

Re. EWR 2021 Public Consultation

Sent By email

From: Clerk to GSPC

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Date: 8 June 2021

Great Shelford Parish Council response to the 2021 East-West Rail Bedford to Cambridge Non-Statutory Consultation

Dear East West Railway Company,

By this email Great Shelford Parish Council ('GSPC') provides its response to your 2021 Non-Statutory Consultation that you launched on 31st March and is due to close on 9th June. We provide a response to the relevant questions you set in the consultation documents and we also provide our feedback on other aspects of the East West Rail ('EWR') project and a list of potential mitigations that should be considered as part of the preferred route. Within this feedback we have asked several questions and we would welcome prompt replies from you. Thank you.

Overall comments

GSPC's policy on EWR is: "Great Shelford Parish Council takes issue with the Option E route corridor being selected without proper consideration of the alternatives and believes that EWR should undertake analysis and full public consultation on a northern route."

Great Shelford Parish Council believes EWR has selected Option E without proper consideration of the alternatives. Although we are replying to this consultation, we regard it as defective and are asking that EWR undertake a thorough analysis of a northern approach to Cambridge and a full public consultation on that approach.

Many points are raised in this written response, but in summary our opposition to EWR's current plans is based on the following.

- Unsatisfactory consultation in 2019 during which Option E was established as the preferred route: GSPC was not consulted adequately and a significant fraction of our community were not included in the 2019 consultation
- EWR may have misrepresented its 2019 consultation results
- Lack of detailed information provided during this consultation, particularly in the area of Great Shelford

- Concerns over the operation of the current consultation, with minimal two-way dialogue with the public during lockdown for the Covid-19 pandemic and a consultation format that many find overwhelming
- Considerable opposition to EWR locally as evidenced by a recent survey by GSPC, the rapid formation of many local action groups including Cambridge Approaches and a group in our village and recent local election results
- Lack of detailed analysis and consultation on the northern route that looks like it will lead to an imposition of EWR on the local community
- The current plans offer no benefits to Great Shelford and many adverse impacts
- A grade-separated junction on a viaduct at Shepreth Branch Junction is completely unacceptable
- Concerns that EWR's development in Great Shelford's green belt will be highly damaging and be used to justify further overdevelopment of the green corridor occupied by Hobson's Brook and Nine Wells
- Considerable damage to the local environment in neighbouring parishes between Cambourne and Great Shelford
- Closure of roads leading to increased traffic problems in Great Shelford and other local roads
- Construction impacts are as yet undefined but it has to be presumed that construction on the scale suggested will put significant stress on our current infrastructure
- Concerns over the level of freight that may run through the village, particularly at night
- Lack of imagination from EWR and other stakeholders when considering potential alternative route alignments and designs that could garner support from all areas of South Cambridgeshire, not just from those who live far from Option E
- EWR Co's plan to employ diesel powered trains, which is contrary to national policies on climate change and is highly detrimental to air quality.

This list is not intended to be exhaustive; these and other points are covered in detail, below.

Question 1

Four-tracking of the northern route from Milton to Cambridge

A critical aspect of EWR Co's rejection of the northern route is the assertion that the line must be four-tracked into Cambridge from the junction with the existing railway to the north of Milton. The consultation documents state that many homes and businesses will need to be demolished as a result of this design.

Unfortunately, the consultation documents provide no justification for this conclusion and as a result we do not understand EWR Co's assertion that four-tracking is required.

EWR co states that the Shepreth Branch Royston (SBR) line does not need to be four-tracked from the new Hauxton Junction to Shepreth Branch Junction in Great Shelford, yet this stretch of line is already busier than the line to the north of Cambridge. *How can EWR Co decide on this without assumptions on what train services will be using these tracks? Can you share the assumptions you have made with us?*

Serving residents

EWR Co has stated that the users of the new railway are most likely to be commuters, not long-distance travellers between Oxford and Cambridge. A station at Northstowe/Oakington therefore makes perfect sense and would improve the business case for EWR.

It should be noted that in our recent survey a majority of respondents (60%) said that they would “Never” use the route for local journeys, with only 3% considering it for regular use. In regard to cross country usage opinion was more divided, with both “Never” and “Occasionally” getting each getting 38% of responses. Only 6% considered using it for regular use. *Please could EWR Co respond to this and how it fits in with your current profiling?*

EWR Co should note that the development of Northstowe has only completed approximately 700 out of the 10,000 homes planned (estimated target population of 24,400 people). When it is complete, Northstowe will come very close to Oakington and the proposed new station. <https://en.wikipedia.org/wiki/Northstowe>

EWR Co has stated on many occasions that Northstowe and Oakington are already well served by existing public transport options, such as the guided busway. Unfortunately, the guided busway is already at capacity, as evidenced by Anthony Browne MP and others, which means that EWR – and potentially other public transport options – will be required over and above the existing guided busway by the time EWR is built.

Serving northern businesses

It may be that an overemphasis on linking the biomedical campus with Oxford is leading the preference of a southern approach. GSPC believes that an East West link was mooted primarily for public transport, not to support the further economic growth of large organisations currently in situ on the biomedical campus. Cambridge has a number of business centres and technical parks and designing an infrastructure to boost just one of these does not seem prudent.

EWR Co insists that it needs to serve the Cambridge Biomedical Campus in Trumpington; however, many more businesses are situated to the north of Cambridge. There are two science parks, and significant industrial estates in St Ives, Huntingdon and Godmanchester.

Pages 50-51 of Cambridgeshire County Council’s report “Transport Existing Transport Conditions Report” shows the areas of major employment in the county: <https://www.greatercambridgeplanning.org/media/1424/gclp-strategic-spatial-options-assessment-existing-transport-conditions-report-nov2020.pdf>.

The Cambridge Biomedical Campus is already served by a bus station, the planned Cambridge South station and the planned CSET guided busway that will link many southern villages, Haverhill, Linton, the Babraham Research Campus and Granta Park. *It would be interesting to know how many people are predicted to commute to the Cambridge Biomedical Campus from Cambourne.*

EWR would serve more residents and more businesses if it were to adopt a northern route. This would boost the business case and better serve the purpose of the railway.

Environmental Issues

EWR Co asserts that that the southern route is better for the environment; however, no other environmental organisation has publicly agreed with this assessment.

The Bedford, Cambridge and Northampton (BCN) Wildlife Trust has argued strongly against the southern route, see: <https://www.wildlifebcn.org/news/east-west-rail-consultation>.

Natural England responded to the 2019 consultation by writing: “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” (pages 245 and 246 to EWR Public Feedback Report <https://eastwestrail-production.s3.eu-west-2.amazonaws.com/public/MediaObjectFiles/5261ff3319/Preferred-Route-Option-Announcement-Public-Feedback-Report-Appendix-1.pdf>).

The northern route will not impact on Special Areas of Conservation such as those at Wimpole and the Eversdens so designated because they are roosting sites for Barbastelle bats, a protected species.

Finally, there are only 200 chalk streams known in the world, 85% of those are in southern England and several of them are found in South Cambridgeshire. They are considered to be a fragile ecological niche and much of the wildlife present is protected, such as otters and water voles. A recent report by Kevin Hand (VP Cambridge Natural History Society) for Cambridge Approaches shows that the southern route affects five of these chalk streams including Hobson’s Brook in Great Shelford, whereas none are affected via the northern route. See: <https://cambridgeapproaches.org/wildlife-and-landscape-impacts-of-ewrs-preferred-southern-route-into-cambridge-versus-cbrs-northern-route/>.

In our recent survey 85% of respondents cited environmental impact as a key consideration in their opposition to EWRs southern approach.

2019 Non-Statutory Consultation

There are significant difficulties with the 2019 Non-Statutory Consultation during which Option E was chosen as the preferred route Option. We consider the decision to choose Option E as being potentially unsafe and certainly problematic such that it should be revisited. A recent Freedom of Information (“FOI”) request by a Great Shelford parishioner has revealed that approximately half of our Parish by area was not consulted via 2019 consultation as it was not included in your leaflet zone.

