

# 2019 Bedford to Cambridge Route Option Consultation Public Feedback Report



**Opening Times**  
Mon 7 - 11pm  
Tues 7 - 11pm  
Wed 7 - 11pm  
Thurs 7 - 11pm  
Fri 4 - 12pm  
Sat 12 - 12pm  
Sun 12 - 10pm

**east  
west  
RAIL**

**Consultation  
event here  
today**

Consultation Venue in  
Potton, near Bedford

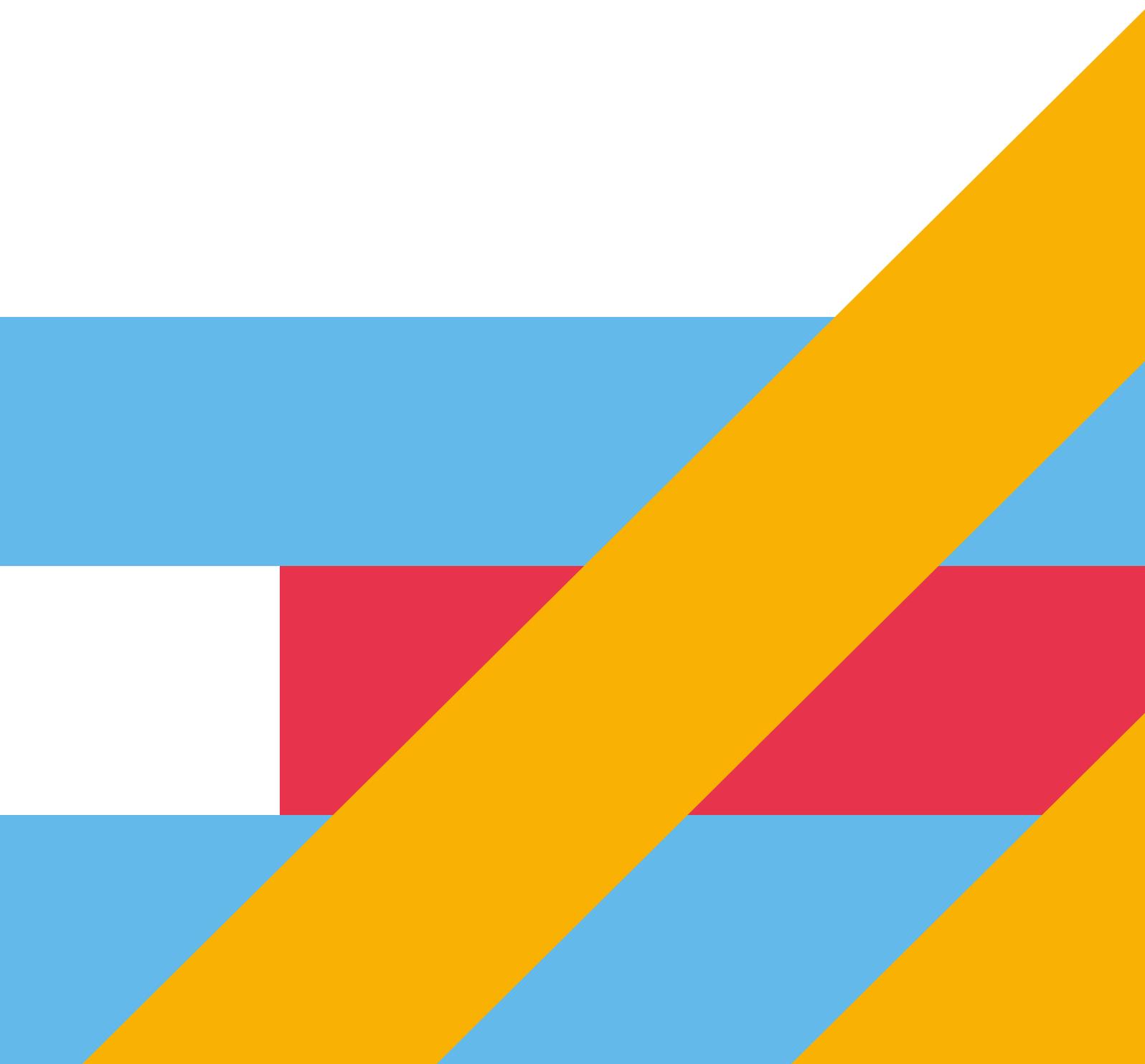
<b>01. Executive summary</b>	04 - 11
<b>1.1 Context</b>	05
<b>1.2 Proposals presented for consultation</b>	07
<b>1.3 How we consulted</b>	08
<b>1.4 Consultation response</b>	08
<b>1.5 Key findings</b>	10
<b>02. Background</b>	12 - 19
<b>2.1 East West Rail: an overview</b>	13
<b>2.2 A phased approach to delivery</b>	14
<b>2.3 Bedford to Cambridge: next steps</b>	15
<b>03. Planning for consultation</b>	20 - 23
<b>3.1 Developing a set of route options</b>	21
<b>3.2 Taking an early approach to consultation</b>	21
<b>04. What we consulted on</b>	24 - 27
<b>4.1 Our proposals</b>	25
<b>4.2 What we asked</b>	26
<b>4.3 Key consultation documents</b>	27
<b>05. Carrying out the consultation</b>	28 - 39
<b>5.1 Who we consulted</b>	29
<b>5.2 When did the consultation take place?</b>	31
<b>5.3 How did we build public awareness?</b>	31
<b>5.4 Making information available</b>	33
<b>5.5 Gathering feedback and answering questions</b>	37
<b>5.6 Did our approach to publicising the consultation work?</b>	38

<b>06. Consultation feedback volumes</b>	<b>40 - 45</b>
6.1 Feedback from the general public	41
6.2 Feedback from the public (interest groups)	42
6.3 Feedback from prescribed consultees	42
6.4 Feedback from Elected Representatives	42
6.5 Feedback from other groups	43
6.6 Petitions	43
6.7 Post consultation discussions	44
<b>07. Responses to consultation</b>	<b>46 - 77</b>
7.1 How we recorded feedback	47
7.2 How we categorised feedback	47
7.3 Overview of responses	50
7.4 Characteristics of respondents	50
7.5 Preferred route corridor	51
7.6 Main factors when choosing a route option	54
7.7 Route Option A	56
7.8 Route Option B	60
7.9 Route Option C	64
7.10 Route Option D	68
7.11 Route Option E	72
7.12 Approach into Cambridge	75
7.13 The Project	76
7.14 The Consultation	77

<b>08. Matters raised and our response</b>	78 - 81
<b>8.1 You spoke, we listened</b>	79
<b>8.2 Matters raised by the public</b>	80
<b>8.3 Matters raised by Prescribed Consultees, Elected Representatives and Other Groups and Organisations</b>	80
<b>09. Conclusion</b>	82 - 83



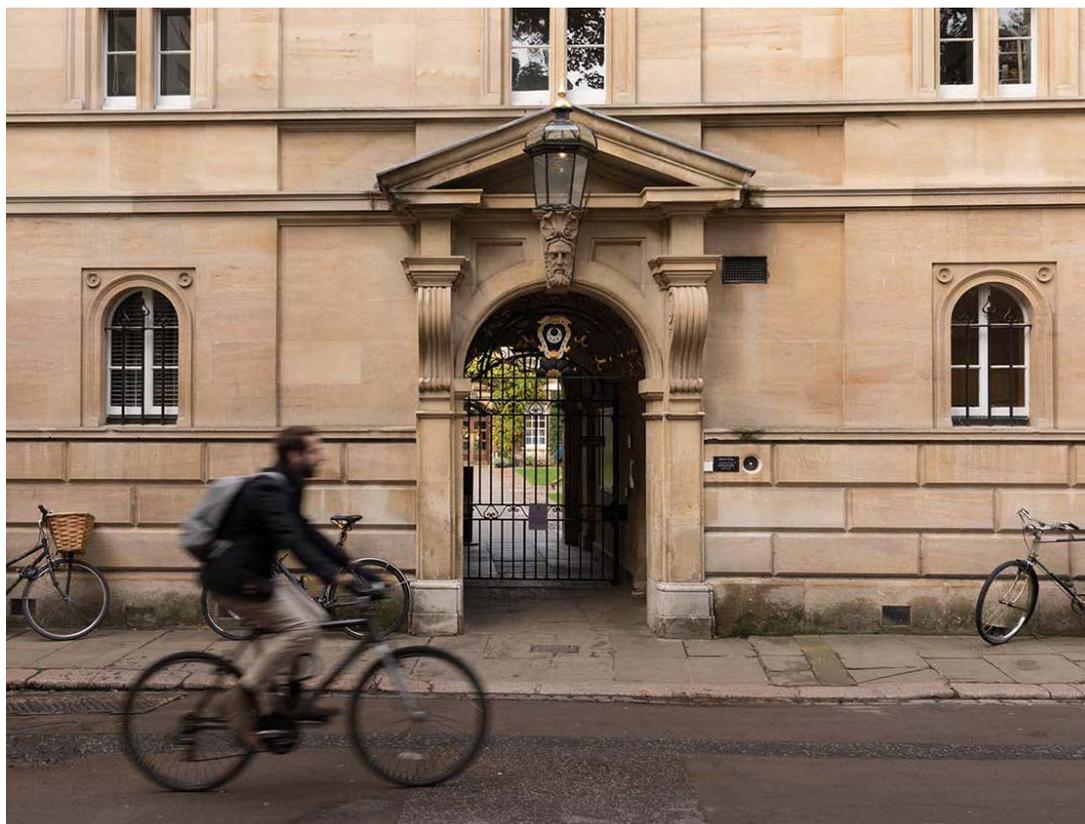
# 01. **Executive summary**



## 1.1 Context

**1.1.1** Between 28 January and 11 March 2019 East West Railway Company held an early-stage non-statutory consultation on our proposals to connect Bedford and Cambridge by rail as part of the wider East West Rail project.

**1.1.2** The main objective was to seek feedback from the public, prescribed consultees, elected representatives, and other organisations and interest groups so that we could consider their views as part of our decision making before announcing a preferred route option.



### 1.1.3 As part of the consultation we aimed to:

- Explain to the immediate and wider communities the benefits of East West Rail
- Seek views on the five route options that we developed between Bedford and Cambridge
- Explain our rationale for choosing these five options to take forward for consultation, and outline the work that was still to be done
- Seek early feedback and local knowledge that will allow us to further develop these route options
- Invite views on the approach of the new railway into Cambridge
- Supplement the ongoing technical engagement that is taking place with key stakeholders such as Local Authorities, Network Rail, the Department for Transport, and other relevant organisations
- Explain what we will be doing in the future

### 1.1.4 The feedback we received, in addition to further technical studies and engagement, is now being used to help identify a preferred route option. This feedback has also helped us to understand the most important issues for respondents, and we can now take these into account as part of our early design and development process. This Public Feedback Report documents how people responded to this consultation and how we are taking their feedback into account.

### 1.1.5 Once we have identified a preferred route option we will progress with the detailed design of specific route alignments, which will also be subject to further public consultation.

## Route corridors, options and alignments

**Route corridor:** a wide area (up to 15 kilometres) through which the railway could run. The preferred route corridor has been identified as running from Bedford to Cambridge via the area around Sandy.

**Route option:** a narrower area through which the line could run, although this could still be several kilometres wide in places.

**Route alignment:** the exact route on which the line would run.

## 1.2 Proposals presented for consultation

**1.2.1** During the early stage non-statutory consultation we asked for feedback about our five route options in addition to the broader route corridor, the project, and the approach into Cambridge.

**1.2.2** Each of the five route options sat within a defined route corridor from Bedford to Cambridge via the area around Sandy and had a range of different benefits, challenges and characteristics. The route options were all designed to address the following key questions:

- Where could we provide an interchange with the Midland Main Line?
- Where could we provide an interchange with the East Coast Main Line?
- What route option could East West Rail take through South Cambridgeshire, including where any potential additional stations might be located?

**1.2.3** The route options were shown indicatively on maps and covered an area up to several kilometres wide in some places. The number and locations of stations shown were also indicative. Acknowledging the uncertainty that this could bring, we highlighted that the exact alignment and station locations will be developed further once a preferred route option has been identified, and will be subject to further consultation.

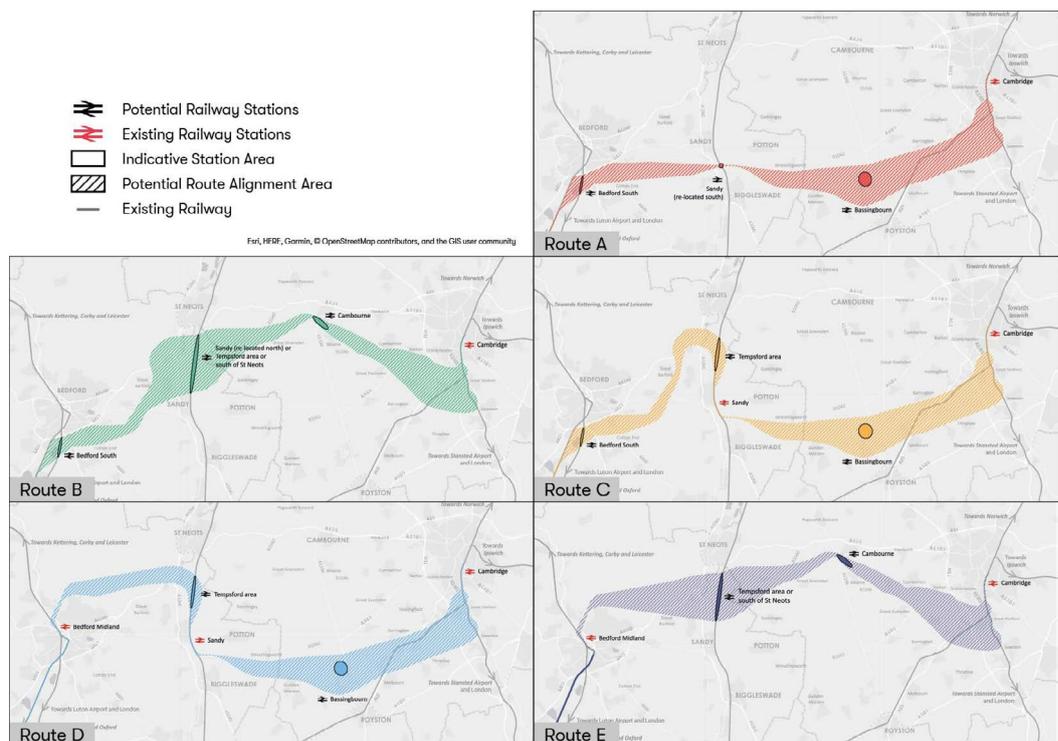


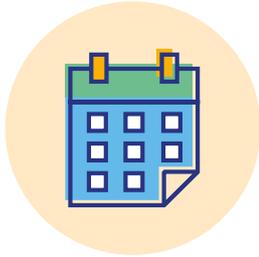
Figure 1.1: the five route options presented during the consultation

## 1.3 How we consulted

- 1.3.1** The consultation took place over a six week period from 28 January to 11 March 2019.
- 1.3.2** Information about the consultation and our route options were set out in a high-level consultation document and a more detailed technical report. Both of these documents could be downloaded from the East West Rail website or accessed at any of our eight consultation exhibitions or six deposit points.
- 1.3.3** Respondents were invited to provide their feedback by using our online feedback form or by completing a paper version, as well as by letter, online message or email.
- 1.3.4** The consultation was promoted through a range of channels to ensure the greatest possible awareness and participation, including advertising in local publications, sending out press releases and distributing more than 120,000 postcard notifications to those within a broad consultation zone.
- 1.3.5** All local authority councillors whose wards or divisions were impacted by the route options, as well as local MPs and all senior council officers, received letters inviting them to take part in a group briefing ahead of the consultation opening. We held two such briefings, one in Cambridge and one in Bedford. A supplementary briefing for MPs and their staff was held in Westminster.
- 1.3.6** Parish councillors also received letters, and were invited to take part in telephone conferences and group meetings. We held two such telephone conferences, and six group briefings in total. We also held a dedicated briefing event for a group of key stakeholders with a known interest in the project.
- 1.3.7** During the consultation we could be contacted via telephone, email and online contact form.

