

# **East West Rail Bedford to Cambridge Route Option Consultation**

Consultation Document

January 2019



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**East West Rail**  
Consultation Document

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# Foreword

**Chris Grayling**  
Secretary of State for Transport



East West Rail is an ambitious project that could make a significant impact on the economic prosperity of the local area and the UK as a whole. It will link communities, and reduce travel costs and journey times by creating direct links between Oxford, Cambridge and the communities in between. It will also provide for better onward connections both north-south and further east and west.

The Oxford-Cambridge Arc is a top priority for this Government. It is home to an unrivalled cluster of the world's best universities, and through the knowledge they provide, it is also an incubator for some of the country's most exciting businesses in science and technology. As an area, the Arc is growing and thriving. But we can't take that for granted. In fact, we know that even though there is still so much potential in the local area, it is already running low on the capacity it needs to take advantage of the opportunities ahead.

That's why East West Rail is so important. This railway will open up transport connections right across the Arc, creating opportunities for businesses to grow and create jobs, and linking places where people can live with these new employment prospects. And whilst that will mean development locally, we want to work with local communities so it happens in a way that benefits them and improves the environment too.

This is a railway with a purpose – connecting people to the things that matter to them; making life easier, better and more prosperous. East West Rail will help to ensure the Oxford-Cambridge Arc is a wonderful

place to live and work, with exciting prospects, a green environment and a great quality of life.

We are already making progress. The first phase of East West Rail opened in 2016. Last year, I saw for myself the next phase of work underway to connect Oxford and Bedford, Milton Keynes and Aylesbury, taking the route of a line 'mothballed' decades ago but which is currently being brought back into use. Now we are looking at the options to connect Bedford and Cambridge with an entirely new line.

Just over a year ago, I set up the East West Railway Company to accelerate East West Rail, and to make sure we delivered it with local communities in mind. I am therefore delighted that they are launching this consultation to give you the opportunity to have your say on the possible route options for the new railway between Bedford and Cambridge. Please get involved!

This Government is committed to investment in infrastructure which improves the connectivity of our country and offers passengers a faster and better-quality experience on our railways. I look forward to seeing the outcomes of this consultation in the coming months, as we work together to deliver a project that can be such a boost for the local area.

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# Introduction

**Simon Blanchflower,**  
**East West Railway Company**  
**Chief Executive Officer**



In 2017, the Secretary of State for Transport set up East West Railway Company, giving us an ambitious challenge to accelerate delivery of rail infrastructure and passenger services between Oxford and Cambridge.

For the section between Bedford and Cambridge, this means creating an entirely new line which serves the community, supports economic growth and new homes, and provides the best possible experience for passengers.

We have spent much of the past year developing route options for the line between Bedford and Cambridge and are now ready to consult on the five most promising. This is our opportunity to gather your thoughts on route options at an early stage of developing the railway.

This document supports the consultation and will give you the key information you need to consider the route options and our reasons for choosing them. The team have also produced a more detailed Technical Report, which can be downloaded from [www.eastwestrail.co.uk/haveyoursay](http://www.eastwestrail.co.uk/haveyoursay), or accessed at several locations in the local area and at our consultation events.

The comments we receive during this consultation will be considered alongside technical studies and feedback from a range of organisations as we refine the plans for this project. This is an early, non-statutory consultation so there will be time later for you to help us further shape the final route alignment

and station locations as we move through the formal stages of the planning process.

Our Chairman, Rob Brighouse, the team and I would like to thank you for taking the time to engage with this consultation: the East West Rail team is committed to building the right infrastructure for this area and your feedback will be important in helping us shape our plans.

# What is East West Rail?

The East West Rail programme will connect Oxford and Cambridge by rail, linking them with Bicester, Bletchley, Milton Keynes, Bedford and many communities in between. As well as connecting places within the Oxford-Cambridge Arc, it will enable quicker journeys to places further afield, including places east of Cambridge, and join up with existing north-south rail lines. It supports economic growth by unlocking opportunities for jobs, new homes and tourism.

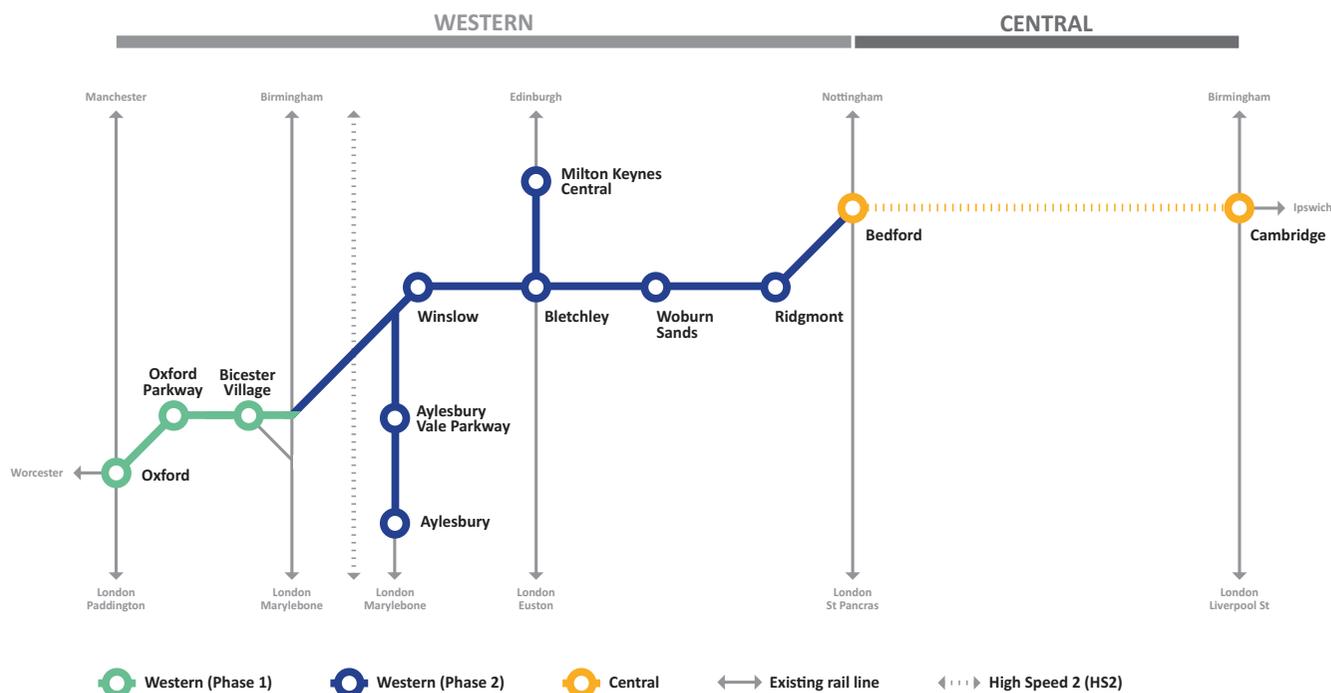
The section of East West Rail between Oxford and Bedford (often called the Western Section) will re-instate and upgrade railway lines which have been out of use since the early 1990s. It is already underway, with the upgrade of the section between Oxford and Bicester having been delivered in 2016. Major civil and engineering works to construct the next phase (between Bicester and Bedford) are due to start later this year, subject to Network Rail securing the necessary consents.