- GSPC was not consulted during the 2019 Non-Statutory Consultation. Despite EWR’s statement that it wrote to the then Chair of GSPC inviting a response, GSPC has no record of receiving notification of this consultation. EWR Co did not chase for a response, despite the fact that every single route alignment in the consultation went through Great Shelford. GSPC cannot understand the acceptance of this lack of response from EWR and would have expected EWR Co to follow up.
- In addition to Great Shelford parish, Little Shelford, Hauxton and Newton parishes did not respond to the consultation. Again, EWR Co did not chase for a response, despite the fact that every single route alignment in the consultation went through those villages.
- There were no consultation events hosted by EWR within the Option E corridor between Cambourne and Cambridge. This could be considered a deliberate attempt to suppress the consultation response from the areas impacted most negatively by Option E.
- From anecdotal and documentary evidence, GSPC has come to realise that the vast majority of residents had no awareness of the consultation and therefore had no opportunity to respond. These residents have no recollection of ever being notified by EWR Co and FOI data from EWR that confirms many were not included in the consultation zone. Most Great

Shelford residents only began to become aware of EWR in autumn 2020 as a result of the activities of Cambridge Approaches and the formation of a local Action Group.

- EWR Co may have seriously misrepresented the results of the 2019 consultation, as summarised by Cambridge Approaches when it declares that Option E was preferred. *Please address each of the concerns raised in this article.* <https://cambridgeapproaches.org/was-there-a-fair-consultation-on-a-northern-approach-to-cambridge-in-2019/>

Cambridge Approaches rebuttal

Cambridge Approaches has published a detailed rebuttal to Appendix F of this consultation, raising multiple important issues. *We request that EWR Co responds to this rebuttal in detail.* In addition to the points made explicitly in GSPC's response herein, additional important points made by Cambridge Approaches include:

- *We would welcome seeing evidence of your consideration of CBRR's plan to put the railway in a trench?* This has been successfully achieved in other railways in low-lying, flood prone areas such as The Netherlands. This would significantly improve noise pollution and visual impact and would allow the railway to run under the A14 and other roads and paths. It would also mean that the station at Northstowe/Oakington wouldn't need to be elevated.
- To the best of our knowledge, there are no extant plans for a rowing lake at Milton and we don't understand why EWR Co keeps referring to it. Planning permission requests have been withdrawn.

Democratic deficit

It is now very clear that there are multiple arguments for and against both the northern and southern routes. EWR must not impose its favourite option; in a democracy it must ask the people what they want after properly informing them. This is core to the argument as to why a full consultation on the northern route is required.

- The recent elections for the County Council and Mayor lead us to believe that there is considerable opposition to EWR.
- Our MP, Anthony Browne, is strongly behind the campaign for a full analysis and consultation on the northern route.
- GSPC has surveyed our village in an online poll and there is strong opposition to EWR.
- There are action groups opposing EWR in every affected local village, including in Great Shelford.

GSPC has adopted a formal position of opposing EWR adopting a southern approach and 77% of survey respondents supported this position with 7% not being sure and 16% being against that position.

- More than 11,000 people have signed CBRR's petition asking for a full analysis and consultation on the northern route. This is several thousand people more than the 7,000 respondents to EWR Co's 2019 consultation.

We believe that with this level of opposition EWR Co should listen and consider changes to current plans. We hope you are willing to do that?

Creating division in South Cambridgeshire

As a direct result of the way in which EWR Co has managed its consultations, a situation now occurs whereby otherwise peaceful and friendly neighbouring villages are being forced to argue with each other about who *doesn't* want EWR. It is now abundantly clear that 'winners' will not have EWR in their village and 'losers' will.

Simon Blanchflower, EWR's own CEO, admitted in a radio interview with Dotty McLeod on 27th April for BBC Radio Cambridgeshire that he wouldn't want EWR running through his village, a real Gerald Ratner moment. <https://www.bbc.co.uk/sounds/play/p09dhv3d>

We strongly urge EWR Co to work with residents, politicians and HM Treasury to find a 'win-win' solution, which would need to be significantly different to the options currently on the table.

Freight

GSPC fails to understand the rationale for running freight trains through a large city and a hospital site when these are not destinations for the freight, particularly since freight trains are likely to run at night.

A northern route will be much less damaging to the people who live near the railway. It will pass by significantly fewer homes, particularly if CBRR's chord at Coldham's Common is adopted.

According to GSPC's survey, 74 % of respondents were concerned about a potential increase in the number of freight trains passing through our village.

Miscellaneous

- The northern route will not impact the Mullard Radio Astronomy Observatory (MRAO). This is a world-class scientific instrument that requires a highly stable, low vibration, environment in which to operate. In addition to a source of local pride, the MRAO provides excellent employment for highly skilled scientists and engineers that would need to move elsewhere if the MRAO were to be adversely impacted.
- Overall, the decision to reject the northern route could be interpreted as project inertia. When EWR was first conceived and analysed by Network Rail, the route was due to run much further south and join the Shepreth Branch Railway line (SBR) somewhere near Shepreth. This looked to make sense. Now, however, with a station planned at Cambourne it makes no sense to make such a long and damaging deviation back to the original route.

Question 2

Here we respond to the question regarding EWR Co's ambitions to deliver a net zero carbon railway.

GSPC does not want to see an increase in the number of polluting diesel trains running through the village and believes that EWR should be powered by overhead electric lines from the outset.

92% of respondents to our survey cited this as a concern.

GSPC considers that EWR should be powered by overhead electric lines from the outset to minimise the possibility of damaging the health of residents and the wider environment due to air pollution and climate change. This would be consistent with the UK's legislation that promises to deliver a net

zero carbon railway by 2040; further, the UK has declared a climate crisis. There is no justification for diesel trains except potentially on an upfront cost basis.

The government and EWR has discussed the option of battery or hydrogen powered trains in the future, whilst opening the line with diesel powered trains. Hydrogen or battery power are not ready for mass roll-out at the time of writing and it is unknown if they will ever meet the demanding requirements of the rail industry.

A recent report from the House of Commons Transport Committee states in paragraph 83: “Other witnesses, however, were concerned that waiting for battery and hydrogen technology to develop until it was viable for wider use on the railway could hinder the challenge of fully decarbonising the rail network and meeting the 2050 net-zero target. While Network Rail was supportive of incorporating hydrogen and battery-powered trains onto the network, “it does [not] take away the need for electrification in the intervening period; otherwise, you are dependent, frankly, on speculation that somehow technology is bound to emerge when there is no pathway to that at this stage.” Riding Sunbeams said there is “an enormous amount of uncertainty around the future capability of hydrogen to deliver substantial emissions reductions.”

Paragraph 7 of the conclusions in the same report states: “...electrification is the only immediately viable decarbonisation option.”

The report can be found here:

<https://committees.parliament.uk/publications/5179/documents/52006/default/>.

Finally, it is well-known that retro-fitting overhead electric power is significantly more expensive compared to installing from new.

GSPC believes that EWR should run on overhead electric power from the outset; the Council has not heard any convincing arguments against this.

Question 40

Although Harlton to Hauxton is outside Great Shelford Parish, the planned works have the potential to significantly impact Great Shelford.

- Great Shelford provides many public services and businesses to the surrounding villages. The closure of any of the roads in the area – such as those proposed by EWR for Harston and Little Shelford – detrimentally effect both Great Shelford and the residents of neighbouring villages who use those facilities. We are opposed to any permanent road closures.
- The proposed road closures could significantly increase the level of traffic through Great Shelford. Great Shelford’s roads are already heavily congested in busy periods, such as the morning rush hour, and many roads cannot tolerate more traffic, such as Church Street. Note that in the event that Hauxton Road in Little Shelford and Newton Road in Harston are closed, there will only be one east-west road with access to the A10 between Addenbrooke’s Road and Fowlmere: London Road, Harston. This will have significant adverse impacts on traffic flow in the villages of the local area.

- EWR's plan has the potential to adversely impact existing and permissive paths, public rights of way and cycle paths. GSPC believes that the plans should be reviewed to ensure this does not happen.
- The plan for EWR includes embankments, cuttings and viaducts that are up to 10m high and collectively span the entire River Rhee (Cam) valley from Chapel Hill, Haslingfield to Rowley's Hill, Harston and onwards to Hauxton and Little Shelford. This will impose significant visual, noise, vibration and environmental damage to our area that our residents greatly value. The current plans must be revised to reduce these effects significantly and, ideally, to eliminate them.

77% of respondents to our survey cited this as a concern.
- EWR should ensure compatibility with any future A10 Harston bypass or railway station.

Question 41

EWR Co has stated that the plans for this section are "still at a very early stage of design". GSPC requests that EWR let us know promptly when new information becomes available about any aspect of the plans. Our response to this question retains the numbering format used in the consultation document.

