

Appendix 12:

Matters raised by Prescribed Consultees, Elected Representatives and Other Groups and Organisations



The Preferred Route Corridor

Theme	Matters Raised	Regard had to the matter raised
The Preferred Route Corridor		
The Preferred Route Corridor	It was suggested that the rail line should follow the same route as the A421/A428 Expressway.	East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors, and supports greater economic growth.
The Preferred Route Corridor	Concern that an alternative northern route option was not included in the consultation.	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p>
The Preferred Route Corridor	Request to consider the Cam Bed Rail Road (CBRR) route option.	
The Preferred Route Corridor	Suggestion that there was no environmental justification for discounting route options to the north of Cambridge.	

The Preferred Route Corridor

Theme	Matters Raised	Regard had to the matter raised
The Preferred Route Corridor	Concern that none of the route options meet NIC recommendations to align road and rail connections to provide a multi-modal corridor.	We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors, and supports greater economic growth.
The Preferred Route Corridor	Concern was raised that the route corridor near Sandy is too narrow for the options brought forward.	<p>The “route corridor” is the wide area through which East West Rail could run. When the case for the new railway was initially considered and developed by Network Rail, the Department for Transport and others, a route corridor through the broad area around Sandy (Bletchley - Stewartby - Bedford - Sandy - Cambridge) was recommended, and we have taken this recommendation forward.</p> <p>A “route option” is a narrower strip within the recommended route corridor. We developed five route options and consulted on them between January and March 2019. These five route options are up to several kilometres wide in some areas, but narrow in others to accommodate environmental, housing, and infrastructure constraints. Of these route options, route options A, C and D narrow around Sandy because of known environmental constraints in the area, broadly following the old Varsity Line alignment.</p>

The Preferred Route Corridor

Theme	Matters Raised	Regard had to the matter raised
The Preferred Route Corridor	It was suggested that the corridor should extend to the north to include developments in St Neots and Cambourne.	<p>When the case for the new railway was initially considered and developed by Network Rail, the Department for Transport and others, 20 route corridors were considered, spanning the area from St Albans and Harlow to Peterborough. A route corridor through the broad area around Sandy (Bletchley - Stewartby - Bedford - Sandy - Cambridge) was recommended, and we have taken this recommendation forward. All the route options we are assessing fall within this preferred corridor.</p> <p>While St Neots station is just to the north of the preferred route corridor, several of the route options that we are considering could provide for a new station just to the south of St Neots or in the area around Tempsford. For all our route options, passengers travelling to or from St Neots town centre would be able to interchange onto East West Rail services via a short journey on north-south Thameslink services along the East Coast Main Line. This is in addition to route options B and E which both serve Cambourne.</p>
The Preferred Route Corridor	Concern that the route options brought forward do not consider the current North West housing development plans, Northstowe, Bourn and Cambourne developments, and the relocation of Papworth Hospital to Addenbrookes site.	When developing a route corridor and subsequent route options, the potential for future housing, economic and employment opportunities were considered, amongst other relevant factors including environmental and transport considerations.

The Preferred Route Corridor

Theme	Matters Raised	Regard had to the matter raised
The Preferred Route Corridor	Observation that the southerly route options leave the northern part of South Cambridgeshire District with only by road options for east/west transport.	We would like to spread the benefits of East West Rail as far as possible, however we recognise that regardless of which route option is chosen, we are unable to directly connect every community. These places will still however see benefits from East West Rail, including eased pressure on local roads. We also intend to work with local authorities and other local stakeholders to ensure that East West Rail stations are well-integrated into local transport networks so that residents and businesses are able to access East West Rail services.

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Route Option A		
Environment - other	Comments reflected that the route option has the least environmental impact. Other comments suggested that the environmental impact is less than route options B and E.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors, and supports greater economic growth.</p>
Environment - other	Concern that the route option compromises the environment.	
Environment - other	Concern that the route option impacts on several environmentally important sites, the loss of which cannot be mitigated elsewhere.	
Environment - other	Observation that the route option avoids large swathes of land already rejected by preferred route announcement for A428.	

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Environment - flood risk/water	Have regard to fluvial and surface water flood risk patterns/watercourses that could be crossed: * Ickwell Green * Northill * Thorncote Green * Hatch	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Where required, this will include a flood risk assessment. Other potential impacts on water will also be considered.</p>
Environment - flood risk/water	Consideration should be given to measures that reduce flood risk and flows into the Ivel at Sandy.	
Environment - flood risk/water	Suggestion of an opportunity for upstream storage to deliver flood risk reduction around Biggleswade Common and reduce discharge rates into the Ivel.	
Environment - flood risk/water	Have regard to the requirement for crossing numerous watercourses that will require flood compensation areas to be designed and included within the Transport and Works Act (TWA) 1992 red line boundary.	
Environment - flood risk/water	Have regard to opportunities to reduce flood risk to Couple, Hatch, Sandy.	
Environment - flood risk/water	Have regard to Internal Drainage Board (IDB) drain between Sandy and Biggleswade that discharges at Stratford, which presents an opportunity for throttle flows from this IDB watercourse, reducing flood risk along the River Ivel corridor and the wider Great Ouse Catchment.	

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Environment - flood risk/water	Suggestion to take the opportunity to reduce flood risk and mitigate climate change where the line crosses two main rivers (Rhee and Cam), combined with ordinary watercourse crossings between Bassingbourn and Cambridge.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Where required, this will include a flood risk assessment. Other potential impacts on water will also be considered.</p>
Environment - flood risk/water	Consider Sustainable Drainage Systems (SUDS) where they do not present a risk to controlled waters. SUDS may not be applicable in areas where groundwater level is close to the ground surface.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Where appropriate, mitigation measures will be considered and applied in undertaking the Environmental Impact Assessment (EIA) that will be submitted with the Development Consent Order (DCO).</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Environment - flood risk/water	Where the route option crosses previously developed land, potential contamination should be given due consideration. This should be considered alongside any impacts the development may have on groundwater and surface water quality during construction and operation.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Potential contamination and water related aspects will be considered as part of these environmental assessments.</p>
Environment - flood risk/water	<p>Have regard for watercourses at the following locations:</p> <ul style="list-style-type: none"> * East of Sandy * Between Sandy Warren and Biggleswade Common close to watercourse running across proposed East of Biggleswade development area * Potton Brook * Millbridge Brook * Wrestlingworth 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Water related aspects will be considered as part of these environmental assessments.</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Environment - visual impact	Concern that historic views of Wimpole and Whaddon Church should not be impacted.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Where required, a Landscape and Visual Impact Assessment will be carried out and the results presented within the ES.</p>
Environment - visual impact	Concern that visual amenity will be lost in the area – from East West Rail and future housing it stimulates.	
Environment - visual impact	Have regard for the visual impact of any bridge configuration crossing the A1 and River Ivel and the Warren Villas wetlands.	
Environment - visual impact	Consider the scope for mitigating visual quality of the A1 and safeguard views to the Greensand Escarpment.	
Environment - visual impact	Concern that the riverside landscape south of Sandy will be potentially impacted through urbanisation of countryside areas.	
Environment - visual impact	Have regard for landscape between Potton and Sutton, plus area around Eyeworth. Specific concerns regarding topographic changes as it crosses Greensand Ridge.	
Environment - visual impact	Have regard for the landscape impact of a Sandy station relocation.	

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Environment - visual impact	Concern regarding impact on Cam Valley and heritage buildings such as Wimpole Hall and Estate.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Heritage aspects will be considered as part of these environmental assessments.</p>
Environment - visual impact	Consider the benefit that this avoids several scheduled monuments, plus Croxton Park, Croxton Village and moated sites, plus Waresley Woods Site of Special Scientific Interest (SSSI).	
Environment - historically significant sites identified	Have regard to the impact on heritage sites: * Wimpole Hall and Estate * Wimpole Avenue	
Environment - historically significant sites identified	Have regard for the setting of St Mary's Church Whaddon.	
Environment - historically significant sites identified	Have regard to the potential impact on scheduled monuments: * John O'Gaunt's house & garden * Preceptory of Knights Hospitallers * Shingay * Bassingbourn * Moated site south of St. Mary's Church Whaddon * Gallery Hill Iron Age Fort * Sandy Lodge Iron Age Hillfort * John O'Gaunt's Hill medieval manor * Sutton Pack Horse Bridge * Newton Bury medieval moat * Quince Hill medieval ring work * Hill House medieval moated site * Hood Home medieval fishponds and warren	
Environment - historically significant sites identified	Consider the impact on 72 listed buildings around Bassingbourn.	

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Environment - historically significant sites identified	Concern that the route option contains extensive archaeological sites/remains of settlements.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Heritage aspects will be considered as part of these environmental assessments.</p>
Environment - historically significant sites identified	Old Warden Park Registered Park.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Heritage aspects, including registered parks and gardens, will be considered as part of these environmental assessments.</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Environment - historically significant sites identified	Have regard to well-preserved earthworks on Biggleswade Common.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. It should also be noted that the proposed route options do not cross Biggleswade Common.</p>
Environment - historically significant sites identified	Concern that non-designated designed landscapes at Ickwell Park and Sandy Lodge could also be affected.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Landscape aspects will be considered as part of these environmental assessments.</p>
Environment - historically significant sites identified	Consider the impact on Moggerhanger Park and its setting and opportunity to enhance park through removal of the reservoir soil mound.	
Environment - historically significant sites identified	Have regard to crossing clay pits north of Stewartby (Coronation Clay pit/ Kempston Hardwick Clay Pit) and south of Stewartby (Rookery Clay Pit), plus north of the Wixams (Elstow South Clay Pit/Elstow North landfill site).	

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Environment - environmentally significant sites identified	Concern about damage to the RSPB Nature Reserve at Sandy.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Sensitive sites, such as the RSPB reserve, will be considered as part of these assessments, as appropriate.</p>
Environment - environmentally significant sites identified	Observation that impact to wildlife from rail line fencing will be greater in the southern area as it is more rural.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Biodiversity aspects, such as habitat fragmentation, will be considered as part of these assessments.</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Environment - environmentally significant sites identified	Have regard to the impact on: * Sheerhatch Wood * College Wood * Greensand Ridge * Wimpole Hall	We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Environment - environmentally significant sites identified	Have regard to the impact on SSSIs at: * Sandy Warren * Lowland Fen priority habitat at Fowlmere Watercress Beds * L-more and Shepreth * Barrington Pit * Barrington Chalk Pits * Whittlesford-Thriplow Hummocky Fields * Thriplow Meadows * Thriplow Peat Holes * Dernford Fen	We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Biodiversity, landscape and heritage aspects will be considered as part of these assessments, where appropriate.
Environment - environmentally significant sites identified	Have regard to the impact on the River Cam or Rhee waterway.	We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts. We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Water related aspects will be considered as part of these assessments, as appropriate.
Environment - environmentally significant sites identified	Community Forest between Stewartby and south of Bedford – former brick buildings have Great Crested Newt interest.	Comment noted. Environmental surveys will be undertaken to identify protected species, as appropriate.

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Environment - ancient woodland/ woodland	Have regard to the Marston Vale Community Forest (section 142 of NPPF) – south of Bedford to M1.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment - ancient woodland/ woodland	<p>Have regard to ancient replanted woods, ancient and semi-natural woods at:</p> <ul style="list-style-type: none"> * Sheerhatch Wood * Wimpole Woods * College Wood * Palmers Wood 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Woodlands will be considered as part of these assessments, where appropriate.</p>
Environment - roads and rights of way	Consider that the development of Bassingbourn Barracks will impact local roads.	As part of our work to select a preferred route option and, subsequently a preferred alignment for the railway, we will continue to work with Highways England and local highway and traffic authorities to identify ways we can avoid, to minimise or mitigate potential negative impacts of new stations.

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Transport – other	Take account of the benefit to rail users created by northern route options.	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p>
Transport – other	Would need to understand approach to crossing A1 and M11 during construction phase.	<p>We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and as we develop a preferred route alignment.</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Transport – other	The lack of direct impacts on A428 Black Cat to Gibbet scheme as a major consideration.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Transport – other	Consider a Park and Ride for Cambridge Biomedical workers at Bassingbourn.	We will consider appropriate levels of parking at stations as part of a suitable integrated transport approach once we have selected a preferred route option, and when determining the location of new stations as part of the preferred route alignment work.
Transport – other	Ensure adequate parking at Sandy.	
Transport – other	Take account of the need for financial support for, and revision of, bus services.	The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting onto other rail lines and other modes of transport. While it is not in our remit to provide other types of transport, we are committed to working closely with appropriate authorities and stakeholders to integrate East West Rail effectively with local transport networks.
Transport – other	Concern that the route option offers fewer multi modal transport opportunities.	
Transport – other	Take account of the benefit that the route option reduces traffic and future parking issues.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid, to minimise or mitigate potential negative impacts of new stations.

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Transport – other	Concern that it will lead to development of Bassingbourn Barracks which will impact local roads.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid adverse impacts of new stations as far as possible and, where unavoidable, to minimise or mitigate those impacts.
Transport – other	Suggestion that route option will increase traffic burden.	
Transport – other	A New Town around Bassingbourn would require significant works to dual the A10 or A505 West from Royston to the M11, to dual the A1198 south to Royston and north to the A428.	
Transport – other	Suggestion that Bedford South station could have an impact on A421/A6 junction.	
Transport – other	Concern that Sandy residents would need to drive to a relocated station creating more traffic on the A1.	
Transport – other	Concern that an out of town location for Sandy South station could increase perceptions of inaccessibility and increase car use and impact the A1.	
Transport – other	Observation that the route option offers little support for alleviating freight traffic on the A1.	<p>One of the key benefits of East West Rail is that it will allow people to choose rail over road, thereby easing pressure on local roads.</p> <p>Further, the infrastructure we are building will make provision to accommodate freight-ready operation. However, the precise level of provision is still being finalised, based on an assessment of the market for freight, the benefits freight will bring, and the cost to the taxpayer of making such provision. We will give further consideration to this matter, including the needs of local communities and the benefits of reducing the use of roads to transport freight, in developing proposed alignments for the railway.</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Transport – other	Commuters travelling from new Bassingbourn housing are likely to use existing stations in Royston station for east west connection.	We recognise that a new station at Bassingbourn would be quite close to some existing stations. However, a new East West Rail station at Bassingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside of the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.
Transport – other	Sustainability concerns of creating a new Bassingbourn station close to Royston and Meldreth stations.	
Socio economic – supporting economic growth at Bassingbourn	Observation that Bassingbourn is already served by a station.	
Transport – other	Concern that Royston station is already at peak-time capacity.	East West Rail will support towns and cities across the Arc by making it easier for people to commute to a range of potential areas of employment, including Cambridge. While some existing residents might continue to travel to Royston for journeys to London, others might be expected to take advantage of the improved connectivity to Cambridge and places further west across the Arc at a potential Bassingbourn station (e.g. Bedford and Milton Keynes). New patterns of travel are likely to emerge as East West Rail supports opportunities for growth and new homes.
Transport – other	Concern that residents of expanded Bassingbourn will be London commuters using existing lines, not passengers for East West Rail.	East West Rail will support towns and cities across the Arc, by making it easier for people to commute to a range of potential areas of employment, including Cambridge. While some existing residents of the Bassingbourn area might continue to travel to London for work, others might be expected to take advantage of the improved connectivity to Cambridge and places further west across the Arc (e.g. Bedford and Milton Keynes). New patterns of travel are likely to emerge as East West Rail supports opportunities for growth and new homes.

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Transport – other	Consider that a northerly approach to Sandy provides scope for the construction of loops to allow the transfer of freight wagons to and from the new East West Rail and existing East Coast Rail.	The infrastructure we are building will make provision to accommodate freight-ready operation. However, the precise level of provision is still being finalised, based on an assessment of the market for freight, the benefits freight will bring, and the cost to the taxpayer of making such provision. We will give further consideration to this matter, including the needs of local communities and the benefits of reducing the use of roads to transport freight, in developing proposed alignments for the railway.
Socio economic – other	Concern that it will be of little benefit to South Cambridgeshire residents.	<p>All five of the route options travel through South Cambridgeshire and have at least one station located there, bringing benefits to local communities including greater connectivity, opportunities for growth, and improved access to employment.</p> <p>While we would like to spread the benefits of East West Rail as far as possible, we recognise that regardless of which route option is chosen, we are unable to directly connect every city, town and village. These places will still however see benefits from East West Rail, including eased pressure on local roads.</p>
Socio economic – other	Observation that further growth via Route Option A would be additional to already planned growth.	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Concern that the route option would cut Northill Parish in half.	We are committed to finding the best way to protect connectivity for the communities we serve, and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact preferred route alignment. As part of this, we will continue to work with the Office of Rail and Road (ORR), community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders, as we progress the design of the project.
Socio economic – other	Opposition to project passing through the village of Meldreth.	
Socio economic – other	Querying the suggestion of the benefit that this will create lower fares.	We cannot provide specific fares at the moment, but we do expect them to be lower than they are now when compared to current available journeys via London. Introducing a direct connection between communities along the route will remove the need to travel via London for many journeys, making them significantly shorter, and could introduce new opportunities to make journeys that are not currently possible by rail.
Socio economic – other	Suggestion that this is the only route option that satisfies all strategic objectives set out in the consultation.	<p>The five route options presented during the consultation were selected because they performed best against key criteria.</p> <p>The purpose of the consultation was to seek early feedback and local knowledge that would allow us to further develop these route options and select a preferred route option.</p> <p>We welcome your views as part of this.</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Consider the benefit of a northern route option which would serve more commuters.	<p>The consultation prioritised route options that approached Cambridge from the south. The reasons for doing so were:</p> <ul style="list-style-type: none"> • It could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>However, the consultation feedback form also asked a specific question about whether we were right to prioritise these routes.</p> <p>During the consultation we received a range of comments on this subject, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p>
Socio economic – other	More weight should be given to known housing developments along northern route options.	

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Concern that the route option offers less opportunity for inter-modal transport.	<p>The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting onto other rail lines and other modes of transport.</p> <p>While it is not in our remit to provide connecting services, we are committed to working closely with appropriate authorities and stakeholders to integrate East West Rail effectively with local transport networks.</p>
Socio economic – other	Concern that the route option does not serve any existing centres between Sandy and Cambridge.	<p>While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Basingbourn area (focused on the MoD site).</p>
Socio economic – other	Concern that the southern area is less developed and southern route options will require more infrastructure to be built.	
Socio economic – other	Observation that there are no confirmed new housing developments on southern routes between Sandy and Basingbourn.	
Socio economic – other	Observation that the demand for east west line through southern area is not known.	<p>We have tested a range of different growth scenarios, and are taking these into account as part of our assessment of potential transport user benefits.</p>
Socio economic – other	Suggestion that the route option would not support delivery of new homes.	<p>Each route option, including route option A, could support significant additional housing. This is described on pages 39-40 of the technical report.</p>
Socio economic – other	Recognition of the benefit that Route A option has a greater impact on economic growth.	<p>This matter has been considered and taken into account as part of the route option analysis process.</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Concern that house prices will not come down even if new homes are built along Route Option A because it is easy to commute into London.	East West Rail will support towns and cities across the Arc by making it easier for people to commute to a range of potential areas of employment, including Cambridge. While some residents might continue to travel to London for work, others might be expected to take advantage of the improved connectivity to Cambridge and places further west across the Arc (e.g. Bedford and Milton Keynes). New patterns of travel are likely to emerge as East West Rail supports opportunities for growth and new homes.
Socio economic – other	Suggestion that Route Option A fails to support economic growth as it is away from the key growth corridor between Cambridge and St Neots.	East West Rail will support economic growth and employment opportunities across the Oxford - Cambridge Arc, as well as opening up new travel opportunities. As part of this, we intend to work with local authorities and other local stakeholders to ensure that East West Rail stations are well-integrated into local transport networks so that residents, businesses and visitors are able to access East West Rail services.
Socio economic – other	Suggestion that Route Option A offers no benefit to Whaddon or Cambridgeshire.	
Socio economic – other	Concern that Route Option A is unlikely to deliver significant growth to Central Bedfordshire.	
Socio economic – other	Consider the benefit that a southern approach and tracking the section between Cambridge Station and Shepreth will support continued growth on the Cambridge Biomedical Campus and south of Cambridge.	Comment noted. The consultation prioritised route options that approach Cambridge from the south, in part because of the benefits of connecting with the proposed Cambridge South station. While the Cambridge South station is being promoted by Network Rail as a separate project, we are working closely with them to ensure that East West Rail services would be able to serve the new station.

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Socio economic – supporting economic growth at Bassingbourn	Recognition that it delivers growth to south Bedford, Wixams and Bassingbourn.	While future growth plans are ultimately a matter for local authorities to decide, we have been engaging closely with local authorities and other stakeholders to understand where future growth may lie, in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Bassingbourn area (focused on the MoD site).
Socio economic – supporting economic growth at Bassingbourn	Concern about the assumptions made over the Bassingbourn Barracks development, which is not in the South Cambridgeshire (SCDC) Local Plan and is therefore speculative.	The National Infrastructure Commission identified an opportunity to develop the MoD site at Bassingbourn for housing, given its close proximity to Cambridge and the potential to benefit from the east-west connectivity provided by East West Rail. While it is ultimately a matter for the local planning authority to decide whether the site is developed for housing, we intend to use the feedback from the consultation and our further engagement with the MoD to inform our views on the prospects for development in the Bassingbourn area.
Socio economic – supporting economic growth at Bassingbourn	Statement that Bassingbourn Barracks is not available for redevelopment because it is reopening as a military facility.	
Station locations	Recognition that a station at Bassingbourn would facilitate a new settlement on brownfield land and would contribute to the delivery of high-tech research employment.	

