

GSPC East West Rail Consultation Survey Report

Online Survey Open 10-25th May 2021

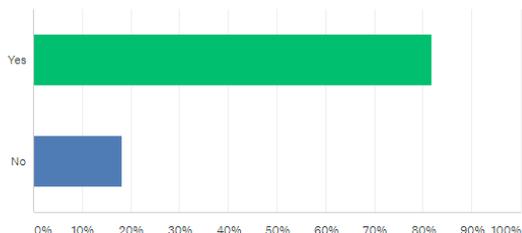
*Note, the symbol “~” denotes a percentage that has been rounded for simplicity.

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.

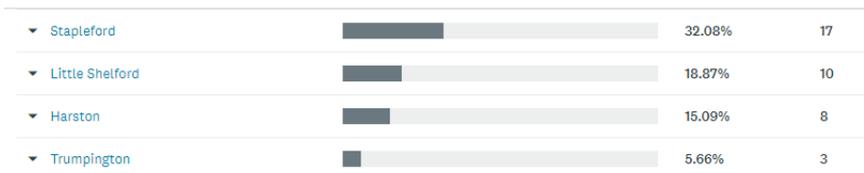
Do you live in the parish of Great Shelford?

Answered: 325 Skipped: 0



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

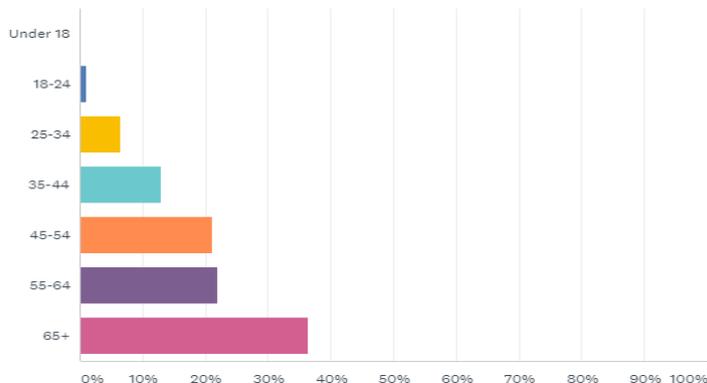
In what parish do you live?



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

Within what age range is your age?

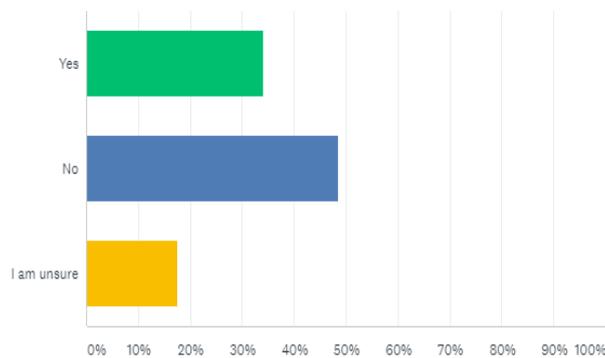
Answered: 292 Skipped: 33



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?

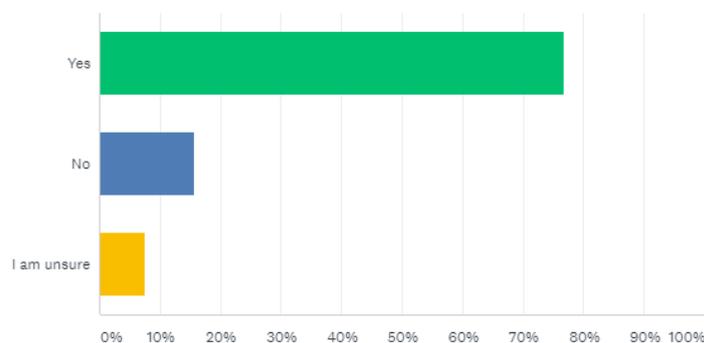
~48% of the responders answered the above question with a “No”, ~34% with a “Yes” and the remaining ~18% responding that they were “unsure”.



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”.