- a) Closing the level crossing at Hauxton Road, Little Shelford will sever an important access route for family links, schools, doctors, local businesses and other facilities. The proposed road closure has the potential to significantly increase the level of traffic through Great Shelford. As described earlier, Great Shelford's roads are already heavily congested in busy periods. Closure of the crossing will also mean a significant increase of traffic on London Road, Harston, which may impact on residents' travel plans. Direct vehicular and pedestrian access must be maintained.
- b) We do not support a grade-separated junction at Shepreth Branch Junction (SBJ), especially one that incorporates a viaduct for at least a kilometre and perhaps as much as a mile. We note that no information has been provided on the possible location of the viaduct, unlike that proposed for the new Hauxton Junction, which makes providing detailed feedback challenging. *Please can EWR Co provide a detailed plan for consultation?*

GSPC believes that both visual impact surveys and environmental surveys need to be completed and shared as part of the consultation.

GSPC's position based on current levels of information, is as follows.

If the viaduct starts on the current SBR line to the south west of SBJ, it could significantly impact the houses on both sides of the line and, potentially, the road bridge on the A1301. Visual, noise and vibration impact would significantly degrade the quality of life of residents. Note that there are some extremely old houses immediately to the west of the

A1301 bridge, some dating back to 1600s. There are also many listed buildings close to the railway: https://britishlistedbuildings.co.uk/england/great-shelford-south-cambridgeshire-cambridgeshire#.YKEu_S9Q1pQ. Important Countryside Frontage has been designated to the west side of the A1301 bridge. <https://www.scams.gov.uk/media/12451/inset-45-great-shelford-stapleford.pdf>

If the viaduct is located on the straight section of track between the current location of SBJ and Addenbrooke's Road it will be situated in a very sensitive and important area of the green belt.

Given the flat topography and low background noise in this semi-rural area, noise from the trains will likely travel further when on a viaduct, will be highly visible, and will likely impact many areas of Great Shelford. The nearby chalk streams of Hobson's Brook and Nine Wells are also close and could be adversely impacted.

This section of the West Anglia Main Line (WAML) runs through a significant "green corridor" that is part of the widely recognised and highly valued patchwork of green spaces that helps to make Cambridge such a special place to live and work. GSPC is extremely vigilant of any development in this area and this concern is widely shared.

As a Cambridge City Council Landscape Character Assessment of 2003 (<https://www.cambridge.gov.uk/media/5751/cambridge-landscape-character-assessment-2003.pdf>) notes in Section 2.3.2: "Amongst the most important features of Cambridge are the green fingers and corridors that sweep in from the rural hinterland to the heart of the City. The Backs is one of the archetype landscapes here. The corridors provide a landscape framework for the whole City and Cambridge owes much of its very special character to the way these spaces penetrate the urban fabric and the unique association between the built spaces and green space." These include "The Vicar's Brook and Hobson's Brook corridor extending from the Nine Wells area to the south of the City, north through Empty Common to the River Cam."

The 2020 First Conversation Consultation Document for the Greater Cambridge Local Plan (https://www.greatercambridgeplanning.org/media/1345/gclocalplan_thefirstconversation.pdf) recognises the continuing importance of the Green Corridors (on page 18): "The vision for Cambridge has long recognised its qualities as a compact, dynamic city, located within the high-quality landscape setting provided by the Cambridge Green Belt. The city has an iconic historic core, heritage assets, river and structural green corridors, with generous, accessible and biodiverse open spaces and well-designed architecture. South Cambridgeshire's villages vary greatly in size, with each having a unique character."

BCN Wildlife Trust also recognises this and has recently launched the Cambridge Nature Network, a feature of which is the green corridor from the Gog Magog Hills, through Great Shelford Parish, Hobson's Park (Trumpington) and into Cambridge to the Botanical Gardens. <https://www.wildlifebcn.org/news/cambridge-nature-network>.

The Cambridge Great Park is a further project that recognises and seeks to take advantage of this treasured area of green belt.

See: <https://www.cambridgeindependent.co.uk/news/public-asked-for-ideas-for-new-cambridge-great-park-9106437/> and <https://www.bcr-infinityarchitects.co.uk/news/cambridge-great-park-plan>.

In summary, the WAML runs through a very important area to Great Shelford and Greater Cambridge and any development in this area – including a viaduct for a grade-separated junction – would run counter to all the local policies and long-term ambitions for conservation.

Instead of a viaduct for a grade-separated junction (which is unacceptable under all circumstances), we would prefer:

- A non-grade separated junction, built in a way that does not disturb the chalk streams of Hobson’s Brook and Nine Wells, and the Scheduled Monument located approximately behind Scotsdales Garden Centre to the west of the WAML. <https://ancientmonuments.uk/105108-site-revealed-by-aerial-photography-west-of-white-hill-farm-great-shelford#.YKEz5y9Q1pQ>
 - A grade-separated junction, whereby:
 - The WAML runs under the SBR line by placing it in a tunnel under Granham’s Road (at minimum) and Hinton Way so as to remove all the level crossings in Great Shelford; or,
 - The SBR line is placed in a tunnel under the WAML.
- c) The DNA footpath is an important local amenity and artwork that is used daily for leisure and sustainable commuting into the Cambridge Biomedical Campus, Cambridge city and to school or college. This feature must be retained and, if possible, enhanced.

As mentioned above, EWR must ensure protection of Nine Wells, Hobson’s Brook and Hobson’s Park. Nine Wells, in particular, is already suffering badly due to nearby development and many of the natural springs have dried up. Instead of more development, the area is in need of conservation and restoration.

- d) Has grade separation between Cambridge South Station and Cambridge station been considered, instead of grade separation between SBJ and Cambridge South Station? We understand that the fundamental need for grade separation is to align the trains for the platforms at Cambridge.
- e) GSPC would support any changes to Cambridge Station that would support our views as expressed in answer b) above.

Other comments

There are additional aspects to this consultation that GSPC wishes to raise that are not covered by the consultation questions and so are covered in this section.

Different solutions required

As noted in our answer to Question 1, the actions of EWR Co imposing an unwanted railway in South Cambridgeshire are causing friendly, neighbouring villages to argue amongst each other and this is undesirable and unacceptable. Further, the recent local election results clearly indicated public opinion is against EWR. This makes it clear that a better solution must be found and radically different solutions must now be considered urgently.

One potential solution is to place EWR in a tunnel from near Cambourne to Cambridge, with due consideration being given to the nature of the land, potential for subsidence and noise and vibration interruption both during and post build. Other than cost, this directly addresses and solves all the problems with all the routes under discussion. This option was rejected by Network Rail early in the project but, given the opposition to EWR everywhere in South Cambridgeshire this should be revisited. It may be that the public agrees that the increase in cost is a price worth paying for a railway that will be with us for well over 100 years; indeed, many railways last significantly longer than that.

In the event that the overall business case for EWR proves to be robust (which is yet to be established), GSPC urges EWR Co to undertake a radical review of alternative route alignments and engineering designs in order to build a railway that meets with the approval of *all* people living in South Cambridgeshire, not just those who live nowhere near the railway.

Business Case

We note that EWR Co has published no updates to the business case since the 2019 consultation. We consider this unacceptable for a project of this magnitude and particularly when you are asking Great Shelford and other villages to make considerable sacrifices so that the railway can be built. As stated elsewhere, GSPC does not see any net benefit to Great Shelford from EWR, but a detailed, positive business case may change that opinion. We ask that a detailed update to the business case be published as soon as possible and certainly before the next consultation scheduled by EWR Co, currently expected to be a statutory consultation.

In particular, we note that travel patterns – and in particular those of commuters – have changed since the publication of the last business case as a result of the Covid-19 pandemic. Multiple surveys have shown that people expect to be working from home more often, which will significantly reduce the number of paying customers for EWR. See the following references, for example.

<https://bettertransport.org.uk/media/12-apr-2021-survey-reveals-publics-travel-plans-post-covid>

<https://www.creds.ac.uk/wp-content/uploads/covid-transport-report.pdf>

<https://www.bbc.co.uk/news/business-56972207>

Potential Mitigation

Our response has made it clear that we do not want the route to come via Great Shelford and we have significant concerns about Route E and how it was chosen. We strongly believe that the northern approach has not been sufficiently carefully considered and we are not convinced by the results of the analysis published to date. We consider that there is significant prima facie evidence that the northern route may be superior in many ways for the country and county.

In the event that EWR is built, the following mitigations must be considered (in addition to those suggested elsewhere in this response).

- Addenbrooke's Road in Trumpington opened for all through traffic and continue round the south of the biomedical campus, not just hospital traffic. This would help divert traffic from Great Shelford village centre which is often gridlocked.

