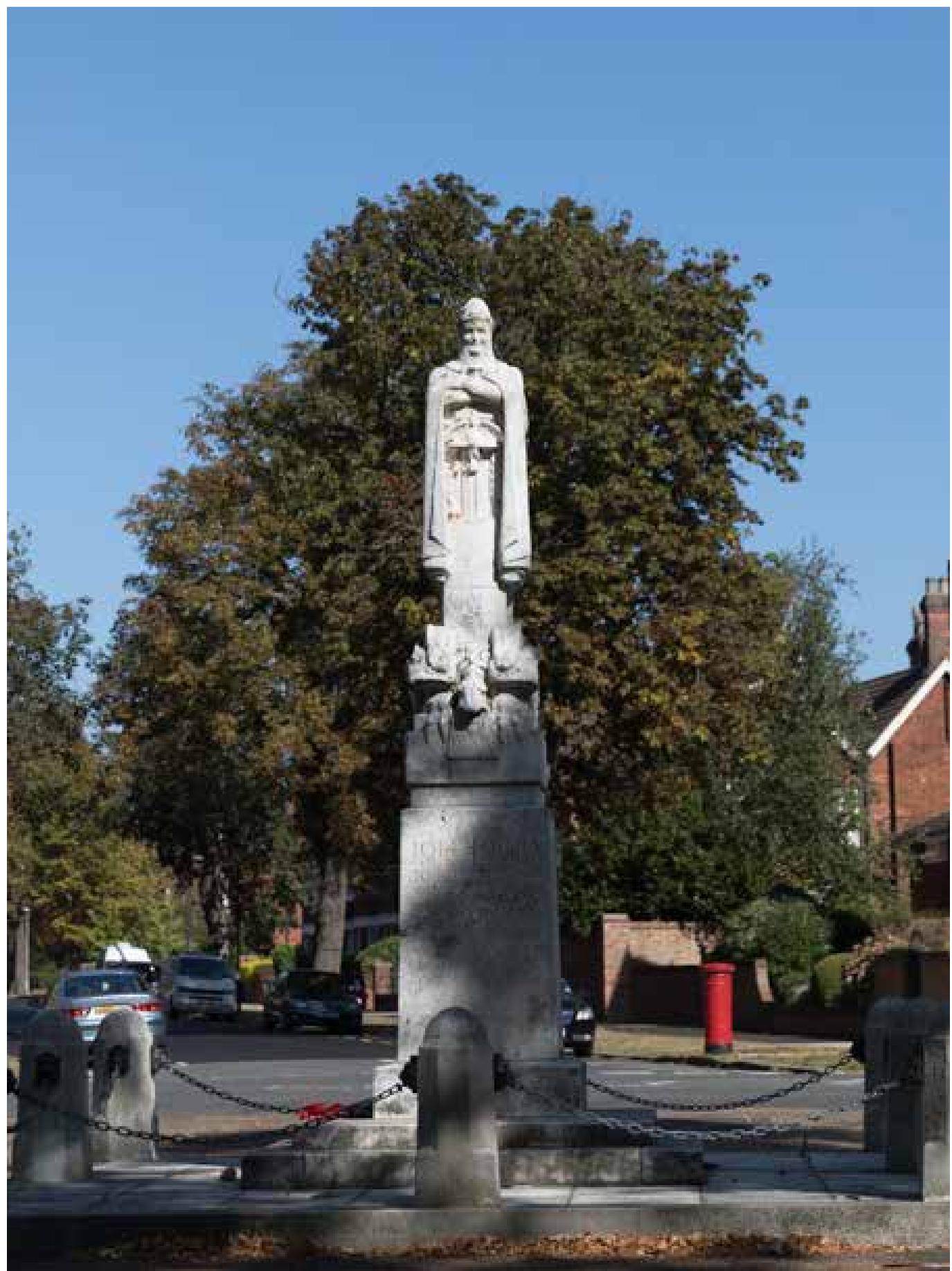
Strongly agree Agree Neutral Disagree Strongly disagree

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 identifying potential route options and potential station locations, and feedback on any other aspect of the project.

We will collect and process the information you provide to us in order to record and analyse any feedback or questions 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 at www.eastwestrail.co.uk/personal-information-charter



Appendix 2a:

Prescribed consultees invited to participate in the consultation



Prescribed Consultee	Prescribed Consultee
Abbotsley Parish Council	Independent Power Networks Limited
Abington Pigotts Parish Council	Indigo Pipelines Limited
Anglian Water	Joint Nature Conservation Committee
Arrington Parish Council	Kingston Parish Council
Barrington Parish Council	Leep Electricity Networks Ltd
Barton Parish Council	Leep Energy Networks
Bassingbourn cum Kneesworth Parish Council	Little Gransden Parish Council
Bedford Borough Council	Little Shelford Parish Council
Bedford Borough Council Highways	Longstowe Parish Council
Bedfordshire Clinical Commissioning Group	Madingley Parish Council
Bedfordshire Fire and Rescue Service	Melbourn Parish Council
Biggleswade Town Council	Meldreth Parish Council
Blunham Parish Council	Melverley Internal Drainage Board
Bourn Parish Council	MOD
Brickhill Parish Council	Moggerhanger Parish Council
British Gas Trading Limited	Murphy Gas Networks Ltd
BT Plc	Murphy Power Distribution Ltd
Cadent Gas Ltd	National Grid Electricity Transmission Plc
Caldecote Parish Council	National Grid Gas Plc
Cambourne Parish Council	National Grid Plc

Prescribed Consultee	Prescribed Consultee
Cambridge City Council	NATS En-Route Safeguarding
Cambridgeshire and Peterborough Clinical Commissioning Group	Natural England
Cambridgeshire and Peterborough Combined Authority	Natural Resources Wales
Cambridgeshire and Peterborough Combined Authority Business Board	Network Rail
Cambridgeshire County Council	Newton Parish Council
Cambridgeshire County Council	NHS England
Cambridgeshire County Council Highways	Northern Powergrid
Cambridgeshire Fire and Rescue Service HQ	Northill Parish Council
Cambridgeshire Police and Crime Commissioner	Office of the Police and Crime Commissioner for Bedfordshire
Canal and River Trust	Ofgem
Cardington Parish Council	Ofwat
Caxton Parish Council	Old Warden Parish Council
Central Bedfordshire Council	Openreach Limited
Central Bedfordshire Council Highways	Orwell Parish Council
Chilterns AONB Conservation Board	Planning Inspectorate
Comberton Parish Council	Potton Parish Council
Cople Parish Council	Public Health England
Coton Parish Council	Quadrant Pipelines Ltd
Crown Estates Commissioners	Regulator of Social Housing
Croxton Parish Council	Renhold Parish Council

Prescribed Consultee	Prescribed Consultee
Croydon Parish Council	Robert Jones and Agnes Hunt Orthopaedic Hospital NHS Foundation Trust
Design Council CABE	Roxton Parish Council
Dunton Parish Council	Royal Mail Group
East of England Ambulance Service NHS Foundation Trust	Sandy Town Council
East of England Ambulance Service NHS Foundation Trust	Scottish Gas Networks Plc
Eastcotts Parish Council	SEMLEP
Eclipse Power Networks Limited (formerly G2 Energy IDNO)	Shepreth Parish Council
Elstow Parish Council	Shingay cum Wendy Parish Council
Eltisley Parish Council	South Cambridgeshire District Council
Energetics Electricity Limited	South Trumpington Parish Council
Energetics Gas Limited	Southern Gas Networks Plc
Energy Assets Networks Ltd	Southill Parish Council
Energy Assets Pipelines Ltd	SP Manweb Plc
Energy Assets Power Networks Ltd	SSE Pipelines
Equality and Human Rights Commission	St Neots Town Council
ES Pipelines Ltd	Steeple Morden Parish Council
ESP Connections Ltd	Sutton Parish Council
ESP Electricity Limited	Tadlow Parish Council
ESP Networks Ltd	Tempsford Parish Council
ESP Pipelines Ltd	TFL
Everton Parish Council	The Civil Aviation Authority

Prescribed Consultee	Prescribed Consultee
Fowlmere Parish Council	The Coal Authority
Foxton Parish Council	The Disabled Persons Transport Advisory Committee
Fulcrum Electricity Assets Limited	The Electricity Network Company
Fulcrum Pipelines Limited	The Environment Agency (Anglian)
Gamlingay Parish Council	The Environment Agency (Anglian)
Gas and Electricity Markets Authority (GEMA)	The Eversdens Parish Council
Grantchester Parish Council	The Forestry Commission
Great Barford Parish Council	The Forestry Commission (Bedfordshire)
Great Gransden Parish Council	The Forestry Commission (Cambridge)
Great Shelford Parish Council	The Gas Transportation Company Limited
GTC Pipelines Limited	The Office of Rail Regulation
Guilden Morden Parish Council	Thriplow Parish Council
Hardwick Parish Council	Toft Parish Council
Harlaxton Energy Networks	Transport Focus
Harlaxton Gas Networks Ltd	UK Power Distribution Ltd
Harlton Parish Council	Utility Assets Ltd
Harston Parish Council	Vattenfall Networks Ltd
Haslingfield Parish Council	Virgin Media Limited
Hatley Parish Council	Vodafone Limited
Hauxton Parish Council	Wales & West Utilities Limited
Health & Safety Executive	Waresley-Cum-Tetworth Parish Council
Highways England	Western Power Distribution (West Midlands) Plc

Prescribed Consultee	Prescribed Consultee
Highways England (Historical Railways Estate)	Whaddon Parish Council
Historic England (Cambridge & Bedfordshire office)	Willington Parish Council
Homes England	Wilshamstead Parish Council
Huntingdonshire District Council	Wimpole Parish Council
Huntingdonshire District Council	Wrestlingworth and Cockayne Hatley Parish Council
Independent Pipelines Limited	Wyboston, Chawston and Colesden Parish Council

Appendix 2a:

Invitation letter sent to prescribed consultees



[Addressee
Address]

Greater Minster House
33 Horseferry Road
Westminster
SW1P 4DR

[Date]

Dear [redacted]

East West Rail Central Section: the run up to public consultation in 2019

Over the past months the East West Railway Company team has welcomed the chance to discuss our emerging proposals with you, along with our plans to hold a public consultation on our route options in 2019.

As you know, the consultation will outline several different options for connecting Bedford and Cambridge via an approximately 30-mile stretch of brand-new rail line with the potential for new stations. This early, non-statutory consultation provides us with an opportunity to explore the opportunities and challenges of each option with a wide range of residents and stakeholders. For illustration, I enclose a map indicating the broad route corridor into which all route options fall.

During the consultation we will hold public events across the area. Consultation materials will be made available online and at convenient locations in the community. Although many people will know something of the project, we are aware that we are a new delivery team and that this will be many people's first opportunity to view our options and consider the project.

Recognising the important role your council has played in the process to date, I would like to invite you to attend one of our pre-consultation sessions on 25 January. We will use this session to take you through the route options and provide consultation materials as well as detailing the format and timings for the public events. Details of the preview events are below: please let the team here know if you can attend by emailing contact@eastwestrail.co.uk.

- Bedford Borough Council, Borough Hall, ~~Bedford~~ St, Bedford MK42 9AP.

Friday 25 January

12noon – 1.30pm

- ~~Cambridgeshire~~ County Council, Kreis Viersen Room, Shire Hall, Castle Hill, Cambridge, CB3 0AP.

Friday 25 January

3pm – 4.30pm

I look forward to meeting you in due course but if you have any immediate questions please don't hesitate to email me directly at simon.blanchflower@eastwestrail.co.uk.

Yours sincerely

Simon Blanchflower
Chief Executive



Appendix 3a:

Elected and local authority representatives invited to participate in the consultation



Name	Position	Council or Constituency
Alistair Burt MP	MP	North East Bedfordshire Constituency
Antoinette Jackson	Chief Executive	Cambridge City Council
Beverly Agass	Chief Executive	South Cambridgeshire District Council
Chris Pettifer	Head of Transport Operations	Bedford Borough Council
Councillor Adam Zerny	Ward Cllr: Potton Ward	Central Bedfordshire
Councillor Aidan Van de Weyer	Deputy Leader of Council	South Cambridgeshire District Council
Councillor Amanda L Dodwell	Executive Member for Families, Education and Children (Deputy)	Central Bedfordshire Council
Councillor Anna Smith	(Vice Chair) Executive Councillor for Communities	Cambridge City Council
Councillor Anthony D Brown	Executive Member for Regeneration (Deputy)	Central Bedfordshire Council
Councillor Anthony Forth	Portfolio Holder for Adult Services and Operational Housing	Bedford Borough Council
Councillor Brian J Spurr	Executive Member for Health	Central Bedfordshire Council
Councillor Bridget Smith	Leader of Council	South Cambridgeshire District Council
Councillor Budge Wells	Executive Member for Community Services (Deputy)	Central Bedfordshire Council
Councillor Carole Hegley	Executive Member for Adults, Social Care & Housing Operations (HRA)	Central Bedfordshire Council
Councillor Caroline Maudlin	Executive Member for Adults, Social Care and Housing Operations (HRA) and Volunteering (Deputy)	Central Bedfordshire Council
Councillor Charles Royden	Deputy Mayor & Portfolio Holder for Environment & Transport	Bedford Borough Council
Councillor Colleen Atkins MBE	Portfolio Holder for Community Safety and Regulatory Services	Bedford Borough Council

Name	Position	Council or Constituency
Councillor Darren Marcus Tysoe	Executive Councillor for Digital and Customer	Huntingdonshire District Council
Councillor Eugene Ghent	Executive Member for Assets and Housing Delivery	Central Bedfordshire Council
Councillor Gary Tubb	Executive Member for Families, Education and Children (Deputy)	Central Bedfordshire Council
Councillor Graham Bull	Leader of Council	Huntingdonshire District Council
Councillor Hazel Smith	Lead Cabinet member for Housing	South Cambridgeshire District Council
Councillor Henry Vann	Portfolio Holder for Education	Bedford Borough Council
Councillor Ian Dalgarno	Executive Member for Community Services	Central Bedfordshire Council
Councillor J Nigel Young	Executive Member for Regeneration	Central Bedfordshire Council
Councillor James G Jamieson	Chairman of the Executive and Leader of the Council	Central Bedfordshire Council
Councillor John Michael Palmer	Executive Councillor for Partnership and Well-Being	Huntingdonshire District Council
Councillor John Williams	Lead Cabinet member for Finance	South Cambridgeshire District Council
Councillor Jonathan Alexander Gray	Councillor Jonathan Alexander Gray	Huntingdonshire District Council
Councillor Katie Thornburrow	Executive Councillor for Streets and Open Spaces	Cambridge City Council
Councillor Kevin Blencowe	Executive Councillor for Planning Policy and Transport	Cambridge City Council
Councillor Kevin Collins	Executive Member for Corporate Resources (Deputy)	Central Bedfordshire Council
Councillor Lewis Herbert	Leader of the Council	Cambridge City Council

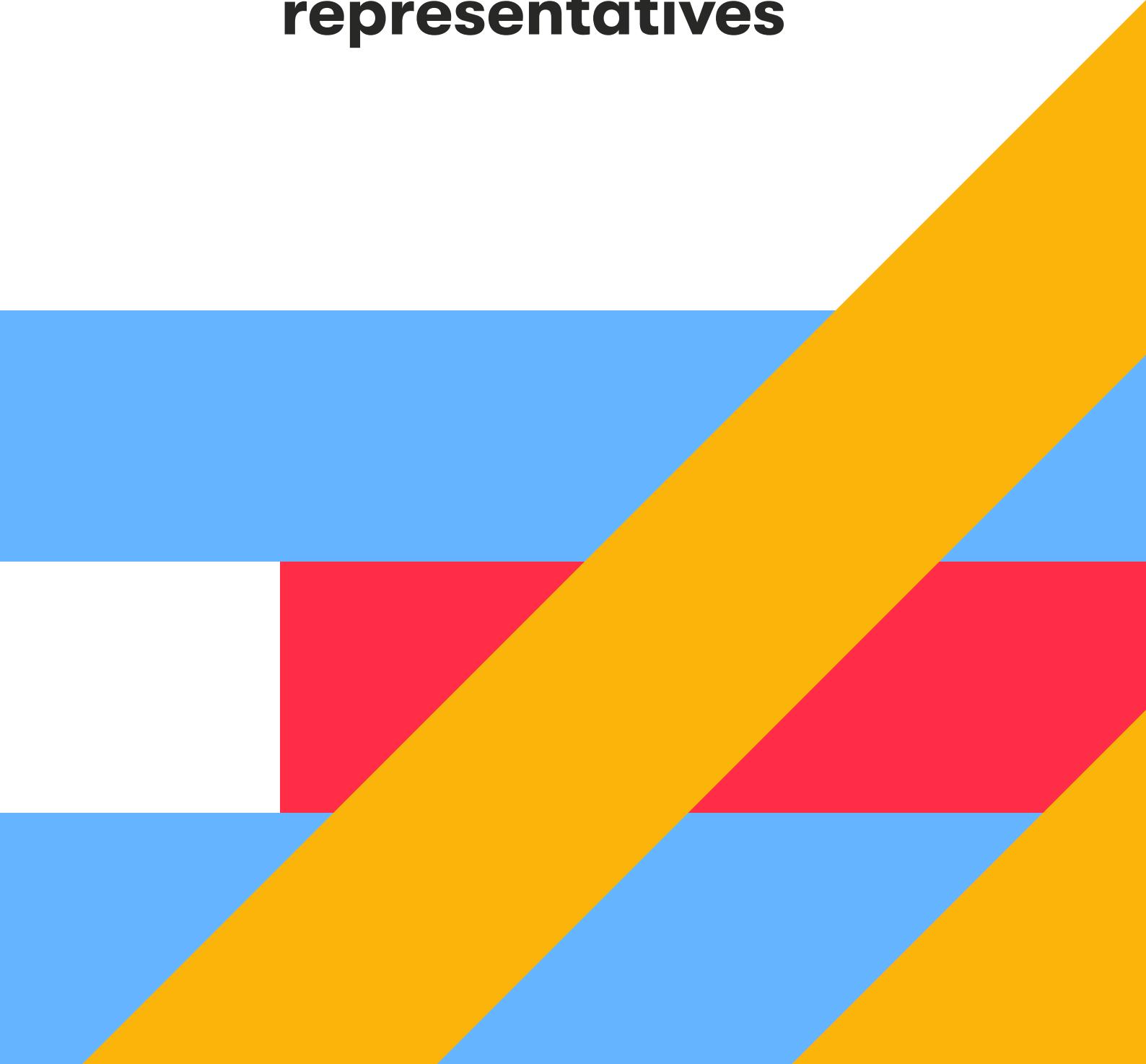
Name	Position	Council or Constituency
Councillor Louise Jackson	Portfolio Holder for Public Health	Bedford Borough Council
Councillor Marge Lawrie Beuttell	Executive Councillor for Operations and Regulation	Huntingdonshire District Council
Councillor Michael Headley	Portfolio Holder for Finance, Customer Services and Information Technology [EWR LEAD]	Bedford Borough Council
Councillor Neil Gough	Lead Cabinet member for Environmental Services and Licensing	South Cambridgeshire District Council
Councillor Philippa Hart	Lead Cabinet member for Customer Service and Business Improvement	South Cambridgeshire District Council
Councillor Richard D Wenham	Executive Member for Corporate Resources - Executive Member and Deputy Leader of the Council	Central Bedfordshire Council
Councillor Richard Johnson	Executive Councillor for Housing	Cambridge City Council
Councillor Richard Robertson	Executive Councillor for Finance and Resources	Cambridge City Council
Councillor Rosy Moore	Executive Councillor for Environmental Services and City Centre	Cambridge City Council
Councillor Ryan Fuller	Deputy Executive Leader and Vice-Chairman of the Cabinet, Executive Councillor for Housing, Planning and Economic Development	Huntingdonshire District Council
Councillor Sarah-Jayne Gallagher	Portfolio Holder for Leisure and Culture	Bedford Borough Council
Councillor Shan Hunt	Portfolio Holder for Children's Social Care & Lead Member for Children's Services	Bedford Borough Council
Councillor Steven Dixon	Executive Member for Families, Education and Children - Executive Member and Lead Member for Children's Services	Central Bedfordshire Council
Councillor Steven Watkins	Executive Member for Community Services (Deputy)	Central Bedfordshire Council

Name	Position	Council or Constituency
Councillor Sue Clark	Executive Member for Regeneration (Deputy) (vice chair of EWR Consortium)	Central Bedfordshire Council
Councillor Tracey Stock	Executive Member for Health (Deputy)	Central Bedfordshire Council
Councillor Tumi Hawkins	Lead Cabinet member for Planning	South Cambridgeshire District Council
Daniel Zeichner MP	MP	Cambridge Constituency
Heidi Allen MP	MP	South Cambridgeshire Constituency
James Palmer	Mayor	Cambridgeshire and Peterborough Combined Authority
Jo Lancaster	Managing Director	Huntingdonshire District Council
Jonathan Djanogly MP	MP	Huntingdon Constituency
Lucy Frazer MP	MP	South East Cambridgeshire Constituency
Mayor Dave Hodgson	Mayor	Bedford Borough Council
Mohammad Yasin MP	MP	Bedford Constituency
Nadine Dorries MP	MP	Mid Bedfordshire Constituency
Nigel McCurdy	Corporate Director (Delivery)	Huntingdonshire District Council
Paul Rowland	Assistant Director	Bedford Borough Council
Philip Simpkins	Chief Executive	Bedford Borough Council
Richard Carr	Chief Executive	Central Bedfordshire Council



Appendix 3b:

Invitation letter sent to elected representatives



- Cambridgeshire County Council, Kreis Viersen Room, Shire Hall, Castle Hill, Cambridge, CB3 0AP
- Friday 25 January
- 3pm – 4.30pm

For those who are not available on 25 January, there will be a conference call on 26 January at 7pm. Please email contact@eastwestrail.co.uk by 5pm on 22 January if you would like to join this call. We will respond with dial in details.

I look forward to meeting you in due course but if you have any immediate questions please don't hesitate to email team on contact@eastwestrail.co.uk.



[Addressee
Address]

Greater Minster House
33 Horseferry Road
Westminster
SW1P 4DR

21 January 2019

Dear <xxx>

East West Railway Company: working with your community

I am writing to you as we enter the new year to introduce the East West Railway Company and myself as its first Chief Executive.

You may already know that the Secretary of State for Transport set up the East West Railway Company in 2017, giving us an ambitious challenge to accelerate delivery of rail infrastructure and passenger services between Oxford and Cambridge.

For the area between Bedford and Cambridge, this means creating an entirely new line which best serves the community, supports economic growth and new homes, and provides the best possible experience for passengers.

We have spent much of the past year developing route options for this line and will soon launch our first phase of public consultation. It will outline several different options for connecting Bedford and Cambridge via an approximately 30-mile stretch of brand-new rail line with the potential for new stations. For illustration, I enclose a map indicating the broad route corridor into which all route options fall.

This early, non-statutory consultation provides us with an opportunity to explore the opportunities and challenges of each option with a wide range of residents and stakeholders.

During the consultation we will hold public events across the area. Consultation materials will be made available online and at convenient locations in the community. Although many people will know something of the project, we are aware that we are a new delivery team and that this will be many people's first opportunity to view our options and consider the project.

Recognising the important role you play representing your community, I would like to invite you to attend one of our pre-consultation sessions on 25 January. We will use this session to take you through the route options and provide consultation materials, as well as detailing the format and timings for the public events. Details of the preview events are below:

- Bedford Borough Council, Borough Hall, ~~Caedmon Street~~, Bedford MK42 9AP
- Friday 25 January
- 12noon – 1.30pm

East West Railway Company Limited, registered in England and Wales, Registered Office: Great Minster Place 3/11, 33 Horseferry Road, London SW1P 4DR. Company registration number 1107393.

Appendix 4a:

Other organisations and interest groups invited to participate in the consultation



Organisation/interested groups	Organisation/interested groups
Hartbeeps Fens	Parkinson's UK Cambridge Branch
Ruby tots	Practise Speaking English!
Monday Munchkins	Reiki with Jodie
Barat Hindu Samaj	Romsey Mill Playgroup
Drolma Buddhist Center	Royal Voluntary Service
Huntingdon Islamic Education and Prayer Centre	Salus Wellness Clinics
Godmanchester Food Bank	Sawston Village College
Huntingdonshire Society for the Blind	Sawston Youth Drama
St. Ives Daycare Center	Sing! Choirs - CAMBRIDGE (Wednesday)
Generations Dance Academy	Subway Helping Hearts Family 5k
Stagecoach Performing Arts Huntingdon	Time for Tots
Fantazee Dance	Twin Birth
Adult Learning and Skills	Voluntary and Community Action East Cambridgeshire
Carers Trust	Wesley Church Friday Friendship & Lunch Group
Huntingdon In Bloom	Youth Support Service Centre - Cambridge
Huntingdon Tang Soo Do (Korean Karate)	Youth Support Services - Headquarters
Huntingdonshire Community Plant and Tree Nursery	Care Network Cambridgeshire
QKD Martial Arts	Carers Trust
Richmond Fellowship Employment Service	3Ts Mother and Toddler Group
Let's get swimming	All Nations New Mums & Babes Group
Dwarf Sports Association (DSA)	Early Childhood Partnership
City of Cambridge Swimming Club Disability Squad	Mae Bee Baby - Daisy Antenatal & Baby Classes

Organisation/interested groups	Organisation/interested groups
Ladies' swim and tone class	Bhagwan Valmik Sabha
Level Water	Guru Nanak Gurdwara Temple
Cambridge City Food Bank	Ramgarhia Sikh Society
City of Cambridge Rowing Club	South Bedford Islamic Cultural Centre & Masjid
Cambridge Rugby Football Club	Bedford Evening Carers Group
Cambridge City Football Club	Carers' Thursday Group
Cambridge Kids Club	Carer's Choir
Bright Horizons Cambridge Science Park Day Nursery and Preschool	Dementia Carers Group
Bright Horizons Wolfson Court Day Nursery and Preschool	Adult & Community Education
Cambridge Kids Club	Adult Learning Disability Team
Monkey Puzzle Day Nursery Cambridge	Ampthill Day Centre
MS Aerobics	Bedford Afro Caribbean Senior Citizen's Club
Exercise Class 50+, Level 5	Bedford Foodbank
Weight Watchers	Bedford Jujitsu & Martial Arts
Forever Active Mobility Class	Bedford Indian Community
Parkinson's UK Yoga	Bedford Wellbeing Centre
A Class Care Ltd	Bedfordshire Wellbeing Service
Alzheimers Society - Cambridge & Ely Office	Cook Stars Minis
Bobtails Baby and Toddler Group	Mind BMLK
Bottisham Village College	Pro Martial Arts Schools
Cambridge Aiki Dojo	Rising Crane Centre

Organisation/interested groups	Organisation/interested groups
Cambridge Antiquarian Society	Sight Concern Bedfordshire
Cambridge Baseball Club	SMART Prebend Centre
Cambridge Bipolar Support Group	Cambridgeshire County Council Adult Learning & Skills Service
Cambridge Buddhist Centre	Cambridgeshire Fencing Club
Cambridge Cancer Help Centre	Cambridgeshire Older People's Enterprise
Cambridge City Basketball Club	Castle Street Methodist Church
Cambridge Day Nursery	Centre 33
Cambridge District Art Circle	Cherry Hinton Baptist Church
Cambridge Gymnastics & Trampoline Club	Chesterton Sports Centre
Cambridge Lip Reading Learning Group	Children and Young People's Participation Service
Cambridge Pickleball Club	Colours of Dance
Cambridge Rugby Club	Cottenham Village College - Adult Learning
Cambridge School of Belly Dance	East Chesterton Women's Institute
Cambridge Son Rise	East of England Agricultural Society
Cambridge South Rock Choir	Girton Bridge Club
Mark Newey Method	Haslingfield Little Theatre
National Rheumatoid Arthritis Society	Laura Dain Soft Skills Training
Netherhall Archers	Little Shelford Badminton Club

Appendix 4b:

Invitation letter sent to other organisations and interest groups





[Addressee
Address]

Great Minster House
33 Horseferry Road
Westminster
SW1P 4DR

XX February 2018

Dear XXXXX,

East West Rail – Bedford to Cambridge ("Central Section") route options consultation

I am writing to let you know about the non-statutory consultation for the proposed rail link between Bedford and Cambridge, which is part of the East West Rail project.

As you may already know, the East West Rail Project is the ambitious scheme to link Oxford, Bedford and Cambridge by rail, improving connectivity and supporting economic growth across the region. A crucial part of this project involves selecting a route between Bedford and Cambridge. We have been developing a number of route options for this section and are consulting on these options at the moment.

Our aim is to take responses from as many people as possible, and specifically people representing a wide a cross-section of the community the line will serve.

Our planned activity for this consultation includes:

- Holding a series of events throughout the proposed development area during the consultation where people can find out more information, see what the proposed development could look like and ask our team questions.
- Providing our community materials in other formats, such as in large print, on request
- Making electronic copies of all the materials, including detailed reports and plans available on our website: www.eastwestrail.co.uk/haveyoursay
- Making printed reference copies of all these materials available at council buildings

East West Railway Company Limited, registered in England and Wales. Registered office: Great Minster House 3/13, 33 Horseferry Road, London SW1P 4DR. Company registration number 11072935.



Appendix 5:

Postcard sent to consultation zone



Bedford to Cambridge Route Option Consultation

Monday 28 January to Monday 11 March

East West Rail is creating a new rail connection between Oxford and Cambridge. This will connect communities making it faster, easier and cheaper to travel in the local area, as well as opening up job opportunities, supporting local business and helping the economy to grow.

Over the next few weeks, we will be running a public consultation on the next phase of the rail link between Bedford and Cambridge. We have developed several route options, and the final alignment of the new railway and new stations will be located within the broad area shown on the map overleaf.

To get all the information you need and to have your say at this early stage of development:

- visit our website at www.eastwestrail.co.uk/haveyoursay
- come to one of our public exhibitions (see opposite)
- ask your local authority to view the information at their deposit locations
- email the team at contact@eastwestrail.co.uk
- call the team at 0330 134 0067

St Neots:
Monday 11 February
3.30pm – 7.30pm
Priory Lane,
St Neots
PE19 2BH

Bedford:
Friday 15 February
3.30pm – 7.30pm
Barford Avenue, Bedford
MK42 0DS

Bassingbourn:
Saturday 16 February
10am – 2pm
Bassingbourn Community
Primary School, Brook Road,
Bassingbourn SG8 5NP

Potton:
Tuesday 19 February
3.30pm – 7.30pm
Potton and District Club
34 Station Road, Potton,
Sandy SG19 2PZ

Cambridge:
Friday 22 February
3.30pm – 7.30pm
The University Centre
Granta Place, Cambridge
CB2 1RU

Orwell:
Tuesday 26 February
2pm – 6pm
32-66 High Street, Orwell,
Royston SG8 5QN

Sandy:
Friday 1 March
3.30pm – 7.30pm
Sandy Village Hall,
Medusa Way, Sandy
SG19 1BN

Cambourne:
Saturday 2 March
10am – 2pm
Cambridge Belfry
Back Lane, Cambourne,
Cambridge CB23 6BW

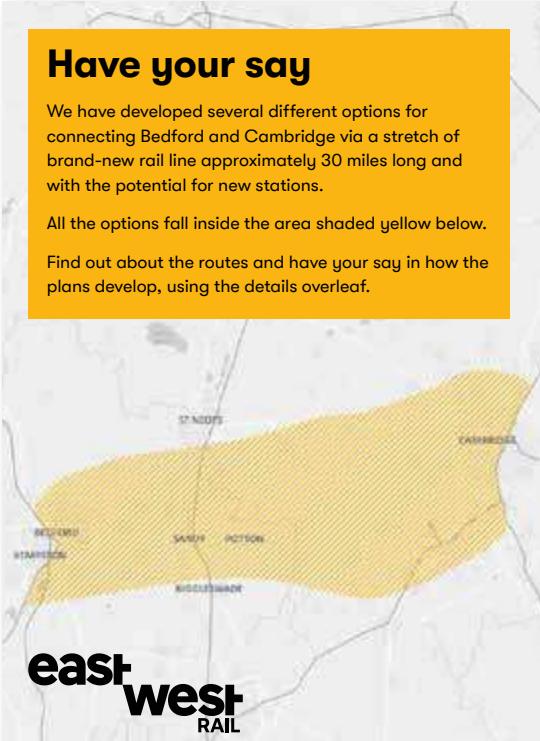
east west RAIL

Have your say

We have developed several different options for connecting Bedford and Cambridge via a stretch of brand-new rail line approximately 30 miles long and with the potential for new stations.

All the options fall inside the area shaded yellow below.

Find out about the routes and have your say in how the plans develop, using the details overleaf.



east west RAIL

AB Sample Street
AB Sample Town
AB Sample City
AB Sample Postcard

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1
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10029917



Appendix 6:

Advertising in local press



Bright future for park and ride

By FIONA LEISHMAN

fiona.leishman@cambridgenews.co.uk
01223 446000

A BRIGHT new future could be in store for Babraham Park and Ride as it's set to become a solar power farm.

Cambridgeshire County Council is inviting residents and business owners from Great Shelford and St Neots as well as users of the Babraham Road Park and Ride (PaR) to talk to the Council's Energy team about a new clean energy project being considered for the site.

Working with Ecopower E&S, the county council is designing a renewable energy system for the Babraham Road PaR.

The project will see carports being installed above parking spaces to allow solar panels to sit on top.

It is hoped that the panels will help to generate renewable electricity to power the site, additional electric vehicle chargers, neighbouring customers and future autonomous vehicles.

The project will be underpinned by battery storage which will store

COUNCIL IS CONSIDERING PROPOSALS TO TURN BABRAHAM ROAD SITE INTO A SOLAR POWER GENERATING FARM

green electricity, allowing the council to supply power after dark.

A statement on the county council's website says: "We will need to close out some sections of car parking during construction, however, there will be no loss of car parking spaces once construction is final."

The council has completed a high level business case, which will be refined as they apply for planning permission in 2019, with construction expected in 2020.

The council website also states: "This project could pave the way for public transport to move away from fossil fuels, a known contributor to poor air quality."



An artist's impression of the plans for the solar panels at the park and ride

**east
west**
RAIL

Bedford to Cambridge Route Option Consultation

28 January - 11 March

East West Rail is creating a rail connection between Oxford and Cambridge. This includes a new rail line between Bedford and Cambridge to connect communities, making it faster, easier and cheaper to travel in the local areas, as well as opening up job opportunities, supporting local business and helping the economy to grow.

To get all the information you need and to have your say at this early stage of development, come along to one of our exhibition events or contact us on the details below.

Website: eastwestrail.co.uk/havingyoursay
Email: contact@eastwestrail.co.uk
Write to us: Freepost EAST WEST RAIL,
Phone: 0330 1340067

Make sure you give us your comments by filling in a Feedback Form online, returning it by post, writing to us or emailing us before 11:45pm on 11 March.

Venue	Time and date
St Neots The Priory Centre, Priory Lane, St Neots PE19 2EH	3:30pm - 7:30pm Monday 11 February
Bedford Scott Hall, Bedford Avenue, Bedford MK42 0DS	3:30pm - 7:30pm Friday 15 February
Bassingbourn Bassingbourn Community Primary School, Brook Road, Bassingbourn SG9 9AP	10am - 2pm Saturday 16 February
Potton Potton and District Club, 34 Station Road, Potton, Sandy SG9 2BZ	3:30pm - 7:30pm Tuesday 19 February
Cambridge The University Centre, Granta Place, Cambridge CB3 9EU	3:30pm - 7:30pm Friday 22 February
Orwell Orwell Village Hall, 32-66 High St, Orwell, Buntingford SG9 5QW	2pm - 6pm Tuesday 26 February
Sandy Sandy Village Hall, Melvers Wing, Sandy SG9 9BN	3:30pm - 7:30pm Friday 1 March
Comberton Cambridge Bury, Back Lane, Comberton, Cambridge CB23 6BW	10am - 2pm Saturday 2 March

NEWS

Award for rugby club



Club officials receive the award to dedication to grassroots rugby.

St Neots Rugby Club has been recognised for its commitment to grassroots sport.

On January 26, former international players David Flatman and Danielle Wasserman visited the club and presented the Quilter Kids First award.

The club has delivered a range of programmes and activities for youngsters over the first half of the season and "shown exceptionally high commitment" to Quilter Kids First and their youth section.

The initiative aimed at U13-U17 boys and girls focuses on creating a

Picture: CONTRIBUTED

positive rugby atmosphere on and off the pitch to attract new players and retain current members.

Mini and junior chairman, Jim Norton said: "This is a fantastic achievement for our club, we are honoured to be recognised in such a way by England RFU and Quilter Kids First Rugby."



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If you wish to separate or divorce amicably with minimum cost and stress, please contact either Lucy Ardern at our Huntingdon office or Paula Hamilton at our St Ives office. They are specialist family solicitors with over 20 years' experience.

We specialise in the following:

- Divorce
- Separation
- Financial settlements
- Property disputes
- Cohabitee disputes
- Pre-nuptial agreements
- Children
- Collaborative law

Contact us on:

LUCY ARDERN

at Huntingdon on 01480 456191

Email: lucy.ardern@copleys.net or

PAULA HAMILTON

at St Ives on 01480 464515

Email: paula.hamilton@copleys.net

Bedford to Cambridge Route Option Consultation

28 January - 11 March

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 Write to us: Freepost EAST WEST RAIL
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Venue	Time and date
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Bedford Scott Hall, Barford Avenue, Bedford MK42 0QS	3.30pm - 7.30pm Friday 15 February
Bassingbourn Bassingbourn Community Primary School, Brook Road, Bassingbourn SG8 5NP	10am - 2pm Saturday 16 February
Potton Potton and District Club, 3v Station Road, Potton, Sandy SG19 2PZ	3.30pm - 7.30pm Tuesday 19 February
Cambridge The University Centre, Granta Place, Cambridge CB2 1RU	3.30pm - 7.30pm Friday 22 February
Orwell Orwell Village Hall, 32-66 High St, Orwell, Royston SG8 5ON	2pm - 6pm Tuesday 26 February
Sandy Sandy Village Hall, Medusa Way, Sandy SG19 1BN	3.30pm - 7.30pm Friday 1 March
Combeorne Combeorne Belfry, Back Lane, Combeorne, Cambridge CB23 6BW	10am - 2pm Saturday 2 March

An Evening of CLAIRVOYANCE With Spiritualist Medium STEPHEN HOLBROOK*

25th February, Stony Stratford, Cock Hotel
24th March, Northampton, Hilton Hotel
10th May, Banbury, Mercure Hotel
8th July, Kettering, The Ritz

Even the most hardened sceptics will leave Steve's show uncomfortably challenged.

The evening will take you on a roller coaster of emotions, comfort and joy, and from laughter to tears and back again.

Doors open 7pm, show starts at 7.30pm.

DON'T MISS THIS EMOTIONAL, COMPELLING AND MOVING NIGHT TO RUMMAGE - BOOK NOW!

Advance tickets £17,
on the door £18

*small booking fee applies

01823 666292
and 24hr online booking
www.steveholbrook.co.uk

Please have a debit/credit card
ready when calling

*For entertainment purposes

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MEET SOME NEW FACES AT WOBURN SAFARI PARK AT HALF TERM

ALPACA FAMILY HAVE MOVED IN

February is set to be a busy month at Woburn Safari Park as the team gets ready for the school half term. Giraffe lovers can go behind-the-scenes to see how life is for these long-legged animals and children will be given the chance to meet their hero Chase, from Paw Patrol, on Saturday, February 16. Explore the Foot Safari and jump on the Great Woburn Railway to visit the new Alpaca Outpost and meet the friendly herd. You can also look out for three super-cute Capybara pups born during January. Details of events and attractions at www.woburnsafari.co.uk

SALE DAY OF MUSIC RECORD FAIR AT THE HARPUR SUITE

A pop-up record fair is being held at The Harpur Suite, Bedford, on Saturday, February 9, from 10.30am to 3.30pm. There will be sellers from all over the UK with all genres of music. Admission is £3, or £2 for an early bird entry at 9am.

If you have records for sale, call in to see the buyer at VIP Events or call 01823 2125.

<https://www.facebook.com/events/28516015286817/>

WORKSHOPS FOR CHILDREN THE HIGGINS HOSTS HOLIDAY ACTIVITIES

Half-term workshops for portrait collage making, creating abstract art and pop art printing are being held at The Higgins Bedford.

The activities will be held on Tuesday, February 12, Wednesday, February 13, and Friday, February 15, at 11am, 12.30pm and 4pm, and cost £3 per child. They can be booked by visiting The Higgins or www.the-higginsbedford.org.uk

Bedford to Cambridge Route Option Consultation 28 January - 11 March

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Website: eastwestrail.co.uk/b2cengland
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Write to us: Freepost EAST WEST RAIL
Phone: 0330 1340067

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Bedford Snett Hall, Bedford Avenue, Bedford MK42 0NS	3.30pm - 7.30pm Friday 15 February
Bassingbourn Bassingbourn Community Primary School, Brook Road, Bassingbourn SG9 9NP	10am - 2pm Saturday 16 February
Potton Potton and District Club, 34 Station Road, Potton, Sandy SG19 2PZ	3.30pm - 7.30pm Tuesday 19 February
Cambridge The University Centre, Granta Place, Cambridge CB2 1RU	3.30pm - 7.30pm Friday 22 February
Orwell Orwell Village Hall, 32-36 High St, Orwell, Royston SG8 5QN	2pm - 6pm Tuesday 26 February
Sandy Sandy Village Hall, Medusa Way, Sandy SG19 1BN	2.30pm - 7.30pm Friday 1 March
Cambourne Cambridge Belfry, Back Lane, Cambourne, Cambridge CB23 6BW	10am - 2pm Saturday 2 March

east
west
RAIL

COMMUNITY NEWS

Charity

Make the most of Postcode Lottery

BY KAREN BURGESS
kb@biglocalnetwork.co.uk
@biglocaln

North East Bedfordshire MP Alistair Burt is encouraging local charities and good causes to apply for a share of over £3million of funding that has been raised by the players of People's Postcode Lottery.

Applications are open from 6 February until 30 February, where a whole host of good causes from social enterprises to voluntary groups and registered charities are eligible to apply for grants of between £500 and £10,000.

The final total support is available through three different trusts that are all funded entirely by players of People's Postcode Lottery with the sole purpose of supporting people and their communities across

Great Britain. Each trust supports projects focused on specific themes:

> People's Postcode Trust looks to fund projects that are aimed at promoting human rights, combatting discrimination and the prevention of poverty.

> Postcode Community Trust supports initiatives working to improve the health and wellbeing of communities, including arts and physical recreation projects, as well as those with a focus on reducing isolation.

> Postcode Local Trust want to hear from groups working on food prevention measures and those looking to implement environmental strategies and those dedicated to improving outdoor space, whether that's a play park, a skate park or even something else!

Sports groups for military

veterans, counselling support services for young carers and accessibility projects just a few examples of the over 1,000 projects that were successful in their application and received funding in 2016.

Mr Burt said: "I know that there are many good causes in my constituency that would love a cash boost for a specific project and encourage local organisations and groups who are looking for funding to apply as soon as possible."

A minimum of 32% from every ticket goes directly to good causes. Players of People's Postcode Lottery have raised over £82 million for more than 5,500 good causes across Britain and internationally.

For more information, go to: www.postcodetrust.org.uk, www.postcode.localtrust.org.uk, www.postcodecommunitytrust.org.uk



No snowday for schools!

Staff at Etonbury Academy didn't let the snow deter them on Friday. The assistant headteacher is pictured clearing the snow at 8am, making sure the site was safe. Schools in Chronicle country remained open during the day while many of their counterparts in the south of the county were closed after heavy snowfall overnight on Thursday.

Safety fears after children hurt

Arlessey Parish Council is to consider safety concerns in the area after four children were injured on Stoiford Road after an early morning collision with a car on a pedestrian crossing on January 30.

Council's no to grooming parlour

Biggleswade Town Council has objected to plans to change a Coitsfoot from an office to a dog grooming salon. Objections include a lack of parking and fears over increased noise due to the dogs.

Get ready for Spring Clean

The annual Langford parish spring clean is taking place on March 30 from 10am. People should meet at the Church Room.

**east
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RAIL

Bedford to Cambridge Route Option Consultation

28 January - 11 March

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Email: contact@eastwestrail.co.uk
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Phone: 0330 139 0067

Make sure you give us your comments by filling in a Feedback Form online, returning it by post, writing to us or emailing us before 11.45pm on 11 March.

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Bedford Scott Hall, Barford Avenue, Bedford MK42 0DS	3.30pm - 7.30pm Friday 15 February
Bassingbourn Bassingbourn Community Primary School, Monk Road, Bassingbourn SG8 5NP	10am - 2pm Saturday 16 February
Potton Potton and District Club, 34 Station Road, Potton, Sandy SG19 2PZ	3.30pm - 7.30pm Tuesday 19 February
Cambridge The University Centre, Granta Place, Cambridge CB2 1RU	2.20pm - 7.30pm Friday 22 February
Orwell Orwell Village Hall, 32-66 High St, Orwell, Hoxton SG9 5UN	2pm - 6pm Tuesday 26 February
Sandy Sandy Village Hall, Medusa Way, Sandy SG19 1BN	3.30pm - 7.30pm Friday 1 March
Camourne Cambridge Belfry, Bock Lane, Camourne, Cambridge CB23 6BW	10am - 2pm Saturday 2 March



Appendix 7a:

Media release

distribution list

Recipients	Organisation
Milda Manomaityte	Airail NEWS
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Uzman Azad	BBC Radio - Three Counties
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Alex Pope	Bedfordshire Online journalist for BBC East
Christopher Jasper	Bloomberg
Betty Low	Business Travel IQ
Alex McWhirter	Business Traveller
Gemma	Cambridge Independent
Jack Simpson	Construction News
Mark Ellis	Daily Mirror
Oliver Gill	Daily Telegraph and Sunday Telegraph
Vitali Vitaliev	E & T Magazine
Dick Murray	Evening Standard
Chris Saynor	Eye for Transport
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Simon Walton	Freelance Journalist
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Craig Waters	Global Railways Review
Jim Smith	Global Transport Finance
Katie	Hunts Post
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David Briginshaw	International Railway Journal
Ann-Marie Knecht	LAPV - Local Authority Plant & Vehicle
Lucy Smith	Lloyd's Loading List
Andrew Forster	Local Transport Today
Karol Zemek	Metro Report International
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Sam Sherwood-Hale	Rail Professional
Stefanie Foster	Rail Review
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Luana Salles	Rail Technology Magazine
Sim Harris	Railnews
Andrew Grantham	Railway Gazette International
Richard Tuplin	Railway Herald
Josephine Tabitha Cordero Sapién	Railway News
Mark Nicholls	Railways Illustrated
Brian Denny	RMT News
Gwyn Topham	The Guardian
Colin Marsden	The Railway Centre
Lisa Minot	The Sun

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Daniel Harvey	Transport Briefing
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Newsdesk	BBC Radio - Three Counties - Morning - 9-12 (JVS)

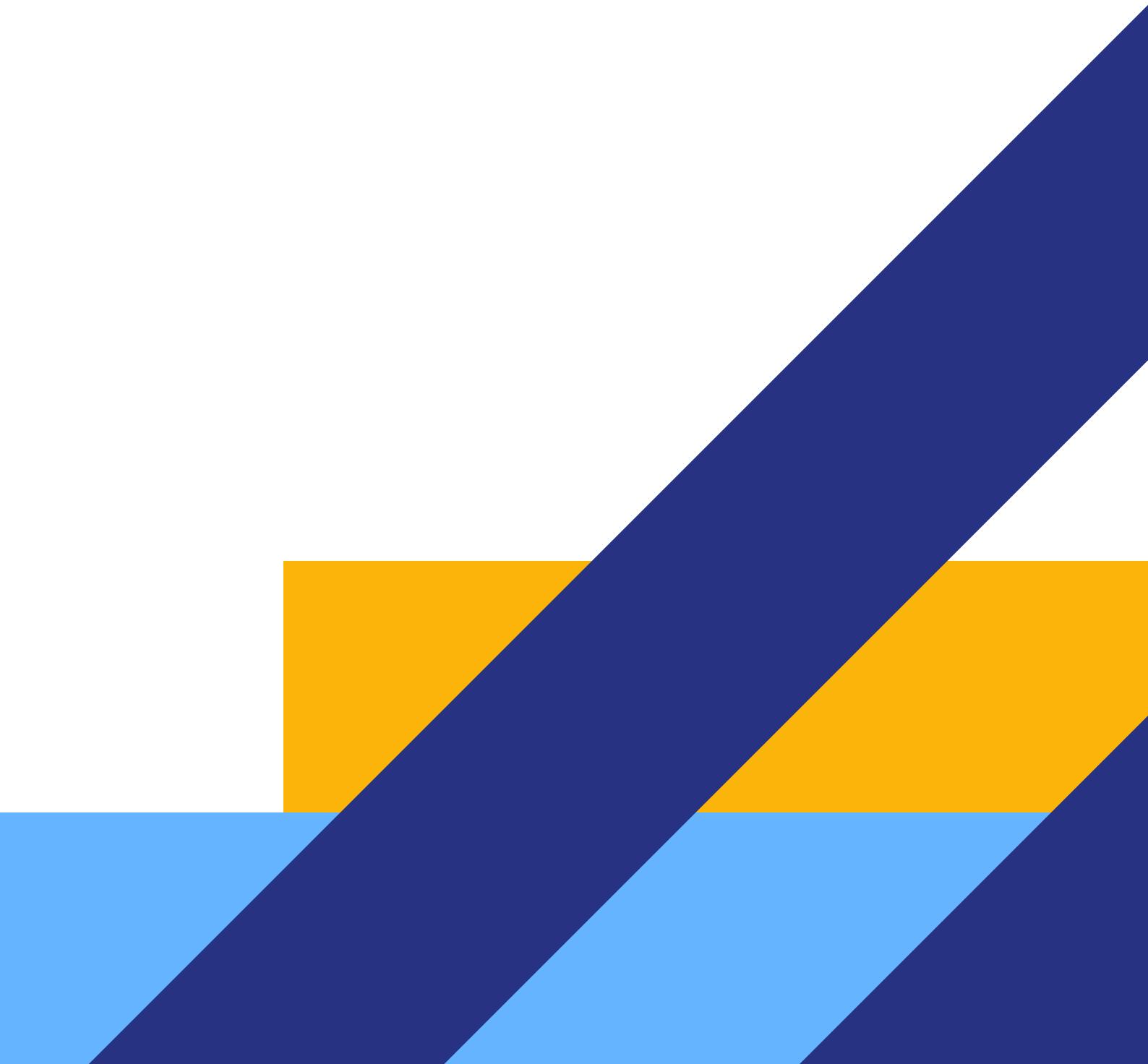
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Newsdesk	Mid Beds Times & Citizen
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Newsdesk	Bicester Advertiser
Newsdesk	Oxford Mail
Newsdesk	The Oxford Times

Recipient	Organisation
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Newsdesk	BBC Radio - Oxford - General
Newsdesk	BBC Radio - Oxford - General - Early - 6-7 (Sophie Law)
Newsdesk	Diverse FM - General
Newsdesk	Radio Cherwell (hospital) - general
Newsdesk	Fleet Magazine
Newsdesk	Railway Pro

Appendix 7b:

Media release sent

to press outlets



PRESS NOTICE EMBARGOED UNTIL 8am Monday 28th January 2019
Contact EWR Co. Press team: 07977 428 017 press@eastwestrail.co.uk

Consultation underway on new rail line between Bedford and Cambridge
Residents urged to have their say

- The East West Railway Company today revealed five route options for the new rail line between Bedford and Cambridge
- All five route options reduce travel times in the area and support the potential for housing growth
- The ambitious new line will reduce travel costs and create new connections for thousands of people
- The consultation runs for six weeks from Monday 28 January to Monday 11 March

Ambitious plans for a new rail line between Bedford and Cambridge come one step closer to fruition today, as the East West Railway Company reveal five route options and ask the public to have their say.

The new line will create a direct connection between Bedford and Cambridge stopping at several communities in between. It has the potential to reduce journey times and transport costs for thousands of people across the area, as well as supporting housing growth and boosting the local economy. It is expected to be built by the mid-2020s, marking the completion of the full East West Rail route from Oxford to Cambridge.

Of the five options offered for consultation, three take a broadly southern route through South Cambridgeshire via Bassingbourn and two take a broadly northern route via Cambourne. The consultation also reveals options for potential new stations in Cambourne, St Neots, Sandy, Tempsford and Bassingbourn.

Simon Blanchflower, East West Rail Company's Chief Executive said: "Bedford, Cambridge and the communities in between need the right kind of infrastructure to support them. We're hoping that residents will give us feedback on these route options to help us understand more about the priorities of the people this line will serve. We'd like as many people as possible to give us their views and are grateful to everyone who takes the time to help us as we design this crucial piece of infrastructure for the area."

Chris Grayling, Secretary of State for Transport said: “*East West Rail is an ambitious project, which could have a significant impact on the economic prosperity of communities across the area and the UK as a whole, bringing with it faster journey times and lower transport costs as well as easing pressure on local roads. I am delighted to see this consultation being launched at such an early stage in the development process.*”

The East West Railway Company is inviting members of the public to find out more about these options, by downloading the consultation documents from their website (eastwestrail.co.uk/haveyoursay) or dropping into one of the eight public events being held over the six week consultation period.

Documents will all be made available on the East West Railways Company’s website and a consultation helpline will run throughout the consultation. Feedback can be submitted through the website, via the freepost address EASTWESTRAIL, and in person at one of the consultation events.

This consultation follows early work to develop the project by local councils, Network Rail and the Department for Transport – backed by the National Infrastructure Commission.

Notes to Editors

- East West Rail is creating a new direct connection between Oxford, Cambridge, and beyond. Once complete it will be a world class rail line connecting Oxford, Bicester, Milton Keynes, Bedford, Cambridge, and communities in between. The section between Oxford and Bicester was completed in 2016 and enabling work has been completed on the section between Bicester and Bedford.
- The East West Railway Company was set up by the Secretary of State for Transport in 2017, with the ambitious remit to accelerate delivery of rail infrastructure and passenger services between Oxford and Cambridge.
- The line will deliver much needed connectivity to unlock the economic potential of this corridor - supporting new jobs and communities, as well as reducing journey times and travel costs for residents and commuters.
- The project is part of the Government’s proposals for delivering growth in the Oxford to Cambridge Arc, which includes unlocking land for new homes and jobs, as well as linking into north-south rail routes.
- The project would also work to achieve the aims of the government’s 25-year environment plan.
- The consultation website www.eastwestrail.co.uk/haveyoursay will be live from 08:00 on Monday 28th January. It includes downloadable consultation materials and an online feedback form.

- The consultation opens on 28th January and closes on 11th March
- Following this non-statutory consultation, EWR will develop a detailed route alignment. There will be a formal, statutory stage of consultation on this route alignment. This is planned for 2021.
- The development is a Nationally Significant Infrastructure Project, so final application for consent would be submitted to the Ministry of Housing, Communities & Local Government (MHCLG) rather than local councils.

The consultation events will be held as follows:

St Neots The Priory Centre, Priory Lane, St Neots PE19 2BH	3.30pm – 7.30pm	Monday 11 February
Bedford Scott Hall, Barford Avenue, Bedford MK42 0DS	3.30pm – 7.30pm	Friday 15 February
Bassingbourn Bassingbourn Community Primary School, Brook Road, Bassingbourn SG8 5NP	10am – 2pm	Saturday 16 February
Potton Potton and District Club 34 Station Road, Potton, Sandy SG19 2PZ	3.30pm – 7.30pm	Tuesday 19 February
The University Centre Granta Place, Cambridge CB2 1RU	3.30pm – 7.30pm	Friday 22 February
Orwell Orwell Village Hall, 32-66 High St, Orwell, Royston SG8 5QN	2pm – 6pm	Tuesday 26 February
Sandy Sandy Village Hall, Medusa Way, Sandy SG19 1BN	3.30pm – 7.30pm	Friday 1 March
Cambourne Cambridge Belfry, Back Lane, Cambourne, Cambridge CB23 6BW	10am – 2pm	Saturday 2 March

Appendix 7:

East West Rail

consultation

web page



THE PROJECT ABOUT US HAVE YOUR SAY east west RAIL LATEST NEWS OPPORTUNITIES GET IN TOUCH

2019 Bedford and Cambridge Route Option Consultation



March 2019 Update: consultation closes

East West Rail is creating a new rail connection between Oxford and Cambridge. This will connect communities, making it faster, easier and cheaper to travel in the local area, as well as opening up job opportunities, supporting local business and helping

The consultation closed on 11 March and we're now analysing feedback. Our consultation feedback report and preferred route option will be announced publicly in the media, on this website, and via our newsletter which you can subscribe to [here](#).

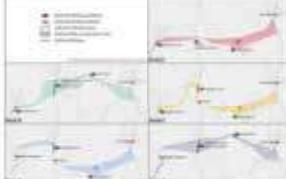
Note: During the pre-election period, no announcement can be made on a preferred route option.

Our 2019 consultation materials

Option Consultation

Consultation Document
(PDF 932KB)

Technical Report
(2.6MB)

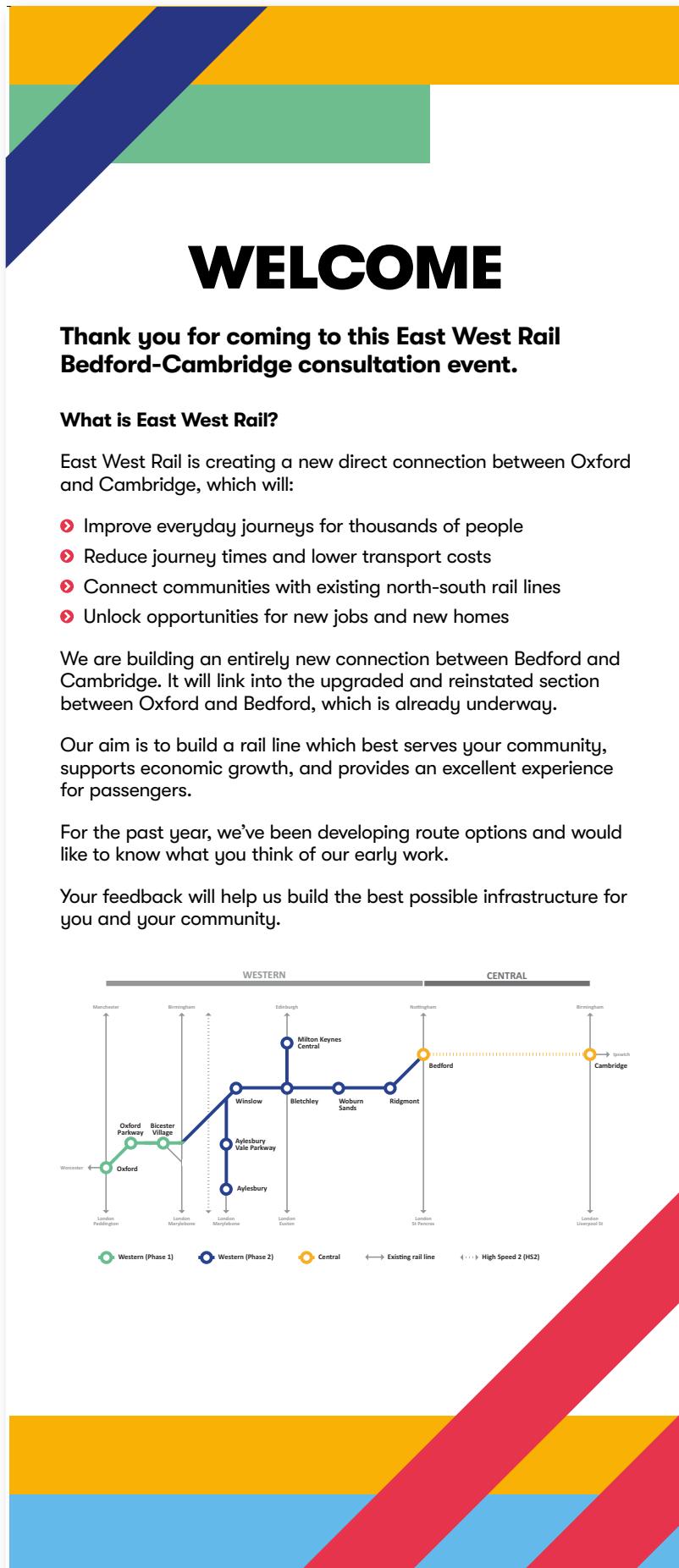


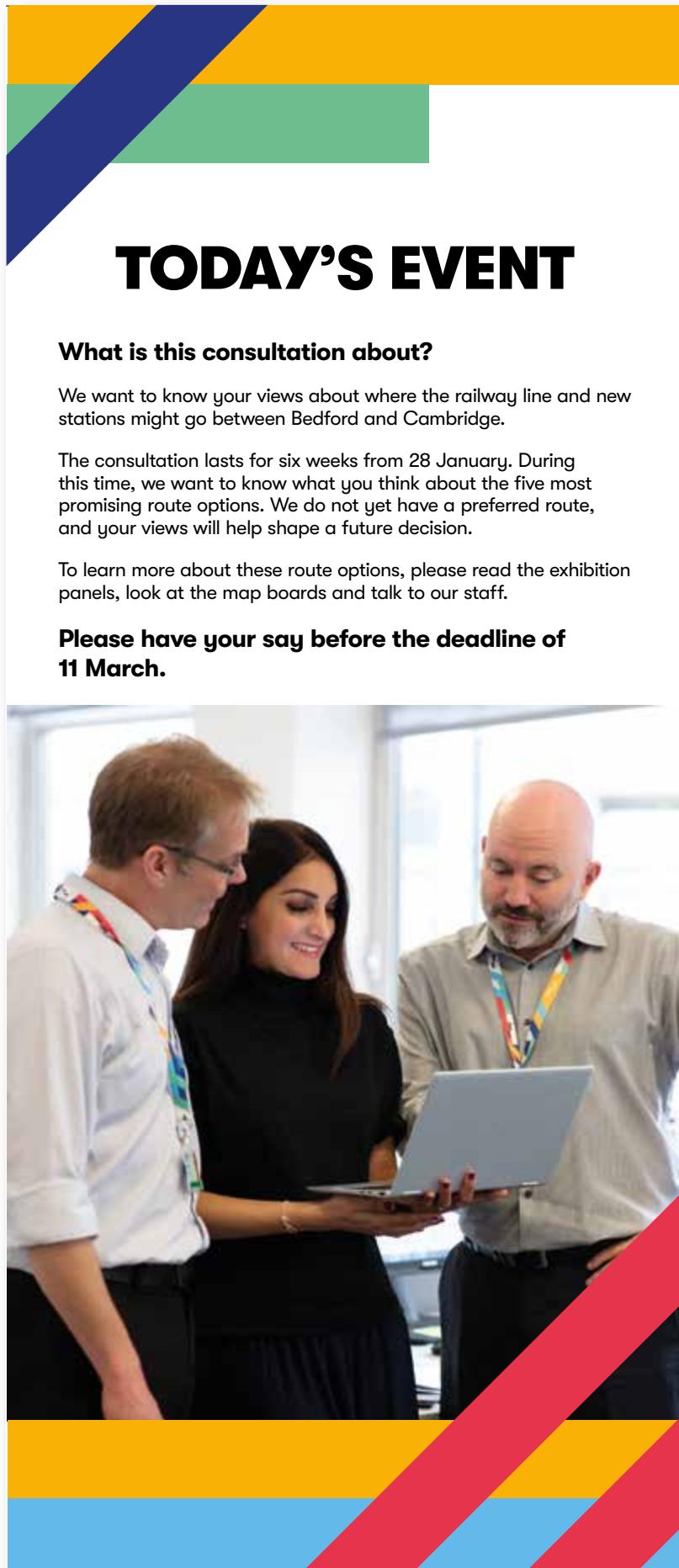
Appendix 9:

Consultation event

display panels







TODAY'S EVENT

What is this consultation about?

We want to know your views about where the railway line and new stations might go between Bedford and Cambridge.

The consultation lasts for six weeks from 28 January. During this time, we want to know what you think about the five most promising route options. We do not yet have a preferred route, and your views will help shape a future decision.

To learn more about these route options, please read the exhibition panels, look at the map boards and talk to our staff.

Please have your say before the deadline of 11 March.



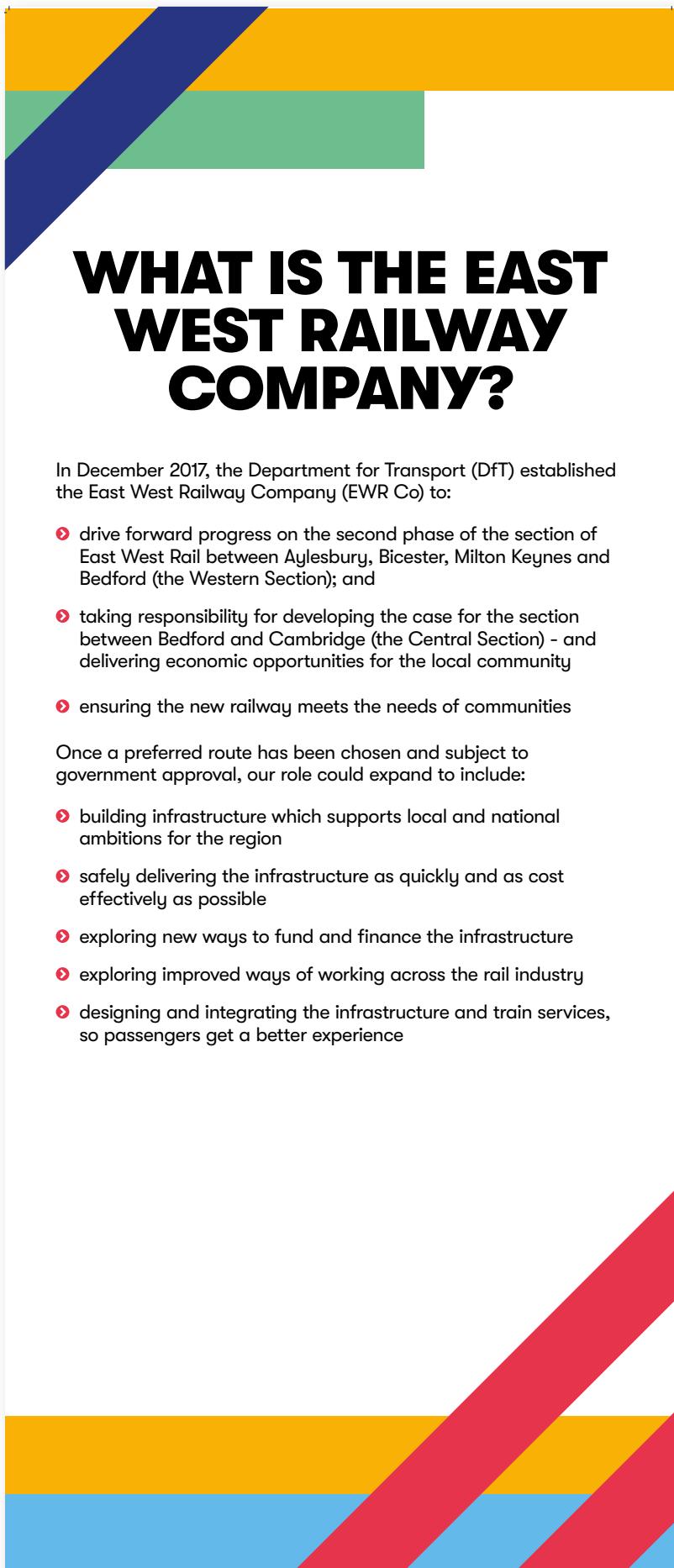
WHY EAST WEST RAIL?

Oxford, Cambridge and the communities in between are renowned for their vibrant economy, educational excellence and scientific innovation. They deliver growth and prosperity both locally and for the whole country. So why is East West Rail so crucial?

As the National Infrastructure Commission identified in their report “Partnering for Prosperity: A new deal for the Cambridge Milton Keynes-Oxford Arc”, economic prosperity is not guaranteed. Without investment in new infrastructure designed to improve connectivity and link new homes with jobs, the area will fall behind and fail to attract or retain the talent which helps maintain its position in the UK economy.

Residents, businesses and local authorities have long called for a reinstatement of an east-west rail link which connects communities and makes it faster, easier and cheaper to travel both locally and beyond.

East West Rail does this, bringing communities closer together while unlocking new opportunities for jobs, tourism and housing.



BEDFORD TO CAMBRIDGE: OVERVIEW

What has happened so far?