This consultation is about the section of East West Rail between Bedford and Cambridge (often called the Central Section), which will be connected by a new railway line with new stations. When the Central Section of East West Rail is complete, services will be able to run between Oxford and Cambridge, serving stations along the way and connecting into existing north-south rail lines. We aim to complete this section in the mid-2020s.

East West Rail will improve journeys for residents and unlock opportunities for jobs and new homes. We will also take account of the importance of the natural environment and in doing so we will be supporting sustainable transport for the region.

As well as minimising any negative impacts the project might have on the local environment, we are exploring ways to deliver environmental benefits, for example through improvements in biodiversity.

We will also continue to work with government and other agencies to explore options for a local natural capital plan for the Oxford-Cambridge Arc as a whole, which could look at wider benefits such as flood protection and improved water and air quality, and to support the Government's 25 year Environment Plan. However, the focus of this consultation is the route options for the railway.



### **The National Infrastructure Commission**

The National Infrastructure Commission (NIC) provides the Government with impartial, expert advice on major long-term infrastructure challenges.

In November 2017, the NIC produced a report on how to realise the potential of the Oxford-Cambridge Arc, which included prioritising the delivery of East West Rail.

The NIC's report outlines that the economic success of the Oxford-Cambridge Arc has led to demand for homes exceeding supply. The undersupply of new homes has contributed to high house prices and low affordability for home ownership and future housing needs. The NIC found, "there is powerful evidence that house prices are already diminishing firms' ability to attract employees. Workers are being priced out of local housing markets, restricting firms' access to labour and impacting on their competitiveness. Global businesses within the arc have told the Commission that, had they realised the impact that employees' housing costs would have on their business they may have located elsewhere. Others may yet choose to do so. This is as much an issue for high-tech firms and universities seeking to attract, recruit and retain globally mobile talent, as it is for public sector agencies looking to recruit key workers. These difficulties in accessing labour are exacerbated by poor east-west transport connections".

### **Government ambitions for the Oxford-Cambridge Arc**

The Government responded to the NIC alongside the Budget in Autumn 2018 and committed to supporting the wider ambitions for the Arc, which includes continued support for East West Rail and building up to one million high quality homes by 2050 to maximise the economic growth of the Arc.

The Government supported the NIC finding that in order to deliver the full economic potential of the Arc, there needs to be an integrated approach to the planning and delivery of infrastructure, homes and business growth within it. The Government also expressed its commitment to invest to support this level of ambition, including in relation to East West Rail.

### **The Oxford-Cambridge Arc**

Oxford, Cambridge and the communities in between are renowned for their vibrant economy, are home to the world's leading universities and are at the forefront of scientific and technological innovation. At the moment the area is thriving and delivers economic prosperity to businesses, residents and the country as a whole.

However local infrastructure hasn't kept up and the area risks falling behind: not for lack of talent or skills, but in part for the lack of transport to support housing growth and properly connect communities. This problem was identified by the National Infrastructure Commission (NIC) in their report "Partnering for Prosperity: A new deal for the Cambridge Milton Keynes-Oxford Arc" published in 2017.

East West Rail will allow thousands of people to access transport which is quicker, cheaper and more reliable than their current options, ensuring the Arc continues to grow.

# What is the East West Railway Company?

In December 2017, the Department for Transport (DfT) established the East West Railway Company Ltd (EWR Co) to:

- drive forward progress on the second phase of the section of East West Rail between Aylesbury, Bicester, Milton Keynes and Bedford (the Western Section); and
- take responsibility for developing the case for the section between Bedford and Cambridge (the Central Section)

Once a preferred route has been chosen and subject to government approval, our role at EWR Co could expand to include:

- building infrastructure which supports local and national ambitions for the region
- safely delivering the infrastructure as quickly and as cost effectively as possible
- exploring new ways to fund and finance the infrastructure
- exploring improved ways of working across the rail industry
- designing and integrating the infrastructure and train services, so passengers get a better experience
- ensuring the new railway meets the needs of communities – during and after construction



**We're ensuring that the new railway meets the needs of local communities – during and after construction.**

# This consultation and how we got here

## What we have done so far

In 1995, a group of Local Authorities and businesses called the East West Rail Consortium started to develop plans for a direct rail link between Bedford and Cambridge. Later, the case for the new railway was considered and developed by Network Rail and the DfT, with support from organisations with interests in transport, the environment, housing and other areas, who wanted to understand in very broad terms where this line might go. Of twenty possible route corridors, the one which went through the broad area around Sandy was identified as the preferred option. The way that a route corridor was selected is described in more detail in the Technical Report that supports this consultation.<sup>1</sup>

Since then, EWR Co have been looking at different routes the railway could take through this preferred corridor. We have now identified five route options that could help to grow the economy by connecting existing communities with jobs and supporting new homes.