- EWR to build a bypass from M11 junction 11 to completely bypass Harston and the Foxton crossing.
- Trees and other greenery planted to hide any infrastructure. Pick mixed species that are consistent with natural, local varieties such as chestnut, oak, hawthorn, cherry, beech. All land adjacent to the line to be planted with woodland, to help mitigate noise and air pollution and provide pleasant recreational space for local people, allaying fears that this land could be further developed for additional housing.
- Install acoustic barriers all along the SBR line. Note that these could look very unattractive from the Important Countryside Frontage viewing points along the A1301 bridge, therefore they will need to be screened, as per above.
- EWR to also purchase farmland on behalf of GSPC on either side of the line to create woodland/parkland to replace loss of public walks and help reduce noise and air pollution in a manner consistent with the “green corridor” into Cambridge.
- In the event the DNA path has to be moved, upgrade it fully to be wider, segregated for pedestrians and cyclists, permanent stripes installed (i.e. not painted), lighted, CCTV for crime prevention.
- A high quality cycle and walking path to be built (see DNA path, above) along the length of the railway.
- Guarantee given that there will be no development in the Great Shelford green belt using EWR as justification.
- Remove the A10 level crossing at Foxton, a cause of much traffic congestion in the local area.
- Improvements to A1301 Granhams Road junction to deal with the inevitably heavier traffic on the A1301 during, and after, the construction process as a result of road closures.
- Improvements for cyclists and pedestrians on the A1301 bridge itself before the project starts.
- An orbital, providing access for commuter traffic from M11 and A505 should be put in place, allowing direct access from these roads to the biomedical campus and enabling small country roads to be used purely for access to local villages. The “Old Spicers road” and Addenbrookes road could form part of this ring road.
- Full excavation of the Iron Age site (the scheduled monument behind Scotsdales).

We recognise such mitigation will be costly and respectfully suggest you review the costs of your project to include these and honestly represent the cost and value of the project to politicians and the public.

Problems with this consultation

In addition to our concerns with the previous consultation detailed above, we also have concerns over the way this consultation has been run.

- The webinars have provided no new information.
- The webinars have often contradicted the consultation documents.
 - The closure of level crossings in Harston and Little Shelford has been presented as inevitable, according to spoken presentations.

- In email exchanges and live chats, EWR has suggested that the A1301 road bridge is Great Shelford may be significantly impacted in the event that a grade-separated junction is built at SBJ contrary to the Technical Report, only to recant later.
- Hundreds of questions posed by residents either during webinars or in writing remain unanswered or badly answered.
- People cannot see or hear other people's questions.
- There is no dialogue in webinars, only lecturing from EWR representatives.
- The Live Chat has proven extremely frustrating as EWR representatives don't appear to be authorised to answer questions in any detail.
- Additional "Fact Sheets" have been released during the consultation, when some people have already responded.
- All the consultation documents are not available in hard copies. For example, the technical drawings and critical appendices.
- When people have ordered hard copies, in some cases they have taken weeks to arrive.
- EWR has sought to deny the facts that the railway will be run on high viaducts and embankments and deep cuttings, stating they "don't recognise" these claims. These claims are based on EWR's own data.
- Residents who are not technically aware have found it difficult to connect to webinars.
- The consultation period is too short for people to digest and analyse >700 pages of information before responding. The consultation should be extended to allow in-person exhibitions and meetings between residents and EWR.
- Residents have been put off completing the lengthy consultation document as so many questions are not related to their knowledge or locality. *It would be interesting to examine the completion rate for surveys started. Please could you provide this when your consultation closes?*

In summary, this does not meet the definition of consultation and it is hard for GSPC to argue that EWR is listening or responding appropriately.

Further points

- GSPC sees no net benefits to the village from EWR.
- We have some concerns that the long-established pathway previously known as Funston's and now referred to as Jenny's Path which is currently made available via permissive rights, is also at risk of being adversely impacted. This path connects Hauxton and Great Shelford and passes under a bridge over which the SBR line runs. It is used by local people extensively.
- GSPC is concerned about the level of disruption that will inevitably occur during the construction phase. Construction may last for many years and it is likely that many roads will be closed in the local area, some temporarily and some permanently. Roads of concern include:
 - Addenbrooke's Road, Trumpington, Cambridge
 - Long Road, Trumpington, Cambridge
 - Hills Road, Cambridge
 - A1301 Cambridge Road, Great Shelford
 - Hauxton Road, Little Shelford
 - London Road, Harston and the junction with Shelford Road
 - Newton Road, Harston
 - A10, Harston (where the viaduct crosses the road)

Site access via Addenbrooke's Road for the construction at Shepreth Branch Junction does not mitigate local traffic concerns – construction traffic will have to get to Addenbrooke's Road somehow and we have concerns that farmland and empty farm buildings in Great Shelford may be used for vehicle storage and as a construction hub.

Great Shelford is already heavily congested in rush hour. In addition: construction traffic, noise, dirt and vibrations will cause great inconvenience and potential damage to public and private property. The Council fears that the village will be a construction site for a very long time. *We ask that EWR Co consults with us closely regarding its plans for the construction phase.*

- GSPC is concerned that EWR will be used as justification for significant levels of development in Great Shelford. As stated in detail in our answer to Question 41 b) above, we are a village community, not a suburb of Cambridge, with an individual identity that our residents value greatly. However, we are separated from Trumpington and the City of Cambridge by only a small area of green belt that is considered a highly valuable "green corridor" into the centre of Cambridge. The WAML runs through this green corridor.

Cambridge Biomedical Campus wishes to expand into Great Shelford, Jesus College wishes to develop its "Cambridge South" site (most of which is not in Cambridge, but in Great Shelford, see <http://cambridgesouth.azurewebsites.net/> and <https://consultations.greatercambridgeplanning.org/form/40064>) and other developers have submitted significant plans in the current Call for Sites. Great Shelford values its green belt and does not want to see it over-developed such that the village is subsumed into Cambridge. We are at great risk from over-development.

- EWR Co has stated its intention to work with other agencies regarding the other large transport infrastructure projects earmarked for Great Shelford, but we see little evidence of this. In addition to EWR, Great Shelford is struggling to cope with Greater Cambridge Partnership's CSET plan, development of Cambridge South station, Network Rail's rebuild of SBJ, the proposed reopening of the Haverhill to Cambridge line and the Sawston Greenway. Many of these projects are aiming to use the same areas of land and many of them are in the green belt, including EWR.

GSPC's perspective is that EWR is being imposed on the area without any meaningful cooperation with all of these projects and with no net benefit. When placed alongside GSPC's concerns regarding overdevelopment (above), these multiple transport projects risk overwhelming the village.

GSPC looks forward to receiving your detailed and considered reaction to this response to your consultation and to the answers to the numerous questions posed within.

Yours sincerely,

Malcolm Watson

Chair, Great Shelford Parish Council

Appendix I

GSPC East West Rail Consultation Survey Report 28 May 2021 Online Survey - Open 10-25th May 2021

88% Completion Rate. Typical time spent 3 mins 14 seconds.

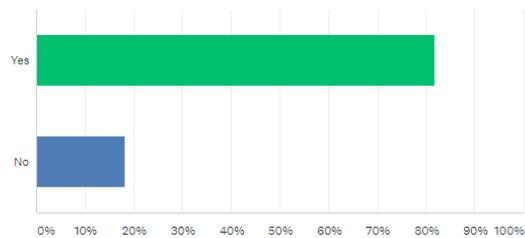
*Note, the symbol “~” denotes a percentage that has been rounded for simplicity.

Sample size and demographic

In total, the survey had 325 separate responders. ~18% live outside the Great Shelford parish, and instead are from Stapleford, Little Shelford, Harston and Trumpington. A vast majority of responders (~78%) are over the age of 44, with only ~7% falling into the 18-34 range.

Do you live in the parish of Great Shelford?

Answered: 325 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	81.85%	266
No	18.15%	59
TOTAL		325

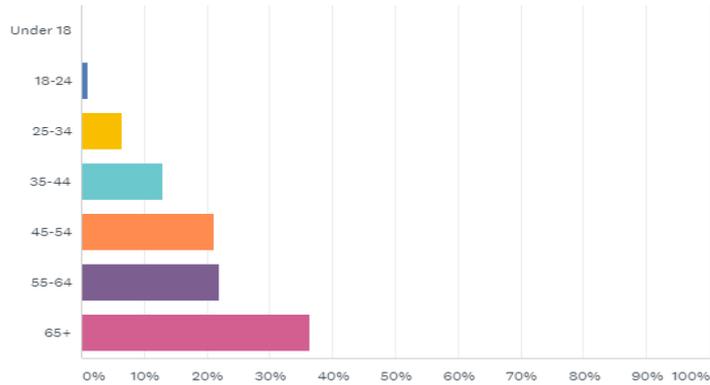
In what parish do you live?