Timeline

- 1995: Interest grows in reopening the line for passengers
- 2001: Work begins to establish the feasibility of reintroducing the line
- 2011: Government confirms its support for the new East West Rail line
- 2014: Construction begins on the new East West Rail line between Oxford and Bicester
- 2016: Construction complete between Oxford and Bicester
- 2017: East West Railway Company formed
- 2018: Enabling works begin on Western Section between Bicester and Bedford
- 2018: Bedford to Cambridge Route Options developed

What happens next?

Throughout the consultation, we will record and analyse all the feedback we receive, which we will then summarise in a report that we will publish on our website later this year.

We will use your detailed feedback, along with feedback from local authorities, the DfT, Network Rail and other groups to further assess these five route options. We will then announce the preferred route option and will start to develop the designs in detail for a preferred route alignment.

HOW WE CHOSE THE FIVE OPTIONS

The five route options

You can find large-scale maps of the five route options on tables at today's exhibition. Each map board shows one route and includes an overview of the associated opportunities, challenges and other considerations. The maps are also available in our Consultation Document and on our website.

Your assessment of our route options

The five factors we think are key to assessing each route are shown below, and we want to know how you think our five route options perform against each of them.

Criteria
Supporting economic growth
Supporting delivery of new homes
Costs and overall affordability
Benefits for transport users
Environmental impacts and opportunities

What we are asking you to comment on

- What your views are on their challenges and opportunities
- Whether we are right to focus on route options that approach Cambridge from the south
- What you think of the overall approach we have taken to developing the route option



ASSESSING ROUTE OPTIONS

Having identified a corridor via the Sandy area as the preferred route corridor, the next stage in developing the East West Rail Central Section scheme was to start considering route options within that broad corridor.

Practical considerations

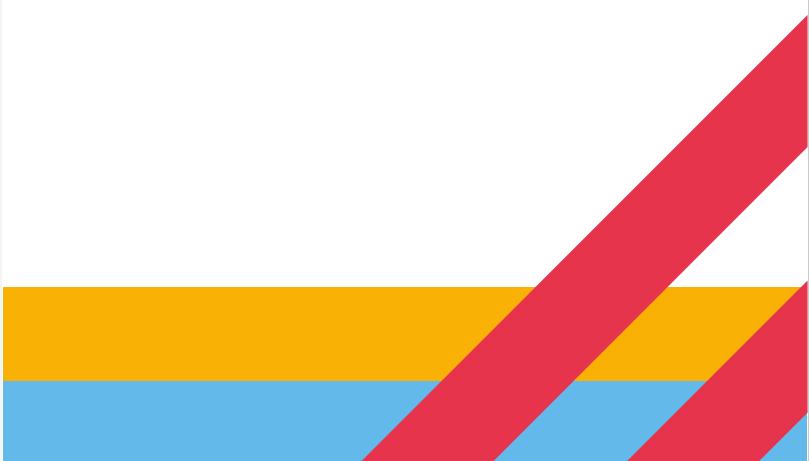
When we were developing route options, we looked at three main practical considerations:

1. Providing an interchange with the Midland Main Line at Bedford
2. Providing an interchange with the East Coast Main Line
3. Where the route should go through South Cambridgeshire

Assessing the route options

A wide range of factors have been considered to inform the appraisal of route options within the preferred route corridor. The main factors are:

- ➊ Transport user benefits – the potential benefits from improved journey times, lower fares and less road congestion
- ➋ Contribution to enabling housing and economic growth - including serving areas with land that could be developed
- ➌ Capital and operating costs and overall affordability
- ➍ Environmental impacts and opportunities



HAVE YOUR SAY

The easiest way to have your say is to fill in an online feedback form, which can be accessed and submitted at www.eastwestrail.co.uk/haveyoursay

Alternatively, we have some printed feedback forms at today's event, which you can fill-in and submit to us today, or send by post to: **Freepost EAST WEST RAIL**.

We're here to answer your questions

Our staff are here today to help with any questions you may have. Outside of today's event you can also get in touch through the following contact channels:

Email us: contact@eastwestrail.co.uk
Contact us online: www.eastwestrail.co.uk/haveyoursay
Write to us: **Freepost EAST WEST RAIL**
Call us: **0330 1340067**

Thank you for taking the time to attend today's event. We are committed to building the right infrastructure for this area and your feedback will help shape our plans.

Don't forget that the feedback deadline is 11 March 2019.



Appendix 10:

Full responses from

Prescribed Consultees

Barton Parish Council

Response from the Transport Working Group of Barton Parish Council

In general, we support the reinstatement of the Varsity Line, as part of the East-West growth arc.

We would prefer the train line to follow the same route as the A428 Expressway; this will minimise destruction of open countryside and could reduce build costs. We beg that the northern approach be reviewed.

Our preferred option is Route B because it gives a station at Cambourne, which will give direct benefit to us in Barton by relieving some commuter traffic, and a further two new stations which will support proposed development at Wixams and Tempsford.

Our second preference is for Route E, as it gives stations at Cambourne and Tempsford, which will support new housing.

We strongly support a station at Cambourne, because:

- existing transport infrastructure is poor;
- current proposals are poor, expensive, destructive, badly designed; the general public view is that they are unlikely to be well-enough used to alleviate congestion;
- the A428 from Bedford direction does not connect with M11/A14 at Girton (northwest of Cambridge), which means that commuter traffic already uses our village to access the M11 and Cambridge;
- Cambourne (pop. 10,000 2017 est.) is about to be expanded by 2350 new homes; the adjacent proposed development at Bourn airfield will bring 3500 new homes over 20 years; because of poor connectivity to Cambridge or the M11, on the major roads, traffic from these settlements tends to use local roads through the villages.

We support a station at Cambourne **despite** the southern route passing close to our village across open countryside because we recognise the general need and hope that it may reduce commuter congestion through our village.

We strongly support the Cambridge-Connect project, which offers a comprehensive light rail commuter network for the greater Cambridge area. This network will positively **benefit** from a station at Cambourne.

As there are currently several publicly-funded transport infrastructure projects being planned in the west of Cambridge, we think it would be a very nice idea if hypothecated funds could be amalgamated and a coherent plan be produced to support attractive express and commuter services.

Transport Working Group

Natasha Hodge

Lorraine Mooney (Chair, Barton PC)

Sarah Pitchford

Michael Radford

Web message – Barton Parish Council

I came to the briefing at Comberton last week. Thanks for the consultation. It was refreshing that you listened to us respectfully as we've been dismissed with contempt by the Greater Cambridge Partnership and its predecessor, the City Deal, for the past four years. I say 'we' because I believe this is a universally-held view.

Cheers, Lorraine

Chair, Barton Parish Council

Route Option Consultation

RESPONSE FROM BEDFORD BOROUGH COUNCIL

March 2019

EAST WEST RAIL BEDFORD TO CAMBRIDGE ROUTE CONSULTATION
RESPONSE FROM BEDFORD BOROUGH COUNCIL
Final 11/3/19



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Executive Summary

Bedford Borough Council (the Council) has always been a strong supporter of East West Rail (EWR). The Council's strategy is to work positively with the EWR Company and others to maximise its economic benefits.

Bedford Borough has a population greater than that of the cities of Oxford and Cambridge¹. The rail connectivity that currently supports its economic prosperity and growth is poor, other than to London. Recent reductions in rail service north of Bedford have made matters worse.

The Council's economic modelling shows that EWR is important to Bedford Borough's economy, **and that** Bedford Borough is important to the case for EWR. The Western section is forecast to create 225 jobs in the Borough, of which 135 are in the centre of Bedford. We forecast that the GVA impact in the Borough is 27% of the overall economic benefit of Western Section. The Central Section routed via Bedford Midland is forecast to create an additional 468 jobs in the Borough, of which 280 are in the centre of Bedford. The GVA impact in the Borough is 35% of the overall economic benefit of the Central Section².

Therefore, it is important that EWR delivers for Bedford. A route through the centre of the town will:

- Deliver 12% more economic benefits to Bedford and to EWR as a whole than a southerly route
- Support the regeneration of the centre of Bedford and the delivery of the Town Centre Masterplan, including major improvements to the station, the area around it, and its connectivity with the rest of the town
- Provide access to jobs and leisure in Bedford for people in new or expanded settlements served by the railway
- Enable Bedford Midland to become an interchange of national importance

The new national and regional connectivity that would be created through a transport hub at Bedford Midland are substantial, benefiting people right across the Oxford-Cambridge Arc (Arc) and throughout the East Midlands. A wide range of journeys between Northamptonshire, Leicestershire and Nottinghamshire and places within the Arc would become possible by rail which are unrealistic today. These benefits have the potential to be even greater if the business case before Government for northbound connectivity onto HS2 at East Midlands Interchange is successful.

None of these benefits will be available if a route bypassing central Bedford to the south is chosen. Indeed by contrast, a southerly route has the potential to damage the town's competitiveness and future development compared to other settlements in the Arc, and put at risk the vibrancy of its historic centre.

¹ ONS 2017 Mid-Year Estimates: Oxford 154,600, Cambridge 124,900, Bedford Borough 169,900

² Existing settlements only

**EAST WEST RAIL BEDFORD TO CAMBRIDGE ROUTE CONSULTATION
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The Council is committed to delivering a station at Wixams and our investigations show that an interchange station at the Wixams would be highly complex and is unlikely to be achievable given the development already taking place in the vicinity of the station area.

The Council has consulted widely with businesses, residents and with neighbouring authorities, and the overwhelming view is that for economic and policy reasons the right solution is for EWR to directly serve the centre of Bedford, meeting the strategic objective of the Department for Transport to “provide rail links between key urban areas”³

The Council has commissioned further work on the costs of Option E, with the objective of supporting EWR in value engineering the solution and reduce its cost, and will provide this to EWR Company by 22/3/19. It intends to continue engaging actively and positively with the EWR Company as its plans develop, and to ensure that the potential benefits of the new railway are fully realised.

Bedford Borough Council

March 2019

³ Route Option Consultation Technical Report

EAST WEST RAIL BEDFORD TO CAMBRIDGE ROUTE CONSULTATION
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1. Introduction and Purpose

- 1.1** The Council welcomes the opportunity to respond to East West Rail Company's Bedford to Cambridge Route Option Consultation.
- 1.2** The Council is very active in the development of rail solutions to advance its economic development. The Council has allocated over £15m to deliver the development of a new station at Wixams and is providing over £2m for the delivery of the Western Section.
- 1.3** EWR's consultation on the proposed new route between Bedford and Cambridge is crucial to the town's development. Five route options are suggested, of which three (Options A-C) bypass the town with a new station which is four miles south of it, and two (Options D and E) use the existing Bedford Midland station.
- 1.4** Bedford was a founder member of the EWR Consortium since its inception in 1995. We see the big picture in terms of the benefit for economic activity and new housing that the railway can support. Our strategy is to work positively with EWR to make the most of the economic benefits that the railway can deliver.
- 1.5** Section 2 of this response shows that the economic benefits of a route via central Bedford are significantly higher than those via a southerly route.
- 1.6** Sections 3 and 4 describe how EWR is a key factor in supporting the economic development of central Bedford
- 1.7** Sections 5 and 6 illustrate the substantial regional and national benefits that would be achieved by interchanging at Bedford Midland that would not be available if the railway takes a southerly route.
- 1.8** Section 7 describes our concerns about the impact and practicality of a southerly route given the proposed station at Wixams.
- 1.9** Section 8 comments on the costing of the Route Options.
- 1.10** Section 9 concludes by summarising the Council's recommendations for the Central Section Routing.

EAST WEST RAIL BEDFORD TO CAMBRIDGE ROUTE CONSULTATION
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2. Economic Impact of Route Options

Strategic Context

2.1 The National Infrastructure Commission Report⁴ stated that “The success of the [EWR] railway will be dependent upon a high-quality reliable service, facilitating access to key centres as well as between residential, employment, commercial, cultural and leisure opportunities.” (p39).

2.2 The first two strategic objectives set by the Department for Transport for the EWR Central Section are now as follows⁵:

- Improve east-west public transport connectivity by providing rail links between key urban areas (current and anticipated) in the Oxford-Cambridge Arc.
- Stimulate economic growth, housing and employment through the provision of new, reliable and attractive inter-urban passenger train services in the Oxford-Cambridge Arc.

2.3 These strategic objectives set out by both the NIC and the DfT recognise that **a key purpose of the railway is to link urban centres so that people can travel easily for work, business or leisure**. The activities they will travel for are, for the most part, in urban centres. Bedford town is the fourth largest settlement along the Oxford-Milton Keynes-Cambridge corridor after these three locations themselves, with an urban centre population of c.106,000. It has a major hospital located in the centre, and a campus for the University of Bedfordshire. Therefore, it would seem sub-optimal at best to construct a new railway which has a strategic purpose of improving connectivity between urban centres in the Arc, but which does not link to the urban centre of the fourth largest location on the route.

Economic Impact of Route Options

2.4 The Council recently commissioned economic modelling of the EWR proposals. The results of this modelling show that EWR is very important to Bedford Borough's economy, **and that** Bedford Borough is very important to the case for EWR. The Western section is forecast to create 225 jobs in the Borough, of which 135 are in Central Bedford. We forecast that the GVA impact in the Borough is 27% of the overall economic benefit of Western Section. The Central Section routed via Bedford Midland is forecast to create an additional 468 jobs in the Borough, of which 280 are in Central Bedford. The GVA impact in the Borough is 35% of the overall economic benefit of the Central Section⁶.

2.5 The forecast economic impact of the Central section between Bedford and Cambridge is different depending on whether the route is through Bedford Midland or south of the

⁴ Partnering for Prosperity: a new deal for the Cambridge – Milton Keynes – Oxford arc, November 2017

⁵ Route Option Consultation Technical Report, January 2019

⁶ Existing settlements only

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town. The table below shows the additional GVA impact of a route through Bedford Midland compared to a route via a station south of the town.

GVA Uplift £m per annum ⁷	Bedford Midland	Bedford South
Bedford Borough	18.53	16.47
Rest of EWR (existing settlements)	34.50	35.53
Interchange at Bedford Midland between EWR and MML	5.20	0.00
TOTAL	58.23	52.00

Figure 1 - Difference in GVA Between Bedford Midland Route and South of Bedford Route

2.6 It can be seen that:

- **The economic benefits of a Bedford Midland route are £6.23m pa (12%) higher than a route south of Bedford.**
- The impact of marginally longer times for through journeys on EWR via Bedford Midland is to reduce the economic benefits for other settlements slightly. However, this does not offset the other benefits of a Bedford Midland route shown.
- The economic benefits of interchange at Bedford Midland between EWR locations and locations north of Bedford on the Midland Main Line is significant, and would not be available via a Bedford South route. This is explored in detail in section 5 below.

2.7 The difference between the economic uplifts of the two routes on Bedford Borough is entirely a consequence of the impact on the centre of Bedford. The Bedford South route does not deliver any more benefits to the rest of the Borough than the Bedford Midland route does. This is shown in the table below.

GVA Uplift £m per annum ⁸	Bedford Midland	Bedford South
Central Bedford	10.71	8.66
Rest of Borough	7.86	7.83
TOTAL	18.53	16.47

Figure 2 - GVA Impact on Central Bedford

2.8 Further differences between the Bedford Midland and South routes emerge if potential further service enhancements are included. The table below shows the economic uplifts from:

- extension of Oxford-Cambridge services to East Anglia (as proposed by the East West Rail Consortium), East Midlands cities, the Thames Valley and beyond into the south west
- interchange at Bedford with classic compatible services onto HS2 (for which see section 6 below)

⁷ Spot year - 2033

⁸ Spot year - 2033

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GVA Uplift £m per annum ⁹	Bedford Midland	Bedford South
Extension of EWR services to East Anglia and Thames Valley	30.60	28.98
Interchange at Bedford Midland between EWR and HS2 classic compatible services to Leeds	4.51	0.00
TOTAL	35.11	28.98

Figure 3 - GVA Impact of Future Service Developments

2.9 If all the impacts in this section are added together¹⁰, the potential economic benefits of a Bedford Midland route are £12.36m pa (15%) higher than a route south of Bedford.

New Settlement Opportunities for the Future

2.10 The Council recognises that one aim of the EWR Central section is to support new settlements in the Arc (and for new settlements to enhance the case for the railway).

2.11 During the preparation of its emerging Local Plan the Council recognised that it would be beneficial to allow the newly created and expanded communities to the south of Bedford to mature before introducing further change. This means that growth opportunities in Wootton, Shortstown, Wixams and Stewartby are limited for the duration of the Plan.

2.12 The Plan also considered the merits of four new settlement proposals, at Colworth, Twinwoods, Thurleigh and Wyboston. Whilst none of these has yet been allocated, it is likely that their promoters will submit them again to be considered for allocation in future plans.

2.13 The Council is committed to an immediate review of the current submitted Local Plan once it is adopted, so as to incorporate the new Standard Method of calculating housing need. Each of the potential new settlements, ranging in size from 4,500 to 10,000 dwellings, will be considered for inclusion in that Plan if submitted.

2.14 Each site is to the north of Bedford and would be better served by a northern route for EWR through Bedford Midland, as would much of the development potential between Bedford and Cambridge. In the Council's view, therefore, there is little or no scope to count further development south of Bedford against the benefits of a southerly route for EWR.

⁹ Spot year - 2033

¹⁰ Figure 1 and Figure 3

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3. Bedford Town Masterplan

3.1 The Council sees the importance of EWR in supporting the regeneration of the centre of Bedford. In June 2018 the Council published a Town Centre Masterplan¹¹ to establish how Bedford can continue to develop as a more dynamic economy, and the town centre a vibrant hub of regional and national importance.

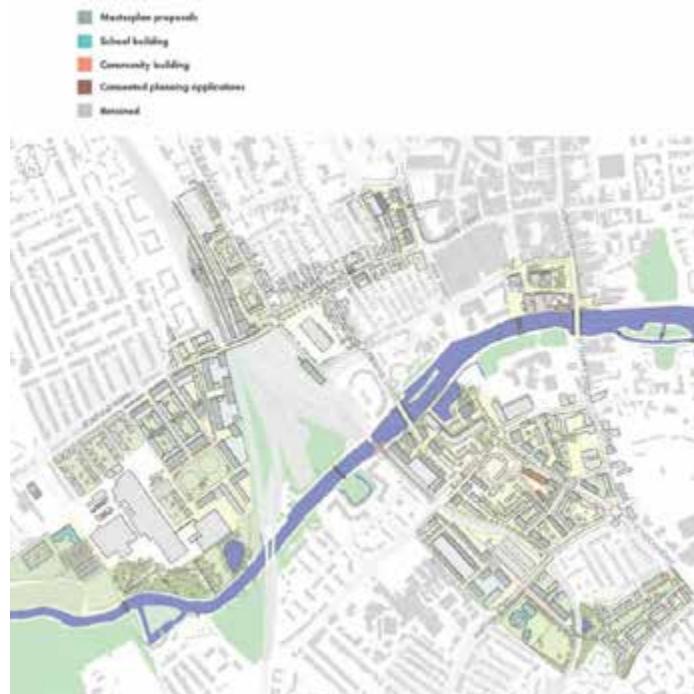


Figure 4 - Bedford Town Centre Masterplan

3.2 In the Foreword to the Town Centre Masterplan, the Mayor, Dave Hodgson MBE, writes: “Bedford benefits from a great strategic location both in terms of its links to London, but also as part of the Oxford-Cambridge Corridor. Unlocking the potential of the dozens of sites in and around the town centre and the station as well as transforming our streets and spaces capitalises on this opportunity. It will help to support the vitality of our town centre, support high quality jobs and improve the quality of life for existing residents.”

3.3 A vital element of the Masterplan is the regeneration of the area around Bedford Midland station, including:

- Making the station a prominent gateway to Bedford, with a new station building and entrance providing a better connection with the town centre.

¹¹ Bedford Town Centre Masterplan, June 2018 part of the one public estate initiative involving several public sector organisations including Network Rail.

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- High quality public realm outside the station, including a new square.
- New residential and retail.
- Enhanced access to the station, by foot, bike, bus and car, maximising the potential for sustainable transport.
- Improved links and desire lines between the station and destinations in the centre of Bedford.

3.4 Section 4.2.1 of the Masterplan states: "The Station and surrounding sites presents an exciting opportunity for Bedford Town Centre. A comprehensive redevelopment of the Rail Station is a long-standing aspiration that is promoted within the Town Centre Area Action Plan (AAP) which was adopted in 2008, and the potential opportunity from East-West Rail provides further impetus."

3.5 With the work proposed as part of the 'One Public Estate' programme¹², Bedford Midland will see investment in new car parking and better access. EWR provides the opportunity to regenerate the station as a 'rail hub', due to its close proximity to the historic town centre and its integrated transport connectivity. The station is centrally located, serving end to end journeys, whatever the preferred mode of transport, with rail, taxis, buses, cycling and walking and of course car parking being catered for. Improved transport connectivity, stimulated by the EWR project, will support the regeneration of the centre of Bedford, boosting jobs and the local economy and create a place for people to meet, relax, do business and thrive.

¹² OPE is an established national programme delivered in partnership by the Office of Government Property (OGP) within the Cabinet Office and the Local Government Association (LGA). It provides practical and technical support and funding to councils to deliver ambitious property-focused programmes in collaboration with central government and other public sector partners.

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4. Accessing Bedford

4.1 The Council recognises the importance of developing new or enlarged communities along the Cambridge-Oxford Arc if the deficit in housing availability and affordability in the corridor is to be addressed. The Consultation document identifies, in particular, major new settlements that could be served by the railway between Sandy and St Neots (Routes B to E), around Camborne (Routes A, B and E) and Bassingbourn (Routes C and D). However, it seems likely that very few of the people living in these new settlements would choose to travel to work (or engage in leisure activities) by rail in Bedford if a Bedford South route is chosen. This is because a short commuting journey would involve an extended journey time and an inconvenient change at an EWR Bedford South station.

4.2 On the other hand, a route via the centre of Bedford would give these new communities direct access to the facilities and job opportunities that the town offers, supporting the economic development of the town.

4.3 By way of example, the table below seeks to estimate the journey times from Cambridge to key locations in Bedford, accessed either via Bedford South or Bedford Midland. It can be seen that in all cases the journey time to access central facilities via Bedford South is longer and more inconvenient, unless passengers chose to use a taxi. This is contrary to wider and EWR-specific public objectives to provide sustainable transport solutions (as noted at 2.1 and 2.2 above). Similar differences would apply for journeys from new settlements on the line to Cambridge, such as suggested for Camborne or Bassingbourn.

To	EWR	Change	Thames-link	Taxi	Walk	Total
Bedford Midland						
Via Bedford South	23	8	4			35
Via Bedford Midland	24					24
Bedford Hospital						
Via Bedford South	23	8	4	15	16	51
	23					38
Via Bedford Midland	24				16	40
Harpur Shopping Centre						
Via Bedford South	23	8	4	26	14	49
	23					49
Via Bedford Midland	24				14	38
Council Offices						
Via Bedford South	23	8	4	15	14	49
	23					38
Via Bedford Midland	24				14	38

Figure 5 - Journey times in minutes from Cambridge to central Bedford locations¹³

¹³ The journey times in this table are estimated as follows. EWR journey times are taken from the Consultation Technical Report Table 1 p38, noting that “The journey times between Bedford and Cambridge are estimated for the Bedford station that EWR would serve.” The interchange time is assumed to be half of the proposed frequency between Cambridge and Bedford of 15 minutes. The

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4.4 Bedford will benefit significantly from the opening of the EWR Western Section through direct trains between Bedford Midland and Oxford, starting in 2023. This will enhance the competitiveness of Bedford town, and by 2027 it is likely that passenger traffic on the new service will have fully built up. It is possible, for example, that people will make decisions on where to live based on using EWR to access work in central Bedford. However, a south of Bedford route for the Central section opening several years later will **remove this centre-centre benefit**, as the trains would most likely be diverted away from Bedford Midland.¹⁴ This would be a detrimental step.

Conclusion

4.5 For the reasons outlined in sections 2, 3 and 4, the Council is firmly of the view that the potential economic benefits of East West Rail will only accrue to Bedford if the Central Section is routed via the centre of Bedford, and that a **southerly route has the potential to damage the town's competitiveness** compared to other settlements in the arc, and put at risk the vibrancy of its historic centre and future development.

MML journey time is assumed to be the Thameslink journey time between Wixams and Bedford Midland. Taxi journey times are taken from AA Route Planner with a 3 minute allowance for interchange to the taxi. Walking times are calculated using the function on Google Maps.

¹⁴ P20 of the Consultation Technical Report: "If EWR services were to serve a new station to the south of Bedford, this could have implications for the planned service between Oxford and Bedford Midland that it is currently anticipated will follow the completion of the EWR western section. This will be considered further in advance of selecting a preferred route."

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5. Enhancing National and International Connectivity Through Bedford Midland

National Connectivity

5.1 **The national and regional connectivity that would be created through a transport hub at the existing Bedford Midland station are substantial**, complementing its enhanced role as a high-quality gateway to the town. With East West Rail routed via the station, a wide range of journeys between Northamptonshire, Leicestershire and Nottinghamshire and places within the Oxford-Cambridge arc would become possible by rail, which are unrealistic today. For example, Nottingham to Cambridge 39 minutes faster, Leicester to Oxford 26 minutes faster, Kettering to Bicester 76 minutes faster, and Corby to Aylesbury 88 minutes faster.

5.2 The graphic below illustrates the potential. It shows current rail journey times in blue compared with those that would be available via EWR through interchange at Bedford Midland (in yellow).

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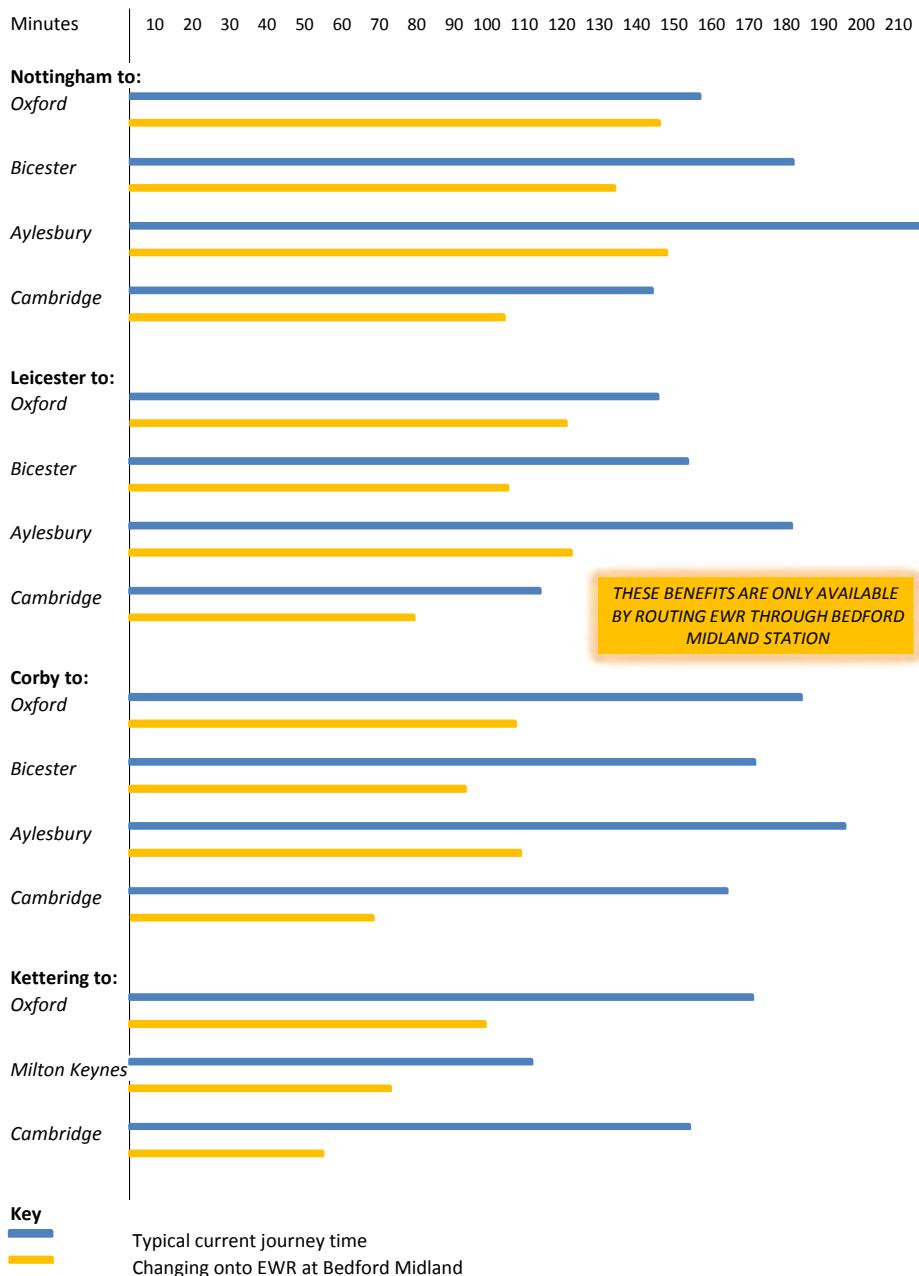


Figure 6 - Potential journey time benefits of interchange with EWR at Bedford Midland¹⁵

¹⁵ Journey times based on the following assumptions. 1) Current typical journey times are taken from National Rail Enquiries. 2) Interchange at Bedford Midland assumed to be 8 minutes towards Cambridge (i.e. Circa half of the frequency of 4 trains per hour), 15 minutes towards Oxford and Bicester (ie half of frequency of 2 trains per hour) and 8 minutes to Bletchley (4 tph). 3) Interchange at Bletchley for Milton Keynes or Aylesbury assumed to be 10 minutes. 4) EWR journey times taken from/inferred from the Central Section route consultation, and from EWR website: Bedford to Oxford 58 minutes, Bedford to Bletchley 21 minutes, Bedford to Bicester 44 minutes, Bedford to Cambridge 24 minutes, Bletchley to Aylesbury 28 minutes

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5.3 An interchange hub at Bedford Midland would create journey opportunities that benefit the entire Oxford-Cambridge Arc, the growing towns and cities within Northamptonshire, Leicestershire, and Nottinghamshire.

International Connectivity

5.4 In addition to the substantial national and regional connectivity that would be available through interchange at Bedford Midland shown in Figure 6, the station would serve as a hub for access to six international airports including Heathrow and Gatwick, all within a journey time of less than 100 minutes, creating a wide range of airport journey opportunities across the region, as shown in Figure 7.

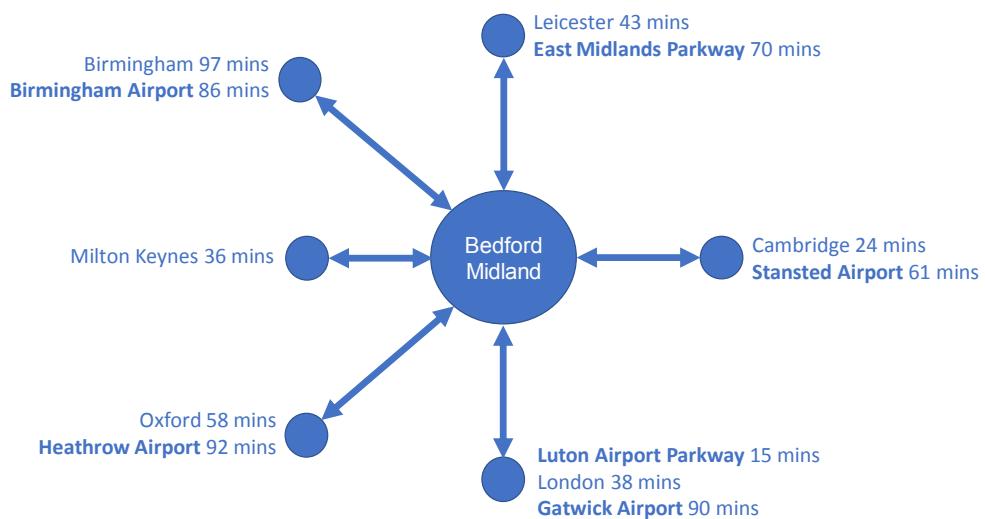


Figure 7 - International connectivity through interchange at Bedford Midland¹⁶

5.5 This international connectivity would also help Bedford attract new businesses and inward investment.

¹⁶ Shows faster journey times. Times taken from National Rail Journey Planner and EWR information as per footnote **Error! Bookmark not defined.15**. Connections assumed to be 8 minutes to Cambridge and 10 minutes at Bletchley, Milton Keynes and Farringdon (for Heathrow). Crossrail journey time to Heathrow taken from public data.

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6. Connectivity with HS2

6.1 Midlands Connect submitted a Strategic Outline Business Case (SOBC) to DfT in June 2018 for classic compatible services from the Midland Main Line onto HS2 at East Midlands Interchange. Active development of the SOBC is underway with the support of DfT and HS2. The preferred option involves a St. Pancras to Leeds service, calling at Bedford Midland, with the modelled journey times as shown below. The SOBC shows this as having "high" value for money.



Figure 8 - Journey times modelled by Midlands Connect in Classic Compatible SOBC

6.2 For the East West Rail project the inference is clear: connectivity for the Cambridge-Oxford arc via Bedford Midland could become even more important, with a range of new national journey improvements through interchange at the station on top of those identified in Figure 6 above. Examples are shown in Figure 9 below.

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Journey	Current Rail Journey Time (mins)	Potential Journey Time via Bedford Midland (mins)	Improvement (mins)
Cambridge – Leeds	171	134	37
Oxford – Leeds	201	175	26
Cambridge – East Midlands Interchange¹⁷	144	106	38

Figure 9 - Journey time benefits through Bedford Midland with HS2 classic compatible services¹⁸

Conclusion

6.3 The important point is that none of the national and regional benefits in Figure 6, many of the international benefits in Figure 7 and none of the HS2 connectivity benefits in Figure 9 would be available if a route bypassing central Bedford to the South were chosen. This is because:

- Passengers making these interchange journeys would have to change twice: at Bedford South and Bedford Midland, substantially eroding the journey time benefits, and accruing two sets of interchange penalties.
- Stopping long distance inter-city trains on the Midland Main Line at Bedford South is unlikely to be acceptable politically or economically, as it would almost certainly lead to the further erosion of calls at Bedford Midland. The town of Bedford would be taken off the railway map other than for local and commuting journeys to London.

¹⁷ Nottingham for current rail journey

¹⁸ Current journey times are taken from www.nationalrail.co.uk. Journey times via interchange at Bedford Midland are calculated by using the journey times shown in Figure 6, plus the journey times on EWR and interchange times at Bedford described in Footnote **Error! Bookmark not defined.**¹³.

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7. Impact of Routes South of Bedford on Wixams

7.1 The Consultation Technical Report (p20) states that: “A new station to the south of Bedford could be located either slightly to the south of the A421 or alternatively near the new settlement of Wixams. The eventual location would be a matter for more detailed consideration of route alignments after selecting a preferred route option.”

7.2 Wixams is a new settlement planned to have 4,500 new homes (of which 1,000 are built and occupied), including employment areas and a railway station on the Midland Main Line to be served by Thameslink. The proposed station is fully in line with Government policy to bring new housing, employment and transport together. The delivery of the station supports one of the major sustainability elements on which the development of the new settlement was based.

7.3 Plans for the station at Wixams are well advanced. The Council is fully committed to its construction on the site shown on Figure 10, and has already approved funding for the station. The Council has also secured a commitment from the developer to £13m under a section 106 agreement towards the cost of the station; this agreement expires in 2024. A more detailed business case and further engineering detail are in development, and these will be considered at the Council Meeting in June 2019.

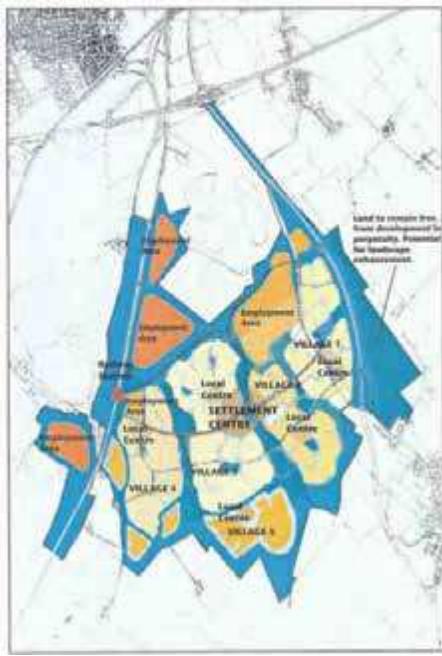


Figure 10 - Location of Wixams Station

7.4 The location of the station, with the section 106 agreement associated with it, is now fixed within the settlement design. It is highly unlikely that this footprint can be changed, with significant large scale development already committed and consequently it is difficult to see technically how an interchange point could be delivered.

7.5 After the Wixams Thameslink station is built, it would seem improbable that a second Thameslink stop before Bedford would be practical. There is therefore a risk that an overoptimistic view of the ability to deliver a Wixams interchange would actually lead to

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a situation where no interchange was possible at all, dramatically reducing the assumed benefits.

7.6 The proposed Wixams station supports the substantial housing growth already committed on the site. In the Route Consultation document it is suggested that under Options A, B and C (the southerly routings), the railway could support additional housing south of Bedford¹⁹. The Council's view is that this housing is already committed – at Wixams - and cannot therefore be counted as a benefit of EWR.

¹⁹ E.g. "Could support additional homes to the south of Bedford" Consultation Technical Report Table 2 p39

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8. Route Engineering and Costs

- 8.1** EWR provided the Council with a Briefing Paper entitled “East West Rail – Central Section Bedford Midland Cost Drivers” on 25/2/19, and this paper was the subject of a meeting with EWR on 1/3/19. This has given the Council insufficient time to consider its response to the issues discussed at the meeting to incorporate them in this document for the consultation deadline.
- 8.2** However, it is the expectation of the Council that it will be in a position to provide to EWR a supplementary response by 22/3/19, including further engineering and cost analysis.
- 8.3** In the interim, the Council’s view is that the consultation documents and the Briefing Paper take a broadly pessimistic view of the risks and costs of the Bedford Midland Route options and a broadly optimistic view for the Bedford South options.
- 8.4** For Bedford Midland routes, EWR has asserted major costs for the relocation of the sidings, significant station redevelopment costs, realignment of the routes through St Johns Bedford to achieve straight platforms, and viaduct across the Great Ouse river – all with limited justification or engineering challenge.
- 8.5** For Bedford South routes, it is not clear that EWR has fully accounted for the complexity of avoiding constraints such as the new Energy From Waste, B&M and Aldi sites currently under construction, the numerous historical pits, landfill sites, and consented development sites on both sides of the MML between Millbrook and the A421/A6. In particular, a railway through the Wixams will have significant impacts on the masterplan and properties already constructed.
- 8.6** Route Options D and E would both be consistent with the economic and connectivity requirements of the Council described in previous sections. However, it is important to understand the approach and issues of neighbouring Authorities, and to that end we have consulted with them and recognise that there is wide support for Option E. The Councils of Huntingdonshire, South Cambridgeshire, Cambridge City have provided a letter supporting Option E, and this Council supports this view. Our further engineering analysis, therefore, will focus on seeking to reduce the cost of Option E.
- 8.7** The Council is also concerned at the journey times stated in the Consultation documents which imply average operational speeds that appear unrealistically high. We wish to see further justification of the journey times stated, because if they are too low it is even more important that EWR maximises the benefits through greater demand and interchange opportunity.
- 8.8** The Council understands that EWR and Network Rail are continuing to refine the solution and costs of the Options. This includes for example a more cost-effective solution to the interface between EWR and the existing Thameslink depots in Bedford.
- 8.9** The Council seeks assurance from EWR that EWR and Network Rail will continue to work with it as the project develops.

EAST WEST RAIL BEDFORD TO CAMBRIDGE ROUTE CONSULTATION
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9. Summary and Conclusions

9.1 In this consultation response the Council shows that a route through central Bedford delivers 12% more economic benefits than a route bypassing the town to the south.

9.2 The Council argues that a routing through central Bedford will support the regeneration of the town by:

- Facilitating investment in the delivery of the Masterplan it has already developed.
- Enabling access to the employment and facilities of Bedford for residents of existing and new settlements across the Oxford-Cambridge arc.
- Ensuring that connectivity being created through new services on the Western section of EWR will not be lost when the Central section opens.

9.3 Bedford Midland would be an interchange hub of national importance, enabling journeys much faster than are currently possible by rail between a large number of places in the arc, Northamptonshire, Leicestershire and further north.

9.4 The Council is concerned that a southerly routing:

- Would have the effect of ensuring that the economic benefits of EWR bypass the town, damaging its competitiveness and putting at risk the vibrancy of the town centre.
- Will not sustain further growth because opportunities within the southern area of Bedford are now exhausted.
- Will result in the removal of the Western Section Oxford-Bedford service from Bedford Midland some four or five years after its introduction

9.5 That an interchange point cannot be provided at the location of the Wixam Station as the footprint for the station area is already defined.

9.6 The Council has commissioned further work on the costs of Option E, with the objective of supporting EWR in value-engineering the solution and reducing its cost.

9.7 The Council stands ready to meet EWR Company at any time to take the discussion forward.

Bedford Borough Council
March 2019



East West Rail Consultation Support

BBC Technical Response

Document No.1661-TR-003

Revision: 1-2 Issue

March 2019



Prepared for



Kilborn Consulting Limited
 Bedford Borough Council
 East West Rail Consultation Support
 Preliminary options review

Reference: 1661-TR-003
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 Compiled by: J. Sindall

Revision Schedule

Preliminary options review

February 2019

Rev	Date	Details	Prepared by	Reviewed by	Approved by
0-1	13.03.2019	Internal issue for comment	Julian Sindall Director, Cadenza Transport Consulting Ltd	Paul McSharry Principal Consultant Kilborn Consulting Ltd	
0-2	18.03.2019	Internal issue for comment	Julian Sindall Director, Cadenza Transport Consulting Ltd	Paul McSharry Principal Consultant Kilborn Consulting Ltd	
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1-2	26.03.2019	Issue	Julian Sindall Director, Cadenza Transport Consulting Ltd	Paul McSharry Principal Consultant Kilborn Consulting Ltd	

Client Approval			
Rev	Date	Approved of behalf of Bedford Borough Council	Signature

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Glossary of Terms

Acronym or Term	Meaning
BBC	Bedford Borough Council
ECML	East Coast Main Line
EWR	East West Rail
EWRCo	East West Rail Company
FOC	Freight Operating Company
KCL	Kilborn Consulting Ltd
MML	Midlands Main Line
OLE	Overhead Line Electrification
TOC	Train Operating Company

Note on image sources

Aerial photography background mapping has been taken from Google Earth Pro throughout. The consultation route maps are taken from East West Rail's consultation document. Other sources are identified in the relevant figures or are provided by Kilborn Consulting Ltd.

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1. Executive Summary

The East West Rail company (EWRCO) released its non-statutory consultation documents on 28 January 2019 for the Bedford to Cambridge Route Option Consultation. It proposed five routes for consideration, which may be grouped into 'Bedford South' options (Routes A, B and C), and 'Bedford Midlands' options (Routes D and E).

Bedford Borough Council (BBC) asked Kilborn Consulting Ltd to provide an initial technical review of the five options proposed and to answer some specific questions around related opportunities and challenges identified by EWRCO.

BBC has a clear goal that the East West Rail (EWR) route should connect with 'the centre of Bedford' and considers that any Bedford South solution would not achieve this objective. Therefore, the only EWR options considered acceptable to BBC are Routes D and E.

The Bedford South options as described in the consultation are typically more direct, less complex, and draw upon demand from the Wixams development, Sandy / Tempsford, and either Cambourne or Bassingbourne future developments. However, in practice, the area on each side of the Midland Main Line (MML) is highly constrained by several approved developments for residential, commercial or educational land use, as well as a landfill site and other difficult construction constraints. We would expect a Bedford South option to become an interchange with the Wixams station, but the location of this station is now fixed by railway and developer constraints, and this restricts the options available for a Bedford South station.

The Bedford Midland options cause the route to divert north through Bedford and around the northern extremities of Bedford before crossing the East Coast Main Line. The most likely means of accessing Bedford Midland is from the Marston Vale (Bletchley Lines) via Bedford St Johns and through two new platforms on the east side of Bedford Midland.

Of the two Bedford Midland Routes, Route E has the widespread support of BBC and other local authorities because it connects with Bedford Midland, the region south of St Neots and Cambourne. However, the route assumptions and consequential costs for EWRCO's indicative route incur significant cost and interface complexity with the local highway network. BBC has developed its own preliminary Route E design that reduces the cost differential to Route A by nearly half and avoids much of the highway disruption.

BBC has welcomed the discussions and documents provided by EWRCO to date, but considers that EWRCO has underestimated the complexity of connecting a Bedford South station, and overestimated the complexity of a Bedford Midland station connection. BBC has presented an alternative preliminary design for its preferred option (Route E) that offers significant savings over the EWRCO version, and BBC would welcome the opportunity to work closely with EWRCO on improving its design accordingly.

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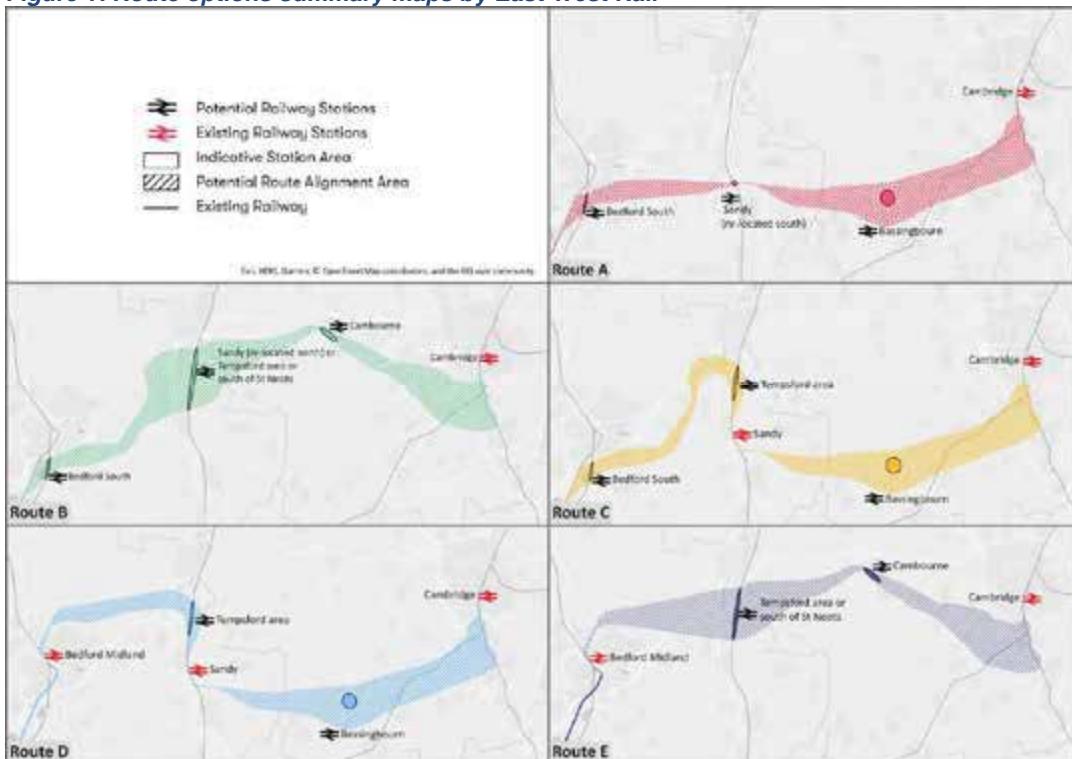
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2. General

1.1 Context

The East West Rail company (EWRC) released its non-statutory consultation documents on 28th January 2019 for the Bedford to Cambridge Route Option Consultation. The documents primarily consist of the Consultation document, with the accompanying Technical Report and Route Options Map, shown below in Figure 1.

Figure 1: Route options summary maps by East West Rail



Representatives from EWRC subsequently produced the 'East West Rail - Central Section Bedford Midland Cost Drivers Briefing Paper' which was received on 26 February 2019 and met with representatives from Bedford Borough Council (BBC) on 1 March 2019. The Cost Drivers Briefing paper was subsequently updated on 13 March 2019.

1.2 Methodology

BBC has reviewed the two documents provided by EWRC and considered the high level implications by reference to publicly available material including mapping such as Google Earth. We have also carried out site visits on 7th February and 27th February 2019 to specific locations of relevance to understand, first hand, some of the likely constraints and opportunities.

We have focussed solely on the section from the Marston Vale Line to the East Coast Main Line (ECML) near Sandy, since the connections to the East of the ECML are largely a function of the selected route at Bedford.

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1.3 Purpose and Structure of this Document

The purpose of this document is to provide BBC's response to the technical report on the five options EWR has identified.

Section 2 sets out BBC's stated objectives and some of the general principles that need to be considered when evaluating the routes.

Section 3 reviews the ways in which stations might be located and connected at Bedford South and Bedford Midlands options.

Section 4 provides a commentary on each route proposed by EWRCO.

Section 5 sets out our conclusions.

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2 BBC objectives and principles for EWR

2.1 Objectives

BBC has clear ambitions for the East West Rail (EWR) route to have a station in 'the centre of Bedford' in order to provide a direct interchange to the Midland Main Line (MML) and avoid losing the connection to the centre of Bedford.

2.2 Principles

BBC recognises that EWRCo needs to balance stakeholder influence with an acceptable financial and business case. The business case is strengthened by increased economic benefit, increased demand, increased revenue and reduced journey times but it is weakened by increased construction and operational costs. Therefore BBC is keen to work with EWRCo to optimise the options that pass through the centre of Bedford and thus improve their business case.

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3 Bedford station locations commentary

3.1 Introduction

The five routes proposed by EWRCO and shown in Figure 1 may be grouped by the two Bedford station locations identified. Routes A, B and C adopt a 'Bedford South' strategy and Routes D and E adopt a Bedford Midland strategy. Therefore this section covers those issues that relate to the two Bedford station locations proposed and are common to the routes that adopt each one. The following section will build on this to discuss the differentiating factors for each of the five routes.

3.2 Bedford South (for routes A, B and C)

3.2.1 Bedford South interchange options

The proposed location for any of the Bedford South station options is somewhere on the MML broadly between the crossing points of the A421 in the north to Stewartby Way in the south. We understand that EWRCO intends the new station to provide an interchange with the MML and therefore there are in principle four Bedford South station types that EWR may choose. These are:

- A flyover interchange at the Wixams station
- A parallel interchange at the Wixams station
- A flyover interchange away from the Wixams station
- A parallel interchange away from the Wixams station

Of these Bedford South options, an interchange away from the Wixams station would not be acceptable to BBC because an interchange with the MML away from the Wixams would create demand abstraction and a watered down service for both stations. It is very unlikely that Thameslink services will stop at both stations in one journey and this implies that services would be distributed (perhaps unequally) between the two stations. In the worst case, this would make the delivery of two stations in such a short stretch undeliverable. The same principle could apply to Bedford South and Bedford Midland, with some services stopping at one or the other.

Whether a Bedford South interchange is parallel with the Wixams station or crosses over it is likely to be driven by adjacent route constraints but BBC expresses no opinion on the differences of these two options.

3.2.2 Bedford South interfaces

All potential Bedford South station locations and their connecting routes will have to take account of several significant constraints in the region on each side of the MML as shown in Figure 2, including:

- The presence of land already in use by domestic and business owners
- The location of the Wixams station, which has been fixed by recent work for BBC and is tightly constrained by signalling, electrification and developer requirements. In order to capture funding from the developer, the Wixams station will be built well before the EWR is under construction

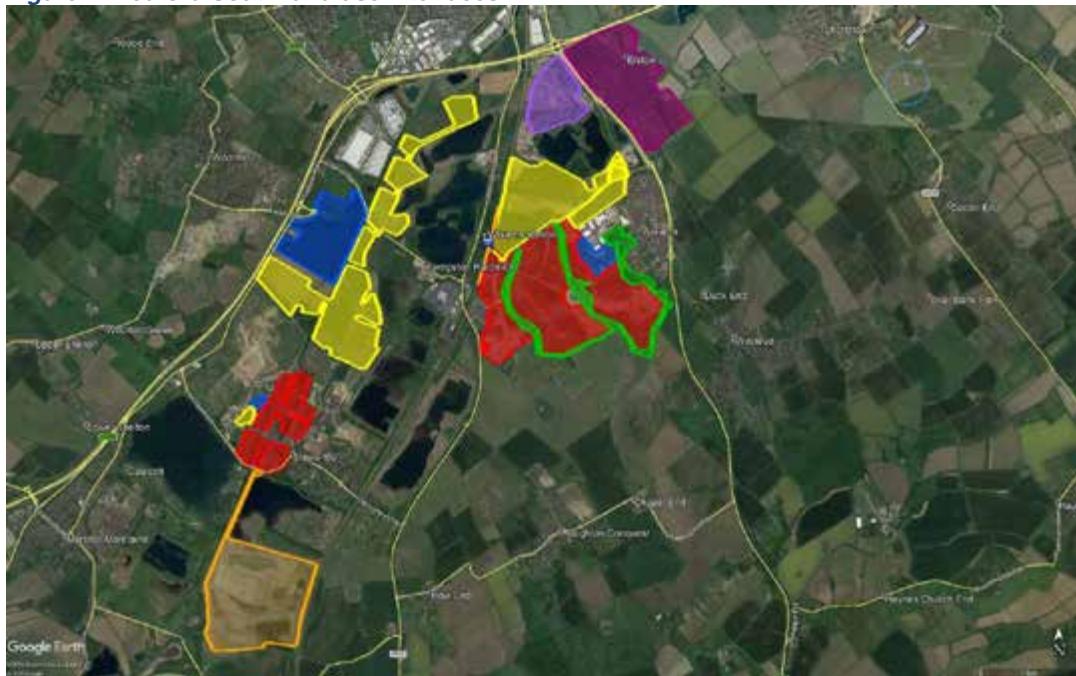
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- The presence of various development schemes that have been granted planning permission. In particular, the Wixams development is under construction with internal highway route substructures in place for construction of the homes. Similarly the large distribution warehouses to the north of the Wixams are built or being built and will be in place long before EWR is able to confirm its route selection
- The presence of historic clay pits, some of which are empty or hold water, some of which are planned for development or already in the process of being developed upon, in particular the new £400m Energy From Waste site at Rookery Pit, currently under construction
- A former domestic / hazardous waste landfill site which will difficult to construct upon because of settlement and methane gas emissions
- Major utilities including electricity, gas and pipeline systems around the area
- A meteorological testing station of national significance and one of only two in the country
- Geometrical and operational constraints of the new and existing railways

Our preliminary investigations suggest that any route through these constraints is likely to be highly disruptive to committed plans and/or existing land use and hence will result in significant additional costs that do not currently appear to have been accounted for and may affect the viability of certain route configurations.

Figure 2: Bedford South land use interfaces



Legend: Red = Planned residential use; Yellow = planned commercial use; Blue = planned school; Green = planned greenway; Pink = landfill site; Purple = Medbury Farm development; Orange = Energy From Waste site and access; Blue circle = Met Office data station (influence zone unknown)

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Any Bedford South station would be dependent on a significant car parking provision to accommodate users coming from the Bedford area. Although we do not know the extent of car parking required, it will stimulate more road traffic in the surrounding highway network, particularly at peak times, and BBC would like to be assured that sufficient parking provision and relief of traffic bottlenecks have been fully considered and accounted for. There is also a probable interface with car parking developed as part of the Wixams development

3.2.3 Bedford South options connectivity

Further to the East, the Bedford South routes to Cambridge picks up Bassingbourne (Routes A and C) which does not have wide local support for development or (Route B) passes to the north of Sandy to connect with Cambourne and with a similar distance overall to that of Routes D and E. A Bedford South station would not provide a direct connection to Bedford town centre and hence does not meet BBC's objectives or achieve the National Infrastructure Commission's objective to connect communities with large centres of employment such as Bedford centre (see quote below). Any Bedford South station might require mitigations such as dedicated shuttle bus services to the centre of Bedford or an agreement with Train Operating Companies (TOCs) that tickets to 'Bedford South' / Wixams would include free connecting travel to/from Bedford Midland. These represent an operational cost that should also be included in the assessment model.

"The value of East West Rail rests, in part, on its ability to connect communities with centres of employment. It can also play a vital role in unlocking land for development. It is important that the railway be designed with these objectives in mind. End-to-end journey times should not, therefore, be the driving force behind design, especially where such decisions are at the cost of local links."

P35, "Partnering for Prosperity", National Infrastructure Commission

3.2.4 Bedford South options summary

Whether or not a Bedford South station is at the Wixams, it is not clear that EWRCO has fully accounted for the complexity of avoiding existing and consented development constraints on both sides of the MML between Millbrook and the A421. In particular, a railway through the Wixams will have significant impacts on the masterplan and properties shortly to be constructed as well as the facilities that are already built or under construction.

Nevertheless, in all variations of Bedford South options, the route does not meet BBC's fundamental objective that the route should connect with 'the centre of Bedford' because of the economic benefits that result as set out in BBC's previous submission to EWRCO and hence these routes do not have BBC's support.

3.3 Bedford Midland (for routes D and E)

3.3.1 Bedford Midland overview

EWRCO's route diagrams (Figure 3) indicate that the Bedford Midland location for Routes D and E is connected from the Marston Vale line, through Bedford St Johns and into Bedford Midland station. From there, it follows the MML north before breaking off to the north-east and around the northern boundary of Bedford.

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Figure 3: Consultation summary maps for Routes D and E (source: East West Rail)



BBC has investigated different ways in which this might be achieved and concluded that the most appropriate solution includes double tracking the single line section through Bedford St Johns station and the carriage sidings, taking the line into two new through platforms to the east of the Bedford Midlands station before reconnecting with the Slow lines north of Bedford Midland station.

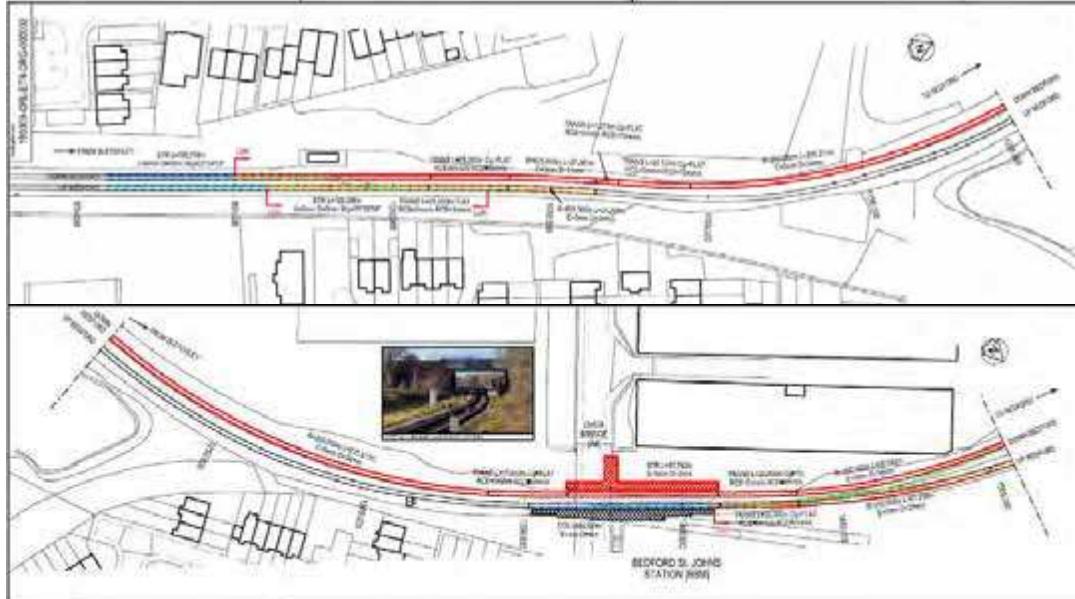
A preliminary design has been developed for this section of the route with extracts below that demonstrates viability of this modification without the need to relocate the carriage sidings or major modification to the station and track at Bedford St Johns representing a saving on the Cost Drivers Briefing paper as set out in section 3.3.6.

This is a preliminary design only and has room for refinement but nevertheless achieves the primary objectives of providing a second platform face at Bedford St Johns, and a route through the sidings that does not require remodelling of the sidings or impinge on operations (and may even improve them), as well as a more cost-effective route design north of Bedford. We describe some of our preliminary work by section of the route below.

3.3.2 Bedford St Johns

Figure 4 illustrates how a second track could be positioned alongside the single track section to provide the additional capacity that would be required, for minimal cost.

Figure 4: Extract from drawing of proposed alignment through Bedford St Johns



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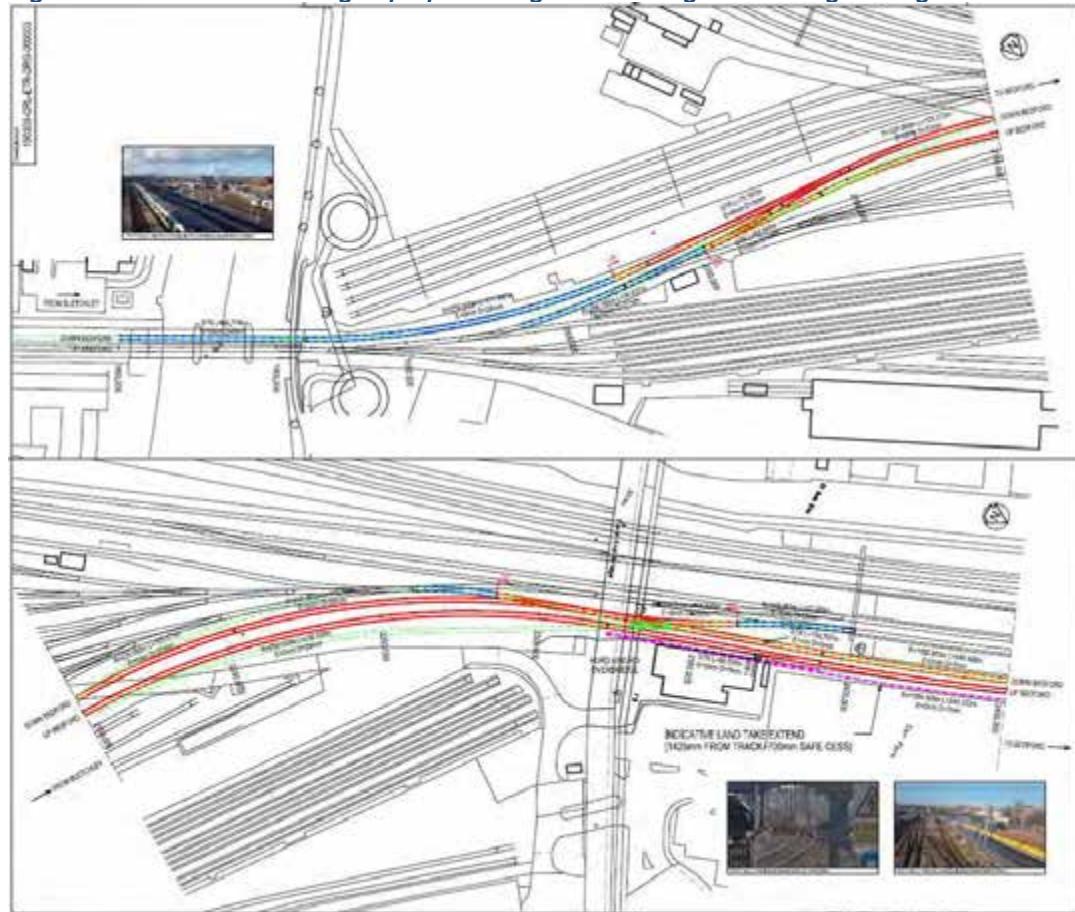
The existing turnout¹ would be removed as the second track is laid on the inside of the existing curve. The new Down platform at Bedford St Johns is shown as a straight platform 47m long, which would suffice for a typical two car unit. Even with the EWR it is unlikely that it will be necessary to provide a longer platform than this because it is unlikely that the EWR will stop at this location.

The new station will need steps to the new platform but does not need accessibility ramps as there is an accessible station (Bedford Midland) very near by².

3.3.3 Bedford Midland Carriage sidings

Figure 5 illustrates the means by which the double track arrangement could be taken through the carriage sidings with minimal impact on the sidings and their operations.

Figure 5: Extract from drawing of proposed alignment through the carriage sidings



From the river crossing, the Down track is realigned to make room for the trailing crossover³ connection with the new Up track that retains the existing connection with the Jowett sidings.

¹ A turnout is a piece of track infrastructure that allows a train to turn off from the main through route onto a new track

² Appendix B of Technical Standard for Interoperability 1300/2014 (<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R1300&from=EN>) indicates that providing accessibility for Persons of Restricted Mobility on an upgraded station is not necessary where a fully accessible station on the same route is available within 50km.

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As the two tracks continue north, the Down track is realigned to remove it from the existing connection with the sidings, reducing the use and wear on the slips that form the king points to the sidings and carriage wash. The Down track follows round the curve where it picks up the existing connection on a trailing turnout just before the Ford End Road bridge. Under the bridge, the diamond crossing is replaced with a simpler turnout arrangement that connects both to the reversible Up Slow line into platform 1 and onwards to a new extended through platform 1a.

The Up track simply follows the Down track in parallel all the way to a new through 'platform 1b' (terminology to be decided in due course). Just north of the bridge, there is a possible conflict with the railway building to the North East of the bridge. BBC does not know what the functionality of this building is, but if the impact is significant, the proposed safe cess would be removed on the grounds that under normal circumstances, staff would not be permitted to walk in this area without possession anyway (even if a safe cess were provided).

This arrangement preserves moves from platform 1 into the Up Bedford via the crossover adjacent to the Jowett sidings. A similar move is possible from the new platform 1a. Turnback functionality from the carriage wash and EMU sidings into platform 1a is retained through the junction arrangements, and if necessary a turnout from the Down line into platform 1b would also be possible within the straight section on the platform approach.

If the tracks were modified in this way, there is an opportunity to introduce further infrastructure changes for operational flexibility (but separate to the EWR project and hence not at cost to EWRCo or BBC) to provide direct access from the Down Bedford line to platform 2, and from the Down Slow to platform 1a (a functionality that does not currently exist). We have not shown this for clarity but would be happy to discuss how this might be achieved. These modifications would further increase operational flexibility to turn back trains in different platforms at Bedford, or increase throughput and service resilience at Bedford station.

The arrangement above requires modification to the tracks in the vicinity of the level crossing, but does not create additional tracks. The increased use of the level crossing will change the risk profile and require assessment with possible closure (which would require an alternate access) or upgrade of the crossing.

3.3.4 Bedford Midland station area

Figure 6 illustrates the alignment of the two new tracks in relation to the existing station. We have assumed that they would come through on a 1000m radius curve, requiring the demolition and reconstruction of the station building and local forecourt.

³ A crossover is a pair of turnouts with a connecting piece of track between them that allows a train to cross over from one track onto another track that is usually parallel to the first one

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Figure 6: Extract from drawing of proposed alignment through Bedford Midland station



To the north of the platform, the tracks straighten up to run alongside the Slow lines on the bed of the existing turnback siding before reconnecting with the Slow lines with a double junction just beyond the Down Slow connection with the Platform Loop and just south of Bromham Road bridge. This avoids modifying the platform loop connection and creates space for services to speed up / slow down on the departure / approach to the station, minimising the time blocking the Slow lines.

It may also be possible to reconnect the Up Slow to Down Bedford line to provide the northern turnback siding functionality, though at the meeting with EWRCO on 1 March 2019 it was stated that in the scenario of two new platforms, this functionality would not be required.

The additional track and station building reconstruction will impact on the existing car parking provision at the station which would need to be reconfigured not simply to recover the loss of spaces but also to cater for increased demand. One approach would be to introduce multi-storey car parking to provide greater density of car parking, and if necessary, some of the existing car parking space could be sold off for development to pay for this.

The construction of a new station building and new platforms at grade within railway-owned land that is already identified for development as part of BBC's masterplanning means that there is an opportunity for harmonisation of purpose and efficiency of construction.

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3.3.5 North of Bedford

North of Bromham Road bridge the EWR route would use the Slow lines for approximately 800m until after Bedford north junction where a single turnout would take the EWR lines off east as a single lead immediately followed by a change back to double track. This does present an operational pinch point, but is cost effective given the cost of modifying Bedford North Junction to create room for an EWR double junction. A flyover to connect to/from the MML is not expected to be worth considering because of the limited benefit and significant cost.

From the MML connection, BBC has considered potential means of reducing costs of the alignment, particularly as it crosses the A6. The objective here is to avoid lengthy viaduct sections while recognising the constraints of the Great Ouse river flood plain and taking into account planned developments, and the existing highway infrastructure. A preliminary design that is compliant with current track alignment standards has been developed and estimated as shown in 3.3.6.

Following a review of the mapping and a visit to site, it is suggested that the railway might come off the MML at grade and follow the existing ground level to pass through the southernmost span of the A6 and then the southern embankment of the river. This strategy would avoid most of the flood storage impacts of EWRC's current approach as well as negating the need to modify the A6.

