



Options which are now being considered include a station to the north of Cambourne, which could facilitate a northern approach to Cambridge (including a station at Oakington and junction at Milton).

The updated information continues to show that a southern approach is the preference in terms of value for money, benefits and impacts on communities, and in terms of operating the railway.

The infrastructure proposals are located within six identified geographic areas. The developing plans in the areas of relevance to the Greater Cambridge Area are summarised below.

#### Project Section D – Clapham Green to The Eversdens

Construction of a new railway, with an emerging preference for a route alignment from Tempsford station to Cambourne North station, over an alignment with the proposed A428. Construction of a new station and sidings either north or south of Cambourne. After running north of Cambourne, the preferred route would then cross the A428 at the entrance to Bourn Airfield and the northern end of Highfields Caldecote.

#### Section E – Harlton to Hauxton:

Construction of new railway which would enter Cambridge from the south via the West Anglia Line. This would also involve the construction of new railway junction south-west of Cambridge near Harston and Hauxton to join the proposed new railway to the existing Shepreth Branch Royston line (the King's Cross line), which then connects to the West Anglian Main Line at the Shepreth Branch Junction to the north-east. The emerging preferred junction option is a grade separated junction (bridge) which would connect the new railway to the Shepreth Branch Royston Line.

#### Section F (The Shelfords to Cambridge):

Improvements or closure of the existing level crossing on Hauxton Road (between Little Shelford and Hauxton) and the modification of Shepreth Branch Junction. Maintenance of the existing two track railway of the Shepreth Branch Royston line to Shepreth Branch Junction. Construction of two additional tracks in some areas to create four tracks on the West Anglia Main Line between Shepreth Branch Junction and Cambridge station.

This section of the route also proposes additional platforms at Cambridge station (which will necessitate the relocation of the existing station sidings) and the opportunity to stop at the proposed Cambridge South station.

#### Proposed Response

Whilst the Council supports the principle of the Bedford to Cambridge section of the East West Rail line and welcomes the opportunity to provide further comments in respect of the 2021 Public Consultation, significant further work is still needed to

understand the localised impacts of the scheme, the options for mitigation, their effectiveness and implementation including the sequencing with wider strategic infrastructure and development.

The Council has not been able to assess technical issues such as noise or landscape impacts in any detail, given the high level nature of the consultation material, and as such is unable to support any of the options unequivocally at this stage. Thorough and detailed evidence will be expected to demonstrate how issues have been explored and addressed, and why the chosen route is the appropriate one.

### 3. Proposed Response

4. A detailed response to the consultation can be found in Appendix A

[Document Meeting 29.06.21 ROD: East West Rail Informal Consultation Stage - Consultation Response - Cambridge Council](#)

**Why the decision had to be made (and any alternative options):**

The consultation raises important issues that the council wishes to respond to.

**The Executive Councillor's decision(s):**

To approve the proposed response the East West Rail informal consultation, as set out in the document appended to this decision which can be viewed at the following link:

(Insert link)

Delegate authority to the Joint Director of Planning and Economic Development to make further technical comments in consultation with the Executive Councillor for Planning Policy and Transport.

**Reasons for the decision:**

Outlined in the report why the decision had been made.

**Scrutiny consideration:**

**Report:**

Attached is the Member Consultation Paper\_ appendix A which can be viewed at the link below:

[Document Meeting 29.06.21 ROD: East West Rail Informal Consultation Stage - Consultation Response - Cambridge Council](#)

**Conflicts of interest:**

None known.

**Comments:**

The Chair and Opposition Spokes were consulted. Comments were received from Councillor S Davies regarding the it the seven principles of good consultation laid out by the Consultation Institute (particularly principle 1 on Integrity). These were addressed and the final response updated which can be viewed at the link below:

[Document Meeting 29.06.21 ROD: East West Rail Informal Consultation Stage - Consultation Response - Cambridge Council](#)