Stapleford	32.08%	17
Little Shelford	18.87%	10
Harston	15.09%	8
Trumpington	5.66%	3

*Note, the above question was only asked to responders that said they lived outside of Great Shelford.

Within what age range is your age?

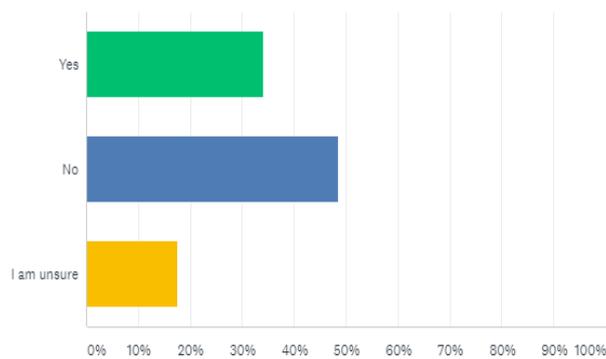
Answered: 292 Skipped: 33



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	1.03%	3
25-34	6.51%	19
35-44	13.01%	38
45-54	21.23%	62
55-64	21.92%	64
65+	36.30%	106
TOTAL		292

Question 1: Do you view the EWR as largely positive and welcome the advent along any route that links Oxford and Cambridge?

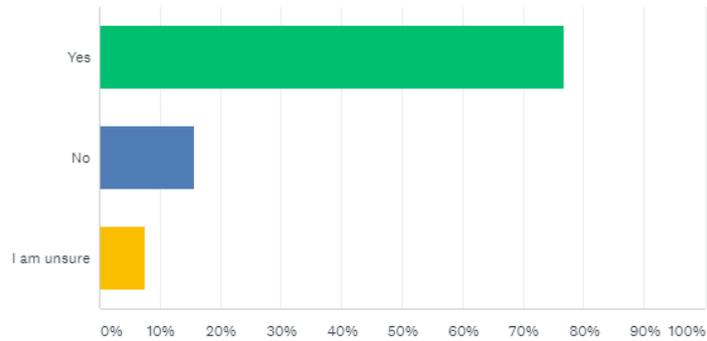
~48% of the responders answered the above question with a “No”, ~34% with a “Yes” and the remaining ~18% responding that they were “unsure”.



ANSWER CHOICES	RESPONSES	
Yes	34.02%	99
No	48.45%	141
I am unsure	17.53%	51
TOTAL		291

Question 2: Do you support the current Great Shelford Parish Council position as published in April 2021 (Opposing the current “preferred route” and calling for re-evaluation of a “Northern” approach to Cambridge)?

A vast majority (~77%) of responders agreed with the Great Shelford Parish Council’s position, with only ~16% responding with “no” and ~7% being “unsure”.

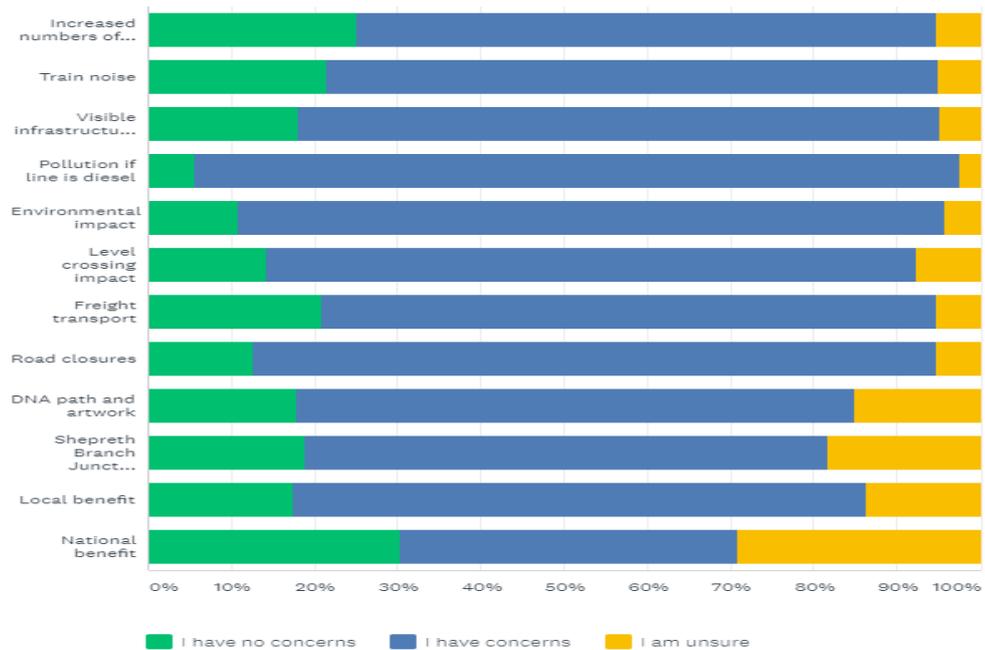


ANSWER CHOICES	RESPONSES
Yes	76.79% 225
No	15.70% 46
I am unsure	7.51% 22
TOTAL	293

Question 3: How do you feel about the following issues potentially associated with the EWR project in our locality?

For this question, responders were offered a choice of “I have no concerns”, “I have concerns” and “I am unsure” for 12 issues: Increased numbers of trains, Train noise, Visible infrastructure such as bridges, Pollution if line is diesel, Environmental impact, Level crossing impact, Freight transport, Road closures, DNA path and artwork, Shepreth Branch Junction changes, Local benefit, National benefit.

For almost every issue, a majority (~70%+) of responders chose “I have concerns”. “Pollution if line is diesel” was by far the most critical issue, with over 90% of responders marking it as a concern. The one outlier issue was “National benefit” with only ~40% choosing it as a concern, and the remaining responders evenly split between “I have no concerns” and “I am unsure”.



	I HAVE NO CONCERNS	I HAVE CONCERNS	I AM UNSURE	TOTAL	WEIGHTED AVERAGE
Increased numbers of trains	25.17% 72	69.58% 199	5.24% 15	286	1.80
Train noise	21.55% 61	73.50% 208	4.95% 14	283	1.83
Visible infrastructure such as bridges	18.12% 52	77.00% 221	4.88% 14	287	1.87
Pollution if line is diesel	5.56% 16	92.01% 265	2.43% 7	288	1.97
Environmental impact	10.80% 31	85.02% 244	4.18% 12	287	1.93
Level crossing impact	14.29% 41	78.05% 224	7.67% 22	287	1.93
Freight transport	20.83% 60	73.96% 213	5.21% 15	288	1.84
Road closures	12.63% 36	82.11% 234	5.26% 15	285	1.93
DNA path and artwork	17.83% 51	67.13% 192	15.03% 43	286	1.97
Shepreth Branch Junction changes	18.88% 54	62.94% 180	18.18% 52	286	1.99
Local benefit	17.42% 50	68.99% 198	13.59% 39	287	1.96
National benefit	30.42% 87	40.56% 116	29.02% 83	286	1.99

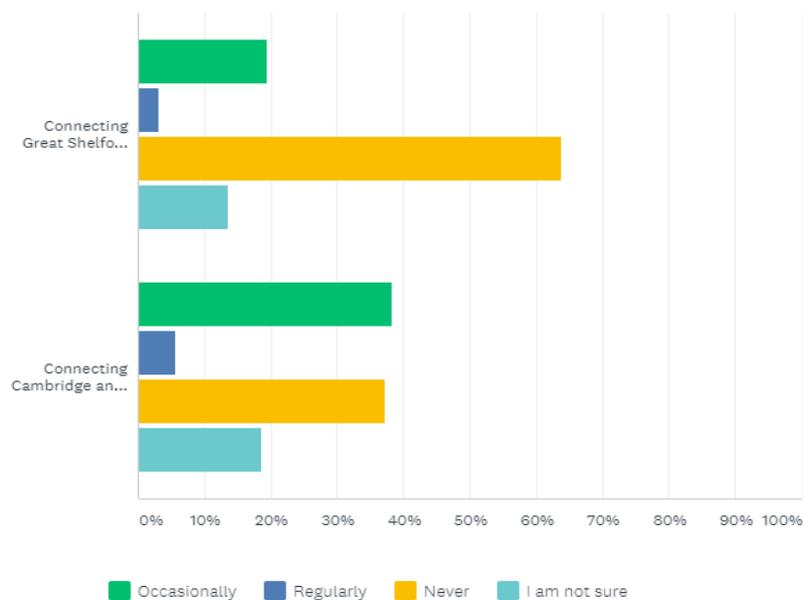
Question 4: Would you use the suggested route

- Connecting Great Shelford to Cambourne, St Neots and Bedford?
- Connecting Cambridge and Oxford?