Figure 7: Extract from NR/L2/TRK/2102 in relation to vertical alignment

7.3 Vertical alignment – new construction

Design of track gradients for new construction shall take account of:

- a) braking and traction performance of vehicles likely to use the line;
- b) position of signals and operational regime (e.g. the likelihood of a train being required to start on the gradient or stop at a station or signal);
- c) predicted rail adhesion conditions, including the effect of weather; and
- d) the combined effect of gradient and horizontal curvature where the gradient coincides with a small radius horizontal curve;

The normal limiting design values for track gradient for new construction shall be 1 in 80 (12.5 mm/m).

The exceptional limiting design values for track gradient for new construction shall be:

- e) 1 in 50 (20 mm/m) for sections up to 1.9 miles (3 km) in length;
- f) 1 in 28.6 (35 mm/m) for sections up to 0.5 km (0.31 miles) in length where trains are not intended to stop and start in normal operation; and
- g) 1 in 28.6 (35 mm/m) for passenger only lines where:
 - i. i) The slope of the moving average profile over 6.2 miles (10 km) is less than or equal to 25 mm/m; and
 - i. ii) The maximum length of continuous 35 mm/m gradient does not exceed 3.7 miles (6 km).

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From the A6, all Bedford north routes would rise up to ascend the hill using maximum gradients within the standards. The EWRCO cost drivers report indicated that it had assumed a 1:125 (0.8%) gradient to allow for freight, or potentially 1:80 (1.25%) if freight provision were not necessary. The Network Rail standard NR/L2/TRK/2102 suggests that 1:80 might be acceptable, and even steeper for limited sections (Figure 7), recognising that only paragraph 7.3 g) makes a distinction between passenger and freight.

There is room to refine the design to optimise cut and fill, gradients, and interfaces with the local highway layout, but BBC has been able to demonstrate within the very limited time available that a viable solution exists that does not require very long and high viaducts, or embankments in the flood plain, or realignment of the A6, all of which reduces the costs in comparison to the EWRCO position.

3.3.6 Cost drivers analysis

In response to the Cost Drivers Briefing Paper provided by Network Rail on behalf of EWRCO, BBC has carried out its own assessment of costs for the Bedford Midland arrangements proposed above, adopting the rates provided in the Briefing Paper where declared and adopting the same assumptions on risk etc. wherever possible. The outcomes are as summarised in Table 1 and are based on new construction route lengths from BBC's own version of Route A and Route E as described below, resulting in only 0.7km increase in new construction for Route E over Route A;

Route A (BBC comparator): 17.4km from the Marston Vale Line just north of Stewartby to the ECML just south of Sandy

Route E (BBC alternative): Total 18.1km new build, made up of:

- 0.6km Bedford & St Johns double tracking
- 0.9km Carriage sidings and new station track length
- 16.6km from MML north of Bedford to ECML at Tempsford

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Table 1: Review of Cost Differentials compared with Route A

	EWR Route A Cost	Add EWR Route E Differential Cost	Add EWR Route E Total	BBC Route E Alternative Total	Delta	
	V	W	X = V+W	Y	Z = Y-X	
Route Length Bedford to ECML	£345 m	£30 m	£375 m	£332 m	(£43 m)	Alternative utilises existing track which requires no work or modifications are estimated for separately.
Bedford Station	£78 m	£26 m	£104 m	£89 m	(£15 m)	Alternative = Separate review of requirements and costs.
Route Length Marston Vale line to Bedford Midland		£60 m	£60 m	£18 m	(£42 m)	Alternative = Shorter double tracking at Bedford St Johns.
Impact on Depots South of Bedford Midland		£240 m	£240 m	£31 m	(£209 m)	Alternative = Alignment through the depot/sidings rather than relocation.
Civils works: Viaducts etc from MML across the River Great Ouse.		£240 m	£240 m	£186 m	(£54 m)	Alternative = Realignment of Great Ouse Way, Paula Radcliffe Way underpass, Graze Hill viaduct.
Topography North of Bedford		£100 m	£100 m	£100 m	£0 m	Alternative assumes higher level topography cost to account for extra civil engineering.
Total	£423 m	£696 m	£1,119 m	£756 m	(£363 m)	

On the basis of the revised proposals and costs above, it appears there are some significant savings in the order of £363m (1/3rd) against the EWRCo sample route and assumed costs. These reduce the differential cost between Route E and Route A by some 48% and the ratio of Route E to Route A of 2.65:1 to 1.79:1. This saving would significantly improve the financial case for Route E and therefore BBC considers that EWRCo's appraisal should take into account this proposed route strategy and related costs instead. This is without considering any additional costs for the complexity of route A in the area south of Bedford.

3.3.7 Bedford Midland options summary

In the short time available to it, BBC has been able to demonstrate:

- The double tracking through Bedford St Johns does not need to be as complex or expensive as intimated by EWRCo in its report and at the meeting
- The double track connection through the carriage sidings does not need to significantly disrupt the existing sidings, and indeed leads to reduced use of the 'king points' for the EMU sidings and potentially greater operational flexibility in the use of the existing platforms

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- The extension of two new tracks through Bedford Midlands station is viable and may act as a trigger for remodelling of the station area in accordance with BBC's master planning programme
- There is likely to be a cost-efficient means of breaking off the MML and crossing the A6 that significantly reduces the assumed EWRCO costs for this section
- The limiting gradients proposed by EWRCO are too low and provision exists in the standards to go steeper and thus reduce costs of managing the more varied topography north of Bedford
- The cost of the proposed alternate Route E is significantly less than the rather pessimistic assessment by EWRCO, and BBC suggests that EWRCO re-visits its design for this section with support from BBC in order to maximise route value

4 Options commentary

4.1 Introduction

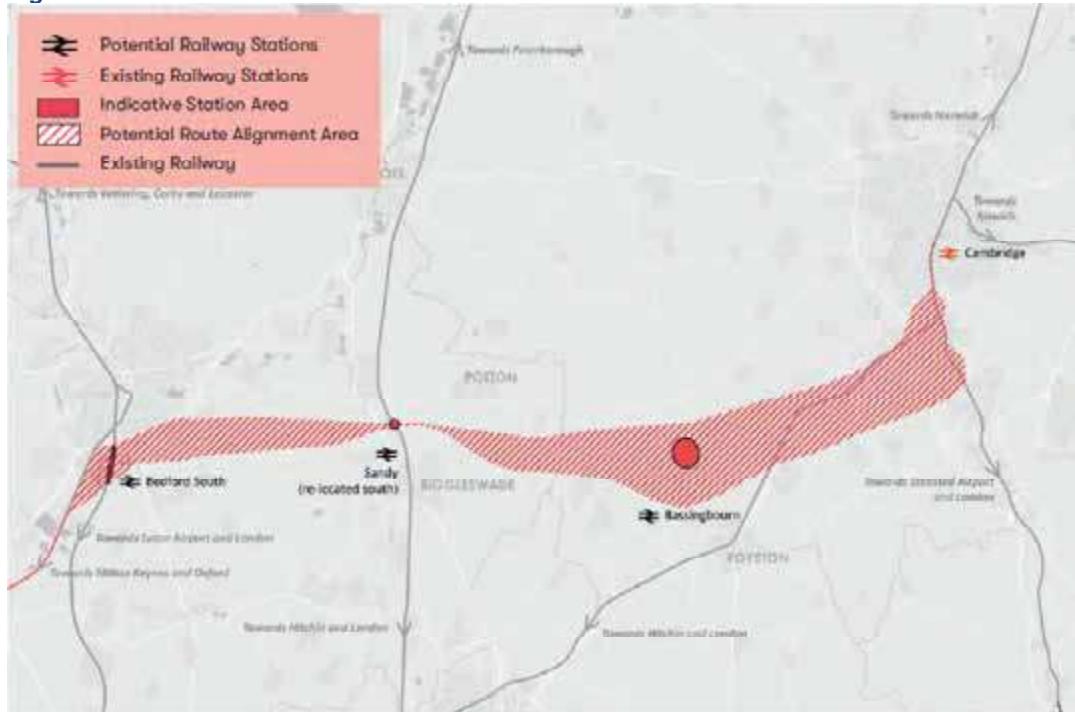
In this section, we cover each of the shortlisted options defined by EWRCO, using its terminology and the images extracted from its report. For Routes A, B and C, we have assumed a grade-separated interchange at the Wixams (re-named 'Bedford South'), and for Routes D and E we have assumed that the connection uses the existing platforms at Bedford Midland.

We have considered each route as far as the East Coast Main Line (ECML) since the remainder of the route and its stations are a function of where the connection between the MML and ECML falls in relation to Sandy.

4.2 Route A: Bedford South – Sandy (re-located south) – Cambridge (via Bassingbourn)

Route A (Figure 8) runs from the Marston Vale line across the MML via a new interchange station at Bedford South, and then run across broadly open fields to arrive at or just south of Sandy station on a grade-separated interchange. Thereafter it runs via Bassingbourn into Cambridge from the south.

Figure 8: Route A



The major advantage this route has for EWRCO is that it is relatively direct, simple and unobstructed (apart from the area around the Wixams), which reduces the length and difficulty of the route and supports reduced EWR journey times.

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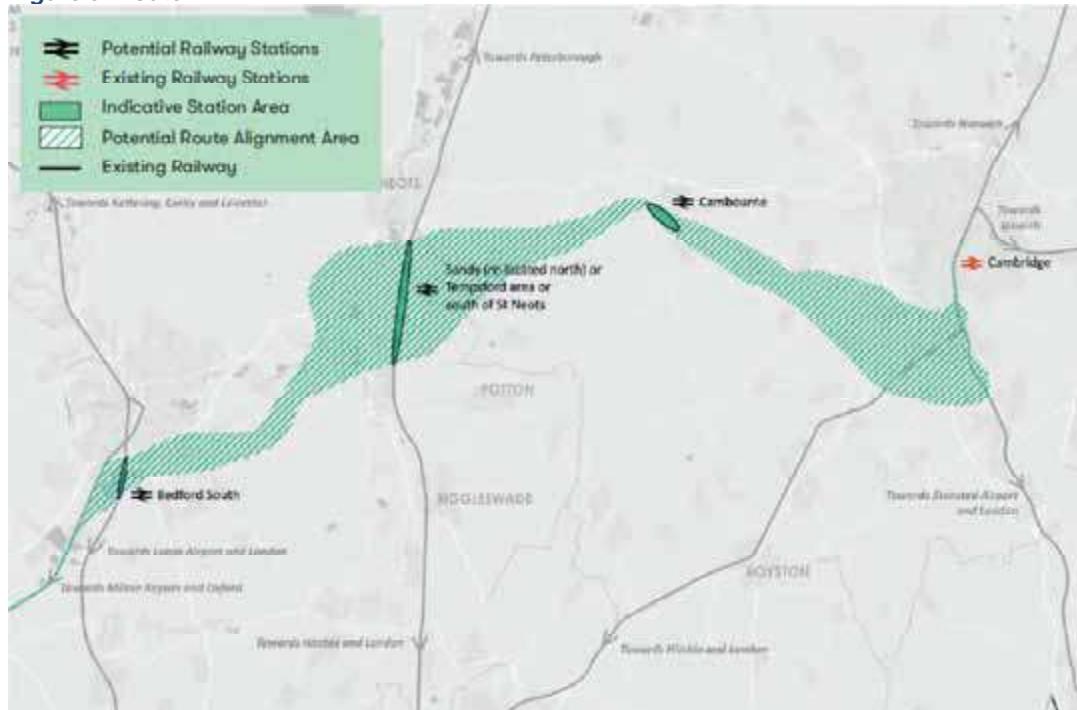
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As the least expensive route proposed, it is undoubtedly attractive to EWRCo, but the lack of political support for a new development at Bassingbourn and limited new demand from the Wixams and Sandy areas means that benefits are likely to be limited.

Since this option does not meet BBC's goal of providing an EWR station 'in the centre of Bedford' in order to achieve the economic benefits that result as set out in BBC's previous submission to EWRCo it does not have the support of BBC.

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

Figure 9: Route B



Route B (Figure 9) runs from the Marston Vale line across the MML via a new Bedford South interchange station and then runs across broadly open fields to arrive at the ECML north of Sandy at a new station which is likely to become an interchange with the ECML. To the east of the ECML, the route accesses Cambridge from the south via Cambourne.

In most respects the constraints and impacts are the same for Bedford South as were identified for Route A. Where this route differs from Route A is its direction to connect with the ECML north of Sandy. The upper edge to the alignment area follows an unexpected path due north before approaching the ECML from Wyboston (Figure 9), though it is not immediately apparent why this should be worth doing. Otherwise, the route area is broadly dictated by the intent to demonstrate connectivity with a new station roughly at Tempsford to the north of Sandy.

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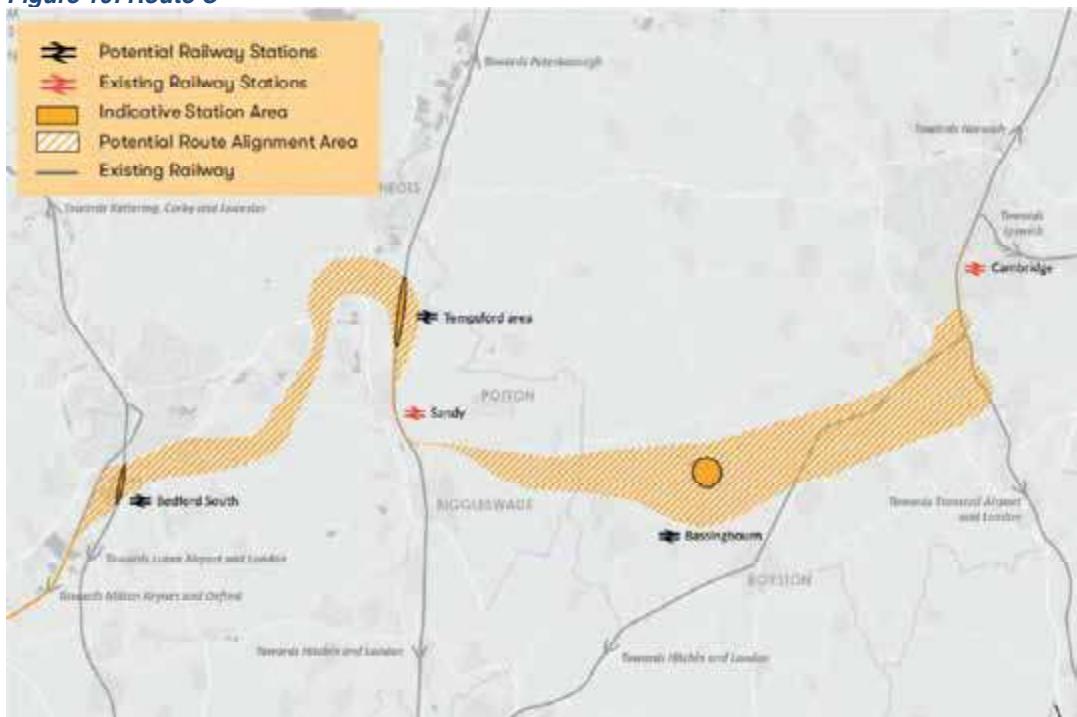
It seems unlikely (though not currently tested) that the ECML timetable would support both station stops at Tempsford and Sandy, in which case it is possible that services to Sandy might in due course be significantly reduced or even eventually be terminated.

What this route holds in its favour is that it stimulates development at Tempsford and Cambourne, which has the support of most local authorities. The additional benefit may offset the additional distance over Route A. However, its use of a Bedford South connection to the MML incurs the same constraints and impacts as Route A, as described above.

Since this option does not meet BBC's goal of providing an EWR station 'in the centre of Bedford' in order to achieve the economic benefits that result as set out in BBC's previous submission to EWRCo, it does not have the support of BBC.

4.4 Route C: Bedford South – Tempsford area – Sandy – Cambridge (via Bassingbourn)

Figure 10: Route C



Route C shown in Figure 10 adopts a similar starting configuration from the Marston Vale line across the MML and is similar to Route B except that this seems to be designed with the intent of running alongside ECML for a mile or so before breaking off again towards Bassingbourn.

This is an extremely unusual approach because it will cost more in both capex and opex terms with very little benefit other than connecting both Tempsford and Sandy stations to the EWR route. It is therefore assumed that the route would include a double track flyover to cross the ECML before running alongside the east side of the ECML. If the route were to connect onto the ECML, this would probably add significant signalling costs, as well as an operational constraint onto the ECML so this variation has not been considered in detail.

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Although this route picks up existing demand at Sandy and future demand at Tempsford, every passenger not wishing to get off at Sandy or Tempsford would suffer a significant journey time disbenefit of circa ten minutes, with dwell times and a diversion of approximately 13km.

For the benefit of serving the relatively small populations of Sandy and a future expanded population Tempsford, the journey time penalties for the majority of customers, plus the additional capex of a double track flyover and associated track are likely to make this option very unattractive to almost everyone other than residents at Sandy.

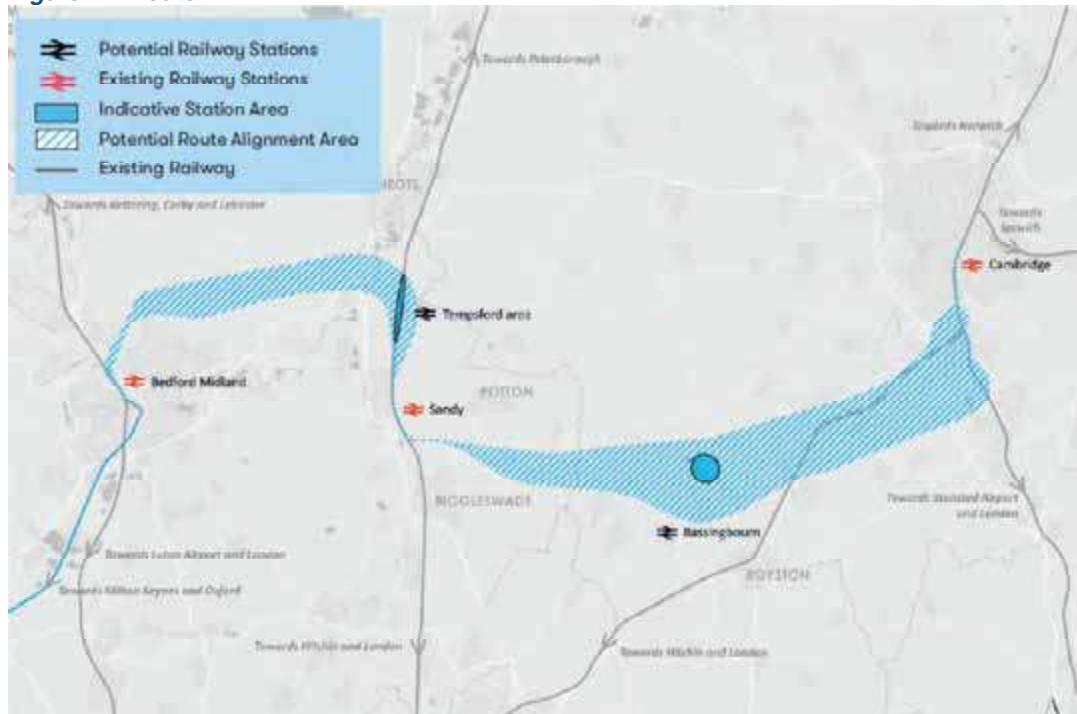
It seems likely that either Tempsford or Sandy would become the interchange point for the ECML, but not both. Adoption of one is likely to lead to a watered-down or non-existent ECML service to the other, with the EWR service providing the connection between the two. The added journey time for this connection is likely to reduce the benefits that accrue from this arrangement.

The lack of political support for a new development at Bassingbourn and limited demand from the Wixams means that benefits are likely to be limited to those gained at Tempsford and Sandy. Its use of a Bedford South connection to the MML incurs the same constraints and impacts as Route A, as described above.

Since this option does not meet BBC's goal of providing an EWR station 'in the centre of Bedford' in order to achieve the economic benefits that result as set out in BBC's previous submission to EWRCo, it does not have the support of BBC.

4.5 Route D: Bedford Midland – Tempsford area – Sandy – Cambridge (via Bassingbourn)

Figure 11: Route D



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Route D in Figure 11 does stop at Bedford Midland before passing to the north of Bedford and then East towards Tempsford and then a similar route profile to Route C. Where it differs from Route C is that the connection between Bedford and Tempsford is more direct and hence presents better value in terms of connecting with additional demand for the cost of construction and operation.

If Tempsford does not have sufficient future demand to justify the journey time and cost of stopping there, a variation on this theme would be to connect more directly between the top of Bedford and a new grade-separated interchange station slightly south of Sandy which would save on route miles. However, the current distance of Route D between Bedford Midland and Cambridge is slightly less than Bedford South to Cambridge in Route B.

As for Route C it is assumed that the route would include a double track flyover to cross the ECML before running alongside the east side of the ECML. If the route were to connect onto the ECML, this would probably add significant signalling costs, as well as an operational constraint onto the ECML so this variation has not been considered in detail.

Similarly, it seems likely that either Tempsford or Sandy would become the interchange point for the ECML, but not both. Adoption of one is likely to lead to a watered-down or non-existent ECML service to the other, with the EWR service providing the connection between the two. The added journey time for this connection is likely to reduce the benefits that accrue from this arrangement.

The comparative benefit of Route D is that it accesses increased demand at Bedford Midland and additional demand at Tempsford.

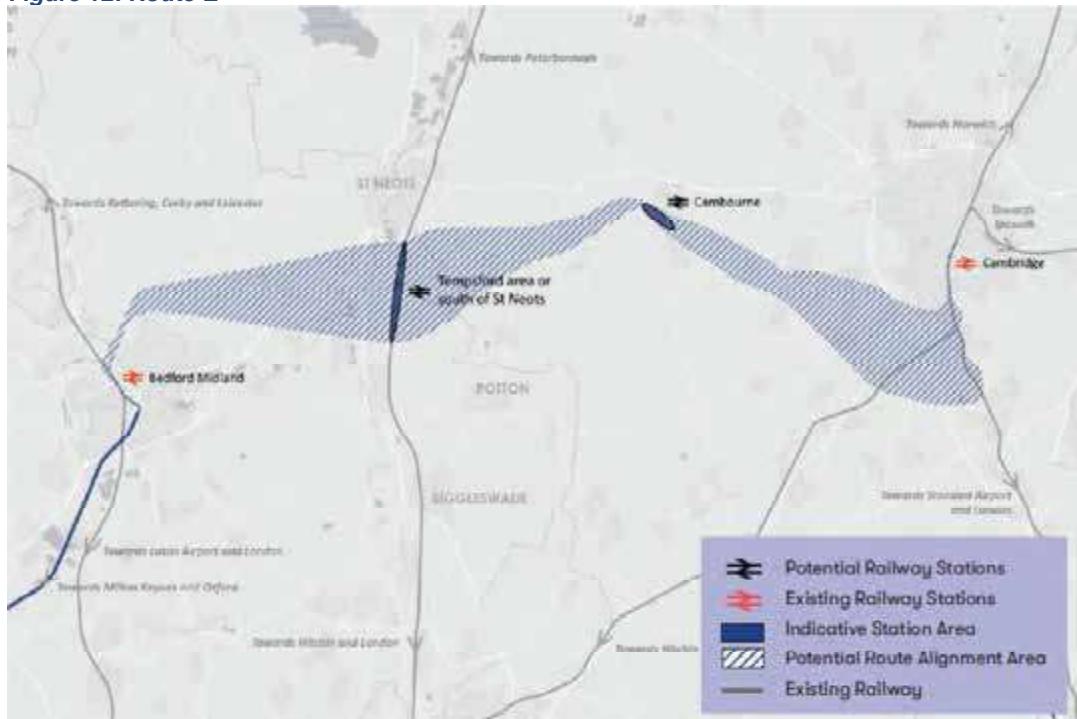
Since this route passes through 'the centre of Bedford' via Bedford Midland and thus achieves the economic benefits that result as set out in BBC's previous submission to EWRCO, it has support in principle from several local authorities, including BBC. However, because it connects with Bassingbourne which enjoys much less political support as a future area for development, BBC supports this route less than Route E.

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4.6 Route E: Bedford Midland – Tempsford area / south of St Neots – Cambourne – Cambridge

Figure 12: Route E



Route E in Figure 12 stops at Bedford Midland and passes over the north of Bedford before heading East across largely open fields towards a new station at Tempsford on the ECML and on towards another new station at Cambourne. From there, the route accesses Cambridge from the south. This route presents a relatively direct route between the north of Bedford and Cambridge, picking up two new areas of development reasonably efficiently.

It is anticipated that the new station at Tempsford would be grade separated, crossing the ECML but creating a new interchange. As described for Route B, it is unlikely (though not currently tested) that the ECML timetable would support both station stops at Tempsford and Sandy, in which case it is possible that ECML services to Sandy might in due course be significantly reduced.

By connecting with Bedford Midland, Tempsford and Cambourne, this route targets the three main locations that have Local Authority support in a reasonably direct manner leading to overall distance and journey times that are comparable with Route B. Unlike Route B, it connects with the MML at Bedford Midland and avoids the constraints and impacts of the Bedford South routes. Unlike Route D, it targets Cambourne which is the locally preferred development area rather than Bassingbourn and has a slightly shorter route length, which will result in slightly lower comparable costs.

Therefore, since it achieves BBC's aim of connecting the centre of Bedford and the targeted development sites of Tempsford and Cambourne, this route would benefit from strong local authority support, including BBC.

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4.7 Summary of EWR proposed routes

The consultation Routes proposed by EWRCO generally fall into two groups from the perspective of BBC – those that pass via a new Bedford South station (Routes A, B and C), and those that go via Bedford Midland station (Routes D and E). Since the fundamental approach near Bedford for each group is the same for each of the routes within their groups, there are effectively only two Bedford station options proposed.

We have investigated different ways in which both Bedford South and Bedford Midlands connections might be made. We have concluded that if a Bedford south option were selected, it would most likely involve a grade-separated interchange at the Wixams passing over the MML at high level. We have also concluded that if a Bedford Midland station option were selected, the likely solution is to provide two through platforms to the east of the existing station. These two solutions have then been adopted in our assessment of the five Routes presented by EWRCO which has focussed on the sections between the Marston Vale line and the ECML.

The Bedford South options are highly dependent on finding a connection from the Marston Vale lines to the MML and eastwards through a range of significant physical and development constraints that are not easily avoided. BBC is not confident that EWRCO has fully considered these constraints and accounted for them in its analysis of costs and impacts. None of the Bedford South routes achieves BBC's objective of an EWR connecting with 'the centre of Bedford' to capture the economic benefits that result as set out in BBC's previous submission to EWRCO, and therefore none of them has BBC's support.

The Bedford Midland options achieve the BBC's core aim of connecting with the centre of Bedford and provide greatly enhanced interchange opportunities. In the brief time available, BBC has developed viable and cost-effective solutions to reduce the anticipated costs suggested by EWRCO in its cost drivers paper. BBC would welcome the opportunity to work with EWRCO on developing these ideas further to reduce costs and increase the operational value they provide in recognition that the extra construction cost and journey times of slightly longer routes using Bedford Midland will need to fully capture the greater benefits that are expected for this route.

Of the two Bedford Midland schemes, Route E has the strongest case because it has the shortest route and accesses the three preferred station locations. BBC's Route E version is more than 30% cheaper than the EWRCO Route E with a length of new build construction only 0.7km longer than Route A..

Having looked at the whole route and having considered alongside Huntingdonshire District Council, South Cambs District Council and Cambridge City Council, Route E provides the best connectivity to suit the requirements of all these councils and BBC. Therefore BBC's preferred Route is its own version of Route E.

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5 Conclusions

BBC has a clear commitment to supporting EWRCO with a route that connects with 'the centre of Bedford' because of the economic benefits that are to be gained by doing so, as set out in BBC's previous submission to EWRCO. This goal is only achieved with EWR Routes D and E because routes A, B and C bypass Bedford to the south via a new 'Bedford South' station, likely to be located at the Wixams. The Wixams station location is highly constrained and will be in place before EWR will have started construction.

BBC is concerned that EWRCO does not appear to have fully considered the complexities of accessing a Bedford South station south of the A421 given the considerable constraints posed by committed planning for residential and commercial development, as well as existing land use that would make it very difficult to construct in this area. In addition, BBC is very concerned about the likely negative impact of this station on services to Bedford Midland and potentially the Wixams station as well if a Bedford South does not interchange at the Wixams.

Of the two Bedford Midlands routes, Option E is BBC's preferred route, because it maintains a reasonably direct route to Cambridge after passing to the north of Bedford and therefore provides the shortest length and best journey times for the Bedford Midland routes.

Route E directly accesses the largest local population at Bedford, and two new development areas at south of St Neots and Cambourne which will be critical to supporting the business case for this option. Likewise, the financial and business case will be improved by reducing the cost of the route and to this end BBC has developed some practical solutions that significantly reduce the costs and impacts of the EWRCO proposals for the section between Bedford St Johns and the north of Bedford.

BBC would welcome the opportunity to continue to work with EWRCO to reduce the costs and risks of Route E in order to build a stronger financial and business case and lead to the development of a scheme that can win wide political support and stimulate wide economic benefits for the region.

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Appendix A

Documents received from EWRCO

Table 2: List of documents received from EWR

Date	Title
30/1/19	EWRCO consultation document
30/1/19	EWRCO technical report
30/1/19	Route options map
26/2/19	EWRCS – Bedford Midland cost drivers 0.9 BBC version
13/3/19	EWRCS – Bedford Midland cost drivers 0.11 BBC version



Michael Shanks
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London
SW1P 4DR

Telephone 01223 582775

11 March 2019

Dear Michael

East West Rail, Bedford to Cambridge – Route Option Consultation

Thank you for consulting Historic England on the East West Rail, Bedford to Cambridge – Route Option Consultation. We appreciate that the eventual choice of route will depend on a number of factors. As the Government's adviser on the historic environment, Historic England is keen to ensure that the protection of heritage assets is fully taken into account and accorded proper weight in accordance with legislation and the National Planning Policy Framework at all stages and levels of the process. Therefore we welcome the opportunity to comment on the five options.

We have reviewed the information provided on your website including the Route Option Consultation Document and Technical Report.

Our response includes:

- 1) Some general comments on the principles and methodology of corridor selection with respect to the historic environment
- 2) A number of themed comments on issues
- 3) Comments on each of the five shortlisted route options and the northern approach to Cambridge options
- 4) Concluding comments including next steps and further assessment

For the avoidance of doubt, we have not considered archaeological issues in detail. We refer you to the Historic Environment Records (HER) held by Cambridgeshire County, Central Bedfordshire and Bedford Borough who should be able to provide further detail of archaeological potential. We have only identified some designated



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Please note that Historic England operates an access to information policy.
Correspondence or information which you send us may therefore become publicly available.





heritage assets (mostly Registered Parks and Gardens) where it is clear from the consultation material that there may be direct or indirect impacts. We have also not identified non-designated assets. Regard should be had to the County-level and any more detailed Historic Landscape Characterisation Assessments.

1. Principles and methodology of corridor selection with respect to the historic environment

The Planning (Listed Buildings and Conservation Areas) Act 1990, section 66(1), requires, in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72(1) of the same Act requires, with respect to any buildings or other land in a conservation area, special attention to be paid to the desirability of preserving or enhancing the character or appearance of that area.

The National Planning Policy Framework (NPPF) (2019) describes heritage assets as 'irreplaceable' that should be conserved in a manner appropriate to their significance (paragraph 184) and paragraph 194 advises '*any harm to or the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*'

Footnote 63 states that 'Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments should be considered subject to the same policies as scheduled monuments'.

The NPPF recognises that development within the setting of a heritage asset may affect its significance (paragraphs 189 and 194). "Setting" is defined by the Framework as "*The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.*"

This policy is broadly replicated within the National Planning Policy Statement for National Networks (NPPSNN), which sets out the need for and Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England. Paragraphs 5.120 – 5.142 relate specifically to the historic environment.

Historic England has published Good Practice Advice in Planning Notes 2 and 3 on "Managing Significance in Decision-Taking in the Historic Environment" and The Setting of Heritage Assets (<https://www.historicengland.org.uk/images/>



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books/publications/gpa2-managing-significance-in-decision-taking/ and

Potential effects on the significance of heritage assets, or appreciation of that significance, from the proposed East West Railway include physical destruction, visual intrusion, noise and light impacts and loss of or severance of an asset from its setting. Other environmental factors which might affect setting or lead to the degradation of historic fabric/features, include increased atmospheric pollution, vibration, ground movement/settlement, changes in hydrology, etc.

The objective should be the avoidance of harm to the significance of heritage assets. If that is not possible, and only if it cannot be avoided, the harm should be minimised or mitigated, with any residual harm having to be justified by overriding public benefits that cannot be provided by some other means.

Within the scope of this broad consultation for the corridors we cannot consider every heritage asset. Also the diagrammatic representation of the possible routes at a large scale means that it is difficult to be precise about which designated heritage assets might be affected. As the actual potential route is refined, we will be able to provide more detailed comments on the potential effect on the significance of designated heritage assets. At this stage, however, we have tried to highlight particular areas of concern.

2. Themed Comments on Issues

Although from the level of detail provided in the consultation material it is not possible to provide a detailed analysis of the impact on specific heritage assets (with the exception of a few Registered Parks and Gardens), we can provide a number of broad, themed comments of key presenting issues across all of the route options. We set out our comments in the following paragraphs.

a) Designated and non-designated heritage assets

Any assessment of alternative options should consider all designated and non-designated heritage assets. The National Planning Policy Framework defines designated heritage assets and these include scheduled monuments, listed buildings, registered parks and gardens and conservation areas. A proper consideration of the historic environment will consider all designated assets, including conservation areas. The National Heritage List for England <https://historicengland.org.uk/listing/the-list/> provides the only official, up to date, register of all nationally protected historic buildings and sites in England - listed buildings, scheduled monuments, protected wrecks, registered parks and gardens, and battlefields. Search this to find list entries of all nationally designated assets. This does not however provide information on conservation areas which will need to be obtained from local authorities.



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We also would expect non-designated heritage assets to be identified. These include, but are not confined to, locally listed buildings and parks and gardens. In addition to the above, we would expect reference to currently unknown but potential heritage assets, particularly sites of historic and archaeological interest. Identification and mapping of designated and non-designated heritage assets at risk can provide an indication of clusters and themes. The Historic Environment Record, local lists and conservation area appraisals provide a useful starting point in this regard.

b) Registered Parks and Gardens

Registered parks and gardens cover a wide range of historic designed landscapes, from public parks, cemeteries, institutional and commercial landscapes to the gardens or grounds of private houses, the latter of which are most relevant to this consultation. Usually, they include a multitude of designated and non-designated heritage assets, from the more obvious features of grand mansions, ancillary structures and gardens at their core to adjoining parkland with garden buildings, water bodies, detached pleasure grounds, specimen trees, avenues, copses, groves, belts, woodland blocks, and other features. The significance of these is interlinked and enhanced by the collective group. Many contain considerable archaeological significance, with earthworks forming not only part of existing designs but providing evidence of earlier phases of development, including land uses and settlement patterns pre-dating creation of the designed landscapes themselves. Typically, these various features are interlinked by physical, visual and associative connections across the landscape in the form of drives, rides, circuit routes and both static and animated designed views, all of which can encompass wide areas which contribute to their setting and can extend beyond designated boundaries.

These outlying areas of designed landscapes and less tangible elements of the design such as views and settings are particularly vulnerable to change. Historic landscapes often have an expansive setting, encompassing the surrounding wider landscape. Development can result in severance of the designed physical and visual links, loss or isolation of historic features, or changes in character to outlying areas or important buffer lands. Furthermore, development as well as changes in ownership and differential land management can introduce new features or infrastructure (such as fencing, planting and structures) which can interrupt designed views, remove or obscure garden features, or lead to fundamental changes in character or condition. Development has the potential to affect the way in which an asset, or its setting, is experienced. Any assessment will therefore need to address wider matters other than just views. While the scale of many registered parks and gardens and their settings can result in the risks outlined above, strategic landscape-led planning can also offer considerable opportunities for their conservation and enhancement.

There are a number of Registered Parks and Gardens that would appear to lie within the proximity of shortlisted options and so may be affected by any proposals. Wimpole, Ickwell Bury and Moggerhanger are specifically identified in the consultation material.



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i) Wimpole Registered Park and Garden (grade I)

The Wimpole estate is a complex and multi-layered site which is one of the most significant historic designed landscapes within the East of England, and probably/arguably the country. It comprises an extensive landscape park first enclosed in the 13th century and developed extensively from the mid-17th century, focussed on the substantial classical Wimpole Hall set within 19th century formal gardens developed on the site of a previous late 17th century garden and alongside mid-18th century to 19th century pleasure grounds. It displays clear evidence of the involvement of multiple leading landscape designers including Charles Bridgeman, Robert Greening, Lancelot Brown, William Emes and Humphry Repton. It includes numerous structures of historic and architectural value, of which 30 are designated as listed buildings, notably the grade I listed Wimpole Hall as well as numerous other structures both ancillary to the mansion and serving as historic garden structures such as the grade II* Gothic Tower, the grade II Stable Block, and the Home Farm. In addition, it contains archaeological remains of earlier phases of the site's history, including earthworks and buried archaeological remains belonging to medieval settlements and field systems of Bennail End and Thesham End swept away to allow the creation of the parkland, which are designated as a Scheduled Monument. There are also numerous other archaeological sites and features which are non-designated heritage assets. Altogether, these tell a story of English landscape design through the 17th century to the present day, and contain evidence which tells a longer and more complex story of the development of the English rural landscape. This significance is recognised in the historic designed landscape's inclusion in the *Register of Parks and Gardens of Special Historic Interest* at grade I.

Of Wimpole's numerous historic features, Bridgeman's great double South Avenue is one of the most significant and recognisable, and remains among the longest avenue vistas in the country. Created in 1721, the double avenue of Lime trees (planted from the late C20 to replace the original English elms) contains a lawned vista centred on the south elevation of the Hall and running for over 4km due south from the park, extending the formal landscape across the Estate's agricultural farmland at an heroic scale, crossing the A603 Cambridge Road and the River Cam, incorporating Bridgeman's Octagonal Basin and terminating as it adjoins the Roman Road (A1198). From its southern end, it is still possible to look along its full length towards the Hall while also taking in other significant elements of the designed landscape, including the Gothic Tower in the north park and the site of the Hill House to the west of the Hall. It represents continuity of one of the earliest and grandest features within the designed landscape, withstanding the ravages of Dutch elm disease and the hands of designers like Brown and Repton when they remodelled the park and gardens.

Moreover, the agricultural land (former Estate farmland) which lies to either side of the South Avenue serves an important role as the setting (and foil) for the park and garden. Wimpole Hall and its parkland occupy a prominent position within the landscape, making a statement as a seat of power and influence well outside of the registered park and garden boundary. For example, there are clear views of the Hall from local roads around Meldreth and Whaddon.



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Route options A, C and D would appear to have the potential to affect the Wimpole Estate and its setting. This could include direct impacts and loss of parts of the Registered Park and Garden to development, severance of physical and visual links and the introduction of a major transport infrastructure within the surrounding agricultural land which serves as the setting for the park and garden. There are also associated impacts (and opportunities for enhancement) should Bassingbourn be identified as an area for future strategic development in the future.

In our view, the East West Rail Route must avoid harm to the Wimpole Registered Park and Garden, its associated assets and its setting.

ii) Ickwell Bury

Ickwell Bury is a grade II registered park and garden located c4km south west of Sandy. It comprises a late C18/C19 landscape park associated with C17/C18 walled gardens and late C18/C19 pleasure grounds surrounding Ickwell Bury Manor, a country house of C17 origins but destroyed in 1937 and subsequently rebuilt. The inner park extends to the south, east and north east of the house and gardens. The outer park extends to the north, comprising open parkland, Home Wood (including medieval moat and fishponds – a Scheduled Monument) and a C19 double avenue of horse chestnut (and lime). This ascends the gently rising slope for roughly 1.5km along the southern edge of Home Wood and through surrounding agricultural land to the most elevated part of the registered park and garden at Deadman's Oak at its northwest end. The avenue vista extends for over 2km, aligned with the Manor and lake at its southeast end and extending northwest outside of the registered park and garden along the Northill Road and the southern edge of Sheerhatch Wood. Currently, intervening trees within Home Wood and modern fencing obscure the view along the full length of the vista – the result of the C20 division of the registered park and garden between separate ownerships.

Route option A would appear to have the potential to affect Ickwell Bury and its setting. As at Wimpole, this could include direct impacts and loss of parts of the Registered Park and Garden to development, severance of physical and visual links and the introduction of a major transport infrastructure within the surrounding agricultural land and woodland which serves as the setting for the park and garden.

iii) Moggerhanger Park

Moggerhanger Park is a grade II registered park and garden located 3km west of Sandy. It comprises a late C18 landscape park associated with Humphry Repton, who produced proposals for Godfrey Thornton in the form of a Red Book in 1792 and an addendum in 1798, with designs focussed on the grade I listed Park House by Sir John Soane. Occupying a position on the Greensand Ridge, the pleasure grounds around the house park afford expansive views to the east-south east over the gently undulating fields towards Beeston Leasows in the middle distance and beyond to the valley of the River Ivel towards Biggleswade. The pleasure grounds run along the ridge to the west of the house, where woodland walks include Repton's 'peeps' and chosen views across the landscape on both sides of the ridge, notably to the north east towards The Hazells where Repton had advised Thornton's friend Francis Pym but also west (now including the large hangers at RAF Cardington). Generally, the



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north park is more enclosed by boundary planting, including Bottom Wood, although there are glimpsed views through to the valley of the Great Ouse east of Bedford.

Three of the proposed route options appear to pass within the vicinity of Moggerhanger Park. Route option A appears to pass to the south and Options B and C appear to pass to the north. As such, these three options have the potential to cause harm to the registered park and garden and its setting. This could include direct impacts and loss of parts of the Registered Park and Garden, severance of physical and visual links, and the introduction of a major transport infrastructure within both the registered park and garden and the surrounding agricultural land which serves as a setting for the park and garden. We have particular concerns about how route A might address the topographic changes as it crosses the Greensand Ridge.

There are a number of other RPGs not mentioned in the consultation material but located within the vicinity of the shortlisted options that we consider merit specific mention, including The Hazells and Croxton Park. We consider these below:

iv) The Hazells (grade II)

The Hazells is a grade II registered park and garden located 1.5km east of Sandy, comprising a C18/C19 landscape park focussed on the early C18 grade II* listed Hazells Hall with features attributed to Nathaniel Richmond and Humphry Repton. Like Moggerhanger Park, it occupies an elevated position on the Greensand Ridge, with the pleasure ground, notably the early C18 grassed Terrace and its associated pavilions, affording elevated long distance views not only southwest towards Moggerhanger Park (and Repton's intended inter-visibility) but also west-northwest across the Bedford plain. These views include modern development in Sandy, particularly at its northern edge between the existing railway line and the A1, which already presents an urbanising element and affects the setting of the registered park and garden.

Route options B, C, D and E would appear pass to the west and north of The Hazells and have the potential to affect these views and the setting of the registered park and garden. There may also be the potential for direct impacts on the Registered Park and Garden itself. There is potential for robust landscaping here (possibly following a railway corridor) to deliver benefits which could help to better screen existing development and enhance views and setting. There are also associated impacts and opportunities for enhancement as if Tempsford is brought forward as a site for development which may be made possible through the E-W Rail corridor following any of these route options.

v) Croxton Park (grade II*)

Croxton Park is a grade II* registered park and garden located between St Neots and Cambourne. It comprises a high status late C18/early C19 parkland focussed on a high quality C18 grade II* listed Georgian country house set within early C19 gardens, including the Fish Pond and ornamental Walled Garden. The park incorporates elements of C16/17 formal gardens and deer park associated with an earlier C16 house, and overlies a wealth of well-preserved archaeological features and earthworks associated with, as well as remains of, the medieval settlement



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swept away as part of the park's creation. Additionally, the park contains numerous structures both ancillary to the house and serving as historic garden and parkland features. As with Wimpole, this site tells a story of English landscape design through the C16 to the present day, and contains evidence which tells a longer and more complex story of the development of the English rural landscape.

Route options B and E would appear to pass through agricultural land in the valleys of the Abbotsley Brook and the Bourn Brook to the south of Croxton Park. Generally, the registered park and garden is on gently sloping land and is well enclosed by perimeter tree belts and more extensive woodland blocks to the south; however, the south drive extends c1.5km from the house at the core of the designed landscape through South Lodge Plantation towards the early-to-mid C19 grade II listed South Lodge on the B1040. Therefore, both route options could potentially include direct impacts and loss of parts of the Registered Park and Garden, severance of physical and visual links, and the introduction of a major transport infrastructure within both the registered park and garden and the surrounding agricultural land which serves as a setting for the park and garden.

Further assessment of Registered Parks and Gardens along the broad area of search is required. This should include reference to the Greensand Country Landscape Partnership's 'Parklands Audit' (Alison Farmer Associates, April 2016), available here:

<http://greensandcountry.com/wp-content/uploads/2017/06/Greensand-Country-Parklands-Audit.pdf>

c) Archaeology

There are a number of scheduled monuments within the area of search. Archaeological monuments of all periods and types are represented. Some assets identified are sites where nationally important buried archaeological remains have been identified, and others are structural monuments comprising earthworks and structures. It is not clear at this juncture whether any scheduled monuments would be directly affected - i.e. physical works within the designated site boundaries, but it is likely that each option would result in an impact to the setting of a number of sites. Again, harm to significance should be avoided in the first instance. The degree of harm which might be caused to the significance of individual scheduled monuments, whatever the impact, cannot yet be established but, in view of their national importance, the identification and implementation measures to minimise any harm and conserve such sites should be given great weight in line with the NPPSNN.

It is likely that there will be very considerable direct impacts (both numerically and in terms of significance) on currently known and unknown non-designated buried archaeological remains. We strongly advise that appropriate priority should be given during the pre-application period to the identification, assessment and evaluation of such sites, since a number may prove to be of national importance. It would be essential that the forthcoming Environmental Statement, in addition to enumerating the individual archaeological sites which would be affected and the impact of the



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scheme upon them, gives proper consideration to their significance on a landscape scale in the context of national and regional research frameworks. This is to ensure that the assessment and mitigation strategies for the scheme are in line with policy on the treatment of the historic environment in the NPPSNN.

d) Conservation Areas

Conservation areas exist to manage and protect the special architectural and historic interest of a place - in other words, the features that make it unique. The area of search includes a number of Conservation Areas. These Conservation Areas often wrap around listed buildings and structures and provide an important part of the setting of these assets. Further information regarding conservation areas can be obtained from the Conservation Area Appraisal and Conservation Area Management Plans. These documents can help inform which parts of the Conservation Area contribute to its significance. By avoiding direct impacts on Conservation Areas in route selection, it is likely that this will, by extension, avoid direct impacts on many clusters of listed buildings. The setting of conservation areas will also need to be considered as part of any heritage assessment.

e) Highly graded churches

Parish churches and other places of worship are often the most important historic buildings within their towns, villages or wider rural communities. A high proportion of the places of worship within the search areas are listed, many at the highest categories of grades I and II*. The significance of these buildings relates to their architectural and historical interest, and the prominent place that they have occupied within the histories of the communities that they have served. They are places of gathering and commemoration, quiet prayer or joyous assembly.

In considering impact on historic church buildings the potential for harm to their significance should be considered in relation to both harm to the individual buildings or to their settings, and harm from environmental factors such as noise and light pollution. The potential that existing places of community significance might be disrupted should be fully evaluated in the HIA, and due weight be given to it in the final decision on the route.

It is particularly difficult to mitigate harm to the setting of historic places of worship. For example, they will often have been placed in a prominent position within the landscape, with a bell tower designed to be seen, and dominate, its surrounding area. Bunting or landscaping schemes might reduce or destroy such a prominence, and hence reduce significance. Noise pollution can be very adverse to places of quiet contemplation and prayer, and historic places of worship are often particularly sensitive to the fitting of noise mitigation measures, given the presence in many of historically important glazing and other fixtures and features of significance. These sensitivities should be factored in to consideration within the HIA.



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f) Setting

In assessing the alternative route options, it is important to consider not only those heritage assets that lie within the route corridors but also those assets outside of the corridor whose setting may be affected by the proposals. In selecting a route option, it is important to consider the need to avoid harm to significance of heritage assets which can be caused by development within the setting of a heritage asset. It is important to emphasise that setting is not just about visual impact. There are other settings issues including noise, dust, vibration, impact on tranquillity, changes in hydrology etc.

g) Historic Landscape Characterisation

Whilst there is some Historic Landscape Characterisation of the broad area of search, there is a lack of Historic Landscape Characterisation for the county of Cambridgeshire. Ideally this work would be completed to inform the decisions regarding infrastructure and development in this corridor. We recommend early discussion with MHCLG and Local Authorities in this regard.

h) Potential new station locations

We note that the consultation material includes some information regarding potential locations for new stations. We make the following comments in relation to these proposals:

i) Bassingbourn

We note that some of the proposals include a new station at Bassingbourn although we understand that this would only be built if the MOD Bassingbourn Barracks is developed. Development of this scale in this location could have the potential to impact upon a number of heritage assets and their settings including the Wimpole estate and Bassingbourn Conservation Area as well as the nearby scheduled monuments, Arrington Bridge Romano-British site and John O'Gaunt's house: a motte castle and moated site.

ii) Tempsford Area

There are a number of designated and non-designated assets in the area. Historic England has made comments on the Central Bedfordshire Local Plan in 2017 in relation to earlier proposals for a new settlement at Tempsford. These comments may help to inform any decision in respect of future development and growth and the potential for impacts on the historic environment in this area. A copy of this advice is attached for ease of reference.

3. Shortlisted Options and alternative Northern Approach

For each of the five shortlisted route options, as well as the two northerly approaches into Cambridge we have identified in very broad terms the main types of designated heritage assets that are likely to be affected by the rail proposal. Given the diagrammatic representation of the possible routes at a large scale means that it is



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difficult to be precise about which designated heritage assets might be affected. At this stage, however, we have tried to highlight particular areas of concern. The identification of assets and impacts has been largely desk based – closer assessment would be required to finesse the analysis taking into account the precise topography and landscape of the routes. We have been able to provide slightly more detail in relation to Registered Parks and Gardens, given the information available in the consultation material and the scale of these designed landscapes. For the most part, the rail proposals have the potential to impact upon the setting of these heritage assets. As has already been said, the significance of heritage assets may be harmed by development within the setting of the asset, not simply through visual impact but also wider impacts such as noise, vibration, dust and light pollution.

Option A Bedford South - Sandy (re-located south) to Cambridge (via Bassingbourn)

The Route corridor Option A is likely to include a large number of listed buildings and structures, including some highly graded assets listed at grade I and II*. The route corridor potentially affects three registered parks and gardens including the Wimpole Hall grade I Registered Park and Garden, Ickwell Bury grade II Registered Park and Garden and Moggerhanger grade II Park Registered Park and Garden. The route corridor is also likely to include a number of scheduled monuments.

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

The Route corridor Option B is likely to include a large number of listed buildings and structures, including some highly graded assets listed at grade I and II*. The route corridor potentially affects Moggerhanger Park grade II Registered Park and Garden Croxton Park Registered Park and Garden and the Hazells Registered Park and Garden. The route corridor is also likely to include a number of scheduled monuments.

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

The Route corridor Option C is likely to include a large number of listed buildings and structures, including some highly graded assets listed at grade I and II*. The route corridor potentially affects the Wimpole Hall grade I Registered Park and Garden and Moggerhanger Park grade II Registered Park and Garden and The Hazells Registered Park and Garden. The route corridor is also likely to include a number of scheduled monuments.

Option D Bedford Midland – Tempsford Area – Sandy – Cambridge (via Bassingbourn)

The Route corridor Option D is likely to include a large number of listed buildings and structures, including some highly graded assets listed at grade I and II*. The route corridor potentially affects the Wimpole Hall grade I Registered Park and Garden and



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The Hazells Registered Park and Garden. The route corridor is also likely to include a number of scheduled monuments.

Option E Bedford Midland – south of St Neots / Tempsford Area – Cambourne – Cambridge

The Route corridor Option E is likely to include a large number of listed buildings and structures, including some highly graded assets listed at grade I and II*. The route corridor option may potentially affect the Hazells Registered Park and Garden and Croxton Park Registered Park and Garden. The route corridor is also likely to include a number of scheduled monuments.

Alternative northern approach into Cambridge either using the existing guided busway or connecting to the West Anglia Main Line north of Milton

We note that in addition to the five alternative routes presented in the consultation document, you are also seeking views on whether the routes should approach from the north of Cambridge.

A route to the north of Cambridge would have the potential to impact on a number of heritage assets, but in particular the American Cemetery and Memorial, Madingley Hall and Childerley Gate as well as a number of highly graded churches.

The **American Cemetery and Memorial** is a Grade I Registered Park and Garden with a Grade II* memorial chapel. The cemetery is one of twenty four permanent Second World War cemeteries erected on foreign soil by the American Battle Monuments Commission and is the only permanent United States of America Second World War military cemetery in the British Isles. It is built on land gifted to the United States by Cambridge University, and is subject to a 1954 international agreement signed by United Kingdom Prime Minister Anthony Eden and United States Ambassador Winthrop W. Aldrich. This agreement includes various clauses that protect some areas of the land around the cemetery from future development.

The site of the cemetery is located on the north facing side of the hill on the north side of the A1303. Its location and siting creates a strong emphasis on its relationship with the landscape to the north, reinforced through soft landscaping within the cemetery site and the north-east orientation of its principal features. From within the cemetery the topography allows expansive views north across the Cambridgeshire countryside towards Ely, with its cathedral visible on the horizon.

The cemetery is a designated heritage asset of the highest significance, reflecting not only an important international and historic relationship between the United Kingdom and the United States - demonstrated by the original gift of the land - but also the spiritual significance attached to the resting place of 3,812 United States service personnel who lost their lives and who are commemorated by the cemetery. Underlying these factors, the cemetery is also an important example of the work of an internationally renowned family firm of landscape architects, and an unusual example of their work in the United Kingdom. This importance is reflected by its



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Grade I status.

In addition a northerly route would also potentially impact upon **Madingley Hall**, listed at grade I, and several grade II* listed buildings including the church of Mary Magdalene, the gateway to Stable Courtyard, which lie within the grade II listed Madingley Hall Registered Park and Garden. The site is well-enclosed by vegetation, particularly to the south and west. However, parts of the RPG afford views to the north and north west, meaning that there may be impacts if the northern approach came south of the A14.

Childerley Hall Registered Park and Garden (grade II*) and associated listed buildings and structures lies to the west of Madingley. It is in a very isolated position surrounded by farmland within a relatively flat and open agricultural landscape. A northern approach sweeping north of Cambourne and around to meet either the existing guided busway or the West Anglia main line north of Milton has the potential, depending on the route, to cause harm to the registered park and garden and its setting, including direct impacts and loss of parts of the parkland to development, severance of physical and visual links, and the introduction of a major transport infrastructure within both the registered park and garden and the surrounding agricultural land.

In addition there are a number of highly graded churches in the area including St Andrews Histon and St Andrews Impington (both grade I listed) and St Peter and St Paul Dry Drayton (grade II*) that, depending on the route may be affected.

4. Concluding comments and next steps

We wish to make it very clear that our advice as expressed above is based on the limited information currently available to us as provided by yourselves as part of the consultation exercise. As such, it is a very basic, high-level desk based assessment.

From the information provided in the consultation document and technical report including the maps, it is difficult to be precise about exactly which heritage assets are likely to be affected and thus hard to give a view at this stage or a particular preference for one or other route option. We have been able to give more detailed advice in respect of Registered Parks and Gardens that have been identified in the consultation material and others which are nearby which we consider may also be affected by the proposals in terms of their wider setting. We would be happy to provide further advice on other assets with the benefit of more detailed mapping.

We can however highlight that harm to the significance of heritage assets should be avoided in the first instance. Significance can be harmed by development within the setting of an asset. Only where harm cannot be avoided should mitigation be sought. We have consistently raised particular concerns regarding any potential harm to the significance of Wimpole Hall, a



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registered park and garden of the highest significance. However, there are numerous other heritage assets including other registered parks and gardens (identified above), and a large number of listed buildings and structures, scheduled monuments, conservation areas and of course non-designated heritage assets that may potentially be affected by the proposals. Prior to the selection of a preferred route option, further assessment of these potential impacts is required, as outlined below.

It should be understood that comments on route options at this stage should not be taken as support for that a route, or even for the railway at all. Also, the absence of a comment on a heritage asset or geographical area in this letter does not mean that Historic England is content that an area is devoid of historic environment issues.

It may be that further archaeological assessment and/or further detailed work on the impact on significance of heritage assets demonstrates a higher sensitivity of one or other of the corridors than is currently known, and this should therefore be undertaken before a route is selected.

We understand that you are commissioning environmental consultants to provide a more detailed comparative assessment of the alternative options and their impact on the environment including the historic environment. We welcome this further work and recommend that the assessment will need to:

- a) consider all heritage assets, both designated (listed buildings, registered parks and gardens, scheduled monuments and conservation areas) and undesignated heritage assets (such as undesignated archaeology and local lists of buildings and registered parks and gardens). The HER is a helpful source of information in this respect.
- b) Consider not just assets within the corridor but those assets whose setting may constitute part of the corridor.
- c) Provide a narrative comparative assessment of the alternative options in respect of their impact upon the historic environment.
- d) Provide further detailed Heritage Impact Assessment on the Wimpole Estate including an analysis of setting and its contribution to significance.

We would welcome the opportunity to advise on the brief and scope for this work and to comment on any draft reports going forward, as outlined in the Service Level Agreement.

Finally, we should like to stress that this opinion is based on the information provided by you in this consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals, which may subsequently arise where we consider that these would have an adverse effect upon the historic environment.



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We hope these comments are helpful. However, if you have any questions with regards to the comments made then please do contact us. We would be very happy to meet to discuss these comments further. In the meantime we look forward to continuing to work with you and your colleagues.

Thank you again for consulting Historic England.

Yours sincerely

A handwritten signature in black ink that reads "Debbie Mack".

Mrs Debbie Mack
Historic Environment Planning Adviser
Debbie.Mack@HistoricEngland.org.uk



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Mr Jason Longhurst
Central Bedfordshire Council
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Monks Walk
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Shefford
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Direct Dial: 01223 582775

Our ref: PL00028568

16 August 2017

Dear Mr Longhurst

Central Bedfordshire Local Plan 2015-2035 draft Plan July 2017

Thank you for your e-mail dated 4th July consulting Historic England on Central Bedfordshire's draft local plan, July 2017.

As the Government's adviser on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process. Therefore we welcome the opportunity to comment on the draft Plan. We have now had the opportunity to review the documents and can provide the following substantive comments.

General comments

Historic England has published a number of Good Practice Advice and Advice Notes which you may find useful in developing your local plan. In particular:

Good Practice Advice in Planning 1 - the historic environment in local plans:
<https://historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/>

Good Practice Advice in Planning 3 - the setting of heritage assets:
<https://content.historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/gpa3.pdf/>

Advice Note 3 - site allocations in local plans: <https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/>.

For the avoidance of doubt, we have not considered archaeological issues in this brief, desk based assessment but would refer you to the HER who should be able to advise in this regard. We have also not identified non-designated assets.

Paragraph 126 of the NPPF requires Local Plans to set out a positive and clear



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strategy for the conservation, enjoyment and enhancement of the historic environment. Ideally the strategy should offer a strategic overview including overarching heritage policies to deliver the conservation and enhancement of the environment.

A good strategy will offer a positive holistic approach throughout the whole plan whereby the historic environment is considered not just as a stand-alone topic but as an integral part of every aspect of the plan, being interwoven within the entire document. So policies for housing, retail, and transport for example may need to be tailored to achieve the positive improvements that paragraph 8 of the NPPF demands. Site allocations may need to refer to the historic environment, identifying opportunities to conserve and enhance the historic environment, avoid harming heritage assets and their settings and may also be able to positively address heritage assets at risk. The plan may need to include areas identified as being inappropriate for certain types of development due to the impact they would have on the historic environment.

A good strategy will also be spatially specific, unique to the area, describing the local characteristics of the borough and responding accordingly with policies that address the local situation. We would expect references to the historic environment in the local plan vision, the inclusion of a policy/ies for the historic environment and character of the landscape and built environment, and various other references to the historic environment through the plan relating to the unique characteristics of the area.

Further opportunity should be sought to address the historic environment in every aspect of the Plan and to make the strategy more spatially specific and unique to Central Bedfordshire.

Comments on draft Local Plan

Chapter 2: Key Themes for the Local Plan

It is recommended that the historic environment is listed as an aspect of value alongside landscape and biodiversity in paragraph 2.6.1. It would also be helpful if this section is expanded to include reference to some specific aspects of the historic environment which are characteristic of Central Bedfordshire, although it is noted that this included in more detail in Chapter 20 it is necessary to have some indication at thematic level.

The purpose of the last sentence in paragraph 2.6.1 which reads, “*... maintaining and enhancing these heritage assets has become more difficult in the light of development activity pressures and reduced funding*” is unclear. Recognising the risks posed to the historic environment is welcomed but this sentence is not framed in that context and it is not clear if the purpose of this sentence is to identify a risk to heritage assets that the Local Plan is seeking to tackle, or if it is instead indicating that concessions are to be made in favour of development over the conservation of the historic environment.



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There is a danger it could be interpreted as the latter by prospective applicants and developers as well as decision makers. It would be pertinent here to refer to the irreplaceable nature of heritage assets and subsequent need for their conservation. As currently worded this also indicates that the Council consider the historic environment to be a constraint on development rather than viewing as an opportunity and driver for growth which is key to establishing a positive strategy for delivering sustainable development as defined by the NPPF.

We welcome the inclusion of heritage assets as a sub-theme in the challenges and opportunities table following paragraph 2.6.2. We would however, recommend that the term "historic environment" is used rather than "heritage assets" as the table section heading as this is a more all-encompassing term which demonstrates consideration of non-designated heritage assets and intangible cultural heritage.

Chapter 6: Vision and Objectives

The Vision for 2035 states that the heritage and distinctiveness of market towns and villages has been preserved and enhanced by moderate growth ensuring a high quality environment for residents. This is a useful inclusion but it refers only to what has occurred in the past and not to what the Plan aspires to. It is recommended that the Vision is amended to refer to the continued pursuit of this objective recognising its indelible nature and its integral strand in what is meant by the NPPF as sustainable development.

We welcome the reference to heritage and settings in SO3 but recommend again that the term "historic environment" is used. It would also be helpful to reference Heritage at Risk as part of a strategic objective. It is noted that the objectives are not labelled as a policy.

At present the vision and objectives of the plan do not provide a clear strategic policy for the conservation and enhancement of the historic environment.

Chapter 7: The Spatial Strategy

At this stage a list of preferred sites has not yet been compiled therefore the Plan does not include allocation policies for specific sites. The Council's website states that this will be published as part of the Pre-submission Draft Local Plan in March 2018 when it will undergo consultation. The Plan only looks at key growth location options, small and medium sites have not been identified or given an indicative capacity.

A Spatial Strategy Approach has been provided which includes provision to enhance and protect heritage. This is welcomed, but the term "historic environment" should be used rather than "heritage". It is noted that the Spatial Strategy Approach is not labelled as a policy.



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Policy SP1: Growth Strategy

The supporting text for this policy makes clear that the growth locations set out will be subject to the findings of more detailed assessment regarding sustainability and delivery. Whilst there are no site specific policies, Chapter 8 of the Plan does contain summaries of the housing growth locations being considered. The Plan also states that these locations may change or be reduced in the next draft of the Plan due to be published next Spring. We note the broad strategic sites listed in policy SP1. All of the sites will have implications for the historic environment and will need further assessment and justification. The specifics of the allocations have not yet been determined and are still discussed as options within the plan with only a key diagram showing broad locations of strategic growth included. No maps have been included within the draft Plan and no site outlines have been defined as such we have not been able to assess the growth locations in detail.

Policy SP2: National Planning Policy Framework - Presumption in Favour of Sustainable Development

Reference back to the meaning of sustainable development as defined by the NPPF is welcomed. We question the need to include the third paragraph of this policy. We would suggest that the matter of out of date policies is adequately addressed in the legislation and does not need to be re-iterated here. If for example the NPPF was updated and rendered a Local Plan policy out of date, then that in itself would be a material consideration and would be covered by the second paragraph of the policy and indeed section 38 of the Planning and Compulsory Purchase Act.

Chapter 8: Implementation

All of the broad locations for growth will have impacts upon the historic environment and would result in the coalescence of settlements. The growth areas are very broad and with the growth map on the Local Plan website showing the locations covering almost the entire authority area.

We note in paragraph 8.5.1 that this long list of growth location will be refined to form a short list of preferred locations for the next version of the Plan.

We very much welcome the fact that the plan identifies the heritage assets in each of these broad locations in the green tables. This is a useful initial check. However, in order to help refine which growth allocations to take forward, we would suggest that a Heritage Impact Assessment is undertaken of each of these sites. You will recall that we wrote to you on 11th April 2016 regarding an appropriate site assessment methodology. We would refer you again to our Advice Note 3 'The Historic Environment and Site Allocations in Local Plans.'



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All potential sites will need to be appraised against potential historic environment impacts. It is imperative to have this robust evidence base in place to ensure the soundness of the Plan. We recommend that the appraisal approach should avoid merely limiting assessment of impact on a heritage asset to its distance from, or intervisibility with, a potential site. Site allocations which include a heritage asset (for example a site within a Conservation Area) may offer opportunities for enhancement and tackling heritage at risk, while conversely, an allocation at a considerable distance away from a heritage asset may cause harm to its significance, rendering the site unsuitable. Cumulative effects of site options on the historic environment should be considered too.

The following broad steps might be of assistance in terms of assessing sites:

- Identify the heritage assets on or within the vicinity of the potential site allocation at an appropriate scale
- Assess the contribution of the site to the significance of heritage assets on or within its vicinity
- Identify the potential impacts of development upon the significance of heritage asset
- Consider how any harm might be removed or reduced, including reasonable alternatives sites
- Consider how any enhancements could be achieved and maximised
- Consider and set out the public benefits where harm cannot be removed or reduced

The HIAs should assess the suitability of each area for development and the impact on the historic environment. Should the HIA conclude that development in the area could be acceptable and the site be allocated, the findings of the HIA should inform the Local Plan policy including development criteria and a strategy diagram which expresses the development criteria in diagrammatic form. We would be happy to discuss this further with you if that would be helpful.

North of Luton

Concerns have been raised previously regarding development in this location. The summary identifies a number of heritage assets, the recognition of which is welcomed. It has been raised previously that a number of the heritage assets which could be affected by development in this area are of high significance, particularly to the scheduled monument of Dray's Ditches and the landscape associated with Sundon Manor (which is also known as Sundon Park). Dray's Ditches (which stretches east and west of the A6 on the urban edge of Luton), is a designated heritage asset of the highest significance and constitutes a substantial Iron Age boundary earthwork. Sundon Park remains largely unaltered since the early 19th century, with a 17th/18th century park laid over a medieval landscape. There are many important archaeological features, including the buried remains of the former manor house, several parkland earthworks and areas of ridge-and-furrow (the latter forming a scarce resource within Central Bedfordshire). Within the immediate vicinity of Sundon Park are a shrunken



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medieval village and the remains of a medieval deer park. Some features remain enigmatic and would benefit from further field evaluation, such as a large polygonal earthwork within the centre of Sundon Park that could have had a variety of purposes.

The significance of Sundon Park therefore derives from the ensemble of features which make up the overall heritage asset, which provide an insight into manorial life in the medieval and post-medieval periods. It has considerable value due to its archaeological and historic interest, and has the potential to reveal additional features of interest. The significance of Sundon Park also derives from its setting, which remains predominantly rural despite the proximity of Luton. The park occupies higher ground above the town and forms part of the backdrop to the village of Lower Sundon as well as the nearby Chilterns AONB. Sundon Park in itself contributes to the significance and setting of designated heritage assets; including the Grade I listed Church of St Mary and three Grade II listed buildings to the north.

West of Luton

Historic England has concerns regarding development in this location and the potential impact upon the setting of Luton Hoo and Luton Hoo RPG.

Tempsford South and Tempsford Airfield

There are a number of designated and non-designated assets in the area. The HIA will need to carefully consider the potential for development to impact upon these assets.