Route Option A

Theme	Matters Raised	Regard had to the matter raised
	Concern that moving Sandy station costs money without providing fresh support for new housing.	Noted. Development supported by a new (re-located) Sandy station is likely to be constrained by flood risk from the River Great Ouse, the A1, and environmental features including Biggleswade Common and the Sandy Warren SSSI and RSPB nature reserve. Development however may be possible to the south of Bedford, and on the site of the MoD Basingbourn Barracks.
Station locations	Statement that a station south of Sandy creates little scope for new housing. It does not support anticipated housing and growth along the corridor of the Expressway, or north of Sandy at Tempsford, an area of future growth in the SCDC.	
Station locations	Concern that a relocated Sandy station would not facilitate the delivery of a new settlement or growth for Central Bedfordshire.	
Station locations	Concern that south of Sandy is not a good location for a station because of a lack of existing local services.	<p>Precise station locations will be explored in greater detail after we have selected a preferred route option. Once identified, we will then seek public input on their location through a further public consultation at a later date.</p> <p>Once a preferred route option has been identified, we intend to work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail and that appropriate plans are developed.</p>
Station locations	Suggestion that a station to the north of Sandy would ease A1 congestion.	<p>Route option B offers the potential for a new station north of Sandy.</p> <p>However, precise station locations will be explored in greater detail after we have selected a preferred route option. Once identified, we will then seek public input on their location through a further public consultation at a later date.</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Station locations	Statement that Sandy South station would be constrained by the floodplain.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Where required, this will include a flood risk assessment. Other potential impacts on water will also be considered.</p>
Station locations	Bedford Midland: Concern that failure to connect to Bedford Midland would be a missed opportunity to support the regeneration of the centre of Bedford.	<p>We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area, and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.</p>
Station locations	Impact of Bedford South station on A421/A6 junction.	<p>We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.</p>

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Station locations	Suggestion that a Bedford South station at Wixams would be unlikely to yield significant economic growth for Central Bedfordshire; but would support housing numbers in the Cambridge – Milton Keynes – Oxford corridor.	Creating the correct interchange between East West Rail and the Midland Main Line is of critical importance to East West Rail. If one of the three routes with a new interchange station to the south of Bedford is chosen as the preferred route option, we would need to consider whether the station should be located at Wixams or somewhere else to the south of the A421, working closely with Bedford Borough Council and Network Rail.
Engineering	Recognition that Route Option A has a benefit of being the straightest/shortest route option with the shortest train journey times.	While we recognise that straighter and shorter journeys have their benefits, this must be balanced against other key matters such as environmental impacts, economic opportunities, and the location of current and future housing and development. We will be considering these matters as we further assess each route option.
Engineering	Concern that environmental noise compliance from diesel trains will be challenging due to flat terrains of southern route options.	We're aware that noise from both the construction and operation of a railway is an important issue for local communities. While at this early stage in the planning process we do not yet have an official noise policy, we will look for ways to manage noise and vibration effectively to avoid significant adverse impacts on health and quality of life as far as possible.

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Engineering	Suggestion that a double track from Cambridge via Shepreth Branch Junction to Royston would need expansion, with new bridges, junctions and track.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Engineering	Concern about the crossing of A6 and A600 because there is flat land between and close to Wilshamsted. Also, route option crosses John Bunyan Trail and crossings would need to be installed to facilitate walkers and cyclists.	
Engineering		
Engineering	Concern that the line is already congested.	As this project progresses, we will work closely with Network Rail and train and freight operating companies to develop a timetable that takes into account existing service levels, and develop appropriate infrastructure solutions to mitigate potential congestion.
Cost	Recognition that Route Option A is the most affordable option but concern that potential growth is lost if the East Coast Main Line (ECML) interchange station is located south of Sandy.	While cost and affordability is one of our key criteria, against which we will continue to assess each route option, this must be balanced against other key matters, such as environmental impacts, economic opportunities, and the location of current and future housing and development. We will be considering these matters as we further assess each route option.
Cost	Suggestion that claiming route option is the cheapest is ‘nonsense’.	
Cost	Statement that the route option is the cheapest and the benefits this brings.	
Cost	Statement that costs for a station at Bassingbourn and improvements to dual the A1198 and A505 are not included in estimations and would represent a significant cost.	
Cost	Statement that this route option is the most cost effective.	

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Cost	Concern that this route option requires more additional infrastructure and environmental mitigation than northern route options.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Cost	Have regard to the significant costs in moving Bassingbourn Barracks – including flood mitigation and explosive ordnance disposal.	
Cost	Statement that the infrastructure required to ease congestion on A1198, A505 and C271 Bassingbourn High Street would add significant costs to the project.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid adverse impacts of new stations as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Cost	Concern that route option would fail to dovetail with Highways England's preferred route option for the Black Cat to Caxton Gibbet improvements and opportunity for shared costs.	
Cost	Suggestion that new road crossings would be required south of Bassingbourn Barracks, near Meldreth and Shepreth, adding significant costs to the project.	We are committed to finding the best way to protect connectivity for the communities we serve, and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact preferred route alignment. As part of this, we will continue to work with the Office of Rail and Road (ORR), community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders, as we progress the design of the project.

Route Option A

Theme	Matters Raised	Regard had to the matter raised
Cost	Concern that environmental mitigation measures will increase costs.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Mitigation costs will continue to be assessed throughout this process.</p>
Other	Observation that this route would be least harmful to Gamlingay Parish Council.	Comment noted. We will continue to take on the views of local communities when assessing each of the route options.

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Route Option B		
Environment – general	Concern that it was not possible to identify detailed impacts on archaeology and historic sites.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Archaeological and other historic sites will be considered as part of these environmental assessments, with appropriate investigations being undertaken where required to assess potential impacts.</p>
Environment – general	Suggestion that the negative impact is lower on northern route options as they are located closer to expanding housing development and approved new housing development.	<p>While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may lie, in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Basingbourn area (focused on the MoD site).</p>

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Environment – general	Concern that the environmental damage of Route Option B would be high.	We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Environment – general	<p>Concern that the route has potential to impact:</p> <ul style="list-style-type: none"> * Caxton village and surrounds * Beeston Wood * Blunham * Tempsford Church End * Tempsford Hall * North of Sandy (open arable) * Strategic mineral reserve at Blunham/ Roxton (between Great Barford and Blunham) 	<p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment – general	Observation that there are fewer environmental and heritage impacts for Route Option B.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Heritage aspects will be considered as part of these assessments.</p>

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Environment - Flood risk/water	Concern that the route option crosses areas of Flood Zone 3 and represents a greater flood risk.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Where required, this will include a flood risk assessment. Other potential impacts on water will also be considered.</p>
Environment - Flood risk/water	Have regard for surface water risk and fluvial flood risks. Need to demonstrate a new reduction in flood risk if progressing this route option.	
Environment - Flood risk/water	Concern that this route option crosses numerous watercourses that will require flood compensation areas included within the Development Consent Order (DCO).	
Environment - Flood risk/water	Have regard to crossings of: * Great Ouse (twice) or * Great Ouse and River Ivel	
Environment - Flood risk/water	Have regard to floodplains: * Cambourne * Bourne Airfield * Hardwick	
Environment - Flood risk/water	Have regard to fluvial risk: River Ivel floodplain.	
Environment - Flood risk/water	Have regard to floodwater risk: Existing line embankment east of Tempsford.	
Environment - Flood risk/water	Statement that the route option offers an opportunity to improve drainage and enhanced flood storage capacity at Bourn Brook Valley.	
Environment - Flood risk/water	Statement that the route option offers an opportunity to reduce flood risk at Great Barford.	

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Environment - Flood risk/water	Fewer river crossings than Bassingbourn route option.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Environment - visual impact	Crosses natural landscape at: * Bourn Brook Valley * Eversdens * Comberton * Blunham (could be mitigated with tree planting)	We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Environment - visual impact	Have regard to: * Motzhanger Park * The Hazells * Croxton Park	We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Landscape and visual aspects will be considered as part of these environmental assessments.

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Environment - visual impact	Concern about the impact on open countryside.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Landscape and visual aspects will be considered as part of these environmental assessments.</p>
Environment - visual impact	Have regard to visual impact of a station car park and lighting from Greensand Ridge.	
Environment - visual impact	Suggestion there would be less visual impact from a single multi-modal corridor.	<p>In their 2016 report “Partnering for Prosperity” the NIC suggested that “Maximising the potential of [the Oxford-Cambridge Expressway and East West Rail] to support well-connected and well-designed new communities will mean... developing the Oxford-Cambridge Expressway, along the same broad corridor as East West Rail”. All five of our route options align with their proposed approach.</p> <p>We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.</p>

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Environment - historically significant sites identified	<p>Have regard to impacts on:</p> <ul style="list-style-type: none"> * Tempsford Airfield * Gibraltar Barn * Woodbury Park * Tempsford Hall * Mullard Radio Astronomy Observatory * Moggerhangar Park 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Historic environment aspects, including historically significant sites, will be considered as part of these environmental assessments.</p>
Environment - historically significant sites identified	<p>Have regard to potential impacts on scheduled monuments:</p> <ul style="list-style-type: none"> * Gannocks Castle Medieval Moat * Biggin Wood Medieval Moat * Storey Moats 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Historic environment aspects, including scheduled monuments, will be considered as part of these environmental assessments.</p>

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Environment - historically significant sites identified	Have regard to archaeology at: * North of Moggerhangar * North of Blunham * North of Tempsford	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Sites of archaeological interest will be considered as part of these environmental assessments.</p>
Environment - historically significant sites identified	Have regard to crossing clay pits north of Stewartby (Coronation Clay pit/ Kempston Hardwick Clay Pit) and south of Stewartby (Rookery Clay Pit).	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Landscape aspects will be considered as part of these environmental assessments.</p>

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Environment - historically significant sites identified	Have regard to the potential impact on Moggerhanger Park and its setting and the opportunity to enhance the park through removal of the reservoir soil mound.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment - environmentally significant sites identified	Concern about damaging the RSPB Nature Reserve at Sandy.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Biodiversity aspects, including significant sites will be considered as part of these environmental assessments.</p>
Environment - environmentally significant sites identified	Concern about damaging Wimpole Hall and surrounding areas.	

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Environment - environmentally significant sites identified	Have regard to environmental impacts, including avoiding: <ul style="list-style-type: none"> * RSPB Sandy * Wimpole Woods Special Area of Conservation * Eversden 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Biodiversity aspects, including significant sites will be considered as part of these environmental assessments.</p>
Environment - environmentally significant sites identified	Have regard to SSSIs at: <ul style="list-style-type: none"> * Paxton Pits * Sand Woods * Gamlingay Wood * Waresley Wood * Elitsley Wood * Caldecote Meadows * Hardwick Wood 	
Environment - ancient woodland/ woodland	Suggestion that Route Option B will have least direct impact on large numbers of ancient woodlands.	
Environment - ancient woodland/ woodland	Have regard to ancient replanted woods, ancient and semi-natural woods at: <ul style="list-style-type: none"> * Foxhole Wood * Woodbury Sinks * White Wood * Weaveley * Wimpole Woods * Eversden Woods Special Area of Conservation (SAC) 	

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Environment - roads and rights of way	Have regard to the potential to interact with proposed new crossings for the A428.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Transport – other	Assertion that Route Option B will reduce local traffic.	We believe that every route option has the potential to ease pressure on local and major roads, and will work closely with Highways England and local authorities to ensure this is realised.

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Transport – other	Recognition that Route Option B provides complementary sustainable transport choices.	We are supportive of providing a more diverse offering of transport options for residents between Oxford and Cambridge, and as part of this we are committed to working closely with appropriate authorities to integrate East West Rail effectively with local transport networks.
Transport – other	Concern that The Eversdens will be cut off from Comberton, Barton and Cambridge. The route option will cut off the footpath from the Eversdens villages to Comberton, the only available route for pupils to get to Comberton Village College by bike.	
Transport – other	Concern that a new town would cause disruption in Gamlingay, Everton and Waresley through pressure on local roads and services.	
Transport – other	Suggestion that Route Option B (along with A428/A421) would provide a key single multi-modal east-west transport corridor along which to concentrate connected, sustainable growth hubs and encourage modal shift.	
Transport – regard for the relationship with other transport infrastructure	Suggestion that the route option connects well to the A428 Black Cat to Caxton Gibbet improvements.	
Transport – regard for the relationship with other transport infrastructure	Recognition that the route option makes use of existing and proposed infrastructure - A428 dual carriageway and Black Cat to Caxton Gibbet improvements along preferred route option.	

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Transport – regard for the relationship with other transport infrastructure	How would Route B Option coordinate with A428 Black Cat to Gibbet scheme to avoid adverse consequences would coordinate with A428 Black Cat to Gibbet scheme to avoid adverse consequences will be addressed.	We are supportive of providing a more diverse offering of transport options for residents between Oxford and Cambridge, and as part of this we are committed to working closely with appropriate authorities to integrate East West Rail effectively with local transport networks.
Transport – regard for the relationship with other transport infrastructure	Concern that the route option duplicates planned upgrade of A428 (Cambourne to Cambridge - Better Public Transport).	
Transport – regard for the relationship with other transport infrastructure	Concern that the route option duplicates the proposed Cambridge Autonomous Metro.	
Transport – regard for the relationship with other transport infrastructure	Recognition that the route option links well with Cambridge and light rail connections.	
Transport – regard for the relationship with other transport infrastructure	Recognition of the benefit that this route option provides better public transport connections to support existing and planned housing developments.	
Transport – regard for the relationship with other transport infrastructure	Understanding the approach to crossing A421, A1 and M11 during construction phase	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Transport – regard for the relationship with other transport infrastructure	Concern that route option would cross the A428 Black Cat to Gibbet scheme; which would introduce engineering complexities and additional costs to these respective schemes.	

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Transport – regard for the relationship with other transport infrastructure	How would Route B Option coordinate with A428 Black Cat to Gibbet scheme to avoid adverse consequences	<p>East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge.</p> <p>We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.</p>
Transport – regard for the relationship with other transport infrastructure	Recognition of the growth potential (at the junction of the ECML, East West Rail, A1, A428/A421 between St Neots and Sandy) for new connected settlements (not as extensions to existing towns).	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>
Transport – congestion/traffic flows	Recognition of relief provided to the A428 into and out of Cambridge.	We believe that every route option has the potential to ease pressure on local and major roads, and will work closely with Highways England and local authorities to ensure this is realised.
Transport – freight	Recognition of the potential benefits for increased rail commuter traffic.	This matter has been considered and taken into account as part of the route option analysis process.

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Transport – station location	Bedford South station could have an impact on A421/A6 junction.	We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors, and supports greater economic growth.
Transport – station location	Route Option B provides a station at Cambourne that gives direct benefit to Barton by relieving traffic.	We believe that every route option has the potential to ease pressure on local and major roads, and will work closely with Highways England and local authorities to ensure this is realised.
Socio economic – other	Recognition of the benefit the route option provides to support growth and new homes.	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>
Socio economic – other	Recognition of the economic benefits the route option provides.	While the potential for economic growth is one of our key criteria, against which we will continue to assess each route option, this must be balanced against other key matters, such as environmental impacts, cost and affordability, and the location of current and future housing and development. We will be considering these matters as we further assess each route option.
Socio economic – other	Recognition that the route option meets the Department of Transport's (DfT's) strategic objectives.	This matter has been considered and taken into account as part of the route option analysis process.

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Recognition that the route option is well positioned for a new town north of the A10 and close to the M11 (North Caxton).	Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process. We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.
Socio economic – other	Recognition that route option has the potential to provide benefits to Huntingdonshire through additional development.	
Socio economic – other	Stating that the route option creates good east/west connectivity.	All five of the route options provide significant transport benefits to new and existing rail users, including improved connectivity to Cambridge and other places further west such as Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands.
Socio economic – other	Suggestion that the route option would increase mode shift onto rail for local and long-distance commuting along an existing growth corridor.	This matter has been considered and taken into account as part of the route option analysis process.
Socio economic – other	Recognition that growth in this corridor supports the SCDC and increases economic mass and attractiveness of Cambourne.	This matter has been considered and taken into account as part of the route option analysis process.
Socio economic – Supporting northerly economic corridor	Suggestion route option is more sustainable because its more populated.	Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting northerly economic corridor	Suggestion that the route option would facilitate economic growth of the Cambridge-St Neots corridor.	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>
Socio economic – Supporting economic growth at Cambourne	Suggestion that if 50,000 new homes were planned near Cambourne then assessed benefits would be far greater for this route option.	<p>As part of the consultation we sought views on how each of our route options could support the delivery of new homes. We have also separately modelled a range of growth scenarios and analysed their impact on transport user benefits.</p>

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Cambourne	Recognition that the route option would support developments in the area including new homes at North Cambourne.	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>
Socio economic – Supporting economic growth at Cambourne	Assertion that Cambourne has an established and growing need for rail connections, with Bourn Airfield and extensions to the town, that this route option would meet.	
Socio economic – Supporting economic growth at Cambourne	Suggestion that a new Cambourne station would have a positive impact on housing delivery rates of current planned development.	
Socio economic – Supporting economic growth at Cambourne	Suggestion that development at Cambourne West and Bourn Airfield could be enhanced through this route option.	
Socio economic – Supporting economic growth at Tempsford	Recognition that the route option supports new housing at Tempsford.	
Socio economic – Supporting economic growth at Tempsford	Recognition that the route option supports growth for Tempsford/South of St Neots.	
Socio economic – Supporting Wixams	Assertion that two new stations will support developments at Wixams and Tempsford.	

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Other developments	Recognition that the route option would support Biomedical Campus workers from Cambourne and Bourn Airfield.	All five of the route options provide significant transport benefits to new and existing rail users, including improved connectivity to Cambridge and other places further west, such as Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. We will take into account the specific benefit this route option will provide for Biomedical Campus Workers as we further assess each route option.
Socio economic – Other developments	Suggestion that Route Option B would give rail access to fast growing communities of more affordable housing north of Cambridge, especially if more stations are built to serve Northstowe.	When the case for the new railway was initially considered and developed by Network Rail, the DfT and others, twenty route corridors were considered, spanning the area from St Albans and Harlow to Peterborough. A route corridor through the broad area around Sandy (Bletchley - Stewartby - Bedford - Sandy - Cambridge) was recommended, and we have taken this recommendation forward.
Station locations	Recognition that Cambourne station would support existing and planned housing and may relieve traffic through Barton.	Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process. We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process. We will also be working closely with local authorities to assess the impact on transport, and how we might best connect with local transport networks.

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Station locations	Suggestion that Cambourne station would encourage commuters to switch to rail.	Noted. East West Rail will support towns and cities across the Arc by making it easier for people to commute to a range of potential areas of employment, including Cambridge. New patterns of travel are likely to emerge as East West Rail supports opportunities for growth and new homes.
Station locations	Concern regarding indicative location of Cambourne station and ongoing route from Cambourne to Cambridge; access to the southwest of Cambourne is poor and there is a benefit in locating the proposed station to the north to be accessible to local residents and to the A428.	Precise station locations will be explored in greater detail after we have selected a preferred route option. Once identified, we will then seek public input on their location through a further public consultation at a later date.
Station locations	Recognition that Cambourne station could facilitate some growth, but with significant growth already planned it is not clear how much growth a new station here would encourage.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may lie, in order to ensure that East West Rail supports both current and future residents.
Station locations	<p>Tempsford:</p> <p>* Recognition that a new station here would accord with Central Bedfordshire (CBC) Local Plan.</p> <p>* Suggestion that a new station at Tempsford could facilitate the provision of a new settlement for up to 20,000 new homes, plus growth in wider area including to south of St Neots.</p>	

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Station locations	Statement of support for a new station at Cambourne (not Bassingbourn) to build upon existing settlement strategy.	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>
Station locations	Alconbury Weald: Suggestion that a new station at Alconbury Weald, to the north of Huntingdon, would connect Alconbury Weald Enterprise Zone to north-south and east-west network.	<p>The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting onto other rail lines and other modes of transport.</p> <p>While it is not in our remit to provide services to the north of Huntingdon, we are committed to working closely with appropriate authorities and stakeholders to integrate East West Rail effectively with local transport networks.</p>

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Station locations	<p>St Neots:</p> <ul style="list-style-type: none"> * Concern that a new station south of St Neots could be detrimental to the delivery of a new settlement at Tempsford and detrimental to growth within Central Beds. * Recognition that a new station at St Neots enables beneficial and sustainable east-west and north-south travel. 	<p>When the case for the new railway was initially considered and developed by Network Rail, the Department for Transport and others, 20 route corridors were considered, spanning the area from St Albans and Harlow to Peterborough. A route corridor through the broad area around Sandy (Bletchley - Stewartby - Bedford - Sandy - Cambridge) was recommended, and we have taken this recommendation forward. All the route options we are assessing fall within this preferred corridor. While St Neots station is just to the north of the preferred route corridor, several of the route options that we are considering could provide for a new station just to the south of St Neots or in the area around Tempsford. For all our route options, passengers travelling to or from St Neots town centre would be able to interchange onto East West Rail services via a short journey on north-south Thameslink services along the East Coast Main Line.</p> <p>If routes B and E were to be selected as our preferred route option, the precise location of the station will be investigated as part of the detailed alignment work. As part of this, we will work closely with local authorities to understand where the line and stations should be positioned.</p>
Station locations	<p>Concern that a station at Sandy would not support the delivery of a new settlement near Tempsford and is unlikely to enable the delivery of significant growth around Sandy or wider Central Bedfordshire.</p>	<p>A new station between Sandy and St Neots could support significant additional housing and would align with the previous consideration of land for development around Tempsford and plans to expand St Neots.</p>

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Station locations	Connection to Bedford Midland is a clear benefit with economic benefits.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.
Station locations	Statement that Bedford South station could facilitate economic growth south of Bedford.	
Station locations	Have regard to Bedford South station's impact on A421/A6 junction.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid adverse impacts of new stations as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Engineering	Concern that the route is not effective, accessible or cost efficient.	<p>The five route options presented during the consultation were selected because they performed best against key criteria.</p> <p>The purpose of the consultation was to seek early feedback and local knowledge that would allow us to further develop these route options and select a preferred route option.</p> <p>We welcome your views as part of this.</p>

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Engineering	Suggestion to collaborate and share routes/infrastructure with Highways England's A428 works west of Cambourne; in doing so would reduce environmental damage.	East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Engineering	Concern regarding the crossing of A6 and A600 as flat land between and close to Wilshamsted.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Engineering	Recognition that Route Option B is less challenging than southern route options.	
Engineering	Suggestion that crossings would need to be installed to facilitate walkers and cyclists on the John Bunyan Trail.	We are committed to finding the best way to protect connectivity for the communities we serve and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact preferred route alignment. As part of this, we will continue to work with the Office of Rail and Road (ORR), community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders as we progress the design of the project.
Cost	Suggestion that route option is mid-cost and high benefit but not the cheapest.	There are a handful of a number of factors we have considered, and will continue to consider as we assess each route option and balance their opportunities against their challenges.