On this question responders were given an option of “Occasionally”, “Regularly”, “Never” and “I am not sure” for each of the two routes presented.

In the case of the Shelford to Cambourne etc route, a majority (~60%) chose that they would “Never” use the route, with only ~3% considering it for regular use.

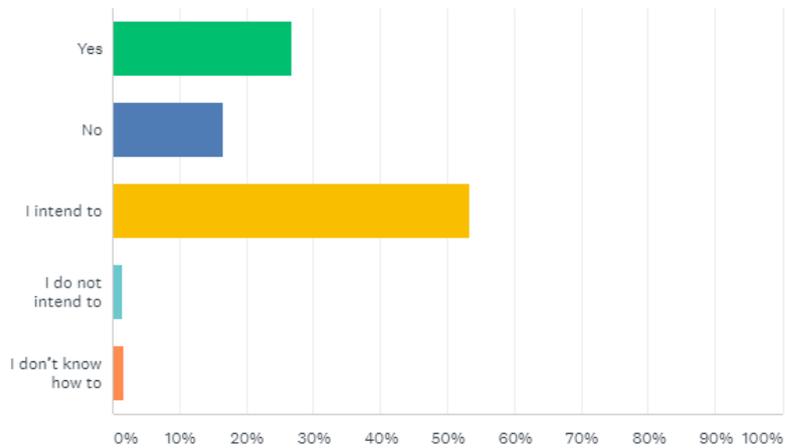
Opinion on the Cambridge and Oxford route was more divided, with both “Never” and “Occasionally” getting each getting ~38% of responses. Despite this, only ~6% considered it for regular use.



	OCCASIONALLY	REGULARLY	NEVER	I AM NOT SURE	TOTAL	WEIGHTED AVERAGE
Connecting Great Shelford to Cambourne, St Neots and Bedford?	19.51% 56	3.14% 9	63.76% 183	13.59% 39	287	2.71
Connecting Cambridge and Oxford	38.38% 109	5.63% 16	37.32% 106	18.66% 53	284	2.36

Question 5: Have you completed the EWR consultation at <https://eastwestrail.co.uk/consultation?>

~50% of responders noted their intention to complete the consultation, with the “Yes” and “No” responses split ~27% and ~17% respectively. A negligible number of responders (<4%) chose either “I do not intend to” or “I don’t know how to”.



ANSWER CHOICES	RESPONSES
▼ Yes	26.86% 76
▼ No	16.61% 47
▼ I intend to	53.36% 151
▼ I do not intend to	1.41% 4
▼ I don't know how to	1.77% 5
TOTAL	283

Question 6: Would you like make any other comments or suggestions?

A total of 122 responders chose to leave additional comments. These have been subjectively divided into groups, ambiguous, general, negative and positive and then sorted alphabetically.

Ambiguous

- concern over potential 4 track need as the line on the Southern route goes through GT Shelford. Lets get some HGV loads off the road onto rail
- It is sad that this line will come through Great Shelford but it is part of the country's infrastructure development and I am afraid it is inevitable.
- While I think the Northern route should be fully evaluated, I also think there are potential local benefits to the line coming through Gt Shelford in providing additional direct transport links to places such as Cambourne and St Neots. More generally, the line is not just from Cambridge to Oxford, but will open up East West routes further afield and facilitate travel to places in between such as Bedford and Milton Keynes. The closure of level crossings is a worry, especially the one in Lt Shelford, which is not between Lt Shelford and Harston as has been suggested, but is actually within Lt Shelford and would cut off part of the village.
- Whilst there will of course be some impact on Great Shelford I believe we should support train transportation and freight wherever possible in this time of climate emergency and biodiversity loss. I have been convinced by the smarter Cambridge review that we should accept the southern route and fight instead for the best outcomes of this choice. I.e. electrification, planted embankments etc (the artist impressions of the Cambridge Approaches are deliberately stark - the opportunity to fill these embankments with trees and shrubs to benefit much more wildlife are huge). I recognise this is not in line with the most vocal of local opinions, however I have spoken with many local residents who are sanguine about the proposals.

General

- Please minimise use of greenbelt and utilise any existing infrastructure (if present). Electric trains a requirement imho)
- EWR public consultation is taking a long time to fill in. It requires detailed research and analysis to complete. This survey is much more accessible. Thank you
- Grateful to the parish council for the work undertaken on our behalf.
- I believe the consultation needs to give illustrations in order to be fair.
- I have as yet seen no clear large scale map of the preferred route. There also seems to be too much misinformation published plus placards at the roadside through every local village. I wish to know who is funding this and their motives. They should publicly declare themselves.
- I never saw the original "consultation". Did they send this to people in Shelfords?
- I think the money allocated for the legal challenge to EWR should have been used for local groups who have missed out on Feast Money for 2 years
- I would like to see local politicians and interest groups working together
- Route alignments could be a problem in Shelford
- Thank you for doing this!
- The line must have electrification

- There's been mention of a flyover being required in Great Shelford but no clear presentation of where that would be and what it would look like. On the maps I've seen it looks like the new rail would merge with the existing line outside of Great Shelford. Also, there's been mention of properties needing to be demolished, but no clear indication of where these are.
- To make sure central Cambridge residents know the preferred plan will enable 50/day dirty diesels worsening their air/noise environment, and that alternatives must be consulted on. This extra mass of voices will carry a lot of weight.
- Would prefer if EWR made do with existing rails instead of widening. I feel that gaps between trains are unnecessarily cautious.
- Yes make the route and changes more specific with proper representation of exactly how and where changes to routes will happen.
- Yes. Whilst this is no fault of anyone's I would like to see more people receive communications from the Parish Council. Facebook (although I don't use it) might be a better way of engaging the public and sharing information.

Negative

- If there is to be a reinstatement of the East-West line then it should adopt the original route that it once had. I see no reason to introduce new damage to the landscape when the foundations for this line already exist. The guided busway from Cambridge to Trumpington which currently occupies the historical route is used by more cyclists and pedestrians than busway passengers. So I feel we should now abandon this bus service for a rail service instead. Providing it is still accessible for cyclists and pedestrians.
- Why can't the line join up near Foxton onto the Kings Cross line rather than joining at Gt Shelford. It would have a lot less impact on our population.
- A northern approach Must be considered and consulted on particularly with the new Mayor
- A northern route would make a lot more sense as it utilises existing traffic corridors and would allow freight a faster route to the channel ports. Further the fact this line is not intended to be electrified beggars belief given the drive to net zero!
- At least oppose the construction of an elevated intersection that cuts Shelford in half
- Cambridge and surrounding area is busy enough. This idea is a waste of money. It reminds me of the HS2 project
- evaluate properly the Northern route
- EWR are attempting to manipulate public opinion by withholding or hiding pertinent information
- EWR are cynically exploiting localism to 'divide and rule' diverting environmental concerns from the issue of diesel vs electric or other more environmentally friendly options, and GSPC and pressure groups are going along with this instead of uniting on a common front
- EWR claim to answer questions in the webinars and live chat but their answers are mostly either waffle or they ignore the really difficult questions. I think they should extend the consultation period such that they can hold some face-to-face events when pandemic restrictions are lifted. Not everyone in our community lives on a computer and their webinars have been a bit tricky for some to join.
- EWR have not presented a proper business case and they need to do this in order for anyone to make a proper assessment of their proposals. In addition there is a clear lack of information regarding the impact of a graded solution for 1301