We are pleased to note that reference has been made to Tempsford Airfield in the list of heritage assets. We would refer you to two publications which may be of use in assessing this site. The first, [<https://www.historicengland.org.uk/images-books/publications/nine-thousand-miles-of-concrete/>](https://www.historicengland.org.uk/images-books/publications/nine-thousand-miles-of-concrete/) is essentially an audit of airfields Tempsford is mentioned and is rated 1-2 (low grade) and to that end we would recommend that standard investigation would be needed to establish in any earlier airfield remains lie beneath the surface. We would also highlight the following publication:

[<https://content.historicengland.org.uk/images-books/publications/historic-military-aviation-sites/heag048-historic-military-aviation-sites.pdf/>](https://content.historicengland.org.uk/images-books/publications/historic-military-aviation-sites/heag048-historic-military-aviation-sites.pdf/)

Subject to the findings of an HIA, if this allocation is taken forward we would suggest that any future masterplan could seek to reflect the site's former use as an airfield. Good interpretation of the aerodrome's heritage significance and history may help to make sure that future development reflects this important history. Part of the strategy for interpretation might include reflecting the layout of the aerodrome in the masterplan eg street patterns and open space naming streets or parks and buildings after names associated with the aerodrome. Good examples of masterplanning following this approach may be found at Alconbury and Waterbeach in Cambridgeshire.



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New Villages to the East of Biggleswade

As referenced within the Local Plan there are a number of designated heritage assets within or near to this broad development area including several scheduled monuments, the Sutton Conservation Area, the grade I Church of All Saints, Sutton Packhouse Bridge grade II*, a number of grade II listed buildings. The HIA will need to consider these assets.

East of Arlesley

As referenced within the Local Plan there are a number of designated heritage assets within or near to this broad development area. The HIA will need to consider these assets.

Marston Vale New Villages

There are a number of heritage assets in this broad location including the grade 1 listed Tower belonging to the Church of St Mary the Virgin, the Moat Farmhouse grade II* at Marston Moretaine, several grade II listed buildings and a number of scheduled monuments. The HIA for this area will need to carefully consider any potential impact of development upon these assets.

Aspley Triangle

Historic England has concerns regarding development in this location and the potential impact upon the setting of Woburn Abbey and the Brogborough Ringwork Scheduled monument.

Land South of Wixams

We have some concerns regarding the encroachment of the Wixams towards Houghton Conquest, which contains a number of listed buildings including the Grade I listed Church of All Saints situated on the south-west side of the village with undeveloped landscape all the way northwards to the proposed site allocation. There may also be heritage assets within the site, including archaeological deposits. We welcome reference to the provision of a country park along the southern edge of the proposed allocation to help safeguard and maintain separation from the village, providing the park and landscaping is designed properly.



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Chapter 9: Green Belt, Coalescence and Settlements

Policy SP4: Coalescence

We welcome this policy which should be of benefit to the historic environment. The policy would be strengthened if the benefits associated with the historic environment were more explicitly articulated in the policy and supporting text.

Chapter 12: Housing

Paragraph 12.1.1 of the supporting text refers to the 2016 SHMA rather than prepared in May and updated in July 2017.

The capacity for the area to accommodate new housing development whilst maintaining its historic environment should be a key consideration, so that the quality and character of neighbourhoods, towns and villages is conserved. Integrating consideration of the historic environment into plan making alongside other considerations is a key principle of sustainable development. Where less successful neighbourhoods are proposed for redevelopment opportunities for enhancement should be a priority.

Policy H8: Assessing planning applications for Gypsy and Traveller sites.

We would request that this policy is amended have regard to the wider landscape and historic environment.

Policy H9: Assessing planning applications for travelling show people sites

We would request that this policy is amended have regard to the wider landscape and historic environment.

Chapter 13: Employment

The supporting text identifies tourism as an important growing sector and job creator in the area. There is an opportunity here refer to the how the conservation and enhancement of the historic environment help create high quality places which can encourage tourism, help create successful places for business to locate and attract inward investment. It is recommended that the supporting text is expanded to recognise the role the historic environment has to play in helping to create distinct and characterful places where people choose to live, work and visit and how its conservation can bring about wider economic benefits in line with paragraph 126 of the NPPF.



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Policy EMP5: Rural and Visitor Economy

It is requested that the policy makes reference to the contribution that the historic environment can make to the wider visitor economy, at present the policy only refers to the rural nature of the area. The policy seeks to support proposals which will provide opportunities for rural diversification; it would be pertinent here to refer to the potential that developments of tourist and leisure facilities may have in enhancing, better revealing and providing access to the historic environment.

Where the policy goes on to consider the effect of caravan parks and holiday chalets upon the landscapes and environmentally sensitive sites it is requested that it is amended to include a specific reference to the historic environment in this context.

Chapter 14: Retail and Town Centres

Policy R3: Town Centre Development

The policy requires proposals to reflect the scale and characteristics of Dunstable Town Centre, and protect and enhance the town's heritage assets which are welcomed. However, whilst there is reference to Dunstable as a historic town in the supporting text, there is no specific reference to its heritage assets. This point was raised previously in our August 2014 response. Dunstable town centre has many important heritage assets, including over 50 listed buildings (six at Grade I or II*), a scheduled monument (Dunstable Priory) which is on the national Heritage at Risk Register and a large conservation area. The inclusion of further text on the sorts of heritage assets that the town possess and how these contribute positively to character would strengthen the policy itself.

Chapter 15: Transport

Policy T3: Highway Safety and Design

We recommend that the policy include reference to the need for development to have regard to the historic environment. There are also opportunities which could be recognised in the policy, for example encouraging alternatives to car use can result in the removal of redundant highway furniture and reduction or removal of road markings which can have positive impacts upon the historic environment.

Policy T6: Strategic Infrastructure Improvements

We note the priority to deliver strategic transport improvements in the supporting text and in the policy; these schemes include East West Rail, Oxford to Cambridge Expressway, A1 route enhancement, and A6 to M1 link road. These schemes will have great potential to impact upon the historic environment; the extent of impact will vary dependent on the options being developed.



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Chapter 16: Environmental Enhancement

We welcome the recognition that the environment informs a key aspect of Central Bedfordshire's identity. We would request that reference to the role the historic environment and heritage plays in contributing to the valued character and nature of the area is specifically included alongside landscape, ecology, and settlement pattern.

Paragraph 16.1.3 outlines the need for development to protect and enhance the environment. This is a welcome inclusion but it is recommended that it refers to both the built and natural environment. Both the Council's Environmental Framework and Design Guide are referred to throughout this chapter. Both of these documents contain dedicated sections on the historic environment which is helpful and further supports the need to have a reference to the historic environment at this point in the Plan.

Paragraph 16.2.1 specifies the historic environment falls within the remit of Green Infrastructure considerations which is welcomed.

Policy EE1: Green Infrastructure

We support the inclusion of a Green Infrastructure policy. We would recommend that the policy is amended to refer to the function that Green Infrastructure can have in enhancing and conserving the historic environment. The policy in its current draft only refers to the enhancement of landscape character, it is suggested that the historic environment is also considered here. Green Infrastructure can be used to improve the setting of heritage assets and to improve access to it, likewise heritage assets can help contribute to the quality of green spaces by helping to create a sense of place and tangible link with history.

Policy EE5: Landscape Character and Value

We welcome the inclusion of this policy and the requirement for landscape enhancement. It is recommended however that the policy be expanded to refer to the role the historic environment has to play in understanding the landscape. Many tracks, green lanes, field boundaries and settlement patterns are remnants of past use and provide evidence of how the landscape has evolved over time. The objective of protecting and enhancing the landscape and recognition of its links to cultural heritage can help improve how the historic environment is experienced and enjoyed.

Policy EE6: Tranquillity

We support the inclusion of this policy. The aural atmosphere can be an important aspect of the historic environment and can affect how it is experienced and



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understood. The policy could be strengthened by referencing the benefits that this consideration can bring to the conservation and enhancement of the historic environment.

Policy EE12: Outdoors sport, leisure and open space

We request that this policy is amended to require development to have regard to the historic environment and its setting.

Policy EE13: Applications for Minerals and Waste Development

The policy should outline how the Council expects high quality site restoration and aftercare to be secured, it is likely this will occur via the imposition of a suitably worded condition or via a legal agreement.

Neither the supporting text nor the policy make reference to the historic environment and the potential impacts that mineral extraction and waste developments can have upon it, particularly in relation to archaeology. It is requested that this policy is amended to have consideration of the impacts upon the historic environment and to have regards for its conservation and enhancement.

Chapter 17: Climate Change and Sustainability

Policy CC2: Renewable Energy Development

We welcome the requirement for development to have no unacceptable impacts upon heritage assets, sensitive landscapes and townscapes. It is recommended that the policy is amended to use the term "historic environment and its setting" rather than "heritage assets".

Chapter 18: High Quality Places

Policy HQ6: High Quality Development

We welcome the inclusion of this policy.

Policy HQ7: Public Art

We request that this policy is amended to have regard to the historic environment and its setting. There is also an opportunity to acknowledge the potential of the historic environment to innovate and inspire public art and to improve local knowledge and links to local heritage.



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Policy HQ8: Back-land Development

We welcome the reference this policy has to the historic environment, landscape, character of the area and existing grain and pattern of development.

Policy HQ9: Larger Sites

The requirement for a development brief to be agreed with the Council prior to submission is welcomed as it will allow consideration of strategic issues to be addressed at an early stage. It is recommended that the policy reference the desirability of new development to make a positive contribution to local character and distinctiveness.

Policy HQ11: Modern Methods of Construction

This policy is likely to refer to new build developments only but that is not clear and could be interpreted as applying to all developments of all scales. The use of modern construction techniques on a listed building for example, may detrimentally affect existing historic fabric elsewhere in the building therefore risking damage to the heritage asset contrary to the objective of the NPPF to conserve and enhance the historic environment. It is recommended that the policy is clarified as at this stage as its remit is unclear to prospective applicants and decision makers.

Chapter 19: Historic Environment

We support the inclusion of a chapter on the historic environment. The supporting text identifies the role the historic environment plays in shaping the character of places along with recognising the intangible nature of cultural heritage associated with a sense of social, physical and mental wellbeing which is welcomed. The supporting text provides detailed background information on the historic environment specific to Central Bedfordshire and acknowledges how this helps create a sense of distinctive place and character.

However, notably absent from this chapter are any policy provisions which would address heritage at risk and historic landscapes. The Plan should outline a positive strategy for the historic environment (Para 126 of NPPF), part of this includes addressing heritage assets most at risk of neglect, decay and other threats. Whilst the Plan does recognise that heritage assets and their settings are an irreplaceable resource which is welcomed, it does not provide a policy basis for dealing with assets on the national at risk register.

In addition, the Plan does not contain a policy which relates to shopfronts in either the Historic Environment Chapter or the High Quality Places chapter. The retention of original/historic or significant shopfronts elements are often integral to the character of



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these buildings and that of the wider street scene. Therefore a development management policy should be place in order to manage their change successfully.

Policy HE1: Archaeology

There is considerable concern with paragraph 3 of this policy. It is acknowledged that pre-application advice offers significant potential to improve the efficiency of the planning system and therefore the success of subsequent planning application in line with paragraph 190 of the NPPF and guidance within the NPPG. Pre-application advice should be issued in good faith and should not prejudice the outcome of a decision. Pre-application advice cannot pre-empt the democratic decision making process or a particular outcome in the event that a formal application is made. This provision contains an element of pre-determination and would fail to account for changes in the site's situation between the issuing of pre-application advice and when an application is being determined. Pre-application advice is often issued without the benefit of consultation with the community and public whose representations form a material consideration in the decision making process. The provision of pre-application does not negate the requirements of paragraph 128 of the NPPF which requires applicants to describe the significance of any heritage assets affected and their settings, and be of sufficient detail to understand the impacts of the proposal on its significance. Paragraph 128 specifies that the level of detail should be proportionate to the heritage asset's importance and as such does not place undue burden upon prospective applicants. The inclusion of this part of the policy fails to accord with paragraph 128 of the NPPF and is unsound as a result. Pre-application can however, be taken into account as a material consideration and given weight in the planning process (paragraph 011, NPPG).

Policy HE2: Historic Parks and Gardens

The same point made in reference to policy HE1 above regarding the pre-emptive nature of the third part of the policy is reiterated here. The provision of pre-application does not negate the requirements of paragraph 128 of the NPPF which requires applicants to describe the significance of any heritage assets affected and their settings, and be of sufficient detail to understand the impacts of the proposal on its significance.

The policy seeks to only support proposals that encourage the conservation, enhancement and restoration of historic parks and gardens identified in the plan and on the proposals map as important. An assessment of the significance of designated and non-designated historic parks and gardens must be based on evidence and on a case by case basis dependant on the scale and impact of specific development proposals.

The draft Plan is not supported by any evidence relating to historic parks and gardens



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or historic landscapes and a proposals plan has not been provided. It is also unclear what the Council means by “historic parks and gardens” as no glossary has been included in the draft Plan.

The final paragraph of the policy refers to ‘public benefits which development will bring substantially outweighs the loss to the historic environment’. We would suggest that you revisit the wording of this policy to more accurately reflect the NPPF. By altering the word order from the NPPF the policy has changed the meaning. It is very important that the policy is consistent with the wording in the NPPF and legislation and doesn’t contradict, add to or take away from the National Planning Policy Framework or legislation. Please check each section very carefully to ensure this is the case.

Built Heritage

We note that this section is entitled built heritage. However, scheduled monuments can also be above ground structures and constitute built heritage. This might lead to confusion. For greater clarity, perhaps the section should either be entitled ‘Listed Buildings and Conservation Areas’ and the Archaeology section be entitled ‘Archaeology and Scheduled Monuments’ or retain the existing titles but include reference to scheduled monuments in the Built Heritage section.

Policy HE3: Built Heritage

Depending upon the decision regarding the above paragraph, if it is decided to include reference to scheduled monuments in this section, alongside listed buildings and conservation areas. Scheduled monuments should also be included in the list of heritage assets at paragraph 19.4.1 of the supporting text.

The reference to non-designated heritage assets and regard to setting is welcomed. Historic England has published guidance pertaining to Local Listing which you may find helpful: <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/>

In national policy terms, ‘non-designated heritage assets’ (including those on a local list) are recognised as having a degree of significance meriting consideration in planning decisions. Paragraph 135 of the National Planning Policy Framework states that decisions on applications affecting such assets will require a balanced judgment that has regard to the significance of the asset and any harm or loss:
<http://planningguidance.planningportal.gov.uk/blog/policy/achieving-sustainable-development/delivering-sustainable-development/12-conserving-and-enhancing-the-historic-environment/>

Government guidance recognises that local lists and local criteria for identifying non-



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designated heritage assets are a positive thing and can help with decision-making:
<http://planningguidance.planningportal.gov.uk/blog/guidance/conserving-and-enhancing-the-historic-environment/what-are-non-designated-heritage-assets-and-how-important-are-they/>

We would recommend that as a minimum a local authority has established criteria for identifying non-designated heritage assets, and ideally has a local list of assets linked to planning policies in their Local Plan. A good example is Peterborough:
http://www2.peterborough.gov.uk/environment/listed_buildings/locally_listed_buildings.aspx

There are enough appeal cases to indicate that inspectors regard non-designated heritage assets, and something on a local list, as an important material consideration in planning decisions. In fact, where there isn't a local list, some inspectors have been unable to give as much weight to a non-designated heritage asset. Our website contains a number of appeal cases and if you search for 'locally listed heritage asset' or 'non-designated heritage asset', you will get relevant ones:
<http://www.historicengland.org.uk/advice/hpg/planning-cases/>

Robust provision for these heritage assets will increase the soundness of your forthcoming plan.

The policy outlines what the Council expects to be submitted in support of applications relating to built heritage, this is a useful inclusion and provides a baseline level of information that both for decision makers and applicants can expect.

The policy should make specific reference to the need to consider the impact upon the special architectural or historic interest of listed buildings, the policy at present focuses more on the statutory obligations set by the Planning (Conservation and Listed Buildings) Act 1990 as it relates to conservation areas, and does not equally consider the separate considerations for listed buildings.

Paragraph 19.5.2 of the supporting text seeks to outlines the Council's approach to dealing with derelict and vacant listed buildings. Efforts should be made to find beneficial uses for vacant and derelict buildings and substantial harm to (including demolition of) should be wholly exceptional in line with paragraph 133 of the NPPF. The NPPF says total loss of significance should be refused consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefit to outweigh that loss. The supporting text in the draft plan provides a weaker test, requiring an applicant to only demonstrate that other options have been explored with no need to provide substantial public benefits. This is contrary to the NPPF. It also provides an element of pre-determination as there is no further compulsion for the alternative options to be interrogated and found to be untenable - only that they are explored.



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Chapter 20: Development in the Countryside

Policy DC2: Re-use of Buildings in the Countryside

We welcome the requirement that re-use of buildings in the countryside should not cause harm to features of architectural or historic importance or negatively affect the surrounding area. This will help to protect heritage assets and their settings. There is an opportunity here to identify the role that the re-use of rural buildings has to play in supporting the local rural economy.

Policy DC3: Replacement Dwellings in the Countryside

This policy outlines the parameters within which replacement rural dwellings will be considered. The policy states that only those developments within the Green Belt will be subject to other relevant national and local policies. There are considerable concerns with this provision as the historic environment and wider landscape of value but outside Green Belt designation would be at risk. We request that the policy is amended to state that relevant national and local policies will apply to all development, not just that within the Green Belt.

Policy DC4: Rural Workers Dwellings

We request that this policy is amended to require development to have regard to the historic environment and its setting.

Policy DC5: Equestrian Development

We request that this policy is amended to require development to have regard to the historic environment and its setting. The need for equestrian development to be considered in the context of Landscape Character Assessment is welcomed.

Summary

The Plan lacks a strong strategic emphasis on the historic environment. The supporting text in this section could further describe the historic environment specific to Central Bedfordshire and acknowledge how this helps create a sense of distinctive place and character, whilst the historic environment should be referred to in a policy. The Strategic Objectives are outlined in Chapter 6 and contains S03 which seeks to conserve and enhance heritage assets and settings. The Spatial Strategy Approach on page 61 also does refer to the need to balance delivery of growth with the protection and enhancement of heritage and the countryside. These two inclusions are welcomed but neither S03 nor the Strategy Approach are labelled as actual policies. Policy SP1 in the same chapter makes no reference to the conservation and enhancement of the



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historic environment and policy SP2 relays the objectives of the NPPF and has not been tailored to relate to Central Bedfordshire or what it is seeking to achieve at a strategic level. The current draft Plan does not include a strategic policy which will deliver conservation and enhancement of the historic environment.

No site allocations have been included in this draft of the Plan and the growth areas are so broad there is no meaningful way to analyse them. The site allocations and their policies should address the following:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the wider social, cultural and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Site allocations should be fully justified. The evidence available online in the form of technical studies, does not consider the historic environment. Site specific Heritage Impact Assessments should be undertaken for each specific allocation, in particular major growth allocations.

Comments on evidence:

With regards to the Sustainability Appraisal, the relevant SA objective relating to the historic environment has not been properly provided as the sentence cuts out midway. This is likely to be a formatting error but should be rectified for clarity.

As outlined in our comments above, we have concerns with some of the policies and do not agree that the SA objectives are being achieved by the policies of the draft Plan and that they may produce some negative effects.

The evidence base is lacks any up-to-date evidence on landscape or the historic environment. It is recommended that work is carried out which will address the impact of the proposed growth locations, specifically visual impact assessments which consider the potential impact of allocations upon the setting of heritage assets should be provided. The Plan is also lacking up-to-date evidence on archaeology. It is recommend that the HER is consulted to identify areas of archaeological potential and used to inform site allocations.

An Initial Strategic Housing Market Assessment for Luton and Central Bedfordshire 2015-2035 (July 2017) forms part of the evidence and is based on up-to-date CLG 2014 based household projections. The July 2017 edition is in effect a two page



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addendum which updates the May 2017 SHMA. The July 2017 SHMA states that migration assumptions which underpin the official household projections for Central Bedfordshire are incorrect. The July 2017 SHMA identifies the full Objectively Assessed Need (OAN) for Housing in Central Bedfordshire to be 32,000 dwellings over 2015-2035 plan period which is slightly more than the 31,778 OAN identified in the May 2017 SHMA.

Monitoring

We recommend that the plan should indicators to measure how successful historic environment policies are. These can include preparation of a local list, completion of conservation area action plans and management plans, reduction in the number of assets that are classified as heritage at risk.

Proposals Map

We suggest that a proposals map be included. We recommend that designated heritage assets are marked on maps, where appropriate. This should include conservation areas, scheduled monuments and registered parks and gardens.

Glossary

We suggest that a glossary be included. Glossaries should include consistent definitions for all heritage assets mentioned in the local plan. These would typically include:

Listed Buildings

Scheduled Monuments

Conservation Areas

Registered Parks and Gardens

Non-designated heritage assets / Local Heritage Assets / Locally Listed Heritage Assets / Locally Listed Buildings

Finally, we should like to stress that this opinion is based on the information provided by the Council in its consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals, which may subsequently arise where we consider that these would have an adverse effect upon the historic environment.

If you have any questions with regards to the comments made then please do get back to me. In the meantime we look forward to continuing to work with you and your colleagues.



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Yours sincerely,

A handwritten signature in black ink that appears to read "Debbie Mack".

Debbie Mack
Historic Environment Planning Adviser, Planning Group
Debbie.Mack@HistoricEngland.org.uk



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South Cambs District Council

CS-00003793 Email from Stuart Morris – South Cambs District Council

Logged 28 February 2019

BEGINS

Query regarding

Hello,

As per my phone call just now, linked to the current consultation, a query has been sent from a local CPRE representative to the South Cambridgeshire District Council Leader as to whether a Strategic Environmental Assessment rather than a Environmental Impact Assessment should be made part of the EWR Central Section process. I'd be grateful if you could confirm how you've identified appropriate supporting studies, including whether you've considered this question, if possible ahead of next Wednesday 6th March, when South Cambridgeshire's response will be being discussed by Cabinet.

Thanks in advance for your help

Regards,

Stuart

Stuart Morris | Principal Planning Policy Officer

ENDS



East West Rail Bedford to Cambridge:
route option consultation response
11th March 2019

South Cambridgeshire District Council response to the East-West Rail Bedford to Cambridge consultation

1. Introduction

As agreed by Full Council in September 2018, South Cambridgeshire District Council supports the principle of the Bedford to Cambridge section of the East West Rail line. It has the potential to be transformational for the regional economy, allowing sustained growth and geographical expansion of our high value industries such as life sciences, IT and digital.

The points included in the motion agreed by Council in September 2018, and shared with you by letter, have shaped our response to this Bedford to Cambridge Route Options consultation, both via the joint letter sent on behalf of councils across the Bedford to Cambridge corridor, and in the response made below on behalf of the Council alone, which is additional to that letter.

Prior to making its response below, it is important to note that the Council's response to this consultation does not prejudice an in-depth consideration of strategy issues through the forthcoming Greater Cambridge Local Plan (to be jointly prepared by South Cambridgeshire District Council and Cambridge City Council), which will include consideration of all reasonable strategy options.

2. The overall approach taken to developing route options

The Council supports the broad approach taken in this consultation for developing route options, including in particular considering environmental impacts, benefits for transport users (including reducing car-borne trips), and support for economic growth at a local, Cambridge Oxford Arc, and UK level.

Uncertainty regarding growth implications of consultation

Further to the above however, we note in the strategic objectives that the most significant relates to supporting growth, and that the business case for the railway is predicated upon such growth. We note from the consultation and other evidence that there is very significant uncertainty as to the scale of growth envisaged around potential station locations. Evidence sources and modelling assumptions referenced vary greatly, and the only certainty seems to be that the implied growth above and beyond current Local Plan commitments would be substantial.

The implication of potentially very significant growth implications for around Cambourne or at Bassingbourn barracks arising from the selection of a preferred station location, together with the lack of detail in the consultation on the scale of that growth, creates uncertainties regarding environmental and community impacts, and delivery expectations. As such, the Council's comments below in relation to route preferences are conditional on the findings of further detailed evidence on these issues.



East West Rail Bedford to Cambridge:
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Importance of comprehensive planning

Setting aside uncertainties about levels of growth, we are concerned to ensure that the choice regarding the railway route supports the creation of flourishing and sustainable communities – it cannot and should not be reduced to a numbers game. Any additional growth should be comprehensively planned: the scale and nature of new or expanded communities must be design-led and people-focused, and supported by necessary infrastructure and enhancements to natural capital. Greater Cambridge's future economic growth is contingent upon the area maintaining a high quality of life for existing and new communities.

One key aspect of this is that any new and expanded communities would need to be supported by a range of infrastructure, not just the railway. Any quantification of costs and benefits for the railway routes must factor in estimates of all infrastructure costs, so that local members are not left to choose between infrastructure and affordable housing provision.

To achieve the above goals we ask that the railway proposals are integrated more fully with spatial planning and environmental work, at an Oxford Cambridge Arc and more local level.

At the Oxford Cambridge Arc level, we note that this consultation runs ahead of wider work on growth forecasts, growth opportunities, and environmental considerations. The Council believes that the rail line should also make positive contributions to the net biodiversity and natural capital gain of the areas affected. However, to achieve this will require a joined-up plan. The Council therefore supports EWR Co's intention to continue working with the government and other agencies to contribute to their broader approach to exploring options for a local natural capital plan for the Arc. We ask for close collaboration between EWR Co. and the bodies leading on the Arc-wide spatial and environmental work-strands so that the choice of railway route is clearly informed by this wider thinking.

At a more local level, the Greater Cambridge Local Plan process starts this year with an Issues and Options consultation in the autumn. The Plan will take into account all aspects of sustainable development, and will set a spatial strategy for Cambridge and South Cambridgeshire. We ask for closer engagement with EWR Co. as the railway plans and the Local Plan develop, so that we can consider how the Local Plan takes account of the challenges and opportunities created by the railway, and so that the railway project is informed by the local economic, social and environmental issues raised by the Local Plan.

3. Challenges and opportunities relating to the route options

Acknowledging the broad nature of this consultation, limited information available and significant uncertainties around growth implications, it is considered that, in principle, routes including Cambourne as a station (B and E) could be preferable to routes including Bassingbourn, for the following reasons:

- A rail connection between a new well integrated/connected station at Cambourne and Cambridge would, we believe, have a positive impact upon housing delivery rates of current planned development, and would increase mode shift onto rail for local and long distance commuting along an existing growth corridor.
- Growth in this corridor builds upon an existing development strategy set out in the South Cambridgeshire Local Plan, with the potential that further growth could



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- Potential landscape, environmental and heritage impacts and opportunities, including impacts on the Cambridge Green Belt; and
- Linkages to other local transport infrastructure.

Notwithstanding the above, we consider that addressing the below points is critical for making the railway an economic success while fully considering impacts on communities and the environment:

- In preferring the southern access into Cambridge, the consultation places weight on the importance of directly serving the proposed Cambridge south station. We support this weighting, but note that while the consultation assumes delivery of Cambridge South station, the station is a separate project to East West Rail. There is a critical need for Government and all partners to remain focused on the delivery of this station project to support more sustainable commuting to this location, including making the most of the opportunity provided by East West Rail.
- The consultation does not make clear how the East West rail line would join the West Anglia Main Line south of Cambridge, and it is therefore difficult to comment on the implications of this for communities and the environment. The Council seeks in-depth engagement with EWR Co. on this point as it develops further its proposals for the rail line.

5. Other points, and request for closer future working

We understand that East West Rail project will be built to allow future electrification of the line, but that in the first instance trains running on the line are likely to be diesel powered. We are disappointed to hear this, and would stress the importance of making the line electric as soon as possible to support national and local carbon emissions reduction targets.

As highlighted in the Council's motion of September 2018 and in our responses above, East West Rail and the growth of the corridor more generally will bring significant change to existing communities. To enable us, together with our communities, to make the most of the opportunity that the railway brings, and to effectively address its impacts, we ask that EWR Co. collaborates with us closely beyond the close of this consultation, as it progresses the Bedford to Cambridge project.

Please note that this response is subject to a call in period of five working days, ending on Monday 18th March. The Council will notify EWR Co. if any wording changes arise from that call in period.



East West Rail Bedford to Cambridge:
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increase the economic mass and attractiveness of Cambourne, subject to full and proper consideration through the Greater Cambridge Local Plan process.

- Further growth at Cambourne could make best use of existing and proposed transport infrastructure (existing A428 dual carriageway and Black Cat to Caxton Gibbet improvements along the preferred Orange route), with a new railway providing complementary sustainable transport choices. Proposals for significant growth around Tempsford/South of St Neots also included in this route option could support further infrastructure improvements in this corridor and reduce private car-based trips into Cambridge from the west.
- The railway alignment avoids potential environmental impacts on Wimpole Hall Avenue and Eversden and Wimpole Woods Special Area of Conservation.

In developing the East West Rail project, including in selecting a preferred route, we ask that EWR Co. considers in detail the following challenges and opportunities:

- Local infrastructure projects - projects such as the emerging proposals for a Cambridge Autonomous Metro could provide a stepping stone/transfer from East West Rail onto a local public transport corridor that serves not only Cambridge itself but also the science parks and university campus to the west of Cambridge. The East West Rail project needs to have proper regard to this transfer opportunity – and the importance of delivering this connection into the local public transport network.
- Local impacts on communities – we are concerned that the environmental effects of the railway and its operation may negatively impact on South Cambridgeshire residents and businesses, including among other things, on local connectivity including local roads and public rights of way. We ask that EWR Co. carefully considers these as the route options are refined, with appropriate mitigation measures made an integral part of the project;
- Environmental, landscape and heritage impacts and opportunities for enhancement along the route - in particular we note the opportunity to improve drainage conditions, providing enhanced flood storage capacity to address existing and future flood risk (for example around Bourn Brook valley near Cambourne, should route B or E be selected); and
- Consider the role of freight in moving goods efficiently and reducing carbon emissions associated with road-based travel.

4. Approach to Cambridge

The Council urges EWR Co., when making its final decision on the preferred approach to Cambridge, to take into consideration:

- The importance of enabling efficient connection with Norwich, Ipswich and other destinations to the east of Cambridge. The future economic performance of the region depends upon better connections east, as well as to the west as served by the proposed Bedford to Cambridge line. Good connections east will support high value growth within and beyond the Cambridge housing market area, by providing improved sustainable transport connections between housing and jobs;
- The benefits of the rail line directly serving jobs growth at Cambridge Biomedical Campus;



FAO East Rail Company

**Forest Services
East & East Midlands
Santon Downham
Brandon
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IP27 0TJ**

Tel : 0300 067 4574

Fax: 01842 813932

eandem@forestrycommission.gov.uk

Our ref: EWR/CM/19/7/03

Area Director
Steve Scott

Date: 7 March 2019

Dear Sir/Madam,

Forestry Commission response RE: East West Rail Central Section Route Consultation

1. The Forestry Commission (FC) is the government department responsible for protecting, expanding and promoting the sustainable management of woodland in England. It is a Non-Ministerial Government department and part of the Defra Group.
2. As a government department we do not object to or support applications but set out evidence to enable decisions to be made in the light of the fullest information available.
3. The National Planning Policy Framework (NPPF) states that damage to ancient woodlands should be avoided:

'development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists;' (paragraph Para 175(c))

4. The Natural England and the Forest Commission Standing Advice for planning authorities helps in assessing the impacts on ancient woodland and ancient and veteran trees. The Standing Advice notes that it is *"also useful for decision-makers who are responsible for major infrastructure projects, such as road and rail schemes"*. It sets out the importance of following the avoid – mitigate – compensate hierarchy and highlights that is not possible to fully compensate for loss of ancient woodland. Ancient woodland habitats should also not be included in Net Gain calculations.
5. Within each route option, a number of ancient woodland pockets have been identified on our mapping system. Each route option has the potential to impact ancient woodland as identified on the Ancient Woodland Inventory. The Ancient Woodland Inventory classifies ancient woodland into two types: ancient semi-natural woodland and plantations on



ancient woodland sites: both are irreplaceable ancient woodland, and they are treated equally under the NPPF. Please find the standing advice on ancient woodland here:

<https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>

6. The ancient woodland inventory only includes sites of 2ha and above: the threshold for updating the inventory has been set at 0.25ha. Therefore it is important to identify ancient woodlands which may fall outside the current inventory Natural England's Ancient Woodland Handbook can be found here <http://publications.naturalengland.org.uk/publication/4876500800634880>.
7. The UK Forestry Standard (4th edition, published 2017) sets out the government's approach to sustainable forestry and woodland management. The UKFS has a general presumption against deforestation. Page 23 of the Standard states that: "*Areas of woodland are material considerations in the planning process and may be protected in local authority Area Plans.*"
8. If loss of woodland occurs, then net deforestation should be avoided through significant compensatory woodland planting. Guidance on woodland creation can be found at <https://www.gov.uk/guidance/create-woodland-overview#create-sustainable-woodlands-uk-forestry-standard>, with the aim for the mature woodland to be managed according to the [UK Forestry Standard](#). Any new plantings designed for mitigation or compensation should be designed to ensure future sustainable management and the Forestry Commission can advise on this. We look forward to seeing further details of how this will be achieved and strongly encourage a clear and transparent assessment and reporting of this. We would also like the opportunity to discuss tree provenance and resilience issues.
9. In regards route options and potential impact on the natural environment, the area of particular importance within some of the route options is the Greensand Ridge. This is a geological feature of rolling hills arising out of the clay valley producing a ridge which stretches from Buckinghamshire into Cambridgeshire. The Ridge is one of the few places in central England which has thin, sandy soils supporting lowland heathland and acid grassland. It is a very distinctive landscape which support specific wildlife and vegetation and of particular concern to Forestry Commission, the numerous ancient woodlands. The [attached map](#) shows the ancient other woodland which follows the greensand ridge towards Cambridge. These woodlands sit between the triangle which meets at Cambridge established by the A428 and the A603/B1042.
10. The varied geology of the Ridge creates a variety of distinct habitats. To the north of the Ridge are steep scarp slopes and slopes to the south. All along the shallow valleys springs feed streams which carry acidic water down to the valley of the River Flit which meanders through Flitwick Moor, a unique peatland of national significance. The landscape is well wooded and mature and contains a number of important parks as well as the popular 40 mile Greensand Ridge Walk.
<https://www.greensandtrust.org/greensand-ridge-map>



11. A series of woodlands to the east and south east of Sandy stretch into Cambridgeshire. The west Cambridgeshire Hundreds are a collection of wildlife rich ancient woodlands in an area defined for over 1000 years by the old Anglo-Saxon regional divisions. Cambridgeshire generally has very little woodland compared to other counties, it is one of the least wooded counties in England. Historical records show that some woods like Hayley Wood are older than the Domesday book and may go back much earlier.
12. The vision for this area is of a landscape of connected woodlands where wildlife can move freely between. Work has been going on for a number of years to jointly manage and link these woodlands and other woodland blocks.
13. The chosen route will need to avoid wherever possible these ancient woodland clusters in particular the Cambridgeshire Hundreds, these woods include:
 - Waresley and Gransden wood
 - Hardwick wood
 - Cambourne nature reserve
 - Gamlingay Wood
 - Hayley wood
14. It is also important to avoid the woodlands around the Wimpole estate and the historical avenue, unless an alternative to an overland route can be developed in this area.
15. Should, in wholly exceptional circumstances, the route impact on any of the ancient woodlands there will need to be a significant compensation package, following principles set out in Natural England and Forestry Commission's Standing Advice on Ancient Woodlands and Ancient and Veteran Trees and we are able to advise on such a package.
16. In future further environmental assessment we suggest that, noting the Ancient Woodland Inventory is provisional and mainly includes sites over 2ha. Smaller sites which may be ancient woodland should be assessed as if they are in the inventory.
17. Ancient Woodland and also Plantations on Ancient Woodland Sites (PAWS) should be considered and evaluated as of national importance due to its irreplaceable nature. Hence if there was a loss of habitat at individual sites it would be considered a permanent adverse effect, which is significant at a *national level*. However we stress the importance of following the mitigation hierarchy, to ensure that options to avoid and mitigate impacts are considered ahead of options that will cause loss
18. Ancient Woodland should also be assessed as a habitat (particularly SSSI designated) not just as a landscape feature as it performs both key functions, it is also a significant if not the most important natural capital asset. The recent recommendation by the Natural Capital Committee that:

'All publicly funded infrastructure projects and programmes, infrastructure providers, public property (including the sea bed) and public bodies should be required to analyse their impacts on and have regard to all the 25 YEP goals. Where negative impacts are



'likely, net environmental gain compensation should be required' (Recommendation to government from the 6th Annual report from the Natural Capital Committee).

19. We note and support EWR's confirmed aspirations to achieve net gain (Technical Report Section 4.7) a policy outlined in the Governments 25 Year Plan and National Planning Policy Framework Paragraph 175d). We strongly encourage inclusion of woodland creation as part of the suite of newly created habitats as part of net gain. The Government's 25 Year Environment Plan also supports woodland creation.
20. From our position of not objecting to or supporting particular options, of the routes proposed, given our concerns over the Greensand Ridge /Cambridge Hundreds and Wimpole Estate the two more northerly routes (B & E) appear to have the least direct impact on large numbers of ancient woodlands though there may still be some impact on ancient woodlands. However until an exact route alignment is available it is difficult to fully assess the impact.
21. The Forestry Commission is happy to advise on potential opportunities for net gain within the project area and we look forward to seeing a detailed environmental assessment.

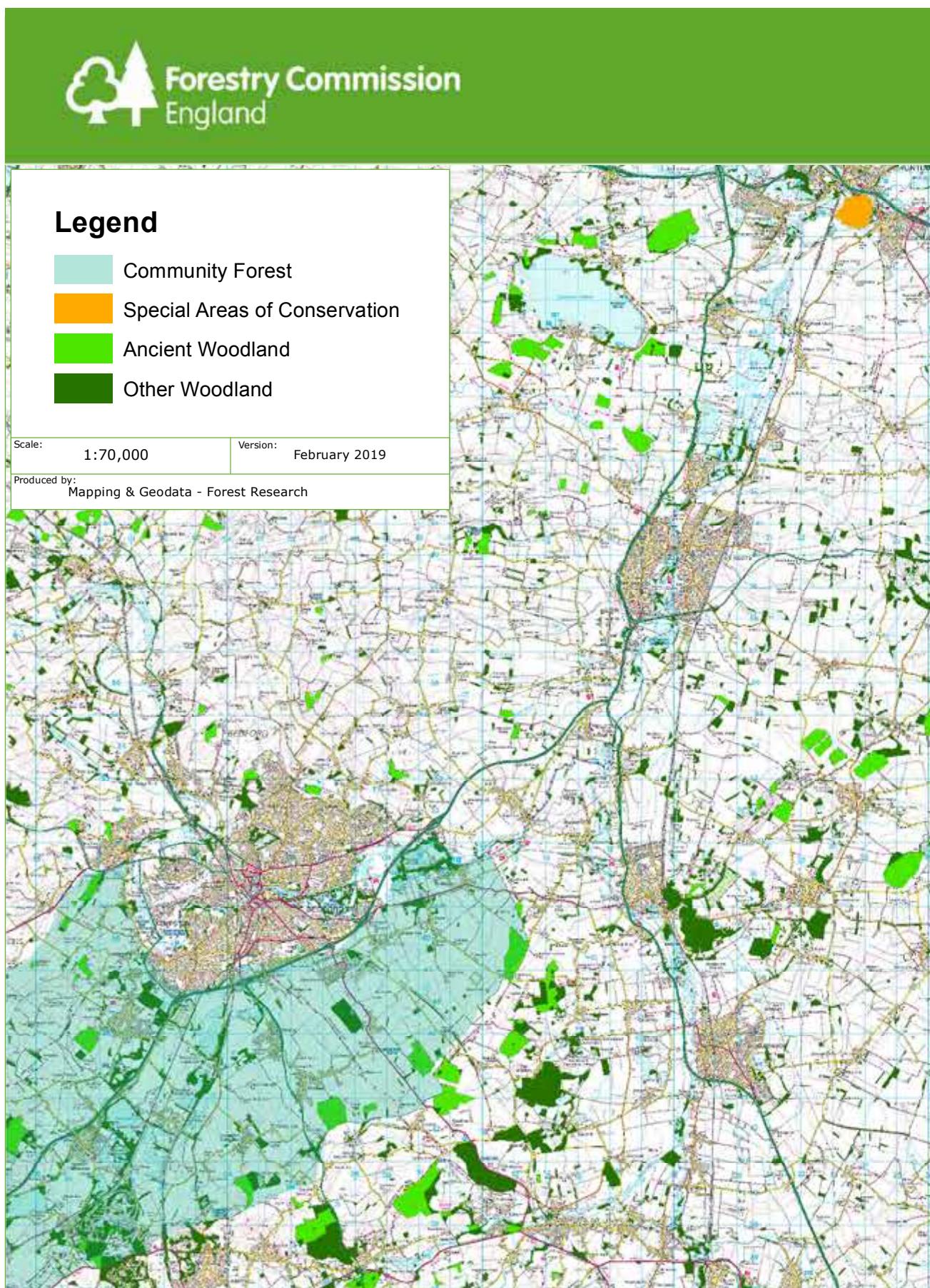
If you have any questions for us don't hesitate to contact us.

Yours sincerely

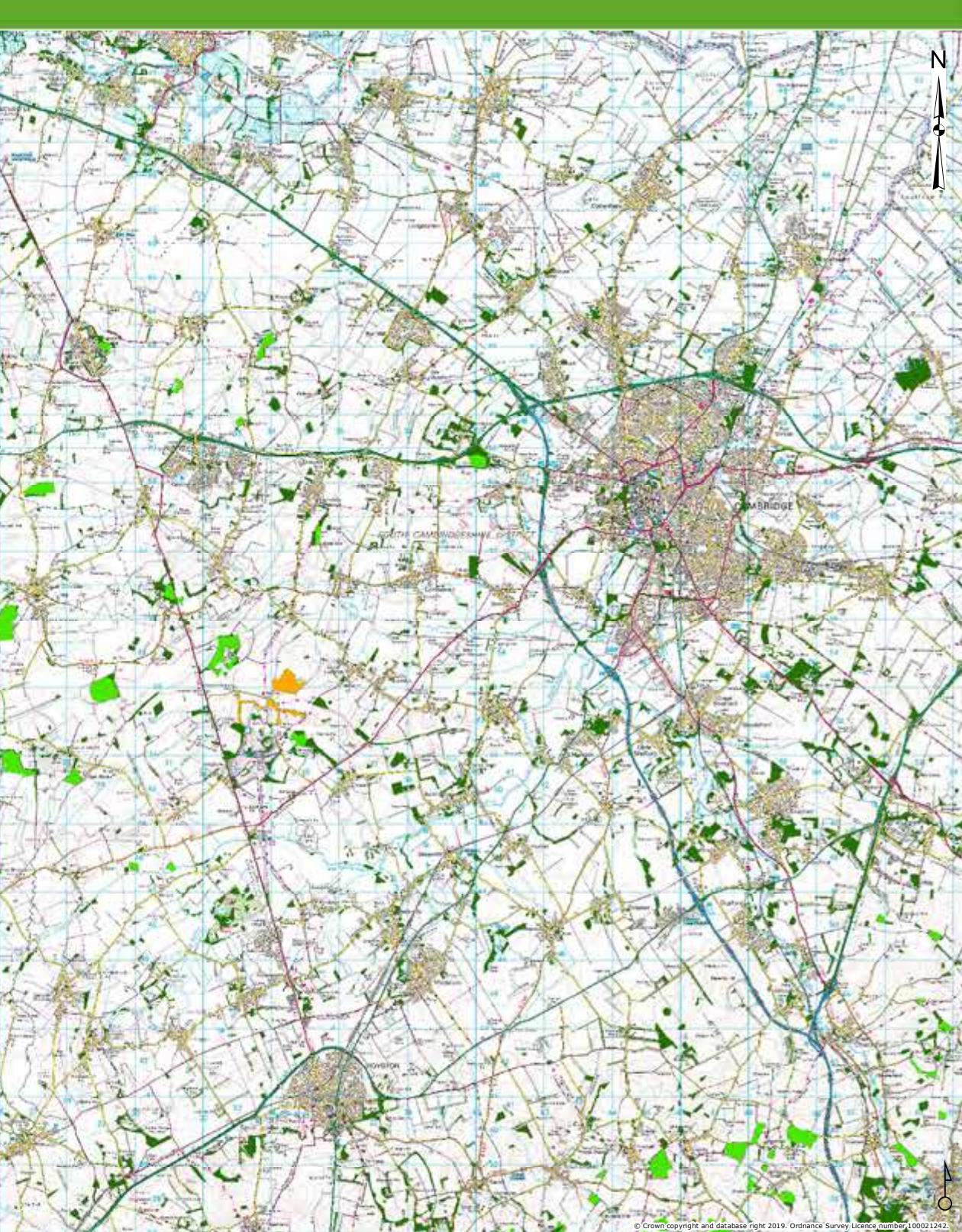
A handwritten signature in black ink, appearing to read "C. Meakins".

Corinne Meakins
Local Partnership Advisor
Direct Line: 0300 067 4583

Forest Services East & East Midlands



East West Rail Route Options



ABBOTSLEY PARISH COUNCIL

Clerk to the Council: Kim Wilde, 36 Fairfield, Gamlingay, Cambs, SG19 3LG
Tel: 07588 267140 Email: Clerk@abbotsleypc.org.uk www.abbotsley.org.uk

To: East West Rail Company Ltd

11th March 2019

Dear Sir/Madam

I am contacting you in response to your public consultation on the preferred route for the Bedford to Cambridge section of the Oxford to Cambridge train line. Below is a statement by the Chairman of Abbotsley Parish Council which outlines the key considerations and preference for the routes located in the southern area of your proposed corridor:

1. The consultation document was discussed at the Parish Council meeting on 14th February 2019 and Councillors also attended the briefing session at Cambourne on 25th February 2019.
2. Abbotsley Parish Council has a strong preference for the southern routes A, C and D and is opposed to the northern routes B and E via Cambourne. Preference would be for Route A which is the shortest and least intrusive of all the proposals.
3. We have also noted the alternative proposals from CamBed RoadRail which we do not support. The A428 Black Cat to Caxton Gibbett preferred route announcement has now been made and this will greatly improve the transport connections into St Neots town and train station. The retention of the existing A428 between St Neots and Caxton Gibbett will also be available for local traffic and public transport.
4. We also note the Greater Cambridge Partnership consultation on Phase 2 of the Cambourne to Cambridge Better Public Transport Project. We believe that this proposal combined with the A428 improvements support the view that a northern rail route and railway station at Cambourne are not required.
5. We strongly agree that the EWR Co are right to prioritise route options that approach Cambridge from the south.
6. We recognise from the consultation document that there are wider issues with regard to expert advice from the National Infrastructure Commission and government ambitions for the Oxford - Cambridge Arc. The route proposals have wider considerations than current railway transport issues but will bring considerable housing and commercial development to the area and region. St Neots has been subject to a significant amount of recent housing development with further housing expansion planned and there have been other developments in the area including Cambourne. We consider that the southern routes offer better opportunities for new housing to the south of Bedford and at Bassingbourn Barracks.

Cllr Larry Fitch 05/03/2019

In addition to the Chairman's statement, please also refer to the consultation Feedback Form submitted by the Parish Council on 11th March 2019 for consider its scoring for each of the proposed routes.

Yours sincerely,

Kim Wilde

Kim Wilde
Clerk to Abbotsley Parish Council



East West Rail Team
[Sent by e-mail]

Strategic Growth and Public

Policy

Anglian Water Services Ltd

Thorpe Wood House,
Thorpe Wood,
Peterborough
PE3 6WT

Tel 07764989051

www.anglianwater.co.uk

11 April 2018

Dear Sir/Madam,

**East West Rail- 2019 Bedford to Cambridge Route
Option consultation**

Thank you for the opportunity to comment on the route options for East West Rail Project from Cambridge to Bedford. Anglian Water is the water and/or sewerage undertaker for the route options identified. The following response is submitted on behalf of Anglian Water.

We note that the above project is at an early stage and that the proposed routes (A, B, C, D and E) relating to the proposed rail improvements have yet to be confirmed.

There are a significant number of Anglian Water assets, water mains and sewers that may be affected by the proposed rail improvements dependant upon the preferred route as set out in the following table:

Water	Water recycling
Water mains	Foul sewers and outfalls
Water treatment works	Pumping stations
Boreholes/borehole sites	Water recycling centres (formerly wastewater treatment works)

These assets are critical to enable us to carry out Anglian Water's duty as a statutory water and sewerage undertaker.

Operational sites

We would ask that existing operational sites in Anglian Water's ownership including water treatment works, borehole sites, pumping stations and water recycling centres, are avoided wherever possible and are not included in the preferred rail route between Bedford to Cambridge.

It is also important that existing access is maintained following development of the proposed rail route to ensure that we can continue to operate and maintain our existing assets. Where there is a need to alter or removing existing access routes currently utilised by Anglian Water we would welcome further discussion with Network Rail.

The Environment Agency has defined the Source Protection Zones (SPZs) to show the risk from polluting activities on groundwater sources including boreholes for public drinking water supply.

There appears to be a borehole in Anglian Water's ownership located within a number of the proposed routes. We would ask that Network Rail consider further the implications for existing groundwater sources and any potential pollution risk to ensure that we can continue to supply water to existing and new customers.

Water mains and sewers

As set above there are a number of existing water mains and sewers located within the boundaries of the proposed routes. If it is not possible to avoid any of Anglian Water's water mains or sewers, then these may need to be diverted in accordance with Section 185 of the Water Industry Act 1991.

We would expect any requests for alteration or removal of foul sewers or water mains to be conducted in accordance with the Water Industry Act 1991. The design of the above scheme is to be refined further by Network Rail following this consultation. Therefore the extent to which existing water mains and sewers would be affected will need to be defined with the assistance of Anglian Water.

Water and wastewater services

It is unclear at this stage whether the proposal will require any water or wastewater services which would be provided by Anglian Water. We would welcome further discussions with Network Rail about any requirements for the above project particularly as part of the construction phase.

Conclusion

The precise location of the proposed rail improvements and a detailed route alignment is to be defined following the selection of a preferred route by Network Rail. At this stage Anglian Water has not identified a preferred route option but would ask that existing water and water recycling assets, water mains and sewers in its ownership are fully considered as part of the preparation of East-West Rail Bedford to Cambridge DCO application. For example the need to divert or remove assets in Anglian Water's ownership and associated cost implications should be considered further as part of the assessment of options.

We would welcome further discussions relating to the following issues:

- Impact of development on Anglian Water's assets, water mains and sewers the need for mitigation.
- Wording of the Draft DCO including protective provisions specifically for the benefit of Anglian Water.
- Requirement for potable (clean) water and/or wastewater services.
- Any land in Anglian Water's ownership which is expected to permanently or temporarily acquired to enable the development of the project.

Should you have any queries relating to this response please let me know.

Yours sincerely

Stewart Patience

Stewart Patience

Spatial Planning Manager



Registered Office
Anglian Water Services Ltd
Lancaster House, Lancaster Way,
Ermine Business Park, Huntingdon,
Cambridgeshire. PE29 6YJ
Registered in England
No. 2366656.

ARRINGTON PARISH COUNCIL RESPONSE TO EAST WEST RAIL ROUTE OPTIONS CONSULTATION

1. Introduction

Arrington Parish Council is very concerned by the extreme lack of details, lack of information on supporting infrastructure and the short time allowed for consultation by East West Rail to enable a comprehensive response.

The wider economic benefits of the different route options are not quantified and the cheapest option does not necessarily deliver the most benefits for the people who need it. .

We have considered the route options proposed by East West Rail as well as the alternative put forward by the CamBedRailRoad Group. The Arrington Parish Council recommend a northern route through Cambourne.

The reasons for this recommendation are detailed below.

2. Southern Route Options A, C and D though Bassingbourn

2.1. Supporting Economic Growth

A southern route option would fail to support significant economic growth or housing development as it is away from the key growth corridor between Cambridge and St Neots

2.2. Supporting Delivery of New Homes

The only significant housing opportunity mentioned is Bassingbourn Barracks, the availability of which is still unclear and uncertain.

2.3. Cost and Overall Availability

The A1198 is already congested and a hazard. There is no scope for any proposed dual carriageway proposals on this road. There are also considerable environmental impacts as detailed in paragraph 2.5 .

The A505 roads and C271 Bassingbourn High Street are already highly congested and the need for new highway infrastructure needed to support development would significantly add to the project cost. Furthermore, if a route to the south of Bassingbourn Barracks is chosen, additional cost will be incurred with new road crossings needed in the Meldreth and Shepreth areas.

Development of Bassingbourn Barracks would incur cost of Explosive Ordnance Disposal and increased development costs associated with the Zone 3 flood areas which surround Bassingbourn Barracks. There has been significant recent investment in Bassingbourn Barracks which would need to be replicated if the facilities at the Barracks were to be moved elsewhere, as well as the cost of the new site itself.

costs of environmental mitigation measures.

2.4. Benefits for Transport Users

The sustainability of delivering a railway station in Bassingbourn that would be a short distance from existing stations at Royston and Meldreth is questioned. Royston station is just 2½ miles away and already provides an excellent link into Cambridge and Cambridge North. Employment opportunities are limited around Bassingbourn and housing development there would probably attract London commuters who would be more likely to use Royston station rather than a new station at Bassingbourn on an eastwest route. Royston station is already at capacity in peak hours and unable to take additional London-bound commuters, as set out in detail by the Royston and Villages Rail User Group response to the EWR consultation.

2.5. Environmental impacts

The southern route options A, C and D would have clear impacts on nature reserves, including RPSB at Sandy, Eversden and Wimpole Woods, Sandy Warren SSSI and Biggleswade Common.

It would impact on important heritage sites including grade I 17th century Wimpole Hall and Avenue (UID 1000635) and the setting of grade I St Mary's Church Whaddon (UID 1164317). It could potentially affect the setting of scheduled ancient monuments John O'Gaunts House and Garden Bassingbourn (UID 1010865), Perceptory of Knights Hospitallers, Shingay (UID 1006852) and a moated site south of St Mary's Church Whaddon (UID 1006889).

3. Northern Route Options B and E through Cambourne & CamBedRailRoad

3.1. Supporting Economic Growth

The northern route options through Cambourne facilitate further economic and employment growth in the Cambridge – St Neots corridor as well as in the northern corridor overall.

3.2. Supporting delivery of new homes

The northern route options not only support existing and committed housing in Cambourne, West Cambourne and Bourn Airfield but may also open up opportunities for housing development elsewhere in the Cambridge – St Neots corridor which will benefit from planned investment in the A428 upgrade, and provide better alignment with new housing proposed for Tempsford.

3.3. Cost and Overall Availability

The northern route options would avoid the increased infrastructure costs associated with the southern route options and would dovetail with Highways England's preferred route for the A428 Black Cat to Caxton Gibbet improvements and the obvious opportunity for shared costs. The northern route options also provide an opportunity for an overall cost saving by rationalising the potential duplication by the Cambridge Autonomous Metro.

3.4. Transport User Benefits

There is clear need for better public transport connections to support existing, committed and future housing and employment growth at Cambourne, West Cambourne and Bourn Airfield as well as elsewhere in the Cambridge – St Neots corridor.

3.5. Environmental impacts

The northern route options have significantly less impact on environment and heritage than the southern route options.

4. Conclusion

The considerations listed above lead Arrington Parish Council to recommend a northern route through Cambourne, either EWR route options B or E or the CamBedRailRoad route option.

Local Parishioners have expressed strong support for the CamBedRailRoad option of entering Cambridge from the north and it is proposed that the case for this should be properly re-examined.

8 March 2019

Arrington Parish Council

BASSINGBOURN-CUM-KNEESWORTH PARISH COUNCIL RESPONSE TO EAST WEST RAIL ROUTE OPTIONS CONSULTATION

1. Introduction

Bassingbourn-cum-Kneesworth Parish Council is concerned by the extremely short time allowed for consultation and the lack of information provided by East West Rail to enable a comprehensive response. In particular wider economic benefits of the different route options are not quantified and the cheapest option does not necessarily deliver the most benefits.

Having considered the route options proposed by East West Rail as well as the alternative put forward by the CamBedRailRoad Group, the Parish Council makes a clear recommendation for a northern route through Cambourne.

The reasons for this recommendation are detailed below.

2. Southern Route Options A, C and D though Bassingbourn

2.1. Supporting Economic Growth

A southern route option would fail to support significant economic growth or housing development as it is away from the key growth corridor between Cambridge and St Neots.

2.2. Supporting Delivery of New Homes

The only significant housing opportunity mentioned is Bassingbourn Barracks, the availability of which is uncertain.

2.3. Cost and Overall Availability

Cost of development around Bassingbourn will be adversely and severely affected by costs of additional infrastructure, costs associated with Bassingbourn Barracks and costs of environmental mitigation measures.

The A1198, A505 roads and C271 Bassingbourn High Street are already highly congested and the need for new highway infrastructure needed to support development would significantly add to the project cost. Furthermore, if a route to the south of Bassingbourn Barracks is chosen, additional cost will be incurred with new road crossings needed in the Meldreth and Shepreth areas.

Development of Bassingbourn Barracks would incur cost of Explosive Ordnance Disposal and increased development costs associated with the Zone 3 flood areas which surround Bassingbourn Barracks. There has been significant recent investment in Bassingbourn Barracks which would need to be replicated if the facilities at the Barracks were to be moved elsewhere, as well as the cost of the new site itself.

2.4. Benefits for Transport Users

The sustainability of delivering a railway station in Bassingbourn that would be a short distance from existing stations at Royston and Meldreth is questioned. Royston station is just 2½ miles away and already provides an excellent link into Cambridge and Cambridge North. Employment opportunities are limited around Bassingbourn and housing development there would probably attract London commuters who would be more likely to use Royston station rather than a new station at Bassingbourn on an east-west route. Royston station is already at capacity in peak hours and unable to take additional London-bound commuters, as set out in detail by the Royston and Villages Rail User Group response to the EWR consultation.

2.5. Environmental impacts

The southern route options A, C and D would have clear impacts on nature reserves, including RPSB at Sandy, Eversden and Wimpole Woods. It would impact on important heritage sites including grade I 17th century Wimpole Hall and Avenue (UID 1000635) and the setting of grade I St Mary's Church Whaddon (UID 1164317). It could potentially affect the setting of scheduled ancient monuments John O'Gaunts House and Garden Bassingbourn (UID 1010865), Perceptory of Knights Hospitallers, Shingay (UID 1006852) and a moated site south of St Mary's Church Whaddon (UID 1006889). Bassingbourn-cum-Kneesworth is a parish with 72 listed buildings including its Grade I listed church. Mitigation measures will add significantly to the cost. It is not yet known whether East West Rail will comply with the 2018 WHO guidelines on environmental noise but compliance is likely to be more challenging in the flat terrain of the southern route options, especially since it is understood that the line is not to be electrified and that Diesel trains are likely to be used.

3. Northern Route Options B and E through Cambourne & CamBedRailRoad

3.1. Supporting Economic Growth

The northern route options through Cambourne facilitate further economic and employment growth in the Cambridge – St Neots corridor as well as in the northern corridor overall.

3.2. Supporting delivery of new homes

The northern route options not only support existing and committed housing in Cambourne, West Cambourne and Bourn Airfield but may also open up opportunities for housing development elsewhere in the Cambridge – St Neots corridor which will benefit from planned investment in the A428 upgrade, and provide better alignment with new housing proposed for Tempsford.

3.3. Cost and Overall Availability

The northern route options would avoid the increased infrastructure costs associated with the southern route options and would dovetail with Highways England's preferred route for the A428 Black Cat to Caxton Gibbet improvements and the obvious opportunity for shared costs. The northern route options also provide an opportunity for an overall cost saving by rationalising the potential duplication by the Cambridge Autonomous Metro.

3.4. Transport User Benefits

There is clear need for better public transport connections to support existing, committed and future housing and employment growth at Cambourne, West Cambourne and Bourn Airfield as well as elsewhere in the Cambridge – St Neots corridor.

3.5. Environmental impacts

The northern route options have significantly less impact on environment and heritage than the southern route options.

4. Conclusion

The considerations listed above lead Bassingbourn-cum-Kneesworth Parish Council to recommend a northern route through Cambourne, either EWR route options B or E or the CamBedRailRoad route option.

Parishioners have expressed strong support for the CamBedRailRoad option of entering Cambridge from the north and it is proposed that the case for this should be properly re-examined.

From: stevejonessja@aol.com
To: contact@eastwestrail.co.uk
Subject: FW: URGENT - CONSULTATION ON EAST WEST RAIL
Date: 12 March 2019 08:12:06

Please see below. This was sent before the deadline but your address was mistyped.

From: stevejonessja@aol.com <stevejonessja@aol.com>
Sent: 11 March 2019 23:12
To: 'contact@easewestrail.co.uk' <contact@easewestrail.co.uk>
Subject: URGENT - CONSULTATION ON EAST WEST RAIL

Bourn Parish Council Feedback on East West Rail consultation

1. Bourn Parish Council supports the southern options (A,C,D) for the route of the East West Railway. In our opinion, they will have a greater impact on economic growth by providing a shorter and cheaper route between the East Coast, Cambridge, Oxford and Swindon. East West Rail is a major investment in inter-regional development and should not be aligned to meet the needs of local Cambridge commuters.

2. In our view:

- there is little difference between northern (B,E) and southern (A,C,D) alignments in terms of environmental or housing impacts;
- the A428 corridor would be best served by a light rail, rather than 'heavy' rail, solution with (i) stops in all the main communities (e.g., West Cambourne, Cambourne and the planned Bourn Airfield) and (ii) links to a Cambridge subregion light rail network, serving the city and surrounding areas.

Please confirm receipt of this submission before the deadline of 23.45 on 11th March.

Your faithfully

Steve

Steve Jones
Councillor, Bourn Parish Council
Tel: 01954-719329 Mob: 078 8785 4940

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Company registration number: 11072935.



Mr Simon Blanchflower
Chief Executive East West Rail
Greater Minster House
33 Horseferry Road
Westminster
SW1P 4DR

11th March 2019

Dear Mr Blanchflower,

East West Rail – Bedford to Cambridge (“Central Section”) route options consultation

Brickhill Parish Council at a recent meeting gave consideration to making a response to your Bedford to Cambridge Consultation 2019 required by the 11th March.

The Council support the delivery of a rail infrastructure between Cambridge and Oxford. It was of the view that it was important that the route chosen should pass through Bedford and to the North and therefore would give support to Routes D or E.

Yours sincerely,

A handwritten signature in black ink that appears to read "Sue Bottoms".

Mrs Sue Bottoms
Clerk
Brickhill Parish Council

**St Mark's Church and Community Centre, Calder Rise, Brickhill,
Bedford MK41 7UY
Telephone 01234 271708, email clerk@brickhillparishcouncil.gov.uk
www.brickhillparishcouncil.gov.uk**



Cambridge City Council response to the East-West Rail Bedford to Cambridge consultation

Introduction

Cambridge City Council supports the principle of East West Rail which will support key priorities set out in our Corporate Plan 2019-22¹, including:

- Supporting sustainable economic growth - connecting key employment locations across the Oxford Cambridge Arc;
- Protecting our environment and tackling climate change, including our goal to make Cambridge zero-carbon by 2050 - enabling more people to travel to Cambridge by rail from the west, thereby reducing carbon emissions, congestion and pollution; and
- Supporting the delivery of our joint housing strategy – enabling further growth of a range of housing types and tenures within the Cambridge housing market area, including affordable housing, and connecting areas of housing with better affordability with key employment areas.

The consultation route choices and resulting physical changes may affect other authority areas more than Cambridge itself. Whilst sharing the views of South Cambridgeshire District Council and Huntingdonshire District Council, our response below focuses on issues of direct relevance to Cambridge.

This consultation relates to the Bedford to Cambridge section of the East West Rail project. Cambridge is not however the end of the economic corridor between Oxford and Cambridge but sits centrally within a larger economic area extending eastwards from the City towards Bury St Edmunds and the East Coast ports. The future economic performance of the region depends upon better connections east, as well as west. Realising the economic performance of the Cambridge City region requires that this phase of East West Rail is matched by a clear commitment to the delivery of the Eastern Phase of the project, meeting the objectives set out in the East West Rail Eastern Section Prospectus for Growth². To do otherwise would not capitalise upon the potential economic growth of the Cambridge Economy highlighted in the Cambridge and Peterborough Independent Economic Review (CPIER).

In making our response to the current consultation, it is also important to note that it does not prejudice an in-depth consideration of issues through the forthcoming Greater Cambridge Local Plan (to be jointly prepared by Cambridge City Council and South Cambridgeshire District Council), which will include consideration of all reasonable strategy options.

¹ <https://www.cambridge.gov.uk/corporate-plan>

² <https://www.eastwestrail.org.uk/2019/02/19/prospectus-makes-case-for-direct-east-west-rail-services-from-ipswich-and-norwich-to-oxford/>



2. The overall approach taken to developing route options

We note the very limited detail in the consultation as to the levels of growth envisaged to be supported by the railway, the environmental and community impacts, and delivery expectations. The absence of an Environmental Impact Assessment also means that at this stage, the Council's comments below in relation to route preferences must be conditional on the findings of further detailed evidence on these issues.

One of the Council's priorities is to plan for growth, ensuring that our new communities are successful. East West Rail and other transport projects must be sensitive to long term spatial planning priorities, including at a local level through the forthcoming Greater Cambridge Local Plan process. For this to be achieved, the Council will require certainty on delivery. We therefore require close engagement with EWR Co. as the railway project and the Local Plan develop, so that we can consider how the Local Plan takes account of the challenges and opportunities created by the railway, and so that the railway project is informed by the local economic, social and environmental issues raised by the Local Plan.

3. Challenges and opportunities relating to the route options

Subject to the uncertainties and limited information currently available, we support our neighbouring authorities in identifying possible in-principle benefits of routes going via Cambourne (options B and E), provided that, in particular, it can be demonstrated that environmental impacts can be mitigated, including those close to Cambridge.

We share with our neighbouring authorities the concern that the East West Rail project is brought forward in a complementary way with proposed local public transport infrastructure projects, including the emerging proposals for a Cambridge Autonomous Metro. This could provide a stepping stone/transfer from East West Rail onto a local public transport corridor that serves not only Cambridge itself but also the science parks and university campus to the west of Cambridge. The East West Rail project must have proper regard to this transfer opportunity.

4. Focus on route options that approach Cambridge from the south

The Council supports the approach taken to the assessment of route options for the approach to Cambridge. For the reasons above, any approach to the City should enable efficient connection with Norwich, Ipswich and other destinations to the east of Cambridge and northwards to Ely.

The consultation has only limited information however on the physical impact of the railway on its approach to the City (through the Cambridge Green Belt). The potential impact upon the historical setting of the City, and upon City residents and businesses impacted by the environmental effects of the railway and its operation, must be carefully considered as the route options are refined, with consideration of appropriate mitigation and biodiversity and landscape compensation measures an integral part of the project.

In common with South Cambridgeshire District Council, we also note the critical need for Government and all partners to remain focused on the delivery of the Cambridge South station, as a separate but linked project to East West Rail. Delivery of the station will support



East West Rail Bedford to Cambridge:
route option consultation response
11th March 2019

sustainable travel opportunities to underpin continued growth at the Cambridge biomedical campus - at the heart of one of Europe's most significant life sciences research clusters.

5. Request for closer future working

Together with our neighbouring authorities, we note the transformational impact that the East West Rail project could have on our area, and in particular the interrelationship between the project and the forthcoming Greater Cambridge Local Plan. We ask that EWR Co. collaborates with us closely beyond the close of this consultation, as it progresses the Bedford to Cambridge project.

My ref:

Your ref:

Date: 18 March 2019
Contact: Jeremy Smith
Telephone: 01223 715483
E Mail: jeremy.smith@cambridgeshire.gov.uk



Place and Economy
Transport Strategy and Funding
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Chris Nicholson
East West Rail Company

Dear Chris

East West Rail Bedford to Cambridge Route Option Consultation

Please find appended to this letter Cambridgeshire County Council's response to the consultation on route options for the central section of East West Rail between Bedford and Cambridge. It sets out the Council's strong support for the proposals and it's preference for Route Option A via Bedford South, Sandy and Bassingbourn.

The response has been agreed by the Council's Economy and Environment Committee, but you will appreciate that individual members of the Council hold a diverse spread of views on the proposals, their implications, and on the route options proposed. I am therefore also appending details of the discussions at Committee including the public and local Member representations that will give you a good picture of the range of views that were expressed.

The Council's response addresses the questions raised in the consultation, but I would like to emphasise the following three points.

Firstly the Council wishes to highlight the opportunity that the delivery of East West Rail as a whole provides to address some of the challenging issues facing the Greater Cambridge area. With a successful economy that is competing in a number of key sectors on a world stage, and with continuing strong economic growth, the provision of infrastructure to support that growth at a local and regional level is essential. East West Rail will help address fundamental issues such as the continued affordability and attractiveness of the Greater Cambridge area as a place where global talent adds massive value to the economy. Similarly, the strategic links across the Oxford-Milton Keynes-Cambridge Arc and onward to Swindon, Bristol, Cardiff and Swansea can only assist the economies of Cambridgeshire and East Anglia.