## 1.4 Consultation response

- 1.4.1** We received a significant response to the consultation with more than 3,500 people attending our events and almost 7,000 pieces of feedback received. The consultation attracted feedback from a variety of people and groups including local residents, prescribed consultees, business owners, elected representatives, campaign and interest groups, landowners and commuters.



**42**

Number of days the consultation was open



**120,000+**

Number of households who received a postcard notification



**24,000+**

Visits to the East West Rail website during consultation



**3,500+**

Number of people who attended our 8 consultation events



**6,988**

Number of consultation responses received

## 1.5 Key findings

- 1.5.1** Due to the high volume of feedback and variety of towns, cities and landscapes that our route options cover, many different views were expressed during the consultation covering a broad range of topics.
- 1.5.2** These topics ranged from preferred or alternative route options through to preferences for station locations, areas which we should avoid, and comments about the project more broadly.
- 1.5.3** Every piece of feedback received during consultation was reviewed by our team. Through this we were able to identify key areas of preference and concern which were taken into account as part of the preferred route option selection process. These include but are not limited to:
- Route options via Cambourne (Route Options B and E) were generally favoured more than route options which travelled via Bassingbourn (Route Options A, C and D)
  - People's views were split evenly when asked whether we should approach Cambridge from the south
  - There was a general preference to keep Sandy station in its current location
  - There was a general preference for services to travel via the existing Bedford Midland station, rather than via a new Bedford South station
  - Southerly route options through South Cambridgeshire (route options A, C and D) generated notable levels of concern due to potential impacts to ancient woodland, Wimpole Hall, Sandy RSPB, and Biggleswade Common
  - Concern was expressed about the potential for each route option to cause damage or loss to ancient woodland, and ancient and veteran trees
  - Questions were asked about why a route option which approached Cambridge from the north was not presented as one of the five short-listed route options
- 1.5.4** A more extensive summary of these comments is found in section 7 of this report with our responses to the matters raised presented in section 8.



---

Ornate Railings outside  
the Cambridge Museum

---

02.

# Background



### 2.1 East West Rail: an overview

- 2.1.1** East West Rail is a proposed rail project which could connect Oxford and Cambridge by rail, linking with Bicester, Bletchley, Milton Keynes, Bedford and many other communities in between.
- 2.1.2** It could also benefit people by enabling quicker journeys to places further afield, including places east of Cambridge, and join up with existing north-south rail lines. Connecting this area would help drive economic growth by unlocking opportunities for jobs, new homes and tourism.
- 2.1.3** If East West Rail is completed it will not be the first time that the two cities of Oxford and Cambridge have been connected by rail. The Varsity Line ran between the two cities for over 100 years after opening in 1851.
- 2.1.4** However, following a significant improvement of services into London, traffic on the route fell and scheduled passenger services were withdrawn from the Bedford-Cambridge and Oxford-Bletchley sections at the end of 1967.
- 2.1.5** Shortly after the Bedford-Cambridge section was formally severed, with parts of the Oxford-Bletchley section remaining open for freight and intermittent passenger services diverted from other routes. Only the section between Bletchley and Bedford remained fully operational during this period.
- 2.1.6** The late 1980s and early 1990s saw mixed fortunes for the remainder of the line. In 1987 an infrequent passenger service was reintroduced between Oxford and Bicester Town (now Bicester Village). However, in 1993 the Bicester-Bletchley section was formally closed.
- 2.1.7** Proposals for a new joined-up East West Rail line began to gain momentum in the 2000s led by the East West Rail Consortium – a group of local authorities and businesses who had all long advocated for reconnecting the area by rail.
- 2.1.8** The project received government support to explore and build the case for the project in 2011 and was included in the rail industry’s five-year investment programme in 2012, with work starting soon after on an upgrade between Oxford and Bicester.
- 2.1.9** This work was completed in 2016 and in late-2017 the government established East West Railway Company Limited (EWR Co) to oversee development of the next phase of the scheme.

## 2.2 A phased approach to delivery

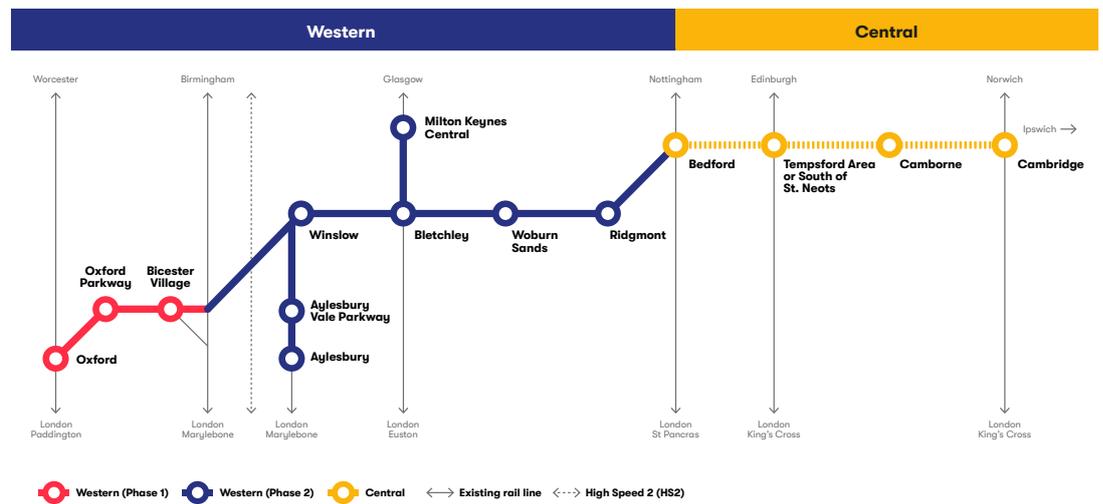


Figure 2.2: a schematic map of the East West Rail project

**2.2.1** One of our main priorities at EWR Co is to develop East West Rail so that people can benefit from new services, improved connections and greater opportunities as soon as possible. To achieve this East West Rail is being delivered in phases across two sections.

**2.2.2** The section between Oxford and Bedford (often called the Western Section) involves reinstating and upgrading railway lines which have been out of use since the previous line stopped operating. This section will bring faster journey times and lower transport costs, while easing pressure on local roads.

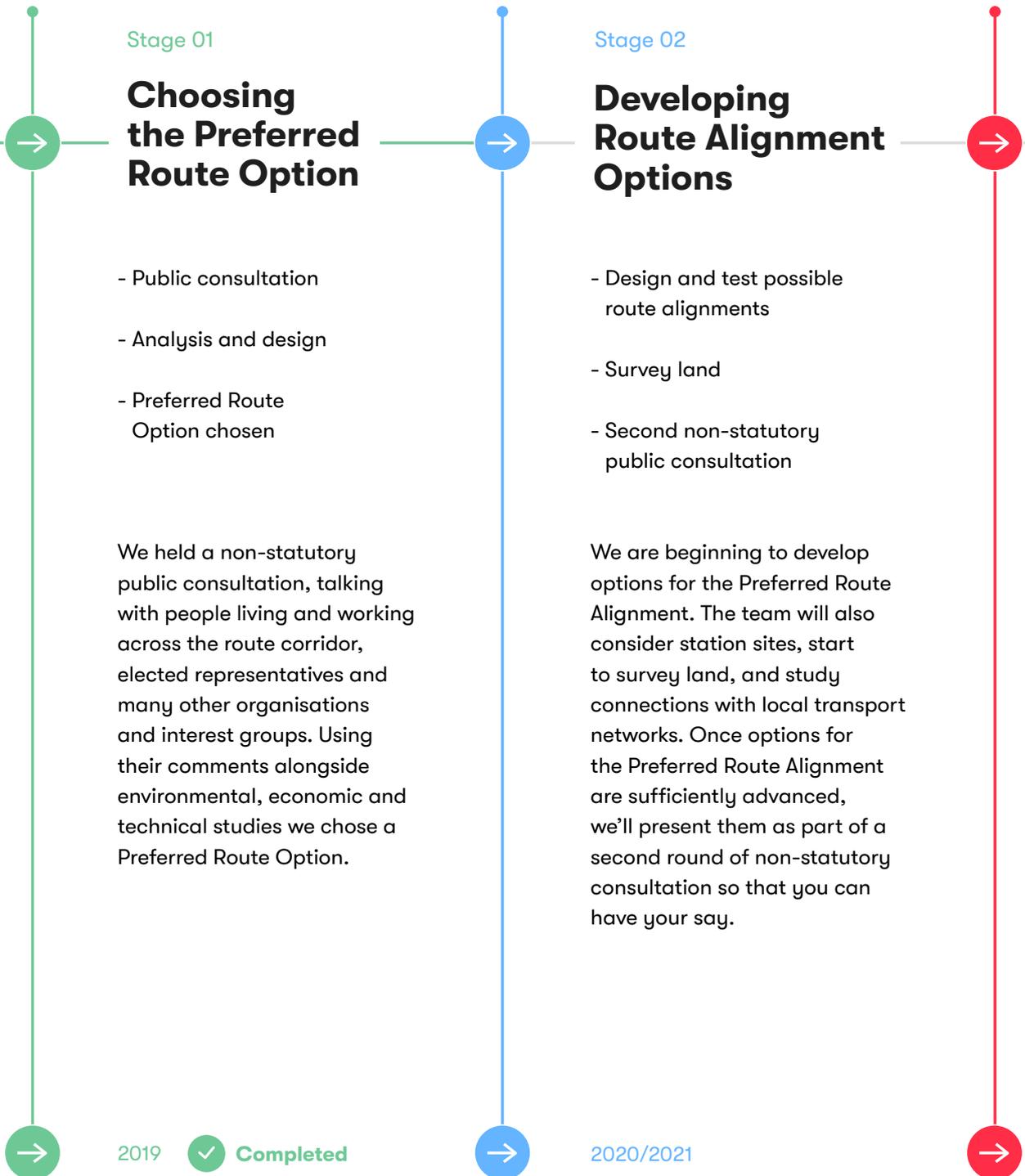
**2.2.3** Work on this section has been split into two phases:

- **Phase 1** between Oxford and Bicester was completed in 2016 and was delivered by Network Rail, Chiltern Railways, and local companies Carillion and Buckingham Group
- **Phase 2** between Bicester and Bedford is expected to enter construction following government approval of an order under the Transport and Works Act 1992, and following final approval of the business case, due later this year. These works will be delivered by the East West Rail Alliance which was formed in 2015 by Network Rail

- 2.2.4** This approach will see services being phased in over several years, with services between Oxford and Bicester already operating through Chiltern Railways. We expect that the first of the Phase 2 services will be introduced during 2024.
- 2.2.5** The remaining section between Bedford and Cambridge (referred to as the Central Section) was the focus of this consultation. Unlike the section between Oxford and Bedford much of the old rail line in this section has been built over or is located far away from current or possible future major settlements. This means we would need to build a completely new railway line, along with some new stations.
- 2.2.6** Planning for this section is in its early stages. Completion of this section would mean that passengers will be able to travel between Oxford and Cambridge and multiple destinations in between, connecting into existing north-south rail lines.

### **2.3 Bedford to Cambridge: next steps**

- 2.3.1** Following the completion of the early-stage non-statutory consultation we plan to announce our preferred route option, and after this we will carry out further analysis and investigations to help us design the project in more detail.
- 2.3.2** We plan to consult again when we will ask you to share your views on potential alignments within our preferred route option so that we can again take them into account as we continue to refine the scheme. This consultation will include a greater level of detail than the early-stage 2019 non-statutory consultation, including more in-depth maps and planning documents.



The project will move through a number of development stages and approvals before we start constructing your new railway. At every step, we hope you and your community will get involved and talk to us so we can deliver the right connections for you.

We are always looking for ways to accelerate your new railway. The dates below are included as a guide. As the team progress with designing and planning the railway we'll know more about how long the different stages will take. We promise to be realistic about the timings and will share new dates with you if the programme changes.



- 2.3.3** Following this a preferred route alignment will be selected before making an application for a Development Consent Order (DCO) under the Planning Act 2008 ('2008 Act'). This will be a statutory consultation, carried out on the basis prescribed by Chapter 2 of the 2008 Act.
- 2.3.4** When planning our approach to consultation we assumed that the section of East West Rail between Bedford and Cambridge would be designated under the 2008 Act as a Nationally Significant Infrastructure Project (NSIP) which will enable us to apply for a DCO. An NSIP is a project that supports the national economy and vital services. This was confirmed on 29 August 2019 when the Secretary of State for Transport decided under section 35 of the 2008 Act that the section between Bedford and Cambridge should be treated as a project requiring a DCO.
- 2.3.5** The DCO application will be made to the Secretary of State for Transport who will then ask a panel of inspectors, known as an examining authority, to examine the application. The examination will include opportunities for written representations to be made and is likely to include public hearings. Following the examination the examining authority will make a recommendation to the Secretary of State for Transport who will decide whether the project will go ahead. If approved we expect to start construction in 2023/24.



The Meeting sculpture by John Mills, outside the Harpur Centre, Bedford



---

Historical buildings in  
Cambridge

---

03.

# Planning for consultation



## 3.1 Developing a set of route options

- 3.1.1** In 2018 we began developing a set of route options between Bedford and Cambridge by undertaking a route option shortlisting process.
- 3.1.2** This built on the work previously undertaken by Network Rail and the Department for Transport who after exploring 20 route corridors found that the optimal route corridor went through the broad area around Sandy.
- 3.1.3** From this it was clear that we were faced with three main practical considerations:
1. How do we provide an interchange with the Midland Main Line at Bedford?
  2. How do we provide an interchange with the East Coast Main Line?
  3. Where should the route go through South Cambridgeshire?
- 3.1.4** Given these considerations we developed a range of potential route options and assessed them against a wide range of factors. These included:
- Transport user benefits – the potential benefits from improved journey times, lower fares and less road congestion
  - Supporting economic growth
  - Supporting the delivery of new homes, including serving areas with land that could be developed
  - Capital and operating costs and overall affordability
  - Environmental impacts and opportunities
- 3.1.5** Five route options were then shortlisted based on how strongly they performed against the assessment criteria which we then took to the public and asked for their feedback.