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Cost	Requires more additional infrastructure and environmental mitigation than northern route options.	We recognise that regardless of which route option is selected as the preferred route option, supporting local infrastructure will be required to ensure that the full benefits of East West Rail can be realised. Once a preferred route option has been identified, we will work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail, and that appropriate plans are developed.
Cost	Recognition that Route Option B has lower infrastructure costs than southern route options.	
Cost	Concern that infrastructure would be required to ease congestion on A1198, A505 and C271 Bassingbourn High Street and this would add significant cost to the project.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid adverse impacts of new stations as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Cost	Assertion that new road crossings required south of Bassingbourn Barracks, near Meldreth and Shepreth, will increase costs.	
Cost	Suggestion that the route option would dovetail with Highways England's preferred route for the Black Cat to Caxton Gibbet improvements and provide opportunity for shared costs.	
Cost	Concern that there would be significant costs in moving Bassingbourn Barracks – including flood mitigation and explosive ordnance disposal.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Cost	Assertion that environmental mitigation measures will increase costs.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Mitigation costs will continue to be assessed throughout this process.</p>
Cost	Suggestion of reducing costs by avoiding duplication with Cambridge Autonomous Metro.	<p>East West Rail could complement the proposed Cambridgeshire Autonomous Metro by bringing together local and inter-urban connectivity. East West Rail will provide a fast service to Cambridge city centre and employment opportunities to the south of Bedford, while the proposed guided busway between Cambourne and Cambridge (that could become part of the Cambridgeshire Autonomous Metro) would provide good connectivity to employment opportunities to the north and west of Cambridge. The Metro could also make it easier for residents across the Cambridge area (including to the east of Cambridge) to access East West Rail services from Cambridge (or Cambridge South) station, and to travel to destinations across the Arc (e.g. Oxford, Milton Keynes and Bedford).</p>
Cost	Observation that the cost difference between route options B and E is related to Bedford Midland to Tempsford sections.	<p>Thank you for your comment. This is correct.</p>

Route Option B

Theme	Matters Raised	Regard had to the matter raised
Cost	Concern that respondents were unable to compare relative costs due to insufficient information.	Costs for each route option were provided both in the consultation document and technical report. Further information about costs will be made available during future consultations and as our work progresses.
Other	Linking to the Cambridge North Station to alleviate existing transport issues.	By approaching Cambridge from the south, all five route options would offer the opportunity to serve the proposed Cambridge South station, along with Cambridge and Cambridge North without the need to reverse.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Route Option C		
Environment – general	Recognition that this route avoids large swathes of land already rejected by preferred route announcement for A428 and the benefits this would bring.	This matter has been considered and taken into account as part of the route option analysis process.
Environment – general	Recognition that route option reuses existing rail line and the benefits this would bring.	Although limited sections of the Varsity Line alignment are potentially usable – for example in the area to the south-east of Sandy between the RSPB Nature Reserve and Biggleswade Common – much of the original alignment is not suitable. Reasons for this include that the old alignment has been built-over with structures including the Mullard Radio Astronomy Observatory and the Cambridgeshire Guided Busway, and that the old alignment would not adequately serve areas that could support growth and new homes, including south of Bedford, the area between Sandy and St Neots, the MoD Basingbourn Barracks and around Cambourne.
Environment – general	<p>The potential to impact sites at:</p> <ul style="list-style-type: none"> * Development of Basingbourn Barracks which will impact local roads * Tempsford Church End – surrounded on three sides by railways * Whaddon * Strategic mineral reserve at Blunham/Roxton * Wimpole Hall * Moggerhangar Park * The Hazells 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Environmentally significant sites will be considered as part of these environmental assessments.</p>
Environment – general	Concern that the route option impacts on several environmentally important sites – the loss of which cannot be mitigated elsewhere.	

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Environment – general	Crossing clay pits north of Stewartby (Coronation Clay pit/Kempston Hardwick Clay Pit) and south of Stewartby (Rookery Clay Pit), plus north of the Wixams (Elstow South Clay Pit/Elstow North landfill site).	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Landscape features will be considered as part of the design and environmental assessments of the scheme.</p>
Environment – general	Concern of cumulative impacts of creating a new Bassingbourn station close to Royston and Meldreth stations.	<p>We recognise that a new station at Bassingbourn would be quite close to the existing Royston station. However, a new East West Rail station at Bassingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.</p>

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Environment - Flood risk/water	Fluvial and surface water risk: * Around the railway line embankment to the east of Tempsford. * East of Sandy - between Sandy Warren and Biggleswade Common close to watercourse running across proposed East of Biggleswade development area.	Comment noted. We are committed to protecting the environment by finding approaches to delivery that avoid, minimise or mitigate environmental impacts, including the risk of flooding.
Environment - Flood risk/water	Suggestion that the route option would need to have regard for surface water and fluvial flood risks and demonstrate a new reduction in flood risk.	
Environment - Flood risk/water	Recognition of the opportunity for upstream storage to deliver flood risk reduction around Biggleswade Common and reduce discharge rates.	
Environment - Flood risk/water	Take account of the Environment Agency's study to identify where changes to the conveyance of a river and the provision of upstream storage will prove a betterment for the Great Ouse Catchment as a whole.	We have received initial feedback from the Environment Agency as part of this consultation. We will continue to have regard to relevant information on flood risk and water storage as the detailed design for the project progresses
Environment - Flood risk/water	Have regard for waterways around: * Wyboston * Tempsford * Sandy * Corridor between the Ivel / Ouse and the A1 * Potton Brook * Millbridge Brook * Wrestlingworth	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. The impact on surface waters will be considered as part of these environmental assessments.</p>

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Environment - Flood risk/water	Have regard to the need for crossing of numerous watercourses that will require flood compensation areas to be designed and included within the DCO.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Flood risk assessments will form part of these environmental assessments and mitigation will be developed accordingly.</p>
Environment - Flood risk/water	<p>Route option between Sandy and Biggleswade:</p> <p>* Will result in line being close to or crossing a major IDB drain that discharges at Stratford, which presents an opportunity for throttle flows from this IDB watercourse, reducing flood risk along the River Ivel corridor and the wider Great Ouse Catchment.</p> <p>* The route option will need to cross two main rivers (Rhee and Cam), combined with ordinary watercourse crossings between Bassingbourn and Cambridge, and will provide an opportunity to reduce flood risk and mitigate climate change impacts on flood risk to Cambridge and the Ely Ouse system.</p>	
Environment - Flood risk/water	Requirement for two main river crossings; either the Great Ouse twice or the Great Ouse and the River Ivel.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Flood risk assessments and the impact on surface waters will be considered as part of these environmental assessments.</p>
Environment - Flood risk/water	Recognising opportunities to hold back water at crossings, increasing standard of protection of the existing defences, and the climate change resilience of St Neots.	

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Environment - visual impact	<p>Historic views at:</p> <ul style="list-style-type: none"> * Wimpole * Whaddon Church * Moggerhangar Park * Moggerhangar Church 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Historic environment aspects will be considered as part of these environmental assessments.</p>
Environment - visual impact	Concern that visual amenity will be lost in the area from East West Rail and future housing developments.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Landscape aspects will be considered as part of these environmental assessments.</p>
Environment - visual impact	Concern with 'loop' around Blunham as open farmland is important to local landscape character.	
Environment - historically significant sites identified	Avoids a number of scheduled monuments, plus Croxton Park, Croxton Village and moated sites, and Waresley Woods SSSI.	This matter has been considered and taken into account as part of the route option analysis process.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Environment - historically significant sites identified	The potential negative Impacts on the following sites: * Wimpole Hall and Estate * Wimpole Avenue * Setting of St Mary's Church Whaddon * 72 Listed buildings around Bassingbourn, including a Grade 1 church	We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Environment - historically significant sites identified	The potential negative Impacts on the following scheduled monuments: * John O'Gaunt's house and garden * Preceptory of Knights Hospitallers * Shingay * Bassingbourn * Moated site south of St Mary's Church Whaddon	We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.
Environment - environmentally significant sites identified	The potential negative Impacts on the following sites: * RSPB Sandy * Wimpole Hall * Wimpole Woods * Eversden	Environmentally significant sites, and historic environment aspects, including listed assets and scheduled monuments, will be considered as part of these environmental assessments.
Environment - environmentally significant sites identified	SSSIs at: * Sandy Warren * Lowland Fen priority habitat at Fowlmere Watercress Beds * Shepreth L-Moor * Barrington Pit and Barrington Chalk Pits * Whittlesford-Thriplow Hummocky Fields * Thriplow Meadows * Thriplow Peat Holes * Dernford Fen * Paxton Pits * Sand Woods * Gamlingay Wood * Waresley Wood * Eltisley Wood * Caldecote Meadows * Hardwick Wood	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects, including SSSIs, will be considered as part of these environmental assessments.</p>

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Environment - environmentally significant sites identified	Impact to wildlife from rail line fences greater in southern route options as it is more rural.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects, including habitat fragmentation will be considered as part of these environmental assessments.</p>
Environment - environmentally significant sites identified	Consideration needs to be given to the community forest between Stewartby and south of Bedford as former brick buildings have Great Crested Newt interest.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p>
Environment - ancient woodland/ woodland	<p>Have regard for:</p> <ul style="list-style-type: none"> * Colesden * Foxhole Wood * Woodbury Sinks * White Wood * Weaveley 	<p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects, including Ancient Woodlands and protected species populations will be considered as part of these environmental assessments.</p>

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Environment - roads and rights of way	Route option has potential to interact with the proposed new crossings for the A428.	We are committed to finding the best way to protect connectivity for the communities we serve, and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact preferred route alignment. As part of this we will continue to work with the Office of Rail and Road (ORR), community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders, as we progress the design of the project.
Transport – other	Benefit to rail users will be greater along northern route options.	All five of the route options provide significant transport benefits to new and existing rail users, including improved connectivity to Cambridge and other places further west, such as Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands.
Transport – other	Greater scope to integrate a new station and car parking compared to route option A.	We will consider appropriate levels of parking at stations as part of a suitable integrated transport approach once we have selected a preferred route option, and when determining the location of new stations as part of the preferred route alignment work.
Transport – the relationship with other transport infrastructure	Consider a Park and Ride for Cambridge Biomedical workers at Bassingbourn.	

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Transport – the relationship with other transport infrastructure	Bus services will require support to utilise new links from existing Sandy Station.	<p>The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting with other rail lines and other modes of transport.</p> <p>While it is not in our remit to provide bus services, we are committed to working closely with appropriate authorities and stakeholders to integrate East West Rail effectively with local transport networks.</p>
Transport – the relationship with other transport infrastructure	Route option would cross the A428 Black Cat to Gibbet scheme, which would introduce engineering complexities and additional costs.	<p>We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.</p>
Transport – the relationship with other transport infrastructure	Need to understand approach to crossing A421, A1 and M11 during construction phase. Route option will cross the A1 in the vicinity of the Black Cat roundabout. This will involve substantial engineering challenges if the route option were to pass near to or within the footprint of the proposed 3-level junction at Black Cat.	
Transport – the relationship with other transport infrastructure	Would need to understand approach to crossing A421, A1 and M11 during construction phase. Route option will cross the A1 in the vicinity of the Black Cat roundabout. This will involve substantial engineering challenges if the route option were to pass near to or within the footprint of the proposed 3-level junction at Black Cat.	

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Transport – the relationship with other transport infrastructure	Need to understand issues and impacts of the A428 Black Cat to Gibbet scheme and how minimising or avoiding adverse consequences will be addressed.	We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Transport – the relationship with other transport infrastructure	People from the new Bassingbourn developments are unlikely to use East West Rail and instead would use mainline services to London from Royston or Meldreth.	East West Rail will support towns and cities across the Arc, by making it easier for people to commute to a range of potential areas of employment, including Cambridge. While some existing residents of the Bassingbourn area might continue to travel to London for work, others might be expected to take advantage of the improved connectivity to Cambridge and places further west across the Arc (e.g. Bedford and Milton Keynes). New patterns of travel are likely to emerge as East West Rail supports opportunities for growth and new homes.
Transport – congestion/traffic flows	Route Option C eases traffic burden.	As plans progress we will work with Highways England and local highway and traffic authorities to identify ways we can avoid, minimise or mitigate potential negative impacts of new stations.
Transport – congestion/traffic flows	Concern Route Option C will lead to development of Bassingbourn Barracks which will impact local road network.	We will continue to work with Highways England and local highway authorities to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors, and supports greater economic growth.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Transport – congestion/traffic flows	A new town in this area would lead to disruption in Gamlingay, Everton and Waresley through pressure on local roads and services.	We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth. This is in addition to our intention to work closely with the local planning authorities through the local planning process.
Transport – congestion/traffic flows	Bassingbourn will assist travel into south of Cambridge.	All five route options will help passengers access the south of Cambridge, which is one of the key reasons we have prioritised route options which approach Cambridge from the south.
Transport – congestion/traffic flows	Existing station forecourt and parking at Sandy would require significant redevelopment to prioritise sustainable transport and improve traffic flow.	We will consider appropriate levels of parking at stations as part of a suitable integrated transport approach once we have selected a preferred route option, and when determining the location of new stations as part of the preferred route alignment work.
Transport – station location	Bedford South station could have an impact on A421/A6 junction.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid, minimise or mitigate potential negative impacts of new stations.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Transport – station location	Concern about a new Bassingbourn station close to Royston and Meldreth stations.	We recognise that a new station at Bassingbourn would be quite close to the existing Royston station. However, a new East West Rail station at Bassingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.
Transport – station location	Commuters travelling from new Bassingbourn housing developments are likely to use existing Royston station for east west connection.	If we select a route option which serves a station at Bassingbourn as our preferred route option, we expect residents in new housing developments around Bassingbourn will use Bassingbourn station for east-west connections as it would be closer than Royston station. This is factored into our modelling of transport user benefits.
Transport – station location	Concern that Royston station is already at peak-time capacity.	As part of our ongoing work to select a preferred route option, and subsequently a preferred alignment for the railway, we will work with Network Rail and Train Operating Companies (as appropriate) to ensure that negative impacts of the railway on the wider rail network is avoided or minimised as far as possible, or otherwise mitigated appropriately.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Route Option C is best placed to cope with the associated housing development.	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>
Socio economic – other	Route Option C will have greater impact in economic growth.	While the potential for economic growth is one of our key criteria, against which each route option will continue to be assessed, this must be balanced against other key matters, such as environmental impacts, cost and affordability, and the location of current and future housing and development. We will be considering these matters as we further assess each route option.
Socio economic – other	Route Option C does not support delivery of new homes.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may lie, in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Basingbourn area (focused on the MoD site).
Socio economic – other	Route Option C does not support delivery of new homes as much as northern route options.	

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Route Option C provides less opportunity for inter-modal transport.	<p>The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting onto other rail lines and other modes of transport.</p> <p>While it is not in our remit to provide other modes of transport, we are committed to working closely with appropriate authorities and stakeholders to integrate East West Rail effectively with local transport networks.</p>
Socio economic – other	Demand is not known for east west line through southern area.	We have tested a range of different growth scenarios, and are taking these into account as part of our assessment of potential transport user benefits.
Socio economic – other	Route Option C offers no benefit to Whaddon or Cambridgeshire.	We recognise that supporting local infrastructure will be required to ensure that the full benefits of East West Rail can be realised. Once a preferred route option has been identified, we will work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail, and that appropriate plans are developed.
Socio economic – other	Route Option C could deliver significant growth within Central Bedfordshire.	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Route Option C does not support economic growth or housing development for corridor between Cambridge and St Neots.	We would like to spread the benefits of East West Rail as far as possible, however we recognise that regardless of which route option is chosen, we are unable to directly connect every community. These places will still however see benefits from East West Rail, including eased pressure on local roads. We also intend to work with local authorities and other local stakeholders to ensure that East West Rail stations are well-integrated into local transport networks so that residents and businesses are able to access East West Rail services.
Socio economic – supporting northerly economic corridor	More weight should be given to known housing developments along northern routes.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Basingbourn area (focused on the MoD site).
Socio economic – supporting northerly economic corridor	The southern area is less developed so Route Option C would require more infrastructure to be built.	We recognise that supporting local infrastructure will be required to ensure that the full benefits of East West Rail can be realised. Once a preferred route option has been identified, we will work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail, and that appropriate plans are developed.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Cambourne	More communities commuting to Cambridge will benefit from the northern route options; whereas Bassingbourn is already served by a station.	We recognise that a new station at Bassingbourn would be quite close to the existing Royston station. However, a new East West Rail station at Bassingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.
Socio economic – Supporting economic growth at Cambourne	Committed housing and clear need for employment growth at Cambourne, West Cambourne and Bourn Airfield.	A broad range of route options were presented during the consultation, serving an equally broad range of communities. Route Options B and E best serve the northerly communities of Cambourne, West Cambourne and Bourn Airfield.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Bassingbourn	Bassingbourn Barracks has reopened as a military facility and is not available for redevelopment.	<p>The National Infrastructure Commission identified an opportunity to develop the MoD site at Bassingbourn for housing, given its close proximity to Cambridge and the potential to benefit from the east-west connectivity provided by East West Rail. While it is ultimately a matter for the local planning authority to decide whether the site is developed for housing, we intend to use the feedback from the consultation and our further engagement with the MoD to inform our views on the prospects for development in the Bassingbourn area.</p>
Socio economic – Supporting economic growth at Bassingbourn	Only significant housing is at Bassingbourn Barracks, the availability of which is not confirmed.	
Socio economic – Supporting economic growth at Bassingbourn	Barracks is key to the business case for Route Option C.	
Socio economic – Supporting economic growth at Bassingbourn	Bassingbourn Barracks development is an unknown.	
Socio economic – Supporting economic growth at Bassingbourn	Assumes development at Bassingbourn which is not currently in the SCDC Local Plan and is therefore speculative.	
Socio economic – Supporting economic growth at Bassingbourn	Only of value if Bassingbourn Barracks is developed.	
Socio economic – Supporting economic growth at Bassingbourn	Growth at Bassingbourn creates sustainable transport choices for South Cambs. Metro proposals already provide sustainable transport choices for Cambridge-Cambourne-St Neots corridor.	<p>Our goal is to spread the benefits of East West Rail as far as possible, however we recognise that regardless of which route option is chosen, we are unable to directly connect every community. These places will still however see benefits from East West Rail, including eased pressure on local roads. We also intend to work with local authorities and other local stakeholders to ensure that East West Rail stations are well-integrated into local transport networks so that residents and businesses are able to access East West Rail services.</p>

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Bassingbourn	Bassingbourn will have a positive impact on housing delivery rates.	The National Infrastructure Commission identified an opportunity to develop the MoD site at Bassingbourn for housing, given its close proximity to Cambridge and the potential to benefit from the east-west connectivity provided by East West Rail. While it is ultimately a matter for the local planning authority to decide whether the site is developed for housing, we intend to use the feedback from the consultation and our further engagement with the MoD to inform our views on the prospects for development in the Bassingbourn area.
Socio economic – Supporting economic growth at Bassingbourn	Concern about creating a new Bassingbourn station close to Royston and Meldreth stations.	We recognise that a new station at Bassingbourn would be quite close to the existing Royston station. However, a new East West Rail station at Bassingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.
Socio economic – Supporting economic growth at Tempsford/ Sandy	Route Option C offers best balance between serving new communities at Tempsford and retaining Sandy station in its existing location.	Comment noted. We are aware that land in the Tempsford area has previously been considered for development by Central Bedfordshire Council and there are existing plans for St Neots to expand southwards. We therefore sought views through the consultation on whether route options C and D could support plans for growth in this area. Routes C and D would also enable East West Rail to directly serve the existing Sandy station.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Tempsford/Sandy	Route Option C serves new communities at Tempsford and retains Sandy station in its existing location.	We are aware that land in the Tempsford area has previously been considered for development by Central Bedfordshire Council and there are existing plans for St Neots to expand southwards. We therefore sought views through the consultation on whether route options C and D could support plans for growth in this area. Routes C and D would also enable East West Rail to directly serve the existing Sandy station.
Socio economic – Supporting economic growth at Tempsford/Sandy	Route Option C could increase connectivity with Sandy if current station maintained.	Noted. This option proposes that Sandy station remains in its current location.
Socio economic – Supporting economic growth at Wixams	Route Option C provides two stations and supports planned growth at Wixams and Tempsford.	This matter has been considered and taken into account as part of the route option analysis process.
Station locations	Tempsford: * Is in accord with CBC Local Plan if new station built at Tempsford. * A new station at Tempsford could facilitate the provision of a new settlement for up to 20,000 new homes, plus growth in wider area including to south of St Neots.	Noted. We will continue working with local authorities and other stakeholders to understand where future growth may lie and can be best supported by East West Rail.
Station locations	A station at Bassingbourn could change the rural community feel of the town.	We are committed to finding the best way to protect and enhance the character of the areas which we will serve. If a route option is chosen which services Bassingbourn, we will work closely with community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Station locations	A station at Bassingbourn would facilitate new settlement on brownfield land and would contribute to the delivery of high-tech research employment.	While it is ultimately a matter for the local planning authority to decide whether the site is developed for housing, we intend to use the feedback from the consultation and our further engagement with the MoD to inform our views on the prospects for development in the Bassingbourn area.
Station Location	Bedford South station could facilitate economic growth south of Bedford.	Noted. A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station.
Station locations	Bedford South station could have an impact on A421/A6 junction.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Station locations	Failure to connect to Bedford Midland would be a missed opportunity to support the regeneration of the centre of Bedford.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Engineering	Observation that the route option looked bizarre/not straight.	Noted. Route Option C has a noticeable bend after it heads north-eastwards after Bedford South in order to provide interchanges with the East Coast Main Line via a new station in the broad area around Tempsford and the existing Sandy station.
Engineering	Environmental noise compliance challenging due to flat terrains on route option.	We are aware that noise from both the construction and operation of a railway is an important issue for local communities. While at this early stage in the planning process we do not yet have an official noise policy, we will look for ways to manage noise and vibration effectively to avoid significant adverse impacts on health and quality of life as far as possible.
Engineering	Double track from Cambridge via Shepreth Branch Junction to Royston would need expansion, with new bridges, signal junctions and tracks.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Engineering	Concern regarding the crossing of A6 and A600 as flat land between and close to Wilshamsted. Also route crosses John Bunyan Trail and crossings would need to be installed to facilitate walkers and cyclists.	
Engineering	Observation that the line is already congested at this point.	As part of our ongoing work to select a preferred route option, and subsequently a preferred alignment for the railway, we will work with Network Rail and Train Operating Companies (as appropriate) to ensure that negative impacts of the railway on the wider rail network is avoided or minimised as far as possible, or otherwise mitigated appropriately.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Engineering	Concern that the southern limit of the route option passes through Meldreth which is unacceptable.	If Route Option C is selected as our preferred route option, further detailed work on a precise alignment will be carried out, and will be subject to further consultation.
Engineering	Environmental noise compliance from diesel trains will be challenging due to the flat terrain of the route option.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Sound, noise and vibration will be considered as part of these assessments.</p>
Engineering	A bizarre alignment that tries to squeeze in a station at Tempsford as well as serving Sandy.	We are aware that land in the Tempsford area has previously been considered for development by Central Bedfordshire Council and there are existing plans for St Neots to expand southwards. We therefore sought views through the consultation on whether route options C and D could support plans for growth in this area. Routes C and D would also enable East West Rail to directly serve the existing Sandy station.
Cost	Observation that this route option was mid-cost, but low benefit.	We note this observation, based on the cost estimates and transport user benefits figures presented in the consultation.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Cost	Cost for a station at Bassingbourn and improvements to dual the A1198 are not included in estimates.	The costs of a station at Bassingbourn were not included in the headline cost estimates presented in the consultation given the uncertainty about whether the MoD site at Bassingbourn could be developed for housing. However, the costs of station provision are relatively small and are not considered material to the assessment or comparison of route options against the 'costs and overall affordability' criterion on which views were sought through the consultation.
Cost	Requires more additional infrastructure and environmental mitigation than northern route options.	We recognise that supporting local infrastructure will be required to ensure that the full benefits of East West Rail can be realised. Once a preferred route option has been identified, we will work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail, and that appropriate plans are developed.
Cost	Infrastructure required to ease congestion on A1198, A505 and C271 Bassingbourn High Street would add significant cost.	As part of our work to select a preferred route option out of the options, and subsequently a preferred alignment for the railway, we will continue to work with Highways England and local highway and traffic authorities to identify ways we can avoid, minimise or mitigate potential negative impacts of new stations.