The number and the location of stations are not certain at this stage. This will be firmed up as we identify potential route alignments within the indicative area for each route option (shown in the maps on page 15-19) and carry out further consultation.

This part of East West Rail is in the early stages of planning and we are several years from starting to build the railway. We expect to apply for a Development Consent Order under the Planning Act 2008 before we can do so.

This is not a statutory consultation and it's not required by planning legislation. This consultation is our opportunity to hear your views on these

options at an early stage. We will take responses into account when we select a preferred route and identify precise route alignments as we move into the formal, statutory consenting process.

## What we are asking you to comment on

We have developed five route options and would like to know:

- what your views are on their challenges and opportunities
- whether we are right to focus on route options that approach Cambridge from the south
- what you think of the overall approach we have taken to developing route options

We would also welcome any general feedback that you may have.

You can see maps of the five route options on page 13 of this document, and more detail is available in the Technical Report.

## 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, though this could still be several kilometres wide in places. We are consulting on five route options.

**Route alignment:** the exact route on which the line would run. We will develop a preferred route alignment at a later stage.

<sup>1</sup> More detail on the approach used to identify a preferred route corridor is available at <https://cdn.networkrail.co.uk/wp-content/uploads/2017/03/Engineering-Summary-Report.pdf>.

## What happens next?

This public consultation on route options will take place from 28 January to 11 March 2019. For full details on how to take part, see page 22 of this document.

Throughout the consultation, we will record and analyse all the feedback we receive, which we will then summarise in a report that we will publish on our website later this year.

We will use your detailed feedback, along with feedback from local authorities, the DfT, Network Rail and other groups to further assess these five route options. We will then announce the preferred route option and will start to develop the designs in detail for a preferred route alignment.

We expect the section of East West Rail between Bedford and Cambridge to be designated as a Nationally Significant Infrastructure Project and that our planning application for the route alignment will take the form of a Development Consent Order. This sort of planning application goes to the Secretary of State for Transport for a decision rather than the local council. Before applying for planning consent to construct the railway on a particular route alignment, there will be a formal (statutory) stage of consultation. This is planned for 2021.

### Indicative outline timeline

A vertical timeline diagram on a green background. It features a central vertical line with five circular nodes. To the right of each node is a text entry. The entries are: 'Early 2019 Consultation on potential route options', '2020 Develop a detailed route alignment', '2021 Statutory consultation on a route alignment', '2021 Development consent application submitted', and '2023 Development Consent Order secured'.

○ Early 2019	Consultation on potential route options
○ 2020	Develop a detailed route alignment
○ 2021	Statutory consultation on a route alignment
○ 2021	Development consent application submitted
○ 2023	Development Consent Order secured

# How we will choose a preferred route option

We are keen to find out what you think about our five potential routes because consultation is a crucial part of our decision making. We have identified five factors which we think are key to assessing the opportunities and constraints of each option. We want to know how you think our five route options perform against each of them.

In addition to consulting local residents, we will also be seeking input from local councils as well as organisations representing transport users, environmental interests and local businesses. We

will also be doing further analysis with Network Rail and other government agencies and departments, including Homes England and the Ministry of Housing, Communities and Local Government, to provide relevant information to support the decision on a preferred route.

At this early stage, the cost estimates for each route option are indicative and vary from around £2.0 billion to £3.4 billion.<sup>1</sup> These estimates have been prepared for the purposes of assessing route options and identifying a preferred route, but should be not be used to set expectations as to the final Total Capital Cost of the project. Cost estimates will continue to be refined as route development work progresses towards identifying a final preferred route alignment. All the route options are expected to result in journey times between Oxford and Cambridge of around 80 minutes.<sup>2</sup> However, the potential to support the wider economy and new homes that are needed to sustain growth across the Oxford-Cambridge Arc will also be an important consideration.

Each route presents opportunities and challenges which we need to consider to make a balanced decision and ensure that the Government's investment in East West Rail provides value for money.

We have also looked at other important issues like safety and long-distance connectivity. These factors have similar impacts across all the routes we

developed and are consulting on, so they are less likely to influence the decision to choose one route over another.

The current indicative cost estimates are based on building a rail link that accommodates all types of rail freight. EWR Co will continue to consider whether providing capability for all types of freight is affordable and provides value for money in the context of anticipated freight demand.

## Key criteria

- Supporting economic growth
- Supporting delivery of new homes
- Costs and overall affordability
- Benefits for transport users
- Environmental impacts and opportunities

<sup>2</sup> These figures are real values (adjusted for inflation) in 2015 prices, and do not account for discrepancies in price inflation between construction and the general economy. This means that the actual costs of the railway when the project is being delivered are likely to be higher.

<sup>3</sup> If the proposed Cambridge South station does proceed, this is likely to lead to a small increase in journey times for trains that stop there.

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# How we chose the five route options for consultation

Having identified a corridor via the Sandy area as the preferred route corridor, the next stage in developing the East West Rail Central Section scheme was to start considering route options within that broad corridor.

The route corridor has defined start and finish points, beginning around Stewartby near Bedford and ending at Cambridge. It increases to around 15km wide along the East Coast Main Line and through South Cambridgeshire.

The preferred route that will be selected later this year will in some places still cover a relatively broad area of up to several kilometres wide in which

we expect the final alignment would lie. The final alignment of the new railway and new stations will be located within the broad areas indicated on the maps below. While in some places the indicative route area covers existing settlements, the final route alignment will be developed to avoid and minimise potential adverse impacts on existing settlements where possible.