## 3.2 Taking an early approach to consultation

- 3.2.1** As a proposed designed to connect communities and bring people closer to jobs, education and leisure, it was important for us to understand what people thought about our route options before choosing a preferred route option.

- 3.2.2** While there was no legal requirement to seek public feedback this early in the project we believed this was a crucial and necessary step to raise awareness and understanding about East West Rail. It would also help us to develop a two-way dialogue with our local communities and consultees by understanding the issues that are important to them.
- 3.2.3** At this stage of the project it was appropriate for us to undertake a non-statutory consultation to gather these views. This differs from a statutory consultation, which has a strict set of formal requirements, and forms part of the DCO application process.
- 3.2.4** We decided that to ensure it was carried out fairly this consultation should, where appropriate, mirror the requirements of a statutory consultation. But rather than apply the full requirements of a statutory consultation we took a proportionate approach to consulting individuals and bodies who we believed would take an active interest and may wish to give feedback on the project, having regard to its early stage of development.
- 3.2.5** We developed this approach using industry best-practice methods, based on experience from other NSIP consultations and using advice published by the Planning Inspectorate and guidance published by the then Department for Communities and Local Government.



Bedford Market

04.

# What we consulted on



## 4.1 Our proposals

4.1.1 During the consultation we presented five route options, each of which connected Bedford and Cambridge via the broad area around Sandy.

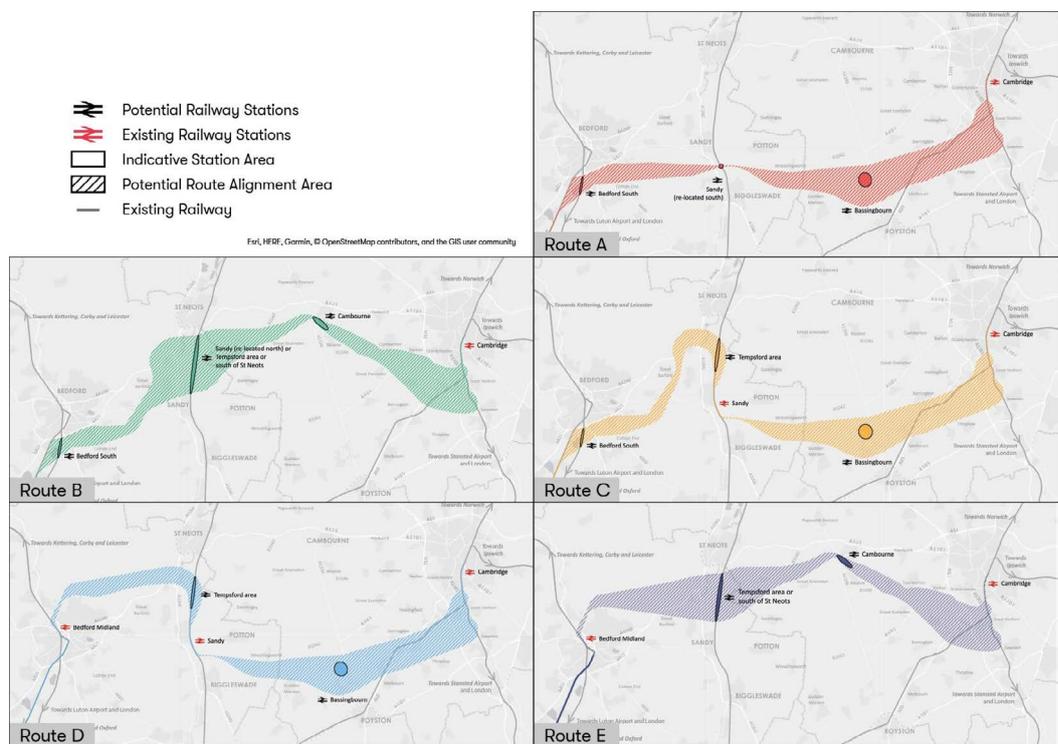


Figure 4.1: the five route options we consulted on

4.1.2 Our materials included a description of, and a range of details about, each route option. These included potential journey times, interchanges with existing services, potential costs, challenges for construction and potential environmental impacts among other considerations based on information available at that time.

## 4.2 What we asked

### 4.2.1 During the consultation we asked for people’s views on:

- What they thought about the route corridor through which all of the five route options were located
- How they thought each of the route options performed against each of our key criteria
- What their views were on the challenges and opportunities associated with each route option
- Whether we were right to focus on options approaching Cambridge from the south
- What people thought about the overall approach we had taken to developing route options and their general feedback about the project

### 4.2.2 Prompts for these issues were set out in a feedback form, see Figure 4.2.



Figure 4.2: the feedback form used during the consultation

- 4.2.3** For those wishing to write longer responses or who did not want to fill out a feedback form, freeform responses were welcomed through a range of other feedback channels, as outlined in paragraph 5.5.1.

### 4.3 Key consultation documents

- 4.3.1** It was important to us that people were able to understand the challenges, benefits, and general approach behind each of our route options in a way that made sense to them.
- 4.3.2** A 23-page consultation document was the principal tool used for providing information about the consultation and our route options. The consultation document included high level information about the project, our role, the consultation process, and the route options, and directed readers to the various feedback channels.
- 4.3.3** In addition to the consultation document we provided a technical report which provided a greater level of detail about our route option selection process.
- 4.3.4** These documents were available both to inspect physically at deposit points and online. They were also available in large or alternative formats on request.



Figure 4.3: the front pages of the Consultation Document and Technical Reports

05.

# Carrying out the consultation



## 5.1 Who we consulted

**5.1.1** The consultation was open to anyone who had a view about our proposals with a particular focus on:

- The public
- Prescribed Consultees
- Elected representatives
- Other organisations and interest groups

**5.1.2** A description of our engagement approach for each of these groups is presented below.

### The public

**5.1.3** Before carrying out the consultation we identified a zone which contained the most likely area of potential benefit and impacts for the section between Bedford and Cambridge and which included those who were most likely to be affected, or were likely to have the most interest in the project.

**5.1.4** This zone extended from Bedford through to Cambridge and captured the entirety of the area where the route options were based. Work was undertaken to try to avoid including only sections of towns and communities: and where in doubt the zone was extended on a precautionary basis.

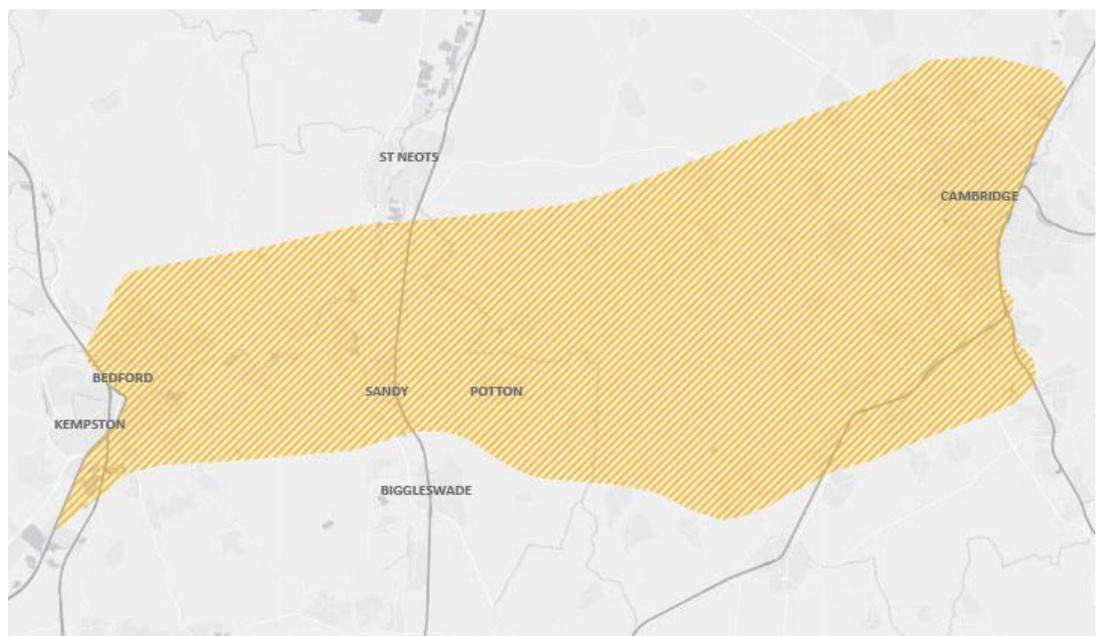


Figure 5.1: the broad immediate consultation zone

- 5.1.5** People located within this zone were targeted with a range of communications activities to alert them to the consultation including a mass postcard mail out.
- 5.1.6** Recognising that people outside this zone may also have an interest in the consultation we used a range of further activities to promote the consultation, including advertising and issuing press releases to local and national publications. These activities are described in further detail in section 5.3 of this document.

### **Prescribed consultees**

- 5.1.7** Although this phase of consultation was non-statutory we believed it was helpful to contact and involve known prescribed consultees who would likely be engaged at a future statutory consultation, such as local authorities, parish councils and national environmental, historical and ecological bodies, and whose feedback would be helpful to shape the project at its current stage.
- 5.1.8** Prescribed consultees for the purpose of the early-stage non-statutory consultation were drawn from the list of consultees set out in the first schedule of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.
- 5.1.9** These bodies were all sent a letter at the launch of the consultation which included information about how to get involved. Various meetings were also held with statutory bodies to brief them on our proposals and seek their views.
- 5.1.10** A full list of bodies who were sent an invitation letter is available in Appendix 1a with a copy of the letter found in Appendix 1b.

### **Elected representatives**

- 5.1.11** Elected representatives for constituencies, county divisions, district/borough wards or communities within the route corridor, along with local authority representatives, were written to and asked to participate in the consultation. This included:
- Members of Parliament (MP)
  - County and District Councillors
  - Parish and Town Councillors
- 5.1.12** A full list of these representatives and the invitation letter is available in Appendix 2a, a copy of the letter is also in Appendix 2b.

- 5.1.13** Various meetings were also held with elected representatives in the lead-up to and during the consultation.

### **Other organisations and interest groups**

- 5.1.14** In advance of the consultation we identified a list of other groups and organisations with a potential interest in the project.
- 5.1.15** This included groups representing people in traditionally hard-to-reach groups such as those with disabilities as well as interest groups such as community associations and transport groups. This was informed by discussions with local authorities. These groups were written to as part of the consultation.
- 5.1.16** A list of other groups and organisations invited to participate in the consultation, along with the invitation letter, is available in Appendices 3a and 3b.

## **5.2 When did the consultation take place?**

- 5.2.1** The consultation ran for a six week period from 28 January 2019 to 11 March 2019. This period was chosen to avoid main school holidays and offer people the greatest possible opportunity to participate. This period also exceeds the minimum duration specified for a statutory consultation under the 2008 Act.

## **5.3 How did we build public awareness?**

- 5.3.1** It was important that stakeholders and the wider public were not only aware of the consultation but also knew how and where to take part. To ensure this we undertook a range of promotional activities to alert people to the consultation. These activities are set out on the following pages:

East West Railway  
Company CEO Simon  
Blanchflower CBE  
speaking to the BBC at  
a consultation event



**Postcard sent to consultation zone**

**5.3.2** At the launch of consultation we sent postcards to more than 120,000 households in the consultation zone (as shown in Figure 5.3) alerting people to the consultation, directing them to reference materials, and highlighting consultation event locations. A copy of this postcard is presented below in Figure 5.3 and available in full in Appendix 5.



Figure 5.2: the consultation postcard

**Media advertising**

**5.3.3** We placed advertisements in key local publications which provided a brief overview of the project and the dates of consultation exhibitions. These publications were:

- Hunts Post – 6 February 2019
- Cambridge News – 6 February 2019
- Bedford Times & Citizen – 7 February 2019
- Biggleswade Chronicle – 8 February 2019

**5.3.4** Copies of these advertisements are available in Appendix 6.

**Bedford to Cambridge Route Option Consultation**  
28 January - 11 March

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

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

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

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

Website: [eastwestrail.co.uk/haveyoursay](http://eastwestrail.co.uk/haveyoursay)  
 Email: [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk)  
 Write to us: **Freepost EAST WEST RAIL**  
 Phone: **0330 1340067**

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

Figure 5.3: an example of advertisements used during the consultation

**Media releases**

**5.3.5** In addition to placing advertisements we issued press releases to a broader range of local, national and industry publications. The press releases and a list of the publications to which they were sent are available in Appendices 7a and 7b.

**5.4 Making information available**

**5.4.1** To ensure the consultation was inclusive and open to all we used a multi-channel approach to making information available. This provided people with the greatest possible opportunity to access project information and members of the team. These channels are set out on the following pages.

## East West Rail Website

- 5.4.2 The East West Rail website ([www.eastwestrail.co.uk](http://www.eastwestrail.co.uk)) which was launched in December 2018 was updated at the launch of the non-statutory consultation with a dedicated consultation page: [www.eastwestrail.co.uk/haveyoursay](http://www.eastwestrail.co.uk/haveyoursay).