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Cost	New road crossings required south of Bassingbourn Barracks, near Meldreth and Shepreth, would add significant cost.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Other	Route option along ECML would have considerable impact in being accommodated in the already developed Sandy Town area.	
Cost	Significant costs in moving Bassingbourn Barracks – including flood mitigation and explosive ordnance disposal.	
Cost	Environmental mitigation measures will increase costs.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid, minimise or mitigate negative environmental impacts. As part of this, we have committed to delivering biodiversity net gain along the Arc. Biodiversity net gain requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. This approach supports the Government's 25-year Environment Plan.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted, when we submit our Development Consent Order (DCO). The potential costs of mitigation measures will be considered as part of this.</p>

Route Option C

Theme	Matters Raised	Regard had to the matter raised
Cost	Published costs do not include Bassingbourn station provision or required local road network improvements – including the possible A1198 dualling and A505 needed to support new housing.	<p>The costs of a station at Bassingbourn were not included in the headline cost estimates presented in the consultation given the uncertainty about whether the MoD site at Bassingbourn could be developed for housing. However, the costs of station provision are relatively small and are not considered material to the assessment or comparison of route options against the ‘costs and overall affordability’ criterion on which views were sought through the consultation.</p> <p>The cost estimates also presented in the consultation included high-level allowances for local infrastructure that would be required to access East West Rail stations. However, once a preferred route option has been identified, we intend to work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail and that appropriate plans are developed.</p>
Cost	Would fail to dovetail with Highways England’s preferred route for the Black Cat to Caxton Gibbet improvements and opportunity for shared costs.	We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Cost	Unable to compare relative costs due to insufficient information provided.	Costs for each route option were provided both in the consultation document and technical report. Further information about costs will be made available during future consultations and as our work progresses.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Route Option D		
Environment – general	Impacts on several environmentally important sites, the loss of which cannot be mitigated elsewhere.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Environmentally significant sites will be considered as part of these environmental assessments.</p>
Environment – general	Route Option D avoids large swathes of land already rejected by preferred route announcement for A428.	This matter has been considered and taken into account as part of the route option analysis process.
Environment – general	Impact is less than other route options as it reuses existing rail line.	As part of our work on developing the route options, we examined the possibility of using existing or former railway lines. However, there are limitations to how much we can do this. For example, the old Varsity Line has been built over with structures including the Mullard Radio Astronomy Observatory and the Cambridgeshire Guided Busway, and the old alignment would not adequately serve areas that could support growth and new homes, including south of Bedford, the area between Sandy and St Neots, the MoD Basingbourn Barracks and around Cambourne.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Environment – general	Route Option D will require multi-staged archaeological field evaluation and mitigation strategy.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment – general	Concern that construction will impact environment, particularly for Whaddon residents.	
Environment – general	Route Option D avoids several scheduled monuments, plus Croxton Park, Croxton Village and moated sites, plus Waresley Woods SSSI.	Comment noted. The potential impact of each route option on designated sites and assets will be factored into the selection of the preferred option.
Environment – general	Concern of creating a new Basingbourn station close to Royston and Meldreth stations.	<p>We recognise that a new station at Basingbourn would be quite close to the existing Royston station. However, a new East West Rail station at Basingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.</p>

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Environment - Flood risk/water	Fluvial and surface water risk: * Around railway line embankment to the east of Tempsford. * East of Sandy, between Sandy Warren and Biggleswade Common close to watercourse running across proposed East of Biggleswade development area.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Where required, this will include a flood risk assessment. Other potential impacts on water will also be considered.</p>
Environment - Flood risk/water	Route Option D would need to have regard for surface water and fluvial flood risks and demonstrate a new reduction in flood risk. Regard also to be given to the planned attenuation and slow discharge of surface water flows.	
Environment - Flood risk/water	Opportunity for upstream storage to deliver flood risk reduction around Biggleswade Common and reduce discharge rates into the Ivel.	
Environment - Flood risk/water	Potential impact of a river crossing on Ouse corridor.	
Environment - Flood risk/water	Have regard for watercourses at: * Potton Brook * Millbridge Brook * Wrestlingworth * Between A603 and Tempsford and ancient woodland near Colesden.	

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Environment - Flood risk/water	<p>Route Option D between Sandy and Biggleswade:</p> <ul style="list-style-type: none"> * Will result in line being close to, or crossing, a major IDB drain that discharges at Stratford, which presents an opportunity for throttle flows from this IDB watercourse, reducing flood risk along the River Ivel corridor and the wider Great Ouse Catchment. * The line will need to cross two main rivers (Rhee and Cam), which combined with ordinary watercourse crossings between Bassingbourn and Cambridge will provide an opportunity to reduce flood risk and mitigate climate change impacts on flood risk to Cambridge and the Ely Ouse system. 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Where required, this will include a flood risk assessment. Other potential impacts on water will also be considered.</p>
Environment - Flood risk/water	Requires crossing of numerous watercourses that will require flood compensation areas to be designed and included in the DCO.	
Environment - Flood risk/water	Route Option D will likely cross the Renhold Brook and its tributary the Ravensden Brook; any actions to reduce flows down these watercourses will reduce the flood risk to Norse Road that runs along the watercourse.	
Environment - Flood risk/water	Will require a crossing of the Great Ouse near Clapham; presents an opportunity to increase resilience of the transport infrastructure (existing rail line and the A6/Paula Radcliffe Way).	

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Environment - visual impact	<p>Potential to impact:</p> <ul style="list-style-type: none"> * Wimpole Hall * Whaddon Church * Landscape north of Tempsford * Greensand Ridge setting * Route to Biggleswade Common and the setting of the Common * Between Pottton and Sutton * Sutton Park Golf Club * Countryside around Eyeworth 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment - visual impact	<p>Concern that visual amenity will be lost in the area from East West Rail and future housing developments.</p>	<p>Where required, a Landscape and Visual Impact Assessment will be carried out and the results presented within the ES.</p>
Environment - visual impact	<p>High impact on rural countryside.</p>	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>The impact on agricultural resources and the community will be considered as part of these environmental assessments.</p>

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Environment - visual impact	Concern regarding impact of future electrification.	We are at an early stage of our project development and have not yet made final decisions about the type of trains we will be using. We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate them. We are considering a wide range of technologies in both infrastructure and rolling stock, so we can create long-term, high quality, sustainable transport for local communities.
Environment - historically significant sites identified	<p>Potential to impact:</p> <ul style="list-style-type: none"> * Wimpole Hall * Wimpole Avenue * St Mary's Church Whaddon * Roman town of Sandy around Sandy Station * Tempsford Airfield * Gibraltar Barn * Woodbury Park * Tempsford Hall * Sandy Lodge * The Hazells * 72 listed buildings around Bassingbourn, including a Grade 1 Church 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment - historically significant sites identified	<p>Potential impact on scheduled monuments:</p> <ul style="list-style-type: none"> * John O'Gaunt's house and garden * Preceptory of Knights Hospitallers * Shingay * Bassingbourn * Moated site south of St Mary's Church Whaddon 	<p>Historically significant sites will be considered as part of these environmental assessments.</p>
Environment - historically significant sites identified	Crosses Biggleswade Common earthworks.	

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Environment - historically significant sites identified	<p>Potential impact directly on the setting of Scheduled Monuments:</p> <ul style="list-style-type: none"> * Barford Bridge * Gannocks Castle medieval moat * Biggin Wood medieval moat * Storeys Moats medieval moated site * Galley Hill Iron Age Fort * Sandy Lodge Iron Age Hillfort * John O'Gaunt's Hill Medieval Manor * Sutton Pack Horse Bridge * Newton Bury medieval moat * Bassingbourn * Preceptory of Knights Hospitallers * Shingay * Moated south side of St Mary's Church Whaddon 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment - historically significant sites identified	<p>Cropmark complexes:</p> <ul style="list-style-type: none"> * North of Blunham * North of Tempsford and between Tempsford and Sandy 	<p>Historically significant sites will be considered as part of these environmental assessments.</p>
Environment - environmentally significant sites identified	<p>Potential impact on:</p> <ul style="list-style-type: none"> * RSPB Sandy * Eversden * Wimpole Woods 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Designated sites will be considered as part of these environmental assessments.</p>

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Environment - environmentally significant sites identified	Impact to wildlife from rail line fences greater in more rural southern area.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity features will be considered as part of these environmental assessments.</p>
Environment - environmentally significant sites identified	<p>SSSIs at:</p> <ul style="list-style-type: none"> * Sandy Warren * Lowland Fen priority habitat at Fowlmere Watercress Beds * Shepreth L-moor * Barrington Pit and Barrington Chalk Pits * Whittlesford-Thriplow Hummocky Fields * Thriplow Meadows * Thriplow Peat Holes * Dernford Fen 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects, including SSSIs will be considered as part of these environmental assessments.</p>

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Environment - ancient woodland/ woodland	<p>Ancient woodlands at:</p> <ul style="list-style-type: none"> * Clapham Park Wood * Twin Wood * Woodland near Ravensen Ho 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects, including Ancient Woodlands, will be considered as part of these environmental assessments.</p>
Environment – roads and rights of way	Have regard for cumulative impact with Black Cat/A1 junction and proposed plans for the Expressway.	<p>We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.</p>
Environment – roads and rights of way	Route option has potential to interact with the proposed new crossings for the A428.	
Transport – other	Benefit to rail users will be greater along northern route options.	<p>All five of the route options provide significant transport benefits to new and existing rail users, including improved connectivity to Cambridge and other places further west, such as Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands.</p>

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Transport – other	A new town in this area would lead to disruption in Gamlingay, Everton and Waresley through pressure on local roads and services.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid adverse impacts of new stations as far as possible but, where unavoidable, to minimise or mitigate those impacts. Further, we recognise that supporting local infrastructure and services will be required to ensure that the full benefits of East West Rail can be realised. Once a preferred route option has been identified, we will work closely with local authorities and other local stakeholders to ensure that the local infrastructure and services requirements are considered in detail, and that appropriate plans are developed.
Transport – other	People from new developments in Bassingbourn are unlikely to use East West Rail; but would join mainline services to London from Royston or Meldreth.	We recognise that a new station at Bassingbourn would be quite close to the existing Royston and Meldreth stations. However, a new East West Rail station at Bassingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Transport – regard for the relationship with other transport infrastructure	Bus services in the area would need to be increased.	<p>The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting onto other rail lines and other modes of transport.</p> <p>While it is not in our remit to provide bus services, we are committed to working closely with appropriate authorities and stakeholders to integrate East West Rail effectively with local transport networks.</p>
Transport – regard for the relationship with other transport infrastructure	Route Option D would cross the A428 Black Cat to Gibbet scheme; which would introduce engineering complexities and additional costs to one or both respective schemes.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option.
Transport – regard for the relationship with other transport infrastructure	Understand how issues and impacts of A428 Black Cat to Gibbet scheme and how these will be addressed to avoid or minimise adverse consequences.	East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Transport – regard for the relationship with other transport infrastructure	Need to understand approach to crossing A421, A1 and M11 during construction phase.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Transport – regard for the relationship with other transport infrastructure	Route Option D will cross the A1 in the vicinity of the Black Cat roundabout. This will involve substantial engineering challenges if the route option were to pass near to or within the footprint of the proposed 3-level junction at Black Cat.	

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Transport – regard for the relationship with other transport infrastructure	Consider a Park and Ride for Cambridge Biomedical workers at Bassingbourn.	We will consider appropriate levels of parking at stations as part of a suitable integrated transport approach once we have selected a preferred route option, and when determining the location of new stations as part of the preferred route alignment work.
Transport – congestion/traffic flows	Will increase traffic burden.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid adverse impacts of new stations as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Transport – station location	Bassingbourn will assist travel into south of Cambridge.	All five route options will help passengers access the south of Cambridge, which is one of the key reasons we have prioritised route options which approach Cambridge from the south.
Transport – station location	Commuters travelling from new housing in Bassingbourn are likely to use existing stations in Royston station for east west connection.	We recognise that a new station at Bassingbourn would be quite close to the existing Royston station. However, a new East West Rail station at Bassingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.
Transport – station location	Concern of creating a new Bassingbourn station close to Royston and Meldreth stations.	

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Transport – station location	Concern that Royston station is already at peak-time capacity.	East West Rail will support towns and cities across the Arc, by making it easier for people to commute to a range of potential areas of employment, including Cambridge. While some existing residents might continue to travel Royston for journeys to London, others might be expected to take advantage of the improved connectivity to Cambridge and places further west across the Arc at a potential Bassingbourn station (e.g. Bedford and Milton Keynes). New patterns of travel are likely to emerge as East West Rail supports opportunities for growth and new homes.
Transport – station location	Tempsford station would require sustainable transport links – consider a public transport interchange at Tempsford station.	The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting with other rail lines and other modes of transport. While it is not in our remit to provide other services, we are committed to working closely with appropriate authorities and stakeholders to integrate East West Rail effectively with local transport networks.
Transport – station location	Use Sandy station forecourt for sustainable transport links, including a bus interchange.	
Socio economic – other	Little benefit to South Cambridgeshire residents.	Residents of South Cambridgeshire would benefit from a potentially new station at Bassingbourn, enabling improved connectivity with Cambridge and places further west, such as Bedford, Milton Keynes and Oxford.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Does not support delivery of new homes.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may lie, in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Basingbourn area (focused on the MoD site).
Socio economic – other	Does not support economic growth or housing development for growth corridor between Cambridge and St Neots.	
Socio economic – other	Greater impact on economic growth.	While the potential for economic growth is one of our key criteria, against which each route option will continue to be assessed, this must be balanced against other key matters, such as environmental impacts, cost and affordability, and the location of current and future housing and development. We will be considering these matters as we further assess each route option.
Socio economic – other	Route option offers no benefit to Whaddon or Cambridgeshire.	East West Rail will support economic growth and employment opportunities across the Oxford - Cambridge Arc, as well as opening up new travel opportunities. As part of this, we intend to work with local authorities and other local stakeholders to ensure that East West Rail stations are well-integrated into local transport networks so that residents, businesses and visitors are able to access East West Rail services.
Socio economic – other	Meets the DfT's strategic objectives .	This matter has been considered and taken into account as part of the route option analysis process.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Could deliver significant growth within Central Bedfordshire.	East west Rail will support economic growth and employment opportunities across the Oxford - Cambridge Arc, as well as opening up new travel opportunities. As part of this, we intend to work with local authorities and other local stakeholders to ensure that East West Rail stations are well-integrated into local transport networks so that residents and businesses are able to access East West Rail services.
Socio economic – supporting northerly economic corridor	Demand is not known for east west line through southern area.	We have tested a range of different growth scenarios, and are taking these into account as part of our assessment of potential transport user benefits.
Socio economic – supporting northerly economic corridor	Southern area is less developed, and routes will require more infrastructure to be built.	We recognise that supporting local infrastructure will be required to ensure that the full benefits of East West Rail can be realised. Once a preferred route option has been identified, we will work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail, and that appropriate plans are developed.
Socio economic – supporting northerly economic corridor	More communities commuting to Cambridge will benefit from northern route options.	All five of the route options provide significant transport benefits to new and existing rail users, including improved connectivity to Cambridge and other places further west, such as Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Socio economic – supporting northerly economic corridor	Route Option D does not support delivery of new homes as much as northern route options.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may lie, in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Basingbourn area (focused on the MoD site).
Socio economic – supporting northerly economic corridor	More weight should be given to known housing developments along northern route options.	

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Bassingbourn	Only significant housing is at Bassingbourn Barracks, the availability of which is not confirmed.	<p>The National Infrastructure Commission identified an opportunity to develop the MoD site at Bassingbourn for housing, given its close proximity to Cambridge and the potential to benefit from the east-west connectivity provided by East West Rail. While it is ultimately a matter for the local planning authority to decide whether the site is developed for housing, we intend to use the feedback from the consultation and our further engagement with the MoD to inform our views on the prospects for development in the Bassingbourn area.</p>
Socio economic – Supporting economic growth at Bassingbourn	Bassingbourn Barracks as a future housing opportunity is speculative.	
Socio economic – Supporting economic growth at Bassingbourn	Bassingbourn Barracks has reopened as a military facility and is not available for redevelopment.	
Socio economic – Supporting economic growth at Bassingbourn	Bassingbourn Barracks is key to the business case for this route option.	
Socio economic – Supporting economic growth at Bassingbourn	Assumes development at Bassingbourn which is not currently in the SCDC Local Plan and is therefore speculative.	
Socio economic – Supporting economic growth at Bassingbourn	Only of value if Bassingbourn Barracks is to be developed.	
Socio economic – Supporting economic growth at Bassingbourn	Bassingbourn as a future housing development is speculative.	

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Bassingbourn	Growth at Bassingbourn creates sustainable transport choices for South Cambs. Metro proposals provide sustainable transport choices already for Cambridge-Cambourne-St Neots corridor.	Our goal is to spread the benefits of East West Rail as far as possible, however we recognise that regardless of which route option is chosen, we are unable to directly connect every community. These places will still however see benefits from East West Rail, including eased pressure on local roads. We also intend to work with local authorities and other local stakeholders to ensure that East West Rail stations are well-integrated into local transport networks so that residents and businesses are able to access East West Rail services.
Socio economic – Supporting economic growth at Bassingbourn	Bassingbourn will have a positive impact on housing delivery rates.	The National Infrastructure Commission identified an opportunity to develop the MoD site at Bassingbourn for housing, given its close proximity to Cambridge and the potential to benefit from the east-west connectivity provided by East West Rail. While it is ultimately a matter for the local planning authority to decide whether the site is developed for housing, we intend to use the feedback from the consultation and our further engagement with the MoD to inform our views on the prospects for development in the Bassingbourn area.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Bassingbourn	No confirmed new housing developments on Route Option D between Sandy, and Bassingbourn Barracks is not certain as a housing development.	<p>While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may lie, in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Bassingbourn area (focused on the MoD site).</p> <p>With particular regard to the MoD site, the National Infrastructure Commission identified an opportunity to develop the MoD site at Bassingbourn for housing, given its close proximity to Cambridge and the potential to benefit from the east-west connectivity provided by East West Rail. While it is ultimately a matter for the local planning authority to decide whether the site is developed for housing, we intend to use the feedback from the consultation and our further engagement with the MoD to inform our views on the prospects for development in the Bassingbourn area.</p>
Socio economic – Supporting economic growth at Cambourne	Committed housing and clear need for employment growth at Cambourne, West Cambourne and Bourn Airfield.	A broad range of route options were presented during the consultation, serving an equally broad range of communities. Route Options B and E best serve the northerly communities of Cambourne, West Cambourne and Bourn Airfield.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Bedford	Would maintain Bedford as a rail hub.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area, and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.
Socio economic – Supporting economic growth at Bedford	Would promote Bedford economic growth.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area, and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Bedford	Unclear if route option would deliver significant growth within the Borough of Bedford.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area, and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.
Socio economic – Supporting economic growth at Tempsford/ Sandy	Station at Tempsford will support significant growth.	We are aware that land in the Tempsford area has previously been considered for development by Central Bedfordshire Council and there are existing plans for St Neots to expand southwards. We therefore sought views through the consultation on whether route options C and D could support plans for growth in this area. Routes C and D would also enable East West Rail to directly serve the existing Sandy station.
Socio economic – Supporting economic growth at Tempsford/ Sandy	Could increase connectivity with Sandy if current station maintained.	Noted. This route option would see Sandy station remain in its current location.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Socio economic – regard for other developments	Would give rail access to fast growing communities of more affordable housing north of Cambridge; especially if more stations built to serve Northstowe.	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p>
Station locations	<p>Tempsford:</p> <ul style="list-style-type: none"> * Station at Tempsford will support significant growth. * In accord with CBC Local Plan if new station built at Tempsford. * A new station at Tempsford could facilitate the provision of a new settlement for up to 20,000 new homes, plus growth in wider area including to south of St Neots. * A new station around Tempsford would facilitate a new settlement within Central Bedfordshire. 	<p>Noted. We will continue working with local authorities and other stakeholders to understand where future growth may lie, and how East West Rail could potentially support that growth.</p>

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Station locations	A station at Bassingbourn could change the rural community feel of the town.	We are committed to finding the best way to protect and enhance the character of the areas which we will serve. If a route option is chosen which services Bassingbourn, we will work closely with community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders.
Station locations	A station at Bassingbourn would facilitate new settlement on brownfield land and would contribute to the delivery of high-tech research employment.	The National Infrastructure Commission identified an opportunity to develop the MoD site at Bassingbourn for housing, given its close proximity to Cambridge and the potential to benefit from the east-west connectivity provided by East West Rail. While it is ultimately a matter for the local planning authority to decide whether the site is developed for housing, we intend to use the feedback from the consultation and our further engagement with the MoD to inform our views on the prospects for development in the Bassingbourn area.
Station locations	A route through the existing Sandy station could provide economic benefits for Sandy.	Noted. Additional development in the immediate vicinity of Sandy is likely to be constrained by environmental features including Biggleswade Common and the Sandy Warren SSSI and RSPB nature reserve.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Station locations	Remodelling Bedford Midland offers little benefit and will be expensive, with little growth potential.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area, and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.
Station locations	Failure to connect to Bedford Midland would be a missed opportunity to support the regeneration of the centre of Bedford.	
Engineering	Environmental noise compliance challenging due to flat terrains of route option.	We are aware that noise from both the construction and operation of a railway is an important issue for local communities. While at this early stage in the planning process we do not yet have an official noise policy, we will look for ways to manage noise and vibration effectively to avoid significant adverse impacts on health and quality of life as far as possible.
Engineering	Environmental noise compliance from diesel trains will be challenging due to flat terrains of route option.	
Engineering	Double track from Cambridge via Shepreth Branch Junction to Royston would need expansion, with new bridges junctions and track.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Engineering	Line is already congested at this point. Shows southern limit passing through Meldreth which is unacceptable	As part of our ongoing work to select a preferred route option and, subsequently, a preferred alignment for the railway, we will work with Network Rail and Train Operating Companies (as appropriate) to ensure that negative impacts on the railway on the wider rail network is avoided or minimised as far as possible, or otherwise mitigated appropriately.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Engineering	A bizarre alignment that tries to squeeze in a station at Tempsford as well as serving Sandy.	We are aware that land in the Tempsford area has previously been considered for development by Central Bedfordshire Council and there are existing plans for St Neots to expand southwards. We therefore sought views through the consultation on whether route options C and D could support plans for growth in this area. Routes C and D would also enable East West Rail to directly serve the existing Sandy station.
Cost	Observation that this route option was mid-cost, but low benefit.	We note this observation, based on the cost estimates and transport user benefits figures presented in the consultation.
Cost	Cost for a station at Bassingbourn and improvements to dual the A1198 are not included in estimations.	<p>The costs of a station at Bassingbourn were not included in the headline cost estimates presented in the consultation given the uncertainty about whether the MoD site at Bassingbourn could be developed for housing. However, the costs of station provision are relatively small and are not considered material to the assessment or comparison of route options against the 'costs and overall affordability' criterion on which views were sought through the consultation.</p> <p>Regarding the A1198, the cost estimates presented in the consultation do include high-level allowances for local infrastructure that would be required to access East West Rail stations. However, once a preferred route has been identified, we intend to work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail and that appropriate plans are developed.</p>

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Cost	Route Option D requires more additional infrastructure and environmental mitigation than northern route options.	<p>We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors, and their associated costs, as part of our work to select a preferred route option, and further as we develop a preferred route alignment.</p>
Cost	New road crossings required south of Bassingbourn Barracks, near Meldreth and Shepreth, would add significant cost.	
Cost	Significant costs in moving Bassingbourn Barracks – including flood mitigation and explosive ordnance disposal.	
Other	Cost is surprising given the complexity of interfacing ECML and need to relocate/remodel Bedford maintenance depot.	
Cost	Infrastructure required to ease congestion on A1198, A505 and C271 Bassingbourn High Street would add significant cost.	
Other	Cost is surprising given the complexity of interfacing ECML and need to relocate/remodel Bedford maintenance depot.	