- EWR is an imposition by government and is part of a wider government scheme to exploit the "Arc" with scant regard for the lives and interests of the people living in it.
- EWR's proposed route from Cambourne to Cambridge (so-called Option E) is disastrous for the whole region. There is no co-ordination with local, regional and national development and transport plans. With the changes since inception of this rail proposal, such as Brexit and COVID, I doubt whether there is still any need for EWR.
- Five generations of my family have lived in Great Shelford, yet I would feel like moving out if EWR smashed through the village.
- Further disruption of wildlife corridors and loss of farmland
- Great Shelford was my home village. The environmental impact of the EWR would be catastrophic
- Great that the council is investigating this further. I thought that the EWR response in the Cambridge Independent did a good job explaining why the North route is not suitable.
- I agree with the parish council position that the Northern Route seems the most sensible and least disruptive route.
- I am also hugely concerned at the amount of development that may be enabled as a result of EWR. It's explicitly part of the business case.
- I am broadly in favour of rail, or putting freight on rail rather than road, and in creating cross-country links avoiding London. Bringing EWR south via Harston and Hauxton seems out-of-the-way and unnecessarily damaging to the villages. A northern route, possibly (controversially) reusing the now-guided-busway into Cambridge North, would seem to offer more opportunities to also connect the new developments to the north of Cambridge.
- I am particularly concerned about the potential closure of the road to Hauxton. We use that route frequently to visit friends and they make the return trip to visit facilities in Shelford. Currently I can cycle that road with my 5 year old but if they diverted the road the route would become too far for her and prevent cycling to Hauxton playground which she loves.
- I am particularly concerned at the prospect of a grade separated Shepreth Branch Junction which would have a very much bigger impact than maintaining the at-grade junction
- I am really troubled by EWR's frequent references (most recently in their "approaching Cambridge" factsheet to a southern approach "providing the opportunity to support growth and development around the proposed Cambridge South station". They give no basis for this, but it looks as though they are trying to pre-empt forthcoming consultations by (a) Greater Cambridge Shared Planning on the Local Plan and (b) MHCLG on the vision statement for the Ox-Cam Arc Spatial Framework.
- I believe I attended the initial presentation that was held in Cambourne and recall that the comments I heard, were largely in favour of a 'north route' via Bar Hill, etc
- I believe the Northern route should receive full assessment. It would connect the rapidly expanding settlements of Northstowe and Cambourne as well as those still being built e.g Bourne Airfield. Running roughly in the A 428 corridor it would have less negative environmental impact. It would connect the w, Camrapidly connects
- I do not think it would improve Great Shelford and/or its environs! I can only see land-owners benefitting from this proposal. Having built Cambridge North Station it seems extraordinary that it not be used and the Northern approach reconsidered.
- I fear that this would ruin Shelford as a separate village changing it to become part of the city itself.

- I feel strongly that the consultation document is duplicitous, and while I am still endeavouring to collate further concrete evidence to illustrate where they have been imprecise or misleading, I do not have much faith in the likelihood of getting straight answers, or answers at all to the queries I have already sent. For all that, we must send as many comments as possible to get their attention.
- I feel that the forums that EWR has devised are not inclusive of the community. As there is no ability to voice concerns or ask questions in real time which makes me feel isolated in this consultation.
- I grew up in Shelford and my parents still live there. This development is entirely unnecessary and will simply harm the environment and make other journeys longer. There is no benefit to Shelford or any of the other villages on the route. Shelford already benefits with a line into Cambridge. The route would make much more sense going North where the opportunities for commuters using the line works be better. It would also mean quicker routes to the eastern ports for freight.
- I strongly object to the level crossing closure in Little Shelford. I fully support the re-examination of the northern approach. The door to this must not be closed at this stage. I object to diesel trains - this is not 'green'. The Addenbrookes bridge will be a blot on the landscape. blot on the landscape
- I think a Northern approach to Cambridge might benefit more people if there were extra stations along that section
- I think the disruption to the village of Gt.Shelford would be catastrophic.
- I think the project ought to be scrapped: no economic sense and destroying so much valuable agricultural land in its wake
- I think this is wholly unnecessary as has been illustrated over the last 28 months. I support local authorities strongly lobbying central government to wake up and acknowledge that the agenda has changed. Local government and locally informed decision making can never have been more important nor powerful.
- I wonder about any undeclared motives for the southern route. It could well lead to ribbon development (money to be made for property developers). In whose interests are these decisions really being made. If one is thinking of community benefit then surely Northstowe needs a station.
- Impact on Road traffic underplayed in EWR documentation. Many more cars through Shelford and onto Shelford Road
- Impact on the environment, noise and vibrations. Due to working at home will continue, has this not impacted on the investment into train travel and should this not have an up to date impact assessment as per 2020/21. The country side and villages are being eroded away, I personally feel this is discriminates against those of us who chose to move from a large busy area to a quieter life with less pollution. There should be a vote on any major infrastructures that affect the environment, standard of living and people's lives. This is a democratic country so our voices should be heard, listened to and respected. As with most consultation, the decision has already been made, it just forms part of a process that can be ticked off.
- In view of the recent pandemic and the effects it has had on working habits and travel, I think this project needs to be completely re-assessed. Attractive villages where the residents work hard to retain a sense of close community are being destroyed by projects that alter and dramatically damage the surrounding countryside, dividing communities with major roads and railway lines. People respond best to feeling part of a real community, not just being anonymous in a large metropolis.

- Infrastructure investment should be directed towards the northern parts of the country especially building good quality links between the east and west.
- It appears that the government intends to make the route between Cambridge and Oxford a development area to bring jobs and presumably housing. I presume they intend to gradually urbanise this corridor so that it will eventually look like a London suburb? I presume that housing developments will follow along the route. I fear that the rural nature of the area will be lost. It appears that they consider The Shelfords to be just a piece of land on the route to be utilised. So much for the green belt. I read that Cambridgeshire has the worst record in the country for building on the Green Belt. We already have a train passing about every two minutes. With two extra tracks from the Shepreth junction it's going to be non-stop train noise. If we cannot stop the development can we at least ask for noise barriers to be put up along the section from Shepreth junction to the new Cambridge South Station? The whole proposal seems barmy to me. I would have thought that the northern route would have been much more use to Cambridge workers. The more affordable property is in the north of Cambridge so why put the route in the south? Why not link the northern communities together and into Cambridge? The northern communities would provide more affordable housing for workers at the Addenbrookes technology park. Do they imagine that people will want to live in Bedford and Sandy and commute to Addenbrookes? I don't know of any significant community link between Oxford and Cambridge. The universities have always been in competition not collaboration. I wish you good luck with your presentations. I fear this 'consultation' is only window dressing and a sop to local opposition. They decided what they are going to do some time ago and now it's time to get the 'consultation' out of the way so they can make a start. Cambridge used to have a strong opposition to development but we have moved on a generation now and it has become a developers' charter.
- It is clear to me that the Northern route has not been sufficiently evaluated and that earlier consultations were flawed by virtue of the exclusion of significant parts of the southern corridors.
- It is not needed. Leave the villages and whatever green areas we have alone!
- It should be scrapped. It definitely should not have diesel trains on.
- Just be democratic as far as consultation is concerned and give due consideration to the north approach. It seems to me there is a done deal going on with no consultation
- Keep up the pressure on EWR regarding the need for a full assessment of the Northern route. Northstowe is planned to increase its population size considerably and would benefit much more from a station there and the means to commute by train to the Addenbrookes site via Cambridge North.
- Lack of transparency from EWR. The cumulative impact of all infrastructure projects in Great Shelford should be considered, not the impact of any given one in isolation. It is essential to consider the environmental impact (biodiversity, noise levels), quality of life for the residents, and the village's character.
- Let alone the horrific proposed EWR. The diesel contractor vehicles in our village will choke up the air. Cause more traffic blocks. Damage our poor roads too
- Main issue for me is the possible scale of the line intersection in Shelford which effectively bisects the village and creates an almost inner city sense of urbanisation. Combined with the Linton MTR, and subsequent affordable homes infill - we have another Cherry Hinton
- Must be northern route otherwise impact on residential areas

- My house has railway line at bottom of garden, this is already noisy we do not want more traffic on this route or to have the level crossing barriers down more frequently, which cuts us off from the village.
- My key concern is that the information from EWR has not been completely transparent. It is hard to judge the impact in Great Shelford without further information on the route alignment and junctions. Ditto to the impact through Harston and Little Shelford. Progress is important in securing jobs so I don't oppose EWR but would like greater honesty and improved honest, open consultation. I don't like the NIMBY behaviour of local councils fighting each other to shift the problem somewhere else.
- My view is there has been no real consideration of any other route other than the southern approach, and this will just get passed/approved anyway. Our local MP's input has been pathetic!
- Need to reconsider northern route
- Noise from freight trains at night, Air pollution from diesel trains, Visual outlook completely ruined. and of course the wild life will suffer.
- Northern route for ewe makes economic sense and could give Northstowe a station
- Not clear why Northern route not being seriously considered as existing routes from Cambridge to the West follow the line of the A14 and formerly used rail routes to Oxford and Bedford
- Please continue to support residents in pressing EWR and people with influence to have a proper balanced assessment of route options. Also if and when the outcome of the route planning is that it comes through the Shelfords to support residents in minimising the negative impacts.
- Please do push ahead request a fair evaluation of the Northern approach. Thanks for your support.
- Project should be paused. Rail usage patterns are changing and the potential benefit from this high cost of this project should be re-assessed in 5-10 years. It is no longer a national priority.
- Scrap EWR project or use northern route to serve Northstowe
- Scrap the EWR project
- Scrap the EWR scheme
- Shelford gets no benefit from this at all
- Should not go ahead. Not in local or national interest. Why does "economic benefit" override local views and environmental impact?
- Support move away from diesel, should be required, environmentally essential. Against road closure, Hauxton Road crossing, too many roads being taken away from us!
- Surely this project needs to be reconsidered - costly and unpopular - tell Boris to spend the money on fibre and computers for school kids - that wd bring longer term economic benefit.
- The business case for the need for this transport infrastructure should be entirely revisited. Post-Covid work patterns mean there is no justification for building this at all
- The consultation has been very one sided with EWR using th pandemic to prevent dialogue or to answer questions. They are borderline insulting in their tone about Cambridge Approaches. They should be asked to debate local residents face to face as soon as possible after 21/6.