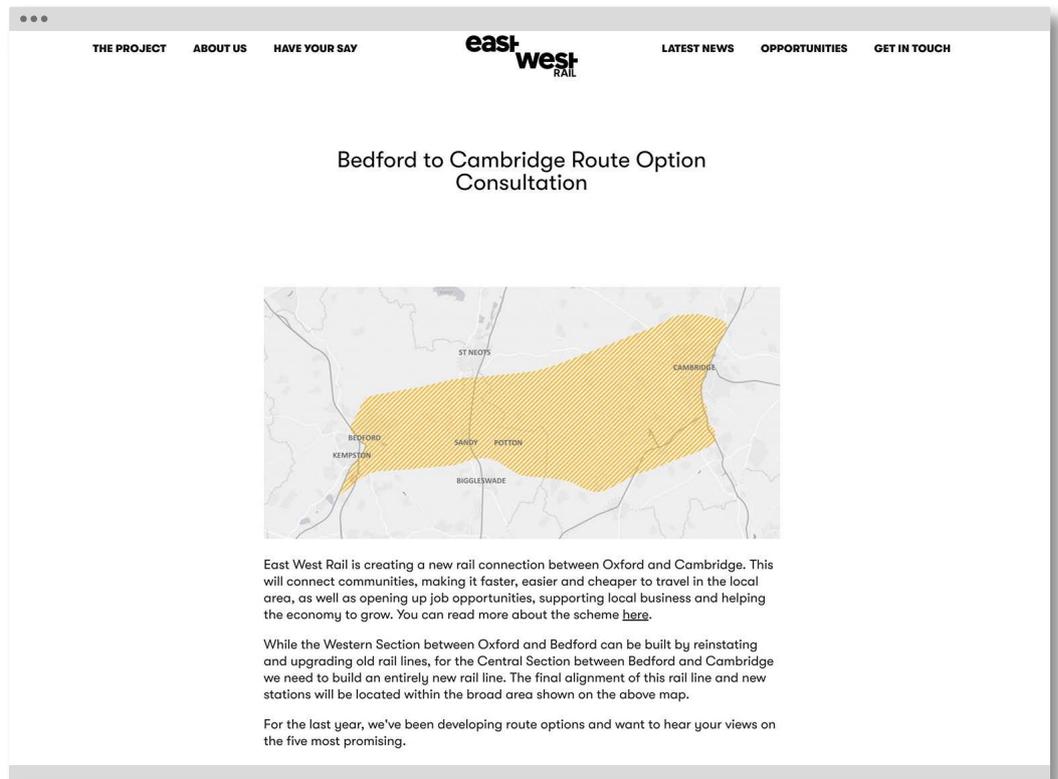
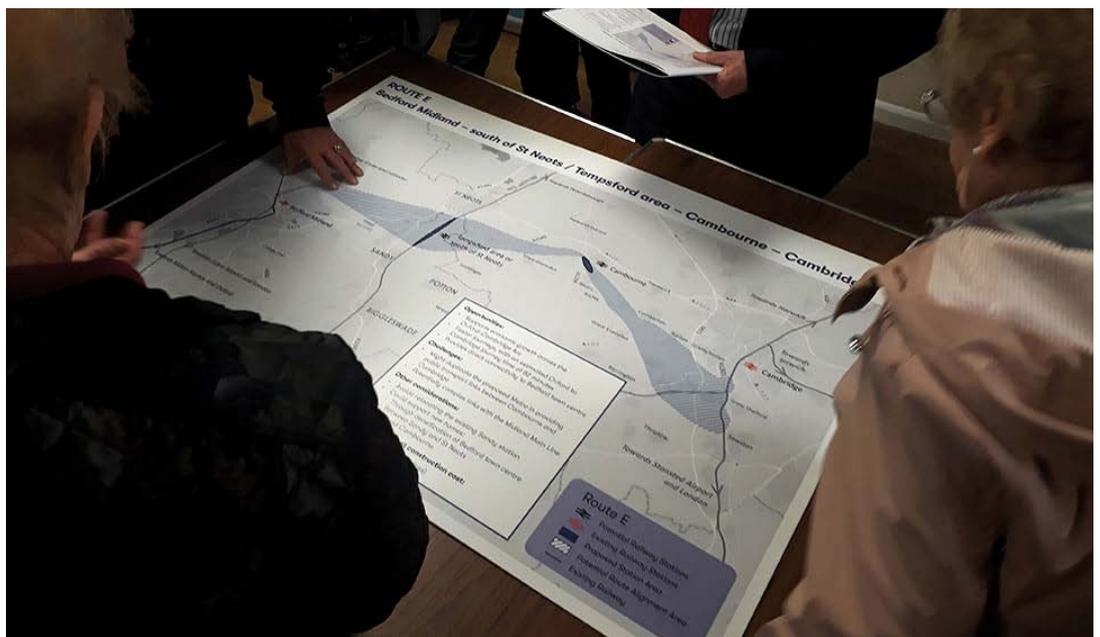


Figure 5.4: the East West Rail 'Have Your Say' consultation landing page during the consultation

- 5.4.3 All key documents were available to download from the consultation page and people were encouraged to use the feedback form on the consultation page to provide their views.
- 5.4.4 The East West Rail website received more than 24,000 visits during the consultation, highlighting its importance as a key information channel.
- 5.4.5 A sample of the East West Rail website is available in Appendix 7.

### Public exhibitions

- 5.4.6** During the consultation we held eight public exhibitions where members of the public could view our proposals, talk to project team representatives, and get guidance on completing feedback forms.
- 5.4.7** These exhibitions proved valuable for our team, attracting more than 3,500 attendees and offering people the opportunity to tell us their views in person and ask any questions.
- 5.4.8** Venues were chosen based on their proximity to the route options as well as their suitability as a community facility, disabled access and availability.
- 5.4.9** To maximise participation the exhibitions were held on different days and times, including Saturdays. The programme of exhibitions also started a week and a half after the launch of the consultation to give people sufficient notice and time to consider any questions they may have had.
- 5.4.10** Each exhibition included nine display panels providing attendees with an overview of the scheme, EWR Co and the consultation. Larger maps of the route options were also positioned in the centre of the room for people to view. A sample copy of these materials is available in Appendix 8.
- 5.4.11** Physical copies of the consultation document, technical report and feedback form were also made available at the exhibitions.



Participants reviewing plans during the consultation phase

## 05. Carrying out the consultation

Figure 5.1: list of events and their location, time and recorded attendance

Date	Time	Venue	Attendance
Monday 11 February	3.30 – 7.30pm	St Neots, The Priory Centre, Priory Lane, St Neots PE19 2BH	432
Friday 15 February	3.30 – 7.30pm	Bedford, Scott Hall, Barford Avenue, Bedford MK42 0DS	469
Saturday 16 February	10.00am - 2.00pm	Bassingbourn, Bassingbourn Community Primary School, Brook Road, Bassingbourn SG8 5NP	457
Tuesday 19 February	3.30 – 7.30pm	Potton, Potton & District Club, 34 Station Road, Potton, Sandy SG19 2PZ	514
Friday 22 February	3.30 – 7.30pm	Cambridge, The University Centre, Granta Place, Cambridge CB2 1RU	298
Tuesday 26 February	2.00pm to 6.00pm	Orwell, Orwell Village Hall, 32-66 High Street, Orwell, Royston SG8 5QN	503
Friday 1 March	3.30 – 7.30pm	Sandy, Sandy Village Hall, Medusa Way, Sandy SG19 1BN	553
Saturday 2 March	10.00am - 2.00pm	Cambourne, Cambridge Belfry, Back Lane, Cambourne, Cambridge CB23 6BW	297
<b>Total</b>			<b>3,523</b>

**5.4.12** While feedback varied about each of the route options, people who came to the public exhibitions broadly welcomed the opportunity to attend events and find out more.

**5.4.13** Responding to feedback received verbally during the first two consultation events, which indicated more signposting would be useful to some people, we produced a new set of maps. The new maps, which included a greater level of signposting, were used from the third event onward, and were made available online immediately, and were generally received more positively than the initial maps.

### Deposit points

**5.4.14** Recognising that some people may want to access physical copies of our consultation materials, copies of the consultation document and technical report were initially left at five deposit points across the consultation area at the beginning of consultation:

- Bedford Borough Council, Borough Hall, Cauldwell Street, Bedford MK42 9AP
- Cambridge City Council, Mandela House, 4 Regent Street, Cambridge CB2 1BY
- South Cambridgeshire Council, Cambourne Business Park, Cambourne, Cambridge CB23 6EA
- Huntingdonshire District Council, St Mary's Street, Huntingdon PE29 3TN
- Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ

**5.4.15** Following a request from a member of the public, reference copies of the consultation document and technical document were also sent to St Neots Town Council, Council Offices, Priory Lane, St Neots, Cambridgeshire PE19 2BH.

## 5.5 Gathering feedback and answering questions

### Gathering feedback

**5.5.1** During consultation we invited the public to provide us with their feedback through a range of channels:

- By completing and submitting an online feedback form on the East West Rail website
- By downloading the feedback form on the East West Rail website, completing it and sending via email address or Freepost
- By obtaining a feedback form at public exhibitions and returning them in person, by email or by Freepost
- By providing feedback on the East West Rail website using the Online Contact Form or by email to [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk)
- By writing to the Freepost address at Freepost EAST WEST RAIL

### Answering questions

- 5.5.2** To help with general questions about the project and consultation we encouraged people to get in touch using all of our enquiry channels, including telephone, email, online contact form and letters, which continue to remain open even after the conclusion of the formal consultation period.

## 5.6 Did our approach to publicising the consultation work?

- 5.6.1** During the consultation we received high volumes of feedback and general interest:

- More than 3,500 people attended our eight exhibitions
- 140 known pieces of media coverage across online, print and broadcast platforms at local, regional and national levels
- Over 24,000 visitors to the East West Rail website
- 6,988 pieces of consultation feedback received

- 5.6.2** This level of interest, combined with the level of in-depth feedback received, indicates that people were not only aware of the consultation, but also well informed about the proposals. Responses were received not only from the main consultation area but from further afield as shown on the map opposite. This suggests that our approach to publicising the consultation and making information available was a success.

- 5.6.3** The feedback received has been particularly helpful in ensuring additional detail and local knowledge has been gained about each of the route options, as well as the project in general and the selection of a route into Cambridge. Useful matters have been raised which will be kept under consideration and will feed into the continued development of the scheme.

- 5.6.4** The feedback shows how meaningful, purposeful and informative the consultation has been. Local knowledge and experience, together with related expertise, will help inform the choice of preferred route. We recognise and appreciate the contribution made by everyone involved in the consultation.



Figure 5.5: locations of respondents who provided a postcode in their consultation response

06.

# Consultation feedback volumes



## 6.1 Consultation feedback volumes

- 6.1.1** During the consultation we received a high level of interest which corresponded with 7,204 pieces of feedback being received.
- 6.1.2** Of this, 216 pieces of feedback were from people asking broad project-related questions or making comments unrelated to the consultation – such as questions about our procurement processes. These types of enquiries have not been recorded as consultation feedback for the purposes of this report, but will be given appropriate consideration at relevant stages as the project progresses.
- 6.1.3** 39 pieces of feedback were also received after the consultation closed. However, all of these have been included as feedback.
- 6.1.4** The resulting 6,988 pieces of feedback have been broken down by stakeholder group and how the feedback was received and provided in Table [6.1]:

Group	Contact form	Letter	Email	Feedback form	Totals
<b>The Public</b>					
General Public	136	15	159	3,043	3,355
Interest Groups	0	58	3,370	0	3,428
<b>Prescribed consultees (Groups identified Under Section 42 of the 2008 Act)</b>					
Parish and Town Councils	1	5	23	17	46
Local Authorities	0	0	10	0	10
Other prescribed consultees	0	0	9	0	9
<b>Elected Representatives</b>					
Elected Representatives	0	0	19	32	51
<b>Other Groups</b>					
Various	0	4	51	34	89
<b>Total</b>	<b>139</b>	<b>82</b>	<b>3,641</b>	<b>3,126</b>	<b>6,988</b>

Table 6.1: a breakdown of all feedback received by stakeholder group and contact method

## 6.2 Feedback from the general public

- 6.2.1 During the consultation we received 6,783 pieces of feedback from the public. Of these, 3,529 people provided feedback by email, the most popular method.
- 6.2.2 The second most popular way to provide feedback was via a feedback form, completed either online or in print – 3,043 people used this method.
- 6.2.3 A full and detailed analysis of the aggregated feedback can be found in section 7. This analysis collates all public responses and representations made by interest groups, prescribed consultees, elected representatives and other groups. Full transcripts of feedback from prescribed consultees is included in appendix 10.

## 6.3 Feedback from the general public (interest groups)

- 6.3.1 In public consultations, members of interest groups will often submit multiple pieces of identical or near identical feedback. During this consultation we identified two such sets, created from templates circulated by interest groups. This accounted for 3,428 public responses:
  - **The Woodland Trust:** 3,357 responses were received via email of which 2,020 were using standard text and 1,337 used semi-standard text while containing additional unique comments
  - **CamBedRailRoad:** 71 responses were received: 58 letters and 13 emails

## 6.4 Feedback from prescribed consultees

- 6.4.1 65 feedback responses were received from stakeholders who would be potential prescribed consultees once the project reaches statutory consultation stage in the lead-up to DCO application:
  - Parish and Town Councils 46
  - District and County Councils 10
  - Other prescribed statutory consultees 9

**6.4.2** Full responses from these consultees is provided in Appendix 10.

## 6.5 Feedback from Elected Representatives

**6.5.1** We received 51 pieces of feedback from elected representatives.

### Feedback from other groups

**6.5.2** We received 89 responses from groups and organisations not prescribed under Section 42 of the 2008 Act.

## 6.6 Petitions

**6.6.1** We are aware of three petitions which were circulated during the consultation. The petitions are not counted as formal feedback. However, we have noted the content and are happy to acknowledge them.

**Connect St Neots to Cambridge by rail** | via 38degrees.org. The petition was started in March 2019 and had 1,493 signatures by November 2019. The petition sought for St Neots to be included “as a stop” as part of the East West Rail project. It has not been formally submitted to EWR Co.

**CamBedRailRoad** | via Change.org. The petition started in September 2018 and had 3,050 signatures by November 2019. The petition sought for CamBedRailRoad’s “rail route to be evaluated equally with East West Rail’s ‘C-Corridor’ route proposals”. It has not been formally submitted to EWR Co.

**Wimpole Volunteer Gardeners.** The petition had 25 signatures when it was submitted to EWR Co on 20 March 2019. The petition sought for EWR Co to find an alternative route that does “not threaten the integrity of the Wimpole estate.”

## 6.7 Post consultation discussions

- 6.7.1** After the close of consultation some bodies continued to engage with EWR Co. Most of these discussions were consistent with the responses to consultation made during the consultation period itself. Therefore the engagement is not addressed in this consultation report.
- 6.7.2** However, a meeting was held with Central Bedfordshire Council (CBC) in December 2019. At the meeting it was made clear that Route A is CBC's preferred route option, with a particular emphasis on the importance of serving the Wixams area to the south of Bedford. This aligns with the consultation response from the Executive Member for Regeneration in March 2019 but differs from CBC's 'technical' response to the consultation which stated a preference for Route C. A copy of a note of the meeting is appended at Appendix 10.
- 6.7.3** EWR Co has exceptionally included this discussion in its record of the consultation since it changes the substance of the submission made in the formal consultation. Other post-consultation submissions continue to be taken into account as EWR Co progresses its design for the new railway.



River Cam, Cambridge

07.

# Responses to consultation



## 7.1 How we recorded feedback

- 7.1.1** Camargue is an independent consultancy with 30 years experience in built environment communications. They specialise in DCO communications and consultation delivery having worked cross-sector throughout the lifecycle of 25 NSIP projects. Camargue supported our stakeholder work, developed and delivered a programme of public events, facilitated parish briefings and inputted all consultation feedback into our secure data management system, along with reviewing the feedback and analysing it on our behalf. We worked with Camargue to review and assure the output of their work.
- 7.1.2** Emails, online feedback forms and online contact forms were automatically populated into the system. Hard copies of the feedback forms, letters and any attachments were scanned and added to the system. Written responses were transcribed verbatim onto the data management system.

## 7.2 How we categorised feedback

- 7.2.1** Our feedback form asked seven multiple-choice questions which produced precise, measurable responses to direct questions. These questions are recorded in section 4.2.
- 7.2.2** Responses were received via email, letters, online contact forms, and the free text areas in our feedback form, which offered respondents a number of opportunities to provide comments. We received high volumes of thorough and detailed assessments of every aspect of the project.
- 7.2.3** It was critical to carefully assess each piece of feedback and find meaningful ways to categorise the points made in order to inform our route option analysis.
- 7.2.4** Working with Camargue we conducted a review of the first 200 pieces of feedback as they arrived, searching for key issues and emerging themes. This process identified 11 recurring key issues and 12 recurring themes. The key issues largely aligned with the questions asked on the feedback form. Some additional issues were raised which did not align with the listed issues. For these, we created two additional categories: 'Consultation' and 'Other/General'.