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Cost	Environmental mitigation measures needed for Route Option D will increase costs.	Environmental mitigation measures will likely be needed for each route option. Regardless of which option is chosen as our preferred route option, we are committed to protecting the environment by finding approaches to delivery that avoid, minimise or mitigate environmental impacts.
Cost	Route Option D requires more additional infrastructure and additional environmental mitigation than northern route options.	<p>Environmental mitigation measures will likely be needed for each route option. Regardless of which option is chosen as our preferred route option, we are committed to protecting the environment by finding approaches to delivery that avoid, minimise or mitigate environmental impacts.</p> <p>We also recognise that supporting local infrastructure will be required to ensure that the full benefits of East West Rail can be realised. Once a preferred route option has been identified, we will work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail, and that appropriate plans are developed.</p>
Cost	Published costs do not include Bassingbourn station provision or required local road network improvements – including the possible A1198 dualling and A505 needed to support new housing	The costs of a station at Bassingbourn were not included in the headline cost estimates presented in the consultation given the uncertainty about whether the MoD site at Bassingbourn could be developed for housing. However, the costs of station provision are relatively small and are not considered material to the assessment or comparison of route options against the ‘costs and overall affordability’ criterion on which views were sought through the consultation.

Route Option D

Theme	Matters Raised	Regard had to the matter raised
Cost	Infrastructure is required to ease existing congestion on A1198, A505 and C271 Bassingbourn High Street, which would add significant cost.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid adverse impacts of new stations as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Cost	New road crossings would be required south of Bassingbourn Barracks near Meldreth and Shepreth, which will add significant cost.	We are committed to finding the best way to protect connectivity for the communities we serve and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact preferred route alignment. As part of this, we will continue to work with the Office of Rail and Road (ORR), community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders, as we progress the design of the project.
Cost	Would fail to dovetail with Highways England's preferred route for the Black Cat to Caxton Gibbet improvements and opportunity for shared costs.	We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Other	Unable to compare relative costs due to insufficient information provided.	Estimated costs were provided both in the consultation document, and in further detail in the technical report. These costs will continue to be reviewed and refined as we progress towards selecting a preferred route option and then into route alignment development.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Route Option E		
Environment – general	High impact on rural countryside.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>The impact on agricultural resources and the community will be considered as part of these environmental assessments.</p>
Environment – general	Fewer environmental and heritage impacts.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Heritage aspects will be considered as part of these environmental assessments.</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Environment – general	Negative impact on environment lower along northern route options as closer to expanding housing development and approved new developments.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment – general	More environmental damage.	
Environment – general	Impact likely on: <ul style="list-style-type: none"> * Caxton village/neighbouring villages * Tempsford Airfield * Gibraltar Barn * Woodbury Park * Tempsford Hall * Tempsford Church End * Blunham * The Hazells * Croxton Park 	
Environment – general	No net gains for local communities.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>The impact of the scheme on communities will be considered as part of these assessments.</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Environment – general	Development across St Neots/ Cambridge corridor	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Environment - Flood risk/water	Greater flood risk - route option would need to have regard for surface water and fluvial flood risks and demonstrate a new reduction in flood risk. Regard also to be given to the planned attenuation and slow discharge of surface water flows.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Where required, this will include a flood risk assessment. Other potential impacts on water will also be considered.</p>
Environment - Flood risk/water	Cuts across natural floodplain from the Cambourne, Bourn Airfield and Hardwick communities.	
Environment - Flood risk/water	Would mean crossing two areas of Flood Zone 3.	
Environment - Flood risk/water	Opportunity exists to improve drainage conditions and enhanced flood storage capacity (Bourn Brook Valley).	
Environment - Flood risk/water	Fluvial and surface water risk: * Around railway line embankment to the east of Tempsford. * The Ivel floodplain	
Environment - Flood risk/water	Route Option E will likely cross the Renhold Brook and its tributary the Ravensden Brook; any actions to reduce flows down these watercourses will reduce the flood risk to Norse Road that runs along the watercourse.	
Environment - Flood risk/water	Requires crossing of numerous watercourses that will require flood compensation areas to be designed and included within the TWAO red line boundary.	
Environment - visual impact	Route Option E crosses the natural landscape of Bourn Brook Valley between Eversdens and Comberton.	

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Environment - Flood risk/water	Route Option E has drainage/ waterlogging issues which will lead to higher engineering costs.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Environment - Flood risk/water	Route Option E will require a crossing of the Great Ouse near Clapham; presents an opportunity to increase resilience of the transport infrastructure (existing rail line and the A6/Paula Radcliffe Way).	
Environment - Flood risk/water	Route Option E has fewer river crossings than the Bassingbourn route.	
Environment - visual impact	Route Option E crosses the natural landscape of Bourn Brook Valley between Eversdens and Comberton.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment - visual impact	River Ouse forms tree lined corridor and visual impact of river crossing could impact setting of Roxton (Bedford Borough) and Tempsford Church End, reducing the connection of villages.	
Environment - visual impact	Scale of any A1 bridge would be intrusive in open landscape.	
Environment - visual impact	North of Sandy is a rural landscape.	
Environment - visual impact	Greater scope to integrate a new station and car park into the landscape compared with Route Option A.	
Environment - visual impact	Concern regarding the historic landscape at Tempsford and possible impact related to severance of Roman Road.	

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Environment - historically significant sites identified	Potential to impact: * Mullard Radio Astronomy Observatory * Wimpole Hall and Estate * Eversden Woods * Roman Wood at Tempsford	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Heritage features, including historically significant sites will be considered as part of these environmental assessments.</p>
Environment - historically significant sites identified	Potential impact on Scheduled Monuments: * Barford Bridge * Gannocks Castle Medieval Moat * Biggin Wood medieval moat * Storeys Moats medieval moated site	
Environment - historically significant sites identified	Cropmark complexes: * North of Blunham * North of Tempsford * Between Tempsford and Sandy	
Environment - environmentally significant sites identified	Potential to impact: * Wimpole Hall and Estate * Eversden Woods	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Environmentally significant sites will be considered as part of these environmental assessments</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Environment - environmentally significant sites identified	Avoids Wimpole Hall Avenue and Eversden and Wimpole Woods SSSI.	We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Environment - environmentally significant sites identified	Reduced environmental impacts, including RSPB Sandy and Wimpole Hall.	<p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity features will be considered as part of these environmental assessments.</p>
Environment - environmentally significant sites identified	Community Forest between Stewartby and south of Bedford – former brick buildings have Great Crested Newt interest.	Comment noted. Environmental surveys will be undertaken to identify protected species, as appropriate.
Environment - environmentally significant sites identified	<p>SSSIs at:</p> <ul style="list-style-type: none"> * Paxton Pits * Sand Woods * Gamlingay Wood * Waresley Wood * Eltisley Wood * Caldecote Meadows * Hardwick Wood 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Biodiversity features, including SSSIs, will be considered as part of these environmental assessments.</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Environment - ancient woodland/ woodland	Have regard for: * Ancient woodland near Tempsford * Tilwick Wood near Tempsford * Tilwick Wood SSSI * Community Forest	We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts. We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Biodiversity features, including ancient woodland, will be considered as part of these environmental assessments.
Environment - ancient woodland/ woodland	Consider: * Ancient woodland near Tempsford * Tilwick Wood SSSI * Community forest between Stewartby and south of Bedford * Foxhole Wood * Woodbury Sinks * White Wood * Weaverley	
Environment - ancient woodland/ woodland	Route option appears to have least direct impact on large numbers of ancient woodlands.	
Environment – roads and rights of way	Development of Bassingbourn Barracks which will impact local roads.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid adverse impacts of new stations as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Environment – roads and rights of way	Concerns regarding the cumulative impact of A428 in this area.	
Environment – roads and rights of way	A single multi-modal corridor will create environmental benefits by reducing visual impact compared to having two separate transport/growth corridors.	We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts. We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Environment – roads and rights of way	Route Option E has potential to interact with the proposed new crossings for the A428.	We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Transport – other	Provides complementary sustainable transport choices.	We are supportive of providing a more diverse offering of transport options for residents between Oxford and Cambridge, and as part of this we are committed to working closely with appropriate authorities to integrate East West Rail effectively with local transport networks.
Transport – other	Residents are just as likely to commute to London as Cambridge.	East West Rail will support towns and cities across the Arc by making it easier for people to commute to a range of potential areas of employment, including Cambridge. While some residents might continue to travel to London for work, others might be expected to take advantage of the improved connectivity to Cambridge and places further west across the Arc (e.g. Bedford and Milton Keynes). New patterns of travel are likely to emerge as East West Rail supports opportunities for growth and new homes.
Transport – other	The Eversdens will be cut off from Comberton. Route Option E will cut off footpath from the Eversdens villages to Comberton, the only available route for pupils to go to Comberton Village College.	We are committed to finding the best way to protect connectivity for the communities we serve and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact preferred route alignment. As part of this, we will continue to work with the Office of Rail and Road (ORR), community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders, as we progress the design of the project.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Transport – other	A new town in this area would lead to disruption in Gamlingay, Everton and Waresley through pressure on local roads and services.	As plans progress, we will work with Highways England and local highway and traffic authorities to identify ways we can avoid adverse impacts of new stations as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Transport – other	A new town around Bassingbourn would require significant works to dual the A10 or A505 West from Royston to the M11, to dual the A1198 south to Royston and north to the A428.	
Transport – regard for the relationship with other transport infrastructure	Route option would cross the A428 Black Cat to Gibbet scheme; which would introduce engineering complexities and additional costs to one or both of our respective schemes.	
Transport – other	Provides better public transport connections to support existing and committed housing and employment growth at Cambourne, West Cambourne and Bourn Airfield.	Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.
Transport – other	Provides growth potential (at the junction of the ECML, East West Rail, A1, A428/A421 between St Neots and Sandy) for new connected settlements (not as extensions to existing towns).	
Transport – regard for the relationship with other transport infrastructure	Duplicates the planned upgrade of the A428, the Cambourne to Cambridge “Better Public Transport” project.	We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.
Transport – regard for the relationship with other transport infrastructure	Connects well with Highways England’s A428 Black Cat to Caxton Gibbet improvements.	

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Transport – regard for the relationship with other transport infrastructure	Duplicates proposed Cambridge Autonomous Metro.	East West Rail could complement the proposed Cambridgeshire Autonomous Metro by bringing together local and inter-urban connectivity. East West Rail would provide a fast service to Cambridge city centre and employment opportunities to the south of Bedford, while the proposed guided busway between Cambourne and Cambridge that could become part of the Cambridgeshire Autonomous Metro would provide good connectivity to employment opportunities to the north and west of Cambridge. The Metro could also make it easier for residents across the Cambridge area (including to the east of Cambridge) to access East West Rail services from Cambridge (or Cambridge South) station to travel to destinations across the Arc (e.g. Oxford, Milton Keynes and Bedford).
Transport – regard for the relationship with other transport infrastructure	Other schemes (Greater Cambridge Partnership and Combined Authority) not yet agreed.	We will continue to monitor the progress of other transport proposals in the area, and working with scheme promoters to ensure that our respective projects are designed and delivered in a way that best connects communities.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Transport – regard for the relationship with other transport infrastructure	Route Option E is complementary to future Metro.	East West Rail could complement the proposed Cambridgeshire Autonomous Metro by bringing together local and inter-urban connectivity. East West Rail would provide a fast service to Cambridge city centre and employment opportunities to the south of Bedford, while the proposed guided busway between Cambourne and Cambridge that could become part of the Cambridgeshire Autonomous Metro would provide good connectivity to employment opportunities to the north and west of Cambridge. The Metro could also make it easier for residents across the Cambridge area (including to the east of Cambridge) to access East West Rail services from Cambridge (or Cambridge South) station, to travel to destinations across the Arc (e.g. Oxford, Milton Keynes and Bedford).
Transport – regard for the relationship with other transport infrastructure	Bus services in the area would need to be increased.	<p>The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting onto other rail lines and other modes of transport.</p> <p>While it is not in our remit to provide bus services, we are committed to working closely with appropriate authorities and stakeholders to integrate East West Rail effectively with local transport networks.</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Transport – regard for the relationship with other transport infrastructure	Route Option E (along with A428/ A421) would provide a key, single, multi-modal east-west transport corridor along which to concentrate connected, sustainable growth hubs and encourage modal shift.	<p>In their 2016 report “Partnering for Prosperity” the NIC suggested that “Maximising the potential of [the Oxford-Cambridge Expressway and East West Rail] to support well-connected and well-designed new communities will mean... developing the Oxford-Cambridge Expressway, along the same broad corridor as East West Rail”. All five of our route options align with their proposed approach.</p> <p>We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.</p>
Transport – regard for the relationship with other transport infrastructure	Need to understand issues and impacts of A428 Black Cat to Gibbet scheme and how minimising or avoiding consequences will be addressed.	East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Transport – regard for the relationship with other transport infrastructure	Need to understand approach to crossing A421, A1 and M11 during construction phase.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Transport – congestion/traffic flows	Route Option E provides increased opportunities to maximise rail commuter traffic.	This matter has been considered and taken into account as part of the route option analysis process.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Transport – congestion/traffic flows	Route Option E provides relief to the A428 into and out of Cambridge; reducing traffic/congestion.	We believe that every route option has the potential to ease pressure on local and major roads, and will work closely with Highways England and local authorities to ensure this is realised.
Transport – congestion/traffic flows	Make use of existing and proposed infrastructure (A428 dual carriageway and Black Cat to Caxton Gibbet improvements).	We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Transport – congestion/traffic flows	Consider development of Bassingbourn Barracks which will impact local road network.	Should this open be selected as the preferred route option by the Government, this route option would not serve Bassingbourn.
Transport – station location	Cancelling Wixams station would lead to extra local traffic and congestion.	Creating a suitable interchange between East West Rail and the Midland Main Line is of critical importance to East West Rail. If one of the three routes with a new interchange station to the south of Bedford is chosen as the preferred route option, we would need to consider whether the station should be located at Wixams or somewhere else to the south of the A421, working closely with Bedford Borough Council and Network Rail.
Transport – station location	Tempsford station would require sustainable transport links – consider a public transport interchange at Tempsford station.	<p>The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting onto other rail lines and other modes of transport.</p> <p>While it is not in our remit to provide bus services, we are committed to working closely with appropriate authorities and stakeholders to integrate East West Rail effectively with local transport networks.</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Facilitates economic growth of Cambridge-St Neots corridor.	While the potential for economic growth is one of our key criteria, against which each route option will continue to be assessed, this must be balanced against other key matters, such as environmental impacts, cost and affordability, and the location of current and future housing and development. We will be considering these matters as we further assess each route option.
Socio economic – other	Creates good east-west connectivity.	All five of the route options provide significant transport benefits for new and existing rail users, including improved connectivity to Cambridge and other places further west, such as Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands.
Socio economic – other	Provides the best economic benefits.	While the potential for economic growth is one of our key criteria, against which each route option will continue to be assessed, this must be balanced against other key matters, such as environmental impacts, cost and affordability, and the location of current and future housing and development. We will be considering these matters as we further assess each route option.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Would give rail access to fast growing communities of more affordable housing north of Cambridge; especially if more stations built to serve Northstowe.	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p> <p>While Northstowe is not a proposed station of ours, precise station locations will be explored in greater detail after we have selected a preferred route option. Once identified, we will then seek public input on their location through a further public consultation, at a later date.</p>
Socio economic – other	Meets the DfT's strategic objectives.	This matter has been considered and taken into account as part of the route option analysis process.
Socio economic – other	Well positioned for a new town north of the A10 and close to the M11 (North Caxton).	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	Would increase mode shift onto rail for local and long-distance commuting along an existing growth corridor.	Increasing mode shift is a key goal of ours, and we will continue to explore how we can best achieve this as the project progresses.
Socio economic – other	Growth in this corridor supports SCDC Local Plan.	We appreciate the importance of local plans and have taken these into account as part of our route option development process. We will continue to work with local authorities as they develop and update their local plans.
Socio economic – other	Route Option E increases economic mass and attractiveness of Cambourne.	We presented a range of route options, some via Cambourne and others further south. We believe that East West Rail has the potential to increase the economic mass and attractiveness of a variety of locations along each route option.
Socio economic – other	Could deliver significant growth within Central Bedfordshire.	Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process. We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.
Socio economic – other	Route Option E has potential to provide benefits to Huntingdonshire through additional development.	

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Socio economic – other	An opportunity to create a national and regional transport hub which has potential to benefit Oxford Cambridge Arc and East Midlands will be missed if there is no connection to Bedford Midland.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.
Socio economic – supporting northerly economic corridor	Northern route options are more populated and therefore more sustainable.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may lie, in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Basingbourn area (focused on the MoD site).
Socio economic – supporting northerly economic corridor	If 50,000 new homes were planned near Cambourne, then assessed benefits would be far greater for route option.	As part of the consultation we sought views on how each of our route options could support the delivery of new homes. We have also separately modelled a range of growth scenarios, and analysed their impact on transport user benefits.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Socio economic – supporting northerly economic corridor	Route Option E support developments in the area, including new homes at North Cambourne.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may lie, in order to ensure that East West Rail supports both current and future residents.
Socio economic – supporting northerly economic corridor	Route Option E will serve Cambourne that has an established need for rail connections.	This matter has been considered and taken into account as part of the route option analysis process.
Socio economic – supporting northerly economic corridor	Bourn Airfield and additional homes in Cambourne will increase that need for this route option.	Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process. We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.
Socio economic – supporting northerly economic corridor	Stations at Cambourne and Tempsford will support new housing.	
Socio economic – supporting northerly economic corridor	A new Cambourne station would have a positive impact on housing delivery rates of current planned development.	
Socio economic – Supporting economic growth at Bassingbourn	The development of Bassingbourn Barracks has not yet been decided	If thisRoute Option E is selected, it will not serve Bassingbourn.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Bedford	Would maintain Bedford as a rail hub.	<p>We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.</p>
Socio economic – Supporting economic growth at Bedford	Route Option E would damage Bedford's competitiveness and future development.	
Socio economic – Supporting economic growth at Bedford	<p>A station serving the centre of Bedford would:</p> <ul style="list-style-type: none"> * Support regeneration in the town and the delivery of the town centre * Provide access to jobs and leisure opportunities for people in existing and expanded settlements served by the railway 	
Socio economic – Supporting economic growth at Bedford	Route Option E serving Bedford Midland will best support additional new growth.	
Socio economic – Supporting economic growth at Bedford	Would promote Bedford's economic growth.	
Socio economic – Supporting economic growth at Bedford	<p>A station serving the centre of Bedford would:</p> <ul style="list-style-type: none"> * Support regeneration in the town and the delivery of the town centre * Provide access to jobs and leisure opportunities for people in existing and expanded settlements served by the railway. 	

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Socio economic – Supporting economic growth at Bedford	A connection to Bedford Midland will deliver 12% more economic benefits to Bedford than a southern route.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.
Socio economic – Supporting economic growth at Bedford	A connection serving the centre of Bedford meets DfT's strategic aim to provide rail links between key urban areas.	
Socio economic – Supporting economic growth at Bedford	The new rail market provided by East West Rail western section between Oxford and Bedford will be lost if a southern section is selected.	
Socio economic – Supporting economic growth at Bedford	Settlements to the south of Bedford are already committed and have been factored into current service patterns.	
Socio economic – Supporting economic growth at Tempsford/ Sandy	Supports new housing at Tempsford.	Noted. This is recognised on page 40 of the Technical Report which we published for consultation.
Socio economic – Supporting economic growth at Tempsford/ Sandy	Supports growth for Tempsford/South of St Neots.	
Station locations	Concern regarding no smaller stations considered on route option.	The number of new stations, and their locations, are indicative at this early stage in planning. If there is a case for additional stations, we will consider this as the project progresses. That said, the population to serve the station would need to be large enough to outweigh the impact on other passengers impacted by slower journeys.
Station locations	More smaller stations would reduce traffic locally.	