## Practical considerations

When we were developing route options, we looked at three main practical considerations:

### 1. Providing an interchange with the Midland Main Line at Bedford

There are two broad options:

- Serving the existing Bedford Midland station
- Serving a new station located to the south of Bedford (which could alternatively be located at Wixams)

### 2. Providing an interchange with the East Coast Main Line

There are three broad options:

- A new station somewhere between Sandy and St Neots; some routes would also serve the existing Sandy station

- A new Sandy station slightly to the north of the existing station (the existing station would be re-located)
- A new Sandy station slightly to the south of the existing station (the existing station would be re-located)

### 3. Where the route should go through South Cambridgeshire

There are three broad options:

- A northerly route via Cambourne
- A southerly route between Bassingbourn and Arrington – an additional station could be located on the site of the Ministry of Defence (MoD) Bassingbourn Barracks if it is developed
- A central route to the north of the Wimpole Hall estate (this has now been discounted)

## Assessing the route options

A wide range of factors have been considered to inform the appraisal of route options within the preferred route corridor. The main factors are:

- **Transport user benefits – the potential benefits from improved journey times, lower fares and less road congestion**
- **Contribution to enabling new homes and economic growth, including serving areas with land that could be developed**
- **Capital and operating costs and overall affordability**
- **Environmental impacts and opportunities**

This analysis resulted in several route options that we have sifted down to five based on the factors outlined above. Pages 15 to 19 set out these five route options alongside our initial thoughts on their key opportunities and challenges. Some routes are significantly more expensive than others but could be justified if opportunities, including the potential to support additional growth and new homes, can be realised.

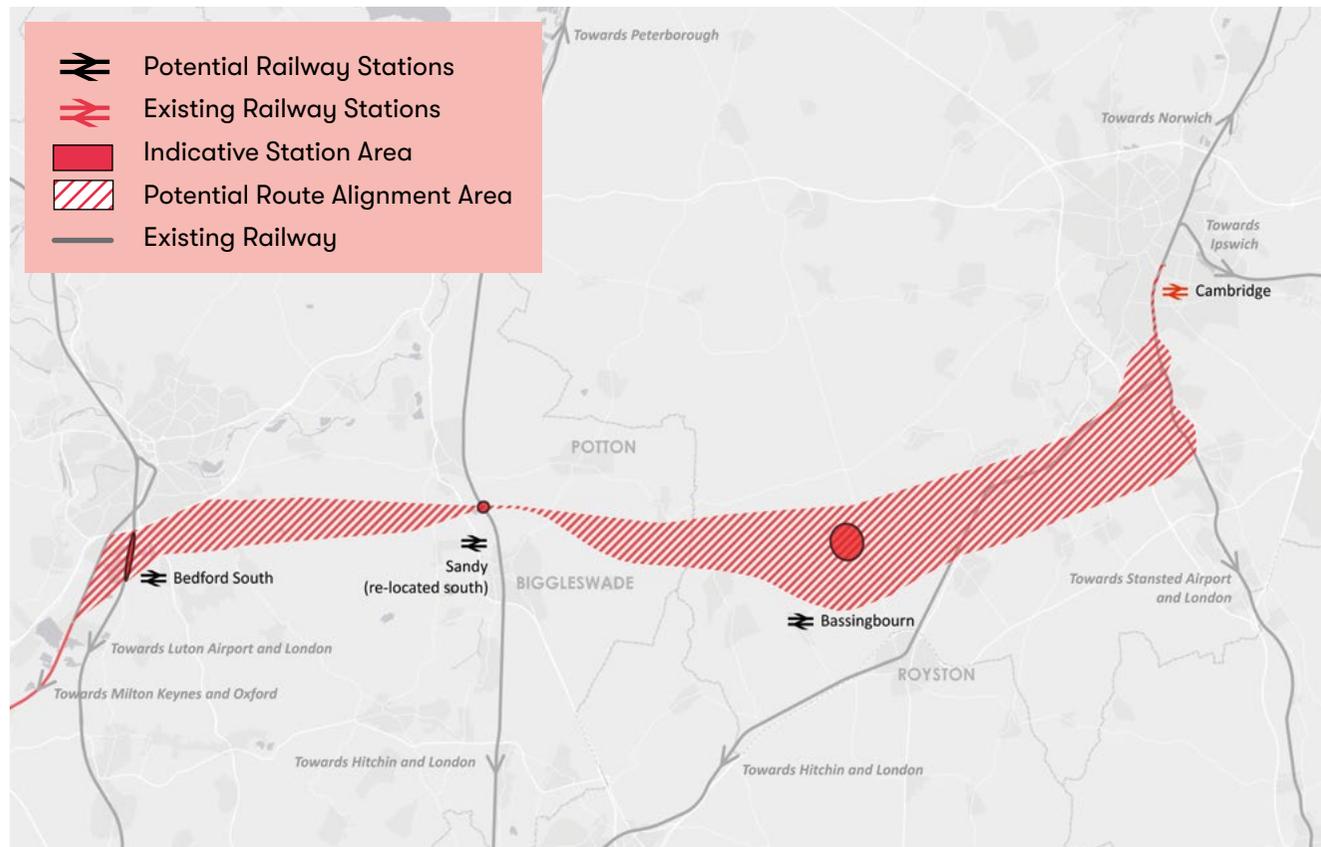
The number and the locations of stations are indicative at this stage. This will be firmed up as we identify potential route alignments within the broad area for each route option and carry out further consultation.

The application for development consent will be supported by a detailed Environmental Impact Assessment (EIA), which will identify, describe and assess the direct and indirect significant effects that the project may have on the environment. EWR Co will aim to avoid adverse environmental effects where possible.

However, where this is not possible, EWR Co will consider measures to reduce, mitigate and compensate for these effects. In some cases, these measures may have the potential to provide an overall improvement in the environment over the longer term.