<b>Issues</b> The key focus of comment	<b>Theme</b> The subject of the comment
Preferred Route Corridor Route Option A Route Option B Route Option C Route Option D Route Option E The Project Route into Cambridge Consultation Other/General	Transport Socio economic Alternative route Station location Station approach Engineering Cost Impact on nature Impact on landscape Impact on heritage Consultation Other

**7.2.5** A description of the types of issues which fall within the above themes is provided in the table below:

<b>Theme</b>	<b>Definition</b>
Transport	A comment which discusses matters such as connectivity, roads, trains, stations and other modes of transport.
Socio Economic	A comment which discusses matters such as housing, economic growth, development and the general features of towns and villages.
Alternative route	A comment which discusses matters such as proposed alternative routes or the need for alternative routes.
Station location	A comment which discusses matters such as the location of, or access to, new or existing stations.
Station approach	A comment which discusses matters such as the general path or specific route the rail line should take when approaching a particular station.

Theme	Definition
Engineering	A comment which discusses matters such as the technical and engineering feasibility of East West Rail, and relationship with new and existing infrastructure.
Cost	A comment which discusses matters such as the cost of the project/route option, or the cost of particular elements of the project such as ticketing.
Impact on nature	A comment which discusses matters such as the impact on wildlife, biodiversity and areas of conservation.
Impact on landscape	A comment which discusses matters such as floodplains, waterways, and impacts on the visual landscape.
Impact on heritage	A comment which discusses matters such as the impact on historic buildings or monuments.
Consultation	A comment which discusses matters such as how the consultation was run and the type of information provided.
Other	A comment which does not fit within any other theme.

**7.2.6** Each individual comment was then assessed to understand the specific point being made, the sentiment of the comment, and the location if referenced. A single piece of feedback often contained many individual comments covering multiple issues, themes, sentiments and locations.

**7.2.7** We ‘tagged’ every comment with these observations. This produced a detailed and nuanced view of all 6,988 pieces of feedback which can be accessed by EWR Co using our data management system.

**7.2.8** Our tagging structure was consistently reviewed throughout this process to identify if any tags needed to be amended or added.

**7.2.9** The tags were used to create a comprehensive table of “matters raised” by the public, statutory and non-statutory stakeholders. A full list has been published in section 8 of this document, along with how we have had regard to each of the matters.

### 7.3 Overview of responses

- 7.3.1** An overview of the qualitative (multiple-choice responses) and quantitative (open feedback) responses is presented below.
- 7.3.2** These are presented in the order of the questions asked on the feedback form.

### 7.4 Characteristics of respondents

- 7.4.1** Within the feedback form we asked people to provide their age range and their relationship to the project. This information was requested for reporting purposes and could be provided optionally. The results of this are provided below in the following sections.

#### Relationship to the project

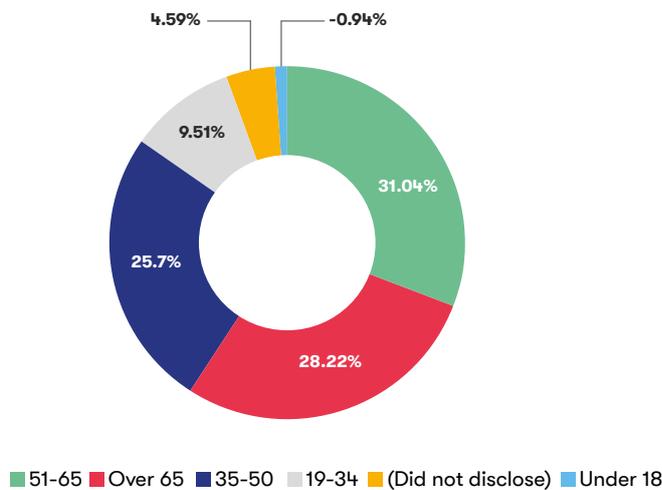
- 7.4.2** The feedback form invited people to indicate their relationship to the project (an optional request).
- 7.4.3** Of those who answered, around 89 per cent were local residents, the majority of respondents.

I am a:	
Local resident	89%
Other	2%
Business owner	2%
Visitors to the area	2%
Elected representative	1%
Interest group	1%
Commuter to the area	1%
Former resident	1%
Future resident	1%

### Age range

**7.4.4** The feedback form invited people to indicate their age range.

**7.4.5** Of those who answered almost 60 per cent were over 51 years old while around 10 per cent were under 34.



### 7.5 Preferred route corridor

**7.5.1** The feedback form invited people to provide feedback about the preferred route corridor within which all five route options are located: **“Please provide any comments on the route corridor in which the route options below are located.”**

**7.5.2** Some people also provided feedback about the preferred route corridor within their responses to other questions on the feedback form and in letters, emails, and online contact forms. A total of 3,576 comments were recorded about this key issue.

### 7.5.3 Summary of comments

Frequent comments among the 3,576 about the preferred route corridor included:

**Support for:**

- A route in the northern part of our route corridor, where there are higher levels of existing population, and other transport projects

**Concerns about the corridor included:**

- St Neots not being within the preferred route corridor given its population size
- The route corridor not accommodating a northerly approach into Cambridge – particularly due to the southern approach failing to serve areas of size and growth including Northstowe
- The route corridor not accommodating Luton Airport
- The A428 already serving the corridor, reducing the necessity for East West Rail – and suggestions to physically align East West Rail with it



Over 3,500 feedback forms came in through public feedback events



---

Bridge over the River  
Great Ouse, Bedford

## 7.6 Main factors when choosing a route option

### Multiple-choice

- 7.6.1** The feedback form invited people to answer the following multiple-choice question in relation to the five key criteria listed in the table on the next page: **“On a scale from one to five, where five is most important and one is least important, how important do you believe each of the following factors should be in deciding on a preferred route?”**
- 7.6.2** An overview of responses to this question is presented opposite in the order of the questions asked on the feedback form:



One of the consultation venues in Potton, near Bedford

**Key:** ■ Did not disclose ■ 1 Least important ■ 2 ■ 3 ■ 4 ■ 5 Most important

Key criteria	How people scored each of the key criteria	Average score given for each of the key criteria	How the average scores given for each key criteria rank against each other														
<b>Benefits for transport users</b>	<table border="1"> <caption>Score Distribution for Benefits for transport users</caption> <thead> <tr><th>Score</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>1</td><td>2.71%</td></tr> <tr><td>2</td><td>4.32%</td></tr> <tr><td>3</td><td>9.03%</td></tr> <tr><td>4</td><td>23.4%</td></tr> <tr><td>5</td><td>54.8%</td></tr> <tr><td>Did not disclose</td><td>5.74%</td></tr> </tbody> </table>	Score	Percentage	1	2.71%	2	4.32%	3	9.03%	4	23.4%	5	54.8%	Did not disclose	5.74%	<b>Average:</b> 4.28	2nd
Score	Percentage																
1	2.71%																
2	4.32%																
3	9.03%																
4	23.4%																
5	54.8%																
Did not disclose	5.74%																
<b>Cost and overall affordability</b>	<table border="1"> <caption>Score Distribution for Cost and overall affordability</caption> <thead> <tr><th>Score</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>1</td><td>12.69%</td></tr> <tr><td>2</td><td>13.72%</td></tr> <tr><td>3</td><td>27.96%</td></tr> <tr><td>4</td><td>17.85%</td></tr> <tr><td>5</td><td>21.91%</td></tr> <tr><td>Did not disclose</td><td>5.86%</td></tr> </tbody> </table>	Score	Percentage	1	12.69%	2	13.72%	3	27.96%	4	17.85%	5	21.91%	Did not disclose	5.86%	<b>Average:</b> 3.23	4th
Score	Percentage																
1	12.69%																
2	13.72%																
3	27.96%																
4	17.85%																
5	21.91%																
Did not disclose	5.86%																
<b>Environmental impacts and opportunities</b>	<table border="1"> <caption>Score Distribution for Environmental impacts and opportunities</caption> <thead> <tr><th>Score</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>1</td><td>3.63%</td></tr> <tr><td>2</td><td>3.83%</td></tr> <tr><td>3</td><td>9.66%</td></tr> <tr><td>4</td><td>20.95%</td></tr> <tr><td>5</td><td>56.29%</td></tr> <tr><td>Did not disclose</td><td>5.64%</td></tr> </tbody> </table>	Score	Percentage	1	3.63%	2	3.83%	3	9.66%	4	20.95%	5	56.29%	Did not disclose	5.64%	<b>Average:</b> 4.29	4th
Score	Percentage																
1	3.63%																
2	3.83%																
3	9.66%																
4	20.95%																
5	56.29%																
Did not disclose	5.64%																
<b>Supporting delivery of new homes</b>	<table border="1"> <caption>Score Distribution for Supporting delivery of new homes</caption> <thead> <tr><th>Score</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>1</td><td>18.57%</td></tr> <tr><td>2</td><td>15.41%</td></tr> <tr><td>3</td><td>26.5%</td></tr> <tr><td>4</td><td>17.67%</td></tr> <tr><td>5</td><td>15.86%</td></tr> <tr><td>Did not disclose</td><td>6%</td></tr> </tbody> </table>	Score	Percentage	1	18.57%	2	15.41%	3	26.5%	4	17.67%	5	15.86%	Did not disclose	6%	<b>Average:</b> 2.96	4th
Score	Percentage																
1	18.57%																
2	15.41%																
3	26.5%																
4	17.67%																
5	15.86%																
Did not disclose	6%																
<b>Supporting economic growth</b>	<table border="1"> <caption>Score Distribution for Supporting economic growth</caption> <thead> <tr><th>Score</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>1</td><td>7.35%</td></tr> <tr><td>2</td><td>7.87%</td></tr> <tr><td>3</td><td>21.99%</td></tr> <tr><td>4</td><td>28.05%</td></tr> <tr><td>5</td><td>28.95%</td></tr> <tr><td>Did not disclose</td><td>5.8%</td></tr> </tbody> </table>	Score	Percentage	1	7.35%	2	7.87%	3	21.99%	4	28.05%	5	28.95%	Did not disclose	5.8%	<b>Average:</b> 3.65	4th
Score	Percentage																
1	7.35%																
2	7.87%																
3	21.99%																
4	28.05%																
5	28.95%																
Did not disclose	5.8%																

## 7.7 Route Option A

### Multiple-choice responses

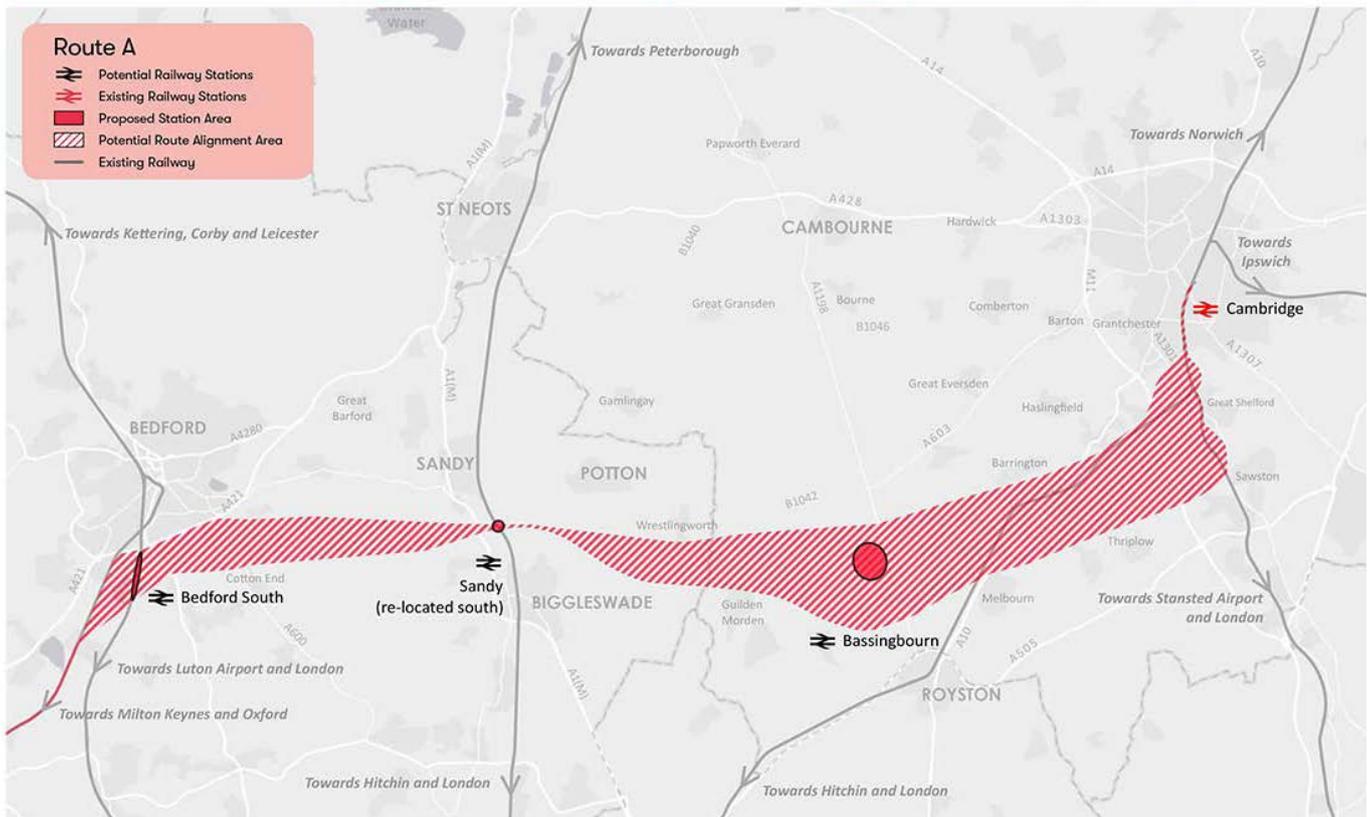
**7.7.1** The feedback form invited people to answer five multiple-choice questions about Route Option A: **“On a scale from one to five, how do you think Route Option A performs against our key criteria?”**

Route Option A performed well against the criteria of ‘Cost and overall affordability’. However, it scored low against the criteria of ‘Environmental impacts and opportunities’ and ‘Benefits for transport users’.