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Station locations	<p>Tempsford:</p> <ul style="list-style-type: none"> * Station at Tempsford will support significant growth * Station at Tempsford would serve both St Neots and Sandy * In accord with CBC Local Plan if new station built and Tempsford * A new station at Tempsford could facilitate the provision of a new settlement for up to 20,000 new homes, plus growth in wider area including to south of St Neots. * A new station around Tempsford would facilitate a new settlement within Central Bedfordshire. 	<p>Noted. We will continue working with local authorities and other stakeholders to understand likely locations for future growth.</p>
Station locations	<p>Cambridge/Northstowe:</p> <ul style="list-style-type: none"> * Benefits for a station at Cambourne are rated highly * New stations at Cambourne and Northstowe would encourage more commuters to Cambridge to switch to rail * Concern regarding indicative location of Cambourne station and ongoing route from Cambourne to Cambridge; access to the southwest of Cambourne is poor and it is clear there is a benefit in locating the proposed station to the north to be accessible to local residents and to the A428. * A station to the north of Cambourne would also follow A428 and be less environmentally constrained into Cambridge, either looping down to Cambridge South or continuing to Cambridge North via Northstowe. * Support for a new station at Cambourne (not Bassingbourn) to build upon existing settlement strategy in the SCDC Local Plan. 	<p>Precise station locations will be explored in greater detail after we have selected a preferred route option. Once identified, we will then seek public input on their location through a further public consultation at a later date.</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Station locations	<p>St Neots:</p> <ul style="list-style-type: none"> * New station south of St Neots would be detrimental to the delivery of a new settlement at Tempsford and detrimental to growth within Central Bedfordshire. * A new station at St Neots enables sustainable east-west and north-south travel. 	<p>When the case for the new railway was initially considered and developed by Network Rail, the Department for Transport and others, 20 route corridors were considered, spanning the area from St Albans and Harlow to Peterborough. A route corridor through the broad area around Sandy (Bletchley - Stewartby - Bedford - Sandy - Cambridge) was recommended, and we have taken this recommendation forward. All the route options we are assessing fall within this preferred corridor. While St Neots station is just to the north of the preferred route corridor, several of the route options that we are considering could provide for a new station just to the south of St Neots or in the area around Tempsford. For all our route options, passengers travelling to or from St Neots town centre would be able to interchange onto East West Rail services via a short journey on north-south Thameslink services along the East Coast Main Line.</p>
Station locations	<p>Bedford Midland:</p> <ul style="list-style-type: none"> * Remodelling Bedford Midland offers little benefit. * Connection to Bedford Midland is a clear benefit with economic benefits. 	<p>We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Station locations	Bedford South/Wixams: a new Bedford South station between Wixams and Bedford Midland would mean cancellation of Wixams station.	Creating a suitable interchange between East West Rail and the Midland Main Line is of critical importance to East West Rail. If one of the three routes with a new interchange station to the south of Bedford is chosen as the preferred route option, we would need to consider whether the station should be located at Wixams or somewhere else to the south of the A421, working closely with Bedford Borough Council and Network Rail.
Station locations	A new station at Alconbury Weald to the north of Huntingdon would connect Alconbury Weald Enterprise Zone to the north-south and east-west network.	The number of new stations and their locations are indicative at this early stage in planning. If there is a case for additional stations, we will consider this as the project progresses. However, the population to serve the station would need to be large enough to outweigh the impact on other passengers impacted by slower journeys.
Engineering	Route option has drainage/ waterlogging issues which will lead to higher engineering costs.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Engineering	Route Option E is not effective, accessible, cheap or efficient.	<p>The five route options presented during the consultation were selected because they performed best against key criteria.</p> <p>The purpose of the consultation was to seek early feedback and local knowledge that would allow us to further develop these route options and select a preferred route option.</p> <p>We welcome your views as part of this.</p>

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Engineering	Highways England's A428 works west of Cambourne provides an opportunity to collaborate and share routes/ infrastructure; doing so would reduce environmental damage.	East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Engineering	Technically deliverable.	While we believe each route option is technically deliverable, we explore this in greater detail before a preferred route option is selected.
Cost	Observation that the route option is high cost, but only represents moderate benefit.	This matter has been considered and taken into account as part of the route option analysis process.
Cost	Less challenging than southern route options.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Cost	Lower infrastructure costs than southern route options.	The cost estimates presented in the consultation included high-level allowances for local infrastructure that would be required to access East West Rail stations. However, once a preferred route option has been identified, we intend to work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail and that appropriate plans are developed.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Cost	Mitigate costs through avoiding duplication with Cambridge Autonomous Metro.	East West Rail could complement the proposed Cambridgeshire Autonomous Metro by bringing together local and inter-urban connectivity. East West Rail would provide a fast service to Cambridge city centre and employment opportunities to the south of Bedford, while the proposed guided busway between Cambourne and Cambridge (that could become part of the Cambridgeshire Autonomous Metro) would provide good connectivity to employment opportunities to the north and west of Cambridge. The Metro could also make it easier for residents across the Cambridge area (including to the east of Cambridge) to access East West Rail services from Cambridge (or Cambridge South) station, to travel to destinations across the Arc (e.g. Oxford, Milton Keynes and Bedford).
Cost	Would dovetail with Highways England's preferred route for the Black Cat to Caxton Gibbet improvements with opportunity for shared costs.	East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Cost	Can be delivered at significantly less cost than stated in consultation.	The costs presented during consultation were indicative and sought to allow people to form broad views about each route option at an early stage of project development. We will continue to evaluate and update these costs as the project progresses.
Other	Consider linking to the Cambridge North station to alleviate existing transport issues.	Whilst our remit extends only to services between Oxford and Cambridge, Route Option E would not preclude services extending beyond Cambridge, including to Cambridge North station
Other	Only route option that is desirable on an economic and connectivity case, but also technically deliverable at significantly reduced cost from that put forward in consultation.	Noted. Estimated costs will continue to be refined as we narrow down our route options to a preferred route option and begin detailed alignment work.
Other	Preference for route option which gives rail links for Cambourne, connectivity to St Neots area and a direct link to Bedford town.	This matter has been considered and taken into account as part of the route option analysis process.
Other	Preferred route option should depend on benefits to communities along it – not the least impact for communities.	When developing each of our route options, we considered a range of potential benefits and impacts, which we will continue to consider and balance as we move towards selecting a preferred route option.
Other	Preferred route option should not be the cheapest necessarily.	Noted. Cost, while an important factor, is one of our five key criteria, against which we will continue to assess each route.
Other	Route option uses more existing infrastructure and goes through more populated centres between Bedford and Cambridge – via Tempsford and Cambourne.	This matter has been considered and taken into account as part of the route option analysis process.

Route Option E

Theme	Matters Raised	Regard had to the matter raised
Other	Northern route option via Cambourne is preferable.	This matter has been considered and taken into account as part of the route option analysis process.
Other	Route Option E is next best after route Option A, but would deliver fewer economic benefits for transport users as does not connect to Bedford Midland.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.
Other	Bedford Council has commissioned work on costs of this route option.	This matter has been considered and taken into account as part of the route option analysis process.
Other	Wide support for Route Option E with neighbouring Council Authorities (Huntingdonshire, South Cambridgeshire, Cambridge City).	
Other	Route Option E has collective support of South Cambridgeshire District Council, Cambridge City Council, Huntingdonshire District Council and Bedford Borough Council.	

Approach into Cambridge

Theme	Matters Raised	Regard had to the matter raised
Approach into Cambridge		
Approach into Cambridge – general	Cambridge Autonomous Metro could deliver connectivity with East West Rail.	East West Rail could complement the proposed Cambridgeshire Autonomous Metro by bringing together local and inter-urban connectivity. East West Rail would provide a fast service to Cambridge city centre and employment opportunities to the south of Bedford, while the proposed guided busway between Cambourne and Cambridge (that could become part of the Cambridgeshire Autonomous Metro) would provide good connectivity to employment opportunities to the north and west of Cambridge. The Metro could also make it easier for residents across the Cambridge area (including to the east of Cambridge) to access East West Rail services from Cambridge (or Cambridge South) station, to travel to destinations across the Arc (e.g. Oxford, Milton Keynes and Bedford).
Approach into Cambridge – general	Concern regarding consideration of enabling connection with Norwich, Ipswich and other destinations to the east of Cambridge.	The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. With that said, the work we are doing to develop services into Cambridge from the south will not preclude East West Rail services continuing East of Cambridge in the future.
Approach into Cambridge – general	Must enable efficient connection to east (Norwich, Ipswich and destinations to east and northwards of Ely) via approach to Cambridge.	

Approach into Cambridge

Theme	Matters Raised	Regard had to the matter raised
Approach into Cambridge – general	Rationale for avoiding approach from north appears to be related to inconvenience of stopping and reversing a train.	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p>
Approach into Cambridge – northern approach	Cambridge North must be arrival point for route options B and E.	
Approach into Cambridge – northern approach	Consider Cam Bed Rail Road option from north.	
Approach into Cambridge – northern approach	Northern approach has less environmental impact for all route options.	
Approach into Cambridge – northern approach	Concern no environmental justification for discounting route options to the north.	
Approach into Cambridge – northern approach	Access from north offers more opportunities for multi modal transport.	
Approach into Cambridge – northern approach	Access from north offers more expansion of existing developments along the A428 for new homes and new approved housing along the northern corridor.	
Approach into Cambridge – northern approach	Access from north serves as a replacement transport system for the proposed Metro into Cambridge with less environmental impact and more use of existing infrastructure.	
Approach into Cambridge – southern approach	Only consider southern approach for route options A, C and D.	

Approach into Cambridge

Theme	Matters Raised	Regard had to the matter raised
Approach into Cambridge - northern approach	Northern route options are more populated and more sustainable.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Basingbourn area (focused on the MoD site).
Approach into Cambridge - northern approach	Northern route option would put guided bus route from St Ives to Cambridge in doubt.	East West Rail could complement the existing and proposed guided busways by bringing together local and inter-urban connectivity. East West Rail would provide services to Cambridge city centre and the south of Cambridge, while the busway would provide good connectivity to employment opportunities to the north and west of Cambridge.
Approach into Cambridge - northern approach	Northern route option would provide better freight linkage from Felixstowe and shift traffic flows to Cambridge North.	The infrastructure we are building will be freight-ready. However, the precise level of provision is still being finalised, based on an assessment of the market for freight, the benefits freight will bring, and the cost to the taxpayer of making such provisions. We will give further consideration to this matter, including the needs of local communities and the benefits of reducing the use of roads to transport freight, in developing proposed alignments for the railway.

Approach into Cambridge

Theme	Matters Raised	Regard had to the matter raised
Approach into Cambridge - southern approach	Supports major employment sites and Addenbrookes.	Noted. While the proposed Cambridge South station is being promoted by Network Rail as a separate project, we are working closely with them to ensure that East West Rail services would be able to serve the new station.
Approach into Cambridge - southern approach	Access from the south places weight on the importance of serving the proposed Cambridge South station. The station is not part of the East West Rail proposals, which requires continued government support to deliver.	
Approach into Cambridge - southern approach	Observation that the option allows trains to pass through Cambridge station and onto destinations east.	The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. With that said, the work we are doing to develop services into Cambridge from the south will not preclude East West Rail services continuing east of Cambridge in the future.
Approach into Cambridge - southern approach	Southern approach allows trains to pass through Cambridge station and onto destinations east.	
Approach into Cambridge - southern approach	Southern route options will ease traffic congestion.	We believe that every route option has the potential to ease pressure on local and major roads, and will work closely with Highways England and local authorities to ensure this is realised.
Approach into Cambridge - southern approach	Cambridge & Peterborough Combined Authority is working with Network Rail to accelerate Cambridge South station; which could be in place by 2021.	Noted. We are working closely with Network Rail to ensure that East West Rail services would be able to serve the new station.

Approach into Cambridge

Theme	Matters Raised	Regard had to the matter raised
Approach into Cambridge – environment/ heritage	Shorter line creates environmental benefits.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Approach into Cambridge – environment/ heritage	Higher environmental impact.	
Approach into Cambridge – environment/ heritage	<p>Northern route options into Cambridge have potential to impact on a number of heritage assets:</p> <ul style="list-style-type: none"> * American Cemetery and Memorial (Grade I) * Madingley Hall (Grade I) * Childerley Gate Registered Park and Garden (Grade I) * A number of highly graded churches, including St Andrews Histon (Grade I), St Andrews Impington (Grade I) and St Peter and St Paul Drayton (Grade I) 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Heritage assets will be considered as part of these environmental assessments.</p>

Approach into Cambridge

Theme	Matters Raised	Regard had to the matter raised
Approach into Cambridge – socio economic	Route option should go through existing areas of population, including North Cambridge.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Basingbourn area (focused on the MoD site).
Approach into Cambridge – socio economic	Northern route option would support existing and planned housing growth.	
Approach into Cambridge – socio economic	Serving Cambridge South station and providing significant economic and housing growth in the south of the city including Cambridge Biomedical Campus would be lost if approached from the north.	While the proposed Cambridge South station is being promoted by Network Rail as a separate project, we are working closely with them to ensure that East West Rail services would be able to serve the new station.
Approach into Cambridge – engineering	Consider joining Cambridge to Kings Cross line near Foxton.	More detailed alignments and specific infrastructure interventions will be explored in greater detail after a preferred route option has been selected. Once identified, we will then seek public input through a further public consultation at a later date.
Approach into Cambridge – engineering	Consider quadrupling line from Foxton to Cambridge from south, allowing opening of Harston station.	
Approach into Cambridge – engineering	Consider replacing Foxton level crossing and consider establishment of a Rural Transport Hub.	We are committed to finding the best way to protect connectivity for the communities we serve, and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact preferred route alignment. As part of this we will continue to work with the Office of Rail and Road (ORR), community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders as we progress the design of the project.

Approach into Cambridge

Theme	Matters Raised	Regard had to the matter raised
Approach into Cambridge - engineering	Northern approach would demand more route miles and cost. It would also be longer for journey times.	This matter has been considered and taken into account as part of the route option analysis process.
Approach into Cambridge - engineering	Northern approach would require trains to reverse to travel onwards to Ipswich and would have additional costs.	The work we are doing to develop an approach into Cambridge from the south has taken account of the opportunity for East West Rail services to continue East of Cambridge in the future.

Other/General

Theme	Matters Raised	Regard had to the matter raised
Other/General		
Other	Concern about the policy ruling out new level crossings, and whether it is true.	Although Britain's level crossing safety record is amongst the best in the world, level crossings are a significant source of risk to the public. The Office of Rail and Road (ORR) – who are responsible for safety on our railways – have a clear policy that no new level crossings should be built in Britain. We are not intending to include any new level crossings on the East West Rail line.
Other	Proposals offer no benefit to local communities.	We believe each route option will provide considerable benefits to local communities, including improved connectivity to Cambridge and places further west across the Arc (e.g. Bedford and Milton Keynes).
Other	Suggest consideration of combining several publicly funded transport infrastructure projects into a single coherent plan.	We will be working closely with local authorities, other transport projects, highways agencies and various other stakeholders to ensure all major projects and plans are delivered in a considered way.
Other	Future economic performance relates to connections east of Cambridge as well as west.	The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. With that said, the work we are doing to develop services into Cambridge from the south will not preclude East West Rail services continuing east of Cambridge in the future.
Other	Realising economic performance of Cambridge City region also requires commitment to delivery of the Eastern phase of the East West Rail project.	
Other	Consider Bedford Borough Council Technical Response – March 2019.	Noted. This will be considered.
Other	Request to see appraisal of transport related environmental benefits as set out in the Technical Report.	We believe the information presented within the technical report is sufficient for people to form views and engage with the consultation at this early stage in the project. Further information will be published in due course, as the project progresses.

Consultations

Theme	Matters Raised	Regard had to the matter raised
Consultation		
Consultation – General	Concern that strategic development is not guided or influenced by the East West Rail project.	We appreciate the importance of local plans and have taken these into account as part of our route option development process. We will continue to work with local authorities as they develop and update their local plans.
Consultation – General	Concern East West Rail Co has already made up its mind and consultation is a pointless exercise.	A preferred route option was not selected at the time of consultation. The consultation was designed to help inform our decision making process before we select a preferred route option.
Consultation – General	Consultation should give more weight to existing housing along northern routes, than speculative housing in the southern routes.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents.
Consultation – General	Concern larger communities will submit more responses and the number of responses will influence decisions.	Every response to this consultation will be reviewed and considered individually.
Consultation – General	Concern that some route options presented in the consultation may not be viable.	<p>The five route options presented during the consultation were selected because they performed best against key criteria.</p> <p>The purpose of the consultation was to seek early feedback and local knowledge that would allow us to further develop these route options and select a preferred route option.</p> <p>We welcome your views as part of this.</p>

Consultations

Theme	Matters Raised	Regard had to the matter raised
Consultation – General	Collaborate and work in partnership with local councils and other stakeholders.	We are committed to working closely with local councils and stakeholders as the project develops. Having a regular and open dialogue is essential for the success of the project.
Consultation – General	No route option available for assessing Cambridge North Station.	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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
Consultation – General	Concern that Cam Bed Rail Road is not being consulted as part of this consultation.	
Consultation – General	Concern that an alternative north route option was not included in the consultation.	
Consultation – General	Consultation did not reflect Highways England's proposals for north west Cambridge Partnership's plans to connect local communities to Cambridge.	
Consultation – General	No Annex D included with Technical Report – appraisal of natural and cultural resources.	Annex D of the Technical Report presents the features considered to date in appraising natural and cultural environmental resources. Further work with respect to this will continue as we review consultation feedback and move towards selecting a preferred route option.

Consultations

Theme	Matters Raised	Regard had to the matter raised
Consultation – General	Lack of detail regarding approaches into Cambridge and comparison of benefits and impacts.	Both the consultation document and technical report contained information about the approaches into Cambridge. In particular, Chapter 7 of the Technical Report was dedicated to this topic.
Consultation – General	Lack of detail regarding link with the West Anglia Main Line south of Cambridge.	There are a number of technical matters, including this, which will require further consideration as the project progresses towards the detailed alignment phase. We will consider a number of options to ensure we make the right choice, and further information will be made available in due course.
Consultation – General	Concern regarding who will fund required infrastructure improvements.	We recognise that supporting local infrastructure will be required to ensure that the full benefits of East West Rail can be realised. Once a preferred route has been identified, we will work closely with local authorities and other local stakeholders to ensure that the local infrastructure requirements are considered in detail, and that appropriate plans and funding arrangements are developed.
Consultation – General	Concern regarding stated journey times.	<p>We cannot provide exact journey times at the moment as they will depend on the detailed timetabling arrangements and the final alignment chosen. We are continuing to explore how frequently East West Rail trains will run and the timetable that should be used to provide the optimum service for customers along the route.</p> <p>Currently, rail journeys between communities in the area often require an expensive and time-consuming detour via London – if it is possible to make them at all. Introducing a direct connection will remove the need to travel via London, which we expect to reduce both journey time and cost.</p>

Consultations

Theme	Matters Raised	Regard had to the matter raised
Consultation – General	Concern regarding detail on future housing developments as drivers for decision making.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may lie, in order to ensure that East West Rail supports both current and future residents.
Consultation – General	Process is dishonest and undemocratic.	We would like to spread the benefits of East West Rail as far as possible, however we recognise that regardless of which route option is chosen, we are unable to directly connect every community. These places will however still see benefits from East West Rail, including eased pressure on local roads. We also intend to work with local authorities and other local stakeholders to ensure that East West Rail stations are well-integrated into local transport networks so that residents and businesses are able to access East West Rail services.
Consultation – information	Maps show insufficient detail, particularly detailing of villages.	<p>During consultation our focus was on the potential opportunities and challenges for the broad areas where each of our five route options could travel (covering several kilometres in places) rather than looking at specific places or route alignments. We believe that the level of detail we provided was appropriate when considering these broad route areas.</p> <p>For future engagement and consultation we expect that more detailed information will be provided as detailed knowledge of the project increases.</p>

Consultations

Theme	Matters Raised	Regard had to the matter raised
Consultation – information	Corridor width vague.	The ‘route corridor’ is the wide area through which East West Rail could run. When the case for the new railway was initially considered and developed by Network Rail, the Department for Transport and others, a route corridor through the broad area around Sandy (Bletchley - Stewartby - Bedford - Sandy - Cambridge) was recommended, and we have taken this recommendation forward.
Consultation – information	Insufficient information on route options relating to economic benefits, environmental impacts, environmental constraints, passenger demand, costs, ROI, financial viability and associated infrastructure costs (whole costs).	When consulting in January-March 2019 our focus was on the potential opportunities and challenges for the broad areas where each of our five route options could travel (covering several kilometres in places) rather than looking at specific places or constraints that are more apparent further along in the planning process when there is a specific route alignment. We believe that the level of detail we provided was appropriate when considering these broad route areas. After a preferred route option is chosen and a specific route alignment is developed, there will be a further period of public consultation with more detailed information.
Consultation – information	Insufficient detail regarding bridges and associated infrastructure.	
Consultation – information	Lack of information regarding scale of economic growth required to justify any option.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents. Pages 39-40 of the technical report give further details about the prospect for economic growth against each route option.

Consultations

Theme	Matters Raised	Regard had to the matter raised
Consultation – timeframe	Consultation period was too short.	The consultation ran for 6 weeks from 28 January 2019 to 11 March 2019. This period was chosen to avoid school holidays and offer people the greatest possible opportunity to participate. This period also exceeds the minimum duration specified for a statutory consultation.
Consultation – timeframe	Insufficient time given to respond to the paper ‘East West Rail – Central Section – Bedford Midland Cost Drivers.’	
Consultation – Feedback Form	Too much detail required.	The feedback form was designed to allow people to provide as little, or as much feedback as desired.
Consultation – Feedback Form	Score rating system (performance criteria) confusing and inappropriate.	It is regrettable to read this. We will take this on board for future consultations.
Consultation – Feedback Form	Not suitable way to relay comments on the project.	During consultation we invited the public to provide us with their feedback through a wide range of channels: <ul style="list-style-type: none"> - 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; and - By writing to the Freepost address at Freepost EAST WEST RAIL.
Consultation – events	Concern staff were uninformed about particular local issues.	It is regrettable to read this. We will take this on board for future consultations.