Secondly, whilst appreciating that it is not the subject of this consultation the Council wishes to restate its strongest possible support for the early delivery of Cambridge South Station and the four tracking of the section of railway between Cambridge Station and the Shepreth Branch junction. This infrastructure is critical for the central section of East West Rail, and is

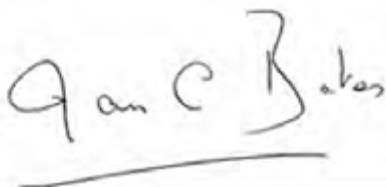
needed as early as possible to support current and continued growth on the Cambridge Biomedical Campus and in the south of Cambridge.

Thirdly, the Council wishes to highlight the vital opportunity for early development and delivery of improvements to services and infrastructure on the eastern section of East West Rail linking Cambridge to Ipswich and Norwich, so that the eastern section is 'central section ready'. This will allow for the early introduction of much needed frequency enhancements on these routes and help ensure that when the central section does open, the opportunity to run EWR services from Ipswich and Norwich through Cambridge to Oxford and beyond can be taken immediately.

The response highlights a number of areas where further engagement will be needed in detail with Cambridgeshire County Council as Highway Authority and the Cambridgeshire and Peterborough Combined Authority as Transport Authority as the proposals are progressed. These will require a significant investment of time and resources from the Council, which my officers will discuss with you in detail. As is the case with other strategic road and rail infrastructure schemes, Cambridgeshire County Council will require its costs for providing advice on the planning and delivery of the scheme to be covered, and will seek financial support for any other costs that it accrues as a result of the scheme.

Please do not hesitate to contact me if you wish to discuss any of the above or the Council's consultation response.

Yours sincerely



Cllr Ian Bates
Chairman, Economy and Environment Committee

East West Rail Bedford to Cambridge Route Option Consultation

Response of Cambridgeshire County Council

18 March 2019

1. Cambridgeshire County Council wishes to make the following representation in response to the EWR Company's consultation of route options for the central section of EWR between Bedford and Cambridge.

Preferred route corridor

2. The Council can confirm that it continues to support the broad corridor between Bedford and Cambridge as the most appropriate route for the central section.

Choosing a preferred route option: main factors

3. All of the factors noted have a level of importance that needs to be assessed in detail as part of the ongoing development of proposals for the central section, and the Council does not feel able to give them a simple numerical rating. All five are very important. Considering them in turn:

'Supporting economic growth' and 'Supporting delivery of new homes'

4. In the context of growth in Cambridgeshire and the major infrastructure schemes planned including EWR, the consideration of these two factors cannot be divorced; both are critical to the continued success of the area.
5. Very strong economic growth over a long period, but particularly over the past twenty years has led to a situation now where there is a significant imbalance between supply and demand of housing in the Greater Cambridge area, with resulting affordability and transport problems. In addressing housing growth pressures, an intervention such as the central section of EWR will support economic growth.

Cost and overall affordability

6. While this is ultimately a matter for government, the Council would ideally wish to see a scheme that was assessed as delivering high value for money in transport terms. However, traditional metrics used by the Department for Transport do not translate well to the assessment of new transport capacity required by growth, as they are often dominated by the theoretical benefits of journey time savings when in far more straightforward terms, new capacity is what is needed and journey time reliability is more important to the end user.
7. It is therefore vitally important that affordability is considered in the context of the wider economic benefits of investment in the Greater Cambridge / East Anglia / Oxford-MK-Cambridge Arc to the national economy, rather than in narrow transport economic terms.

Benefits for transport users

8. Dissatisfaction of transport users with their current transport options or limited financial choices as a result of transport and housing cost constraints are warning signals of fundamental issues that will constrain national and local growth objectives if not addressed. In this context, user satisfaction is an important consideration.

Environmental impacts and opportunities

9. The importance of these issues, and of impacts on local communities should not be underestimated. Further details on the Council's views in these areas are detailed below.

Views on the route options

10. Cambridgeshire County Council prefers Option A between Bedford South and Cambridge via Sandy and Bassingbourn.
11. It considers that in the context of currently planned and potential future growth, and currently planned infrastructure to address that growth, Option A gives the best opportunity for additional growth whose transport demand would not otherwise be catered for.
12. In more detail, with the Greater Cambridge Partnerships Cambourne to Cambridge scheme and Highways England's A428 Black Cat to Caxton Gibbet scheme, the corridor between Tempsford, St Neots, Cambourne and Cambridge has planned transport capacity that could provide for growth beyond that contained in current Local Plans. Further growth in the area served by Option A would be genuinely additional as a result of infrastructure provision whose absence would effectively rule it out.
13. Given that Option A also gives the best journey times between Cambridge and Oxford, and between Cambridge and the Bedford area, and has the lowest cost of the options presented, it is at this stage of scheme development the Council's preferred option.

The route Into Cambridge

14. The County Council can confirm that it strongly agrees that the EWR Company was right to prioritise route options that approach Cambridge from the south. In detail the Council would particularly note that:
 - A route option entering Cambridge to the north would involve significant additional route miles, and significant additional cost over and above the route options presented in the consultation.
 - Journey times on the EWR central section would be longer than for the route options presented in the consultation.
 - The ability of EWR services to effectively serve the planned Cambridge South station and provide for the very significant planned economic and housing growth in the south of the city including at the Cambridge Biomedical Campus would be significantly reduced if the central section entered Cambridge from the north.
 - The central section is a part of the longer EWR route linking East Anglia to Central,

Southern and Western England. An option that required trains entering Cambridge from the north to reverse at Cambridge or Cambridge South to travel onwards to Ipswich or Norwich would add to journey times on EWR services.

- There would be additional costs to provide capacity through Cambridge over and above that required to cater for the five options presented in the consultation, as trains making onward trips onto the eastern section would need to make two movements through Cambridge rather than one.
- Public transport infrastructure provision is already in place or planned to address the needs of housing and economic growth north and northwest of Cambridge that could be served by a route that entered Cambridge from the north.

General feedback

Environmental impacts

15. All five options may have impacts on areas with protected status. In Cambridgeshire the consultation material notes that these include:
 - The River Cam and its flood zone (all Routes)
 - The Eversden and Wimpole Special Area of Conservation (all Routes)
 - The Wimpole Estate (Routes A, C and D)
16. As the route options are currently defined as broad corridors, it is not possible to assess the impact of the routes on these sites in detail at this stage. The Technical Report accompanying the consultation states that “Route alignments would be developed to avoid direct impacts on significant environmental features”.
17. The following paragraphs set out officer commentary on Ecology and Green Infrastructure, Flood Risk and Heritage impacts.

Ecology and Green Infrastructure

18. The route options to the north via Cambourne and south via Bassingbourn pass through areas with significant biodiversity interest, including irreplaceable habitats. It is essential that proposals protect and enhance sites, habitats and species of biodiversity value, including those of local importance (e.g. priority species / habitats, County Wildlife Sites and Cambridgeshire & Peterborough Additional Species of Interest). Best practice mitigation hierarchy should be followed, with the route avoiding the greatest impacts on biodiversity selected, with any residual impacts minimised and adequately mitigated.
19. This scheme, along with other infrastructure and housing development within Cambridgeshire, will cause significant fragmentation of the landscape and result in isolation of biodiversity assets. It is critical, in line with the National Planning Policy Framework, that the scheme seeks to establish coherent ecological networks that are more resilient to such pressure – including protect and buffer existing wildlife sites, extending existing networks of natural habitats and enhancements for species / habitats of local interest.

20. It is essential, in accordance with National Planning Policy Framework, that the scheme seeks to deliver biodiversity net gain which contributes to county-wide strategies / projects, including:

- Cambridgeshire Green Infrastructure Strategy (2011);
- Wildlife Trust's Living Landscape Project (www.wildlifebcn.org/living-landscapes), including West Cambridgeshire Hundreds and Cambridgeshire Chalk; and
- Cambridgeshire and Peterborough Habitat Opportunities map (expected to be published in late February 2019, contact biodiversitypartnership@wildlifebcn.org)

Flood Risk Management

21. The route options to the north via Cambourne and south via Bassingbourn pass through areas with significant flood risk. It is essential that the scheme considers the risk from all sources of flooding (i.e. including risk from surface water runoff, ordinary watercourses and groundwater as well as main rivers) and avoids or manages the risks appropriately.

22. Where possible, in line with the National Planning Policy Framework, the scheme should explore opportunities to provide a reduction in flood risk to existing communities as well as ensuring that the route itself is sustainability designed. This could include exploring the use of natural flood risk management solutions on a catchment scale, providing betterment along the corridor. This would also enable a more holistic approach to managing the corridor environment integrating green infrastructure, biodiversity and flood risk management measures. Taking this kind of approach might also enable external funding and contributions to be drawn in from partners to support the delivery of high quality infrastructure.

23. All of the proposed routes would require the crossing of a number of watercourses. These watercourses form an essential part of water level management across Cambridgeshire and the wider catchment. Therefore consultation with Cambridgeshire County Council should be undertaken to ensure any crossings are designed appropriately and sustainably. The consent of the Council is required before changes can be made to the watercourses.

Heritage

24. Both proposed routes will have a significant impact on the historic environment. Numbers of both designated and non-designated heritage assets, excluding conservation areas, in the county Historic Environment Record are detailed in the table below. Appropriate identification, assessment and management of impacts to these sites must be taken into consideration in the route planning and design and early engagement with the Council's Historic Environment Team is strongly recommended. In addition, and from a broader landscape perspective, the route corridors pass through a number of Historic Environment Character Areas (HECA) noted below:

<ul style="list-style-type: none">• HECA 13 (Cambridgeshire Claylands)• HECA 14 (Central Claylands),• HECA 20 (Cam / Granta Valley)	<ul style="list-style-type: none">• HECA 21 (Gamlingay Heath)• HECA 22 (The Cam Valley)
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	Locally and nationally designated sites in Cambridgeshire	
	Options A, C and D via Bassingbourn	Options B and E via Cambourne
Monuments	1,713	1,807
Fieldwork sites	385	422
Listed buildings	725	598
Scheduled monuments	23	28
Registered Parks & Gardens	3	4

Impacts on Local Roads and Public Rights of Way

25. Experience with Network Rail's recent Anglia Level Crossing Reduction Transport and Works Act Order has shown that it is vital for rail scheme promoters to consult with the County Council's Highways Service early and extensively in order to agree workable solutions and help minimise objections.

26. For the EWR central section the number of roads and PROW affected is large, and will require a great deal of work to assess the impact and potential solutions. The EWR Company is therefore strongly advised to consult the County Council as early as possible as the scheme is developed further, and certainly prior to the formalisation of any proposals. The EWR Company will need to agree with the County Council a plan for approval of changes to the highway network, including the handover of all relevant asset information in order to enable the Council to update its legal records and undertake ongoing maintenance. Commuted sums for the future maintenance of new highway infrastructure will be sought by the Council.

Local Roads

27. As a new railway, there will be a presumption against the introduction of new level crossings. It is therefore expected that local roads on all route options would be taken over or under the railway. However, it is also possible that the EWR Company might wish to consider whether they could close some roads. Early discussion of any such proposals with Cambridgeshire County Council as Highway Authority and the Cambridgeshire and Peterborough Combined Authority as Transport Authority will be needed.

28. Any changes proposed to the road network as a result of the central section of East West Rail will need to consider the potential future use of the network in the affected areas, as well as immediate short term impacts. The County Council's Highway Asset Management Strategy and Highway Operational Standards can be viewed at <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/highway-policies-and-capital-maintenance-programme/>.

The A10 and Foxton Level Crossings

29. The central section will need to cross the A10 or A1309 at some point before it joins the West Anglia Main Line. For Options A, C and D (and possibly Options B and E) there will be an opportunity for EWR to address or reduce the issues at the one road and two pedestrian level crossings where the Shepreth Branch crosses the A10 at Foxton. The County Council considers that the resolution of the issues at the Foxton level crossings should fall within the scope of the EWR central section scheme.
30. The Council is also strongly supportive of the use of Foxton Station as a Park and Ride facility for traffic on the A10 as part of onward trips into Cambridge South, Cambridge and Cambridge North Stations, avoiding highly congested sections of the A10, M11 and A14.

Public Rights of Way

31. The five route options for the EWR central section intersect with the routes of the Public Rights of Way (PROW) listed in the table below. As the Highway Authority, Cambridgeshire County Council is the statutory body with responsibility for maintaining these PROW and the legal records related to them, in the form of the Definitive Map and Statement. The proposed works will severely impact upon the PROW network in the specified development corridors.
32. In accordance with the County Council's Rights of Way Improvement Plan (ROWIP) (see <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan/>) and the Cambridgeshire Health & Well-Being Strategy (see <https://cambridgeshireinsight.org.uk/jsna/health-and-wellbeing-strategy/>), the Council's approach is that:
 - It will seek to ensure that countryside access provision is not damaged by new development, and that, where possible, it is enhanced for the physical and mental well-being of communities.
 - In principle, public rights of way should remain open on their existing alignment, and diversion or extinguishment will only be considered where it can be demonstrated that there is no alternative.
 - Any routes that are proposed for diversion or extinguishment will require appropriate mitigation proposals (including consideration of convenience of users and enjoyment).
 - In addition, enhancements to the PROW network should be provided where possible both to help mitigate any losses, and to make use of the development as an opportunity to bring benefit to local communities, e.g. through upgrading the status of a right of way to bridleway for more inclusive access by equestrians and cyclists.
33. Guiding Principle 3 from the ROWIP states that:

"New development should not damage countryside provision, either directly or indirectly. New settlements should be integrated into the rights of way network, and improved provision made for the increased population. Where appropriate, development should contribute to the provision of new links and/or improvement of the existing rights of way network."

Potentially impacted PROW in Cambridgeshire

Options A, C and D via Bassingbourn		Options B and E via Cambourne	
Parish	PROW	Parish	PROW
Abington Pigotts	Abington Pigotts Bridleways 9, 10, 11b	Abbotsley	Abbotsley Footpaths 2, 3, 4, 5, 6, 9
	Abington Pigotts Footpaths 3, 7, 8, 11		Abbotsley Bridleways 1, 11
Bassingbourn Cum Kneeworth	Bassingbourn Cum Kneeworth Bridleway 16		Abbotsley Byways 7, 13
	Bassingbourn Cum Kneeworth Byways 14, 22	Bourn	Barton Footpaths 8, 9, 12
	Bassingbourn Cum Kneeworth Footpaths 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 19, 20, 21, 23		Bourn Bridleway 15
Fowlmere	Fowlmere Footpath 1	Caldecote	Bourn Byways 16, 17
Foxton	Foxton Footpaths 1, 2, 3, 4, 5		Bourn Footpaths 2, 18, 19, 22
Great Shelford	Great Shelford Footpaths 1, 3, 4	Cambourne	Caldecote Bridleway 4
Guilden Morden	Guilden Morden Byways 1, 8, 9		Caldecote Footpaths 5, 6, 7, 8
	Guilden Morden Footpaths 2, 3, 4, 5, 10, 11, 12, 13, 14, 54, 55	Cambridge	Cambourne Bridleways 2, 4
Harston	Harston Byway 6		Cambourne Footpaths 3, 5
	Harston Footpaths 4, 5	Caxton	Cambridge Footpath 47
Hauxton	Hauxton Byway 3		Caxton Bridleway 5
Litlington	Litlington Footpath 1	Comberton	Caxton Footpaths 4, 15, 17, 22
Little Shelford	Little Shelford Bridleway 3		Comberton Byways 7, 10, 12
	Little Shelford Footpaths 1, 2, 4		Comberton Footpaths 8, 9, 11
Melbourn	Melbourn Byway 2	Croxton	Croxton Footpath 5
	Melbourn Footpaths 3, 4, 7		Eltisley
Meldreth	Meldreth Byway 11	Eynesbury Hardwicke	Eltisley Bridleway 1
Newton (South Cambs)	Meldreth Footpaths 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 13, 14		Abbotsley Footpaths 10, 11
	Newton (Cambridge) Bridleway 2	Grantchester	Great And Little Eversden Bridleway 1
Orwell	Newton (Cambridge) Footpaths 1, 3		Great And Little Eversden Footpaths 2, 26
	Orwell Footpath 10	Great and Little Eversden	Grantchester Footpath 6
Sawston	Sawston Footpaths 1, 2		Great Gransden
	Shepreth Footpaths 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12	Great Shelford	Great Gransden Footpath 7
Shepreth	Shepreth Restricted Byway 1		Great Shelford Footpaths 1, 2, 3, 4
	Shingay Cum Wendy Bridleway 4	Harston	Harston Bridleway 1
Shingay Cum Wendy	Shingay Cum Wendy Footpaths 1, 2, 3, 5, 7		Harston Byway 6
	Steeple Morden Bridleway 33		Harston Footpaths 2, 3, 4, 5
Steeple Morden	Steeple Morden Byway 1	Haslingfield	Haslingfield Bridleways 1, 2, 14
	Steeple Morden Footpath 2		Haslingfield Byways 6, 12
Tadlow	Tadlow Bridleways 2, 13	Hauxton	Haslingfield Footpaths 3, 4, 5, 7, 8, 9, 10, 13
	Tadlow Footpaths 16, 22, 23		Hauxton Bridleways 2, 3
Whaddon	Whaddon Bridleway 3	Kingston	Hauxton Footpath 1, 4, 5
	Whaddon Footpaths 2, 4, 5, 6, 7, 8, 9, 10, 11, 12		Kingston Footpaths 6, 7, 8, 9, 17
Whaddon	Whaddon Footpaths 2, 4, 5, 6, 7, 8, 9, 10, 11, 12	Little Shelford	Little Shelford Bridleway 3
	Whaddon Footpaths 2, 4, 5, 6, 7, 8, 9, 10, 11, 12		Little Shelford Footpath 1, 2, 4
Whaddon	Whaddon Footpaths 2, 4, 5, 6, 7, 8, 9, 10, 11, 12	Newton (South Cambs)	Newton (Cambridge) Bridleway 2
	Whaddon Footpaths 2, 4, 5, 6, 7, 8, 9, 10, 11, 12		Newton (Cambridge) Footpath 1
		Sawston	Sawston Footpaths 1, 2, 15

Options A, C and D via Bassingbourn		Options B and E via Cambourne	
Parish	PROW	Parish	PROW
Whittlesford	Whittlesford Footpaths 5, 6	Toft	Toft Bridleway 11
			Toft Byway 12
			Toft Footpaths 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 18, 19, 20
			Waresley
		Waresley	Waresley Restricted Byways 1a, 1b
		Waresley-Cum-Tetworth	Waresley-Cum-Tetworth Bridleways 5, 6

East West Rail Bedford to Cambridge Route Option Consultation

Annex to Cambridgeshire County Council's response to the consultation detailing views presented by the public and by Members of the Council at the 14th March 2019 meeting of the Council's Economy and Environment Committee.

Please note this is not the full minutes of the meeting item, which will be published on the County Council's Committee web pages.

COUNCILLOR ALEX HIRTZEL SPEAKING ON BEHALF OF BASSINGBOURN CUM KNEESWORTH PARISH COUNCIL

4 key objections the proposals for routes coming to Bassingbourn.

The transport needs are better served geographically elsewhere.

- the transport needs are better served by either a more northerly route, or indeed Royston
- the route is geographically too close to an existing excellent rail track that already goes into central Cambridge and London
- We believe, as currently happens, new buildings at Bassingbourn would mostly serve and attract London commuters to Royston station which is already at capacity during peak times.

Further Transport Issues

- the destructive impact on existing transport connections
- the proposed southern routes would split the area in half; its roads, its footpaths, its villages.
- Hidden costs to the local infrastructures have not been quantified : such as the undeniable need to upgrade the A1198 and the full dualling of the A505
- Bassingbourn High Street has its own serious traffic issues and around the village there are many minor roads, which link communities and must be all taken into account

The Environmental Impact (Now Called Local Natural Capital)

Highlighting

- the important sites at both the RSPB and Wimpole, which bring a connected framework of natural corridors to other smaller nature reserves which must be protected.
- Equally important were the heritage sites, in the immediate area. There were two as yet uninvestigated sites of importance, once lost, much local and wider history would be lost.

- Increased sound: due to the expensive raised rail tracks passing over the flood plain, impacted by the noise pollution the diesel hybrid trains would make.
- The visual impact of such a huge development would mean the loss of the beautiful Cam valley area; the old villages would lose their identities, joined up by strings of poorly thought through development

Fourthly the inadequate process

East West Rail have only given the communities information a few weeks ago, not enough time, and not enough clarification of information to enable us to provide a more comprehensive response. In reply to a clarification question from a member regarding this the consultation had only been run between 28th January and 11th March.

For the above reasons, they stated there was not enough justifiable need for a second rail route into Cambridge positioned in the area.

COUNCILLOR NIGEL STRUDWICK REPRESENTING WHADDON PARISH COUNCIL

Highlighted and questioned

- that the consultation being undertaken by East West Rail was not a statutory consultation.
- The East West Rail case for routes was predicated on the decommissioning of the barracks. The Barracks at Bassingbourn were being reopened / recommissioned with more regiments being housed on site. CCC appeared to be unaware of this while local residents were aware. The decommissioning of the barracks and sale by Ministry of Defence proposal did not form part of the recently adopted South Cambridgeshire Local Plan,
- How the Council could be asked to support an option that may have no benefits for the local South Cambridgeshire community when there may not be an access point to a new railway in the area?
- The Road and rail have two different user groups and provide complementary and not competitive benefits and questioned why the Committee concerned about competition with A428 improvement schemes?

COUNCILLOR DOCTOR ROGER JAMES REPRESENTING MELDRETH PARISH COUNCIL

While participating in the consultation the core unanswered question was whether the consultation about the route of the new railway or was it about the choice of a site for a New Town in Cambridge?

If it was about a new railway then just the Northern corridor routes B and E – which go via Cambourne - are the only contenders to serve any of the centres of population in Cambridge. If it was about the site of a New Town then was this consultation and decision process the appropriate mechanism to pre-determine this question and was it to predetermine a town. Are we simply masquerading the decision on the New Town as the choice of a railway route?

They had not had a satisfactory answer from EWR Co to the question of development and the fixing of the route will have in pre-determination the choice of the New Town irrespective of any subsequent process. In the various meetings with EWR Co they do not discuss development even though the whole scheme is critically dependent on development. They offered no information to provide an accurate 'like for like' costing including the consequential roadworks in South

Cambridge a Bassingbourn development would necessitate – including dualling the routes from Bassingbourn to the A428, to the M11 and to Royston. Equally if the choice for EWR Co is to find the cheapest route this has been identified as via Hitchin and is estimated to cost just £1bn.

He reiterated the question was the consultation process designed to ask about the route of a new railway or to make a de-facto choice on the site of a New Town? If it is the former then why are any routes other than B & E considered?

MICHELLE HOWCHIN REPRESENTING ST NEOTS RESIDENTS

Speaking to gain support for the largest town in Cambridgeshire, St Neots, to be included on the new East West railway connecting Cambridge and Oxford. She indicated she was representing over 1,400 people who had signed a petition in less than two weeks and were hoping to reach 5,000 shortly.

She was not supportive of a new rail station called St Neots South, but rather was campaigning for the existing St Neots Station to be a stop on the new EWR line.

In support of her case she highlighted that:

- St Neots was already the largest town in Cambridgeshire with 40,000 people and 45,000 if you include the Paxtons, making it the second largest population after Cambridge itself
- The town has extensive growth plans with 4,000 new homes and 15,000 new residents actively being planned
- The town is a strong rail commuter town with over 1.3m journeys a year
- The station is strategically placed near the industrial centres where multi-national companies are already located
- Many people walk or cycle to the station and have chosen their homes for their proximity to the current station
- And the growth plans for new housing estates and business parks are all located within close proximity of the existing station and being sold with key rail infrastructure links

She highlighted that the town felt it was being neglected and forgotten despite having some of the highest council taxes in the county. She was seeking the support of the county council to invest in St Neots by including the existing rail station as a stop along the new East West rail link. This would:

- enable people to improve their daily commutes to Cambridge, Bedford and Milton Keynes; replacing lengthy and congested road journeys.
- widen people's choice of work location and increase their mobility, swapping a London commute by rail for a more local role in Cambridgeshire or Bedfordshire
- attract businesses to invest in St Neots and put life back into empty industrial units or brown field sites
- provide much needed local employers and support the carbon reduction targets by providing local work
- reduce the traffic and congestion on the roads surrounding the town

She highlighted that if you look at a map of Cambridgeshire and draw the infrastructure which already exists connecting towns to Cambridge, there was already:

- Guided bus rail from the North via Huntingdon and St Ives
- Great Northern railway from the South via Royston, Meldreth, Foxton

Then if you overlay the map with the areas of maximum population and plans for growth it follows the spine of the A428, and therefore in their view it was apparent that the best route for serving the people of Cambridgeshire and most profitable railway would be via:

- St Neots
- Cambourne/Papworth and
- Northstowe - Where 80% growth is expected and a further 33k homes.

It does not make commercial sense or act in the best interests of the Cambridgeshire people, to support a route via Sandy or Bassingbourn.

Why St. Neots over Sandy or Bassingbourn?

- Sandy has a population four times smaller than St. Neots
- Bassingbourn has a populations of 12.5 times smaller than St. Neots and is within 4 miles of the existing rail connection to Cambridge via Royston
- The previous railway connection was closed for being unprofitable due to rural small village stops, let's not make the same mistake again!
- Tempsford has a population of 600 (75 times smaller than St Neots) and is 5 miles away
- Require extensive road infrastructure improvements between St Neots and Tempsford
- Increase local pollution and congestion on single lane roads for people to travel to the new station
- Reliant upon train synchronised schedules and timely running for connections from St Neots station
- Increase London commute times with an additional stop (which no one wants)
- Or worst case, relocates the current St Neots Station
 - Disrupting thousands of peoples logistic plans
 - Increasing pollution as cars are required instead of walking or cycling to the station
 - Increasing costs as people need secondary cars or increase childcare, commute costs
 - Reducing the value of local housing as proximity to the station is significantly reduced
 - Reducing the attraction for St Neots companies to remain in St. Neots

In response to questions raised she explained that she had been in consultation with Councillors Barry Chapman and Councillor Paul Davies the St. Neots Parish Council Chairman. On being asked which routes they would support the answer was B and E.

COUNCILLOR MANY SMITH, LOCAL COUNCILLOR FOR PAPWORTH AND SWAVESEY

She supported the report recommendations as did residents she had spoken to in her area.

COUNCILLOR SUSAN VAN DE VEN, LOCAL COUNCILLOR FOR MELBOURN AND BASSINGBOURN

She opposed Route A. Her views included:

- the question of endorsing a specific route option was at least as much about development site selection as it is about choosing where a railway line was to run.

- Expressing deep concern that the current consultation exercise was taking place outside of the statutory planning processes that existed to protect the integrity of new settlements and their accompanying infrastructure. She highlighted that it should be the Local Planning Authorities rather than a railway company leading and managing the process.
- none of the Local Plans covering the Bedford-Cambridge segment of EWR had assessed housing growth and associated infrastructure requirements on anywhere near the scale implied in EWR's proposals – a figure of 30,000 homes have been mooted.
- Flood risk and environmental assessments, have not been carried out.
- The Wildlife Trust had already shared its overwhelming concerns on the ecological impacts of all five route options.
- Development on the route that EWR decides to propose may not be viable.

Cost estimates

The cost of Route A, as the so-called cheapest option, omitted

- Cost of a new Bassingbourn station.
- Cost of surrounding highway and other infrastructure for the new town that is implied for Bassingbourn, and for the weight of the shadow of development in surrounding communities.
- Cost of relocating the MOD site at Bassingbourn Barracks.

Any planning gain for Route A may be wiped out by the need to dual the A603, the A1198, the A10, and the A505, for example.

EWR's claim of undertaking economic analysis cannot be accepted as sound, given that EWR has not published its own high growth scenarios.

Multi-Modal Corridors

Adhering to the principle of multi-modal transport corridors to encourage and facilitate sustainable transport in heavily populated areas, at a time when climate change and biodiversity crises was so well understood, should be an overriding factor in weighing route options.

With reference to the stating that a rail line via Cambourne would 'compete' with capacity allowed by upgraded roads she queried that surely the goal should be for roads to be complemented by high quality public transport.

Option A ran in isolation of the multi-modal transport corridor principle. It already has a rail line, but lacks the kind of road infrastructure required for the scale of development that is implied.

Options B and E most closely adhere to a multi-modal transport corridor and sit largely within a statutory growth area subject to transport infrastructure investment.

Local dis-connectivity

The officer report highlighted that all public rights of way were potentially at risk. If a railway line was built on a no level-crossing policy and along a series of viaducts and embankments, on whichever route, it would have the effect of a wall, bringing profound dis-connectivity to a wide area. She highlighted that many county councillors and district councillors were involved

regarding Network Rail's proposed level crossing closures last year when the council deployed very significant officer resources on the issue.

A railway project could not be properly assessed in isolation: as the proposed project had very significant impacts and consequences about which EWR has been able to provide very little detail.

On being asked which options she would support, these would be options B and E. She suggested she had not been consulted in advance on the report recommendations.

CLLR SEBASTIAN KINDERSLEY, LOCAL COUNCILLOR FOR GAMLINGAY

He suggested:

- that regarding the Bedford and Cambridge Route it was far too early for an organisation to be making recommendations.
- that East West Rail link was required to be built as soon as possible to unlock land for new homes.
- Making reference to the Multi Model corridor along the A428, option A did not provide this.
- The process fails to comply with the National Infrastructure Commission report.
- There had been no cost benefit analysis of any option. Regarding Option A there were no detailed costs provided and therefore questioned how Option A could be considered to be the most affordable.
- No environmental assessment had been undertaken taking into account either the proposed 30,000 new homes in Bassingbourn and 50,000 in a new city, Tempsford in Bedfordshire. These could not be built without massive infrastructure being provided.
- The National Trust had already objected as the proposed infrastructure would have a detrimental impact on the trusts estate however far south the route was located.
- The plans were not deliverable with Bassingbourn as the Ministry of Defence had different plans for the barracks.
- The current proposals were outside the Transport Planning framework and was not the right vehicle.
- that EWR being a DfT arm's length company was not effective
- it was too early to agree any option without cost benefit and environmental impact information.
- Option A did not provide the Multi Modal Corridor along the A428
- That without massive infrastructure and a rail link the proposed housing at Bassingbourn and Tempsford could not be built as the latter was required to unlock the necessary land.
- that while the report set out issues with the north east approach to Cambridge, it ignored problems with the southern approach.
- He asked the Committee not to express a preference for any option. He could not support recommendations B and C.

WRITTEN SUBMISSION FROM MIKE TARBIT, BSC., PHD.

He had read with astonishment, that officers were advising acceptance of the Route A option proposed by East West Rail in their project outline. He queried how can a route that was driving the construction of 30,000 houses on an undeveloped MoD site with no facilities nor infrastructure be considered as "Lowest cost"; suggesting this was specious. He suggested that it

was apparent even to a lay person that the main reason the southern routes existed was actually to drive the development of those houses, not provide urgently needed transport links within the region and beyond to Oxford. The presence of this number of houses would require a greater need for infrastructure than had been delivered in any other housing development in the area in recent years. He suggested that no one could reasonably expect that a few shops and banks such as developed slowly on the Cambourne site would satisfy a development of this size. It would require new hospitals, fire services, Police stations etc., otherwise it would grossly magnify the pressure on those facilities in Cambridge. He suggested Addenbrooke's, the Rosie and Papworth were struggling already and suggested they would not cope with an increase in their catchment of this size. Nor will this development serve the businesses of Cambridge and surrounds to any significant degree. He also suggested that most of the people dwelling here will simply drive the 3 or 4 miles to Royston station and commute into London! He queried whether it necessary to have two stations three or four miles apart, both linking to the man line north.

He also highlighted the wholly detrimental effect it would have on the rural environment, and Wimpole Hall NT land in particular. He suggested most local people felt that the project had been almost pre-determined.

DEBATE

Those with concerns opposed to the recommendation on Option A

- From the presentations several Members of the Committee considered that the consultation had been unsatisfactory requiring more honesty on where the houses would be located and a need to look at all routes again in more detail.
- Once the route was agreed, this would put pressure local councils to build the number of houses even if not supported by local employment.
- The way the report was written suggested that the figure of the number of houses was what would be required to support a railway link and implied most people would be commuters.
- Road closures was an issue of concern with no detail provided.
- Houses should not be built to serve London.
- The paper had been written with an East West Board slant rather than what was best for Cambridgeshire.
- St Neots and Cambourne required better transport links.
- Concern on blocking Rights of Way.

General points

General disappointment was expressed that the trains proposed had been down- graded from electric to diesel hybrid.

The point was made that this was only a consultation by East West Rail and that the County Council was not the decision maker.

Government in making a decision would look at the strategic benefits, not just a cost benefit analysis.

The main recommendations (b and c) were agreed by a majority. Recommendations a, d, e, f and g were agreed unanimously.

**Extract from the Economy and Environment Policy and Service Committee Decision Statement
for the meeting of 14th March 2019**

Item	Topic	Decision
5.	EAST WEST RAIL COMPANY CONSULTATION ON ROUTE OPTIONS BETWEEN BEDFORD AND CAMBRIDGE	<p>Following consideration of the comments received by the public, parish councillors and County Councillors and the extensive discussions undertaken, the Committee took individual votes on each recommendation</p> <p>It was resolved:</p> <ul style="list-style-type: none"> a) Unanimously to confirm the Council's strong support for the delivery of East West Rail central section. b) By a majority to support Option A via Bedford South, Sandy and Bassingbourn as the Council's preferred option. c) By a majority to confirm that the Council agrees that the central section should enter Cambridge from the south. d) Unanimously to confirm the vital importance of the early delivery of Cambridge South station and four tracking between Cambridge Station and the Shepreth Branch junction. e) Unanimously that a summary of the comments made at the meeting should be included as part of the final response to the consultation. f) Unanimously to delegate to Executive Director Place and Economy in consultation with the Chairman of the Economy and Environment Committee, the authority to make minor changes to the response; and g) Unanimously to confirm the Council's strong support for the development and delivery of the East West Rail eastern section.

Cardington Parish Council



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Simon Blanchflower
Chief Executive Officer
East West Rail
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10 March 2019

East West Rail's Non-Statutory Public Consultation – Central Section Route Options.

Dear Mr. Blanchflower,

A response to East West Rail's consultation on the 5 route options for the Bedford to Cambridge section was discussed at Cardington's Annual Parish Meeting on Monday 4 March. The well-attended meeting proposed a number of points that should be made and these constitute the formal response from Cardington Parish Council that is appended below.

The Council has not used East West Rail's Feedback Form because its format does not fit the nature of the points raised at the Parish Meeting. However, the introductory details, ("Your Details") section is followed in all relevant respects.

Yours faithfully,

Alan Apling

Michael Dewar

Chairman

Clerk

Response from Cardington Parish Council to East West Rail's Non-Statutory Public Consultation.

Responder's Details

Name Michael Dewar
Email cardingtonpc@gmail.com
Phone No. 01234 838547
Address 3 The Green
Cardington
Bedford
Bedfordshire
MK44 3TE
Organisation Cardington Parish Council
I am The Clerk to the Parish Council

The Council would like to receive further information from East West Rail, as the proposals develop, by email.

Overall Feedback

1. **We disagree that the further development in the Oxford to Cambridge corridor that East West Rail is claimed to support is unquestionably a social benefit.** Cardington Parish has consistently argued in response to previous and current Bedford Borough Local Plans that further development in Bedford Borough, and in the Eastern region generally, could impose an unsustainable demand on water resources in this already water-stressed part of the country. **Unless East West Rail can demonstrate that it is economically viable independently of additional development**, or that the development on which it depends can be achieved without an unsustainable demand on water resources, **we cannot support any of the route options proposed.**

2. In calculating the costs and benefits of the various route options, and indeed of East West Rail as a whole, **Cardington Parish**, as an essentially rural and agricultural community, **is concerned that the value of the prime agricultural land that would be lost, both to the railway itself and to the development that it is assumed would follow, has not been taken properly into account**, particularly in view of the likelihood that the UK will in future have to become more self-sufficient in agricultural products as international trade relationships evolve and the impacts of climate change are increasingly felt.

Preferred Routes

3. **If the issues of water resources and loss of prime agricultural land were shown to be sustainably manageable then we would prefer either of route options D and E, passing through Bedford Midland station, provided that they also included an interchange station at Wixams.** This would maintain Bedford as a rail hub giving seamless interchange between the North-South and East-West routes, divide traffic and parking demand between the 2 stations thereby minimising traffic congestion, and also promote development in and regeneration of the Bedford urban area with maximum use of brownfield land, redevelopment of commercial properties and revitalisation of Bedford Town Centre.

Cardington Parish Council – 10 March 2019



East West Rail Company

Date: 11/03/2019

Albany House
94-98 Petty France
London
SW1H 9AE

Dear Sir/ Madam

East West Rail Central Section Route Option Consultation: Central Bedfordshire Council Response

Thank you for the opportunity to comment on the five route options for a potential East West Rail connection between Bedford and Cambridge. Central Bedfordshire Council are strongly supportive of East West Rail and a step forward towards the selection of a preferred route option for the central section is welcomed.

This is a technical response which sets out how all of the five route options both positively and negatively impact our authority area. We therefore hope the comments set out in this letter provide a basis for further discussion. We trust that as a key partner in this project, the opportunities and concerns expressed will be addressed satisfactorily in the analysis being undertaken to determine the preferred route, due to be announced later in 2019.

This stage of consultation is being presented by the East West Rail Company as a 'route option' consultation. However, in the Sandy area in particular the route option corridor is very narrow. Therefore, it would have been useful to have access to more detailed information on the assessments made, which we presume are quite wide ranging given the route option selection process to date. In those areas where the 'route option' is already tightly constrained, it is difficult to offer informed comment on this potential 'alignment' without having access to the supporting technical information.

Similarly, the lack of detail provided has created difficulties in ascertaining and dimensioning the particular and direct issues related to each route. Additional detail would have been welcomed, especially given this is the only stage of consultation during which we have the opportunity to comment on all five route options.

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Whilst indicative costs have been provided, it is also a challenge to comment on 'overall affordability' of options without further information on the context in which this is meant, so these values have been assessed as presented at a very high level.

With the limited information provided on the exact boundaries of the route options, we have undertaken a high-level review as to the potential implications of each option, and the overall current preferred route of Central Bedfordshire Council based on the consultation material, taking these issues into consideration.

At the time of writing, the East West Rail Company has not responded to our request for our Members to be briefed directly and in person. Nor have we received a requested GIS map layer for each route option, needed to ensure our assessment and comments are informed by accurate information.

General observations and overall considerations

As the footprint of each route option has not been provided in detail, there are several general technical issues that CBC wishes to raise at this stage. These include:

Strategic Planning and Transport Context

Any decision made on a preferred route should not be assessed and finalised in isolation of the wider strategic context. It is clear that there are many planned or prospective transport schemes that have the potential to enhance, or indeed disadvantage the project, if these are ineffectively integrated. The future of the A1 and progressing from the outcomes of the A1 East of England Strategic Study are of particular priority to CBC. This is in the context of development in this area, especially given that selected route options promote station relocation and the addition of new stations. Growth associated with these stations is reliant on an effectively functioning A1, a road that is under significant stress particularly in the section north of Biggleswade.

In terms of the plans for the Oxford - Cambridge Expressway and the recent route option announcement west of Milton Keynes, it is understood that a main driver for the chosen route option was to exploit the benefits of building the road in the same area as the new railway to make it easier for people to choose between different modes of transport. Any communities built or expanded near to this road link would

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be able to use the railway, and vice versa – thereby reducing the risk of car-dependency. This is an approach which should undoubtedly also directly influence the routing of the central section to ensure the two projects remain complementary rather than in competition with each other.

Central Bedfordshire Council also await further information on the role of the Marston Vale line within the context of future central section services (referenced in the technical report section 5.20), to consider in full the further issues and opportunities that will arise with more frequent services utilising this route and the resulting impact on our communities in the Marston Vale.

Highways and Rights of Way

It is understood that detail on Highways and Rights of Way impacts will follow as part of the assessment of the preferred route as it is developed into an alignment. Again, without this technical evidence being available for all five routes we are not able to comment on the direct impact of the routes, other than to say that for any option a full transport assessment will be required which mitigates fully against any detrimental impact on the highway network, along with consideration of the strategic issues noted above. It will be unacceptable to Central Bedfordshire Council if a conclusion is reached on a preferred route and detailed alignment without consideration of the future strategic transport context, including the overarching strategies over the whole England's Economic Heartland area.

Routes B, C, D and E all appear to pass through the Blunham and Moggerhanger area which has a low density of public rights of way so we will be expecting that the project will contribute to developing the network in these areas should any of these options be taken forward. We will be requesting the creation of footpaths, bridleways and cycle route crossing hubs at certain points along the railway line to ensure continued and improved connectivity.

Water and Flood Risk

All of the proposed routes would require the crossing of several watercourses. These watercourses form an essential part of water level management across the County and wider catchment. Therefore, consultation with Central Bedfordshire Council (and the Bedford Group of Internal Drainage Boards) should be undertaken at an early stage to ensure any crossings are designed appropriately and sustainably. The consent of the Council is required before changes can be made to the watercourses, in accordance with the Council's adopted Drainage Byelaws.

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All route options with a southerly alignment pass through areas with significant flood risk. It is essential that the scheme sets out the existing flood risk, and the implications of the proposed development on this, from all sources of flooding (i.e. including risk from surface water runoff, ordinary watercourses and groundwater as well as flood zones/main rivers). It will be essential that the scheme avoids or manages these risks appropriately, taking in to account allowances for future climate change.

Our expectation will also be that the scheme maximises all and any opportunities to reduce the flood risk to existing communities, i.e. provides betterment as well as ensuring that the route itself is sustainability designed, uses natural flood risk management solutions at a catchment scale, including SUDS, providing betterment along the corridor and seeks to provide strategic drainage that new development proposal may utilise, i.e. strategic attenuation.

We would also expect the scheme to take a holistic approach to managing the corridor environment integrating green infrastructure, biodiversity and flood risk management measures. Taking this kind of approach might also enable external funding and contributions to be drawn in from partners to support the delivery of high-quality infrastructure.

Biodiversity Issues

All southerly routes will pass through the Greensand Ridge Nature Improvement Area and a hotspot of County Wildlife Sites (CWS), Sites of Special Scientific Interest (SSSI) and Habitats of Principal Importance such as orchards, heathland, floodplain meadow and wet woodland. Central Bedfordshire Council would expect that these significant areas of ecological sensitivity are assessed in detail as this information is lacking in the supporting information provided at this stage.

The need to ensure ecological connectivity is maintained is essential to avoid severance of wildlife corridors such as hedgerows and ditches and is also important on the small scale. Providing compensatory habitat and buffering and enhancing existing habitat is essential at a large scale. Our expectation is that we would expect nothing less than a net gain in biodiversity terms from the central section so early consideration of these issues is vital.

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Environmental Protection and Air Quality

In view of the broad geographical scope of each route option, it is not possible to give precise comments on local environmental impacts. As with the western section, we would expect any preferred route option to include a full construction work and operational rail noise impact assessment, as well as consideration of land contamination aspects and implications for the chosen route. Of particular concern would be the potential impacts on the current Sandy Air Quality Management Area (AQMA) based around the A1 from the Sandy roundabout going north.

This has not been identified as an environmental consideration in the technical report but must be considered in the option appraisal. Any option that is likely to generate increased commuter traffic movements along the A1 would also be of concern in terms of air quality impacts. In view of the identified Central Bedfordshire major housing growth areas around Tempsford, route options that include the creation of a new station at Tempsford are considered likely to reduce the need for commuters to drive to the nearest other station (i.e. Sandy) and could be preferable in this respect.

Assessment approach

Central Bedfordshire Council have been involved in shaping the central section project since its conception, and as such have fed in both formally and informally to the corridor selection process. We welcomed the decision to serve the Sandy area as part of a Bedford – Sandy – Cambridge corridor in 2016, and now welcome the opportunity to shape this route option further. We have taken each route option into consideration in more detail and this review can be found attached at appendix A.

There is some concern around the routes being chosen without any clear consideration of post Local Plan potential levels of growth that could be promoted in the corridor. Central Bedfordshire Council require further information on when this will be considered, and how local authorities involved will be feeding in to this process, and indeed what assumptions have been made in this regard to inform the promoted route options. Further explanation is needed as to why the current transport user benefits are 'before consideration of the wider transformational growth across the Oxford-Cambridge Arc'. This is presumably an aspect of assessment which should have a large bearing on route option choices, and it is unclear at present where this transformation is being factored in to the decision-making process, particularly as the strategic objectives of the scheme have been revised to reference stimulating growth in the Oxford- Cambridge Arc.

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The route into Cambridge

In determining the preferred route there is a need to take into account operational factors in/around Cambridge Station and the implication these have on the choice of a preferred route. In addition, there is a need to take into account the added value of the Central Section directly supporting the nationally significant cluster at the Biomedical Campus on the southern side of Cambridge.

In addition, there is a need to consider how the CAM and other investments in transport infrastructure and services might complement the Central Section in support of the delivery of planned growth.

Central Bedfordshire Council - Supported Route Option

Central Bedfordshire Council are supportive of a route option that delivers the optimum quantum of sustainable growth in our authority area and beyond, contributing to the vision for the OxCam corridor, whilst in tandem providing improved transport links for our existing communities.

It is our view that Route C offers the balance required between serving potential new communities at Tempsford and retaining a Sandy station in its existing location, with obvious benefits for our existing residents. This supports the findings of the CBC 'Economic Gain From East West Rail' study which was commissioned in 2017 and was submitted as supporting evidence for our Local Plan 2015-2035. Route C also offers the benefit of delivering a station with an east coast mainline interchange at Tempsford to support a new community without the need to sacrifice the current station at Sandy.

It is recognised that the total capital cost of route C (and indeed routes B, D and E) are in excess of route A, but it is the view of Central Bedfordshire Council that route A does not offer an opportunity to consider through the proper statutory planmaking process additional growth which would have ready access to sustainable travel within our authority area, in comparison to some of the other options, including option C.

We hope that the above information is useful, and we look forward to our continued involvement in shaping future developments on this strategically important infrastructure project.

Yours sincerely

Andrew Davie
Assistant Director Infrastructure and Development

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Appendix A- Further Detail on Route Options

Route A

Supporting delivery of new homes and economic growth

The following observations do not demonstrate CBC support or endorsement of any growth that could be enabled by this East West Rail route alignment. Any additional growth above that proposed by the submission version of the Central Bedfordshire Local Plan 2018 or indeed in other local authorities' plans, will have to be tested through the statutory planmaking process and subject to public consultation.

This route option could deliver significant growth to the immediate south of Bedford or limited additional growth at Wixams, and significant growth at Bassingbourn, however, it is unlikely to deliver a significant level of growth or a new settlement within Central Bedfordshire.

There is potential that a 'Bedford South' station, could facilitate the delivery of significant growth immediately south of the Bedford urban area. A new station at Bassingbourn could facilitate the delivery of a significant new settlement on brownfield land. This location could contribute to the delivery of high-tech research employment land associated with Cambridge.

A Bedford South station located at Wixams would be unlikely to yield any significant additional growth within Central Bedfordshire; but is likely to support levels of growth elsewhere which could contribute significantly to the potential housing numbers in the Cambridge- MK- Oxford corridor.

A relocated station to the south of Sandy would not facilitate the delivery of a new settlement or indeed any significant growth within Central Bedfordshire at this location due to the significant constraints in the area. A relocated station to the south of Sandy could also be detrimental to the delivery of a new settlement near Tempsford, which is identified as an Area for Future Growth in the Local Plan and will therefore be evaluated through the partial plan review.

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Cost and overall affordability

It is understood that based on the costs presented this is most affordable option at £1.9bn estimated total cost¹, so this fact may have a positive impact on the overall cost-benefit analysis for the scheme. Without details of the factors influencing this other than what is provided in the technical report, these benefits presented are taken at face value. It is our view that there is a significant lost opportunity in terms of growth potential if the east coast mainline interchange station in the Central Bedfordshire area is located south of Sandy.

Benefits for transport users

It is not clear whether the £0.7bn of transport user benefits associated with route A includes potential disbenefits for those using Sandy station at its current location, and therefore we would request that further information is provided on this point for transparency in terms of the impact of this proposed route.

Bus services would require revision and/ or financial support to serve a new station location especially from other local villages and towns so the scheme can achieve its potential in terms of sustainable connectivity. An out of town location of a Sandy South Station without sustainable connections could increase public perception of inaccessibility and could lead to an increase in car use to access the station, with associated impacts on the A1. We would expect that these issues are looked at in detail to assess the benefits overall, given that the relocation of Sandy station is a disbenefit to many CBC residents and the concern is that this may not be captured in the analysis to date.

Environmental impacts and opportunities

Fluvial and surface water flood risk patterns are closely aligned in this location, following watercourses around Ickwell, Ickwell Green, Northill, Thorncote Green and Hatch. This route would potentially cross this network of watercourses, and therefore measures should be included to reduce risk and flows into the Ivel at Sandy.

¹ Figure taken from Table 3 of the Technical Report (page 40).

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There is a known fluvial flood risk along the Ivel floodplain which it is clear that route A would need to cross. It will need to be demonstrated that the scheme achieves a net flood risk reduction, both in terms of upstream and downstream impacts. The location of a new Sandy south station would be constrained by Ivel floodplain. Infrastructure would need to demonstrate reduction in runoff rates into the Ivel and be designed to be resilient to flooding events.

East of Sandy, the route between Sandy Warren and Biggleswade Common is close to the watercourse running across the proposed East of Biggleswade development area, and across the top of Biggleswade Common. There is a need to consider the cumulative impact of this route and the consented East of Biggleswade development. There is an opportunity for upstream storage to deliver flood risk reduction in tandem with natural flood management or wet habitat creation around Biggleswade Common and reduce discharge rates into the Ivel.

This route crosses Potton Brook and Millbridge Brook and watercourses through Wrestlingworth. There is also the need for reduction in fluvial and surface water flood risks at this location, together with reduced discharge rates into the River Ivel.

On the basis of the information supplied with the consultation, particularly the maps, it is not possible to identify detailed and specific impacts of on archaeology and historic landscapes. This route will directly affect or affect the setting of designated heritage assets including a number of Scheduled Monuments: Galley Hill Iron Age Hillfort, Sandy Lodge Iron Age Hillfort, John O'Gaunt's Hill Medieval Manor, Sutton Pack Horse Bridge, Newton Bury medieval moat, Quince Hill medieval ring work; Hill House medieval moated site, Home Wood medieval fishponds and warren and Old Warden Park Registered Park.

The route contains extensive archaeological remains of prehistoric, Roman, Saxon, medieval and post-medieval date including later prehistoric and Roman settlements set in an agricultural landscape and Saxon and medieval settlements. The route appears to cross the northern part of Biggleswade Common which contains a number of well-preserved earthworks of prehistoric, Roman and medieval date; these remains are potentially of national importance. There is also very high potential for the corridor to contain important archaeological sites and features that have not yet been identified.

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Any final alignment along this route will require multi-staged archaeological field evaluation to identify and characterise the archaeological resources affected by the scheme and develop an appropriate mitigation strategy. The non-designated landscapes at Ickwell Park and Sandy Lodge could also be affected.

Turning to landscape and visual impact issues, there is a potential conflict with Moggerhanger Park and its setting, but also a potential opportunity to enhance this historic park through removal of the reservoir soil mound.

There is also potential conflict with Sheerhatch Wood and its setting, which is important as it provides rural paths and views of the greensand dipslope. The landscape between Moggerhanger and Blunham is level but the land rises up from the River Ouse, so there is a need to integrate mitigation to lessen the impact of linear features and the impact of cut and fill where the landscape is undulating.

There is also concern reading the impact on the setting of Beeston - despite the A1 this village has distinct rural character and sense of isolation.

There would also be the major issue of visual impact of any bridge configuration crossing the A1 and River Ivel, also the wetlands of Warren Villas. Alongside this, the visual quality of the A1 requires upgrading and this scheme offers scope for major mitigation- but also there is a need to safeguard views to the Greensand Escarpment. The riverside landscape south of Sandy will be potentially disturbed by this route option by urbanisation of countryside areas important for recreation.

A relocated station would be a major challenge landscape wise, the land west of the railway is limited and currently contributes to the wetland character. The land at the foot of the escarpment requires conservation as it is the foreground to the ridge. The landscape between Potton and Sutton is also sensitive to change and we would have concerns around the impact on Sutton Park (golf club) but also the mature tree belts and woodland that could be provided to aid mitigation.

The countryside around Eyeworth is very open and tranquil and is a sweeping vale but also a ridge, so there is a need to integrate cut and fill for any embankments, and an opportunity to strengthen the hedgerow framework in this area.

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Any route peeling off South of Stewartby would likely need to cross Rookery Clay Pit. This is the site for a new large waste to energy facility which is currently being constructed and the potential for a gas fired power station for which a decision is expected imminently. Any route peeling off North of Stewartby would likely need to cross either Coronation Clay Pit or Kempston Hardwick Clay Pit. Any route running north of the Wixams would then have to cross Elstow South Clay Pit or Elstow North landfill site.

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Route B

Supporting economic growth and delivery of new homes

The following observations do not demonstrate CBC support or endorsement of any growth that could be enabled by this East West Rail route alignment. Any additional growth above that proposed by the submission version of the Central Bedfordshire Local Plan 2018 or indeed in other local authorities' plans, will have to be tested through the statutory planmaking process and subject to public consultation.

With this route option there is also potential that a Bedford South Station could facilitate the delivery of significant growth immediately south of the Bedford urban area. The draft Central Bedfordshire Local Plan (2015-2035) is currently under Examination and identifies potential future growth locations across Central Bedfordshire, including around Tempsford. This route option is likely to accord with the CBC Local Plan but **only** in the circumstances where a new station is located at Tempsford.

A new Station at Tempsford could facilitate the provision of a new settlement at Tempsford which has sufficient land to deliver up to 20,000 new homes as well as enable significant economic growth. A new station at this location could also provide key services and facilities which could support additional growth within the wider hinterland, including to the south of St Neots.

Outside of Central Bedfordshire, Cambourne West proposals for approx. 1,200 homes and a new village development at Bourn Airfield for 3,500 could be enhanced or delivered through this route option. A new station at Cambourne could facilitate the delivery of some further growth at this location but with a significant level of growth already planned, it is not clear how much additional growth a new station would enable.

A new relocated station to the north of Sandy (but not at Tempsford directly) would not support the delivery of a new settlement in the vicinity of Tempsford and is unlikely to enable the delivery of significant growth around Sandy or within Central

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Bedfordshire as a whole. A new station south of St Neots could be detrimental to the delivery of a new settlement at Tempsford and detrimental to significant growth within Central Bedfordshire.

Cost and overall affordability

The estimated total cost for the scheme is stated as £2.4bn which is a mid- range cost in comparison to other routes. Without a comparator (such as a BCR) for the routes it is not possible to rank/ score routes on their full costs and benefits, so this information is also taken at face value.

Benefits for transport users

This route is stated as delivering £0.6bn of transport user benefit which is of a similar level of some of the other options.

Environmental impacts and opportunities

There is fluvial flood risk along the Ivel floodplain in the area of this route option. It will need to be demonstrated that the scheme provides a net flood risk reduction, both in terms of upstream and downstream impacts.

There is a significant area of fluvial and surface water flood risk around the existing railway line embankment east of Tempsford. The railway line acts as a barrier, storing surface water flows to the east of the railway line. Due to the limited number of receptors, this may have a positive impact of attenuating and slowing the release of surface water, but it is suspected that this is not a design feature.

Any new route decisions in this area would need to consider both surface and fluvial flood risks, and show how they were reduced not only directly, but that the in-combination effect of the new route with the existing line produces a net reduction in flood risk. Consideration should be given to the planned attenuation and slow discharge of surface water flows in this area.

Based on the information supplied with the consultation, particularly the maps, it is not possible to identify detailed and specific impacts of on archaeology and historic landscapes. This route will directly affect or affect the setting of a designated heritage

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assets including several Scheduled Monuments: Gannocks Castle Medieval Moat, Biggin Wood Medieval Moat and Storey Moats.

The route contains extensive archaeological remains such as cropmark complexes to the north of Moggerhanger, north of Blunham and north of Tempsford. They represent prehistoric, Roman, Saxon, medieval and post-medieval date including later prehistoric and Roman settlements set in an agricultural landscape and Saxon and medieval settlements. There is also very high potential for the corridor to contain important archaeological sites and features that have not yet been identified. Any final route will require multi-staged archaeological field evaluation to identify and characterise the archaeological resources affected by the scheme and develop an appropriate mitigation strategy.

This route also includes Tempsford Airfield. The airfield was built during the Second World War and was the base from which SOE agents were flown to occupied Europe; Gibraltar Barn (a Listed Building) used by the agents to prepare for their flights. Non-designated designed landscapes at Woodbury Park and Tempsford Hall will also be affected.

Turning to landscape and visual impacts, with this route option there is potential conflict with Moggerhanger Park and the setting of the park. There is, however, an opportunity to enhance this historic park through the removal of the reservoir soil mound.

The landscape between Moggerhanger and Blunham is level but the land rises from the River Ouse so there is a need for integrating mitigation to lessen the impact of this linear feature and the impact of cut and fill where the landscape is undulating.

The impact on the setting of Beeston needs consideration, despite the A1 this village has a distinct rural character and sense of isolation.

We would have major concerns around the potential impact north of Blunham but there is scope for mitigation with tree planting. The impact on the setting of Tempsford Church End and the tranquil countryside north of Blunham will also need consideration.

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The land rises north of Sandy which is an open arable landscape with few structures, and in this area there would be concerns regarding the impact on Tempsford Hall.

There could be scope to integrate a relocated station but with consideration of concerns regarding visual impact of a station car park and lighting from the Greensand Ridge. The land to north of Tempsford is very open and rural but will be impacted by the Expressway so cumulative impacts of other schemes will also need to be considered.

Any route peeling off South of Stewartby would likely need to cross Rookery Clay Pit. This is the site for a new large waste to energy facility which is currently being constructed and the potential for a gas fired power station for which a decision is expected imminently. Any route peeling off North of Stewartby would likely need to cross either Coronation Clay Pit or Kempston Hardwick Clay Pit. Any route between Great Barford and Blunham could affect the allocated strategic mineral reserve at Blunham/Roxton.

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Route C

Supporting economic growth and delivery of new homes

The following observations do not demonstrate CBC support or endorsement of any growth that could be enabled by this East West Rail route alignment. Any additional growth above that proposed by the submission version of the Central Bedfordshire Local Plan 2018 or indeed in other local authorities' plans, will have to be tested through the statutory planmaking process and subject to public consultation.

There is potential that a Bedford South Station could facilitate the delivery of significant growth immediately south of the Bedford urban area.

The draft Central Bedfordshire Local Plan (2015-2035) is currently at Examination and identifies potential future growth locations across Central Bedfordshire, including around Tempsford. This route option and a new station would support the future growth location as identified within the CBC Local Plan.

A new Station at Tempsford would support the provision of a new settlement near Tempsford which has sufficient land to deliver up to 20,000 new homes as well as enable significant economic growth. A new station at this location could also provide key services and facilities which could support additional growth within the wider hinterland, including to the south of St Neots.

This route option could potential contribute to enhanced facilities and economic benefits and increased connectivity within Sandy if the current station is a stopping point on the route.

A new station at Bassingbourn could facilitate the delivery of a significant new settlement on brownfield land. This would deliver a new settlement on a brownfield site. This location could contribute to the delivery of high-tech research employment land associated with Cambridge.

If a new station is located around Tempsford it would facilitate the delivery of a new settlement within Central Bedfordshire which could provide services and facilities to service a wider area. This route option could also deliver growth to the immediate south of Bedford along with the significant growth at Bassingbourn.

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In technical terms, this option could deliver a significant level of growth within Central Bedfordshire.

Cost and overall affordability

The estimated total cost for the scheme is stated as £2.5bn which is a mid- range cost in comparison to other routes. Without a comparator (such as a BCR) for the routes it is not possible to rank/ score routes on their full costs and benefits, so this information is also taken at face value.

Benefits for transport users

This option is estimated to provide transport user benefits of £0.5bn.

Environmental impacts and opportunities

There is a significant area of fluvial and surface water flood risk around the existing railway line embankment east of Tempsford. The railway line acts as a barrier, storing surface water flows to the east of the railway line. Due to the limited number of receptors, this may have a positive impact of attenuating and slowing the release of surface water, but it is suspected that this is not a design feature.

Any new route decisions in this area would need to consider both surface and fluvial flood risks, and show how they were reduced not only directly, but that the in-combination effect of the new route with the existing line was a net reduction in flood risk. Consideration should be given to the planned attenuation and slow discharge of surface water flows in this area.

East of Sandy, the route between Sandy Warren and Biggleswade Common is close to the watercourse running across the proposed east of Biggleswade development area, and across the top of Biggleswade Common. This will be a need to consider the cumulative impact of the route and the consented East of Biggleswade development.

There is an opportunity for upstream storage to deliver flood risk reduction in tandem with natural flood management / wet habitat creation around Biggleswade Common to reduce discharge rates into the River Ivel.

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This route crosses Potton Brook and Millbridge Brook and watercourses through Wrestlingworth. Here, fluvial and surface water flood risk patterns are closely aligned along these brooks. There is a need for reduction in fluvial and surface water flood risks, together with reduced discharge rates into the River Ivel. There is also potential for natural flood management/ wet habitat creation for upstream storage and reducing discharge rates.

Landscape and visual impact wise, there is a potential conflict with Moggerhanger Park and setting of the park. There is an opportunity here to enhance this historic park through the removal of the reservoir soil mound.

The views to Moggerhanger Church are important locally and should be considered. We would have a major concern regarding the impact of the "loop" encircling Blunham as even if in cutting, this route would dominate setting of Blunham. The open farmland to north and west of the village is important to local landscape character and the setting of the River Ouse.

A river crossing could impact on the setting of Roxton (Bedford Borough) and Tempsford Church End, reducing connection of villages with river context. The impact of a river crossing and any A1 bridge in open landscape would need to be considered. The land rises north of Sandy which is currently rural landscape. There is greater scope to integrate a new station and carparking compared to Route A.

Bus services would require support and development in the vicinity to utilise fully the new links from existing Sandy Station and to benefit all other villages and towns in the area. The existing Station forecourt and parking at Sandy could require significant redevelopment in order to prioritise sustainable transport modes and improve traffic flow (ideally the forecourt dedicated to sustainable means – with bus interchange etc)

Any route peeling off South of Stewartby would likely need to cross Rookery Clay Pit. This is the site for a new large waste to energy facility which is currently being constructed and the potential for a gas fired power station for which a decision is expected imminently. Any route peeling off North of Stewartby would likely need to cross either Coronation Clay Pit or Kempston Hardwick Clay Pit. Any route running north of the Wixams would then have to cross Elstow South Clay Pit or Elstow North landfill site. Any route between Great Barford and Blunham could affect the allocated strategic mineral reserve at Blunham/Roxton.

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Route D

Supporting economic growth and delivery of new homes

The following observations do not also demonstrate CBC support or endorsement of any growth that could be enabled by this East West Rail route alignment. Any additional growth above that proposed by the submission version of the Central Bedfordshire Local Plan 2018 or indeed in other local authorities' plans, will have to be tested through the statutory planmaking process and subject to public consultation.

The draft Central Bedfordshire Local Plan (2015-2035) is currently at Examination and identifies potential future growth locations across Central Bedfordshire, including around Tempsford. This route option and a new station would support the future growth location as identified within the CBC Local Plan.

A new Station at Tempsford could facilitate the provision of a new settlement at Tempsford which has sufficient land to deliver up to 20,000 new homes as well as enable significant economic growth. A new station at this location could also provide key services and facilities which could support additional growth within the wider hinterland, including to the south of St Neots.

This route option could potential contribute to enhanced facilities and economic benefits and increased connectivity within Sandy if the current station is a stopping point on the route.

A new station at Bassingbourn could facilitate the delivery of a significant new settlement on brownfield land. This would deliver a new settlement on a brownfield site. This location could contribute to the delivery of high-tech research employment land associated with Cambridge.

It is unclear if this route option would facilitate the delivery of further significant growth within the Borough of Bedford, however this option could in technical terms deliver a significant level of growth within Central Bedfordshire.

A new station located around Tempsford would facilitate the delivery of a new settlement within Central Bedfordshire which would deliver significant new growth as well as providing key services and facilities to service a wider area. A route through the existing Sandy Station could provide additional economic benefits for Sandy.

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Cost and overall affordability

This route has an estimated total cost of £2.6bn. This is surprising given the potential complexity of interfacing with the Midland Main Line and the possible need to remodel or relocate the existing Bedford maintenance depot.

Benefits for transport users

Without a comparator (such as a BCR) for the routes it is not possible to rank/ score routes on their full costs and benefits, so this information is also taken at face value.

Environmental impacts and opportunities

There is a significant area of fluvial and surface water flood risk around the existing railway line embankment east of Tempsford. The railway line acts as a barrier, storing surface water flows to the east of the railway line. Due to the limited number of receptors, this may have a positive impact of attenuating and slowing the release of surface water, but it is suspected that this is not a design feature.

Any new track in this area would need to be aware of both surface and fluvial flood risks, and show how they were reduced not only directly, but that the in-combination effect of the new route with the existing line was a net reduction in flood risk.

Consideration should be given to the planned attenuation and slow discharge of surface water flows in this area.

East of Sandy, the route between Sandy Warren and Biggleswade Common is close to the watercourse running across the committed East of Biggleswade development area, and across the top of Biggleswade Common. There will be a need to consider the cumulative impact of this proposed route and the consented East of Biggleswade development. There is an opportunity for attenuation to deliver flood risk reduction in tandem with natural flood management and wet habitat creation around Biggleswade Common.

The route crosses Potton Brook and Millbridge Brook and watercourses through Wrestlingworth. Here, fluvial and surface water flood risk patterns are closely aligned along these brooks. There is a need for reduction in fluvial and surface water flood risks, together with reduced discharge rates into the River Ivel.

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Based on the information supplied with the consultation, particularly the maps, it is not possible to identify detailed and specific impacts of on archaeology and historic landscapes. This route will directly affect or affect the setting of a designated heritage assets including several Scheduled Monuments: Barford Bridge, Gannocks Castle Medieval Moat, Biggin Wood Medieval Moat, Storey Moats medieval moated site, Galley Hill Iron Age Hillfort, Sandy Lodge Iron Age Hillfort, John O'Gaunt's Hill Medieval Manor, Sutton Pack Horse Bridge and Newton Bury Medieval Moat.

The route contains extensive archaeological remains such as cropmark complexes to the north of Blunham, north of Tempsford and between Tempsford and Sandy. They represent prehistoric, Roman, Saxon, medieval and post-medieval date including later prehistoric and Roman settlements set in an agricultural landscape and Saxon and medieval settlements. It will also affect the Roman town of Sandy located around Sandy Station. The route crosses the northern part of Biggleswade Common which contains a number of well-preserved earthworks of prehistoric, Roman and medieval date; these remains are potentially of national importance. There is also very high potential for the corridor to contain important archaeological sites and features that have not yet been identified. Any final route will require multi-staged archaeological field evaluation to identify and characterise the archaeological resources affected by the scheme and develop an appropriate mitigation strategy.

This route also includes Tempsford Airfield. The airfield was built during the Second World War and was the base from which SOE agents were flown to occupied Europe; Gibraltar Barn (a Listed Building) used by the agents to prepare for their flights.

There are also non-designated designed landscapes at Woodbury Park, Tempsford Hall and Sandy Lodge will also be affected.

Landscape and visual impact wise, this route presents concerns regarding cumulative impact with Black Cat/A1 junction and the proposed plans for the Expressway. There could be an impact of a river crossing on Ouse corridor - but scope for strengthening character.

Landscape north of Tempsford is very open and rural with extensive views. The impact of additional tracks alongside mainline will increase intrusion in urban context. There will be a need to safeguard setting of the Greensand Ridge at Sandy



Tree clearance would be required but our greatest concern would be regarding impact of future electrification. There is also a need to safeguard amenity of route to Biggleswade Common and the setting of Common. The landscape between Potton and Sutton is sensitive to change and there would be concerns regarding the impact on Sutton Park (golf club) but the presence of tree belts and woodlands outside the Park will be able to aid mitigation. The countryside around Eyeworth very open and tranquil.

Sustainable transport means to new Tempsford Station location would have to be developed supported especially in initial stages due to the lack of public transport provision in Tempsford area. Bus services from local towns / villages would require increasing and supporting so that the new EWR transport link can benefit the largest area possible. A high-quality public transport interchange would require constructing at Tempsford Station site and also at existing Sandy Station ideally with the whole forecourt given over to sustainable means including a bus interchange.