**7.7.2** An overview of people’s responses to these questions for each of the criteria is presented opposite.

## ROUTE A

### Bedford South – Sandy (re-located south) – Cambridge (via Bassingbourn)



**Key:** ■ Did not disclose ■ 1 Least important ■ 2 ■ 3 ■ 4 ■ 5 Most important

The key performance criteria	How people scored each of the key performance criteria (1-5)	Average score given to the criteria (1-5)	Average score ranked against average scores of other routes (1-5)														
<b>Benefits for transport users</b>	<table border="1"> <caption>Benefits for transport users</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>30.15%</td> </tr> <tr> <td>2</td> <td>16.87%</td> </tr> <tr> <td>3</td> <td>13.21%</td> </tr> <tr> <td>4</td> <td>7.96%</td> </tr> <tr> <td>5</td> <td>16.65%</td> </tr> <tr> <td>Did not disclose</td> <td>15.16%</td> </tr> </tbody> </table>	Score	Percentage	1	30.15%	2	16.87%	3	13.21%	4	7.96%	5	16.65%	Did not disclose	15.16%	<b>Average: 2.59</b>	4th
Score	Percentage																
1	30.15%																
2	16.87%																
3	13.21%																
4	7.96%																
5	16.65%																
Did not disclose	15.16%																
<b>Cost and overall affordability</b>	<table border="1"> <caption>Cost and overall affordability</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>18.24%</td> </tr> <tr> <td>2</td> <td>9.14%</td> </tr> <tr> <td>3</td> <td>20.77%</td> </tr> <tr> <td>4</td> <td>12.71%</td> </tr> <tr> <td>5</td> <td>22.75%</td> </tr> <tr> <td>Did not disclose</td> <td>16.4%</td> </tr> </tbody> </table>	Score	Percentage	1	18.24%	2	9.14%	3	20.77%	4	12.71%	5	22.75%	Did not disclose	16.4%	<b>Average: 3.16</b>	1st
Score	Percentage																
1	18.24%																
2	9.14%																
3	20.77%																
4	12.71%																
5	22.75%																
Did not disclose	16.4%																
<b>Environmental impacts and opportunities</b>	<table border="1"> <caption>Environmental impacts and opportunities</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>36.09%</td> </tr> <tr> <td>2</td> <td>11.37%</td> </tr> <tr> <td>3</td> <td>14.94%</td> </tr> <tr> <td>4</td> <td>8.08%</td> </tr> <tr> <td>5</td> <td>13.89%</td> </tr> <tr> <td>Did not disclose</td> <td>15.63%</td> </tr> </tbody> </table>	Score	Percentage	1	36.09%	2	11.37%	3	14.94%	4	8.08%	5	13.89%	Did not disclose	15.63%	<b>Average: 2.46</b>	3rd
Score	Percentage																
1	36.09%																
2	11.37%																
3	14.94%																
4	8.08%																
5	13.89%																
Did not disclose	15.63%																
<b>Supporting delivery of new homes</b>	<table border="1"> <caption>Supporting delivery of new homes</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>24.47%</td> </tr> <tr> <td>2</td> <td>15.45%</td> </tr> <tr> <td>3</td> <td>20.2%</td> </tr> <tr> <td>4</td> <td>10.82%</td> </tr> <tr> <td>5</td> <td>13.36%</td> </tr> <tr> <td>Did not disclose</td> <td>15.71%</td> </tr> </tbody> </table>	Score	Percentage	1	24.47%	2	15.45%	3	20.2%	4	10.82%	5	13.36%	Did not disclose	15.71%	<b>Average: 2.69</b>	4th
Score	Percentage																
1	24.47%																
2	15.45%																
3	20.2%																
4	10.82%																
5	13.36%																
Did not disclose	15.71%																
<b>Supporting economic growth</b>	<table border="1"> <caption>Supporting economic growth</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>25.67%</td> </tr> <tr> <td>2</td> <td>16.52%</td> </tr> <tr> <td>3</td> <td>16.78%</td> </tr> <tr> <td>4</td> <td>10.12%</td> </tr> <tr> <td>5</td> <td>15.18%</td> </tr> <tr> <td>Did not disclose</td> <td>15.73%</td> </tr> </tbody> </table>	Score	Percentage	1	25.67%	2	16.52%	3	16.78%	4	10.12%	5	15.18%	Did not disclose	15.73%	<b>Average: 2.69</b>	3rd
Score	Percentage																
1	25.67%																
2	16.52%																
3	16.78%																
4	10.12%																
5	15.18%																
Did not disclose	15.73%																

### 7.7.3 Summary of comments about this issue

6,462 comments were recorded about Route Option A both within the free text sections of the feedback form and through other response channels such as letters and emails.

### 7.7.4 Frequent comments on Route Option A included:

#### **Support for:**

- The shorter nature of the route option compared with other route options
- The quicker nature of the route option compared with other route options
- The cheaper delivery cost compared with other route options

#### **Concerns about:**

- Potential impacts to RSPB Sandy, Biggleswade Common, and Wimpole Hall
- Potential impacts to the countryside, landscape, and scheduled monuments
- Bassingbourn being already served by Royston and therefore not needing an East West Rail service
- The impact on transport users if Sandy station is relocated
- Fewer people are served by this route option this route option as it serves rural/ lower populated areas compared with other route options
- Impacts to local roads and Rights of Way
- Speculative housing growth in Bassingbourn being used as a basis for our decision making
- Potential to cause damage or loss to ancient woodland and ancient and veteran trees



Cardington Airfield,  
Bedford



**Key:** ■ Did not disclose ■ 1 Least important ■ 2 ■ 3 ■ 4 ■ 5 Most important

The key performance criteria	How people scored each of the key performance criteria (1-5)	How people scored each of the key performance criteria (1-5)	Average score ranked against average scores of other routes (1-5)														
<b>Benefits for transport users</b>	<table border="1"> <caption>Benefits for transport users - Score Distribution</caption> <thead> <tr><th>Score</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>1</td><td>19.78%</td></tr> <tr><td>2</td><td>11.19%</td></tr> <tr><td>3</td><td>12.74%</td></tr> <tr><td>4</td><td>15.27%</td></tr> <tr><td>5</td><td>26.06%</td></tr> <tr><td>Did not disclose</td><td>14.95%</td></tr> </tbody> </table>	Score	Percentage	1	19.78%	2	11.19%	3	12.74%	4	15.27%	5	26.06%	Did not disclose	14.95%	<b>Average: 3.23</b>	2nd
Score	Percentage																
1	19.78%																
2	11.19%																
3	12.74%																
4	15.27%																
5	26.06%																
Did not disclose	14.95%																
<b>Cost and overall affordability</b>	<table border="1"> <caption>Cost and overall affordability - Score Distribution</caption> <thead> <tr><th>Score</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>1</td><td>16%</td></tr> <tr><td>2</td><td>10.73%</td></tr> <tr><td>3</td><td>26.72%</td></tr> <tr><td>4</td><td>17.66%</td></tr> <tr><td>5</td><td>12.78%</td></tr> <tr><td>Did not disclose</td><td>16.11%</td></tr> </tbody> </table>	Score	Percentage	1	16%	2	10.73%	3	26.72%	4	17.66%	5	12.78%	Did not disclose	16.11%	<b>Average: 3.02</b>	2nd
Score	Percentage																
1	16%																
2	10.73%																
3	26.72%																
4	17.66%																
5	12.78%																
Did not disclose	16.11%																
<b>Environmental impacts and opportunities</b>	<table border="1"> <caption>Environmental impacts and opportunities - Score Distribution</caption> <thead> <tr><th>Score</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>1</td><td>21.19%</td></tr> <tr><td>2</td><td>9.64%</td></tr> <tr><td>3</td><td>19.1%</td></tr> <tr><td>4</td><td>15.05%</td></tr> <tr><td>5</td><td>19.31%</td></tr> <tr><td>Did not disclose</td><td>15.7%</td></tr> </tbody> </table>	Score	Percentage	1	21.19%	2	9.64%	3	19.1%	4	15.05%	5	19.31%	Did not disclose	15.7%	<b>Average: 3.05</b>	2nd
Score	Percentage																
1	21.19%																
2	9.64%																
3	19.1%																
4	15.05%																
5	19.31%																
Did not disclose	15.7%																
<b>Supporting delivery of new homes</b>	<table border="1"> <caption>Supporting delivery of new homes - Score Distribution</caption> <thead> <tr><th>Score</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>1</td><td>15.37%</td></tr> <tr><td>2</td><td>10.49%</td></tr> <tr><td>3</td><td>17.32%</td></tr> <tr><td>4</td><td>17.87%</td></tr> <tr><td>5</td><td>23.36%</td></tr> <tr><td>Did not disclose</td><td>15.59%</td></tr> </tbody> </table>	Score	Percentage	1	15.37%	2	10.49%	3	17.32%	4	17.87%	5	23.36%	Did not disclose	15.59%	<b>Average: 3.30</b>	2nd
Score	Percentage																
1	15.37%																
2	10.49%																
3	17.32%																
4	17.87%																
5	23.36%																
Did not disclose	15.59%																
<b>Supporting economic growth</b>	<table border="1"> <caption>Supporting economic growth - Score Distribution</caption> <thead> <tr><th>Score</th><th>Percentage</th></tr> </thead> <tbody> <tr><td>1</td><td>15.9%</td></tr> <tr><td>2</td><td>10.22%</td></tr> <tr><td>3</td><td>17.52%</td></tr> <tr><td>4</td><td>18.32%</td></tr> <tr><td>5</td><td>22.43%</td></tr> <tr><td>Did not disclose</td><td>15.61%</td></tr> </tbody> </table>	Score	Percentage	1	15.9%	2	10.22%	3	17.52%	4	18.32%	5	22.43%	Did not disclose	15.61%	<b>Average: 3.26</b>	2nd
Score	Percentage																
1	15.9%																
2	10.22%																
3	17.52%																
4	18.32%																
5	22.43%																
Did not disclose	15.61%																

### 7.8.3 Summary of comments about this issue

5,833 comments were recorded about Route Option B both within the free text sections of the feedback form and through other response channels such as letters and emails.

### 7.8.4 Frequent comments on Route Option B included:

#### **Support for:**

- A station being built in Cambourne
- The transport and economic benefits it would bring to Cambourne
- The potential for the rail line to support the growing Cambourne area
- The route option serving more existing/less speculative areas of population compared with other route options
- Aligning the route option with the A428 to reduce impacts and enhance overall benefits

#### **Concerns about:**

- Potential duplication with the proposed Cambridgeshire Autonomous Metro and guided busway
- Relocating Sandy station and the impacts this would have on existing Sandy residents (access, impacts on roads)
- Impacts on local roads and Rights of Way across the railway both within existing towns and in more open areas
- Lack of supporting infrastructure in Tempsford to accommodate a new station
- Building a station in Bedford South rather than Bedford Midland, which would make accessing the centre of Bedford more difficult and unattractive
- Potential to cause damage or loss to ancient woodland and ancient and veteran trees



---

River Great Ouse,  
Bedford

---

## 7.9 Route Option C

### Multiple-choice responses

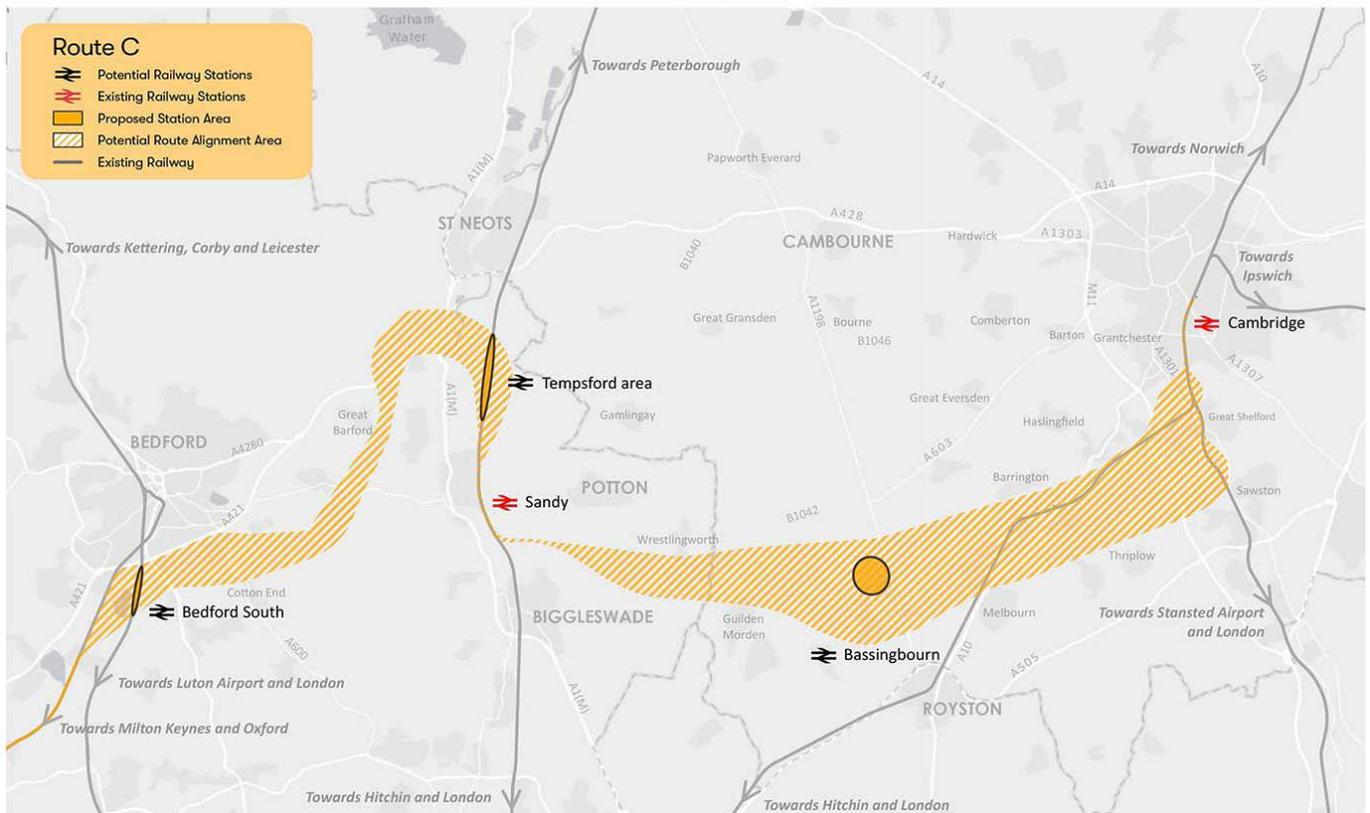
**7.9.1** The feedback form invited people to answer five multiple-choice questions about Route Option C: **“On a scale from one to five, how do you think Route Option C performs against our key criteria?”**

Route Option C received the lowest level of support overall, on average - with none of the key criteria receiving notable levels of support.