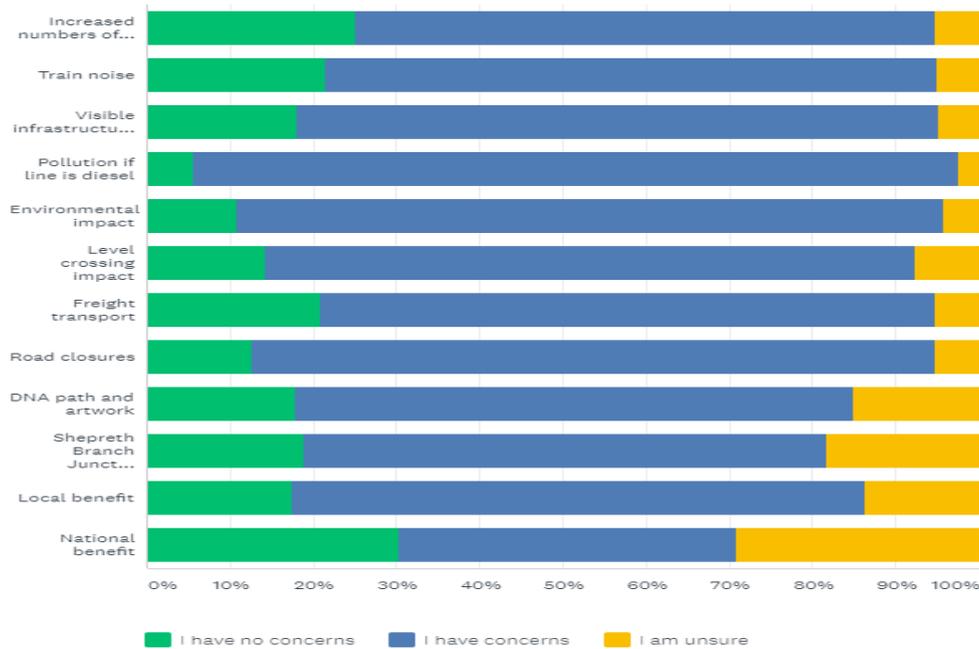


ANSWER CHOICES	RESPONSES
Yes	76.79% 225
No	15.70% 46
I am unsure	7.51% 22
TOTAL	293

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

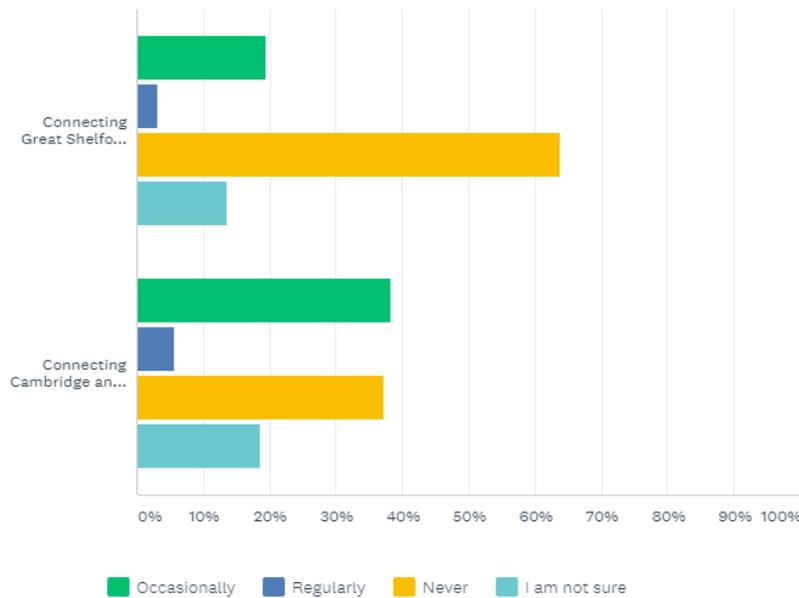
Question 4: Would you use the suggested route

- **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.

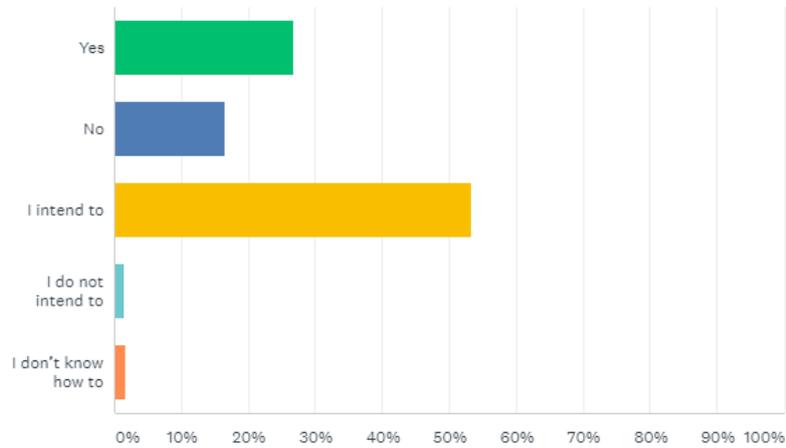
Opinion on the Cambridge and Oxford route was more divided, with both “Never” and “Occasionally” getting each getting ~38% of responses. Despite this, only ~6% considered it for regular use.



	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 then would connect the w, Cam rapidly connects
- I do not think it would improve Great Shelford and/or it's environs! I can only see landowners 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 peoples 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 its 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 coloboration. 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 its 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 rd 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 Roystone 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. rt
- 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.onmental
- 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 GtShelford 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 shortsighted. 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 addenbrookes 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