## ROUTE A

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



#### Opportunities:

- Supports economic growth across the Oxford-Cambridge Arc
- Faster journeys, with an estimated Oxford to Cambridge journey time of 76 minutes

#### Challenges:

- Possible impacts on the Wimpole Hall avenue and mitigation
- Proximity to the RSPB Nature Reserve, Sandy Warren Site of Special Scientific Interest (SSSI) and Biggleswade Common
- Relocation of Sandy station

#### Other considerations:

- Could support new homes:
  - South of Bedford
  - Potentially on and around the site of MoD Bassingbourn Barracks<sup>3</sup>
- Travelling to or from Bedford town centre would require changing trains and using Thameslink services

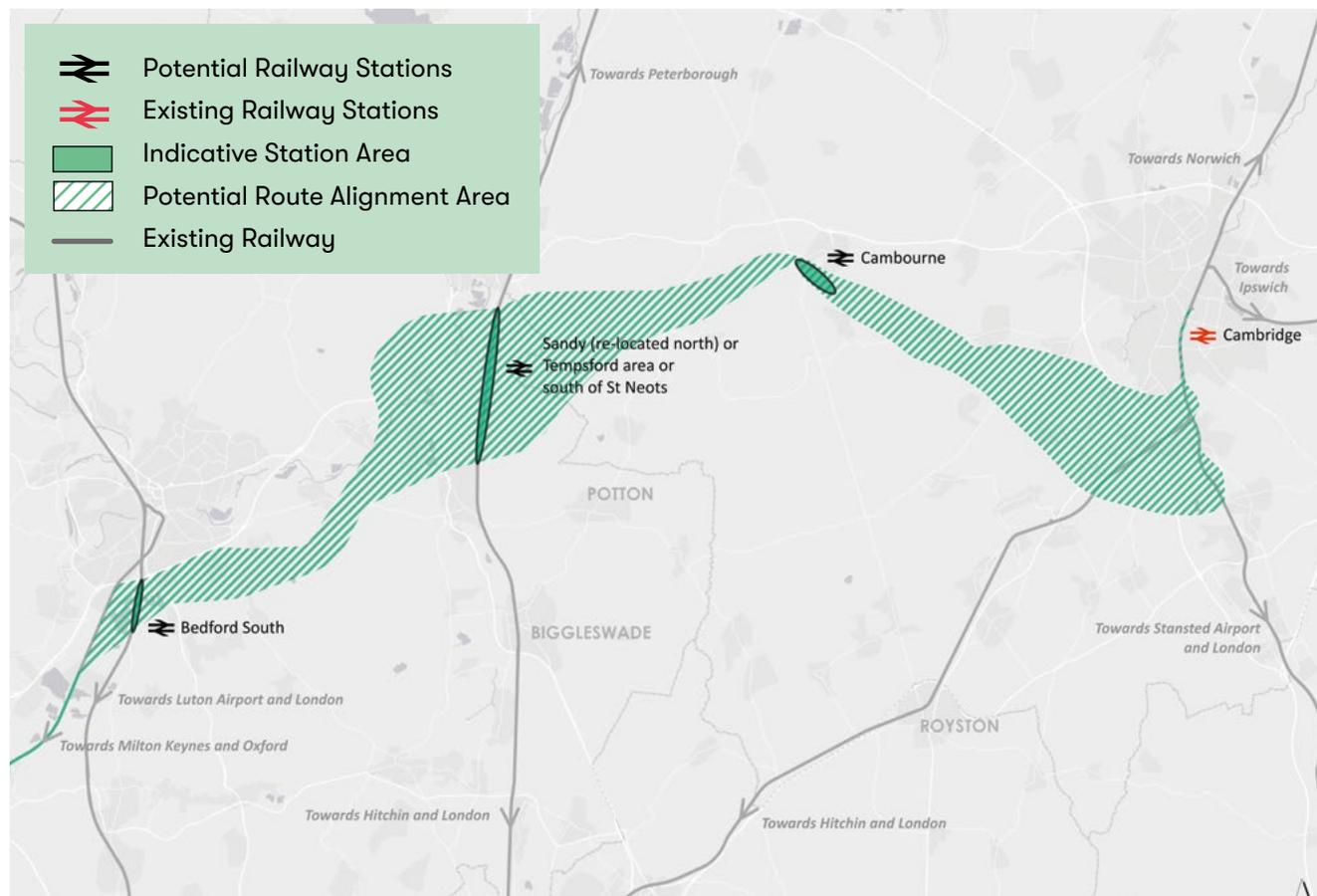
#### Indicative upfront construction cost:

- c.£2.0 billion (2015 prices)

<sup>3</sup> A new 'Bassingbourn' station would only be built if the MoD Bassingbourn Barracks is developed. The cost of a station is not included in the initial cost estimates in this document.

## ROUTE B

### Bedford South – Sandy (re-located north) / Tempsford area / south of St Neots – Cambourne – Cambridge



#### Opportunities:

- Supports economic growth across the Oxford-Cambridge Arc
- Faster journeys, with an estimated Oxford to Cambridge journey time of 80 minutes

#### Challenges:

- Might require Sandy station to be re-located (if EWR serves a new station slightly to the north of the existing station rather than in the broad area around Tempsford or to the south of St Neots)
- Might duplicate the proposed Metro in providing public transport links between Cambourne and Cambridge