The Project

Theme	Matters Raised	Regard had to the matter raised
The Project		
	<p>Environmental:</p> <ul style="list-style-type: none"> * Not possible to assess the environmental impact on route options in detail at this stage. * Essential that proposals protect and enhance sites, habitats and species of biodiversity value, including those of local importance. * Best practice mitigation hierarchy should be followed, with the route options avoiding the greatest impacts on biodiversity selected, and any residual impacts minimised and mitigated. * Scheme will fragment the landscape. Critical to establish coherent ecological networks that are resilient to pressure. 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
	<p>Deliver biodiversity net gain which contributes to county wide strategies/ projects, including:</p> <ul style="list-style-type: none"> * Cambridge Green Infrastructure Strategy 2011. * Wildlife Trust's Landscape Project, including Cambridgeshire Hundreds and Cambridgeshire Chalk. * Cambridge and Peterborough Habitat Opportunities map. * Northern route options pass through areas of significant flood risk. * Scheme should explore opportunities to provide a reduction in flood risk to existing communities. * Watercourse crossings are designed appropriately and sustainably. Consent from Cambridge County Council is required to change watercourses. 	<p>As part of this process we have committed to delivering biodiversity net gain - which requires that habitats for wildlife are enhanced and left in a measurably better state than they were before development - along the Arc. This approach supports the Government's 25-year Environment Plan.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
	<p>Heritage:</p> <p>Route options pass through a number of Historic Environment Character Areas (HECA):</p> <ul style="list-style-type: none"> * HECA 13 Cambridge Claylands * HECA 14 Central Claylands * HECA 20 Cam/Granta Valley * HECA 21 Gamlingay Heath * HECA The Cam Valley * Fewer locally and nationally designated sites for route option A, C and D, than Route Option B and E (table supplied). 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Heritage aspects, including Historic Environment Character Areas, will be considered as part of these environmental assessments.</p>
Strategic Need	<p>Vital opportunity to link Cambridge to Ipswich and Norwich so that the eastern section is central section ready.</p>	<p>The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. With that said, the work we are doing to develop services into Cambridge from the south will not preclude East West Rail services continuing east of Cambridge in the future.</p>
Strategic Need	<p>Cost:</p> <ul style="list-style-type: none"> * Would like to see a scheme assessed as delivering high value for money in transport terms. * Affordability should be considered in the context of the wider economic benefits of investment in the Greater Cambridge, East Anglia, Oxford MK – Cambridge Arc to the national economy, rather than in narrow transport economic terms. 	<p>This matter has been considered and taken into account as part of the route option analysis process.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Strategic Need	Support for delivery of Cambridge South station, but recognition that it is not part of the East West Rail Co's proposals.	While the proposed Cambridge South station is being promoted by Network Rail is a separate project, we are working closely with them to ensure that East West Rail services would be able to serve the new station.
Strategic Need	Driver for regional growth should not be the rail line, but a joined up economic strategy, linking Local Plans.	We appreciate the importance of local plans and have taken these into account as part of our route option development process. We will continue to work with local authorities as they develop and update their local plans.
Strategic Need	Rail line should not justify speculative development.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents.
Strategic Need	Line should have regard for the wider strategic context and planned prospective transport schemes, including A1 East of England Strategic Study, A428 improvements and OxCambs Expressway.	We will continue to collaborate with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors, and supports greater economic growth.
Strategic Need	Line should be consistent and complement/ enhance relevant Local Plans.	We appreciate the importance of local plans and have these into account as part of our route option development process. We will continue to work with local authorities as they develop and update their local plans.

The Project

Theme	Matters Raised	Regard had to the matter raised
Strategic Need	Project is contrary to recommendations of the National Infrastructure Commission (NIC) as it will create two corridors alongside OxCambs Expressway.	In their 2016 report “Partnering for Prosperity” the National Infrastructure Commission (NIC) suggested that “Maximising the potential of [the Oxford-Cambridge Expressway and East West Rail] to support well-connected and well-designed new communities will mean... developing the Oxford-Cambridge Expressway, along the same broad corridor as East West Rail”. All five of our route options align with their proposed approach.
Strategic Need	All five route options are incompatible with the recommendation of the NIC which states that the rail line should share the Estate West Expressway and connect current and approved centres of population.	We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Environment - general	Project will cause harm to the significance of heritage assets.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Heritage aspects will be considered as part of these environmental assessments.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	Not possible to assess the environmental impact on route options in detail at this stage.	Comment noted. Further information will be available in the future as we continue to assess the potential environmental effects of the route options as part of our preferred route option selection and an Environmental Impact Assessment (EIA) will be undertaken, and an Environmental Statement (ES) submitted, with the Development Consent Order (DCO).
Environment - general	Essential that proposals protect and enhance sites, habitats and species of biodiversity value, including those of local importance.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects will be considered as part of these environmental assessments.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	Best practice mitigation hierarchy should be followed, with the routes avoiding the greatest impacts on biodiversity selected, and any residual impacts minimised and mitigated.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid, minimise or mitigate negative environmental impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted, when we submit our Development Consent Order (DCO).</p> <p>The scheme will be developed in accordance with the relevant principles set out in the National Planning Policy Framework and National Policy Statement for National Networks.</p>
Environment - general	Scheme will fragment the landscape. Critical to establish coherent ecological networks that are resilient to pressure.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	<p>Deliver biodiversity net gain which contributes to county wide strategies/ project, including:</p> <ul style="list-style-type: none"> * Cambridge Green Infrastructure Strategy 2011. * Wildlife Trust's Landscape Project, including Cambridgeshire Hundreds and Cambridgeshire Chalk. * Cambridge and Peterborough Habitat Opportunities map. 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>As part of this, we have committed to delivering biodiversity net gain - which requires that habitats for wildlife are enhanced and left in a measurably better state than they were before development - along the Arc. This approach supports the Government's 25-year Environment Plan.</p>
Environment - general	<p>Identify all non-designated heritage assets within preferred route option.</p>	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Heritage aspects, including non-designated sites, will be considered as part of these environmental assessments.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	Following line of A421/A428 has less environmental impact than a railway through the Cam Valley grade 1 agricultural land and Green Belt.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment - general	Have regard for Plantations on Ancient Woodland Sites (PAWS).	<p>We're committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Ancient woodland, including semi-natural and plantation will be considered as part of these environmental assessments.</p>
Environment - general	Project will require multi-staged archaeological field evaluation and mitigation strategy.	Comment noted. An appropriate programme of archaeological works will be developed.

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	Minimise impact on countryside.	We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Environment - general	Use existing corridors as much as possible to protect rural communities from urban encroachment.	
Environment - general	Project will cause unacceptable environmental damage.	We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.
Environment - general	Conservation Area Appraisal and Conservation Management Plans for Conservation Areas within route options.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Heritage aspects including conservation areas will be considered as part of design and environmental assessment.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	Minimise impact on the Green Belt.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Relevant land designations, including areas of green belt will be considered as part of these environmental assessments.</p>
Environment - general	Avoid Greensand Ridge Nature Improvement Area and County Wildlife sites.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects, including designated sites, will be considered as part of these environmental assessments.</p>
Environment - general	Avoid SSSIs and habitats of principle importance.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects, including designated sites, will be considered as part of these environmental assessments.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	Expectation to achieve a net gain in biodiversity.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Environment - general	Provide compensatory habitats and buffering.	
Environment - general	Maintain wildlife corridors and avoid cutting pathways with fences.	
Environment - general	Concern regarding impact on Landscape Character Areas.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Landscape Character Areas will be considered as part of these environmental assessments.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	Protect rural nature of village communities.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>The impact of the scheme on the communities will be considered as part of these assessments.</p>
Environment - general	Any route option that increased traffic on the A1 must have environmental consideration.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>These environmental assessments will include consideration of the impact to transport networks and any effects arising as a result.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	Following line of A421/A428 has less impact on listed buildings and SSSIs (Wimpole Woods, Shepreth L-moor and Thriplow Meadows.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	CBRR route avoids flood plain land and associated engineering cost.	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - general	Fewer locally and nationally designated sites for route options A, C and D, than route options B and E (table supplied).	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects will be considered as part of these environmental assessments.</p>
Environment - general	<p>Consider net gain opportunities at:</p> <ul style="list-style-type: none"> * Little Paxton Pits SSSI * Chalk streams * Species-rich grassland * Buffering/lining ancient and semi-ancient woodlands * European sites – Wimpole, Eversden Woods SAC, SSSI, Portholme SAC, SSSI, Ouse Washes SAC, SPA, Ramsar, SSSI 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Opportunities for net gain will be considered as part of these environmental assessments.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment – flood risk/water	Flood plain meadows/European sites downstream (Portholme Wash/Ouse Wash).	We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.
Environment – flood risk/water	WFD Groundwater bodies, Principal and Secondary aquifers.	We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.
Environment – flood risk/water	Northern route options pass through areas of significant flood risk.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid, minimise or mitigate negative environmental impacts. As part of this, we have committed to delivering biodiversity net gain along the Arc. Biodiversity net gain requires that habitats for wildlife are enhanced and left in a measurably better state than they were before development. This approach supports the Government's 25-year Environment Plan.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted, when we submit our Development Consent Order (DCO).</p> <p>Where required, this will include a flood risk assessment.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment – flood risk/water	Scheme should explore opportunities to provide a reduction in flood risk to existing communities.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Where required, this will include a flood risk assessment. Other potential impacts of water will also be considered.</p>
Environment – flood risk/water	Watercourse crossings are designed appropriately and sustainably. Consent from Cambridge County Council is required to change watercourses.	This matter has been considered and taken into account as part of the route option analysis process.
Environment – flood risk/water	Groundwater Source Protection Zones.	This matter has been considered and taken into account as part of the route option analysis process.
Environment – flood risk/water	Existing water utilities assets, infrastructure and access requirements, including boreholes, water mains and sewers.	This matter has been considered and taken into account as part of the route option analysis process.

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment – flood risk/water	Areas with significant flood risk.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Where required, this will include a flood risk assessment. Other potential impacts on water will also be considered.</p>
Environment – visual impact	Visual impact of proposed Turleigh Road Valley viaduct.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Where required, a Landscape and Visual Impact Assessment will be carried out and the results presented within the Environmental Statement.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment – visual impact	Concern regarding visual impact of future electrification.	<p>We are at an early stage of our project development and have not yet made final decisions about the type of trains we will be using. We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate them. We are considering a wide range of technologies technology in both infrastructure and rolling stock so we can create long-term, high quality, sustainable transport for local communities.</p>
Environment – visual impact	<p>Impact on living landscapes at:</p> <ul style="list-style-type: none"> * West Cambridge Hundreds * Greensand Ridge * Ouse Valley * Marston Vale Community Forest 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Where required, a Landscape and Visual Impact Assessment will be carried out and the results presented within the Environmental Statement.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment – air quality	<p>Concern regarding air quality around A1 – Sandy roundabout heading north:</p> <ul style="list-style-type: none"> * Wimpole Hall * Wimpole Avenue * Arrington Bridge Romano-British site * John O’Gaunt’s house * Croxton Park * Ickwell Bury * Moggerhangar Park 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Any changes in air quality will be considered as part of these environmental assessments.</p>

Theme	Matters Raised	Regard had to the matter raised
Environment - environmentally significant sites identified	<p>Routes pass through a number of Historic Environment Character Areas (HECA):</p> <ul style="list-style-type: none"> * HECA 13 Cambridge Claylands * HECA 14 Central Claylands * HECA 20 Cam/Granta Valley * HECA 21 Gamlingay Heath * HECA The Cam Valley * Bedfordshire and Cambridgeshire Claylands * Greensand Ridge * RSPB Sandy * Sunderland Hill * Water Tower * Croxton Park * Mowsbury Hillfort * The Hazells * Green Lane – Kimbolton Road to Church End * Countryside around Ravensden and Wilden * Bat nesting around Wimpole Hall * Grasslands west of Cambridge * Grasslands close to Wimpole Hall * Gamlingay acid grassland on the edge of Bedfordshire Greensand Ridge * Restored chalk stream at Fowlmere Watercress beds * West Cambridge Hundreds * Cambridgeshire Fens * Chalk and Chilterns * Ouse Valley * Blue/green infrastructure around Sandy and Biggleswade Common * Valley of the river Flit/Flitwick Moor (peatland) 	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Heritage aspects, including Historic Environment Character Areas, will be considered as part of these environmental assessments.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment - environmentally significant sites identified	Concerns about impacts to SSSIs: - Paxton Pits	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects including SSSIs will be considered as part of these environmental assessments.</p>
Environment - environmentally significant sites identified	Concerns about impacts to SACs: * Ouse Washes * Portholme * Eversden Woods	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects including SACs will be considered as part of these environmental assessments.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment – ancient woodland/ woodland	Concerns about impacts to Great and Little Woods between Thurleigh Road and Kimbolton, West Cambridge Hundreds, Hayley Wood, Simpole Estate/Avenue, Cambridgeshire Hundreds, Waresley and Grandsen Wood, Hardwick Wood, Cambourne Nature Reserve, Gamlingay Wood, and Hayley Wood.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p> <p>Biodiversity aspects including Ancient Woodlands will be considered as part of these environmental assessments.</p>
Environment – Roads and Rights of Way	Concern regarding disruption to rights of way.	<p>We are committed to finding the best way to protect connectivity for the communities we serve, and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact preferred route alignment. As part of this, we will continue to work with the Office of Rail and Road (ORR), community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders, as we progress the design of the project.</p>
Environment – Roads and Rights of Way	Concerns about regarding environmental impact of roads and rights of way.	
Environment – Roads and Rights of Way	Concerns about existing Public Rights of Way (PROWs) and impact minimisation; where impact is unavoidable, demonstrate mitigation.	
Environment – Roads and Rights of Way	Consider measures to encourage more people to the countryside.	<p>All five of the route options provide significant transport benefits to new and existing rail users in both urban and more rural locations (including improved connectivity to Cambridge and other places further west, such as Bedford, Milton Keynes and Oxford) as well as better onward connectivity to places outside the Arc such as the East Midlands.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Environment – electrification	Concern that diesel trains are against Government policy to eradicate fossil fuels by 2040.	We are at an early stage of our project development and have not yet made final decisions about the type of trains we will be using. We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate them. We are considering a wide range of technologies in both infrastructure and rolling stock so we can create long-term, high quality, sustainable transport for local communities.
Transport - general	Final decisions should not be based on increased journey times but improved connectivity.	Improved connectivity is a key factor in our decision making amongst many other factors including environmental impacts, opportunities for growth, and impacts on local communities.
Transport - general	Support for Foxton Station as a Park and Ride facility for traffic on the A10, avoiding congested sections of the A10, M11 and A14.	We will consider appropriate levels of parking at stations as part of a suitable integrated transport approach once we have selected a preferred route option, and when determining the location of new stations as part of the preferred route alignment work.
Transport - general	There is a policy against the introduction of new level crossings and roads will be taken over or under the rail line.	Although Britain's level crossing safety record is amongst the best in the world, level crossings are a significant source of risk to the public. The Office of Rail and Road (ORR) - who are responsible for safety on our railways - have a clear policy that no new level crossings should be built in Britain. We are not intending to include any new level crossings on the East West Rail line.
Transport - general	Any proposed changes will need to consider the potential future use of the network in the affected areas, as well as immediate short-term impacts.	This matter has been considered and taken into account as part of the route option analysis process.

The Project

Theme	Matters Raised	Regard had to the matter raised
Transport - general	Have regard for Guiding Principle 3 from the ROWIP that states: “New development should not damage countryside provision, either directly or indirectly. New settlements should be integrated into the rights of way network, and improved provision made for the increased population. Where appropriate, development should contribute to the provision of new links and/or improvement of the existing rights of way network.”	Noted. We are committed to finding the best way to protect connectivity for the communities we serve and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact route alignment. We will continue to work with community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders.
Transport - general	<p>The project will have significant impact on Public Rights of Way network. Have regard for the Public Rights of Way that are potential impacted by all routes (schedule of PROWs by Parish supplied) and:</p> <ul style="list-style-type: none"> * Ensure countryside access provision is not damaged. * Public Rights of Way should remain open on their existing alignment, and diversion or extinguishment will only be considered if it can be demonstrated there is no alternative. * Any routes proposed for diversion will require appropriate mitigation proposals. * Enhancement to the PROW network should be provided to mitigate any losses. 	We are committed to finding the best way to protect connectivity for the communities we serve and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact preferred route alignment. As part of this, we will continue to work with the Office of Rail and Road (ORR), community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders, as we progress the design of the project.

The Project

Theme	Matters Raised	Regard had to the matter raised
Transport - general	Concern regarding connectivity and implications for the Cambridge Autonomous Metro.	East West Rail could complement the proposed Cambridgeshire Autonomous Metro by bringing together local and inter-urban connectivity. East West Rail would provide a fast service to Cambridge city centre and employment opportunities to the south of Bedford, while the proposed guided busway between Cambourne and Cambridge (that could become part of the Cambridgeshire Autonomous Metro) would provide good connectivity to employment opportunities to the north and west of Cambridge. The Metro could also make it easier for residents across the Cambridge area (including to the east of Cambridge) to access East West Rail services from Cambridge (or Cambridge South) station, and travel to destinations across the Arc (e.g. Oxford, Milton Keynes and Bedford).
Transport - general	Concern regarding relationship and implications with the Oxford Cambridge Expressway.	<p>In their 2016 report “Partnering for Prosperity” the National Infrastructure Commission (NIC) suggested that “Maximising the potential of [the Oxford-Cambridge Expressway and East West Rail] to support well-connected and well-designed new communities will mean... developing the Oxford-Cambridge Expressway, along the same broad corridor as East West Rail.” All five of our route options align with their proposed approach.</p> <p>We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.</p>
Transport - general	Unacceptable to promote a preferred route option without consideration of the future strategic context.	We are working closely with government agencies and local stakeholders to ensure that we are aware of, and take into account, the wider plans for the Arc between Oxford and Cambridge.

The Project

Theme	Matters Raised	Regard had to the matter raised
Transport - general	A full transport assessment will be required on the preferred route option.	Noted. More detailed assessments will be required as part of the DCO application process.
Transport - general	Strategic impact of High Speed 2 (HS2) connectivity – particularly for the Cambridge Oxford Arc via Bedford Midland.	Noted. The purpose of East West Rail is to connect towns and cities across the Arc while providing onward connectivity. We will take into account HS2, and other major projects in the area, as part of this.
Transport - general	Concern regarding a lack of high frequency transport for commuters to and from stations.	<p>The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting onto other rail lines and other modes of transport.</p> <p>While it is not in our remit to provide services to and from stations, we are committed to working closely with appropriate authorities and stakeholders to integrate East West Rail effectively with local transport networks.</p>
Transport - general	Have regard for Royal Mail's obligations including location of assets and potential disruption of operations.	Comment noted. We will engage further with stakeholders as the project progresses and a preferred route alignment is development.

The Project

Theme	Matters Raised	Regard had to the matter raised
Transport - general	CBRR route option goes via Cambridge North station which has capacity to be developed as a transport hub.	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p>
Transport - general	Interchange with the Guided Busway and future Metro would be possible along with car parking access to A14, A428 and M11.	Noted. East West Rail could complement the proposed Guided Busway and Cambridgeshire Autonomous Metro by bringing together local and inter-urban connectivity.

The Project

Theme	Matters Raised	Regard had to the matter raised
Transport - general	Coordinate location of the new railway with the existing A428 dual carriageway and the proposed upgrade from the A1 (Black Cat) to Caxton Gibbet roundabout.	East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Transport - The relationship with other transport infrastructure	Potential for construction phases of both A428 and Black Cat to Caxton Gibbet and East West Rail to overlap. Work with Highways England to manage potential impacts on both road and rail networks.	
Transport - The relationship with other transport infrastructure	A428 Black Cat to Caxton Gibbet improvements will improve connections into St Neots.	
Transport - The relationship with other transport infrastructure	Greater Cambridge Partnerships' Cambourne to Cambridge scheme and Highways England's A428 Black Cat to Caxton Gibbet scheme (between Tempsford, St Neots, Cambourne and Cambridge) has planned transport capacity that could provide growth beyond that contained in Local Plans.	
Transport - The relationship with other transport infrastructure	Greater Cambridge Partnership' consultation (Phase 2 of Cambourne to Cambridge Better Public Transport Project) will link A428 to support view that northern rail route and station at Cambourne are not needed.	
Transport - The relationship with other transport infrastructure	Development of A428 to the north and the East West Rail to the south will maximise width of economic corridor.	

The Project

Theme	Matters Raised	Regard had to the matter raised
Transport - The relationship with other transport infrastructure	Local Cambridge Councils are promoting development around Cambridge North Station (CNS); replacing planned busway with a train and taking the route into the CNS would connect to the existing rail system.	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p>
Transport - The relationship with other transport infrastructure	Public transport provision is already in place to serve northwest of Cambridge.	We will be working with local authorities and other local stakeholders to ensure that East West Rail stations are well-integrated into local transport networks so that residents and businesses are able to access East West Rail services.

The Project

Theme	Matters Raised	Regard had to the matter raised
Transport - The relationship with other transport infrastructure	There will be a requirement to cross the A10 or A309 before it joins the West Anglia Main Line. For route options A, C and D (and possibly B and E), there will be an opportunity to address or reduce the issues at the one road, and two pedestrian level crossings, where the Shepreth Branch crosses the A10 at Foxton. The resolution of the issues at the Foxton level crossings should fall within the scope of the East West Rail project.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Transport - congestion/traffic flows	Road network would not cope with traffic needed for southern route option stations.	We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Transport - congestion/traffic flows	Northern routes options including St Neots Station would relieve pressure on main roads into Cambridge and work with A428 improvements.	When the case for the new railway was initially considered and developed by Network Rail, the DfT and others, twenty route corridors were considered, spanning the area from St Albans and Harlow to Peterborough. A route corridor through the broad area around Sandy (Bletchley - Stewartby - Bedford - Sandy - Cambridge) was recommended, and we have taken this recommendation forward.
Transport - congestion/traffic flows	Concern regarding construction traffic on Kimbolton and Oldways Roads taking traffic from Bedford and between A1 and A6.	As plans progress we will work with Highways England and local highway and traffic authorities to identify ways we can avoid adverse impacts of new stations as far as possible but, where unavoidable, to minimise or mitigate those impacts.

The Project

Theme	Matters Raised	Regard had to the matter raised
Transport - congestion/traffic flows	Cancelling Wixams station would lead to extra local traffic and congestion.	Creating a suitable interchange between East West Rail and the Midland Main Line is of critical importance to East West Rail. If one of the three routes with a new interchange station to the south of Bedford is chosen as the preferred route option, we would need to consider whether the station should be located at Wixams or somewhere else to the south of the A421, working closely with Bedford Borough Council and Network Rail.
Transport - congestion/traffic flows	Specific concerns regarding increased traffic: * Southern route stations * Southill Parish is rural and stations will need good car parking * Village traffic on A603 * Blunham * Moggerhanger	As part of our work to select a preferred route option and, subsequently, a preferred alignment for the railway, we will continue to work with Highways England and local highway and traffic authorities to identify ways we can avoid, minimise or mitigate potential negative impacts of new stations.
Transport - congestion/traffic flows	Consider freight movements to reduce road traffic and associated carbon emissions.	The infrastructure we are building will make provision to accommodate freight-ready operation. However, the precise level of provision is still being finalised, based on an assessment of the market for freight, the benefits freight will bring, and the cost to the taxpayer of making such provision. We will give further consideration to this matter, including the needs of local communities and the benefits of reducing the use of roads to transport freight, in developing proposed alignments for the railway.
Transport – freight	Concern regarding noise from night freight movement.	
Transport – freight	Concern regarding night freight movement from Felixstowe.	
Transport – freight	Consider night freight movements from Felixstowe to reduce road traffic.	