- The current proposed route is outdated. Less commuting generally now as a result of changing working patterns and the impact on the people of Cambridge and the environment would be catastrophic. The use of Diesel freight trains beggars belief in an age where climate change is number one on the agenda across the world. I, along with many others that I have spoken to, wonder which few individuals and organisations stand to make a lot of money out of this outdated, irresponsible proposal.
- The initial consultations seemed to suggest either a northern route or a southern route. The original southern route brought the EWR very close to the Royston line which provided rail services to that area, so the northern route via Cambourne won. I don't understand why, having favoured the northern route, EWR dives back south to join the already rejected southern route to enter Cambridge.
- The lack of consultation has been appalling!
- The Northern route makes more sense. If this has to go ahead on the route planned - mitigation should include an orbital road around G Shelford for traffic and woodland planting on either side of the railway line to create park space and reduce noise and pollution
- The possibility of a grade separated junction in the middle of the village is just not acceptable.
- The proposed junction bridge would be a very long and very intrusive eyesore.
- The southern approach will have no benefit to Shelford villagers but will bring noise, pollution and damage their environment.
- The whole process of consultation seems flawed and the surveys by EWR are not in depth enough nor considering changed times and the need for less pollution, protection of countryside and respecting peoples wishes
- There is no business case for taking the Southern route into Cambridge. Much more sensible is the northern route which I support.
- There is no justification for diesel trains on any route and it is inconceivable that this could ever be allowed or considered at a time of environmental crisis.
- There seems local communities are not listened to. This is all one sided.
- There are too many potential, serious problems to describe here, all of which are glossed over in the consultation report.
- Totally inappropriate bringing line through Shelford
- We must keep challenging. The EWR scheme only causes loses for Gt.Shelford and other local villages and absolutely no gain.
- We need to ask a: is the line necessary at all and b: if is needed can we ensure that all routes between Cambourne and Cambridge are assessed fairly. I feel that the southern approach proposed by EWR is not the best route

- Where is the cohesive overview and strategic vision for the projected new transport links for Cambridge? To consider linking Bedford and Great Abington Park'n'Ride without integrated consideration of how Cambridge southern approaches are used by future generations appears short sighted. Now, in times of Covid and the current re-evaluation of economics that questions relentless growth, shouldn't the harm to our lived environment be properly calculated? We are A busway cutting through the Gog Magog Hills that fails to use existing transport corridors and bisect four significant roads is surely a waste of a brilliant opportunity. The Cambridge Nature Network has just delivered a report promoting improved zones for wildlife and people. We are part of Nature. We deserve better. Future generations deserve better. My belief? The Gog Magog Hills, from Babraham to the Addenbrookes boundary, Great Shelford to Fulbourn, should become a nature reserve with significant provision for recreational access to local people. Transport development should only be considered with that in mind, rather than the present contemplation of disintegration.
- While generally supportive of more eco-friendly rail, affordable rail services locally and nationally, there are many confusing and possibly conflicting transport initiatives in our area none of which seem to have been very well thought out nor consulted thoroughly upon. There is an arrogant assumption that there is already a preferred route which will be pushed through regardless at a time when there is much to concern me about the lack of a cohesive joined approach to local transport issues which will have detrimental impact for example on our environment and well used DNA pedestrian and cycle path. I am also fearful that our local train services will suffer for mainline priorities. I am concerned particularly about the impact of the extension to four tracks in an area of existing and proposed developments. I am sure that there will be many short and longer term unintended but important consequences such as loss of recreational and farm land and opportunist, speculative and unsustainable overdevelopment in our neighbourhood nor would I want to be party to suggesting anything which would be detrimental in any other community.
- Who is this really for? Surely there is not the demand to justify both the cost and the destruction of so much of our landscape/so many of our villages.
- Zero local benefits and environmentally damaging. No need for route to cut through vast swathes of green land. Oppose any housing development around Cambridge south station. Huge infrastructure projects such as this have no place on south Cambs we need local transport solutions and encouraging walking, cycling and sustainable transport

Positive

- Following the existing line through Cambridge South and along the Kings Cross route seems least disruptive and facilitates those in our area using the service from Cambridge South.
- I am broadly supportive of public transport above private car/road development. I don't know enough of the detail to comment on specifics, but I do think connecting into the new Addenbrookes station is sensible, particularly with the biomedical campus plans in this area. I'd be concerned about impact on individual householders and natural landscape, but not necessarily impact on commercial farmland. Re the DNA path, I think this could be an opportunity to widen the path and make it more accessible for disabled people and cargo/adapted bikes. It would be a shame to lose the artwork as it means a lot to me as my daughter has a rare genetic condition identified here in Cambridge. I would have hoped there would be means to have reinstatement of that funded in some way.

- I am in support of this project because of the climate crisis. We should be pivoting to electrified rail for both freight and public transport infrastructure.
- I do wonder if the most objections come from old people rather than those under 30 years. Having had to drive regularly to Oxford for professional reasons, always seemed logical to have a railway link.
- I feel like freight is something we all rely upon and need to get us our food, energy, products, etc, and it has to go somewhere. What are the alternatives? Pushing it to a different village/town where people don't complain as much (e.g. the residents don't know, or don't have the time/feel educated enough to properly fight it), or putting it through space with no villages/towns and having people complain about the green belt and countryside being ruined? If people want conveniences, it is important to recognise where they come from. If people are unhappy about this they need to consider where they put their money and what they invest in.
- I support the increased use of rail travel and rail freight as a necessary step to reducing road usage and carbon emissions. I am persuaded that the Southern route is the less impactful than the Northern alternative. No project of this type is without impact; that which we face in Great Shelford is limited.
- I think it is a wonderful idea, but doubt it will get built as there will be too many objections!
- I think the concerns that the parish council are overstated and the line will bring big benefits to the village and wider area. The alternative is even more polluting lorries and cars on our roads. I DO NOT SUPPORT THE PLEDGE OF FUNDS TO THE JUDICIAL REVIEW.
- I think those in Haslingfield/Harlton have much more right to be concerned, due to the new line coming through their villages, than we do in Great Shelford, where the changes will be minimal and where the benefit (due to being closer to Cambridge South station) is greater. I honestly think closing the level crossing at Hauxton/Little Shelford to motor vehicles would make both villages nicer, by directing through traffic down London Road, which is much more suitable. Anyone concerned about the artwork on the DNA path has not looked at it recently and seen how much it has degenerated over the last couple of years. I have views about detailed alignments, including suggesting the at-grade option with new lines to the west of the existing ones between Cambridge and Shepreth Branch Junction would be more suitable than a flyover/eastern tracks. I think we should be looking to this as an opportunity to ensure the work done enhances the environment around it (see the bluebells and cowslips now coming out on the embankment where Ad-denbrooke's road crosses the railway), and funds used to ensure public rights of way remain open, and are improved where necessary. The DNA path seriously needs widening and possibly better lighting and better crossings, and this might present the opportunity to get work done!
- I want a shift of freight to rail. My house shakes at night when the 40 tonne artics come through on the A1301 at night and there has been a big increase in them. Trains are getting quieter. When the 40 year old class 317s are retired at the end of this year through Shelford station the new trains will be quieter still. I am disappointed to see on the action website, an image used of a diesel Freightliner train, built in 1964, cut up for scrap years ago. Could we have the depiction of today's train please to represent the mode of operation in 2021? I would doubt anybody would notice the railways returning to the goods traffic they once carried for us through Great Shelford until the 1970s.
- Please do not become NIMBYs - this proposal is of national importance and good for the Cambridge area
- Stop this NIMBYism support an east-west rail link, but do try to mitigate disruption and gain all and every positive from such forward thinking

- The EWR plan is the only logical plan
- The national interest outweighs the local. The vast numbers of truck this will take off the road is far more important than local disruption