#### Other considerations:

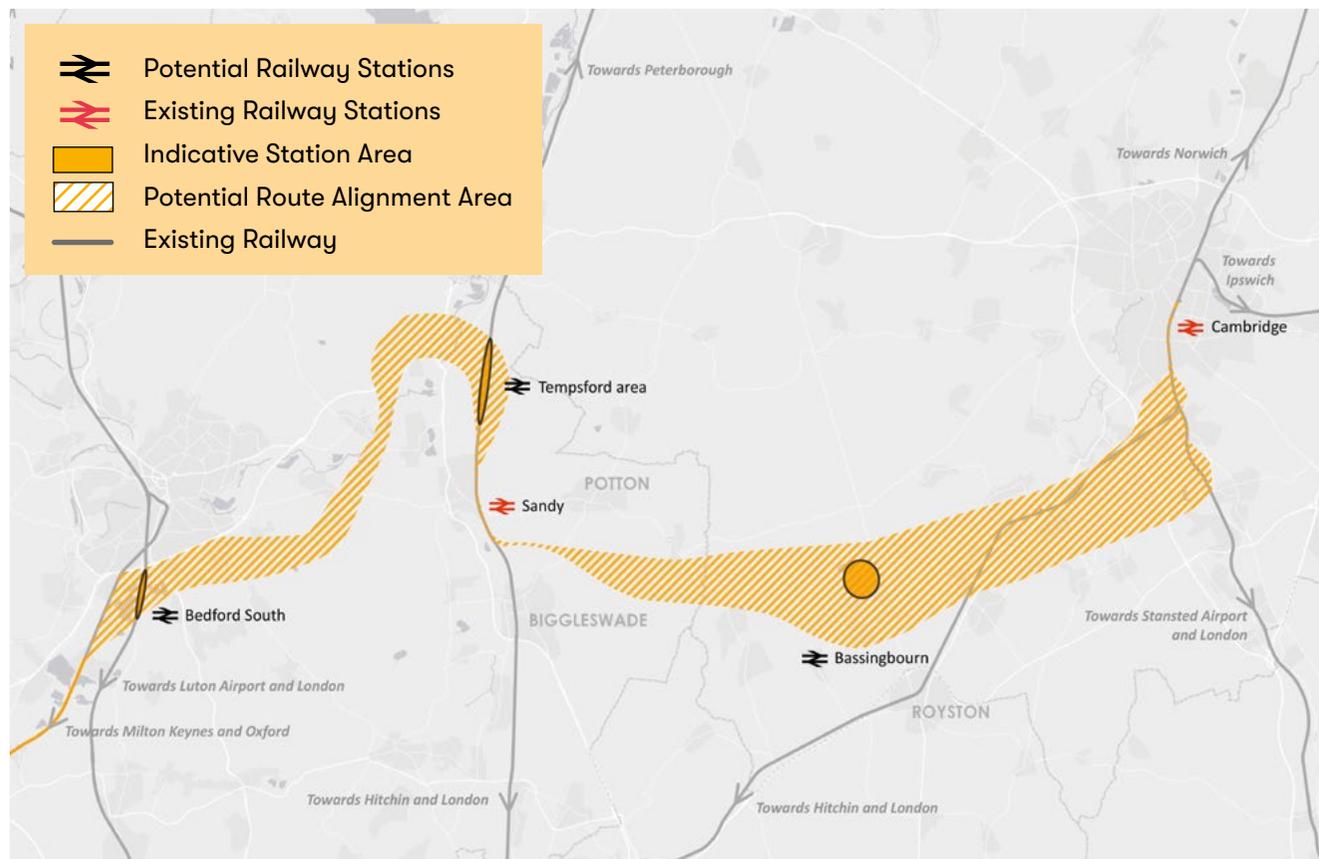
- Could support new homes:
  - South of Bedford
  - Between Sandy and St Neots
  - Around Cambourne
- Travelling to or from Bedford town centre would require changing trains and using Thameslink services

#### Indicative upfront construction cost:

- c.£2.6 billion (2015 prices)

## ROUTE C

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



#### Opportunities:

- Supports economic growth across the Oxford-Cambridge Arc
- Faster journeys, with an estimated Oxford to Cambridge journey time of 80 minutes

#### Challenges:

- Possible impacts on the Wimpole Hall avenue and mitigation
- Proximity to the RSPB Nature Reserve, Sandy Warren Site of Special Scientific Interest (SSSI) and Biggleswade Common
- Potentially complex links with the East Coast Main Line

#### Other considerations:

- Serves the existing Sandy station
- Could support new homes:
  - South of Bedford
  - Between Sandy and St Neots
  - Potentially on and around the site of MoD Bassingbourn Barracks<sup>4</sup>
- Travelling to or from Bedford town centre would require changing trains and using Thameslink services

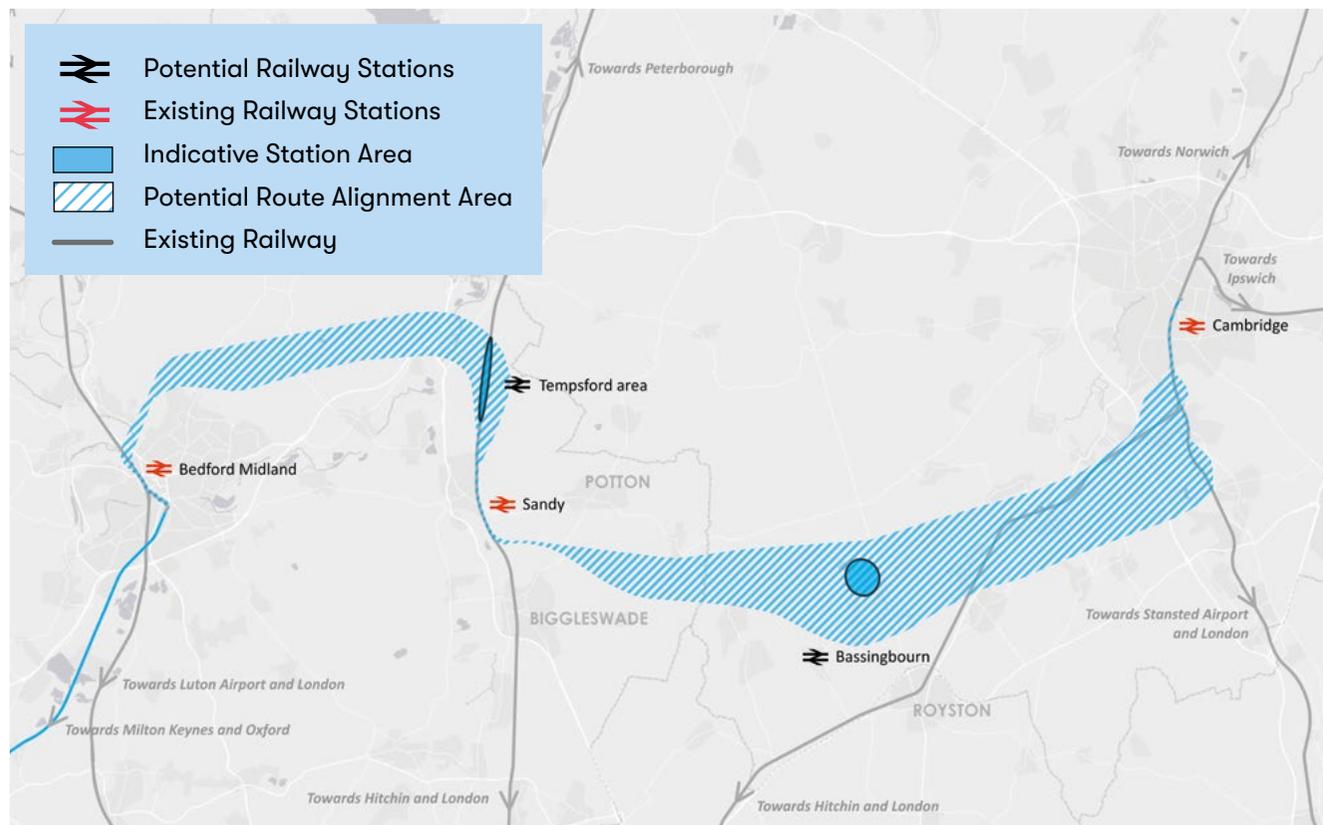
#### Indicative upfront construction cost:

- c.£2.5 billion (2015 prices)

<sup>4</sup> A new 'Bassingbourn' station would only be built if the MoD Bassingbourn Barracks is developed. The cost of a station is not included in the initial cost estimates in this document.

## ROUTE D

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



#### Opportunities:

- Supports economic growth across the Oxford-Cambridge Arc
- Faster journeys, with an estimated Oxford to Cambridge journey time of 83 minutes
- Provides direct connectivity to Bedford town centre

#### Challenges:

- Possible impacts on the Wimpole Hall avenue and mitigation
- Proximity to the RSPB Nature Reserve, Sandy Warren Site of Special Scientific Interest (SSSI) and Biggleswade Common
- Potentially complex links with the Midland Main Line and East Coast Main Line<sup>5</sup>

#### Other considerations:

- Serves the existing Sandy station
- Could support new homes:
  - Through densification of Bedford town centre
  - Between Sandy and St Neots
  - Potentially on and around the site of MoD Bassingbourn Barracks<sup>6</sup>

#### Indicative upfront construction cost:

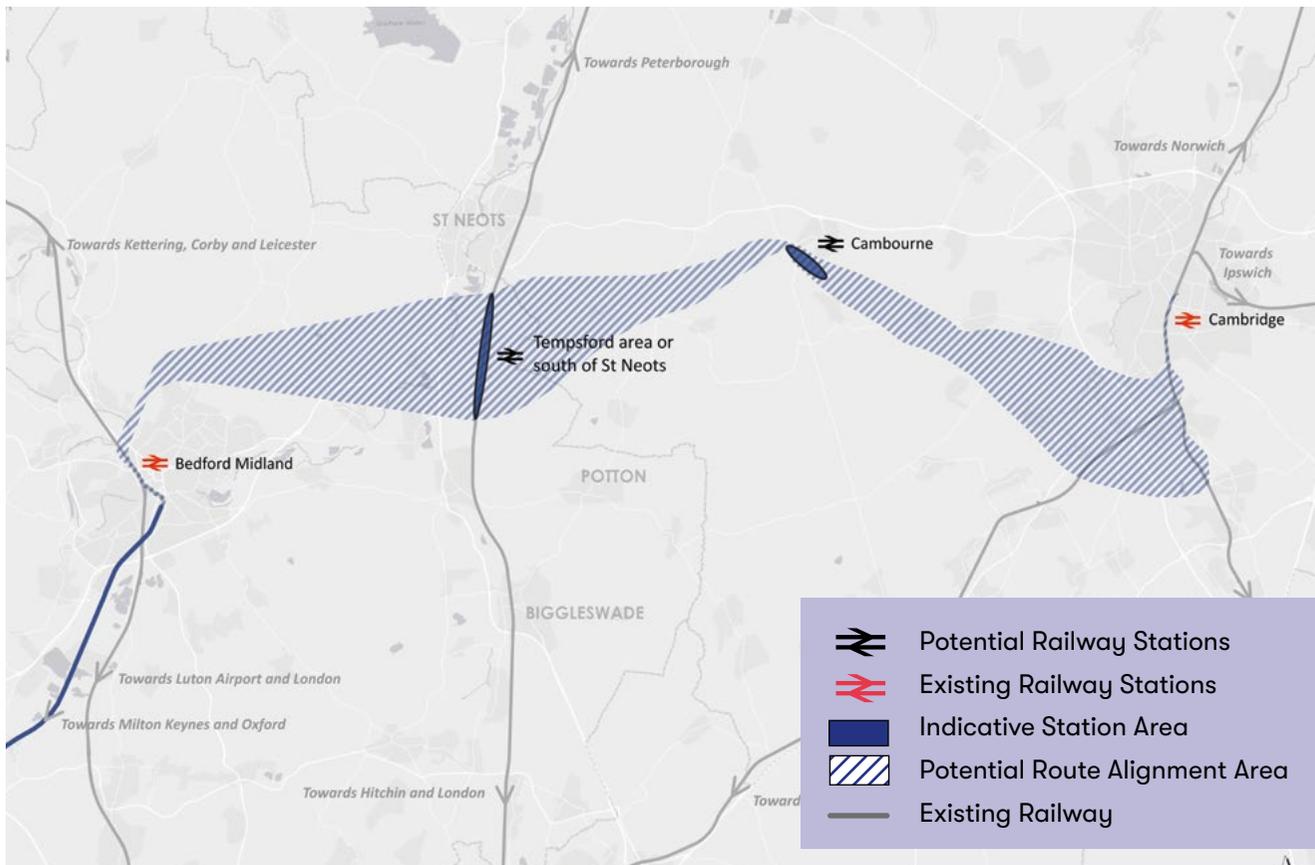
- c.£2.6 billion (2015 prices)

<sup>6</sup> If EWR were to serve Bedford Midland, this would require works to increase the capacity of the existing station and potentially re-model or re-locate the existing Bedford maintenance depot.

<sup>7</sup> A new 'Bassingbourn' station would only be built if the MoD Bassingbourn Barracks is developed. The cost of a station is not included in the initial cost estimates in this document.