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Route E

Supporting economic growth and delivery of new homes

The following observations do not also demonstrate CBC support or endorsement of any growth that could be enabled by this East West Rail route alignment. Any additional growth above that proposed by the submission version of the Central Bedfordshire Local Plan 2018 or indeed in other local authorities' plans, will have to be tested through the statutory planmaking process and subject to public consultation.

A new station at Tempsford could facilitate the provision of a new settlement at Tempsford which has sufficient land to deliver up to 20,000 new homes as well as enable significant economic growth. A new station at this location could also provide key services and facilities which could support additional growth within the wider hinterland, including to the south of St Neots.

If the new station was located south of St Neots rather than at Tempsford, this would be detrimental to the delivery of a new settlement at Tempsford and detrimental to significant growth within Central Bedfordshire. A new station located around Tempsford would facilitate the delivery of a new settlement within Central Bedfordshire which would deliver significant new growth as well as providing key services and facilities to service a wider area.

In technical terms, this option has the potential to deliver a significant level of growth within Central Bedfordshire.

Cost and overall affordability

This route has an estimated total cost of £3.0bn - but it is not clear what is causing the extra cost over and above route D.

Benefits for transport users

With benefits also reaching £0.7bn, it is arguable that the extra costs associated do not equate to further benefits over and above some of the other route options, based on the presented information in the technical report.

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Environmental impacts and opportunities

There is fluvial flood risk along the Ivel floodplain. This route would need to demonstrate a net flood risk reduction, but in terms of upstream and downstream impacts.

There is a significant area of fluvial and surface water flood risk around the existing railway line embankment east of Tempsford. The railway line acts as a barrier, storing surface water flows to the east of the railway line. Due to the limited number of receptors, this may have a positive impact of attenuating and slowing the release of surface water, but it is suspected that this is not a design feature.

Any new route in this area would need to be aware of both surface and fluvial flood risks, and show how they were reduced not only directly, but that the in combination effect of the new route with the existing line was a net reduction in flood risk. Consideration should be given to the planned attenuation and slow discharge of surface water flows in this area.

Based on the information supplied with the consultation, particularly the maps, it is not possible to identify detailed and specific impacts of on archaeology and historic landscapes. This route will directly affect or affect the setting of a designated heritage assets including several Scheduled Monuments: Barford Bridge, Gannocks Castle Medieval Moat, Biggin Wood Medieval Moat, Storey Moats medieval moated site.

The route contains extensive archaeological remains such as cropmark complexes to the north of Blunham, north of Tempsford and between Tempsford and Sandy. They represent prehistoric, Roman, Saxon, medieval and post-medieval date including later prehistoric and Roman settlements set in an agricultural landscape and Saxon and medieval settlements. There is also very high potential for the corridor to contain important archaeological sites and features that have not yet been identified. Any final route will require multi-staged archaeological field evaluation to identify and characterise the archaeological resources affected by the scheme and develop an appropriate mitigation strategy.

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This route also includes Tempsford Airfield. The airfield was built during the Second World War and was the base from which SOE agents were flown to occupied Europe; Gibraltar Barn (a Listed Building) used by the agents to prepare for their flights.

Non-designated designed landscapes at Woodbury Park and Tempsford Hall will also be affected.

With this route we would have major concerns regarding the impact on Tempsford Church End and the setting of Blunham. The open farmland to north and west of these villages is important to the local landscape character. The River Ouse forms a distinctive treelined corridor and the visual impact of the river crossing could impact on setting of Roxton (Bedford Borough) and Tempsford Church End, reducing the connection of villages with river context.

The scale of any A1 bridge will be highly intrusive in this open landscape. We would have concerns regarding the cumulative impact with the A428 scheme in this area. The land rises north of Sandy which is currently a rural landscape.

Historic landscape at Tempsford, there could be an impact related to the severance of the Roman Road. However, there is greater scope with this option to integrate a new station and carparking into the landscape compared to Route A.

Sustainable transport means to new Tempsford Station location would have to be developed supported, especially in initial stages due to lack of public transport provision in the Tempsford area. Bus services from local towns and villages would require increasing and supporting so that the new transport link can benefit the largest area possible. A high-quality public transport interchange would require constructing at Tempsford Station site as part of the integral design.

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CROXTON PARISH COUNCIL

Mr Simon Blanchflower
Chief Executive Officer
East West Railway Company Ltd
Freepost
East West Rail

Croxton Parish Council
c/o The Chairman
10 High Street
Croxton
Cambridgeshire
PE19 6SX

Dear Sirs,

Croxton Parish Council would like to formally respond to the EWR Route Option Consultation for Bedford to Cambridge outside the restrictive bounds of the consultancy feedback form.

Croxton Parish prides itself on its environmental and ecological outlook, which we have recently proved with our ongoing negotiations with Highways England and the preferred A428 northern route. As you are aware, Croxton Parish contains Croxton Park which consists of listed buildings, scheduled monument, is a registered park and garden, a county wildlife site and a member of Natural England's Higher Level Stewardship scheme. Croxton Parish takes the guardianship of this and its immediate environs very seriously. During the consultation process with Highways England over the A428, we took a pragmatic view of the wider implications of the travel needs at both a local and national level. Rather than take a nimbyish approach to this, we saw this as an opportunity to reshape the thinking of Government funded bodies to enable both necessary infrastructure to support economic growth whilst retaining the local ecology & biodiversity.

Given that Government policy is intending to eradicate the use of fossil fuel vehicles from 2040 in favour of electric or alternative fuels in line with the Committee of Climate Change recommendations, we find it disingenuous that EWR, despite questioning, are citing their intention to run diesel only trains along the entire east west corridor.

The consultation documentation provided highlights the possible damaging effects to sensitive sites within the corridor purely focused on location, but does not address the wider implications to the environment as a whole by EWR's obsession with diesel locomotives.

The cost differentials that have been provided in the consultation document for the phase between Bedford & Cambridge provide a cost differential of £1.4 billion between the cheapest and most expensive routes with only an assessed benefit differential of £100 million. If EWR were willing to spend an extra £1.4 billion to realise an extra £100 million in benefit for the wider economy, then they could afford to spend circa £1 billion on electrifying the entire route, thus aligning themselves to current and future Government policy.

Beyond our wider environmental concerns, we feel that the consultation documents provided, particularly in reference to the immediate area north west of Cambridge, do not fully address the current proposals in place by Highways England or the Greater Cambridge Partnership in their plans for greater connectivity of local communities to Cambridge. It is evident to us that a majority of the economic assessed values of the routes within the northern corridor, i.e. E & B, are already satisfied by the commitments of the above bodies with a far lower investment cost (£800m - £1.4 bn & circa £200m respectively) and environmental burden.

Chairman c/o 10 High Street, Croxton, PE19 6SX croxtpc@gmail.com

CROXTON PARISH COUNCIL

As a Parish, we cannot see why EWR are not only doubling but tripling up on the connectivity between Cambourne and Cambridge. If Cambourne was such an important hub, then we would expect to have seen submissions for at least 50,000 new homes on the combined Cambourne/Bourn Airfield site to satisfy the requirements of 150,000 new homes that need to be distributed between the five affected counties. If 50,000 new homes were planned in the vicinity of Cambourne then the assessed benefits would be far greater for both route B & E.

The location of new stations at both St Neots and Cambourne appear to be ill-conceived satellite stations, encouraging users to drive, rather than walk or cycle, further exacerbating the pressures on the environment. The aim, surely, is to discourage commuters from using personal transport from their doorstep. Empirical evidence suggests that once users are committed to using their own transport for part of the journey, they will undoubtedly resign themselves to using it for the full length of their commute. We fear that this will be the case at St Neots, as not only is the expressway easily accessible if commuters are already in their vehicles, but St Neots South is located some 2-3km from the outskirts thus encouraging vehicle use.

Public transport systems need to be effective, accessible, cheap and efficient. We see routes E & B as being neither of these.

Finally, if EWR are adamant that diesel locomotives are their primary option, Route A, being the cheapest to construct should result in the charging of lower rail fares, therefore encouraging more use. Genuine new developments around proposed stations are the only way to discourage the use of personal transport in favour of public transport. A development around Bassingbourn, if correctly conceived, would discourage the use of personal transport for any part of the commuting journey either east-west or north south.

It is the view of Croxton Parish Council and its residents that Route Option A is the only corridor that satisfies all the strategic objectives laid down within the consultation. It is further our suggestion that EWR consider electrifying the entire route from the outset.

Yours on behalf of Croxton Parish Council



Nathan Spencer

Chair

cc. Cllr Mandy Smith
cc Heidi Allen MP

Chairman c/o 10 High Street, Croxton, PE19 6SX croxtpc@gmail.com

From: [Lizzie Barnicoat](#)
To: contact@eastwestrail.co.uk
Subject: Elstow Parish Council consultation response
Date: 11 March 2019 15:16:30

Dear Sir/Madam,

Elstow Parish Council feels there is needs to maximum utilisation of the existing train line(s) in order to ensure the viability of the project as it moves forwards towards its final phase. Therefore the Parish Council wish to ask that the existing facility at and around Arlesley is looked as a likely possibility as part of this scheme.

Central Bedfordshire Council commissioned a very thorough report (Hearn report) on the possible options available for the route as it progresses through this part of Central Bedfordshire and Bedford Borough, this report should be considered by East West Rail engineers as it makes a number of sensible judgements. Very disappointingly the information provided to date through both the online consultation has been vague, as well as the public exhibitions held, which it must be noted have been led my very inexperienced individuals with very little knowledge of the scheme and of the local area.

Insufficient information has been provided at this stage for the Parish Council to select a preferred route option, as such sparse information has only been published. There are no costing details to understand how viable each route may be and no supporting evidence/information to show where such a structure could realistically go given the size of the line that is being proposed to be constructed. Network Rail must surely have some idea where it such a line can physically be built or not and the approximate cost of such works, as it is suspected that some of the 'five' options are in fact no way viable and not even a realistic option.

Best wishes

Lizzie Barnicoat
Elstow Parish Clerk

Sent from [Outlook](#)

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Company registration number: 11072935.



Michael Shanks
East West Rail
Great Minster House (33) Horseferry
Road
London
SW1P 4DR

Our ref: AC/2019/128100/01-L01
Your ref: ENVPAC/1/EAN/00131
Date: 11 March 2019

Dear Mr Shanks

**BEDFORD AND CAMBRIDGE ROUTE OPTION CONSULTATION
EAST WEST RAIL CENTRAL SECTION**

We have reviewed your route option consultation, letter dated 31 January 2019. Please find our response below. This review was carried out as part of the agreed programme of work (ref: ENVPAC/1/EAN/00131).

Environmental Sensitivity

The proposed routes cross Main river and a number of ordinary watercourses and therefore through areas of Flood Zone 2 and 3, including areas of functional floodplain. The routes are underlain by a number of Principal and Secondary Aquifers and Water Framework Directive (WFD) Groundwater Bodies. The following WFD Groundwater Bodies are crossed by the proposed route options: Upper Bedford Ouse Principal Oolite, Upper Bedford Ouse Woburn Sands, Cam and Ely Ouse Woburn Sands and Cam and Ely Ouse Chalk.

Principal aquifers are geological strata that exhibit high permeability and provide a high level of water storage. They support water supply and river base flow on a strategic scale. Secondary aquifers are permeable geological strata capable of supporting water supplies at a local rather than strategic scale, and form an important source of base flow to rivers, wetlands and lakes and private water supplies in rural areas.

The proposed routes also cross groundwater Source Protection Zones (SPZ). SPZs are used to define areas close to drinking water sources where the risk associated with groundwater contamination is greatest and relate to distances and zones defined in legislation where certain activities are restricted.

Groundwater and surface water in the study area will support a number of abstractions used for a range of purposes including public water supply, agriculture and domestic water supply. As such, it is important that these water resources are adequately managed and protected both in terms of water quality and water quantity. The five routes appear to be generally similar in terms of environmental sensitivity with respect to groundwater and other controlled waters receptors.

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Calls to 03 numbers cost the same as calls to standard geographic numbers (i.e. numbers beginning with 01 or 02).

FLOOD RISK

Bedford south to Sandy (re-located south) – Route A

There are numerous ordinary watercourses that will require to be crossed for this route. This will require flood compensation areas to be designed and included within the TWAO red line boundary. Broad scale modelling maybe needed prior to the confirmation of the exact route to gain a better understanding of the scale of flood risk associated with these watercourses. The crossings present an opportunity to provide upstream storage at or near the crossing locations. We are currently undertaking a strategic study to identify where changes to the conveyance of a river and the provision of upstream storage will provide a betterment for the Great Ouse Catchment as a whole.

Depending upon the location of the crossings there could be opportunities to reduce flood risk to Cople, Hatch and Sandy.

Sandy (re-located south) Cambridge via Bassingbourn – Route A, C, D

The route between Sandy and Biggleswade will result in the line being close to or crossing a major Internal Drainage Board (IDB) drain that discharges at Stratford. This presents an opportunity for throttle flows from this IDB watercourse, reducing flood risk along the River Ivel corridor and the wider Great Ouse Catchment.

Between Sandy and Biggleswade the line will have to cross 2 Main rivers (Rhee and Cam). This, combined with the ordinary watercourse crossings that will be required between Bassingbourn and Cambridge, will provide an opportunity to reduce flood risk and mitigate climate changes impacts on flood risk to Cambridge and the Ely Ouse system.

Flood compensation areas will be required to be designed and included within the TWAO red line boundary. Broad scale modelling maybe needed prior to the confirmation of the exact route to gain a better understanding of the scale of flood risk associated with these watercourses.

Bedford South to Sandy (re-located north) or Tempsford Area or South of St Neots – Route B

This route will require two main river crossings either the Great Ouse twice or the Great Ouse and the River Ivel. There are opportunities to hold back water at these crossings, increasing the standard of protection of the existing defences and the climate change resilience of St Neots.

This route has the potential to interact with the new crossing for the A428 that is being proposed. This scheme may be required to provide flood plain compensation areas within this corridor. This could require the scheme to not only compensate for their impacts but also for the loss of compensation areas provided by Highways England.

Depending upon the exact route there are also opportunities to reduce flood risk to Great Barford.

Sandy (re-located north) or Tempsford Area or South of St Neots to Cambridge via Cambourne – Route B, E

This option has fewer river crossings than the Bassingbourn Route as it roughly follows the Bourn Brook into Cambridge, where it will have to cross the River Cam.

Flood compensation areas will be required to be designed and included within the TWAO red line boundary. Broad scale modelling maybe needed prior to the confirmation of the exact route to gain a better understanding of the scale of flood risk associated with these watercourses.

Bedford South to Tempsford Area – Route C

There are numerous ordinary watercourses that will require to be crossed for this route. This will require flood compensation areas to be designed and included within the TWAO red line boundary. Broad scale modelling maybe needed prior to the confirmation of the exact route to gain a better understanding of the scale of flood risk associated with these watercourses. The crossings present an opportunity to provide upstream storage at or near the crossing locations. We are currently undertaking a strategic study to identify where changes to the conveyance of a river and the provision of upstream storage will provide a betterment for the Great Ouse Catchment as a whole.

This route will require two main river crossings either the Great Ouse twice or the Great Ouse and the River Ivel. There are opportunities to hold back water at these crossings, increasing the standard of protection of the existing defences and the climate change resilience of St Neots.

This route has the potential to interact with the new crossing for the A428 that is being proposed. This scheme may be required to provide flood plain compensation areas within this corridor. This could require the scheme to not only compensate for their impacts but also for the loss of compensation areas provided by Highways England.

Bedford Midland to Tempsford Area – Route D, E

This route will require a crossing of the Great Ouse near Clapham. This presents an opportunity to increase the resilience of the transport infrastructure (existing rail line and the A6/Paula Radcliffe Way).

The route will also likely cross the Renhold brook and its tributary the Ravensden Brook. Any actions to reduce flows down these watercourses will reduce the flood risk to Norse road that runs along the watercourse.

This route has the potential to interact with the new crossing for the A428 that is

being proposed. This scheme may be required to provide flood plain compensation areas within this corridor. This could require the scheme to not only compensate for their impacts but also for the loss of compensation areas provided by Highways England.

GROUNDWATER AND CONTAMINATED LAND

Potential Land Contamination From Previously Developed Land

Where the proposed routes cross previously developed land, potential contamination should be given due consideration together with any impacts of the development on groundwater and surface water quality it may have during construction and operation. Piling or other ground improvement methods could have an adverse impact on the groundwater quality within the aquifers underlying the route or provide preferential pathways for contaminant migration to those aquifers during construction and after the completion of the development.

To that effect the Environmental Analysis presented as Appendix D has considered 'Source Protection Areas' as well as currently permitted and historic landfill sites. We would recommend that additional potentially contaminative land uses also be considered as part of detailed route design. With respect to land that may have been affected by contamination as a result of its previous use or that of the surrounding land, sufficient information should be provided in the form of a Phase I Contaminated Land Assessment (including a desk study, conceptual model and initial assessment of risk), to provide assurance the risks to controlled waters are fully understood and can be addressed through appropriate measures. Where potential pollutant linkages are identified, further investigation, assessment and/or remediation works may be required.

Sustainable Drainage Systems (SuDS)

It is understood that SuDS may be used for surface water management associated with the routes. The impact of potentially contaminated surface water drainage on the quality of surface waters and groundwaters in the vicinity of the proposed routes should be considered.

We support the use of SuDS where they do not present a risk to controlled waters. Infiltration SuDS need to meet the criteria in Groundwater Protection Position Statements G1 and G9 to G13 which can be found here:

<https://www.gov.uk/government/publications/groundwater-protection-position-statements>

It should be noted that SuDS may not be applicable in areas where the groundwater level is close to the ground surface. The groundwater level should be assessed in determining the most suitable surface water drainage system for each development. We would also recommend that the geological and hydrogeological setting is explored for each site and route option to assess sensitivity and vulnerability of the site to potential contamination and pollution.

Deep infiltration SuDS are generally not acceptable in areas where groundwater constitutes a significant resource. All infiltration SuDS require a minimum of 1.2 m clearance between the base of infiltration SuDS and peak seasonal groundwater levels. In addition, they must not be constructed in contaminated ground, where they

could promote the mobilisation of contaminants and give rise to contamination of groundwater or surface waters.

GENERAL

We have commonly agreed objectives to achieve a net gain in biodiversity, improve water body status to good and to make space for flood water for climate change adaptation. Traditional tools such as Compulsory Purchase Orders struggle to deliver these without a very clear local policy imperative that would have to be transferrable along the entire corridor in different LPA areas. In the absence of such a clear local policy imperative, more incentive-based tools would have to be used, examples include:

- early negotiated acquisition
- compensation-based leasing arrangements and
- local partnerships

What tools are you relying upon, and at what stage of the process will these be deployed?

We look forward to commenting on further consultations as you progress with the scheme.

Should you wish to discuss this matter further please do not hesitate to contact me.

Yours faithfully

Neville Benn

Senior Planning Advisor

Sustainable Places

Direct dial 0203 0251906

Direct e-mail nevile.benn@environment-agency.gov.uk



From: Niall O'Byrne
To: contact@eastwestrail.co.uk; Bethan Cawte
Cc: Harston Parish Clerk 07769563856; Martin Harris; Trevor Goldberg; Carl Pedler; DALJIT BENNING; Dominic Bellamy; Tim Arnold; Watkins Timothy; Harston Residents Group; John Hammond; Cuffley Kevin; Hickford Roger Cllr; Cllr. Tony Mason, Cllr. Phill Allen and Cllr. Ian Sollom - SCLD; ALLEN, Heidi; valerietookey@sky.com; clerk@haslingfieldparish.co.uk
Subject: East West Rail Route Options: Harston Parish Council's Response to Consultation.
Date: 09 March 2019 11:34:26

Dear Sir / Madam,

Harston Parish Council discussed the East West Rail routes' options on 7th March and took the following decisions:

1. We support the three southern route options with a station at Bassingbourn and joining the Cambridge to Kings Cross line in the area of Foxton. The routes referred to are the down selected Route A, Route C and Route D.
2. We support the concept of the new railway line continuing to Cambridge city by using the existing Cambridge to Kings Cross line from the point of their junction in the Foxton area.
3. We support the quadrupling of the railway [Four four tracks rather than the current two] from this point of junction into Cambridge. This quadrupling might permit the re-opening of Harston railway station.
4. We believe that the planning of East West Rail must take account of the replacement of Foxton level crossing and the establishment of a Rural Transport Hub there as part of that replacement project.

Yours faithfully,
Niall O'Byrne,
Chair Harston Parish Council.

Hatley Parish Council

Clerk to the Council: Kim Wilde, 36 Fairfield, Gamlingay, Cambs, SG19 3LG
Tel: 01767 650596 Email: parishclerk@hatley.info www.hatley.info

To: East West Rail Company Ltd

11th March 2019

Dear Sir/Madam

I am contacting you on behalf of Hatley Parish Council in response to your public consultation on the preferred route for the Bedford to Cambridge section of the Oxford to Cambridge train line. The Parish Councillors have given much consideration to all information that has been made available via your online consultation document and technical report and have attended the various public presentations which you have organised in the area. The Parish Council has consulted with the residents of Hatley St. George and East Hatley on the possible routes and has also welcomed a presentation by the CamBed RoadRail group (CBRR) to ensure that all options and implications have been evaluated to the fullest.

It is the Parish Council's view that the northern routes, most notably CBRR's proposed route, will meet your objectives to the fullest for the supply of new homes, supporting economic growth and the potential to benefit rail users. The southern routes do not allow you to realise your objectives to the same degree and will result in greater harm to the landscape, wildlife and heritage sites. The Parish Council supports the proposal by CBRR for the train line to be closely aligned to the A428 highway improvement scheme to facilitate a multi-modal transport solution linking the most urban area, being the corridor between St Neots to Cambridge, and offering a wider range of benefits to the economy and environment.

Below is a summary of the Parish Council's comments on your consultation and reasons for supporting a train line that enters Cambridge from the north. A feedback form has also been submitted to allow you to include the Parish Council's scores for each route option in your final evaluation of the feedback form data.

General Comments on the Consultation

- Sustainability

This has not been explored and therefore the consultation fails to provide an indication of which routes may offer the best payback opportunity, in terms of demand for east-west rail services by commuters or general ticket sales.

- Freight Services

The proposal fails to consider the provision of a night time freight service on an east-west basis to and from Felixstowe, as made possible by the CBRR proposal. This is a missed opportunity by the East West Rail Company which should be investigated further, as it would help to reduce congestion and pollution caused by HGV's on both the major highways and on local 'rat runs' through smaller communities.

- **CBRR's Proposal**

The East West Rail project should seek to maximise opportunities to increase rail use and economic growth by locating the line close to existing urban areas and determined future developments. A rail route which is closely aligned with the A428 highways improvement project, as proposed by CBRR, will provide a more lucrative payback by making the service available in the most populous area. This in turn will reduce both the number of vehicles on the roads and the level of CO₂ emissions, thereby improving air quality. This location also offers the chance to minimize planning blight and preserve natural capital.

Objections to Routes A, C and D

- **The Provision of New Homes**

There are no new developments or confirmed future developments on the routes in the south between Sandy and Bassingbourn. The availability of Bassingbourn Barracks is also uncertain. Therefore, in the absence of any confirmed opportunities for development, this route does not support the delivery of new homes to the same extent as the northern corridor between St Neots and Cambridge. The consultation should give more weight to realised housing figures along the northern routes than the 'possible' housing opportunities to the south.

- **Supporting Infrastructure**

The southern routes pass through a more isolated area of infrastructure and therefore opportunity costs will be much higher. It cannot offer or benefit from a multi-modal transport solution, which is a possibility on the northern corridor into Cambridge. The location of a train line in the southern area is likely to create additional infrastructure costs which have not been accounted for. The published estimated costs do not include the provision of a new train station at Bassingbourn or improvements that will be required to the local road networks, such as the possible dualling of the A1198 and A505 to cope with the significant volume of traffic that will be generated by new housing developments in the area.

- **Conversion of Road Users to Rail Transport**

The southern area, being less developed than the area between St Neots and Cambridge, offers fewer opportunities for the growth of existing developments and therefore will also provide less opportunity to encourage road users to switch to rail transport. Maximising the conversion of road users to rail will have a greater impact on the reduction of air pollution from vehicle emissions and can help to reduce congestion on local roads. Furthermore, communities in and around Bassingbourn already benefit from a nearby train service into Cambridge and therefore the benefits for transport users in this area are more limited. It is also questionable as to how much demand there is for an east-west trainline across this southern area, as the towns and villages are populated by a significant number of commuters travelling south to London.

- **Impact on Wildlife**

The presence of hard fencing along the train line will have a greater impact on the movement of wildlife in the relatively rural southern stretch of land and conversely the environmental impact, though still of importance, will be less so in the more urban northern routes.

- **Resolving the Challenges**

The key challenges listed in your consultation document for all routes via Bassingbourn indicate a harmful impact on sites of historical, environmental or scientific importance. This compares with the challenges noted for the northern routes which appear to be manageable or transferable issues, such as the relocation of a station or the possible duplication of services. The challenges along the southern route have no obvious solution and will have a detrimental and irrevocable impact on those sites listed. Opposition to the southern routes has already been noted from the National Trust, the Wildlife Trust and local parish councils that seek to protect and conserve local wildlife and open countryside surrounding their communities.

Support for routes B and E

To be clear, routes B and E are supported by the Parish Council in comparison to routes A, C and D, as they are considered to have a lesser impact on the environment and offer greater opportunities to benefit transport users and to deliver new homes. However, the CBRR proposal is the Parish Council's preferred route ahead of routes B and E, and therefore the Parish Council urges you to re-examine CBRR's proposal to ensure that your objectives are achieved with minimal negative impact on small communities and the rural landscape across this region.

- **Benefits of Current and Future Development**

The northern routes of B and E offer an opportunity to locate the train line close to a large and rapidly expanding population along the St Neots to Cambridge corridor and can further enhance economic and employment growth. Existing developments in this area also have the potential to offer further new homes, such as north of Cambourne. Stations at locations such as Cambourne and Northstowe would allow commuters into Cambridge along this corridor to switch from road to rail, reducing CO² emissions and reducing congestion on local roads.

- **Resolving Challenges**

Routes B and E do not have the same degree of challenges as the other routes, ensuring there is less impact on the environment and heritage sites. The northern routes into Cambridge are/will continue to be more heavily populated and therefore are more sustainable than routes in the south. Reference to the duplication of transport services between Cambourne and Cambridge is considered to be irrelevant as the funding for the Metro project has not been determined, plus there is a possibility for this area to be fully serviced by the East West Rail Company.

Please refer to the consultation feedback form submitted by the Parish Council on 11th March 2019 for its scoring of each individual route. The emphasis is placed on supporting the northern routes which offer the broadest benefits and the least harm to the area.

Yours sincerely,

Kim Wilde

Kim Wilde
Clerk to Hatley Parish Council



Our ref:

Your ref:

East-West Rail

Via email to:

contact@eastwestrail.co.uk

Operations - East

Woodlands

Manton Lane

Bedford MK41 7LW

Direct Line: 0300 470 4740

22 March 2019

Dear Sir/Madam,

East West Rail: Bedford to Cambridge - Route Option Consultation

Thank you for inviting us to take part in this consultation. As we are a government owned company you will appreciate why, as such, we prefer neither to support nor object to the proposals. Instead our response focuses on issues that may need to be addressed, potential obstacles that, should they occur, will need to be overcome, and opportunities that might be exploited. Therefore we have chosen not to make use of the feedback form.

Matters raised in our response below are restricted to the proposals' potential effects on the strategic road network (SRN) (and vice versa) which, in relation to your proposals, includes the A421 east of the M1, A1, A428 east of the A1, and the M11. The matters typically relate (i) to the construction phase; or (ii) to when the scheme is operational (or both). For convenience therefore, where the issue relates to one or both of these we have appended the word 'construction' and/or 'operational' in brackets to the end of the comment. Any other reasons are referenced within the comment where appropriate.

Route A

- We note the proposal for a Bedford Southern Station will be close to A421/A6 junction. If this route is chosen, we would need to understand the impact on this junction and how you would address those impacts where necessary. For instance, given its proximity to Bedford the proposed station could have a significant impact on the distribution and modal choices of trips in this area, its connectivity to the town and to the A421/A6 corridors. (*operational, construction*)
- We note this option would cross the existing A1. If this route is chosen, we would need to understand how this will be achieved and how you would address any impacts where necessary. (*construction*)
- We note this option would cross the existing M11. If this route is chosen, we would need to understand how this will be achieved and how you would address any impacts where necessary. (*construction*)
- Of all the route options, this one alone appears to avoid any direct impacts on the A428 Black Cat to Caxton Gibbet scheme. This is likely



to be a major consideration when deciding on your preferred route option. *(operational, construction)*

Routes B and C

- We note the proposal for a Bedford Southern Station will be close to A421/A6 junction. If this route is chosen, we would need to understand the impact on this junction and how you would address those impacts where necessary. For instance, given its proximity to Bedford the proposed station could have a significant impact on the distribution and modal choices of trips in this area, its connectivity to the town and to the A421/A6 corridors. *(operational, construction)*
- We note these options would cross the existing A421. If either of these routes are chosen, we would need to understand how this will be achieved and how you would address any impacts where necessary. *(construction)*
- We note these options would cross the proposed route of the A428 Black Cat to Caxton Gibbet scheme (see Annex A). This raises the possibility of introducing engineering complexities and additional costs to one or both of our respective schemes. If either of these routes are chosen we would therefore need to understand any such issues, how you would address any impacts where they occur and how the two schemes might best be coordinated to minimise or eliminate any adverse consequences. *(construction)*
- We note this option would cross the existing A1. If either of these routes are chosen, we would need to understand how this will be achieved and how you would address any impacts where necessary. *(construction)*
- We note this option would cross the existing M11. If either of these routes are chosen, we would need to understand how this will be achieved and how you would address any impacts where necessary. *(construction)*

Routes D and E

- We note these options would cross the existing A421. If either of these routes are chosen, we would need to understand how this will be achieved and how you would address any impacts where necessary. *(construction)*
- We note these options would cross the proposed route of the A428 Black Cat to Caxton Gibbet scheme (see Annex A). This raises the possibility of introducing engineering complexities and additional costs to one or both of our respective schemes. If either of these routes are chosen we would therefore need to understand any such issues, how you would address any impacts where they occur and how the two schemes might best be coordinated to minimise or eliminate any adverse consequences. *(construction)*
- We note these options would cross the existing A1. If either of these routes are chosen, we would need to understand how this will be



achieved and how you would address any impacts where necessary.
(construction)

- We note these options would cross the existing M11. If either of these routes are chosen, we would need to understand how this will be achieved and how you would address any impacts where necessary.
(construction)

Routes C, D and E

- We note these options would cross the A1 in the vicinity of, or potentially at, the Black Cat roundabout. If any of these routes are chosen, the engineering challenges could be substantial if the route were to pass near to or within the footprint of the proposed 3-level junction at Black Cat. *(operational, construction)*

General

- We will need to understand impacts on A1/A428 of proposed stations. These impacts could be either detrimental or beneficial to the SRN. In the case of the former we will need to understand how you would address any impacts where necessary. For instance, the proposed stations could have a significant impact on the distribution and modal choices of trips in this area. *(operational)*
- There is the potential for the construction phases of both the A428 Black Cat to Caxton Gibbet scheme and EWR Bedford to Cambridge to overlap. We would therefore want to work closely with you on managing the potential impacts on both our networks. *(operational, construction)*

We look forward to continuing to work with you on the development of the proposed scheme.

Yours faithfully,

David Abbott
Spatial Planning Manager,
Operations (East)
Email: david.abbott@highwaysengland.co.uk

Annex A: further information relating to the A428 Black Cat to Caxton Gibbet scheme

The preferred route for the A428 Black Cat to Caxton Gibbet scheme was announced in February 2019. We anticipate that the scheme will begin construction in 2021/22 and be completed within roads period 2 which ends in 2025.



We are currently preparing to issue a Notification of Development in relation to the A428 Black Cat to Caxton Gibbet scheme. The purpose of this is to reduce the risk that new developments along the route of a proposed Highways England scheme which would adversely impact on our ability to build or operate the scheme once consented. A notification of development will aim, but cannot guarantee, to protect the land required for a proposed scheme - including any land required for mitigation, accesses and construction purposes - from alternative development until we have constructed the scheme. Notification of development was previously variously known as "route protection" or "safeguarding".

We usually pursue this aim by serving a written notice on the relevant Local Planning Authorities ("LPA") of our intention to build, alter or improve a highway, along with plans sufficient to identify the land required for the scheme. We ask that LPAs hold this record on their systems until we notify them that it can be removed, and that they take it into account when carrying out their consultation duties under Article 18(1) and Schedule 4, paragraph (h) of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

The notification also supports compliance with our statutory duty to respond within 21 calendar days to all consultations on Town and Country Planning matters. Responses to these consultations are coordinated by our Operations Directorate ("OD") Regions. These consultations may arise from the Notification of Development letter our Major Projects project teams provide to the LPA.

Further information about the project can be found at :

<https://highwaysengland.co.uk/projects/a428-black-cat-to-caxton-gibbet/>



Pathfinder House, St.Mary's Street
Huntingdon PE29 3TN
www.huntingdonshire.gov.uk

contact@eastwestrail.co.uk

Date: 11th March 2019

Dear Sirs

Huntingdonshire District Council's response to the East West Rail Bedford to Cambridge Route Option Consultation

Following careful consideration of the 5 proposed options, Huntingdonshire District Council (HDC) supports Routes B or E on the basis that:

- **HDC is keen to welcome additional development provided there are specific identified benefits to Huntingdonshire that outweigh the additional cost, and Routes B and E have the potential to do this.**
- Along with the A428/A421, these routes would provide a key, single, multi-modal east-west transport corridor along which to concentrate connected, sustainable (economic, social and environmental) growth hubs, and encourage modal shift. This would promote real choice of transport type and costs (to the traveller). A new station south of the District's largest town, St Neots, also provides a significant and powerful opportunity to enable sustainable east-west and north-south travel and thereby expansion of that functional economic and housing market geography. A new station on the East Coast Mainline at Alconbury Weald to the north of Huntingdon would also connect the 150ha Enterprise Zone at Alconbury Weald to this North-South and East-West network.
- They provide the potential for growth at the junction of the East Coast Mainline, East-West Rail, A1, A428/A421 between St Neots and Sandy, not as further extensions to existing towns but as a new connected, sustainable settlement(s).
- We support South Cambridgeshire District Council's view that a station at Cambourne rather than Bassingbourn would be preferable to build upon the existing settlement strategy in the South Cambridgeshire Local Plan. In addition to the benefits of a single multi-modal corridor highlighted above, a single multi-modal corridor also has an important environmental benefit in that it significantly

reduces the visual and climate change impact compared to having two entirely separate transport/growth corridors.

- The responsibility here and now that must not be missed is the much greater and holistic opportunity to deliver the future growth and community connectivity opportunities, not just a simplistic transport operating cost/time efficiency solution.
- Route E has the collective support of South Cambridgeshire District Council, Cambridge City Council, Huntingdonshire District Council and Bedford Borough Council.

Whilst East-West Rail undoubtedly provides the opportunity for further growth, given that the consultation does not make clear what scale of growth would be needed to support any one route, it is not currently possible to say whether such growth could be physically accommodated, or whether it would be environmentally or socially acceptable.

It is essential that, following the close of this consultation period, East-West Rail Co. collaborates with local authorities along the route at each stage of the project's progression.

Yours sincerely



Graham Bull
Executive Leader

 **01480 388047**
Email: graham.bull@huntingdonshire.gov.uk



East West Railway Company Ltd
Via Email

Antoinette Jackson
Chief Executive, Cambridge City Council
Antoinette.jackson@cambridge.gov.uk
01223 457001
(on behalf of:
*Bedford Borough Council,
Huntingdonshire District Council,
South Cambridgeshire District Council, and
Cambridge City Council*)

08 March 2019

Dears Sirs

Re: East West Rail Bedford to Cambridge Route Option Consultation

The public consultation is now underway for the route options and the undersigned councils have established a common understanding of local principles that we wish to collectively register.

There is an understanding that with infrastructure investment there is an expectation of housing growth. All the councils are currently delivering significant housing growth and are continuing to work with other councils in the development of the OxCam Arc. There is already significant latent capacity within this area with thousands of new homes already “live” in the planning system. The critical measure of success for all of us is that the delivery of these new homes is accelerated. We believe this can be achieved effectively through confident and definitive decisions about investment in strategic infrastructure accompanied by a planned and sustainable approach to community development. What is important is that future growth is accompanied by the local and the strategic infrastructure expected by communities. In this way, housing should be seen as just one part of a planned approach to developing economically successful, sustainable and healthy places where people want to live and work.

Consensus has also been reached on the value of some of our existing landscapes and there is a preference for routes that do not despoil currently undeveloped countryside and make maximum use of existing corridors, so protecting existing rural communities from encroachment by urban and suburban expansions. The obvious corollary to this is that there is then a significant opportunity to enhance natural capital and reduce environmental impact.

The technical report accompanying the consultation contains limited detail on the spatial, economic and environmental considerations underpinning the development of the route options to date. It also recognises the theoretical basis for several assumptions underpinning the route identification methodology.

The consultation proposals omit significant and important detail on the environmental effects of the route options and the expectations around housing delivery. Significant further work will be required to assess the impact and acceptability of the options.

In respect of locational points we collectively agree that:

- The interchange in Bedford should serve the existing Bedford Midland station
- The interchange with the East Coast mainline should be a new station south of St Neots
- The route through South Cambridgeshire should be to Cambourne but must be sensitive to the relationships with existing villages and should tie in with a Cambridge South station at the biomedical campus.

This leads to only one conclusion which is that route E represents the Councils' favoured route based upon the material to date. There are however many nuances to this position which will be referenced by the individual council submissions, which will support the specific locational points. Given the significant work underway to consider growth in the corridor and beyond, we would also highlight the need for continued and richer engagement with the local authorities in the area as the evidence base and critical delivery requirements emerge. The decisions on strategic infrastructure cannot be taken in isolation but must have regard to local authority plans.

We look forward to continuing a positive dialogue as matters move forward.

Yours faithfully,

Dave Hodgson *G. J. Bull* *Bridget Smith* *Lewis Herbert*

**Mayor Dave
Hodgson MBE**

Elected Mayor and
Leader of Council,
Bedford Borough
Council

Cllr Graham Bull

Executive Leader,
Huntingdonshire
District Council

**Cllr Bridget
Smith**

Leader, South
Cambridgeshire
District Council

**Cllr Lewis
Herbert**

Leader,
Cambridge City
Council

From: [john jefferies](#)
To: contact@eastwestrail.co.uk
Cc: ["Sylvia Stephen Alan"](#); [john jefferies](#)
Subject: Lt Gransden Parish Council consultation response
Date: 11 March 2019 07:33:06

Sirs,

Please see below for the response to your consultation for Lt Gransden Parish Council.

Please keep Lt Gransden Parish Coouncil up to date with decisions and progress as and when made via email, clerk.lgpc@aol.com, and post

Lt Gransden Parish Council
c/o 3 Primrose Hill
Lt Gransden
Sandy, Beds
SG19 3BP

Lt Gransden Parish Council supports Route option A for the following reasons:

This is the shortest and most direct route for the rail line, thereby making it the lowest cost to build. It runs on the flat lands to the south. The routes to the north, especially those that take in Cambourne will have to rise on to the clay plateau and back down again. This only increase costs. The route to the north would enter the clay plateau through the undulating land to the south west of St Neots and provide many engineering challenges.

The shortest route (A) is preferred as it has the lowest environmental impact and uses the least amount of land.

The shortest route prevents the rail line from snaking about in giant "S" shapes across the countryside, which would have a far greater impact upon the local environment.

We support the Sandy south station. We do not support the Tempsford station as this would bring development to a very flat and low-lying area. The old Tempsford airfield is barely above the water table and forms part of the flood plain of the Great Ouse. It is far from an ideal place to build houses. It is very prone to flooding and during a wet winter it resembles a lake. We think a Tempsford station should be resisted at all cost.

We support the southern entry into Cambridge. This allows the trains to pass through Cambridge station and on to destinations to the east. A northern approach to Cambridge would surely mean that the train driver would have to run up to the other end of the train whilst at Cambridge station so that the train could continue to Norwich/Ispwich/Kings Lynn.

The development of the A428 to the north and the rail to the south would maximise the width of the corridor of economic benefit of both developments. This must be a positive.

Many thanks

John Jefferies, Lt Gransden Parish Councillor.
Ash Tree Cottage
Fullers Hill
Lt Gransden
Sandy, Beds
SG19 3BP



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Company registration number: 11072935.



CAMBRIDGESHIRE
& PETERBOROUGH
COMBINED AUTHORITY

Mr R Brighouse
East West Rail
Greater Minster House
33 Horseferry Road
Westminster
SW1P 4DR

11th March 2019

Dear Mr Brighouse

I welcome the opportunity to respond to the consultation on the proposed route options for East West rail. I am writing in my capacity of the Mayor of the Cambridgeshire and Peterborough Combined Authority as each of the constituent councils has chosen to respond to the route options consultation from their own geographic perspective.

First things first, I wholly support EWR and will continue to support it through delivery. Strategic and transformational infrastructure projects such as this and our Cambridgeshire Autonomous Metro (CAM) are essential to the continued economic prosperity of this region. As the recent Cambridgeshire and Peterborough independent economic review (CPIER) led by Kate Barker concluded, without transformational investment in infrastructure the economic performance of the region will fall into de-cline.

EWR though won't solve these challenges on its own and only by joining it into a regional transport system will its benefits be fully realised.

It is proposed that EWR enters Cambridge via the southern route with a connection at the new proposed Cambridge south station and onto Cambridge main station. I support the focus of the route in this area as the opportunity for economic growth is in the south. The challenge though remains the lack of a reliable and high frequency transport system to get passengers to and from these stations. The CAM could deliver this connectivity and would significantly increase the potential patronage of EWR while also connecting EWR passengers to the other significant employment centres to the West and North of the City.

The overall approach taken to developing route options

I support the overall approach that has been taken to developing route options including in particular considering how it supports economic growth, the delivery of new homes and the environmental impacts and opportunities.

The Mayor's Office,
72 Market Street,
Ely, CB7 4LS



As the EWR project moves into the next stage of development we will need to work closely together to ensure that we can demonstrate alignment with our work on the non-statutory spatial plan, local transport plan, the CAM, Cambridge South station and the other key transport projects. Without that close cooperation, none of the projects are likely to yield their potential.

Focus on route options that approach Cambridge from the south

I support the decision to focus on the route option that enters Cambridge from the South. In preferring the southern access into Cambridge, the consultation places weight on the importance of directly serving the proposed Cambridge south station.

We are working with Network Rail, partners and businesses to accelerate plans for a Cambridge South station. This is a key project for global firms located here and the Biomedical campus, which continues to expand. The proposed Network Rail solution would be available from 2025 and I have been working with partners to develop an interim solution which could put a station in place as early as 2021. Working even closer alongside EWR to promote this project could be decisive in moving this forward at the pace that businesses need. The development of the metro to the south would have considerable benefits over the heavy rail options that would be necessary to the north. The metro provides the opportunity for additional stops across the area, facilitating growth along its corridor and in addition to be lower cost to build would also have greater capacity.

Challenges and opportunities relating to the route options

I've set out below what I and my team believe to be the key challenges and opportunities.

Challenges

Building a strong business case: will rely heavily on the additionality that EWR can enable which in turn will require close working with the Combined Authority and its constituent councils to identify where the additional development can be accommodated.

Approach to attributing growth - The CAM and Cambridge South station are just two of the Combined Authorities strategic transport priorities that are building strong business cases linked to additional growth. EWR Company and the Combined Authority should seek a closer working arrangement during the next stage of project development to ensure a compelling investment story is told for each of the projects.

Opportunities

The greatest opportunity available to our organisations is to work in an integrated and coordinated way to plan, develop and promote the compelling case for the CAM, Cambridge South and EWR as a suite of complementary package of transport projects that will enable the region to continue to grow and prosper.



The Mayor's Office,
72 Market Street,
Ely, CB7 4LS

In the period to Spring 2020 we will have delivered the Non-Statutory Spatial Plan, Local Transport Plan and the Outline Business Case for the CAM. This suite of documents will provide a strong strategic and policy foundation as we move into delivery and ensuring that EWR is included within them will only strengthen its case further.

Yours sincerely



James Palmer
Mayor of Cambridgeshire and Peterborough



The Mayor's Office,
72 Market Street,
Ely, CB7 4LS

MELDRETH PARISH COUNCIL

Clerk: Mrs Judy Damant

Parish Office, Meldreth Sheltered Scheme, Elin Way, Meldreth, Royston, Herts, SG8 6LT

(01763) 269928

email: parishclerk@meldreth-pc.org.uk

www.meldreth-pc.org.uk

11th March 2019

Ref: 1.11

Email: contact@eastwestrail.co.uk

Dear Sirs

We thank you for the opportunity to present our comments on the proposals by EW Rail Company Limited made available from the recent round of public and closed meetings. Our village has been positively engaged in the process with many attendees at the public meetings, good attendance of the Parish Council at the private meetings and an open information gathering session held for the village on the 25th February 2019 (at which over 50 people were in attendance). The following summarizes the view of the Parish Council formed from the above and discussed at the regular Parish Council meeting on the 7th March 2019.

Our comments follow:

If the choice is around the path of a railway the one that serves existing populations B or E are the only choices amongst those presented.

If however the real decision which is made by this process is the site for a major New Town in the vicinity of Cambridge then masquerading this as the choice of rail route is considered to be devious. It is wholly unsatisfactory that any subsequent inquiry into the development of a New Town would be predetermined by the route choice of this new railway especially if this 'consultation' is the only opportunity to influence the choice of route.

Our more detailed comments follow:

1. If the proposals are to serve the existing centres of populations then B or E are the only appropriate options. The CBRR North-North route with a northern approach to Cambridge may be even more appropriate and fuller analysis is required from East West Railway Company Limited which then needs to be made public. Route A is considered non-viable as it does not serve any existing centres of populations between Sandy and Cambridge. If the lowest price is the objective then, as Jacobs' engineering report details, the route should be via Hitchin and the existing Kings Cross Line, this is 50% cheaper than the lowest of the options presented by EWR Co.
2. If however the proposal is to enable future new housing development in the timescale 2031 onwards (i.e. in the lifetime of the next local plan) then the discussions on possible development sites should be started now in order to fix the route. This discussion should be development led and not railway led. It is inappropriate that we are being driven towards a de-facto development decision on the basis of deciding on the route of the new railway.
3. The National Infrastructure Commission identified a number of different development options and also potential sites for a New Town proximal to Cambridge without suggesting Bassingbourn as the only choice. On a 'like for

'like' basis essentially the same development costs are identified for B,C or D. There is no financial benefit of going via Bassingbourn. All the advantages lie with the route via Cambourne which serves existing populations and is well positioned for a New Town site North of the A10 and close to the M11 - "North Caxton". In contrast a New Town around Bassingbourn would require significant road works to 'dual' the A10 or A505 West from Royston to the M11, to dual the A1198 South to Royston and North to the A428. Anything less guarantees an inadequate road service to the New Town and exacerbates the already dangerously toxic traffic pollution levels in Harston.

4. We have found the consultation processes deeply unsatisfactory. There is no detailed evidence presented to allow an informed choice or substantiate claims made in the document, our parishioners have complained that the material is confusing and any real discussion on alternatives missing. Substantially there are 2 major defects: the link to and dependency on the New Town development proposals is not made explicit and the impact of other initiatives is largely absent {see footnote}.
5. We were astonished and disappointed that the proposals offer absolutely nothing to the communities in this area. We have already heard from Network Rail that we will suffer a reduction in the quality of local services due to route competition from the new line, the disruption during building will be significant and the threat of overloading existing facilities (such as roads, hospitals, schools) without appropriate development is profound. We are truly placed in the shadow of this development.
6. Should any of the routes through Bassingbourn be chosen we have serious concerns on the impact on Meldreth. The route C2-2, identified in earlier studies, passes north of the villages of Meldreth and Whaddon. However, the broad corridor shown on Options A, C & D shows the southern limit passing through Meldreth at around the existing railway station on the King's Cross line. We are led to believe that the width of this corridor is to accommodate options within Bassingbourn Barracks (with a new station and town) or, if the barracks are not available for development, either north or south of the barracks. We believe that the northerly route around the barracks site would compromise the grade 1 listed Wimpole Hall Avenue and therefore there would be a high likelihood that the railway will pass through the village of Meldreth which would be unacceptable.

{footnote} The prospect of development in and around the Cambridge area has been the subject of many different groups and many reports. The rhetoric always stated minimal disruption, best services, value for money and "joined up thinking" – none of this is evident in the EWR Co material. The CBRR group have identified the highways proposals for the A428 trunking, the National Infrastructure Commission have provided options for development in the Oxford to Cambridge corridor, the EW rail corridor has been extended into East Anglia and the local, district and city councils all have their own independent initiatives. Seemingly the East West Railway Company Ltd is making choices on incomplete, partial and aged information.

Yours faithfully

Judy Damant
Parish Clerk

Date: 11 March 2019
Our ref: 272448
Your ref: NA



FAO East West Railway Company

BY EMAIL ONLY

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T 0300 060 3900

Dear Michael Shanks,

RE: East West Rail Central Section Route Consultation

Thank you for your consultation on the above dated 28 January 2019 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

This advice is being provided as part of Natural England's Discretionary Advice Service. East West Rail Company has asked Natural England to provide advice upon the public Bedford and Cambridge Route Option Consultation.

This advice is provided in accordance with the Quotation and Agreement dated 14 February 2019.

The following advice is based upon the information on the consultation website:
<https://eastwestrail.co.uk/haveyoursay>.

SUMMARY OF NATURAL ENGLAND'S ADVICE

Natural England recognises that East West Rail Central Section passes areas of high environmental value. We believe it offers opportunity for significant environmental outcomes on the ground, but that further work on identifying and appraising cumulative sustainability and environmental impacts is essential and is being undertaken. At this stage, there is a lack of relevant or detailed environmental information within the present consultation to enable us to form an opinion on a route option. Consequently, the advice set out below is necessarily high-level, and aims to outline the information that is likely to be required by Natural England, or inform further environmental studies, in due course.

Natural England's aim is to ensure that EWR Co. accurately addresses the likely environmental issues, opportunities and uncertainties at this stage within the Central section. Our comments are made to help frame the environmental parameters that should be considered within the relevant stages of the Environmental Assessment process.

A key component of this consultation is a request for opinions on the overall approach EWR Co. have taken to developing route options. Whilst Natural England have not undertaken its own environmental analysis of alternative route options to the North of Cambridge, these options may offer reduced environmental impacts compared to the five put forward within this present consultation. It is essential, and a priority, that a comparative environmental assessment is

completed prior to selecting route options for consultation, and that the least-impact route on the environment is prioritised. We are concerned at the apparent lack of an environmental justification for the discounting of route options to the North of Cambridge. At this stage, alternative options with a reduced environmental impact should not be discounted and we look to EWR Co. to consider these as a matter of urgency. Pending a comparative environmental analysis of all possible route options, Natural England cannot express a preference on the route options currently proposed.

Technical Report - Annex D

Natural England expects that formal environmental assessment processes have been, or will be undertaken to ensure that impacts and opportunities have been correctly identified and evaluated.

Annex D within the Technical Report states that "*the appraisal of natural and cultural resources has considered statutorily-protected environmental features (of international and national importance) and other relevant non-statutory features where information is readily available*", however we note that this appraisal is not attached to the Technical report. Consequently we cannot advise on the methodology and adequacy of the assessment on sites designated for their nature conservation value.

Natural England are pleased that the requirement for an Environmental Impact Assessment is noted within the consultation documents. We note the key chapter headings have been listed in A.23, however this does not include a chapter on providing environmental net gain, or an assessment of natural capital assets within the corridor. Importantly, environmental and biodiversity net gains will be essential in addition to "*measures envisaged to avoid, reduce and potentially remedy the significant adverse effects of the project*".

Natural England supports the statement in A.24 that "*EWR Co will also explore opportunities to enhance the natural environment in the context of the government's 25 Year Environment Plan and commitment to explore options for a natural capital plan for the Oxford-Cambridge Arc*". However, we would like to see a stronger commitment from EWR Co. that the natural environment will be enhanced through this project.

We note that Table 5 of the Technical Report includes "*the environmental features that have been considered to date*". On inspection of this list, we note that all habitats — aside from Ancient Woodland — have not been considered when developing the route options; in particular, NERC s41 priority habitats. Further, we expect an explanation within the technical documentation on how the features which are listed in Table 5 have been considered.

Regarding the plans for an EIA, paragraphs 1.9 and A.23 are contradictory and inconsistent:

"1.9 The application for development consent will be supported by an Environmental Impact Assessment (EIA), which will appropriately identify, describe and assess the direct and indirect significant effects that the project may have on the environment... EWR Co will aim to avoid adverse environmental effects where reasonably practicable. However, where this is not reasonably practicable, EWR Co will consider measures to reduce, mitigate and compensate for these effects. In some cases, these measures may have the potential to provide an overall improvement in the environment over the longer term."

"A.23 An Environmental Impact Assessment (EIA) will identify, describe and assess the direct and indirect significant effects that the project may have on the environment... As part of the assessment, measures envisaged to avoid, reduce and potentially remedy the significant adverse effects of the project will be identified."

1.9 suggests that EWR Co will consider measures to reduce, mitigate and compensate adverse environmental effects, whereas A.23 it is suggested that environmental effects *will* be identified. Natural England advises that environmental effects should be identified as a priority, and that the avoid-mitigate-compensate hierarchy is followed as stated in paragraph 118 of the National

Planning Policy Framework (NPPF). In addition, 1.9 suggests that measures *may have the potential* to provide environmental improvements, whereas A.23 suggests measures can *potentially remedy* significant adverse effects. We understand that a commitment to net gain has been made by EWR Co e.g. 9.4 states that EWR Co intends on “*... ensuring that the EWR central section aligns with the government’s policy on biodiversity net gain*”. Natural England therefore advise that the mitigation hierarchy is applied consistently, and suggest it is not possible to comment on the likely conclusion of an EIA prior to screening and scoping.

Missing Information

The consultation documents do not detail what environmental constraints and opportunities lie within the 15km corridor. Yet, this information is essential to informing a decision on route options, and this basic mapping analysis should be made available since 4.7 within the Technical Report states that “*a wide range of potential environmental features have been mapped to inform potential route options, which are described further in Annex D*”. Natural England has completed its own basic mapping exercise for designated sites within our remit, and the results of which have informed this response. Our findings below are based on relatively crude mapping of routes, and are not exhaustive of all potential impacts.

The Technical Report states that “*the transport-related environmental benefits of the railway (noise and air quality benefits from reduced car usage and carbon emissions impacts) have been appraised in line with standard DfT guidance and do not vary significantly across route options*”. Natural England would like to see this appraisal, and would like to know whether this work has included the cumulative and in-combination effect of the projected housing numbers within this section of the Arc. Local Plans (whether adopted or emerging) should be consulted in this respect, to understand and explore whether the route option would result in knock-on changes to strategic housing allocations, and any associated increased likelihood of impacts to designated sites.

Within Table 4, it is made clear that watercourses and flood zones will be impacted by each of the five route options. It would be useful to have these environmental features mapped, in order to help guide an assessment of options.

Natural England can offer a broad outline of constraints related to each route option, but note that a detailed environmental analysis is expected from EWR Co. in due course:

All routes will cross the River Ivel, which is connected to a large area of blue/green infrastructure around Sandy including Biggleswade Common and various nature reserves. In addition, all routes will also have to cross the Great River Ouse at some point. This river forms a pathway to important protected sites, such as Paxton Pits SSSI leading onto Portholme SAC and then the Ouse Washes SAC. All corridors have the potential to impact Wimpole and Eversden Woods SAC and should be assessed against this.

The protected sites mentioned below occur within or within the nearby proximity of the route corridors:

Route A: The Marston Vale Community Forest (section 142 of NPPF) stretches around the south of Bedford to the M1. The Government’s 25 Year Environment Plan reinforces and reiterates the Government’s support for Community Forests as models of green infrastructure delivery. Open mosaic habitat also exists within the Community Forest, mainly situated between Stewartby and South of Bedford on previously developed land. These former brick workings have significant Great Crested Newt (GCN) interest. Before the route arrives at Sandy South, the corridor runs within/nearby Sheerhatch Wood, College Wood and Palmers Wood, a series of ancient replanted woods, and ancient and semi-natural woods. Beyond Sandy, the corridor’s proximity to Sandy Warren SSSI should be noted. From here, the corridor has the potential to impact Fowlmere Watercress Beds SSSI that includes an area of lowland fen priority habitat; L-moor and Shepreth SSSI; Barrington Pit and Barrington Chalk Pits SSSI’s; the river Cam or Rhee waterway; Whittleford-Thriplow Hummocky Fields SSSI; Thriplow Meadows SSSI; Thriplow Peat Holes SSSI

and Dernford Fen SSSI.

Route B: Similar issues arise around Bedford South regarding development within the Community Forest, on Open Mosaic Habitat and Ancient Woodlands. The corridor moves North and widens considerably. Above Sandy, the route will cross the River Great Ouse closer to protected sites e.g. Paxton Pits SSSI, and, like all routes traverse the A1. Following Sandy, the route has potential to affect pockets of ancient and semi-natural woodland running NE/SW. These are Foxhole Wood, Woodbury Sinks, White Wood, Weaveley and Sand Woods SSSI, Gamlingay Wood SSSI, Waresley Wood SSSI, and Eltisley Wood. On the approach to Cambridge, Caldecote Meadows SSSI and Hardwick Wood SSSI are within the corridor. The corridor passes close to Wimpole and Eversden Woods SAC.

Route C: Between Sandy to Cambridge, the corridor and therefore impacts are the same as within the corridor for A. Between Bedford and Sandy, the impacts between Bedford station and the A603 as for Route B are also the similar. Between the A603 and Tempsford, protecting the complex network of waterways in this area would be the main conservation consideration, as well as the pockets of ancient woodland near Colesden.

Route D: Again, the route corridor between Sandy and Cambridge is the same as within corridor A. Between Bedford Midland and Sandy however the route first passes close to the Great River Ouse and a series of ancient woodlands, namely Clapham Park Wood, Twin Wood, and woodland near Ravensden Ho. Again, as the corridor passes through Wybosten/Tempsford/Sandy, conserving the water network and associated habitats and species is the major consideration at this point. In particular the corridor between the Ivel/Ouse and the A1.

Route E: Here, our comments between Tempsford and Cambridge would be the similar to route B however we note the slightly thinner corridor around Tempsford. Regarding Bedford Midland to Tempsford, a series of ancient woodlands are within this corridor, including Tilwick Wood SSSI. Maintaining all habitats related to the water network is again a major consideration.

Conservation Priorities

Within 4.7 it is stated that "*route options have been developed to minimise potential adverse impacts on designated and sensitive sites, as well as impacts on existing housing*". Natural England would like to understand which sensitive sites were considered when devising route options. The distinction between designated sites and sensitive sites is not made clear, and it is uncertain whether sensitive sites includes areas of Priority or rare habitat. Within Annex D it is clear that only ancient woodland habitat had been considered so far.

Nature Recovery Networks

The route options seem to pass through, or close to areas of priority ecological restoration and "living landscapes". These key areas include the West Cambridge Hundreds, the Greensand Ridge, the Ouse Valley and the Marston Vale Community Forest.

Natural England will expect any proposal to contribute to the protection and enhancement of ecological networks and to demonstrate delivery of significant net biodiversity gain, through application of an appropriate biodiversity metric, in accordance with the biodiversity net gain aspirations of the Government's 25 Year Environment Plan and the National Planning Policy Framework (NPPF).

In particular, the development should aim to create and/or enhance priority habitats to improve ecological connectivity and to buffer and support habitats, and designated sites. This should be in line with the relevant objectives of the Cambridgeshire Green Infrastructure Strategy, and advice from within Green Infrastructure Design guidance (available from [Bedfordshire Local Nature Partnership](#)) developed by partners across Bedfordshire, Buckinghamshire, Northamptonshire and Milton Keynes. This should also be in line with the following areas as identified priority for ecological

restoration:

- **West Cambridgeshire Hundreds** - this cluster of ancient woodlands and parkland is particularly special for its plants and bat populations. Natural England and partners support projects to create additional wildlife habitats that link up these small woodlands and strengthen populations of farmland birds such as turtle dove;
- **Ouse Valley** - the River Great Ouse River and its valley is rich with wildlife. Natural England, working with the Upper Bedford Ouse Catchment Partnership supports projects that contribute towards the protection and enhancement of habitats and reduces pollution;
- **Greensand Ridge** – the dramatic iconic topography provides important refuges for scarce and specialist wildlife. Key objectives are to buffer, enhance and link the important wildlife sites along the ridge, strengthening their ability to adapt to climate change and to making the Ridge a good place to live, work and visit;
- **Cambridgeshire Fens** – a major refuge for England's biodiversity whilst also exceptionally important for food production and as a carbon store. Natural England will support strategic projects to promote the wildlife value of watercourses and connectivity of habitat across the landscape;
- **Chalk and Chilterns** - the chalk ridge extending from the Chilterns into Hertfordshire, and beyond, is a fragmented landscape of arable cultivation, chalk grasslands and woodland that is also a farmland bird 'hotspot'. Natural England will support development schemes which help to 'join the dots' through habitat creation and enhancement to provide a robust natural environment along this ridge with improved connectivity and accessibility.

Priorities West of Cambridge

- a) There are important pockets of wet grassland to the west of Cambridge. These areas are not necessarily floodplain, but usually associated with a watercourse and small areas of fen.
- b) Close to Wimpole, there are good examples of calcareous grassland. The work at Wimpole has successfully created species-rich grassland on ex-arable land. The plant species here provide habitat for pollinators and foraging for bats.
- c) Acid grassland is present near Gamlingay, on the edge of the Bedfordshire Greensand Ridge.
- d) A restored chalk stream emerges from Fowlmere Watercress Beds; this is a particularly important environmental asset, and restoring other chalk streams are a local priority.

In addition to mitigation measures to address any adverse effects, Natural England would expect any proposed scheme to contribute significant landscape-scale biodiversity enhancements, having regard to any objectives identified in the contribution towards the delivery of the objectives of the Cambridgeshire Green Infrastructure Strategy (Cambridgeshire Horizons, 2011) including those of the West Cambridgeshire Hundreds priority area. In particular, Natural England would welcome ecological enhancement proposals which seek to reduce isolation and fragmentation of ancient woodland habitat through ecological buffering and enhancement of habitat connectivity. This should also seek to improve the extent and connectivity of suitable foraging habitat for bats including barbastelle bats associated with Eversden and Wimpole Woods SAC.

Improving bat habitat around Wimpole

The needs of barbastelle bats, (the notified feature of Eversden and Wimpole Woods SAC) cannot be met within the SAC alone, or even within the Wimpole Estate. Radio tagging at Wimpole has shown that they can travel up to 11km in a single night. For example, the appraisal for the Bourn Airfield development has demonstrated that there is interaction between the barbastelles from Eversden and Wimpole Woods SAC, and those in the area of Bourn Airfield to be developed. There are excellent opportunities for landscape-scale net gain, centred on the needs of these animals, that has the potential to benefit a wide range of wildlife. These include the following:

- Conserve existing woodland and manage appropriately for wildlife;
- Conserve trees that are, or have potential to be, bat roosts. Plant trees in hedges to become roosts of the future;
- Buffer all woodlands with wide, flowery (where appropriate) margins with scattered small scrub and occasional ponds to provide good foraging;
- Create and conserve species-rich grassland across the landscape;
- Create new woods to become foraging areas and, hopefully roosts of the future;
- Link all woodland and other semi-natural habitats with wide and tall hedges managed for wildlife and buffered as above;
- Create and or manage ponds with open water across the landscape, especially associated with woods and hedges.

It is also important that light pollution is managed in the area. The landscape around Wimpole is comparably dark, and an increase in lighting levels will affect the bats.

A note on connectivity

Although rail infrastructure severs ecological connectivity, in some respects it can also provide substantial linear connectivity across landscapes. The evaluation of the balance between severance and connectivity needs to be considered with each route option.

Habitat Opportunity Mapping

Habitat Opportunity Maps are in development for Cambridgeshire, and may be useful for identifying areas that could be used to compensate for environmental effects. Although these maps are not available yet, we would like to point you in the direction of the Natural Cambridgeshire website <https://naturalcambridgeshire.org.uk/>.

Key Environmental Assets

Please note that Table 4 is not particularly informative in terms of environmental constraints between the route options.

Ancient Woodland

Within each route option, a number of ancient woodland pockets have been identified on our mapping system. Each route option has the potential to impact ancient woodland as identified on the Ancient Woodland Inventory. The Ancient Woodland Inventory classifies ancient woodland into two types: ancient semi-natural woodland and plantations on ancient woodland sites: both are irreplaceable ancient woodland, and they are treated equally under the NPPF. Please find our standing advice on ancient woodland here: <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>

Other distinct forms of ancient woodland are: wood pastures identified as ancient; and historic parkland, which is protected as a heritage asset in the NPPF. Ancient and veteran trees are often found outside ancient woodland, typically occurring in orchards, hedgerows, as well as in wood pasture and parkland. These trees will need to be identified and considered. Many of these do not appear on the Ancient Woodland Inventory because their low tree density did not register as woodland on historic maps. Note that wood pasture should be identified as ancient, and considered in the same way as other ancient woodland. Both wood pasture and parkland may contain significant populations of ancient and veteran trees. Please also note that ancient woodland and ancient and veteran trees are identified as irreplaceable habitats in the NPPF.

In an area of such importance for woodlands, Natural England would encourage the identification of potential ancient woodland sites within the area of search. The ancient woodland inventory only includes sites of 2ha and above in this area: the threshold for updating the inventory has been set at 0.25ha. Please follow the link to Natural England's Ancient Woodland Handbook

<http://publications.naturalengland.org.uk/publication/4876500800634880>.

Evidence can be presented to Natural England for assessment of ancient woodland status and the ancient woodland inventory can be altered accordingly. Overall, Natural England would expect the project to enhance ecological networks using the Lawton principles of 'more, bigger, better and joined', incorporating ancient woodland as core sites, and encompassing the entire tree-scape.

Flood plain meadows

4.7 states that "*the initial cost estimates include provision for mitigating flood risk where the railway would cross the River Great Ouse, River Ivel and River Cam and their flood plains*". Natural England advises regard needs to be given to potential impacts to European Sites downstream, including Portholme, and the Ouse Washes.

Soils and agricultural land

The main land use in the area is agricultural, comprising Agricultural Land Classification grades 1 and 2 i.e. Best and Most Versatile (BMV) land. The impacts of the route options and any detailed scheme should be considered in light of the Government's policy for the protection of the best and most versatile (BMV) agricultural land as set out in paragraph 112 of the NPPF.

Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society, for example as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are protected and used sustainably. In selecting a preferred route consideration should be given to the following:

1. The degree to which soils are going to be disturbed/harmed and whether 'best and most versatile' agricultural land is involved.

This may require a detailed survey if one is not already available. For further information on the availability of existing agricultural land classification (ALC) information see www.magic.gov.uk. Natural England Technical Information Note 049 - *Agricultural Land Classification: protecting the best and most versatile agricultural land* also contains useful background information.

2. If required, an agricultural land classification and soil survey of the land should be undertaken. This should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres.
3. Any detailed scheme should provide details of how any adverse impacts on soils can be minimised. Further guidance is contained in the *Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites*.

Landscape

The study area falls within the Bedfordshire and Cambridgeshire Claylands national character area (NCA), and that whilst the predominant land use in the NCA is commercial and arable farming; there are also a diverse range of semi-natural habitats, including national and international designated sites which support a wide range of species. The study area should also make consideration of landscape character areas (LCA). The selection of a preferred route option and any detailed scheme will need to consider the likely impacts on the landscape in the context of NCA's, LCA's and the potential to adequately mitigate adverse effects and deliver significant landscape scale enhancements.

Access

The route options are located in an area criss-crossed by a network of public rights of way and other access routes. The effects of route options on connectivity for users of these rights of access, and the potential for mitigating any adverse effects, will need to be carefully considered. Natural England encourages any proposal to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.

Any assessment should consider potential impacts on access land, public open land and rights of way in the vicinity of the development. We also recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

The impacts of route options and any detailed scheme on users of the public transport network, and opportunities to provide enhancements should be considered.

Net Gain

Net gain is supported by the NPPF within paragraphs 8, 32, 72, 118, 170, 171, 174, and 175. As highlighted within the consultation documents, net gain features prominently in 25 Year Environment Plan and Natural England is keen to work alongside EWR Co. to achieve a net gain for this project.

To implement a net gain approach, there is first the need for ecological baseline data (typically a Phase 1 habitat survey or equivalent). There is also the need to utilise a robust and proven metric for calculating biodiversity gain/loss e.g. the Defra biodiversity metric or variants thereof. Natural England will be publishing the beta version of Defra metric 2.0 in Spring 2019. Note, that whilst this metric is helpful, the project should also aim to make a net gain contribution in line with local conservation priorities and projects.

