



Introduction to Guidance

A Northern route following the A421 / A428, with a Northern Approach to Cambridge, complies with the NIC's recommendation for a 'multi-modal' transport spine with the East West Expressway (which is not even mentioned in either of EWR Co's Consultation documents): none of the five Options currently proposed by EWR Co achieve this. CBRR's proposed route 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 Co 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.

In offering the Guidance below, CBRR recommends, before completing the Feedback Forms, first looking at CBRR's tracings of EWR Co's maps and reading CBRR's supporting document "Arguments for a Northern Approach into Cambridge". Links are given below.

East West Rail Company (EWR Co) Consultation

The following are suggestions on how to understand and approach the task of submitting your responses to the EWR Co consultation.

Accessing the East West Rail site

Click on the link www.eastwestrail.co.uk/haveyoursay

This will take you to EWR Co's web page headed **Bedford and Cambridge Route Option Consultation: Have Your Say**

Scroll through the page, which gives general information about the project and the consultation process. It includes links to documents which you may download for more details, as listed below.

Documents available

The **Consultation Document** is 24 pages long and is a clearly laid out source of currently available information. Bear in mind that, as it says, at this stage there is no final decision on the route alignment, i.e. where the rails will actually be laid. That comes later. But only **ONE**

“Preferred Route Option” will be announced as a result of this Consultation. This is your last chance to influence the choice of “Preferred Route Option”.

The **Technical Report** is much more detailed, 60 pages long, and gives fuller explanations of the reasons for and against the routes A-E, and why EWR Co have rejected an approach to Cambridge from the north. It is still readable, however, and contains no formulae, algebra or differential calculus. As one example, there is, hidden away in an appendix, a list of the environmental considerations that have been reviewed, like SSSIs, listed buildings, ancient woodland – this is not included in the Consultation Document.

The **Route Options Map** is a single page reproduction of the maps showing routes A-E within the above two documents.

The **Feedback Form** can be completed on-line or, as an alternative, a printed version can be downloaded and completed, then mailed, or scanned and e-mailed, to EWR Co. There is a large blue link that brings up the on-line form if you prefer that approach.

Printed form or on-line?

Before you submit your on-line form, you are invited by CBRR to download a copy of your completed form (right-click and choose Save as PDF) and forward the PDF file as an attachment to philip@cambedrailroad.org. CBRR will not use or keep any of the information on page 1. If you use the printed form, you might scan and email a copy to the same address. But don't forget to submit the on-line or printed form to EWR Co itself.

The EWR Co guidance says “You may submit more than one feedback form...” You might wish to submit more than one copy if you feel that, say, as a commuter, you have one view, but a different view as a local resident or other capacity. However, flooding EWR Co with multiple identical copies is NOT a good idea. Note that the on-line form requires you to tick a box confirming that you have read and understood the EWR Co Personal Information Charter. This does not appear on the printed form.

Your personal details

These are straightforward, but you may wish to read the small print information in the box at the end of both on-line and printed forms, telling you how your personal information may be used.

Preferred route corridor and main factors in the choice

(Note that in all these questions, tick **1** for **LOWEST** importance **to you** / route performance / approval **by you**, and **5** for **HIGHEST**.)

Sustainable benefits for transport users must surely be the most important factor in the choice of routes, followed by supporting delivery of new homes and economic growth. Environmental impact precedes cost – let us not always go for the cheapest option!

Route options A-E

Since we are promoting a northerly route to follow the line of the A428 and provide a multi-modal transport link, as recommended by the National Infrastructure Commission, and confirmed in the Autumn 2017 Budget, these may best be given low scores or left unanswered, making it clear in the "Do you have comments ..." lines why. In any case, you may think that there is not sufficient information to assess how well any option performs, especially for '**Supporting economic growth**' or for '**Environmental impacts and opportunities**'.

For example, route options B and E (which do at least serve Cambourne) could be given a grudging 1, the "Comment" below making it clear why it is given anything at all.

If you want to add your individual comments, the table at the end of our Guidance, collating EWR Co's summary benefits/impacts on a single page, may help. You may also like to read what some CBRR Petitioners have said of CBRR's proposal: click [here](#).

The route into Cambridge

(Beware – up to now **least approval** has been the leftmost box to tick – here the leftmost box and the uppermost box in the on-line version is **Strongly agree!**)

Checking Disagree or Strongly disagree should be backed up with a justification. EWR Co'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 1¼ to 2 hours, for example, especially if the train is not standing on the main through-routes.

General feedback

It is our view that the only route that makes sense is a northern route that follows the East-West Expressway to provide linked road and rail transport for the more numerous existing, expanding and proposed communities like St Neots, Cambourne, Bourn Airfield and Northstowe.

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 Co that construction could be completed by the mid 2020s is optimistic, especially given the example of delays to CrossRail.

Does the phrase "preferred route" mean 'preferred by the Community of Cambridge and South Cambridgeshire as a whole' or 'preferred by EWR Co'?

Further information

An excellent summary of the Advantages of a Northern Approach to Cambridge, the sort of thing EWR Co say they are looking for to persuade them to look at it again, can be found on the CBRR website at [“Arguments for a Northern Approach into Cambridge”](#).

For further key points you may like to emphasise, check the CBRR proposal on their website at <http://www.cambedrailroad.org> and click the 'OUR PROPOSAL' tab. Here you can also find the full CBRR proposal document in PDF format, [Proposal.pdf](#).

Route/benefit	A	B	C	D	E	CBRR
Supports economic growth	Y	Y	Y	Y	Y	Yes
<i>Multi-modal transport spine (NIC recom'n)</i>	N	N	N	N	N	Yes
Delivery of homes:						
<i>Bedford centre (by 'densification')</i>	N	N	N	Y	Y	No
<i>South of Bedford</i>	Y	Y	Y	N	N	Yes
<i>Between Sandy and St.Neots</i>	N	Y	Y	Y	Y	St Neots
<i>MoD Bassingbourn if available</i>	Y	N	Y	Y	N	No
<i>Cambourne</i>	N	Y	N	N	Y	Yes
<i>Northstowe</i>	N	N	N	N	N	Yes
Costs (2015 prices)	£2.0 bn	£2.6 bn	£2.5 bn	£2.6 bn	£3.4 bn	?
Benefits/issues for transport users						
<i>Journey Ox-Cam</i>	76 mins	80 mins	80 mins	83 mins	82 mins	ca. 83 mins
<i>Bedford centre direct by train</i>	N	N	N	Y	Y	No
<i>Relocate Sandy station</i>	N	Maybe	N	N	N	No
<i>Duplicates Cambourne Metro link</i>	N	Maybe	N	N	Maybe	Instead of
<i>Complex links with MML and ECML</i>	N	N	N	Maybe	Maybe	No
Environmental issues						
<i>Wimpole Hall</i>	Y	N	Y	Y	N	No
<i>RSPB Sandy, etc</i>	Y	N	Y	Y	N	No
Please note that in the table above, factors listed may be beneficial or adverse. Therefore a No may be a benefit while a Yes may be adverse!						