**7.9.2** An overview of responses to these questions for each of the criteria is presented opposite:

### ROUTE C

#### Bedford South – Tempsford area – Sandy – Cambridge (via Bassingbourn)



**Key:** ■ Did not disclose ■ 1 Least important ■ 2 ■ 3 ■ 4 ■ 5 Most important

The key performance criteria	How people scored each of the key performance criteria (1-5)	Average score given to the criteria (1-5)	Average score ranked against average scores of other routes (1-5)														
<b>Benefits for transport users</b>	<table border="1"> <caption>Benefits for transport users</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>28.32%</td> </tr> <tr> <td>2</td> <td>20.53%</td> </tr> <tr> <td>3</td> <td>17.97%</td> </tr> <tr> <td>4</td> <td>8.59%</td> </tr> <tr> <td>5</td> <td>6.93%</td> </tr> <tr> <td>Did not disclose</td> <td>17.68%</td> </tr> </tbody> </table>	Score	Percentage	1	28.32%	2	20.53%	3	17.97%	4	8.59%	5	6.93%	Did not disclose	17.68%	<b>Average: 2.34</b>	5th
Score	Percentage																
1	28.32%																
2	20.53%																
3	17.97%																
4	8.59%																
5	6.93%																
Did not disclose	17.68%																
<b>Cost and overall affordability</b>	<table border="1"> <caption>Cost and overall affordability</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>21.34%</td> </tr> <tr> <td>2</td> <td>15.88%</td> </tr> <tr> <td>3</td> <td>28.56%</td> </tr> <tr> <td>4</td> <td>10.72%</td> </tr> <tr> <td>5</td> <td>5.13%</td> </tr> <tr> <td>Did not disclose</td> <td>18.38%</td> </tr> </tbody> </table>	Score	Percentage	1	21.34%	2	15.88%	3	28.56%	4	10.72%	5	5.13%	Did not disclose	18.38%	<b>Average: 2.54</b>	5th
Score	Percentage																
1	21.34%																
2	15.88%																
3	28.56%																
4	10.72%																
5	5.13%																
Did not disclose	18.38%																
<b>Environmental impacts and opportunities</b>	<table border="1"> <caption>Environmental impacts and opportunities</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>35.45%</td> </tr> <tr> <td>2</td> <td>15.61%</td> </tr> <tr> <td>3</td> <td>17.74%</td> </tr> <tr> <td>4</td> <td>6.69%</td> </tr> <tr> <td>5</td> <td>6.65%</td> </tr> <tr> <td>Did not disclose</td> <td>17.85%</td> </tr> </tbody> </table>	Score	Percentage	1	35.45%	2	15.61%	3	17.74%	4	6.69%	5	6.65%	Did not disclose	17.85%	<b>Average: 2.20</b>	5th
Score	Percentage																
1	35.45%																
2	15.61%																
3	17.74%																
4	6.69%																
5	6.65%																
Did not disclose	17.85%																
<b>Supporting delivery of new homes</b>	<table border="1"> <caption>Supporting delivery of new homes</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>22.6%</td> </tr> <tr> <td>2</td> <td>17.83%</td> </tr> <tr> <td>3</td> <td>21.59%</td> </tr> <tr> <td>4</td> <td>11.05%</td> </tr> <tr> <td>5</td> <td>8.81%</td> </tr> <tr> <td>Did not disclose</td> <td>18.12%</td> </tr> </tbody> </table>	Score	Percentage	1	22.6%	2	17.83%	3	21.59%	4	11.05%	5	8.81%	Did not disclose	18.12%	<b>Average: 2.58</b>	5th
Score	Percentage																
1	22.6%																
2	17.83%																
3	21.59%																
4	11.05%																
5	8.81%																
Did not disclose	18.12%																
<b>Supporting economic growth</b>	<table border="1"> <caption>Supporting economic growth</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>23.39%</td> </tr> <tr> <td>2</td> <td>17.64%</td> </tr> <tr> <td>3</td> <td>22.42%</td> </tr> <tr> <td>4</td> <td>10.23%</td> </tr> <tr> <td>5</td> <td>8.28%</td> </tr> <tr> <td>Did not disclose</td> <td>18.04%</td> </tr> </tbody> </table>	Score	Percentage	1	23.39%	2	17.64%	3	22.42%	4	10.23%	5	8.28%	Did not disclose	18.04%	<b>Average: 2.53</b>	5th
Score	Percentage																
1	23.39%																
2	17.64%																
3	22.42%																
4	10.23%																
5	8.28%																
Did not disclose	18.04%																

**Summary of comments about this issue**

**7.9.3** 5,071 comments were recorded about Route Option C, both within the free text sections of the feedback form, and through other response channels such as letters and emails.

**7.9.4** Frequent comments on Route Option C included:

**Support for:**

- The Route Option serving the existing Sandy station

**Concerns about:**

- Potential impacts to RSPB Sandy, Biggleswade Common, and Wimpole Hall
- Potential impacts to the countryside, landscape, and scheduled monuments
- Potential for flood risk across sections of the route option
- Bassingbourn being already served by Royston and therefore not needing an East West Rail service
- Building a station in Bedford South rather than Bedford Midland, which would make accessing the centre of Bedford more difficult and unattractive
- Stations being built at Bassingbourn and Tempsford, which would see fewer people being served by this route option. Concerns were also raised about speculative housing growth driving decision making, and impacts on smaller communities
- The route being longer in time and length than other route options
- The potential construction cost of the route option
- Potential to cause damage or loss to ancient woodland and ancient and veteran trees



Statue of John Bunyan,  
Bedford



**Key:** ■ Did not disclose ■ 1 Least important ■ 2 ■ 3 ■ 4 ■ 5 Most important

The key performance criteria	How people scored each of the key performance criteria (1-5)	Average score given to the criteria (1-5)	Average score ranked against average scores of other routes (1-5)														
<b>Benefits for transport users</b>	<table border="1"> <caption>Benefits for transport users</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>25.45%</td> </tr> <tr> <td>2</td> <td>16.41%</td> </tr> <tr> <td>3</td> <td>15.73%</td> </tr> <tr> <td>4</td> <td>9.8%</td> </tr> <tr> <td>5</td> <td>15.98%</td> </tr> <tr> <td>Did not disclose</td> <td>16.63%</td> </tr> </tbody> </table>	Score	Percentage	1	25.45%	2	16.41%	3	15.73%	4	9.8%	5	15.98%	Did not disclose	16.63%	<b>Average: 2.69</b>	3rd
Score	Percentage																
1	25.45%																
2	16.41%																
3	15.73%																
4	9.8%																
5	15.98%																
Did not disclose	16.63%																
<b>Cost and overall affordability</b>	<table border="1"> <caption>Cost and overall affordability</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>20.41%</td> </tr> <tr> <td>2</td> <td>16.65%</td> </tr> <tr> <td>3</td> <td>26.34%</td> </tr> <tr> <td>4</td> <td>10.77%</td> </tr> <tr> <td>5</td> <td>8.42%</td> </tr> <tr> <td>Did not disclose</td> <td>17.41%</td> </tr> </tbody> </table>	Score	Percentage	1	20.41%	2	16.65%	3	26.34%	4	10.77%	5	8.42%	Did not disclose	17.41%	<b>Average: 2.64</b>	4th
Score	Percentage																
1	20.41%																
2	16.65%																
3	26.34%																
4	10.77%																
5	8.42%																
Did not disclose	17.41%																
<b>Environmental impacts and opportunities</b>	<table border="1"> <caption>Environmental impacts and opportunities</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>33.72%</td> </tr> <tr> <td>2</td> <td>14.36%</td> </tr> <tr> <td>3</td> <td>16.61%</td> </tr> <tr> <td>4</td> <td>7.6%</td> </tr> <tr> <td>5</td> <td>10.71%</td> </tr> <tr> <td>Did not disclose</td> <td>17%</td> </tr> </tbody> </table>	Score	Percentage	1	33.72%	2	14.36%	3	16.61%	4	7.6%	5	10.71%	Did not disclose	17%	<b>Average: 2.37</b>	4th
Score	Percentage																
1	33.72%																
2	14.36%																
3	16.61%																
4	7.6%																
5	10.71%																
Did not disclose	17%																
<b>Supporting delivery of new homes</b>	<table border="1"> <caption>Supporting delivery of new homes</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>21.89%</td> </tr> <tr> <td>2</td> <td>17.67%</td> </tr> <tr> <td>3</td> <td>20.88%</td> </tr> <tr> <td>4</td> <td>12.17%</td> </tr> <tr> <td>5</td> <td>10.22%</td> </tr> <tr> <td>Did not disclose</td> <td>17.16%</td> </tr> </tbody> </table>	Score	Percentage	1	21.89%	2	17.67%	3	20.88%	4	12.17%	5	10.22%	Did not disclose	17.16%	<b>Average: 2.74</b>	3rd
Score	Percentage																
1	21.89%																
2	17.67%																
3	20.88%																
4	12.17%																
5	10.22%																
Did not disclose	17.16%																
<b>Supporting economic growth</b>	<table border="1"> <caption>Supporting economic growth</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>21.63%</td> </tr> <tr> <td>2</td> <td>15.31%</td> </tr> <tr> <td>3</td> <td>21.02%</td> </tr> <tr> <td>4</td> <td>11.85%</td> </tr> <tr> <td>5</td> <td>13.07%</td> </tr> <tr> <td>Did not disclose</td> <td>17.12%</td> </tr> </tbody> </table>	Score	Percentage	1	21.63%	2	15.31%	3	21.02%	4	11.85%	5	13.07%	Did not disclose	17.12%	<b>Average: 2.65</b>	4th
Score	Percentage																
1	21.63%																
2	15.31%																
3	21.02%																
4	11.85%																
5	13.07%																
Did not disclose	17.12%																

**Summary of comments about this issue**

**7.10.3** 5,293 comments were recorded about Route Option D both within the free text sections of the feedback form and through other response channels such as letters and emails.

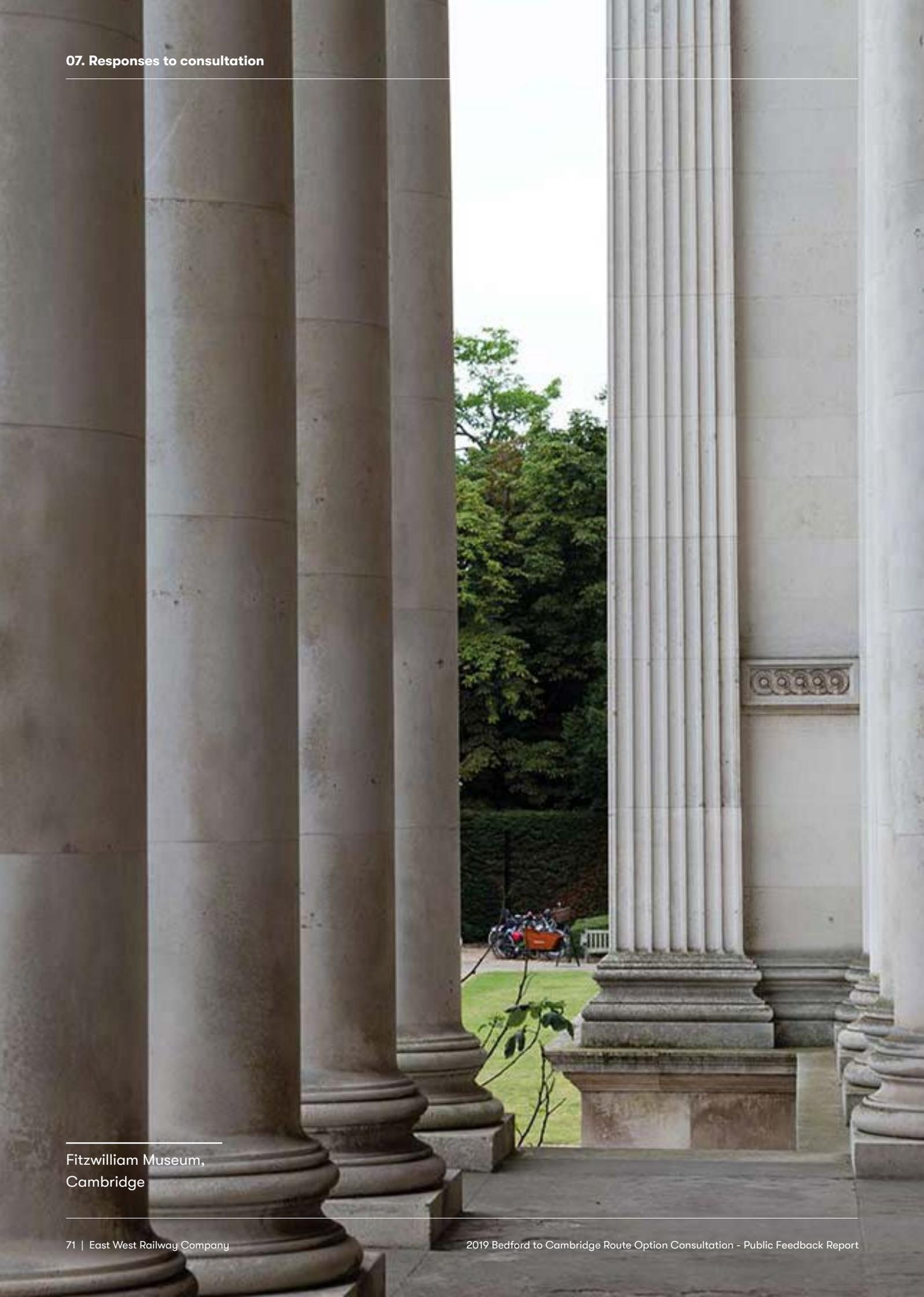
**7.10.5** Frequent comments on Route Option D included:

**Support for:**

- The Route Option serving the existing Sandy station
- The Route Option serving the existing Bedford Midland station

**Concerns about:**

- Potential impacts to RSPB Sandy, Biggleswade Common, and Wimpole Hall
- Potential impacts to the countryside, landscape, and scheduled monuments
- Potential for flood risk across sections of the route option
- Stations being built at Bassingbourn and Tempsford which would see fewer people being served by this route option. Concerns were also raised about speculative housing growth driving decision making, and impacts on smaller communities
- Impacts on local roads and Rights of Way across the railway both within existing towns and in more open areas.
- Lack of supporting infrastructure in Tempsford to accommodate a new station
- Potential to cause damage or loss to ancient woodland and ancient and veteran trees
- Bassingbourn being already served by Royston and therefore not needing an East West Rail service
- The potential construction cost of the route option