It is important to note that funding of net gain approaches have the potential to reduce costs overall.

In the first instance, we can point towards opportunities for net gain in existing projects that EWR Co may contribute towards, close to the route corridors. This list is not exhaustive, and simply highlights examples within the local area:

- (a) Enhancing and expanding the environmental assets at Little Paxton Pits SSSI;
- (b) Improving the unique chalk streams in our area;
- (c) Providing larger and more joined-up areas of species-rich grassland;
- (d) Buffering and linking ancient semi-natural woodlands.

Local Natural Capital Plan

As part of the Defra group and with partners, we are beginning a project to take forward a Local Natural Capital Plan for the Oxford-Cambridge Arc. This plan will consider the environment as a whole and define, quantify and value the benefits it provides us now and into the future with the aim of delivering environmental net gain in the Arc. It will be a key source of evidence for decisions on growth, including new infrastructure, in the Arc.

The mitigation, compensation and net gain associated with the chosen route should be aligned with work done on the LNCP.

Natural England is happy to offer further advice on join-up with the LNCP going forward.

European Sites

Wimpole and Eversden Woods SAC, SSSI

The qualifying feature of this European site is a maternity roost of barbastelle bats (*Barbastella barbastellus*). Important roosting and foraging habitat for the SAC barbastelle population exists beyond the site boundary, with barbastelle bats known to forage up to ca. 20km from their roost site. Consequently impacts on SAC barbastelles and supporting habitat within this range has the potential to have an adverse effect on the SAC through direct and indirect impacts to bats, and loss, fragmentation and disturbance to roosting, foraging and commuting habitat. Works to trees supporting roosts or potential roosting habitat, within or beyond the SAC boundary, poses a particular risk to the SAC population. Detailed consideration will need to be given to the selection of a route option to ensure that impacts to the SAC and supporting habitat are avoided as far as possible. Where impacts cannot be avoided, measures to adequately mitigate any potential impact, sufficient to demonstrate no adverse effect on the integrity of Eversden and Wimpole Woods SAC, will need to be provided.

Portholme SAC, SSSI

Covering approximately 91 hectares, Portholme SAC is located in the Bedfordshire and Cambridgeshire Claylands National Character Area, adjacent to the River Ouse south of Huntington and north-west of Godmanchester. In winter and early spring Portholme is inundated by floodwaters. This provides natural fertilising of the soil and it is this seasonal flooding coupled with the traditional management that maintains the diversity of natural plant communities. Portholme holds grassland communities of the alluvial flood meadow type. It represents one of the largest areas of this grassland type in the country which continues to be managed on traditional lines as a 'lammas' meadow. It supports species rich grassland communities including populations of two nationally scarce plant species Narrow-leaved Water-dropwort *Oenanthe silaifolia* and Marsh dandelion *Taraxacum palustre*. It also supports a small population of the nationally scarce Snake's head fritillary *Fritillaria meleagris*. It needs to be demonstrated that any construction upstream does not impact the River Ouse, and therefore Portholme SAC.

Ouse Washes SAC, SPA, Ramsar, SSSI

The site is one of the country's few remaining areas of extensive washland habitat. It is of particular note for the large numbers of wildlife and waders which supports: for the large area of unimproved neutral grassland communities which it holds and for the richness of the aquatic fauna and flora within the associated watercourse. The capacity of the site to hold wintering and breeding waterfowl and waders is of international significance. It needs to be demonstrated that any construction upstream does not impact the River Ouse, and therefore the Ouse Washes.

Protected Species

To ensure the best outcomes for European Protected Species (EPS) in connection with this scheme, and aid with EWR's planning approvals and programming of works, it is essential that the scope for strategic approaches and the application of new licensing policies are explored. For example, there may be leniency in terms of habitat loss, if a net gain of GCN-specific habitat is provided. There is an existing district-level licensing scheme in place for GCN in Bedford and Central Bedfordshire Local Authority areas, and we would recommend consideration is given to applying this approach to the project.

Although Wimpole SAC is heavily focussed on within the consultation documents, it should be noted that bats not directly linked to designated sites, in particular the SAC — as well as being EPS — are a conservation priority across the entire consultation area and focus should not only be directed towards the bats at Wimpole. We recommend consideration of the impacts on, and opportunities for, the enhancement and creation of bat habitat on a strategic scale to address this priority and to ensure legal obligations for EPS can be met.

Further discussion on these points with Natural England is encouraged at an early stage to ensure the benefits and opportunities can be addressed through the scheme choice and design process.

Habitats Regulations Assessment

Any route, which has potential to impact a European designated site either directly or indirectly will need to be subject to the HRA process. In particular, a HRA will be required to screen possible impacts to Wimpole SAC (including functionally linked land), and any water-related impact pathways to the European Sites.

For this reason, Natural England would advise that an Evidence Plan should be agreed with the relevant statutory bodies in order to inform EWR Co.'s approach to complying with the Habitats and Wild Birds Directives.

The advice provided in this letter has been through Natural England's Quality Assurance process

The advice provided within the Discretionary Advice Service is the professional advice of the Natural England adviser named below. It is the best advice that can be given based on the information provided so far. Its quality and detail is dependent upon the quality and depth of the information which has been provided. It does not constitute a statutory response or decision, which will be made by Natural England acting corporately in its role as statutory consultee to the competent authority after an application has been submitted. The advice given is therefore not binding in any way and is provided without prejudice to the consideration of any statutory consultation response or decision which may be made by Natural England in due course. The final judgement on any proposals by Natural England is reserved until an application is made and will be made on the information then available, including any modifications to the proposal made after receipt of discretionary advice. All pre-application advice is subject to review and revision in the light of changes in relevant considerations, including changes in relation to the facts, scientific knowledge/evidence, policy, guidance or law. Natural England will not accept any liability for the accuracy, adequacy or completeness of, nor will any express or implied warranty be given for, the advice. This exclusion does not extend to any fraudulent misrepresentation made by or on behalf of Natural England.

Yours sincerely



John Torlesse
Manager, West Anglia Team

ORWELL PARISH COUNCIL

Clerk: Mrs Judy Damant

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8th March 2019

Ref: 1.16.1

Email: contact@eastwestrail.co.uk

Tel: 0330 134 0067

Dear Sirs

Re: East West Rail Route

Orwell Parish Council (OPC) held a meeting for Orwell residents on 6th March.

The Parish Council was asked to write to you to put the following points which were agreed unanimously.

1. There is a strong feeling that none of the 5 routes should be chosen for the new rail line. If a new railway can be justified it should approximately follow the route proposed by the CamBed Rail Group.
2. There is a lack of information justifying the construction of the railway.
3. It has not been demonstrated that there is any passenger demand to travel on the proposed railway.
4. There is no information on who is going to pay for the improvements to the infrastructure that will be required, but not at or adjacent to the railway, e.g. road improvements.
5. If one of the southern routes via Bassingbourn is selected the occupants of any houses built would most likely travel to London or Cambridge, via Royston, Ashwell & Morden, Meldreth or Shepreth stations and not use the proposed railway.

OPC is just passing on this message but does not necessarily represent the views of the Parish Council.

Yours faithfully

Judy Damant
Clerk



Public Health England

Environmental Hazards and
Emergencies Department
Centre for Radiation, Chemical and
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Seaton House
City Link
London Road
Nottingham NG2 4LA

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Mr Simon Blanchflower
East West Rail
33 Horseferry Road
Westminster
SW1P 4DR

Your Ref :

Our Ref : 49628

11th March 2019

Dear Mr Blanchflower

**Re: Pre-Scoping Consultation
East West Rail Bedford to Cambridge Route Option**

Thank you for including Public Health England (PHE) in the above non statutory consultation. Advice offered by PHE is impartial and independent.

PHE exists to protect and improve the nation's health and wellbeing and reduce health inequalities; these two organisational aims are reflected in the way we review and respond to Nationally Significant Infrastructure Project (NSIP) applications.

We do not usually provide feedback on proposals at this early stage, however a few considerations are outlined below. Once you have produced a suitable Environmental Impact Assessment (EIA) we will be pleased to review your submission and provide further comments.

Environmental Public Health

The Appendix to this letter outlines generic considerations that we advise are addressed by all promoters when they are preparing an Environmental Statement (ES) for NSIPs. In terms of the level of detail to be included in an ES, We recognise that the differing nature of projects is such that their impacts will vary. Our view is that the assessments undertaken to inform the ES should be proportionate to the potential impacts of the proposal. Where a promoter determines that it is not necessary to undertake detailed assessment(s) (e.g. undertakes qualitative rather than quantitative assessments), if the rationale for this is fully explained and justified within the application documents, then we consider this to be an acceptable approach.

Noise

In order to provide meaningful comment on the different route options, we would need to see some discussion of the potential noise impacts on human health and well-being. Although potential noise benefits are mentioned in the Technical Report (in relation to reduced car usage, c.f Technical Report 4.7), potential adverse impacts due to noise generated by the scheme are not discussed.

An outline comparison of potential noise impacts associated with the different route options could, for example, identify noise sensitive receptors in proximity to each route, assess whether these receptors are likely to experience a change in their environmental noise exposure due to the Scheme, and provide comment on the nature of the change and potential for adverse or beneficial impact. Examples of noise sensitive receptors include but are not limited to:

1. Noise Important Areas - these are areas with the highest levels of noise exposure at a national level, and require very careful consideration in terms of opportunities for improvement of health and quality of life through noise management¹;
2. Residential areas, schools, hospitals and care homes;
3. Community green and blues spaces and areas of tranquillity, such as local and national parks.

We would expect to see noise included in the list of potential risk factors which will be examined in greater detail in the forthcoming EIA (c.f Technical Report Annexe D A.23). We expect proper consideration to be given to the potential effects on human health due to changes in environmental noise exposure arising from construction and operational phases of the Scheme.

We recommend the quantification of health outcomes such as annoyance, sleep disturbance and cardiovascular effects – these can be expressed in terms of number of people affected, disability adjusted life years and/or monetary terms. We recommend that the Applicant uses the methodology outlined in the 2014 IGBN report² together with the exposure response relationships set out in the latest publications by the WHO³.

We recommend that future assessments of significance are based on impacts on health and quality of life, and not around noise exposure per se (in line with the Noise Policy Statement for England (NPSE)). We expect significance to reflect both the severity of the health outcome and the extent and local needs of the populations affected, and to take into account the potential for night-time noise generation (from freight trains) and change effects for any newly exposed populations.

Human Health and Wellbeing

In the following section, we identify the wider determinants of health and wellbeing we expect the assessment of alternatives and the ES to address. We have focused our approach on scoping determinants of health and wellbeing under four themes,

¹ Noise Important Areas may be viewed at <http://www.extrium.co.uk/noiseviewer.html>

² [Defra/Interdepartmental Group on Costs and Benefits Noise Subject Group, 2014](#)

³ [WHO Environmental Noise Guidelines for the European Region, 2018](#)

which have been derived from an analysis of the wider determinants of health mentioned in the National Policy Statements. The four themes are:

- Access
- Traffic and Transport
- Socioeconomic
- Land Use

Having considered the submitted alternatives report, we make the following specific comments and recommendations:

Methodology

Paragraphs 4.3 – 4.7 identifies that the decision making process for route choice includes an assessment of impacts on housing, economic activity and use of rail as a form of public transport. These paragraphs identify that air quality and noise have been assessed and show little variation across routes and references DfT guidance (TAG unit A3 environmental impact appraisal). The report also mentions route selection considered impacts on existing housing (para 4.7) but no comment on any variation across alternative routes.

The alternatives report does not appear to consider the potential effects on population and human health, or any inequalities in health and the variation in effect across the alternative routes.

The positioning of major elements of the infrastructure project, such as proposed stations can have significant negative and positive effects on health and inequalities.

Recommendation

The decision making process for route choice should include the proportionate assessment of significant effects (positive and negative) on population and human health, including inequalities under the environmental impacts and opportunities criteria (Paragraph 4.7 and Appendix D). TAG UNIT A4.1 - Social Impact Appraisal provides an indication on the potential matters to be included. Table 1 lists the wider determinants that may be scoped into an assessment of effects on population and human health

Table 1 – Wider determinants of health

Health and well-being themes			
Access	Traffic and Transport	Socioeconomic	Land Use
Wider determinants of health and well-being			
<ul style="list-style-type: none"> - Access to local public and key services and facilities - Access to good-quality affordable housing - Access to healthy affordable food - Access to the natural environment - Access to the natural environment within the urban environment - Access to leisure, recreation and physical activity opportunities within the urban and natural environments 	<ul style="list-style-type: none"> - Accessibility - Access to by public transport - Opportunities for access by cycling and walking - Links between communities - Community severance - Connections to jobs - Connections to services, facilities and leisure opportunities 	<ul style="list-style-type: none"> - Employment opportunities including training opportunities - Local business activity - Regeneration - Tourism and leisure industries - Community/social cohesion and access to social networks - Community engagement 	<ul style="list-style-type: none"> - Land use in urban and/or rural settings - Quality of urban and natural environments

The decision making process should be reported in the PEIR as part of the alternative options chapter. This should assess the alternative routes and effects on population and human health, including health inequalities, identifying any significant variation across the alternatives.

The assessment of alternatives should also consider community views received through this current consultation.

Yours sincerely

On behalf of Public Health England
nsipconsultations@phe.gov.uk

Please mark any correspondence for the attention of National Infrastructure Planning Administration.

Appendix: PHE's recommendations regarding the scoping document

General approach

The EIA should give consideration to best practice guidance such as the Government's Good Practice Guide for EIA⁴. It is important that the EIA identifies and assesses the potential public health impacts of the activities at, and emissions from, the installation. Assessment should consider the development, operational, and decommissioning phases.

It is not PHE's role to undertake these assessments on behalf of promoters as this would conflict with PHE's role as an impartial and independent body.

Consideration of alternatives (including alternative sites, choice of process, and the phasing of construction) is widely regarded as good practice. Ideally, EIA should start at the stage of site and process selection, so that the environmental merits of practicable alternatives can be properly considered. Where this is undertaken, the main alternatives considered should be outlined in the ES⁵.

The following text covers a range of issues that we would expect to be addressed by the promoter. However this list is not exhaustive and the onus is on the promoter to ensure that the relevant public health issues are identified and addressed. Our advice and recommendations carry no statutory weight and constitute non-binding guidance.

Receptors

The ES should clearly identify the development's location and the location and distance from the development of off-site human receptors that may be affected by emissions from, or activities at, the development. Off-site human receptors may include people living in residential premises; people working in commercial, and industrial premises and people using transport infrastructure (such as roads and railways), recreational areas, and publicly-accessible land. Consideration should also be given to environmental receptors such as the surrounding land, watercourses, surface and groundwater, and drinking water supplies such as wells, boreholes and water abstraction points.

Impacts arising from construction and decommissioning

Any assessment of impacts arising from emissions due to construction and decommissioning should consider potential impacts on all receptors and describe monitoring and mitigation during these phases. Construction and decommissioning will be associated with vehicle movements and cumulative impacts should be accounted for.

We would expect the promoter to follow best practice guidance during all phases from construction to decommissioning to ensure appropriate measures are in place

⁴ Environmental Impact Assessment: A guide to good practice and procedures - A consultation paper; 2006; Department for Communities and Local Government. Available from: <http://webarchive.nationalarchives.gov.uk/20100410180038/http://communities.gov.uk/planningandbuilding/planning/sustainability/environmental/environmentalimpactassessment/>

⁵ DCLG guidance, 1999 <http://www.communities.gov.uk/documents/planningandbuilding/pdf/155958.pdf>

to mitigate any potential impact on health from emissions (point source, fugitive and traffic-related). An effective Construction Environmental Management Plan (CEMP) (and Decommissioning Environmental Management Plan (DEMP)) will help provide reassurance that activities are well managed. The promoter should ensure that there are robust mechanisms in place to respond to any complaints of traffic-related pollution, during construction, operation, and decommissioning of the facility.

Emissions to air and water

Significant impacts are unlikely to arise from installations which employ Best Available Techniques (BAT) and which meet regulatory requirements concerning emission limits and design parameters. However, we have a number of comments regarding emissions in order that the EIA provides a comprehensive assessment of potential impacts.

When considering a baseline (of existing environmental quality) and in the assessment and future monitoring of impacts these:

- should include appropriate screening assessments and detailed dispersion modelling where this is screened as necessary
- should encompass all pollutants which may be emitted by the installation in combination with all pollutants arising from associated development and transport, ideally these should be considered in a single holistic assessment
- should consider the construction, operational, and decommissioning phases
- should consider the typical operational emissions and emissions from start-up, shut-down, abnormal operation and accidents when assessing potential impacts and include an assessment of worst-case impacts
- should fully account for fugitive emissions
- should include appropriate estimates of background levels
- should identify cumulative and incremental impacts (i.e. assess cumulative impacts from multiple sources), including those arising from associated development, other existing and proposed development in the local area, and new vehicle movements associated with the proposed development; associated transport emissions should include consideration of non-road impacts (i.e. rail, sea, and air)
- should include consideration of local authority, Environment Agency, Defra national network, and any other local site-specific sources of monitoring data
- should compare predicted environmental concentrations to the applicable standard or guideline value for the affected medium (such as UK Air Quality Standards and Objectives and Environmental Assessment Levels)
 - If no standard or guideline value exists, the predicted exposure to humans should be estimated and compared to an appropriate health-based value (a Tolerable Daily Intake or equivalent). Further guidance is provided in Annex 1
 - This should consider all applicable routes of exposure e.g. include consideration of aspects such as the deposition of chemicals emitted to air and their uptake via ingestion
- should identify and consider impacts on residential areas and sensitive receptors (such as schools, nursing homes and healthcare facilities) in the area(s) which may be affected by emissions, this should include consideration of any new receptors arising from future development

Whilst screening of impacts using qualitative methodologies is common practice (e.g. for impacts arising from fugitive emissions such as dust), where it is possible to undertake a quantitative assessment of impacts then this should be undertaken.

Our view is that the EIA should appraise and describe the measures that will be used to control both point source and fugitive emissions and demonstrate that standards, guideline values or health-based values will not be exceeded due to emissions from the installation, as described above. This should include consideration of any emitted pollutants for which there are no set emission limits. When assessing the potential impact of a proposed installation on environmental quality, predicted environmental concentrations should be compared to the permitted concentrations in the affected media; this should include both standards for short and long-term exposure.

Additional points specific to emissions to air

When considering a baseline (of existing air quality) and in the assessment and future monitoring of impacts these:

- should include consideration of impacts on existing areas of poor air quality e.g. existing or proposed local authority Air Quality Management Areas
- should include modelling using appropriate meteorological data (i.e. come from the nearest suitable meteorological station and include a range of years and worst case conditions)
- should include modelling taking into account local topography

Additional points specific to emissions to water

When considering a baseline (of existing water quality) and in the assessment and future monitoring of impacts these:

- should include assessment of potential impacts on human health and not focus solely on ecological impacts
- should identify and consider all routes by which emissions may lead to population exposure (e.g. surface watercourses; recreational waters; sewers; geological routes etc.)
- should assess the potential off-site effects of emissions to groundwater (e.g. on aquifers used for drinking water) and surface water (used for drinking water abstraction) in terms of the potential for population exposure
- should include consideration of potential impacts on recreational users (e.g. from fishing, canoeing etc) alongside assessment of potential exposure via drinking water

Land quality

We would expect the promoter to provide details of any hazardous contamination present on site (including ground gas) as part of the site condition report.

Emissions to and from the ground should be considered in terms of the previous history of the site and the potential of the site, once operational, to give rise to issues. Public health impacts associated with ground contamination and/or the

migration of material off-site should be assessed⁶ and the potential impact on nearby receptors and control and mitigation measures should be outlined.

Relevant areas outlined in the Government's Good Practice Guide for EIA include:

- effects associated with ground contamination that may already exist
- effects associated with the potential for polluting substances that are used (during construction / operation) to cause new ground contamination issues on a site, for example introducing / changing the source of contamination
- impacts associated with re-use of soils and waste soils, for example, re-use of site-sourced materials on-site or offsite, disposal of site-sourced materials offsite, importation of materials to the site, etc.

Waste

The EIA should demonstrate compliance with the waste hierarchy (e.g. with respect to re-use, recycling or recovery and disposal).

For wastes arising from the installation the EIA should consider:

- the implications and wider environmental and public health impacts of different waste disposal options
- disposal route(s) and transport method(s) and how potential impacts on public health will be mitigated

For wastes delivered to the installation:

The EIA should consider issues associated with waste delivery and acceptance procedures (including delivery of prohibited wastes) and should assess potential off-site impacts and describe their mitigation

Other aspects

Within the EIA, we would expect to see information about how the promoter would respond to accidents with potential off-site emissions e.g. flooding or fires, spills, leaks or releases off-site. Assessment of accidents should: identify all potential hazards in relation to construction, operation and decommissioning; include an assessment of the risks posed; and identify risk management measures and contingency actions that will be employed in the event of an accident in order to mitigate off-site effects.

The EIA should include consideration of the COMAH Regulations (Control of Major Accident Hazards) and the Major Accident Off-Site Emergency Plan (Management of Waste from Extractive Industries) (England and Wales) Regulations 2009: both in terms of their applicability to the installation itself, and the installation's potential to impact on, or be impacted by, any nearby installations themselves subject to the these Regulations.

There is evidence that, in some cases, perception of risk may have a greater impact on health than the hazard itself. A 2009 report⁷, jointly published by Liverpool John Moores University and the Health Protection Agency (HPA), examined health risk perception and environmental problems using a number of case studies. As a point

⁶ Following the approach outlined in the section above dealing with emissions to air and water i.e. comparing predicted environmental concentrations to the applicable standard or guideline value for the affected medium (such as Soil Guideline Values)

⁷ Available from: <http://www.cph.org.uk/wp-content/uploads/2012/08/health-risk-perception-and-environmental-problems--summary-report.pdf>

to consider, the report suggested: "Estimation of community anxiety and stress should be included as part of every risk or impact assessment of proposed plans that involve a potential environmental hazard. This is true even when the physical health risks may be negligible." PHE supports the inclusion of this information within EIAs as good practice.

Electromagnetic fields (EMF)

This statement is intended to support planning proposals involving electrical installations such as substations and connecting underground cables or overhead lines. Our advice on the health effects of power frequency electric and magnetic fields is available in the following link:

<https://www.gov.uk/government/collections/electromagnetic-fields#low-frequency-electric-and-magnetic-fields>

There is a potential health impact associated with the electric and magnetic fields around substations, and power lines and cables. The field strength tends to reduce with distance from such equipment.

The following information provides a framework for considering the health impact associated with the electric and magnetic fields produced by the proposed development, including the direct and indirect effects of the electric and magnetic fields as indicated above.

Policy Measures for the Electricity Industry

The Department of Energy and Climate Change has published a voluntary code of practice which sets out key principles for complying with the International Commission on Non-ionizing Radiation Protection (ICNIRP) guidelines:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/37447/1256-code-practice-emf-public-exp-guidelines.pdf

Companion codes of practice dealing with optimum phasing of high voltage power lines and aspects of the guidelines that relate to indirect effects are also available:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/48309/1255-code-practice-optimum-phasing-power-lines.pdf

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/22476/powerlines_vcop_microshocks.pdf

Exposure Guidelines

We recommend the adoption in the UK of the EMF exposure guidelines published by the ICNIRP. Formal advice to this effect was published by one of PHE's predecessor organisations National Radiological Protection Board (NRPB) in 2004 based on an accompanying comprehensive review of the scientific evidence:-

<http://webarchive.nationalarchives.gov.uk/20140629102627/http://www.hpa.org.uk/Publications/Radiation/NPRBArchive/DocumentsOfTheNRPB/Absd1502/>

Updates to the ICNIRP guidelines for static fields have been issued in 2009 and for low frequency fields in 2010. However, Government policy is that the ICNIRP guidelines are implemented in line with the terms of the 1999 EU Council Recommendation on limiting exposure of the general public (1999/519/EC):

http://webarchive.nationalarchives.gov.uk/+/www.dh.gov.uk/en/Publichealth/Healthprotection/DH_4089500

Static magnetic fields

For static magnetic fields, the ICNIRP guidelines published in 2009 recommend that acute exposure of the general public should not exceed 400 mT (millitesla), for any part of the body, although the previously recommended value of 40 mT is the value used in the Council Recommendation. However, because of potential indirect adverse effects, ICNIRP recognises that practical policies need to be implemented to prevent inadvertent harmful exposure of people with implanted electronic medical devices and implants containing ferromagnetic materials, and injuries due to flying ferromagnetic objects, and these considerations can lead to much lower restrictions, such as 0.5 mT.

Power frequency electric and magnetic fields

At 50 Hz, the known direct effects include those of induced currents in the body on the central nervous system (CNS) and indirect effects include the risk of painful spark discharge on contact with metal objects exposed to the field. The ICNIRP guidelines published in 1998 give reference levels for public exposure to 50 Hz electric and magnetic fields, and these are respectively 5 kV m^{-1} (kilovolts per metre) and $100 \mu\text{T}$ (microtesla). The reference level for magnetic fields changes to $200 \mu\text{T}$ in the revised (ICNIRP 2010) guidelines because of new basic restrictions based on induced electric fields inside the body, rather than induced current density. If people are not exposed to field strengths above these levels, direct effects on the CNS should be avoided and indirect effects such as the risk of painful spark discharge will be small. The reference levels are not in themselves limits but provide guidance for assessing compliance with the basic restrictions and reducing the risk of indirect effects.

Long term effects

There is concern about the possible effects of long-term exposure to electromagnetic fields, including possible carcinogenic effects at levels much lower than those given in the ICNIRP guidelines. In the NRPB advice issued in 2004, it was concluded that the studies that suggest health effects, including those concerning childhood leukaemia, could not be used to derive quantitative guidance on restricting exposure. However, the results of these studies represented uncertainty in the underlying evidence base, and taken together with people's concerns, provided a basis for providing an additional recommendation for Government to consider the need for

further precautionary measures, particularly with respect to the exposure of children to power frequency magnetic fields.

The Stakeholder Advisory Group on ELF EMFs (SAGE)

SAGE was set up to explore the implications for a precautionary approach to extremely low frequency electric and magnetic fields (ELF EMFs), and to make practical recommendations to Government:

<http://www.emfs.info/policy/sage/>

SAGE issued its First Interim Assessment in 2007, making several recommendations concerning high voltage power lines. Government supported the implantation of low cost options such as optimal phasing to reduce exposure; however it did not support the option of creating corridors around power lines on health grounds, which was considered to be a disproportionate measure given the evidence base on the potential long term health risks arising from exposure. The Government response to SAGE's First Interim Assessment is available here:

http://webarchive.nationalarchives.gov.uk/20130107105354/http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_107124

The Government also supported calls for providing more information on power frequency electric and magnetic fields, which is available on the PHE web pages (see first link above).

Ionising radiation

Particular considerations apply when an application involves the possibility of exposure to ionising radiation. In such cases it is important that the basic principles of radiation protection recommended by the International Commission on Radiological Protection⁸ (ICRP) are followed. PHE provides advice on the application of these recommendations in the UK. The ICRP recommendations are implemented in the Euratom Basic Safety Standards⁹ (BSS) and these form the basis for UK legislation, including the Ionising Radiation Regulations 1999, the Radioactive Substances Act 1993, and the Environmental Permitting Regulations 2016.

We expect promoters to carry out the necessary radiological impact assessments to demonstrate compliance with UK legislation and the principles of radiation protection. This should be set out clearly in a separate section or report and should not require any further analysis by PHE. In particular, the important principles of justification, optimisation and radiation dose limitation should be addressed. In addition compliance with the Euratom BSS and UK legislation should be clear.

When considering the radiological impact of routine discharges of radionuclides to the environment we would expect to see a full radiation dose assessment considering both individual and collective (population) doses for the public and,

⁸ These recommendations are given in publications of the ICRP notably publications 90 and 103 see the website at <http://www.icrp.org/>

⁹ Council Directive 96/29/EURATOM laying down basic safety standards for the protection of the health of workers and the general public against the dangers arising from ionising radiation.

where necessary, workers. For individual doses, consideration should be given to those members of the public who are likely to receive the highest exposures (referred to as the representative person, which is equivalent to the previous term, critical group). Different age groups should be considered as appropriate and should normally include adults, 1 year old and 10 year old children. In particular situations doses to the fetus should also be calculated¹⁰. The estimated doses to the representative person should be compared to the appropriate radiation dose criteria (dose constraints and dose limits), taking account of other releases of radionuclides from nearby locations as appropriate. Collective doses should also be considered for the UK, European and world populations where appropriate. The methods for assessing individual and collective radiation doses should follow the guidance given in 'Principles for the Assessment of Prospective Public Doses arising from Authorised Discharges of Radioactive Waste to the Environment August 2012'¹¹. It is important that the methods used in any radiological dose assessment are clear and that key parameter values and assumptions are given (for example, the location of the representative persons, habit data and models used in the assessment).

Any radiological impact assessment should also consider the possibility of short-term planned releases and the potential for accidental releases of radionuclides to the environment. This can be done by referring to compliance with the Ionising Radiation Regulations and other relevant legislation and guidance.

The radiological impact of any solid waste storage and disposal should also be addressed in the assessment to ensure that this complies with UK practice and legislation; information should be provided on the category of waste involved (e.g. very low level waste, VLLW). It is also important that the radiological impact associated with the decommissioning of the site is addressed. Of relevance here is PHE advice on radiological criteria and assessments for land-based solid waste disposal facilities¹². PHE advises that assessments of radiological impact during the operational phase should be performed in the same way as for any site authorised to discharge radioactive waste. PHE also advises that assessments of radiological impact during the post operational phase of the facility should consider long timescales (possibly in excess of 10,000 years) that are appropriate to the long-lived nature of the radionuclides in the waste, some of which may have half-lives of millions of years. The radiological assessment should consider exposure of members of hypothetical representative groups for a number of scenarios including the expected migration of radionuclides from the facility, and inadvertent intrusion into the facility once institutional control has ceased. For scenarios where the probability of occurrence can be estimated, both doses and health risks should be presented, where the health risk is the product of the probability that the scenario occurs, the dose if the scenario occurs and the health risk corresponding to unit

¹⁰ HPA (2008) Guidance on the application of dose coefficients for the embryo, fetus and breastfed infant in dose assessments for members of the public. Doc HPA, RCE-5, 1-78, available at <https://www.gov.uk/government/publications/embryo-fetus-and-breastfed-infant-application-of-dose-coefficients>

¹¹ The Environment Agency (EA), Scottish Environment Protection Agency (SEPA), Northern Ireland Environment Agency, Health Protection Agency and the Food Standards Agency (FSA). Principles for the Assessment of Prospective Public Doses arising from Authorised Discharges of Radioactive Waste to the Environment August 2012. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/296390/qeho1202bkh-e-e.pdf

¹² HPA RCE-8, Radiological Protection Objectives for the Land-based Disposal of Solid Radioactive Wastes, February 2009

dose. For inadvertent intrusion, the dose if the intrusion occurs should be presented. It is recommended that the post-closure phase be considered as a series of timescales, with the approach changing from more quantitative to more qualitative as times further in the future are considered. The level of detail and sophistication in the modelling should also reflect the level of hazard presented by the waste. The uncertainty due to the long timescales means that the concept of collective dose has very limited use, although estimates of collective dose from the 'expected' migration scenario can be used to compare the relatively early impacts from some disposal options if required.

Annex 1

Human health risk assessment (chemical pollutants)

The points below are cross-cutting and should be considered when undertaking a human health risk assessment:

- The promoter should consider including Chemical Abstract Service (CAS) numbers alongside chemical names, where referenced in the ES
- Where available, the most recent UK standards for the appropriate media (e.g. air, water, and/or soil) and health-based guideline values should be used when quantifying the risk to human health from chemical pollutants. Where UK standards or guideline values are not available, those recommended by the European Union or World Health Organisation can be used
- When assessing the human health risk of a chemical emitted from a facility or operation, the background exposure to the chemical from other sources should be taken into account
- When quantitatively assessing the health risk of genotoxic and carcinogenic chemical pollutants, PHE does not favour the use of mathematical models to extrapolate from high dose levels used in animal carcinogenicity studies to well below the observed region of a dose-response relationship. When only animal data are available, we recommend that the 'Margin of Exposure' (MOE) approach¹³ is used

¹³ Benford D et al. 2010. Application of the margin of exposure approach to substances in food that are genotoxic and carcinogenic. *Food Chem Toxicol* 48 Suppl 1: S2-24

Ravensden Parish Council

The two northern routes would pass through Ravensden Parish. The Parish Council are very concerned about the impact the route would have on residents, in particular those who would be directly affected by being in close proximity to the line eg those with property at Graze Hill Lane, Wood End, Kimbolton Road, Oldways Road and at the northern end of Church End. The corridor is very narrow as it enters the parish - with the alignment somehow scaling the ridge at Graze Hill Lane. New development is planned as an extension to Woodlands Park at the foot of this ridge. The railway would then appear to cross the Thurleigh Road valley on what must be a very large structure, either a massive bridge or viaduct, which will have major visual impact and transform this open countryside. Wood End and Graze Hill contain a number of listed properties. Graze Hill Lane is distinctive for its tranquil rural character.

Between Thurleigh Road and the Kimbolton Road the route could pass close to Great and Little Woods, which are ancient woodlands. This area of countryside has many rights of way which would be disrupted by the railway.

At the crest of Sunderland Hill (the B660), the company Growing Beds has a composting site requiring access. The water tower is a valued landmark - there would be concerns if embankments or other structures impacted on views.

The route may cross the historic Green Lane which extends from the Kimbolton Road to the northern edge of Church End - this is a very important recreational path and wildlife habitat. An alignment to the south of the indicative corridor could detract from the setting of Mowsbury Hillfort, a Scheduled Monument.

The countryside around Ravensden and Wilden is open and undeveloped and is primarily used for agriculture. It is noted for its tranquillity and use for informal recreation. Construction of a railway will lead to severance of fields, creating difficulty in terms of land management and a loss of habitat, particularly hedgerows.

The Kimbolton Road and Oldways Road are particularly busy routes taking traffic from Bedford and between the A1 and the A6: during construction disruption of traffic would be a major issue.

A further concern is the expected future night time use by freight trains. The route will pass close to houses so noise disturbance during construction and then the general operation will be very disruptive. The current noise levels are very low - has a baseline survey been undertaken as part of the assessment?

The PC note that the two northern routes are both the most expensive and have the longest travel time.

It is the PC view that the engineering work required to take railway line north of Bedford will be extremely challenging and will lead to a greater environmental impact, when compared with a line taken to the south and east of Bedford.

Members of the Parish Council attended the Consultation Events, but were disappointed that little additional information was forthcoming eg about the scale of the bridge and embankments

required. We were advised that the line would be designed to enable electrification; the visual impact of electrified lines would be substantially greater, which would be a further concern.

The PC would like to be kept updated on the outcome of the Consultation and would be able to provide more information regarding our concerns if required.

The PC is aware that the scale of responses may not be a true reflection of the concerns held. The lack of detail within the Consultation, particularly the mapping, has not enabled people to readily understand the implication of the broad corridors. Smaller communities will not be able to provide as many responses as larger towns and the PC would like to be assured that this factor is taken into account.

From: [Lizzie Barnicoat](#)
To: contact@eastwestrail.co.uk
Subject: Renhold Parish Council consultation response
Date: 11 March 2019 15:03:58

Dear Sir/Madam,

Please see below the comments from Renhold Parish Council.

The Parish Council would firstly like to comment whilst fully understanding this is a non-statutory consultation, it has been incredibly hard for the Parish Council and parishioners to clearly ascertain the proposed routes and the likely implications to the full extent given the mapping system used has during this process which has intentionally made it confusing to see the path of the routes.

The Parish Council overall supports the route which will have minimal impact on the rural countryside, so can not support the route options suggested to the north of Bedford. Therefore it makes logical sense for the route to travel south of the A421 Bedford bypass which would also be more realistic from a costing aspect as it would also be the cheaper option as well.

Best wishes

Lizzie Barnicoat
Renhold Parish Clerk

Sent from [Outlook](#)

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Bedford to Cambridge Route – proposed development by East West Rail

Royal Mail Group Limited response to non-statutory consultation on route options

Introduction

Reference the letter from East West Rail to Royal Mail dated 31 January 2019, Royal Mail's consultants BNP Paribas Real Estate have reviewed the consultation document on the above dated January 2019, scrutinising the proposed Bedford to Cambridge Route and its potential impacts on Royal Mail's business interests.

Royal Mail– relevant information

Under section 35 of the Postal Services Act 2011 (the “Act”), Royal Mail has been designated by Ofcom (the independent communications regulator) as a provider of the Universal Postal Service.

Royal Mail is the only such provider in the United Kingdom. Its services are regulated by the Communications Industry Regulator, Ofcom.

In respect of its postal services functions, section 29 of the Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service.

By sections 30 and 31 of the Act (read with sections 32 and 33) there is a set of minimum standards for Universal Service Providers, which Ofcom must secure. The conditions imposed by Ofcom reflect those standards. There is, in effect, a statutory obligation on Royal Mail to provide at least one collection from letterboxes and post offices six days a week and one delivery of letters to all 29 million homes and businesses in the UK six days a week (five days a week for parcels). Royal Mail must also provide a range of “end to end” services meeting users' needs, e.g. First Class, Second Class, Special Delivery by 1 pm, International and Redirections services.

Royal Mail is under some of the highest specification performance obligations for quality of service in Europe. Its performance of the Universal Service Provider obligations is in the public interest and should not be affected detrimentally by any statutorily authorised project.

Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network.

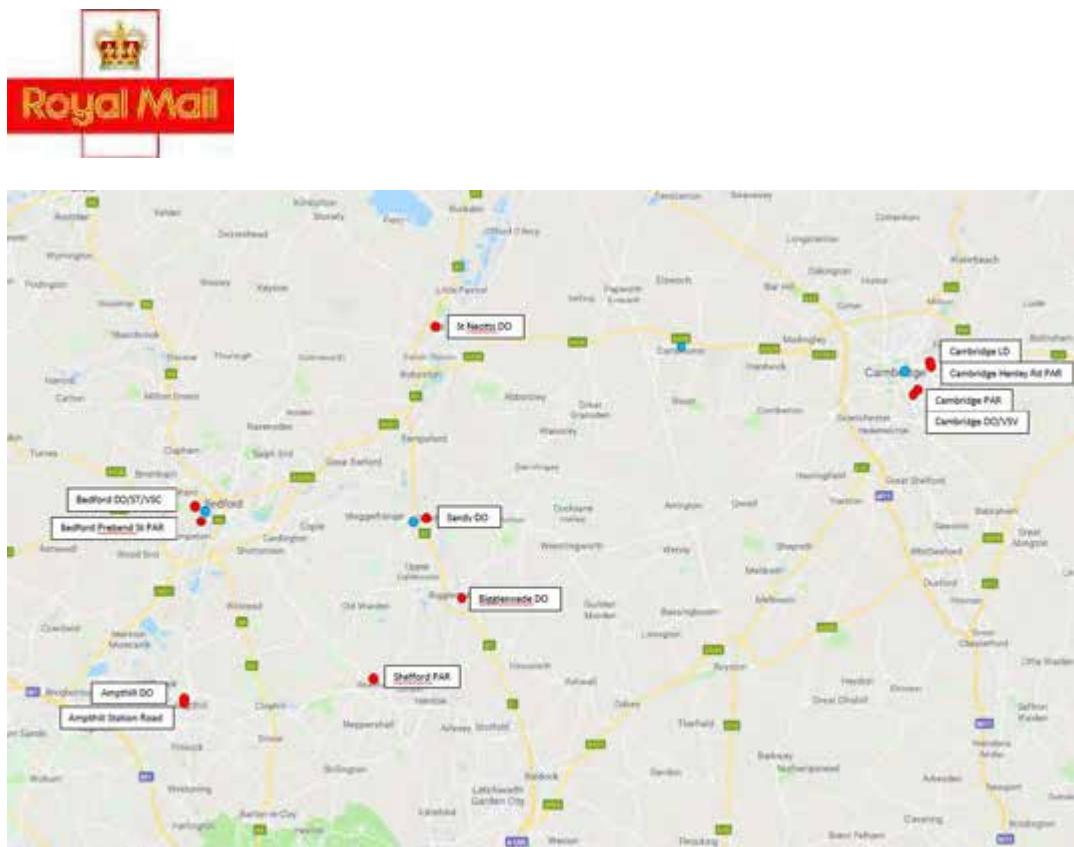
Royal Mail is a major road user nationally. Disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services thereby presenting a significant risk to Royal Mail's business.



Potential impacts of the proposed Bedford to Cambridge Route on Royal Mail

Royal Mail has twelve operational facilities within or in the vicinity of the five route options as listed and shown on the map below:

CAMBRIDGE PARCELFORCE	UNIT 15-18 HENLEY RD CAMBRIDGE CB1 3EZ
CAMBRIDGE HENLEY ROAD VEHICLE PARK	HENLEY ROAD CAMBRIDGE CB1 3XX
CAMBRIDGE VEHICLE PARK	CLIFTON WAY CAMBRIDGE CB1 7DY
CAMBRIDGE DELIVERY OFFICE / VEHICLE SERVICE CENTRE	CLIFTON ROAD CAMBRIDGE CB1 7QQ
SHEFFORD VEHICLE PARK	SOUTH BRIDGE ST SHEFFORD SG17 5DB
BIGGLESWADE DELIVERY OFFICE	3 STATION ROAD BIGGLESWADE SG18 8AA
SANDY DELIVERY OFFICE/OFFICES	2 PARK ROAD SANDY SG19 1AA
BEDFORD DELIVERY OFFICE / DELIVERY OFFICE/STORE/VEHICLE SERVICE CENTRE	FORD END ROAD BEDFORD MK40 1AA
BEDFORD PREBEND ST VEHICLE PARKING	PREBEND STREET BEDFORD MK42 9BX
AMPTHILL DELIVERY OFFICE	UNIT 1 AMPTHILL BUSINESS PARK BEDFORD MK45 2QW
AMPTHILL STATION ROAD VEHICLE PARK	STATION ROAD BEDFORD MK45 2RB
ST NEOTS DELIVERY OFFICE	HUNTINGDON ROAD ST NEOTS PE19 1AA



In exercising its statutory duties, on a daily basis Royal Mail vehicles use all local roads within or adjacent to the five route options. Any additional congestion on these roads during the construction phase has the potential to significantly disrupt Royal Mail's operations.

Royal Mail therefore wishes to ensure the protection of its future ability to provide an efficient mail sorting and delivery service to the public in accordance with its statutory obligations which may potentially be adversely affected by the construction and operation of this proposed scheme.

Royal Mail's position on the proposed Bedford to Cambridge Route

Royal Mail requests that East West Rail notes the above and fully consults Royal Mail as a statutory consultee throughout the route option development phase, the detailed design phase, the DCO application / Examination process and subsequently the construction phase.

Should East West Rail have any queries in relation to the above then in the first instance please contact Holly Trotman (holly.trotman@royalmail.com) of Royal Mail's Legal Services Team or Daniel Parry-Jones (daniel.parry-jones@realestate.bnpparibas) of BNP Paribas Real Estate.

SHEPRETH PARISH COUNCIL

RESPONSE TO EAST WEST RAIL CONSULTATION ON ROUTE OPTIONS FOR CENTRAL SECTION OF A NEW DIRECT RAIL LINK BETWEEN OXFORD AND CAMBRIDGE

The Consultation Process

Shepreth Parish Council were concerned that the timescale of the non-statutory consultation allowed very little time for Parish Councils to organise Public Meetings in order to fully inform our parishioners about East West Rail Co, the Bedford to Cambridge route options on the proposed Oxford to Cambridge rail central Section and for our parishioners to make fully informed responses to the consultation. In order to make a fully informed decision we, the Parish Council and parishioners of Shepreth, need to have all the information necessary to make that decision. We do not feel we have had the necessary information.

Lack of Clarity

Technical Report. Maps of the 5 proposed routes show crossed hatched areas on a background that shows existing rail lines, major towns and cities. The position of villages that would or could be affected by the route is not shown. It is virtually impossible to see which roads, major and minor, could or would be affected by the routes. What effect the policy of no new level crossings on the essential local road connectivity between neighbouring villages is also unknown. p.14 EWR Consultation Document states - 'The number and locations of stations are indicative at this stage'

National Infrastructure Commission

EWR Consultation Document states that the NIC report of 2017 "outlines that the economic success of the Oxford -Cambridge Arc has led to demand for homes exceeding supply. The undersupply of new homes has contributed to high house prices and low affordability for home ownership and future housing needs."

Although new homes continue to be built in the area of Route A, there is no noticeable reduction in house prices owing to the area being in easy commuting distance of London. In the unlikely event that Bassingbourn Barracks were developed, it is very likely that such a development would also be attractive to London Commuters who would be more likely to use Royston Station (2 ½ miles). However, as Royston Station is already at capacity, it is possible that they will drive a little further to Meldreth or Shepreth Stations and exacerbating commuter parking problems around these stations. Commuters from Trumpington already use Shepreth Station as it is quicker, easier and cheaper than driving into Cambridge.

The northern routes B & E via Cambourne would give rail access to fast growing areas of more affordable housing north of Cambridge especially if more stations were built to serve new developments such as Northstowe.

EWR Co. Strategic Objectives

EW Rail Technical Report.2.7. In response to the NIC report, the strategic objectives for EWR have been revised to take account of the stronger focus on supporting growth by providing better connectivity for short distance journeys between towns and cities across the Arc and areas that could provide opportunities for new homes.

2.8. The strategic objectives set by the DfT for the EWR central section are now as follows:

- Improve east-west public transport connectivity by providing rail links between key urban areas (current and anticipated) in the Oxford -Cambridge Arc;
- Stimulate economic growth, housing and employment through the provision of new, reliable and attractive inter-urban passenger train services in the Oxford-Cambridge Arc;
- Meet initial forecast passenger demand;
- Consider and plan for future passenger demand, making provision where it is affordable;
- Contribute to improved journey times and inter-regional passenger connectivity by connecting with north-south routes and routes beyond Oxford and Cambridge;
- Maintain current capacity for rail freight and make appropriate provision for anticipated future growth; and
- Provide a sustainable and value for money transport solution to support economic growth in the area.

The northern routes B & E are closer in achieving these objectives.

Multi Modal Corridors

The Autumn budget of 2017 said “ Develop the Oxford-Cambridge Expressway along the same broad corridor as East-West Rail – creating a multi-modal transport spine.”

Heidi Allen, MP for South Cambridgeshire, stated that “ East West Rail and the Expressway are well and truly on Government’s “ To-Do” List. At every opportunity I get, I reinforce the National Infrastructure Commission’s recommendation that their corridors must be aligned so that they serve existing and emerging communities.”

None of the EWR routes meet the NIC recommendations to align Road and Rail corridors to provide a Multi Modal Corridor.

Conclusion

At their meeting held on March 14th 2019 Shepreth Parish Council considered the proposed route options for the Cambridge to Bedford section of the proposed Oxford Cambridge Railway as well as the alternative route proposed by Cambedrailroad.

Following our Public Meeting in February it was evident that the majority of Shepreth parishioners do not support routes A, C and D. There is limited support for routes B and E through Cambourne but almost unanimous support for the CBRR route through Cambourne. The CBRR route meets both the EWR Strategic objectives and the NIC recommendation for a Multi Modal Corridor.

We fully endorse the responses from Bassingbourn cum Kneesworth Parish Council, Meldreth Parish Council, the Meldreth, Shepreth and Foxton Community Rail Partnership and Councillor Susan van de Ven, County Councillor for Bassingbourn, Whaddon, Meldreth and Melbourn and we fully support the proposal from Bassingbourn cum Kneesworth Parish Council and Meldreth, Shepreth and Foxton Community Rail Partnership that the CBRR route be ‘properly re-examined’ and ‘brought to public consultation.’

From: [Pippa Hanson](#)
To: [EastWestRail](#)
Subject: FW: EWR Consultation
Date: 11 March 2019 09:38:20
Attachments: [image001.gif](#)
[image006.jpg](#)
[image007.jpg](#)

Hi everyone

I've received this piece of feedback to the consultation.

Pip

From: Ed Reilly <Ed.Reilly@stneots-tc.gov.uk>
Sent: 11 March 2019 09:34
To: Pippa Hanson <phanson@camargue.uk>
Subject: EWR Consultation



Pippa,

EWR Consultation

“St Neots Town Council has resolved to support routes B and E.

The Council supports a northern access route approach to Cambridge and does not support routes which approach Cambridge from the south.

Council requests that a new East / West railway station be provided at St Neots at the northern boundary of the B or E route corridors.

St Neots is Cambridgeshire's largest Town and has the County's second largest population after the City of Cambridge. St Neots and Little Paxton has one of the fastest growing populations. The A428 Improvement Project will move the A428 further east from St Neots. Statements made on behalf of Highways England indicate that a major consideration by Government in providing funding for the A428 scheme is the additional “infill” land for thousands of currently unplanned new homes and potential contribution to GVA. of Cambridgeshire. This aligns with the recommendations made for the Oxford Cambridge Arc made by the National Infrastructure Commission. The Huntingdonshire Local Plan projects between 4,000 and 5,000 further new homes in the St Neots Spatial Planning area within the plan period.

The Council has therefore resolved to support the recommendations of Cambridge Bedford Railroad group as following:

“Put simply, CBRR believe that the EWR should serve as many people along its path as possible whilst minimising planning blight. Or put another way, it should maximise sustainability whilst minimising environmental damage. CBRR's proposed route for the EWR achieves this by following the high density route of

the A428 / A421, almost certainly to become the East-West Expressway, and provides four new stations to serve the people along the route". The current population of St Neots SPA, it's strategic location within the Oxford Cambridge Arc, SNSPA's location at the crossroads of the A1 and A421/A428 corridor, the Town's location serving residents of both Bedfordshire and Cambridgeshire and populous surrounding settlements; all require the provision of a new East West railway station at St Neots.

The current population of St Neots has been estimated at 40-42,000 with a population of 5,000 located in the adjoining settlement of Little Paxton located within the St Neots Spatial Planning area. The District Local Plan will add an estimated further 15,000 residents.

The recently announced route for the A428 improvements (considering Highways England's statement to the A428 Alliance with regard to significant "infill" Development) will exacerbate current transport constraints, obstruct and be contrary to Government strategic objectives without the provision of a new East West railway station at St Neots.

Impacts of the new railway not serving St Neots will be slower or reduced new homes provision causing increased development pressures in other parts of Bedfordshire and Cambridgeshire, lower achievement of GVA. within the Eastern Region in addition to costs of increased use of the road network leading to higher levels of environmental pollution, maintenance costs and longer and more congested journeys. Already, many thousands of St Neots area residents travel daily into Cambridge by car. Without provision of an alternative rail link but with a growing population; the inevitable consequence will be increased congestion and pollution in the City.

The Council has also noted that the consultation compares the capital investment of options but does not adequately consider the financial viability of routes which do not serve St Neots compared with routes B and E with its existing and planned future customer base.

St Neots Town Council asks that either route B or E be selected both with a new railway station at St

Ed Reilly

E Reilly CMgr FCMI FSLCC
Town Clerk & RFO
St Neots Town Council
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[St Neots Town Council](#)

Telephone: 01480 388911



The Coal Authority

Resolving the **impacts of mining**

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Nottinghamshire
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T: 01623 637 119

E: planningconsultation@coal.gov.uk
www.gov.uk/coalauthority

Mr Simon Blanchflower
East West Rail Company Limited

[By email: contact@eastwestrail.co.uk]

06 February 2019

Dear Mr Blanchflower

East West Rail Section between Bedford and Cambridge – Route Options Consultation

Thank you for your notification dated 31 January 2019 seeking the views of the Coal Authority on the above.

I have checked the preferred routes against the information held by the Coal Authority and can confirm that all routes are located outside of the defined coalfield.

Accordingly, I can confirm that the Coal Authority has no comments or observations to make on this proposal.

In the spirit of efficiency of resources and proportionality, it will not be necessary for you to consult the Coal Authority at any future stages of the Project. This letter can be used as evidence for the legal and procedural consultation requirements.

Yours sincerely

D Roberts

Deb Roberts *M.Sc. MRTPI*
Planning Manager

Parish Council of Waresley-cum-Tetworth **Huntingdonshire**

Chairman: Mrs Eleanor Jack
The Park
Waresley
Sandy, Beds
SG19 3BS
jack.eleanor@gmail.com

East West Rail Co.
by email contact@eastwestrail.co.uk

6th March, 2019

Dear Sirs

Response to non-statutory consultation on East West Rail Bedford to Cambridge

I write to give my parish council's views on this consultation, following our parish council meeting on 5th March.

Our preferred option, from the routes on offer, is Route A. This is the simplest and most direct route, involving the shortest journey time and with the least disruption to the countryside. Also, it is considerably cheaper: even when compared to the 2015 prices in the consultation documentation it is 500 million pounds cheaper than the next cheapest alternative, a staggering amount of money. This price differential will in fact be even larger, when the project is re-costed on a 2019 basis and likely to be even larger again when the project is actually delivered.

It could be a viable alternative for residents of this parish to get to Cambridge, rather than driving all the way, since Sandy is relatively close. However, there would need to be adequate parking at Sandy at a reasonable price.

We are very strongly opposed to any route involving a station in the Tempsford area, since this would inevitably lead to unsuitable development in an area of open countryside. A new town in this area would lead to huge disruption in the surrounding villages, such as Gamlingay, Everton and Waresley, with a huge increase in traffic on local roads and unsustainable pressure on local services, schools and GP surgeries.

This objection rules out routes B, C, D and E.

B and E also needlessly partially duplicate the Cambridge metro project that is planned between Cambourne and central Cambridge.

We were disappointed that you did not include the CamBed RailRoad proposal as an option, as we would have given that serious consideration. We recognise that routes B and E do include some elements of that scheme. However, the absence of a station close enough to St Neots to give a meaningful service between St Neots and Cambridge, the inclusion of a station at Tempsford and the swathe of open countryside required to get the line from Cambourne back down to the South of Cambridge render these routes unacceptable in our view, on the basis that they are inimical to the environment, not fit for purpose, and, as mentioned, slower and more expensive.

We therefore support route A as the one that delivers on most of the project's objectives out of the 5 options available in your current consultation.

Yours sincerely



Eleanor Jack
Chair, Waresley-cum-Tetworth Parish Council

WHADDON PARISH COUNCIL

Clerk: Ms A Bridges, 31 Bridge Street, Whaddon, Nr. Royston, Cambs. SG8 5SG
Email - whaddonparishclerk@outlook.com

Formal response of Whaddon Parish Council to the East West Rail Route Option Consultation

11th March 2019

Over the past few weeks, we have discussed the proposals with our parishioners and encouraged as many as possible to attend one of the Consultation events. The views expressed below are those of Whaddon Parish Council but many residents will be submitting their own views directly.

Summary

- **Options A, C and D** give no benefit to Whaddon and very little to Cambridgeshire. They could invite extensive house building at Bassingbourn Barracks and bring major environmental and quality of life issues to the area.
- **Bassingbourn** Barracks has re-opened and resumed its military status having had substantial investment and therefore is not available for redevelopment for the foreseeable future. This needs to be viewed in the light of the recent announcement of the MoD to not close five existing military bases following an increase in the threat assessment.
- **Potential** detrimental effects on Wimpole Hall and Estate and Sandy Heath RSPB together with many other local listed buildings and scheduled ancient monuments in the route footprint.
- **Routes** serving Cambourne will serve an area with an established need for rail connections, with many new homes already agreed for the former Bourne Airfield and Cambourne under the South Cambs. Local Plan.
- **While** construction costs are obviously an important issue, we consider that the final route chosen should be the one that gives the best overall economic benefits, the best connectivity and best value offered for the economic investment. We consider that Bassingbourn options will not pass these wider tests and could even become a massive white elephant if the barracks are not developed.

As a result, Whaddon PC strongly support options B and E running through Cambourne.

Detailed response

Route Options A, C and D benefits to Whaddon

The Parish Council consider that these route options have no tangible benefits to the Whaddon area. It appears they have been chosen in part by the fact that they are the shortest routes from the existing railway line between Cambridge and Royston and the East Coast Main Line. The double track main line from Cambridge via Shepreth Branch Junction to Royston would need considerable expansion, with new bridges, junctions and tracks. This will be a considerable infrastructure cost and work programme on an already very congested railway.

There will not be a station to serve the locality unless the Barracks are developed. Should that happen, the area could then change from a largely rural community to one in the hinterland of large new town.

It is also unlikely that many people in any potential Bassingbourn development will use EWR a great deal. Those that would use rail will almost certainly travel from Royston or Meldreth on services that serve stations to and from London, where most of them are likely to work. This will place an unsustainable extra burden on those already frequently overloaded services as well as adding to the huge volumes of vehicles that currently travel to or from those stations in peak hours.

The act of building of a railway line or any major piece of infrastructure is very disruptive and environmentally unfriendly in the construction phase. We consider that Whaddon residents will potentially suffer this for no end-benefit. The lack of a local station will not reduce local traffic by one vehicle. In addition, there will be the potential permanent visual effect and loss of amenity cause by the infrastructure and potential new housing development in the local area.

Therefore, Whaddon Parish Council consider that the business case for the routes via Bassingbourn needs far more certainty for a project of this magnitude to continue to be a viable option through this area.

Bassingbourn Barracks

The barracks have just reopened, having been closed since 2014. Investment to ensure they are fit for purpose is currently taking place, a Base Commander is in post and the first units are taking residence. They will be followed by other units in due course by 2021. The barracks has reopened as part of the Defence Estates review announced in September 2016 which will allow the closure of other establishments. The recent announcements on 28th February by the Defence Minister signalled that base closures are being slowed down and in five cases, stopped altogether. There is no doubt that Bassingbourn now has a strong future and is not a candidate for closure for the foreseeable future. While defence strategies can always be changed, this is the current situation and we can only deduce that a military presence is assured at Bassingbourn for a long while, which obviates the use of the barracks for housing development.

Since redevelopment of Bassingbourn Barracks for housing appears to be a keystone of proposals relating to options A, C and D, a large element of EWR's case for these three options falls at the first hurdle.

Effect on local historic sites

The area through which Options A, C and D will travel contains many very important buildings and landmarks, none more so than the Wimpole House and Estate owned by the National Trust. They are on record as being very concerned by the possibility of being blighted by the three EWR routes in our area and are supported by Historic England and CPRE. Whaddon Parish Council would certainly lend our support to the National Trust. Wimpole is a national treasure of major significance enjoyed by many residents and visitors from afar.

St Mary's Church, Whaddon is a Grade One listed building and sits opposite Wimpole on the other side of the vale. Any attempt to change the historic views of both Wimpole and Whaddon Church could be interpreted as an act of corporate vandalism.

Another site that could be similarly affected is the RSPB at Sandy Heath. Whaddon PC and residents are very concerned about the effect of a railway line near such a sensitive site.

There are also many other listed sites and three scheduled ancient monuments in our immediate area.

Cambourne options

Routes B and E will serve the Cambourne area that already has an established need for rail connections and infrastructure improvement. At present around 12,000 people live in Cambourne with another 3,500 homes agreed for the former Bourne Airfield and another 2,350 homes for Cambourne. Together they will bring the Cambourne area population up to over 28,000. This is all agreed and in the South Cambs. Local Plan, adopted in September 2018 (see particularly <https://www.scambs.gov.uk/media/12527/3-chapter-2-spatial-strategy.pdf>).

EWR's consultation documents place great stress both on enabling new homes and serving existing population centres. Cambourne is already the largest settlement in South Cambridgeshire with no straightforward access to rail transport and is planned to grow into the largest settlement in the District. It thus fits both of EWR's desiderata.

The local Cambourne Parish Council are very keen to attract EWR to their community and have agreed to support Option E as their preferred option. Public opinion from the area suggests strong local support. This would give residents good connectivity to both east and west. While there are big plans for transport improvements for Cambourne from both the Greater Cambridge Partnership and the Combined Authority, nothing has yet been agreed and the ability to work with them to harmonise improvements is obvious. The Metro option is the least developed but

need not be an impediment to EWR serving Cambourne. In fact, they should be complementary to feed into each other for onward journeys.

The Cambourne options, while possibly being more expensive, could provide the best and wider economic benefits and result in greater overall value and journey stimulation. It also will give major relief to the crowded western corridor (A428) into and out from Cambridge at peak times. This in turn will reduce overall traffic in the congested parts of the Cambridge approaches to the benefit of other traffic from the south, especially if a southern approach to Cambridge is adopted by EWR to serve the major employment and medical facility at the Addenbrookes site.

As a result of this, the Parish Council would probably lean towards a southerly approach to Cambridge but would support a review of the northerly approach as there does seem to be a lot of support for this.

The announcement in February by Highways England about the major improvements to the A428 west of Cambourne towards St. Neots, gives EWR to the opportunity to work collaboratively with the road team to share routes and some infrastructure over that section, which should reduce notional costs for the railway over that section. This has been supported by South Cambs. District Council and they also see it as a way to mitigate against environmental damage.

In view of the arguments put forward above, Whaddon Parish Council are very keen to support Option E, which gives rail links for Cambourne, better connectivity for the St. Neots area as well as a direct link to the town at Bedford.

Costs, value and connectivity

With such a major opportunity we consider that the final route option chosen should be that which gives the best overall economic benefits, the best connectivity and best value offered for the economic investment.

With future development at Bassingbourn seemingly unlikely in the medium term and the very few benefits to the area given by options A, C and D, Whaddon PC consider that these options bring little advantage, either to our local community or in the wider economic sense when compared with routes via Cambourne. We assume that the indicated costs are largely based upon well-known formulae to build a standard mile of railway and ultimately could bear no relation to the actual costs when a detailed route is known. As a result, a lower cost could bring about a much lower level of returned benefit and a higher cost a higher level of benefit. At this stage we accept that there are many more questions than answers and understand the need that you must start somewhere.

The perceived value to the community will ultimately boil down to the potential demand, both latent and actual. At present there is a massive actual demand and goodwill in the Cambourne area and a negative demand and hostility in Whaddon and Bassingbourn. This is not a good starting point for any project that purports to be partly about improving connectivity and transport infrastructure for a local region.

Additionally, while there are undoubtedly practical issues, it does seem odd that two of the major traffic objectives on all the route options, Bedford and Milton Keynes, will only be reached by changing trains! This goes against all that is known about passenger behaviour. Passengers do not like changing unnecessarily, especially if they are elderly, are embarking on trips with luggage or children. Many of the EWR 'connections will involve changing 'en route', a massive disincentive to potential passengers.

Another feature of EWR which seems to be at odds with policy is the fact that the railway is not to be electrified from the outset, despite the DfT's own pronouncements about no diesel trains after 2040. EWR is proposed to connect with the West Coast Main Line, The Midland Main Line, the East Coast Main line and lines in the Cambridge area, all of which are all electrified. New technologies are at a very infant stage and the freight sector has openly stated that electrification is realistically the only power option that suits their businesses. While bi-mode trains are currently very much in vogue in the UK, it is very strange that a new railway line is proposed to be reliant on diesel trains in the first instance. We urge that this decision be reviewed.

The consultation process

While we understand and approve of EWR conducting an early consultation, we wish to communicate to you several observations about the process.

EWR, a railway company, should not be assuming the role of strategic planners for housing and development in their consultation. This is the role of the District Council who have the necessary knowledge, skills and executive authority. Staff at EWR would have no such skills or local empathy. Some of their staff at the consultation events had little or no knowledge about the area and the issues involved. Simple questions could not be answered. No one seemed to know that Bassingbourn Barracks was about to open, for example.

For a multi-billion-pound project, the display materials at events were not really of the quality expected to help people understand the issues. There was a simplistic vagueness about many issues which left more questions unanswered than answered. Maps were simply blow-ups of those on the website and leaflets. Members of the Council and villagers were expecting extra detail, videos and the like. There was no real indication on important issues such as to how or where the railway would connect with the existing railway south of Cambridge.

Some detail discrepancies were found when comparing the Consultation Report with the Technical Report over the indicative start-up costs and within the Technical Report itself over transport benefits. (Option A on Page 9 point 8.7 suggests £0.7 billion as opposed to the table 1 on page 38 which lists it as £0.6 billion!)

Too much detail was required on the feedback form answers. At this stage it would have been far better to have had simple 'yes or no' answers on your feedback form. To ask respondents to rate on a scale of 1 to 5 on matters such as economic growth or delivery of new homes without defining 1 to 5, is largely pointless for most people.

There seems to be a feeling among Whaddon parishioners that EWR have loaded the figures to suggest that option A is already your winner, before any analysis of responses is undertaken. This has devalued the process in the eyes of many people. We sincerely hope that this is not the case.

Whaddon Parish Council
11th March 2019

WILLINGTON PARISH COUNCIL

Mr Simon Blanchflower
Chief Executive East West Rail
Greater Minster House
33 Horseferry Road
Westminster
SW1P 4DR

8th March 2019

Dear Mr Blanchflower,

East West Rail – Bedford to Cambridge (“Central Section”) route options consultation

The Willington Parish Council at a recent meeting gave consideration to making a response to your Bedford to Cambridge Consultation 2019 required by the 11th March. A number of councillors and residents attended one or other of your local consultation events.

The parish of Willington is an historic and thriving village community of some 800 or so residents with a school, public house and post office located more or less of equal distance of five or so miles between Bedford and Sandy and therefore directly affected by three of the possible routes, A, B and C. (the village had, until its closure in the late 1960's, a station on the previous Bedford to Cambridge rail line).

The Council would want to give support in principle to the delivery of a rail infrastructure between Cambridge and Oxford.

The two current most concerning issues for the parish are the ever growing volume of traffic passing through the village on the A603 and the urban creep from Bedford along the same road on its western approach. Under the Local Plan 2032 the parish has been set an additional housing target of fifty units. It is thought that this target could be met without destroying the separate and rural nature of the community. Consequently, the same should be the aim of the impact on the village of the East West Rail project. It is imperative that the same important considerations which have been given to protect the villages of north Bedfordshire from any adverse effects of the proposed routes should also be accorded to the village communities which lay to the east and south of Bedford.

On the basis of the information so far supplied and, in particular, without knowledge of the precise route alignments, it is not possible at this point in time to state a preference for which of the options should be supported.

With the Development Consent Order not planned to be secured until 2023, the Council looks forward to engaging in further consultative processes as a means of seeking to protect and preserve the best interests of the parish.

Yours sincerely,

Gordon Vowles (Chairman)

Mrs Sue Bottoms, Clerk
17 Willow Springs, Cranfield, Bedford, MK43 0DS
Tel: 01234 751300 sue.x999@btinternet.com

Wilshamstead Parish Council

Clerk to the Council:
Mrs E A Barnicoat

PO Box 1548
MK44 5AX
Bedford

Tel: 01234 743152
E-mail: wilsteadpc@btinternet.com

10th March 2019

Wilshamstead Parish Council Response to East West Rail's Consultation on Route Options.

Dear Sirs

Below is Wilshamstead Parish Council's response to the East West Rail's January 2019 Consultation Document. Firstly there are general comments on how some additional information would have helped the Parish Council with their response and then comments on the route options and a preferred route identified.

Finally there is a query on the costs provided in the consultation document. Please can the Parish Council have a response to this query.

The view of the Parish Council was that the information provided for this consultation could have been so much more helpful in generating an informed response. The great danger is that irrelevant comments are submitted because the areas of the corridors shown on the five maps were difficult to place without reference points.

The costs of the route options was confusing and identification of the costly sections of each route would have been helpful in again securing informed comments. (See end of response for cost query)

The Parish Council response reflects the impact on and opportunities for residents of the parish but also looks at the wider picture on how the various route options would affect people farther afield.

Establishing a Bedford South station between Wixams and Bedford Midland would mean the cancellation of the Wixams station as the stations would be too close together. Wixams is the largest development in Bedfordshire and for trains not to stop there would mean extra traffic on an already stretched local road network as this new town expands.

The timescales for a Bedford South station will be so much later than the almost ready to go Wixams station, now Bedford Borough Council has plugged the funding gap Network Rail were unable to fill. Not only would the Wixams developers be released of their commitment to part fund a station in Wixams if one can't be built there but also their contribution to any Station would time expire .

Where feasible the new line should use the infrastructure that already exists and go through the main existing and planned centres of population between Bedford and Cambridge. Route E would seem to best fulfil these criteria in that the line from Bletchley to Bedford Midland exists and then the route would go through / by Tempsford and Cambourne. An interchange station at Tempsford would serve both St Neots and Sandy the other major urban areas in the vicinity.

The Parish Council has concerns over the apparently preferred option of close and divert where minor roads meet any new or existing section of the EWR, e.g. Lidlington. It is understood there will be no level crossings on the line. Whilst the Parish Council does accept that the topography to the north of Bedford

makes it more difficult to build a railway line than the flat area to the south of Bedford this topography does offer the opportunity to avoid road closures. Selection of the preferred route corridor should depend of the benefits the line can bring to communities along it and the least impact on those communities, including not severing the arteries that sustain them. It should not be selection of the cheapest.

