

Feedback Form

Your details

First Name

Last name

Email address

Phone number

Street

City

County

Postal Code

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** 18 or 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

We are asking for feedback on:

- The opportunities, challenges and other considerations for each of the route options we are consulting on.
- 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 by post.

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

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

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.

Choosing a preferred route option: main factors

On a scale of one to five, where five is most important and one is least important, how important do you believe each of the following factors should be in deciding on a preferred route:

1 2 3 4 5

Supporting economic growth

Supporting delivery of new homes

Cost and overall affordability

Benefits for transport users

Environmental impacts and opportunities

For each of our routes please tell us how you think it performs against our five key criteria along with any other comments or considerations.

Route option A: [Consultation Document Page 15](#)

On a scale of one to five where five is the most positive, how do you think Route A performs against our key criteria of:

1 2 3 4 5

Supporting economic growth

Supporting delivery of new homes

Cost and overall affordability

Benefits for transport users

Environmental impacts and opportunities

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 issues, for example, the Cam valley and heritage buildings such as the Grade 1 listed Wimpole Hall and estate.

Route option B: [Consultation Document Page 16](#)

On a scale of one to five where five is the most positive, how do you think Route B performs against our key criteria of:

1 2 3 4 5

Supporting economic growth

Supporting delivery of new homes

Cost and overall affordability

Benefits for transport users

Environmental impacts and opportunities

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

At least this route serves Cambourne and supports the aims of growth and new homes.

Route option C: [Consultation Document Page 17](#)

On a scale of one to five where five is the most positive, how do you think Route C performs against our key criteria of:

1 2 3 4 5

Supporting economic growth

Supporting delivery of new homes

Cost and overall affordability

Benefits for transport users

Environmental impacts and opportunities

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

There is not sufficient information to assess how well this option performs especially regarding economic growth and impact on environmental matters.

Route option D: [Consultation Document Page 18](#)

On a scale of one to five where five is the most positive, how do you think Route D performs against our key criteria of:

1 2 3 4 5

Supporting economic growth

Supporting delivery of new homes

Cost and overall affordability

Benefits for transport users

Environmental impacts and opportunities

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

There is not sufficient information to assess how well this option performs especially regarding economic growth and impact on environmental matters.

Route option E: [Consultation Document Page 19](#)

On a scale of one to five where five is the most positive, how do you think Route E performs against our key criteria of:

1 2 3 4 5

Supporting economic growth

Supporting delivery of new homes

Cost and overall affordability

Benefits for transport users



Environmental impacts and opportunities



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

At least this route serves Cambourne and supports the aims of growth and new homes.

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

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.

General feedback

Please provide any other views or comments on the overall approach that has been taken to developing the project including on the route corridor selected, in identifying potential route options and station locations, and feedback on any other aspect of the project

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's 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'?

I confirm that I have read and understand the terms of the East West Railway Company Personal Information Charter.