---

Fitzwilliam Museum,  
Cambridge

---



**Key:** ■ Did not disclose ■ 1 Least important ■ 2 ■ 3 ■ 4 ■ 5 Most important

The key performance criteria	How people scored each of the key performance criteria (1-5)	Average score given to the criteria (1-5)	Average score ranked against average scores of other routes (1-5)														
<b>Benefits for transport users</b>	<table border="1"> <caption>Benefits for transport users scores</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>33.8%</td> </tr> <tr> <td>4</td> <td>14.97%</td> </tr> <tr> <td>3</td> <td>11.61%</td> </tr> <tr> <td>2</td> <td>8.03%</td> </tr> <tr> <td>1</td> <td>16.85%</td> </tr> <tr> <td>Did not disclose</td> <td>14.75%</td> </tr> </tbody> </table>	Score	Percentage	5	33.8%	4	14.97%	3	11.61%	2	8.03%	1	16.85%	Did not disclose	14.75%	<b>Average: 3.50</b>	1st
Score	Percentage																
5	33.8%																
4	14.97%																
3	11.61%																
2	8.03%																
1	16.85%																
Did not disclose	14.75%																
<b>Cost and overall affordability</b>	<table border="1"> <caption>Cost and overall affordability scores</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>14.13%</td> </tr> <tr> <td>4</td> <td>11.75%</td> </tr> <tr> <td>3</td> <td>21.61%</td> </tr> <tr> <td>2</td> <td>12.5%</td> </tr> <tr> <td>1</td> <td>24.32%</td> </tr> <tr> <td>Did not disclose</td> <td>15.68%</td> </tr> </tbody> </table>	Score	Percentage	5	14.13%	4	11.75%	3	21.61%	2	12.5%	1	24.32%	Did not disclose	15.68%	<b>Average: 2.77</b>	3rd
Score	Percentage																
5	14.13%																
4	11.75%																
3	21.61%																
2	12.5%																
1	24.32%																
Did not disclose	15.68%																
<b>Environmental impacts and opportunities</b>	<table border="1"> <caption>Environmental impacts and opportunities scores</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>24.4%</td> </tr> <tr> <td>4</td> <td>14.84%</td> </tr> <tr> <td>3</td> <td>17.29%</td> </tr> <tr> <td>2</td> <td>8.52%</td> </tr> <tr> <td>1</td> <td>19.86%</td> </tr> <tr> <td>Did not disclose</td> <td>15.09%</td> </tr> </tbody> </table>	Score	Percentage	5	24.4%	4	14.84%	3	17.29%	2	8.52%	1	19.86%	Did not disclose	15.09%	<b>Average: 3.20</b>	1st
Score	Percentage																
5	24.4%																
4	14.84%																
3	17.29%																
2	8.52%																
1	19.86%																
Did not disclose	15.09%																
<b>Supporting delivery of new homes</b>	<table border="1"> <caption>Supporting delivery of new homes scores</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>25.77%</td> </tr> <tr> <td>4</td> <td>18.49%</td> </tr> <tr> <td>3</td> <td>15.92%</td> </tr> <tr> <td>2</td> <td>8.4%</td> </tr> <tr> <td>1</td> <td>16.07%</td> </tr> <tr> <td>Did not disclose</td> <td>15.35%</td> </tr> </tbody> </table>	Score	Percentage	5	25.77%	4	18.49%	3	15.92%	2	8.4%	1	16.07%	Did not disclose	15.35%	<b>Average: 3.37</b>	1st
Score	Percentage																
5	25.77%																
4	18.49%																
3	15.92%																
2	8.4%																
1	16.07%																
Did not disclose	15.35%																
<b>Supporting economic growth</b>	<table border="1"> <caption>Supporting economic growth scores</caption> <thead> <tr> <th>Score</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>29.44%</td> </tr> <tr> <td>4</td> <td>16.55%</td> </tr> <tr> <td>3</td> <td>15.53%</td> </tr> <tr> <td>2</td> <td>7.24%</td> </tr> <tr> <td>1</td> <td>15.71%</td> </tr> <tr> <td>Did not disclose</td> <td>15.53%</td> </tr> </tbody> </table>	Score	Percentage	5	29.44%	4	16.55%	3	15.53%	2	7.24%	1	15.71%	Did not disclose	15.53%	<b>Average: 3.44</b>	1st
Score	Percentage																
5	29.44%																
4	16.55%																
3	15.53%																
2	7.24%																
1	15.71%																
Did not disclose	15.53%																

**Summary of comments about this issue**

**7.11.3** 6,039 comments were recorded about Route Option E both within the free text sections of the feedback form and through other response channels such as letters and emails.

**7.11.4** Frequent comments about Route Option E included:

**Support for:**

- The Route Option having less of an environmental impact compared with other Route Options
- A station being built in Cambourne
- The transport and economic benefits it would bring to Cambourne
- The potential for the rail line to support the growing Cambourne area
- The route option serving more existing/less speculative areas of population compared with other route options
- Aligning the route option with the A428 to reduce impacts and enhance overall benefits
- The Route Option serving the existing Bedford Midland station
- The potential housing growth that East West Rail would bring to Cambourne and to a lesser extent St Neots and Bourn Airfield

**Concerns about:**

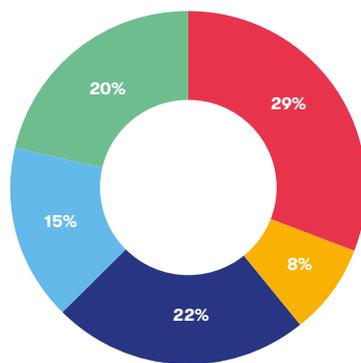
- Impacts on wildlife/biodiversity, the countryside and landscape
- Potential to cause damage or loss to ancient woodland and ancient and veteran trees
- Potential duplication with the proposed Metro and guided busway
- Impacts on local roads and Rights of Way across both within existing towns and in more open areas
- Lack of supporting infrastructure in Tempsford to accommodate a new station
- The potential construction cost of the route option

## 7.12 Approach into Cambridge

### Multiple-choice

**7.12.1** The feedback form invited people to answer a multiple-choice question about the approach into Cambridge: **“Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?”**

**7.12.2** An overview of responses to these questions is presented below:



■ Strongly disagree ■ Disagree ■ Neutral ■ Agree ■ Strongly agree

**7.12.3** Responses to this question were broadly split with 37 per cent of people saying they strongly disagreed or disagreed and 35 per cent saying they strongly agreed or agreed.

### Summary of comments about this issue

**7.12.4** 3,185 comments were recorded about the approach into Cambridge both within the free text sections of the feedback form and through other response channels such as letters and emails.

**7.12.5** Frequent comments about the approach into Cambridge included:

- Support for a northerly approach as it serves more existing settlements
- Opposition to a southerly approach as it fails to connect large towns and cities
- Support for a southerly approach as it would be able to serve a Cambridge South station
- Support for a southerly approach as it allows onward eastward connectivity
- Support for a northern approach as it serves areas of greater potential growth
- Criticisms that we did not include a Route Option with a northerly approach as part of the consultation

A small number of responses to this question also made comments on whether we should prioritise a northern route through Cambourne or a southern route through Bassingbourn rather than specifically addressing the topic of whether EWR's approach should join the existing rail network to the north or south of Cambridge. These comments have been taken into account in the context of the analysis of each of the five route options summarised above.

## 7.13 The Project

### Summary of comments about this issue

**7.13.1** The feedback form invited people to provide general feedback about the project. 8,213 comments were recorded about the project more broadly, both within the free text sections of the feedback form, and through other response channels such as letters and emails.

**7.13.2** As this topic is quite broad, comments about the project covered a wide range of areas. Frequent comments about the project included:

- General concerns about the potential environmental impact of the project
- Requests for the railway to go via Cambourne rather than a specific route option
- Support for the project's ability to connect towns and villages
- Questions about the type of trains and technology we'll be using
- Requests for us to consider a route option not within our five route options
- Requests for us to consider the impacts of the project on local roads
- Concern for potential to cause damage or loss to ancient woodland and ancient and veteran trees

## 7.14 The Consultation

### Summary of comments about this issue

- 7.14.1** The feedback form did not have an explicit question about the consultation itself. However, 1,539 comments on the topic were received, both within the free text sections of the feedback form and through other response channels such as letters and emails.
- 7.14.2** Frequent comments about the consultation included:
- Requests for more information
  - Criticism that the consultation maps needed more detail
  - Concern that the consultation information was misleading
  - Claims that the consultation was inadequate
  - Concerns about the structure of the feedback form
- 7.14.3** The consultation was held at an early stage in the design and planning process for the EWR project in order to gauge public opinion on the fundamental question of selecting a preferred route option. This means that it was held at an earlier stage than most projects i.e. by the point at which most projects would be undertaking their first round of consultation, EWR Co will be undertaking our second. While the level of detail available was appropriate to the broad matters we were considering, some visitors have requested more detail during consultation which we would expect to include in later stages of consultation as detailed design work progresses.
- 7.12.4** We will continue to take comments about the level of information requested into account when planning and organising our future consultations.

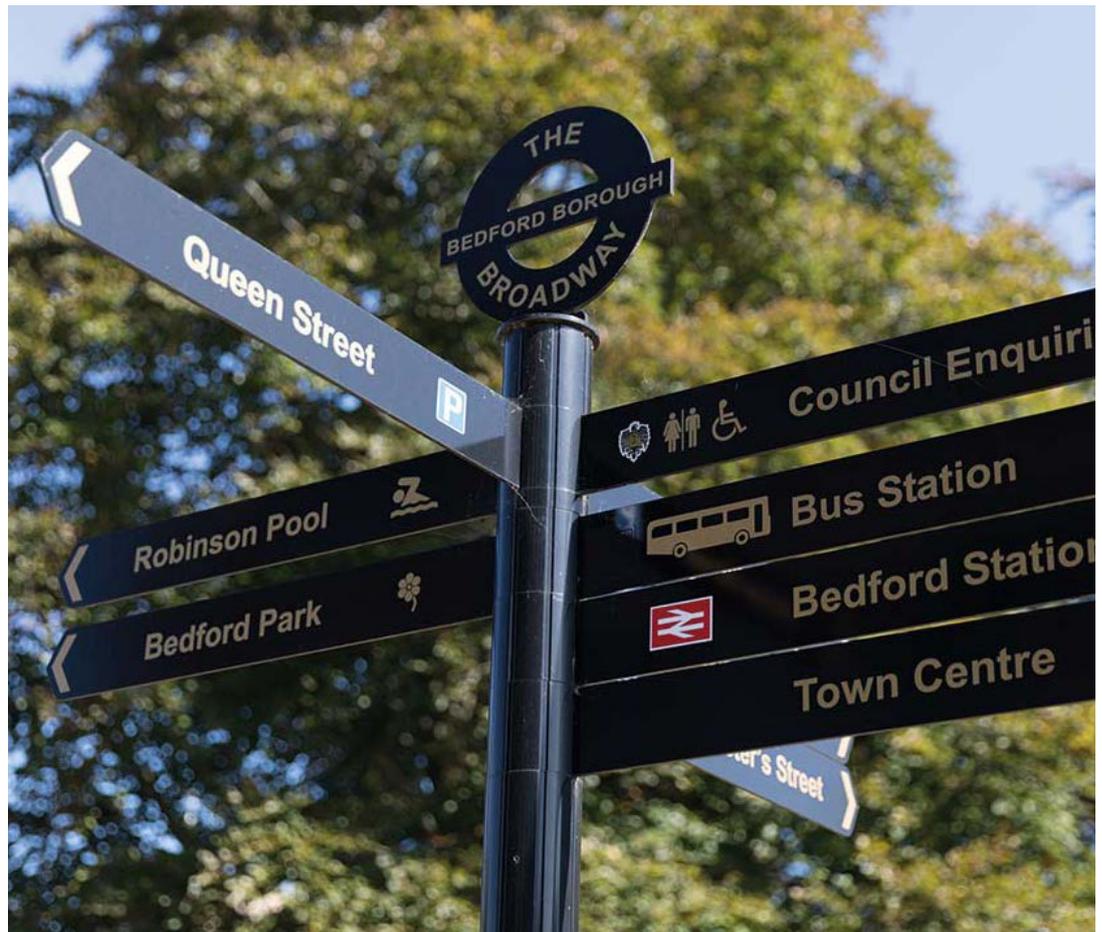
08.

# Matters raised and our response



## 8.1 You spoke, we listened

- 8.1.1** This chapter identifies the matters arising from the consultation, sets them against the identified issues and themes, and presents our response to them.
- 8.1.2** We have carefully considered these matters and assessed the merits of each matter before setting out how the matter has been taken into account.
- 8.1.3** The matters raised are identified and responded to by the following groupings:
- Feedback from all individual members of the public
  - Feedback from bodies who could be S42 prescribed consultees when the project proceeds to statutory consultation, as well as feedback from elected representatives, and other groups and organisations



## 8.2 Matters raised by the public

- 8.2.1** The matters raised table, categorised by the matter raised and headline theme, sets out the matters raised by the public along with how EWR Co have responded to them. These are presented in Appendix 10.
- 8.2.2** The matters raised and headline themes are drawn from all feedback forms, online contact forms, letters and emails that have been received from members of the public that contain consultation feedback and have been appraised, coded and analysed.
- 8.2.3** Comments that simply endorse the scheme proposals, support a route option or oppose a route option, are not necessarily included in the table.

## 8.3 Matters raised by prescribed consultees, elected representatives and other groups and organisations

- 8.3.1** The matters raised table, categorised by the matter raised and headline theme, sets out the matters raised by prescribed consultees, elected representatives and other groups and organisations, along with how EWR Co has had regard to them. These are presented in Appendix 11.
- 8.3.2** The matters raised and headline themes are drawn from all feedback forms, online contact forms, letters and emails that have been received from members of the public that contain consultation feedback and have been appraised, coded and analysed.
- 8.3.3** Comments that simply endorse the scheme proposals, support a route option or oppose a route option, are not necessarily included in the table.



09.

# Conclusion



- 9.1.1** Over the course of the six week early-stage non-statutory consultation (28 January 2019 to 11 March 2019) more than 3,500 people visited exhibition events; there were 24,000 visitors to the project website; 6,998 pieces of consultation feedback were received; and multiple meetings were held with key groups and stakeholders.
- 9.1.2** By undertaking an early-stage non-statutory consultation with the community we have:
- Introduced our five route options to key stakeholders and the community
  - Raised awareness of the route options and gathered the contact details of those who would like to continue to be informed about the consultation and design process
  - Established that more consultees preferred route options B and E than route options A, C or D
  - Established that people care about a broad range of issues which they would like us to take into account, including impacts on the environment and places of significance; impacts of associated development; the ability to connect existing communities; the ability to easily access stations and key infrastructure; and the ability to serve those who need the railway most
- 9.1.3** The selection of a preferred route option will be considered in light of the above and other matters raised, as well as findings from technical and environmental studies.
- 9.1.4** We will announce a preferred route option before consulting again on more detailed plans for the railway.
- 9.1.5** While the early-stage non-statutory consultation has formally closed, we will continue to accept any feedback and take this into account at appropriate stages as we take the project forward.
- 9.1.6** We thank the community for participating in this consultation and for providing us with their considered and valued feedback.

## List of figures

Figure 1.1: the five route options presented during the consultation	07
Figure 2.1: a schematic map of the East West Rail project	14
Figure 4.1: the five route options we consulted on	25
Figure 4.2: the feedback form used during the consultation	26
Figure 4.3: the front pages of the Consultation Document and Technical Reports	27
Figure 5.1: the broad immediate consultation zone	29
Figure 5.2: the consultation postcard	32
Figure 5.3: an example of advertisements used during the consultation	33
Figure 5.4: the East West Rail 'Have Your Say' consultation landing page during the consultation	34
Figure 5.5: locations of respondents who provided a postcode in their consultation response	39

## List of tables

Figure 5.1: list of events and their location, time and recorded attendance	36
Figure 6.1: a breakdown of all feedback received by stakeholder group and contact method	41