There appears to be no smaller stations considered for any of the options. Having more, smaller stations would reduce local traffic and give the opportunity to commute to Bedford or Cambridge by rail rather than join the currently heavily used entrance roads to both Bedford and Cambridge. This would also greatly increase the passenger revenue for the line.

The crossing of the A6 and A600 should a southern route be selected (Options A,B & C) is a concern for the Parish Council given their relative proximity and the very flat nature of the land between. The nationally recognised John Bunyan Trail will be crossed by these options and therefore the Parish Council would want to have a crossing suitable for walkers, cyclists and horse riders installed to preserve this important off road route into and out of Bedford & Wilstead.

Taking into consideration the above the Parish Council preferred route corridor is Route E

Cost Query.

Routes B & E share the same route from Tempsford to Cambridge via Cambourne and therefore the difference in their whole route costs must be the difference in how the routes get to Tempsford. i.e. Bedford Midland to Tempsford (part of Route E) is therefore £800M greater than Bedford South to Tempsford (part of Route B).

Routes C & D share the same route from Tempsford to Cambridge via Bassingbourne and therefore the difference in their whole route costs must be the difference in how the routes get to Tempsford. i.e. Bedford Midland to Tempsford (part of Route D) is therefore £100M greater than Bedford South to Tempsford (part of Route C)

As Routes D&E share the same route to Tempsford and Routes B&C more or less share the same route to Tempsford how can there be £700M difference (i.e. between the £800M and £100M identified above). One could expect some small differences but £700M is a huge difference and not explained in the consultation document.

Yours sincerely

Lizzie Barnicoat
Clerk to the Council

Letters

Caxton Parish Council

CAXTON PARISH COUNCIL

(South Cambridgeshire District)

Clerk: Mrs Gail Stoehr

Chairman: Councillor Keith Howard

30 West Drive

Highfields Caldecote

Cambridge

CB23 7NY

Tel: 01954 210241

Fax: 0870 7052759

E-mail: caxtonpc@lgs-services.co.uk

FREEPOST
East West Rail

6 March 2019

Dear Sir or Madam

East West Rail Bedford to Cambridge Route Option Consultation

Caxton Parish Council writes regarding the above consultation and wishes to respond as follows:

Caxton Parish Council does not support the proposed B & E routes as they will fuel substantial additional development across our countryside, particularly along the St Neots/Cambridge corridor. The disturbance caused to our village/villagers will be unacceptable (the track is to be laid to 100mph and heavy freight specification with probable night running) and these routes will run either through or within a 100 or so metres of many rural villages including our own. These routes duplicate the planned upgrade of the A428, the Cambourne to Cambridge 'Better Public Transport Project and the proposed Cambridge Autonomous Metro, which should adequately service the needs of Cambourne/Bourn Airfield without decimating our countryside.

Yours sincerely



Mrs Gail Stoehr
Clerk

DRAFT V.01
East West Railway Company

Comberton Parish Council

COMBERTON PARISH COUNCIL

(South Cambridgeshire District)

Clerk: Mrs Gail Stoehr

Chairman: Cllr. Mr Hywel Griffiths

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CB23 7NY

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Fax: 0870 7052759

E-mail: parishclerk@comberton.org.uk

FREEPOST
East West Rail

21 February 2019

Dear Sir or Madam

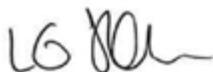
East West Rail Bedford to Cambridge Route Option Consultation

Comberton Parish Council writes regarding the above consultation and wishes to respond as follows:

The Parish Council rejects all five routes included in the consultation document, on the grounds that all the East West Rail proposals would cause great damage to the environment and the countryside, by creating two separate transport corridors for road and rail across the region, which is contrary to the recommendations of the National Infrastructure Commission. The route proposals do not serve and provide adequate connectivity between existing and planned communities between Bedford and Cambridge, and the centres of employment.

The Parish Council supports the alternative proposals put forward by CamBed RailRoad, which would be less detrimental to the environment and the landscape; by taking a northern route alongside the A428 this would serve local settlements, provide enhanced connectivity for residents of the area, and links to Cambridge North station and beyond.

Yours sincerely



Mrs Gail Stoehr

Clerk

DRAFT V.01
East West Railway Company

Guilden Morden Parish Council

GUILDEN MORDEN PARISH COUNCIL

(South Cambridgeshire District)

CHAIRMAN: Mr Barry Holme

CLERK: Mrs LG Stoehr

30 West Drive

Highfields Caldecote

Cambridge

CB23 7NY

Tel: 01954 210241

Fax: 0870 7052759

E-mail: clerk@guildenmorden.gov.uk

FREEPOST
East West Rail

28 February 2019

Dear Sir or Madam

East West Rail Bedford to Cambridge Route Option Consultation

Guilden Morden Parish Council writes regarding the above consultation and wishes to respond as follows:

The Parish Council supports the Northern route via Cambourne with entry into Cambridge from the north and opposes the Southern route where, from what has been shown, no benefits are offered.

Yours sincerely


Mrs Gail Stoehr
Clerk

*CC County Cllr S Kindersley
District Cllr Heather Williams
Heidi Allen MP*

DRAFT V.01
East West Railway Company

Hardwick Parish Council

HARDWICK PARISH COUNCIL

(South Cambridgeshire District)

Clerk: Mrs Gail Stoehr
Chairman: Cllr. Mr Tony Gill

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E-mail: hardwickpc@lgs-services.co.uk

FREEPOST
East West Rail

6 March 2019

Dear Sir or Madam
East West Rail Bedford to Cambridge Route Option Consultation

Hardwick Parish Council writes regarding the above consultation and wishes to respond as follows:

The Parish Council supports Route B and stations at Cambourne and Cambridge South. This will help taking traffic off local roads and service people in getting to the Biomedical Campus from Cambourne and Bourn Airfield.

Yours sincerely



Mrs Gail Stoehr
Clerk

DRAFT V.01
East West Railway Company

Toft Parish Council

TOFT PARISH COUNCIL

(South Cambridgeshire District)

CHAIRMAN: Mr Martin Yeadon

CLERK: Mrs LG Stoehr
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FREEPOST
East West Rail

6 March 2019

Dear Sir or Madam
East West Rail Bedford to Cambridge Route Option Consultation

Toft Parish Council writes regarding the above consultation and wishes to respond as follows:

Toft Parish Council wishes to highlight that this is a response from the Parish Council as a statutory consultee. East West Rail should carry out a proper examination of the northern route proposed by CamBed RailRoad. The Parish Council has been pleased to have the opportunity to comment on the proposals and wishes to be apprised of progress.

Yours sincerely



Mrs Gail Stoehr
Clerk

DRAFT V.01
East West Railway Company

Question	Response
Barbara Evans - Everton Parish Council	
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:	
Benefits for transport users	3
Cost and overall affordability	2
Environmental impacts and opportunities	5
Supporting delivery of new homes	1
Economic growth	3
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.	Everton Parish Council feel strongly that the format of this consultation document is not an appropriate tool as rather than seeking opinions from residents on the potential impact of each route against the key criteria, it seeks our opinion on your performance against the key criteria. How can that be given when as yet, there are no outcomes against which to judge your performance? At this time, with such a wide scope of potential routes to review, there are too many variables and unknowns upon which we can give the specific feedback you are seeking. However, as a council representing the best interests of Everton village, our priority would be to limit the environmental impact, in particular with regard to the potential increase in local traffic through the relocation and addition of new train stations and the inevitable parking issues this will attract. With that in mind, and with the information available to us at this time, we would support Route A.
Barry Holme - Guilden Morden Parish Council	
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:	
Benefits for transport users	5

Question	Response
Cost and overall affordability	3
Environmental impacts and opportunities	4
Supporting delivery of new homes	3
Please provide any comments on the route corridor in which the route options below are located.	Bedford to Cambourne/Bourn - Cambridge North. This is the obvious/common sense route. Not via Bassingbourn/Shepreth entering Cambridge from the south.
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:	
Route A: Benefits for transport users	2
Route A: Cost and overall affordability	4
Route A: Environmental impacts and opportunities	2
Route A: Supporting delivery of new Homes	2
Route A: Supporting economic growth	2
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:	
Route B: Benefits for transport users	2
Route B: Cost and overall affordability	3
Route B: Environmental impacts and opportunities	2
Route B: New Homes	3
Route B: Supporting economic growth	3
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:	
Route C: Benefits for transport users	2
Route C: Cost and overall affordability	2
Route C: Environmental impacts and opportunities	2
Route C: New Homes	2

Question	Response
Route C: Supporting economic growth	2
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:	
Route D: Benefits for transport users	2
Route D: Cost and overall affordability	2
Route D: Environmental impacts and opportunities	2
Route D: New Homes	2
Route D: Supporting economic growth	2
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:	
Route E: Benefits for transport users	2
Route E: Cost and overall affordability	3
Route E: Environmental impacts and opportunities	2
Route E: New Homes	3
Route E: Supporting economic growth	3
Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?	Strongly disagree
If you disagree, please explain your view, including any additional factors that should be taken into account.	Bedford to Cambridge to Girton to Cambridge North to Ipswich. Cambridge North to Cambridge Central to Addenbrookes.

Question	Response
<p>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.</p>	<p>As Chairman of the Guilden Morden Parish Council I can confirm that our council have debated these proposals and unanimously agree that there is no advantage of taking the route into Cambridge from the south only disadvantages. Common sense suggest that the route should go via Cambourne/ Bassingbourn and enter Cambridge North. Trains can then be routed either to the east towards Ipswich or south to Cambridge Central and Addenbrookes and on to London.</p>
<p>Timothy Whitehead - Shingay cum Wendy Parish Council</p>	
<p>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:</p>	
Benefits for transport users	4
Cost and overall affordability	4
Environmental impacts and opportunities	4
Supporting delivery of new homes	3
Economic growth	4
<p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>After a Parish meeting the parish unanimously voted in favour of the CamBed Rail Road propose route that enters Cambridge from the North. Their rational seems much more sensible both economically and environmentally than the 5 proposed routes by East West Rail. The Parish Meeting unanimously voted against all 5 East - West Rail options. The whole of the consultation has been too short, lacking information for people to make an informed view on the proposals. It feels like a done deal ! East West Rail are going through the motions of a consultation.</p>
<p>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:</p>	
Route A: Benefits for transport users	1
Route A: Cost and overall affordability	1

Question	Response
Route A: Environmental impacts and opportunities	1
Route A: Supporting delivery of new homes	1
Route A: Supporting economic growth	1
Do you have any comments on the other considerations associated with this route?	If this route is chosen it will lead to the development of Bassingbourn barracks and its surrounding area with up to 30,000 new houses. The impact of this on the road network as well as many other social, environmental and economic factors need to be assessed before a decision is made on just one aspect of the big picture. How can the residence of Bassingbourn and the surrounding parishes make informed comments when they are not given the information on what the impact will be. This whole process has been ill conceived, undemocratic and dishonest.
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:	
Route B: Benefits for transport users	1
Route B: Cost and overall affordability	1
Route B: Environmental impacts and opportunities	1
Route B: New Homes	1
Route B: Supporting economic growth	1
Do you have any comments on the other considerations associated with this route?	See my comments to option A. Out of all the 5 options put forward by East West Rail the Parish meeting felt that this option was the one they disliked the least ! (Option A comments: If this route is chosen it will lead to the development of Bassingbourn barracks and its surrounding area with up to 30,000 new houses. The impact of this on the road network as well as many other social, environmental and economic factors need to be assessed before a decision is made on just one aspect of the big picture. How can the residence of Bassingbourn and the surrounding parishes make informed comments when they are not given the information on what the impact will be. This whole process has been ill conceived, undemocratic and dishonest.)

Question	Response
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:	
Route C: Benefits for transport users	1
Route C: Cost and overall affordability	1
Route C: Environmental impacts and opportunities	1
Route C: New Homes	1
Route C: Supporting economic growth	1
Do you have any comments on the other considerations associated with this route?	See my comments to option A (Option A comments: If this route is chosen it will lead to the development of Bassingbourn barracks and its surrounding area with up to 30,000 new houses. The impact of this on the road network as well as many other social, environmental and economic factors need to be assessed before a decision is made on just one aspect of the big picture. How can the residence of Bassingbourn and the surrounding parishes make informed comments when they are not given the information on what the impact will be. This whole process has been ill conceived, undemocratic and dishonest.)
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:	
Route D: Benefits for transport users	1
Route D: Cost and overall affordability	1
Route D: Environmental impacts and opportunities	1
Route D: New Homes	1
Route D: Supporting economic growth	1

Question	Response
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>See my comments to option A ROUTE A COMMENTS: (If this route is chosen it will lead to the development of Bassingbourn barracks and its surrounding area with up to 30,000 new houses. The impact of this on the road network as well as many other social, environmental and economic factors need to be assessed before a decision is made on just one aspect of the big picture. How can the residence of Bassingbourn and the surrounding parishes make informed comments when they are not given the information on what the impact will be. This whole process has been ill conceived, undemocratic and dishonest.)</p>
<p>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:</p>	
Route E: Benefits for transport users	1
Route E: Cost and overall affordability	1
Route E: Environmental impacts and opportunities	1
Route E: New Homes	1
Route E: Supporting economic growth	1
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>see my comments to option A ROUTE A COMMENTS: (If this route is chosen it will lead to the development of Bassingbourn barracks and its surrounding area with up to 30,000 new houses. The impact of this on the road network as well as many other social, environmental and economic factors need to be assessed before a decision is made on just one aspect of the big picture. How can the residence of Bassingbourn and the surrounding parishes make informed comments when they are not given the information on what the impact will be. This whole process has been ill conceived, undemocratic and dishonest.)</p>
<p>Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?</p>	<p>Strongly disagree</p>

Question	Response
<p>If you disagree, please explain your view, including any additional factors that should be taken into account.</p>	<p>By entering Cambridge from the North the rail route would link up existing new developments at Waterbeach, Northstowe, Cambourne and St.Neots. The need for an additional tramway into Cambridge would be negated and thus save a large amount of Public funds. CamBed Rail Roads proposal would satisfy this requirement. These existing and soon to be built new developments need to be serviced ! This proposal would be multi modal as it would run along side the shortly to be build A428 linking Cambourne to the Black Cat round about.</p>
<p>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.</p>	<p>This response is being put forward by the Parish of Shingay-cum-Wendy in my capacity as chairman. The Parish meeting vote was unanimous in their response. The meeting felt that the consultation period was too short, a lack of information being put forward especially about the economic, and environmental impact the various options have. It feels like the Cam Bed Rail Route is not being considered ? It was felt that East-West Rail are going through the motions of a consultation and that they have already decided their preferred option which is almost certainly the Southern route to open up Bassingbourn for development. The whole process is being dishonest and undemocratic.</p>
<p>Kirstin Rayner - Gamlingay Parish Council</p>	
<p>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:</p>	
Benefits for transport users	5
Cost and overall affordability	4
Environmental impacts and opportunities	3
Supporting delivery of new homes	1
Economic growth	5

Question	Response
<p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>a) A route option should have been presented for accessing Cambridge North station b) Straight routes are the most efficient and cost effective for rail infrastructure, option C is bizarre c) Route corridor width showing the corridor is very vague and adds to residents concerns about scope of development, not relating specifically to railway infrastructure (in particular around the Tempsford Area)</p>
<p>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:</p>	
Route A: Benefits for transport users	4
Route A: Cost and overall affordability	5
Route A: Environmental impacts and opportunities	2
Route A: Supporting delivery of new homes	4
Route A: Supporting economic growth	4
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>This is the most logical straight route delivering high speed link between Oxford and Cambridge (most cost effective solution), and is least harmful to the Gamlingay community.</p>
<p>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:</p>	
Route B: Benefits for transport users	4
Route B: Cost and overall affordability	3
Route B: Environmental impacts and opportunities	3
Route B: New Homes	3
Route B: Supporting economic growth	3
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>Relocation of Sandy station to the north is not supported by local residents. The Cambourne station option is supported, generally, but not in the current location proposed south of the settlement.</p>

Question	Response
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:	
Route C: Benefits for transport users	1
Route C: Cost and overall affordability	1
Route C: Environmental impacts and opportunities	1
Route C: New Homes	3
Route C: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	Alignment severely blights Tempsford (Church End) which is surrounded on three sides by railway- which is totally unacceptable.
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:	
Route D: Benefits for transport users	1
Route D: Cost and overall affordability	1
Route D: Environmental impacts and opportunities	1
Route D: New Homes	3
Route D: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	Impact on location for Bedford station is not a material factor for Gamlingay residents
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:	
Route E: Benefits for transport users	4
Route E: Cost and overall affordability	2
Route E: Environmental impacts and opportunities	3
Route E: New Homes	3
Route E: Supporting economic growth	3

Question	Response
Do you have any comments on the other considerations associated with this route?	<p>Corridor identified has drainage/waterlogging issues and higher engineering costs (similar to route B)</p>
<p>If you disagree, please explain your view, including any additional factors that should be taken into account.</p>	<ul style="list-style-type: none"> - There is an opportunity here to deliver a joined up integrated transport strategy along the A428 ? to deliver a multi modal transport corridor for the long term benefit of residents of South Cambridgeshire and those in the Oxford Cambridge Arc. Partnership between Highways England (A1 Black Cat and A428 Caxton Gibbett improvements), Greater Cambridge and Peterborough Combined Authority (Cambridge Metro project), and rail improvement programme (Bletchley-Ridgmont - Wixams) are key partners. - Benefits to the existing population of the area, including those new residents resulting from planned growth along the A428 corridor need to be taken into account. A new alternative travel method of rail, rather than getting into a car, would benefit the area enormously. - Closer alignment with existing local transport strategies and Local Plans- northerly route ties in better. - Providing opportunities for residents to use rail from East to West rather than North South in the central section of Cambridgeshire and Bedfordshire (and the economic benefits associated with this) - The cost savings to the public purse from single consultation exercise, land acquisition and delivery. - Requirement that longer term infrastructure projects should be fully compliant and allow for opportunity for freight traffic to use the line which will have significant environmental benefits (reduction of road use, increase in air quality and reduction in congestion, and reduction in road traffic accidents) - Decreases in congestion and reducing the numbers of people commuting to Cambridge by car- this is currently the only option along the St Neots/ A421/ A428 corridor. - CBRR (Cam Bed Rail Road) option can deliver benefits more quickly to existing residents and the project is able to be delivered incrementally- particularly the Cambridge to Cambourne section.

Question	Response
<p>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.</p>	<p>a) The reasons why the previous 20 options have been discounted should be made available to the public b) The WebTags modelling system used for options A-E should be applied to the CBRR route to enable proper comparison of this option in relation to those options/routes currently identified in this consultation. This information should be made publically available c) The proposed current new station locations DO NOT benefit the local population d) Benefits for Transport Users' key criteria- this option should be split to include benefits for the current population to use EW Rail and should be included e) The survey structure does not allow the ability to accurately assess numbers of respondents supporting the CBRR option, or peoples views supporting a northerly location for the track bed, into Cambridge North or Cambridge South.</p>
<p>Robin Barrat - Wrestlingworth & Cockayne Hatley Parish</p>	
<p>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:</p>	
Benefits for transport users	5
Cost and overall affordability	3
Environmental impacts and opportunities	5
Supporting delivery of new homes	5
Economic growth	4
<p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>The route corridor should extend north to include the considerable development in the St Ives and Cambourne area that has already been approved. It should recognise the preferred route for the A428 and consider dual routing the railway to minimise environmental impacts of both projects. No consideration is given to linking in to the Cambridge North Station.</p>

Question	Response
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:	
Route A: Benefits for transport users	2
Route A: Cost and overall affordability	4
Route A: Environmental impacts and opportunities	1
Route A: Supporting delivery of new homes	2
Do you have any comments on the other considerations associated with this route?	This route assumes development at Bassingbourn - this is not currently included in the SCDC Local Plan and is therefore a speculative benefit. Whilst no route can have nil impact on the Environment, this route impacts on a number of key environmentally important sites, the loss of which cannot be mitigated by environmental improvements elsewhere.
Route A: Supporting economic growth	3
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:	
Route B: Benefits for transport users	4
Route B: Cost and overall affordability	4
Route B: Environmental impacts and opportunities	2
Route B: New Homes	4
Route B: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	As this route is serving the Cambourne area consideration should be given to linking to the Cambridge North Station and help elevate the existing transport issues in regard to East West commuting.
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:	
Route C: Benefits for transport users	2
Route C: Cost and overall affordability	4
Route C: Environmental impacts and opportunities	1

Question	Response
Route C: New Homes	2
Route C: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	This route assumes development at Bassingbourn - this is not currently included in the SCDC Local Plan and is therefore a speculative benefit. Whilst no route can have nil impact on the Environment, this route impacts on a number of key environmentally important sites, the loss of which cannot be mitigated by environmental improvements elsewhere. The north/south routing along the East Coast Mainline would have considerable impacts in being accommodated in the already developed Sandy Town area.
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:	
Route D: Benefits for transport users	2
Route D: Cost and overall affordability	4
Route D: Environmental impacts and opportunities	1
Route D: New Homes	2
Route D: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	This route assumes development at Bassingbourn - this is not currently included in the SCDC Local Plan and is therefore a speculative benefit. Whilst no route can have nil impact on the Environment, this route impacts on a number of key environmentally important sites, the loss of which cannot be mitigated by environmental improvements elsewhere. The north/south routing along the East Coast Mainline would have considerable impacts in being accommodated in the already developed Sandy Town area.
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:	
Route E: Benefits for transport users	4
Route E: Cost and overall affordability	3
Route E: Environmental impacts and opportunities	2

Question	Response
Route E: New Homes	4
Route E: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	As this route is serving the Cambourne area consideration should be given to linking to the Cambridge North Station and help elevate the existing transport issues in regard to East West commuting.
Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?	Strongly disagree
If you disagree, please explain your view, including any additional factors that should be taken into account.	The local Cambridge area Councils are promoting development around the Cambridge North Station (CNS) and additional facilities should be considered for this area. Replacing the planned busway with a train and taking the route in to CNS would connect to the existing rail system. Additional tracks parallel to the A14 could connect CNS to the Newmarket line, enabling connectivity to the East Coast, an important freight route.
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.	There appears to be too much focus just on Cost and Journey Times rather looking at the solution as part of the overall development / infrastructure solution for the East - West Corridor and using the Rail route to support these and help alleviate the existing congestion on the east - west travel routes into Bedford & Cambridge.
Isabel Robinson - Harlton Parish Council	
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:	
Benefits for transport users	5
Cost and overall affordability	3
Environmental impacts and opportunities	5
Supporting delivery of new homes	5
Economic growth	5

Question	Response
<p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>Harlton Parish Council supports the CamBedRailRoad group's proposal routing the railway line through Bedford South via new stations at St Neots South, Cambourne, Northstowe, via Cambridge North and Cambridge Central. This route corridor would provide transport into Cambridge for thousands of local people and therefore reducing the heavy traffic congestion experienced currently. We believe that the route corridor favoured by East West Rail will only benefit a small proportion of the population of South Cambs. It does not support new delivery of homes at Northstowe and only in a couple of the route options (B and E) supports the new housing at Cambourne and Bourn Airfield.</p>
<p>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:</p>	
Route A: Benefits for transport users	2
Route A: Cost and overall affordability	2
Route A: Environmental impacts and opportunities	1
Route A: Supporting delivery of new homes	1
Route A: Supporting economic growth	3
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>As stated in the consultation document, a new Bassingbourn station would only be built if the MoD site is developed and this cost is not in the initial cost estimates. So the construction of Route A has little benefit to local South Cambs residents. Inferring that this is the cheapest option is a nonsense as it does not take into account this cost. This route option could be very damaging to the RSPB Nature Reserve at Sandy and the area around Wimpole Hall - both environmentally and historically important sites to the region. It would be a disaster to irreversibly alter and damage such places.</p>
<p>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:</p>	
Route B: Benefits for transport users	4

Question	Response
Route B: Cost and overall affordability	3
Route B: Environmental impacts and opportunities	1
Route B: New Homes	4
Route B: Supporting economic growth	4
Do you have any comments on the other considerations associated with this route?	This route could affect the Mullard Radio Astronomy Observatory located between Harlton and Barton. An increase in ground vibration will have a negative impact on the sensitive detectors and therefore their observations. Having a station at Cambourne will benefit an enormous number of people commuting into Cambridge and alleviate traffic congestion. It will also support the Bourn Airfield development.
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:	
Route C: Benefits for transport users	3
Route C: Cost and overall affordability	2
Route C: Environmental impacts and opportunities	1
Route C: New Homes	3
Route C: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	As stated in the consultation document, a new Bassingbourn station would only be built if the MoD site is developed and this cost is not in the initial cost estimates. So the construction of Route A has little benefit to local South Cambs residents. Perhaps new housing will be built in the Tempsford area? Residents are just as likely to be commuting into London than Cambridge. This route option could be very damaging to the RSPB Nature Reserve at Sandy and the area around Wimpole Hall - both environmentally and historically important sites to the region. It would be a disaster to irreversibly alter and damage such places.
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:	
Route D: Benefits for transport users	2

Question	Response
Route D: Cost and overall affordability	2
Route D: Environmental impacts and opportunities	1
Route D: New Homes	3
Route D: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	As stated in the consultation document, a new Bassingbourn station would only be built if the MoD site is developed and this cost is not in the initial cost estimates. So the construction of Route A has little benefit to local South Cambs residents. This route option could be very damaging to the RSPB Nature Reserve at Sandy and the area around Wimpole Hall - both environmentally and historically important sites to the region. It would be a disaster to irreversibly alter and damage such places.
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:	
Route E: Benefits for transport users	4
Route E: Cost and overall affordability	3
Route E: Environmental impacts and opportunities	1
Route E: New Homes	4
Route E: Supporting economic growth	4
Do you have any comments on the other considerations associated with this route?	Perhaps new housing will be built in the Tempsford area? Residents are just as likely to be commuting into London than Cambridge. This route could affect the Mullard Radio Astronomy Observatory located between Harlton and Barton. An increase in ground vibration will have a negative impact on the sensitive detectors and therefore their observations.
Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?	Strongly disagree

Question	Response
<p>If you disagree, please explain your view, including any additional factors that should be taken into account.</p>	<p>Harlton Parish Council supports CamBedRailRoad. As stated by the group, we agree that the five options detailed in the consultation booklet do not demonstrate any real compatibility with the recommendations of the National Infrastructure Commission (as accepted by Government) which states that the train line should share the East West Expressway (A428) and connect both current and already approved future centres of population. We support the alternative route from Bedford South through new stations at St Neots South, Cambourne, Northstowe, via Cambridge North and Cambridge Central. This route will provide transport for 54,000 more residents than EWR Co's Options B and E and over 100,000 more than Options A, C and D.</p>
<p>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.</p>	<p>Following on from the meeting at Comberton Village Hall on Wednesday 27 February, Harlton Parish Council was dismayed to learn that the EW rail project was an ?inter urban commuter railway? not a ?metro service for Cambridge?. Why can?t the service be both? The railway would then be helping people who live in South Cambs to get to work and significantly reduce cars on the road. If the present notion persists the railway will be something that runs through the villages causing noise and pollution and environmental damage with few positive benefits to South Cambs residents. It was such a shame that the consultants present at the meeting were so dismissive of the needs of the local population. On a more positive point, we welcome local Parish Councils being consulted to find out their point of view. We hope that such meetings will continue as the project moves forward. We are concerned that the consultation makes little reference (no reference financially in the costings) to the level of housing development that could occur in both Bassingbourn and Tempsford.</p>
<p>Les Boland - Southill Parish Council</p> <p>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:</p>	

Question	Response
Benefits for transport users	5
Cost and overall affordability	2
Environmental impacts and opportunities	5
Supporting delivery of new homes	2
Economic growth	5
Please provide any comments on the route corridor in which the route options below are located.	It is such a wide corridor that it is very difficult to give a considered opinion.
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:	
Route A: Benefits for transport users	1
Route A: Cost and overall affordability	1
Route A: Environmental impacts and opportunities	1
Route A: Supporting delivery of new homes	1
Route A: Supporting economic growth	1
Do you have any comments on the other considerations associated with this route?	Southill Parish Council believes that the two Northern routes are the best options. A Southern route would threaten the rural nature of our Parish.
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:	
Route B: Benefits for transport users	1
Route B: Cost and overall affordability	1
Route B: Environmental impacts and opportunities	1
Route B: New Homes	1
Route B: Supporting economic growth	1
Do you have any comments on the other considerations associated with this route?	Southill Parish Council believes that the two Northern routes are the best options. A Southern route would threaten the rural nature of our Parish.

Question	Response
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:	
Route C: Benefits for transport users	1
Route C: Cost and overall affordability	1
Route C: Environmental impacts and opportunities	1
Route C: New Homes	1
Route C: Supporting economic growth	1
Do you have any comments on the other considerations associated with this route?	Southill Parish Council believes that the two Northern routes are the best options. A Southern route would threaten the rural nature of our Parish.
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:	
Route D: Benefits for transport users	5
Route D: Cost and overall affordability	5
Route D: Environmental impacts and opportunities	5
Route D: New Homes	5
Route D: Supporting economic growth	5
Do you have any comments on the other considerations associated with this route?	The two Northern routes are best placed to cope with the associated development and housing
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:	
Route E: Benefits for transport users	5
Route E: Cost and overall affordability	5
Route E: Environmental impacts and opportunities	5
Route E: New Homes	5
Route E: Supporting economic growth	5

Question	Response
Do you have any comments on the other considerations associated with this route?	The two Northern routes are best placed to cope with the associated development and housing
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
If you disagree, please explain your view, including any additional factors that should be taken into account.	The existence of the Guided Bus Route from St. Ives to Cambridge would be in doubt if a Northern approach to Cambridge was chosen. In all respects a Southern approach is the correct option.
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.	In all respects the majority of the area is somewhat rural especially the Parish I represent. The use of this rail route would depend heavily on the use of a car as public transport is virtually non-existent. Therefore sufficient car parking is essential. The current Sandy station cannot cope with its current traffic.
Diane Taylor - Great Gransden Parish Council	
Please provide any comments on the route corridor in which the route options below are located.	Please see the comments (at the end of the feedback form) made by Great Gransden Parish Council following discussion of the 5 route options at their meeting on 4th March 2019. The comments are submitted by the Parish Clerk (Diane Taylor) on behalf of the Parish Council.
Route A: Do you have any comments on the other considerations associated with this route?	See comments below
Route B: Do you have any comments on the other considerations associated with this route?	See comments below
Route C: Do you have any comments on the other considerations associated with this route?	See comments below
Route D: Do you have any comments on the other considerations associated with this route?	See comments below
Route E: Do you have any comments on the other considerations associated with this route?	See comments below

Question	Response
<p>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.</p>	<p>Great Gransden Parish Council considers that, in principle, routes including Bassingbourn as a station (A, C and D) could be preferable to routes including Cambourne, for the following reasons: ? Growth in the southern corridor avoids the loss of a large swathe of countryside already rejected by the preferred route announcement on the A428. Building a railway as proposed in Routes B & E would mean crossing two areas of Flood Zone 3 land entailing greater cost. ? Further growth at Bassingbourn could make best use of a new railway providing complementary sustainable transport choices for South Cambridgeshire, such choices already being planned for the Cambridge ? Cambourne ? St Neots corridor with the Metro proposals. There is no need for duplication. ? A rail connection between a new well integrated/connected station at Bassingbourn and Cambridge would, we believe, have a positive impact upon housing delivery rates of current planned development, and would assist rail travel into the South of Cambridge for local and long distance commuting and hospitals. ? The railway alignment of A, C & D avoids potential environmental impacts on at least 6 scheduled monuments including Croxton Park, Croxton village and moated sites as well as Waresley Woods SSI. 4th March 2019</p>
<p>Karen Easey - Eversden Parish Council</p>	
<p>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:</p>	
Benefits for transport users	4
Cost and overall affordability	2
Environmental impacts and opportunities	4
Supporting delivery of new homes	4
Economic growth	5

Question	Response
<p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>The route, if it is to pay for itself, must go through areas of population. Hence the routes through Cambourne and going into Cambridge North are important. CamBedRailRoad has promoted an alternative routing from Bedford South through new stations at St Neots South, Cambourne, Northstowe and Cambridge South, via Cambridge North and Cambridge Central. This route provides transport for almost 54,000 more residents than EWR Co's Options B & E and over 100,000 more than Options A, C and D.</p>
<p>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:</p>	
Route A: Benefits for transport users	3
Route A: Cost and overall affordability	3
Route A: Environmental impacts and opportunities	3
Route A: Supporting delivery of new homes	4
Route A: Supporting economic growth	5
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>This route is a great opportunity for a subsidised park and ride for the Cambridge Biomedical Campus workers [Addenbrooke?s] at Bassingbourn. The Biomedical Campus will triple the number of organisations onsite in the next few months; as The Royal Papworth Hospital and Astra Zeneca open on site adding 4000 commuters putting huge strain on all the roads in South Cambs.</p>
<p>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:</p>	
Route B: Benefits for transport users	3
Route B: Cost and overall affordability	3
Route B: Environmental impacts and opportunities	3
Route B: New Homes	1
Route B: Supporting economic growth	5

Question	Response
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>This route will cut off the footpath used by cyclists and pedestrians from the Eversdens villages to Comberton. This is the only available route for pupils to get to Comberton Village College by bike. If the route is cut off an alternative safe route should be provided to Comberton and Cambridge i.e. a cyclepath. The Eversdens will be cut-off from Comberton, Barton and Cambridge. The railway cuts across a natural floodplain increasingly at risk of regular flooding from the Cambourne/Bourn airfield/ Hardwick expanding communities. If this route goes ahead what works are going to be completed to prevent flooding in villages and along the railway line? The Bourn Brook Valley between the Eversdens and Comberton is planned to be crossed by this route. Much work has been done by landowners, the Wildlife Trust, and The Countryside Restoration Trust to protect this beautiful natural landscape. There is no net gain in terms of access or amenities for any immediate local population.</p>
<p>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:</p>	
Route C: Benefits for transport users	3
Route C: Cost and overall affordability	3
Route C: Environmental impacts and opportunities	3
Route C: New Homes	4
Route C: Supporting economic growth	5
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>This route is a great opportunity for a subsidised park and ride for the Cambridge Biomedical Campus workers [Addenbrooke's] at Bassingbourn. The Biomedical Campus will triple the number of organisations onsite in the next few months; as The Royal Papworth Hospital and Astra Zeneca open on site adding 4000 commuters putting huge strain on all the roads in South Cambs.</p>
<p>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:</p>	

Question	Response
Route D: Benefits for transport users	3
Route D: Cost and overall affordability	3
Route D: Environmental impacts and opportunities	3
Route D: New Homes	4
Route D: Supporting economic growth	5
Do you have any comments on the other considerations associated with this route?	This route is a great opportunity for a subsidised park and ride for the Cambridge Biomedical Campus workers [Addenbrooke?s] at Bassingbourn. The Biomedical Campus will triple the number of organisations onsite in the next few months; as The Royal Papworth Hospital and Astra Zeneca open on site adding 4000 commuters putting huge strain on all the roads in South Cambs.
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:	
Route E: Benefits for transport users	3
Route E: Cost and overall affordability	3
Route E: Environmental impacts and opportunities	3
Route E: New Homes	1
Route E: Supporting economic growth	5

Question	Response
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>This route will cut off the footpath used by cyclists and pedestrians from the Eversdens villages to Comberton. This is the only available route for pupils to get to Comberton Village College by bike. If the route is cut off an alternative safe route should be provided to Comberton and Cambridge i.e. a cyclepath. The Eversdens will be cut-off from Comberton, Barton and Cambridge. The railway cuts across a natural floodplain increasingly at risk of regular flooding from the Cambourne/Bourn airfield/ Hardwick expanding communities. If this route goes ahead what works are going to be completed to prevent flooding in villages and along the railway line? The Bourn Brook Valley between the Eversdens and Comberton is planned to be crossed by this route. Much work has been done by landowners, the Wildlife Trust, and The Countryside Restoration Trust to protect this beautiful natural landscape. There is no net gain in terms of access or amenities for any immediate local population.</p>
<p>Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?</p>	<p>Strongly agree</p>
<p>If you disagree, please explain your view, including any additional factors that should be taken into account.</p>	<p>None</p>
<p>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.</p>	<p>We regret the lack of options that address the current North West housing development plans e.g. Northstowe, Bourn and Cambourne developments and the relocation of Papworth Hospital to the Addenbrooke's site. Any new infrastructure should maximise greenways for suburban villages in conjunction with improving other transport links e.g. cyclepaths. PLEASE RETRACT ANY PARISH COUNCIL RESPONSES RECEIVED PRIOR TO THIS.</p>
<p>Lorraine Mooney - Barton Parish Council</p>	
<p>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:</p>	

Question	Response
Benefits for transport users	5
Cost and overall affordability	4
Environmental impacts and opportunities	5
Supporting delivery of new homes	1
Economic growth	2
Please provide any comments on the route corridor in which the route options below are located.	We would prefer the train line to follow the same route as the A428 Expressway; this will minimise destruction of open countryside and could reduce build costs. We beg that the northern approach be reviewed. Express journey times which vary by a few minutes are less significant than improved connectivity.
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:	
Route A: Benefits for transport users	2
Route A: Cost and overall affordability	2
Route A: Environmental impacts and opportunities	1
Route A: Supporting delivery of new homes	2
Route A: Supporting economic growth	2
Do you have any comments on the other considerations associated with this route?	Does support economic growth at Wixams, with one new station; moving Sandy costs money without providing fresh support to housing; environmentally compromising; low cost; low benefit
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:	
Route B: Benefits for transport users	3
Route B: Cost and overall affordability	3
Route B: Environmental impacts and opportunities	1
Route B: New Homes	3
Route B: Supporting economic growth	3

Question	Response
Do you have any comments on the other considerations associated with this route?	<p>A station at Cambourne supports existing and planned housing; it may relieve commuter road traffic through our village (Barton); it would link well to the proposed Cambridge-Connect light rail commuter network to provide a comprehensive transport solution for the Cambridge area. The environmental impacts for our village will be significant if the southern route is taken as it cuts through large areas of open countryside, but the strategic advantages of a station at Cambourne trump our local concerns. Mid-range cost; relatively high benefit.</p>
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:	
Route C: Benefits for transport users	2
Route C: Cost and overall affordability	2
Route C: Environmental impacts and opportunities	1
Route C: New Homes	2
Route C: Supporting economic growth	2
Do you have any comments on the other considerations associated with this route?	<p>It provides two new stations and supports planned growth at Wixams and Tempsford. As with all the southern routes, the development at Bassingbourn seems highly speculative and there are substantial environmental dis-benefits. Mid-range costs; relatively low benefit.</p>
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:	
Route D: Benefits for transport users	2
Route D: Cost and overall affordability	1
Route D: Environmental impacts and opportunities	1
Route D: New Homes	2
Route D: Supporting economic growth	2

Question	Response
Do you have any comments on the other considerations associated with this route?	<p>Provides one new station at Tempsford which supports economic growth; changes required to Bedford Midland are expensive but provide little fresh growth potential. Mid-range cost; low benefit.</p>
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:	
Route E: Benefits for transport users	3
Route E: Cost and overall affordability	2
Route E: Environmental impacts and opportunities	1
Route E: New Homes	3
Route E: Supporting economic growth	2
Do you have any comments on the other considerations associated with this route?	<p>We rate the benefits of a station at Cambourne highly; a station at Tempsford will support significant planned growth; remodelling necessary to Bedford Midland yields little benefit. High cost; moderate benefit.</p>
Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?	<p>Strongly disagree</p>
If you disagree, please explain your view, including any additional factors that should be taken into account.	<p>A northern route would support existing and planned housing growth; it would overall environmental dis-benefits by reducing the length of line which crosses open countryside; could provide better freight linkage across country, relieving road freight from Felixstowe; would shift traffic flows to Cambridge North, which is less congested than Cambridge Central (traffic in town is a serious problem).</p>

Question	Response
<p>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.</p>	<p>Cambridge Central station is difficult to get to, to park at, to drop off and to pick up; a taxi to Barton is £12; no bus goes to the station. Buses are very poor to the villages west of Cambridge; commuters often use Royston, even though connections are slower, because access to Cambridge station is so poor. Of course, these are commuter issues and your remit is an express service, but there is current public funding for commuter services, so it would be encouraging if political will could be found to pool resources and produce an attractive, comprehensive solution for the Cambridge end of your scheme. Thank you, Transport Group of Barton Parish Council.</p>
<p>John Vickery - Cambourne Town Council</p>	
<p>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:</p>	
Benefits for transport users	5
Cost and overall affordability	5
Environmental impacts and opportunities	5
Supporting delivery of new homes	5
Economic growth	5
<p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>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.</p>
<p>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:</p>	
Route A: Benefits for transport users	1

Question	Response
Route A: Cost and overall affordability	1
Route A: Environmental impacts and opportunities	1
Route A: Supporting delivery of new homes	4
Route A: Supporting economic growth	1
Do you have any comments on the other considerations associated with this route?	<p>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.</p>
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:	
Route B: Benefits for transport users	5
Route B: Cost and overall affordability	5
Route B: Environmental impacts and opportunities	5
Route B: New Homes	5
Route B: Supporting economic growth	5

Question	Response
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>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.</p>
<p>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:</p>	
Route C: Benefits for transport users	2
Route C: Cost and overall affordability	3
Route C: Environmental impacts and opportunities	1
Route C: New Homes	3
Route C: Supporting economic growth	2

Question	Response
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>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</p>
<p>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:</p>	
Route D: Benefits for transport users	1
Route D: Cost and overall affordability	2
Route D: Environmental impacts and opportunities	1
Route D: New Homes	3
Route D: Supporting economic growth	2

Question	Response
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>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.</p>
<p>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:</p>	
Route E: Benefits for transport users	4
Route E: Cost and overall affordability	4
Route E: Environmental impacts and opportunities	4
Route E: New Homes	3
Route E: Supporting economic growth	4

Question	Response
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>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.</p>
<p>Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?</p>	<p>Neutral</p>

Question	Response
<p>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.</p>	<p>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.</p>
<p>Kim Wilde - Hatley Parish Council</p>	
<p>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:</p>	
Benefits for transport users	5
Cost and overall affordability	3
Environmental impacts and opportunities	5
Supporting delivery of new homes	3
Economic growth	3
<p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>Hatley Parish Council supports a route corridor connecting Bedford and Cambridge via a more northern route which would provide the greatest opportunities for the East West Rail Company to meet its objectives with the least negative impact on the surrounding area. The Parish Council particularly supports the route proposed by CBRR which is closely aligned to the A428 highways improvement scheme. CBRR proposes a multi-modal transport system via St Neots into Cambridge, which would service the most developed area in your suggested corridor in terms of existing housing, economy and infrastructure. This area already has committed sites for development and further demand for more new homes. This area would benefit more significantly from a rail service into Cambridge.</p>

Question	Response
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:	
Route A: Benefits for transport users	1
Route A: Cost and overall affordability	1
Route A: Environmental impacts and opportunities	1
Route A: Supporting delivery of new homes	1
Route A: Supporting economic growth	2

Question	Response
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>Please also refer to the Parish Council's written response submitted by email. Key objections: 1. This route does not support the delivery of new homes (lack of new developments / absence of confirmed future developments between Sandy and Bassingbourn / uncertainty over the availability of Bassingbourn Barracks). The consultation should give more weight to realised housing figures along the northern routes than the ?possible? housing opportunities to the south. 2. Opportunity costs will be higher in the southern routes as they pass through a more isolated area of infrastructure which can neither offer or benefit from a multi-modal transport system. Costs for a station at Bassingbourn and improvements to dual the A1198 and A505 (to cope with the subsequent increase in traffic volume from new housing developments) are not included in your estimations. 3. The benefit to rail users will be greater along the northern routes, as it is an existing area for economic and housing growth area. This will in turn provide the maximum financial pay back from train commuters and result in a decrease in air pollution caused by road vehicles. More communities in the northern area could benefit from a rail service in to Cambridge, whereas Bassingbourn residents are already served by a nearby train line in to Cambridge. 4. The detrimental impact on the movement of wildlife caused by hard fencing of the train line will be greater in the southern area, as it is a more rural landscape. 5. The challenges facing all routes via Bassingbourn will have a detrimental and irrevocable impact on sites of historical, environmental or scientific importance, whereas the northern routes face logistical challenges that are more manageable or transferable such as the duplication or relocation of other transport services. Opposition to the southern routes has already been noted from the National Trust, the Wildlife Trust and local parish councils that seek to protect and conserve local wildlife and open countryside surrounding their communities.</p>
<p>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:</p>	
Route B: Benefits for transport users	4

Question	Response
Route B: Cost and overall affordability	4
Route B: Environmental impacts and opportunities	2
Route B: New Homes	3
Route B: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	<p>Please also refer to the Parish Council's written response submitted by email. Support: 1. The negative impact on the environment will be lower along the northern routes due to being located closer to expanding housing developments and approved new developments. 2. Benefits to rail users will be greater along the northern routes due to the expansion of existing and new developments, resulting in increased opportunities to maximise rail commuter traffic. Additionally, there is an absence of other train services in to Cambridge in this area (residents in the Bassingbourn area can already access Cambridge by train). 3. New stations at locations such as Cambourne and possibly at Northstowe (as suggested by CBRR) would encourage a greater number of commuters into Cambridge to switch from road to rail, thereby reducing CO2 emissions, improving air quality and reducing congestion on local roads. 4. This route does not have the same degree of challenges as the southern routes, ensuring there is less impact on heritage locations and sites of special scientific interest. 5. The northern routes into Cambridge are/will continue to be more heavily populated and therefore are more sustainable than the routes in the south. 6. Reference to the duplication of transport services between Cambourne and Cambridge is considered to be irrelevant as the funding for the Metro project has not been determined, plus there is a possibility for this area to be fully serviced by the East West Rail Company.</p>
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:	
Route C: Benefits for transport users	2
Route C: Cost and overall affordability	1

Question	Response
Route C: Environmental impacts and opportunities	1
Route C: New Homes	2
Route C: Supporting economic growth	2
Do you have any comments on the other considerations associated with this route?	<p>Please also refer to the Parish Council's written response submitted by email. Key objections:</p> <ol style="list-style-type: none"> 1. This route does not support the delivery of new homes (lack of new developments / absence of confirmed future developments between Sandy and Bassingbourn / uncertainty over the availability of Bassingbourn Barracks). The consultation should give more weight to realised housing figures along the northern routes than the ?possible? housing opportunities to the south. 2. Opportunity costs will be higher in the southern routes as they pass through a more isolated area of infrastructure which can neither offer or benefit from a multi-modal transport system. Costs for a station at Bassingbourn and improvements to dual the A1198 and A505 (to cope with the subsequent increase in traffic volume from new housing developments) are not included in your estimations. 3. The benefit to rail users will be greater along the northern routes, as it is an existing area for economic and housing growth area. This will in turn provide the maximum financial pay back from train commuters and result in a decrease in air pollution caused by road vehicles. More communities in the northern area could benefit from a rail service in to Cambridge, whereas Bassingbourn residents are already served by a nearby train line in to Cambridge. 4. The detrimental impact on the movement of wildlife caused by hard fencing of the train line will be greater in the southern area, as it is a more rural landscape. 5. The challenges facing all routes via Bassingbourn will have a detrimental and irrevocable impact on sites of historical, environmental or scientific importance, whereas the northern routes face logistical challenges that are more manageable or transferable such as the duplication or relocation of other transport services. Opposition to the southern routes has already been noted from the National Trust, the Wildlife Trust and local parish councils that seek to protect and conserve local wildlife and open countryside surrounding their communities.

Question	Response
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:	
Route D: Benefits for transport users	2
Route D: Cost and overall affordability	1
Route D: Environmental impacts and opportunities	1
Route D: New Homes	2
Route D: Supporting economic growth	2

Question	Response
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>Please also refer to the Parish Council's written response submitted by email. Key objections: 1. This route does not support the delivery of new homes (lack of new developments / absence of confirmed future developments between Sandy and Bassingbourn / uncertainty over the availability of Bassingbourn Barracks). The consultation should give more weight to realised housing figures along the northern routes than the ?possible? housing opportunities to the south. 2. Opportunity costs will be higher in the southern routes as they pass through a more isolated area of infrastructure which can neither offer or benefit from a multi-modal transport system. Costs for a station at Bassingbourn and improvements to dual the A1198 and A505 (to cope with the subsequent increase in traffic volume from new housing developments) are not included in your estimations. 3. The benefit to rail users will be greater along the northern routes, as it is an existing area for economic and housing growth area. This will in turn provide the maximum financial pay back from train commuters and result in a decrease in air pollution caused by road vehicles. More communities in the northern area could benefit from a rail service in to Cambridge, whereas Bassingbourn residents are already served by a nearby train line in to Cambridge. 4. The detrimental impact on the movement of wildlife caused by hard fencing of the train line will be greater in the southern area, as it is a more rural landscape. 5. The challenges facing all routes via Bassingbourn will have a detrimental and irrevocable impact on sites of historical, environmental or scientific importance, whereas the northern routes face logistical challenges that are more manageable or transferable such as the duplication or relocation of other transport services. Opposition to the southern routes has already been noted from the National Trust, the Wildlife Trust and local parish councils that seek to protect and conserve local wildlife and open countryside surrounding their communities.</p>
<p>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:</p>	
Route E: Benefits for transport users	4

Question	Response
Route E: Cost and overall affordability	4
Route E: Environmental impacts and opportunities	2
Route E: New Homes	3
Route E: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	<p>Please also refer to the Parish Council's written response submitted by email. Support: 1. The negative impact on the environment will be lower along the northern routes due to being located closer to expanding housing developments and approved new developments. 2. Benefits to rail users will be greater along the northern routes due to the expansion of existing and new developments, resulting in increased opportunities to maximise rail commuter traffic. Additionally, there is an absence of other train services in to Cambridge in this area (residents in the Bassingbourn area can already access Cambridge by train). 3. New stations at locations such as Cambourne and possibly at Northstowe (as suggested by CBRR) would encourage a greater number of commuters into Cambridge to switch from road to rail, thereby reducing CO2 emissions, improving air quality and reducing congestion on local roads. 4. This route does not have the same degree of challenges as the southern routes, ensuring there is less impact on heritage locations and sites of special scientific interest. 5. The northern routes into Cambridge are/will continue to be more heavily populated and therefore are more sustainable than the routes in the south. 6. Reference to the duplication of transport services between Cambourne and Cambridge is considered to be irrelevant as the funding for the Metro project has not been determined, plus there is a possibility for this area to be fully serviced by the East West Rail Company.</p>
Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?	Strongly disagree

Question	Response
<p>If you disagree, please explain your view, including any additional factors that should be taken into account.</p>	<p>Access from the NORTH offers greater opportunities for:- A multi-modal transport system; Expansion of existing developments along the A428 for new homes; New housing developments that have approval along the northern corridor; Less environmental impact; Commuter traffic into Cambridge converting from road to rail; Reduced pollution and improved air quality; Serving a greater number of expanding communities with additional new stations; Serving as a replacement transport system to the proposed Metro into Cambridge; Less impact on natural capital; Use of existing infrastructure; Limiting planning blight in the area; Possible night time freight service from the east of England to the interior; And the protection and conservation of Heritage sites and Sites of Special Scientific Interest in the southern area.</p>
<p>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.</p>	<p>Hatley Parish Council strongly supports the proposal by CBRR to align the road and rail services between St Neots and Cambridge, which would maximise the objectives of the East West Rail Company, create possible efficiencies across transport systems and protect the more vulnerable rural area to the south of your proposed corridor. CBRR's proposed route will also help to protect the rural landscape which will be impacted by routes B and E and offers greater opportunities to serve commuter traffic into Cambridge. Hatley Parish Council strongly objects to routes A, C and D. CBRR has identified a number of new and existing communities that could benefit from the train line and we encourage you to consider these options to make service available to the area of economic expansion to the north of your suggested corridor. Hatley Parish Council is concerned about the missed opportunity for night time freight movement from Felixstowe (which has been considered by CBRR) and the absence of any evidence of sustainability for any of the routes proposed in this consultation.</p>
<p>Mandy Howard - Dunton Parish Council</p> <p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>Dunton Parish Council do not have a preferred route corridor on the information provided so far.</p>

Question	Response
<p>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.</p>	<p>Once your preferred route is chosen, Dunton Parish Council will have enough information to make comments</p>
<p>Ian Hack - Wimpole Parish Council</p>	
<p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>Following a recent Wimpole Parish Council and village open forum meeting to discuss the East West Rail routes, it was unanimously decided to reject all 5 proposed routes for the following the reasons: 1. Lack of information to enable the Parish Council to come to an informed decision. 2. Failure to address the significant environmental impact. 3. Lack of clarity in the validity of the estimated costs (and the rejection of the Northern Approach). 4. Lack of benefit to the local community yet they would suffer a significant burden. 5. Unanimous support for the National Trusts (Wimpole Estate) opposition to their proposed routes.</p>
<p>Route A: Do you have any comments on the other considerations associated with this route?</p>	<p>Following a recent Wimpole Parish Council and village open forum meeting to discuss the East West Rail routes, it was unanimously decided to reject all 5 proposed routes for the following the reasons: 1. Lack of information to enable the Parish Council to come to an informed decision. 2. Failure to address the significant environmental impact. 3. Lack of clarity in the validity of the estimated costs (and the rejection of the Northern Approach). 4. Lack of benefit to the local community yet they would suffer a significant burden. 5. Unanimous support for the National Trusts (Wimpole Estate) opposition to their proposed routes.</p>

Question	Response
<p>Route B: Do you have any comments on the other considerations associated with this route?</p>	<p>Following a recent Wimpole Parish Council and village open forum meeting to discuss the East West Rail routes, it was unanimously decided to reject all 5 proposed routes for the following the reasons: 1. Lack of information to enable the Parish Council to come to an informed decision. 2. Failure to address the significant environmental impact. 3. Lack of clarity in the validity of the estimated costs (and the rejection of the Northern Approach). 4. Lack of benefit to the local community yet they would suffer a significant burden. 5. Unanimous support for the National Trusts (Wimpole Estate) opposition to their proposed routes.</p>
<p>Route C: Do you have any comments on the other considerations associated with this route?</p>	<p>Following a recent Wimpole Parish Council and village open forum meeting to discuss the East West Rail routes, it was unanimously decided to reject all 5 proposed routes for the following the reasons: 1. Lack of information to enable the Parish Council to come to an informed decision. 2. Failure to address the significant environmental impact. 3. Lack of clarity in the validity of the estimated costs (and the rejection of the Northern Approach). 4. Lack of benefit to the local community yet they would suffer a significant burden. 5. Unanimous support for the National Trusts (Wimpole Estate) opposition to their proposed routes.</p>
<p>Route D: Do you have any comments on the other considerations associated with this route?</p>	<p>Following a recent Wimpole Parish Council and village open forum meeting to discuss the East West Rail routes, it was unanimously decided to reject all 5 proposed routes for the following the reasons: 1. Lack of information to enable the Parish Council to come to an informed decision. 2. Failure to address the significant environmental impact. 3. Lack of clarity in the validity of the estimated costs (and the rejection of the Northern Approach). 4. Lack of benefit to the local community yet they would suffer a significant burden. 5. Unanimous support for the National Trusts (Wimpole Estate) opposition to their proposed routes.</p>

Question	Response
<p>Route E: Do you have any comments on the other considerations associated with this route?</p>	<p>Following a recent Wimpole Parish Council and village open forum meeting to discuss the East West Rail routes, it was unanimously decided to reject all 5 proposed routes for the following the reasons: 1. Lack of information to enable the Parish Council to come to an informed decision. 2. Failure to address the significant environmental impact. 3. Lack of clarity in the validity of the estimated costs (and the rejection of the Northern Approach). 4. Lack of benefit to the local community yet they would suffer a significant burden. 5. Unanimous support for the National Trusts (Wimpole Estate) opposition to their proposed routes.</p>
<p>Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?</p>	<p>Strongly disagree</p>
<p>If you disagree, please explain your view, including any additional factors that should be taken into account.</p>	<p>Following a recent Wimpole Parish Council and village open forum meeting to discuss the East West Rail routes, it was unanimously decided to reject all 5 proposed routes for the following the reasons: 1. Lack of information to enable the Parish Council to come to an informed decision. 2. Failure to address the significant environmental impact. 3. Lack of clarity in the validity of the estimated costs (and the rejection of the Northern Approach). 4. Lack of benefit to the local community yet they would suffer a significant burden. 5. Unanimous support for the National Trusts (Wimpole Estate) opposition to their proposed routes. Wimpole Parish Council strongly support the Northern Approach route as proposed by CamBed Railroad as this will be of huge benefit to the developments adjacent to the A428.</p>

Question	Response
<p>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.</p>	<p>Following a recent Wimpole Parish Council and village open forum meeting to discuss the East West Rail routes, it was unanimously decided to reject all 5 proposed routes for the following the reasons: 1. Lack of information to enable the Parish Council to come to an informed decision. 2. Failure to address the significant environmental impact. 3. Lack of clarity in the validity of the estimated costs (and the rejection of the Northern Approach). 4. Lack of benefit to the local community yet they would suffer a significant burden. 5. Unanimous support for the National Trusts (Wimpole Estate) opposition to their proposed routes. Wimpole Parish Council strongly support the Northern Approach route as proposed by CamBed Railroad as this will be of huge benefit to the developments adjacent to the A428.</p>
<p>Vicky Crowden - Haslingfield Parish Council</p>	
<p>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:</p>	
Benefits for transport users	4
Cost and overall affordability	3
Environmental impacts and opportunities	5
Supporting delivery of new homes	1
Economic growth	2
<p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>Haslingfield Parish Council (“HPC”) support the proposed route corridor to Cambridge South if route A, C or D is selected. If route B or E is selected, HPC strongly believes that Cambridge North must be re-considered as the arrival point.</p>
<p>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:</p>	
Route A: Benefits for transport users	3
Route A: Cost and overall affordability	5

Question	Response
Route A: Environmental impacts and opportunities	4
Route A: Supporting delivery of new homes	3
Route A: Supporting economic growth	4
Do you have any comments on the other considerations associated with this route?	The environmental impact of Routes A, C and D on existing residents is less than Routes B and E and reuses / expands on existing railway line to a greater extent. The value of this route needs to be considered in light of whether or not the development of housing on the site of the MOD Bassingbourn Barracks is going ahead. If not, then the value of routes A, C and D would be significantly reduced. HPC requests confirmation that, if route A, C or D use the existing Kings Cross line south of Foxton, then provision is included for a tunnel or bridge at the Foxton crossing.
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:	
Route B: Benefits for transport users	3
Route B: Cost and overall affordability	4
Route B: Environmental impacts and opportunities	1
Route B: New Homes	4
Route B: Supporting economic growth	4
Do you have any comments on the other considerations associated with this route?	If the two infrastructure projects, EW Rail and Cambridge Autonomous Metro, are going ahead to support long term growth then they should not be considered in isolation of each other. Routes B and E cover areas which are exposed to greater flood risks.
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:	
Route C: Benefits for transport users	2
Route C: Cost and overall affordability	3
Route C: Environmental impacts and opportunities	4
Route C: New Homes	3

Question	Response
Route C: Supporting economic growth	4
Do you have any comments on the other considerations associated with this route?	Same comments as for Route A
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:	
Route D: Benefits for transport users	4
Route D: Cost and overall affordability	2
Route D: Environmental impacts and opportunities	5
Route D: New Homes	3
Route D: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	Same comments as for Route A
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:	
Route E: Benefits for transport users	4
Route E: Cost and overall affordability	1
Route E: Environmental impacts and opportunities	1
Route E: New Homes	3
Route E: Supporting economic growth	3
Do you have any comments on the other considerations associated with this route?	Same comments as for Route B
Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?	Disagree
If you disagree, please explain your view, including any additional factors that should be taken into account.	Strongly agree ONLY if route A, C or D is selected. If route B or E is selected, HPC strongly believes that Cambridge North must be considered as the arrival point.

Question	Response
<p>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.</p>	<p>More detail is urgently required on the options being considered for the final section of the line and where it connects to the West Anglian Main Line. This is likely to be the stretch that impacts most people. None of the routes currently under consideration is clear on this, making it impossible to express a view. Consultation is needed on these options at the earliest opportunity. Waiting until 2020/21 for the strategy consultation on a route alignment is too late. The EW rail initiative needs to work in conjunction with the proposals for the development of both the MOD Bassingbourn Barracks and the Cambridge Autonomous Metro.</p>
<p>Sally Walmesley - Steeple Morden Parish Council</p> <p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>A village meeting was held by the Parish Council to gauge the opinions of residents to the proposals set out in the consultation. There was an overwhelming view from those in attendance that they did not support the southern route proposals and were disappointed that the alternative northern route does not feature in the consultation document as an substantive alternative proposal. It was considered that the three southern routes would have a detrimental effect on the local area and communities. A major concern expressed was the inadequate road network in and around the local area which would not cope with a significantly increased volume of traffic movements generated by commuters accessing new southern route stations adding to the already considerable congestion on these routes. It was agreed that the alternative northern route is preferable as there is a clear strategic need for retrospective transportation links and infrastructure development further north in the county to service existing developments, such as Cambourne and planned new developments, such as Northstowe and Tempsford Airfield. A rail link here would relieve pressure on the main northern road routes into Cambridge and provide some 'joined up thinking' by providing further infrastructure support for Highway England's planned upgrade of the A428. It was also in the best interest of Cambridgeshire as a whole as a rail link would assist with much needed infrastructure and development in the north of the county.</p>

Question	Response
Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?	Strongly disagree
If you disagree, please explain your view, including any additional factors that should be taken into account.	See comments in “Preferred Route Option : Main Factors “ above.
Lesley Rowe - Northill Parish Council	
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:	
Benefits for transport users	3
Cost and overall affordability	3
Environmental impacts and opportunities	5
Supporting delivery of new homes	5
Economic growth	5
Please provide any comments on the route corridor in which the route options below are located.	Northill Parish Council’s planning committee considered the consultation at a recent meeting.
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:	
Route A: Benefits for transport users	2
Route A: Cost and overall affordability	4
Route A: Environmental impacts and opportunities	1
Route A: Supporting delivery of new homes	1
Route A: Supporting economic growth	1

Question	Response
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>1) This route would go through Sheerhatch Wood, College Wood, The Greensand Ridge and Wimpole Hall. It would cut Northill Parish in half. 2) South of Sandy is not a good position for a station because there are services sited South of Sandy 3) Residents who moved to Sandy to be able to walk to the station would have to drive if the station was moved to the South. This would create more traffic on the A1 which has its own issues that need to be addressed first. 4) A new station South of Sandy would create little scope for housing development. 5) Unlike routes B - E, Route A does not support the anticipated housing and economic growth North of Sandy in the Tempsford area or along the corridor of the East West Expressway. 6) The A1 in the Sandy area is already heavily congested. A new station South of Sandy would exacerbate this existing congestion by drawing additional commuters from the more Northerly growth areas onto the A1 in order to access the station. By contrast a station to the North of Sandy would help ease this congestion. 7) Route A provides little support for alleviating freight traffic on the A1, there being no mechanism for transferring freight from the new EWR onto the existing north/south rail routes. A Northerly approach to Sandy provides scope for the construction of loops to allow the transference of freight wagons to and from the new EWR and the existing East Coast rail.</p>
<p>Route B: Do you have any comments on the other considerations associated with this route?</p>	<p>Not discussed as less of concern than route A</p>
<p>Route C: Do you have any comments on the other considerations associated with this route?</p>	<p>Not discussed as less of concern than route A</p>
<p>Route D: Do you have any comments on the other considerations associated with this route?</p>	<p>Not discussed as less of concern than route A</p>
<p>Route E: Do you have any comments on the other considerations associated with this route?</p>	<p>Not discussed as less of concern than route A</p>
<p>Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?</p>	<p>Disagree</p>

Question	Response
If you disagree, please explain your view, including any additional factors that should be taken into account.	There is significant growth to the North West of Cambridge that would be better served by a Northern approach.
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.	The Northerly routes (B and C) to Cambridge are preferable as they avoid The Greensand Ridge, Wimpole Hall and the RSPB. The routes are more in line with the Oxford to Cambridge Expressway strengthening this corridor as an area for economic growth.
Annabel Wright - Foxton Parish Council	
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:	
Benefits for transport users	5
Cost and overall affordability	1
Environmental impacts and opportunities	5
Supporting delivery of new homes	1
Economic growth	2

Question	Response
<p>Please provide any comments on the route corridor in which the route options below are located.</p>	<p>A northern route following the A421 / A428, (which is not even mentioned in either of EWR's consultation documents): none of the five Options currently proposed by EWR achieve this. The route proposed by CambBedRailroad (CBRR) allows for ?Parkway Stations?, offering a generous parking area and easy and swift access from the East West Expressway. All three southerly Options by EWR leave the upper part of South Cambridgeshire District with transport capacity east/west only by road, with none by rail; and the lower part only by rail, with none by road (unless a second and significant ?East West Expressway 2? road link were to be built, whose cost to the taxpayer is not mentioned). Only by the coordinated co-location of the new railway with the existing A428 dual carriageway and the proposed upgrade from the A1 (Black Cat) to Caxton Gibbet roundabout, earmarked to become the East West Expressway, can the significant housing needs be sustainably supported.</p>
<p>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:</p>	
Route A: Benefits for transport users	1
Route A: Cost and overall affordability	1
Route A: Environmental impacts and opportunities	1
Route A: Supporting delivery of new homes	1
Route A: Supporting economic growth	1
<p>Do you have any comments on the other considerations associated with this route?</p>	<p>There is not sufficient information to assess how well this option performs especially regarding economic growth and impact on environmental issues, for example, the Cam valley and heritage buildings such as the Grade 1 listed Wimpole Hall and estate.</p>
<p>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:</p>	
Route B: Benefits for transport users	1
Route B: Cost and overall affordability	1

Question	Response
Route B: Environmental impacts and opportunities	1
Route B: New Homes	2
Route B: Supporting economic growth	2
Do you have any comments on the other considerations associated with this route?	At least this route serves Cambourne and supports the aims of growth and new homes.
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:	
Route C: Benefits for transport users	1
Route C: Cost and overall affordability	1
Route C: Environmental impacts and opportunities	1
Route C: New Homes	1
Route C: Supporting economic growth	1
Do you have any comments on the other considerations associated with this route?	There is not sufficient information to assess how well this option performs especially regarding economic growth and impact on environmental matters.
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:	
Route D: Benefits for transport users	1
Route D: Cost and overall affordability	1
Route D: Environmental impacts and opportunities	1
Route D: New Homes	1
Route D: Supporting economic growth	1
Do you have any comments on the other considerations associated with this route?	There is not sufficient information to assess how well this option performs especially regarding economic growth and impact on environmental matters.
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:	
Route E: Benefits for transport users	1

Question	Response
Route E: Cost and overall affordability	1
Route E: Environmental impacts and opportunities	1
Route E: New Homes	2
Route E: Supporting economic growth	2
Do you have any comments on the other considerations associated with this route?	At least this route serves Cambourne and supports the aims of growth and new homes.
Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?	Disagree
If you disagree, please explain your view, including any additional factors that should be taken into account.	EWR's reasons for avoiding a northerly entry appear to be of most benefit to the company operating the trains (i.e. EWR Co). A few minutes taken stopping and reversing a train makes little difference to a passenger journey of between 1¾ to 2 hours, for example, especially if the train is not standing on the main through routes.

Question	Response
<p>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.</p>	<p>Logic of the rail line following the upgraded A421/A428 via Cambourne, Northstowe etc. This would serve the existing and emerging major housing sites already planned for and underway in the area? Local Plan and also have capacity to absorb future growth. 2. Following the planned centres of growth would have less of an environmental effect than having a rail line through the heart of the Cam valley grade 1 agricultural land and Green Belt. There would also be less potential effect on listed buildings, Sites of Special Scientific Interest (SSSI?)s such as Wimpole Woods, L-Moor at Shepreth and Thriplow Meadows, and the natural environment. 3. The CBBR route would not go via flood plain land with the additional engineering costs the southern routes could expect. 4. The CBBR route goes via Cambridge North station, which has capacity to be developed as a transport hub providing good links to other areas of Cambridge, including the Science Park. Interchange with the Guided Busway and future Metro would be possible along with car parking for access to A14, A428 and M11. 5. The southern routes would possibly give an Oxford/Cambridge rail line running parallel to the existing London/Cambridge route which goes through Foxton, but without the ability to access the new line at existing stations. The development of Bassingbourn Airfield is speculative and appears to be a reason whereby the choice of a southern route justifies the development rather than the other way round. It is illogical when committed and approved developments lie to the north. The claim by EWR that construction could be completed by the mid 2020s is optimistic, especially given the example of other Government led rail infrastructure projects. Does the phrase “preferred route” mean ‘preferred by the Community of Cambridge and South Cambridgeshire as a whole’ or ‘preferred by EWR’?</p>