## ROUTE E

### Bedford Midland – south of St Neots / Tempsford area – Cambourne – Cambridge



#### Opportunities:

- Supports economic growth across the Oxford-Cambridge Arc
- Faster journeys, with an estimated Oxford to Cambridge journey time of 82 minutes
- Provides direct connectivity to Bedford town centre

#### Challenges:

- Might duplicate the proposed Metro in providing public transport links between Cambourne and Cambridge
- Potentially complex links with the Midland Main Line<sup>7</sup>

#### Other considerations:

- Avoids relocating the existing Sandy station
- Could support new homes:
  - Through densification of Bedford town centre
  - Between Sandy and St Neots
  - Around Cambourne

#### Indicative upfront construction cost:

- c.£3.4 billion (2015 prices)

<sup>8</sup> If EWR were to serve Bedford Midland, this would require works to increase the capacity of the existing station and potentially re-model or re-locate the existing Bedford maintenance depot.

# Other routes and approaches

In addition to the five routes presented here, we carefully considered a range of other options that we have decided not to take forward at this stage. In making our decision, each option was assessed against the different criteria set out in page 12 of this document – ‘How we will choose a preferred route option’. Further information on these routes and the way they have been assessed is included in the accompanying Technical Report.

## Alternative northern approach into Cambridge

All of the route options shortlisted for consultation approach Cambridge from the south by connecting to the West Anglia Main Line either at or slightly to the north of Shepreth Junction (where the Hitchin-Cambridge and West Anglia lines meet) or to the south of Great Shelford. A range of alternative options for approaching Cambridge were considered at an earlier stage but were not taken forward. We have reviewed the previous decision to prioritise route options that approach Cambridge from the south. Two main alternative options approaching Cambridge from the north have been considered:

- Using the existing guided busway route (from near Histon)
- Connecting to the West Anglia Main Line north of Milton

Our conclusion is that using the guided busway would have a significant negative impact on existing local transport connections.

Connecting to the West Anglia Main Line north of Cambridge is possible but presents several challenges, especially the potential for additional cost and journey times:

- It could require changes to Cambridge North station and adding tracks along the West Anglia Main Line (for a longer section

of the line than is likely to be required when approaching Cambridge from the south)

- The longer distance between Cambourne and Cambridge via a northern approach into Cambridge would make it more expensive to build and operate and result in longer journey times
- Trains would need to reverse at Cambridge if travelling to/from Ipswich and Norwich and east coast ports, increasing journey times
- Approaching Cambridge from the north would not directly serve the proposed new Cambridge South station

In addition, the existing guided busway is likely to cater for growth opportunities to the north of Cambridge (e.g. at Northstowe), reducing the additional connectivity benefits from East West Rail services approaching Cambridge from the north.

However, we are seeking views through this consultation on whether we are right to focus on routes that approach Cambridge from the south. Of the five route options that are being taken forward for consultation, Routes B and E could alternatively approach Cambridge from the north if new information is provided that suggests this would be better than approaching Cambridge from the south.



**We have reviewed the previous decision to prioritise route options that approach Cambridge from the south**

# Learn more about the route options

## Get all the information you need to respond

This document is designed to give you an overview of the route options and the implications for choosing each one.

However, if you have questions about anything in this document or would like to understand more before responding to the consultation, you can:

- Speak first-hand to one of our team at our consultation events
- Visit the East West Rail website at [www.eastwestrail.co.uk/haveyoursay](http://www.eastwestrail.co.uk/haveyoursay) to access the accompanying Technical Report or ask a question
- Speak to the team by emailing us at [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk) or by calling us on **0330 134 0067**.
- Visit one of our deposit points to access this document and the Technical Report

Our consultation events:

Venue	Time	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

Information point locations:

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

# Have your say!

We're keen to understand how you think this section of the East West Rail project, and each Route Option performs against our key criteria of:

- Supporting economic growth
- Supporting delivery of new homes
- Cost and overall affordability
- Benefits for transport users
- Environmental impacts and opportunities

However we're also interested to learn what you think about the broader scheme.

You can have your say by filling out a feedback form, which can be accessed online at [www.eastwestrail.co.uk/haveyoursay](http://www.eastwestrail.co.uk/haveyoursay) or picked up at one of our events (see opposite).

Feedback forms can be submitted online, at an event, or sent by post to **Freepost EAST WEST RAIL**.

For further information, or to request a paper copy of the form to be sent to you, speak to the team by emailing us at [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk) or by calling us on **0330 134 0067**.

## Accessibility:

If you or somebody you know requires copies of our consultation materials in accessible formats or an alternative language, please contact us on the details on the left of this page.

**east west RAIL**  
**Bedford to Cambridge Consultation 2019**  
**Feedback Form**

**Please use this form to provide feedback to our consultation on the East West Rail section between Bedford and Cambridge.**

The comments we receive during this consultation will be considered as we refine our scheme before seeking powers for its construction.

For more details about the scheme, please refer to our consultation document which can be found online at [www.eastwestrail.co.uk/haveyoursay](http://www.eastwestrail.co.uk/haveyoursay)

You can also fill in this form online at [www.eastwestrail.co.uk/haveyoursay](http://www.eastwestrail.co.uk/haveyoursay) or return a paper copy for Freepost EAST WEST RAIL.

For large print copies of this form or versions in alternative languages, please email [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk) or call **0330 134 0067**.

Please submit your feedback by 11.45pm on 11 March 2019 when this consultation will close.

**Your details** (please write in capitals)

Title: \_\_\_\_\_ Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Postcode: \_\_\_\_\_  
Telephone: \_\_\_\_\_  
Email: \_\_\_\_\_

**Organisation** (if applicable): \_\_\_\_\_

**I am at:**

Local resident     Commuter to the area     Visitor to the area     Farmer resident  
 Future resident     Business owner     Elected representative     Interest group

**Age range** (choose one):

18 and under     19-34     35-50     51-65     over 65

**Would you like to receive further information from East West Rail as the proposals develop?**

Yes (by both Email & Post)     Yes (by Email)  
 Yes (by Post)     No thanks



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**west**  
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