The Project

Theme	Matters Raised	Regard had to the matter raised
Transport – station location	Commuters to London or Cambridge would use existing stations at Royston, Ashwell & Morden, Meldreth or Shepreth and not a new Bassingbourn station serving the southern route options.	East West Rail will support towns and cities across the Arc, by making it easier for people to commute to a range of potential areas of employment, including Cambridge. While some residents might continue to travel to London for work, others might be expected to take advantage of the improved connectivity to Cambridge and places further west across the Arc (e.g. Bedford and Milton Keynes). New patterns of travel are likely to emerge as East West Rail supports opportunities for growth and new homes.
Transport – station location	Bedford Midland will unlock international connectivity that will attract new business and inward investment.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area, and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.
Socio economic – general	Southern route options do not support known economic growth for Cambridge St Neots corridor.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Bassingbourn area (focused on the MoD site).

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – general	Vital opportunity to link Cambridge to Ipswich and Norwich so that the eastern section is central section ready.	The remit we have been given covers the rail infrastructure and services between Oxford and Cambridge. However, the work we are doing to develop services into Cambridge from the south will not preclude East West Rail services continuing east of Cambridge in the future.
Socio economic – general	East West Rail has potential to address challenges facing Greater Cambridge area; including continued affordability and attractiveness of the Greater Cambridge area as a place where global talent adds value to the economy.	This matter has been considered and taken into account as part of the route option analysis process.

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – general	Route options only benefit a small proportion of South Cambridge and does not support delivery of homes at Northstowe.	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p>
Socio economic – general	Concern that the preferred route options will predetermine future developments.	<p>While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents.</p>
Socio economic – general	Strategic development should be housing led and not led by a rail route.	

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – general	Oppose claim that further development in the Oxford-Cambridge corridor is a social benefit.	<p>Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.</p> <p>We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.</p>
Socio economic – general	Concern that prime agricultural land will be lost.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid, minimise or mitigate negative environmental impacts. As part of this, we have committed to delivering biodiversity net gain along the Arc. Biodiversity net gain requires that habitats for wildlife are enhanced and left in a measurably better state than they were before development. This approach supports the Government's 25-year Environment Plan.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted, when we submit our Development Consent Order (DCO).</p> <p>The impact on agricultural land will be considered as part of these environmental assessments.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – general	The benefits of supporting jobs growth at Cambridge Biomedical Campus.	While the proposed Cambridge South station being promoted by Network Rail is a separate project, we are working closely with them to ensure that East West Rail services would be able to serve the new station.
Socio economic – general	Following line of A421/A428 serves existing and emerging major housing sites planned and underway in the Local Plans and has capacity to absorb further growth.	We will continue to collaborate with Highways England and local planning authorities to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Socio economic – general	Coordinating location of the new railway with the existing A428 dual carriageway and the proposed upgrade from the A1 (Black Cat) to Caxton Gibbet roundabout will sustainably support housing needs.	
Socio economic – supporting northerly economic corridor	Only routes options B and E support new housing at Cambourne and Bourn Airfield.	We would like to spread the benefits of East West Rail as far as possible, however we recognise that regardless of which route option is chosen, we are unable to directly connect every community. These places will still however see benefits from East West Rail, including eased pressure on local roads. We also intend to work with local authorities and other local stakeholders to ensure that East West Rail stations are well-integrated into local transport networks so that residents and businesses are able to access East West Rail services.

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – supporting northerly economic corridor	Requirement to support existing settlements further north in Cambridgeshire including Cambourne and planned new developments at Northstowe and Tempsford Airfield	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p> <p>It should also be noted that route options B and E both serve northern settlements in the Cambourne area.</p>
Socio economic – supporting northerly economic corridor	If 50,000 homes were planned for Camborne, then assessed benefits would be greater for route options B and E.	<p>As part of the consultation we sought views on how each of our route options could support the delivery of new homes. We have also separately modelled a range of growth scenarios and analysed their impact on transport user benefits.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – supporting northerly economic corridor	Support existing and determined settlements with known significant growth.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents. Our analysis prior to consultation suggested that southerly route options could support potential growth around Bedford, Sandy and Biggleswade, and in the Bassingbourn area (focused on the MoD site).
Socio economic – supporting economic growth at Bassingbourn	Southern route options support new housing south of Bedford and Bassingbourn Barracks.	Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process. We intend to work closely with the local planning authorities, who are responsible for identifying appropriate locations for a sufficient supply and mix of sustainable housing and employment sites within their areas, through the local planning process.
Socio economic – supporting economic growth at Bassingbourn	Bassingbourn development is not in the SCDC Local Plan and therefore speculative.	The National Infrastructure Commission identified an opportunity to develop the MoD site at Bassingbourn for housing, given its close proximity to Cambridge and the potential to benefit from the east-west connectivity provided by East West Rail. While it is ultimately a matter for the local planning authority to decide whether the site is developed for housing, we intend to use the feedback to the consultation and our further engagement with the MoD to inform our views on the prospects for development in the Bassingbourn area that could be supported by East West Rail.
Socio economic – supporting economic growth at Bassingbourn	Bassingbourn Barracks has reopened as a military facility and is not available for redevelopment.	
Socio economic – supporting economic growth at Bassingbourn	Bassingbourn should not be considered unless there is more certainty from other developments.	

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – supporting economic growth at Bassingbourn	Bassingbourn commuters are more likely to use Royston/Meldreth/Shepreth than a new station at Bassingbourn.	We recognise that a new station at Bassingbourn would be quite close to the existing Royston station. However, a new East West Rail station at Bassingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.
Socio economic – supporting economic growth at Bassingbourn	Commuters use Royston even though connections are slower because access to Cambridge station is so poor.	We recognise that a new station at Bassingbourn would be quite close to the existing Royston station. However, a new East West Rail station at Bassingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.
Socio economic – supporting economic growth at Bassingbourn	Royston station is at capacity and future demand would increase traffic congestion and parking issues.	If we select a route option which serves a station at Bassingbourn as our preferred route option, we expect residents in new housing developments around Bassingbourn will use Bassingbourn station for east-west connections as it would be closer than Royston station. This is factored into our modelling of transport user benefits.

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – supporting economic growth at Bedford	A Bedford Midland Hub will create economic benefit across the Oxford-Cambridge Arc and through East Midlands.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.
Socio economic – supporting economic growth at Bedford	The Central Bedford/Bedford Midland route option will create more economic benefit than a southern route option.	
Socio economic – supporting economic growth at Bedford	Not linking Bedford urban centre goes against strategic objectives (NIC/ Department for Transport) of linking urban centres.	
Socio economic – supporting economic growth at Bedford	Local Plan opportunities south of Bedford are limited.	
Socio economic – supporting economic growth at Bedford	Unlikely that commuters to Bedford would travel via Bedford south from Sandy, St Neots, Cambourne or Bassingbourn.	
Socio economic – supporting economic growth at Bedford	Bedford Midland station will create significant economic benefits to Bedford Town.	
Socio economic – supporting economic growth at Bedford	A south Bedford route option will damage Bedford's competitiveness.	Our remit is to deliver the new rail infrastructure between Oxford and Cambridge. However, we are taking account of existing communities and opportunities to support plans for future growth throughout the option selection and infrastructure design process.
Socio economic – supporting economic growth at Bedford	Potential housing sites north of Bedford would be better served by a northern route option.	

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – supporting Wixams	Unlikely that plans for new station at Wixams can be changed.	If one of the three southern routes with a new interchange station to the south of Bedford is chosen as the preferred route, we would need to consider whether the station should be located at Wixams or somewhere else to the south of the A421, working closely with Bedford Borough Council and Network Rail.
Socio economic – supporting Wixams	Wixams station already supports planned growth for Wixams, which cannot be counted as a benefit of East West Rail.	
Socio economic – supporting Wixams	A railway through Wixams will have significant impacts on the masterplan and properties already constructed.	
Socio economic – supporting Wixams	Wixams station means a second Thameslink stop before Bedford would be unlikely.	Creating the correct interchange between East West Rail and the Midland Main Line is of critical importance to East West Rail. If one of the three routes with a new interchange station to the south of Bedford is chosen as the preferred route option, we would need to consider whether the station should be located at Wixams or somewhere else to the south of the A421, working closely with Bedford Borough Council and Network Rail.
Socio economic – supporting Wixams	Concern that Wixams cannot support an interchange point because the site is not big enough.	Creating the correct interchange between East West Rail and the Midland Main Line is of critical importance to East West Rail. If one of the three routes with a new interchange station to the south of Bedford is chosen as the preferred route option, we would need to consider whether the station should be located at Wixams or somewhere else to the south of the A421, working closely with Bedford Borough Council and Network Rail.

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – supporting Wixams	A southerly route option will result in the removal of the Western Section of the Oxford Bedford service from Bedford Midland 4/5 years after introduction.	Noted. We cannot provide exact journey patterns at the moment, as they will depend on the detailed timetabling arrangements and the final alignment chosen. We are continuing to explore how frequently East West Rail trains will run and the timetable that should be used to provide the optimum service for customers along the route.
Socio economic – regard for other developments	New development is planned as an extension to Woodlands Park at the foot of Graze Hill Lane Ridge.	While future growth plans are ultimately a matter for local authorities to decide, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents.
Socio economic – environmental health	Decision-making processes should have proportionate assessment of significant effects on population and health including equalities under the environmental impacts and opportunities criteria.	We will comply with our responsibilities under the Equality Act (2010) in development of the scheme. An Equalities Impact Assessment (EqIA), alongside consideration of health impacts within the Environmental Statement (ES), will be developed and submitted to support the Development Consent Order (DCO) application.
Socio economic – environmental health	Expect to see noise included in the list of potential risk factors.	We are aware that noise from both the construction and operation of a railway is an important issue for local communities. While at this early stage in the planning process we do not yet have an official noise policy, we will look for ways to manage noise and vibration effectively to avoid significant adverse impacts on health and quality of life as far as possible.

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – environmental health	Decision-making process on environmental health should be reported in the Preliminary Environmental Information Report (PEIR).	<p>Comment noted. We will prepare the Environmental Impact Assessment (EIA) following engagement with relevant stakeholders and in line with recognised methodologies. The methodology will be consulted upon as part of the Preliminary Environment Information Report which will be shared during Statutory Consultation.</p> <p>Preliminary Environmental Information shall include appropriate information to enable consultees to understand the likely environmental effects of the proposed scheme. It will be published in line with statutory consultation.</p>
Socio economic – environmental health	Recommend quantification of health outcomes as outlined in the 2014 9 Interdepartmental Group on Costs and Benefits Noise Subject Group (IGCBN) report, alongside exposure response relationships set out in the latest World Health Organisation (WHO) publications.	Comment noted. The Environmental Impact Assessment (EIA) will be prepared following appropriate consultation in line with recognised methodologies, and an Environmental Statement (ES) submitted, with the Development Consent Order (DCO).
Socio economic – environmental health	Future assessments of significance to be based on impacts of health and quality of life and not solely about noise, in line with in line with Noise Policy Statement for England.	Comment noted. We will prepare the Environmental Impact Assessment (EIA) following engagement with relevant stakeholders and in line with recognised methodologies. The methodology will be consulted on as part of the Preliminary Environment Information Report which will be shared during Statutory Consultation.

The Project

Theme	Matters Raised	Regard had to the matter raised
Socio economic – environmental health	<p>Have regard for the following in the preparation of an Environmental Statement:</p> <ul style="list-style-type: none"> * General approach to public health * Receptors * Impacts arising from construction and decommissioning * Emissions to air and water * Land quality * Waste * Other aspects * Electromagnetic fields * Policy Measures for the Electricity Industry * Exposure Guidelines * Static magnetic fields * Power frequency electric and magnetic fields * Long term effects * The Stakeholder Advisory Group on ELF EMFs (SAGE) * Ionising radiation * Human health risk assessment (chemical pollutants) 	<p>Comment noted. We will prepare the Environmental Impact Assessment (EIA) following engagement with relevant stakeholders and in line with recognised methodologies. The methodology will be subject to consultation as part of the Preliminary Environment Information Report which will be shared during Statutory Consultation.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Alternative routes	Consider CBRR northern route option.	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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
Alternative routes	Consideration should be given to route options to the north of Cambridge that would create a lower environmental impact.	
Alternative routes	Route options should go via Cambourne/Bassingbourn and enter Cambridge North.	
Alternative routes	Consider Bedford to Cambourne/Bourn – Cambridge North.	
Alternative routes	Use CBRR route option through Camborne.	
Alternative routes	Bedford to Cambridge to Girton to Cambridge North to Ipswich. Cambridge North to Cambridge Central to Addenbrookes.	<p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR).</p>
Alternative routes	Consider multi modal approach along A428 corridor.	<p>East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Alternative routes	Consider partnership with Highways England along A428 corridor (A1 Black Cat to Caxton Gibbet).	We are committed to working closely with local authorities and planning bodies, and will continue to explore how we can best work with these agencies going forward as our respective projects and priorities develop.
Alternative routes	Consider partnership with Peterborough Combined Authority/ Cambridge Metro, Bletchley-Ridgemont-Wixams rail improvement programme.	
Alternative routes	Ensure due consideration of Central Bedfordshire Council's report (Hearn Report) on possible route option.	Noted. We are aware of the Hearn Report, and considered it as part of our route options analysis.
Alternative routes	Consider new town development options along route corridor options.	While future housing growth depends on a number of factors including site allocations by local authorities, we have been engaging closely with local authorities and other stakeholders to understand where future growth may be in order to ensure that East West Rail supports both current and future residents.
Alternative routes	Suggest Bedford to the A1 as Route Option B; A1 to Cambourne top Cambridge could continue via Northstowe or to the south or both.	This matter has been considered and taken into account as part of the route option analysis process.

The Project

Theme	Matters Raised	Regard had to the matter raised
Alternative routes	Prefer Route Option B but taking a northern route option between A1 and Cambridge following the recently announced A428 is preferred route as this would significantly reduce cost and reduce environmental impact.	<p>In their 2016 report “Partnering for Prosperity” the NIC suggested that “Maximising the potential of [the Oxford-Cambridge Expressway and East West Rail] to support well-connected and well-designed new communities will mean... developing the Oxford-Cambridge Expressway, along the same broad corridor as East West Rail”. All five of our route options align with their proposed approach.</p> <p>We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.</p>
Alternative routes	Support joining Cambridge to Kings Cross line near Foxton.	This matter has been considered and taken into account as part of the route option analysis process.
Alternative routes	Additional tracks parallel to the A14 could connect the Community Network Services (CNS) to the Newmarket line enabling connection to the east coast/ freight.	More detailed alignments and specific infrastructure interventions will be explored in greater detail after a preferred route option has been selected. Once identified, we will then seek public input through a further public consultation at a later date.

The Project

Theme	Matters Raised	Regard had to the matter raised
Alternative routes	Support the reinstatement of the Varsity line as part of East-West growth Arc.	As part of our development of route options, we considered whether it would be possible to follow the alignment of the former Varsity Line, which closed in the 1960s. Although limited sections of the Varsity Line alignment are potentially usable – for example in the area to the south-east of Sandy between the RSPB Nature Reserve and Biggleswade Common – much of the original alignment is not suitable. Reasons for this include that the old alignment has been built-over with structures including the Mullard Radio Astronomy Observatory and the Cambridgeshire Guided Busway, and that the old alignment would not adequately serve areas that could support growth and new homes, including south of Bedford, the area between Sandy and St Neots, the MoD Basingbourn Barracks and around Cambourne.
Alternative routes	Bedford South through new stations at St Neots south, Cambourne, Northstowe, via Cambridge north and Cambridge central.	When the case for the new railway was initially considered and developed by Network Rail, the DfT and others, twenty route corridors were considered, spanning the area from St Albans and Harlow to Peterborough. A route corridor through the broad area around Sandy (Bletchley - Stewartby - Bedford - Sandy - Cambridge) was recommended, and we have taken this recommendation forward.

The Project

Theme	Matters Raised	Regard had to the matter raised
Alternative routes	Consider existing facility around Arlesey.	When the case for the new railway was initially considered and developed by Network Rail, the Department for Transport and others, twenty route corridors were considered, spanning the area from St Albans and Harlow to Peterborough. A route corridor through the broad area around Sandy (Bletchley - Stewartby - Bedford - Sandy - Cambridge) was recommended, and we have taken this recommendation forward. All the routes we are assessing fall within this preferred corridor.
Alternative routes	Consider Marston Vale line.	Noted. Our role at East West Railway Company is to oversee the project in its entirety, part of which includes the Marston Vale line.
Alternative routes	Follow the alignment of the A421/A428.	East West Rail and the A428 are being delivered along the same broad corridor between Bedford and Cambridge. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Station locations	Walking to and from stations should be encouraged.	Noted. We support active forms of transport, including walking and cycling, and will be factoring this into the design of our stations.
Station locations	Concern regarding no smaller stations on route options.	The number of new stations, and their locations, are indicative at this early stage in planning. If there is a case for additional stations, we will consider this as the project progresses. However, the population to serve the station would need to be large enough to outweigh the impact on other passengers impacted by slower journeys.

The Project

Theme	Matters Raised	Regard had to the matter raised
Station locations	<p>Wixams:</p> <ul style="list-style-type: none"> * Interchange undeliverable in current footprint. * Bedford BC committed to delivering Wixams. * Interchange unlikely to be achieved given development in the area. * Wixams is almost ready to go and more deliverable than Bedford south. 	<p>We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.</p>
Station locations	<p>Tempsford:</p> <ul style="list-style-type: none"> * A new station at Tempsford may reduce need for commuters to drive to Sandy. * Tempsford Station would serve both St. Neots & Sandy * Tempsford is flat and prone to flooding 	<p>This matter has been considered and taken into account as part of the route option analysis process.</p>
Station locations	<p>Cambridge South:</p> <ul style="list-style-type: none"> * Supports sustainable travel options * Underpins growth at Cambridge Biomedical Campus * Must be sensitive to relationship with existing villages * Cambridge and Peterborough Combined Authority is working with Network Rail to accelerate Cambridge South station, which could be in place by 2021 	<p>While Network Rail's proposed Cambridge South station is a separate project, we are working closely with them to ensure that East West Rail services would be able to serve the new station.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Station locations	Should not be based on speculative development; must be based on certainty from developments.	The National Infrastructure Commission identified an opportunity to develop the MoD site at Basingbourn for housing, given its close proximity to Cambridge and the potential to benefit from the east-west connectivity provided by East West Rail. While it is ultimately a matter for the local planning authority to decide whether the site is developed for housing, we intend to use the feedback from the consultation and our further engagement with the MoD to inform our views on the prospects for development in the Basingbourn area.
Station locations	Basingbourn commuters more likely to use Royston.	We recognise that a new station at Basingbourn would be quite close to the existing Royston station. However, a new East West Rail station at Basingbourn would offer residents improved connectivity to Cambridge and other places further west, including Bedford, Milton Keynes and Oxford, as well as better onward connectivity to places outside the Arc such as the East Midlands. Residents would continue to be able to use Royston station to travel south towards London.
Station locations	Current Sandy station cannot cope with current traffic.	Noted. As part of our work to select a preferred route option, and subsequently a preferred alignment for the railway, we will continue to work with Highways England and local highway and traffic authorities to identify ways we can avoid, minimise or mitigate potential negative impacts of new stations.

The Project

Theme	Matters Raised	Regard had to the matter raised
Station locations	Cambridge station is difficult to get to; buses are poor to the west of Cambridge.	The remit we have been given covers the rail infrastructure between Oxford and Cambridge. New journeys will be opened up for people taking advantage of the new line, which will involve directly connecting onto other rail lines and other modes of transport. While connecting bus services are not within our remit to provide, we are committed to working closely with appropriate authorities to integrate East West Rail effectively with local transport networks.
Station locations	Bedford south station would mean cancelling Wixams station.	Creating a suitable interchange between East West Rail and the Midland Main Line is of critical importance to East West Rail. If one of the three routes with a new interchange station to the south of Bedford is chosen as the preferred route option, we would need to consider whether the station should be located at Wixams or somewhere else to the south of the A421, working closely with Bedford Borough Council and Network Rail.
Engineering	Straight routes are more efficient and cost effective.	Noted. Cost, while an important factor, is one of five key criteria we will assess each route option against.
Engineering	Route option north of Bedford challenging, with greater environmental impact compared with route option south of Bedford.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>

The Project

Theme	Matters Raised	Regard had to the matter raised
Engineering	Use existing infrastructure where possible and route through existing centres of population.	Noted. We are committed to finding the best way to provide a cost effective railway, while protecting connectivity for the communities we serve.
Engineering	Concern regarding road closure and diversion where roads meet new or existing rail line sections.	We are committed to finding the best way to protect connectivity for the communities we serve and will be considering each intersection between East West Rail and existing rights of way individually as we design the exact preferred route alignment. As part of this, we will continue to work with the Office of Rail and Road (ORR), community groups, specialist access groups, local Highway Authorities, Highways England, Network Rail and other stakeholders, as we progress the design of the project.
Engineering	Northern route options will rise on to the clay plateau and down again, increasing costs.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We considered these factors as part of our work in selecting a preferred route option, and will continue to do so as we develop a preferred route alignment.
Engineering	Engineering challenges south west of St Neots due to clay plateau and undulating land.	
Engineering	Consider electrification of the new line.	We are at an early stage of our project development and have not yet made final decisions about the type of trains we will be using. We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate them. We are considering a wide range of technologies in both infrastructure and rolling stock, so we can create long-term, high quality, sustainable transport for local communities.

The Project

Theme	Matters Raised	Regard had to the matter raised
Engineering	Interchange in Bedford should support a new Bedford Midland station.	We identified two potential options for East West Rail to serve the Bedford area: either serving the existing Bedford Midland station (routes D and E) or serving a new station to the south of Bedford (routes A, B and C). A station to the south of Bedford could support plans for housing and growth in the area and passengers could use north-south Thameslink services to travel to/from Bedford Midland station. However, we recognise that providing direct connectivity to Bedford Midland could support growth in and around Bedford town centre, and therefore sought views on both options through the consultation.
Engineering	Suggestion that the interchange between East West Rail and ECML should be a new station at St Neots .	When the case for the new railway was initially considered and developed by Network Rail, the Department for Transport and others, twenty route corridors were considered, spanning the area from St Albans and Harlow to Peterborough. A route corridor through the broad area around Sandy (Bletchley - Stewartby - Bedford - Sandy - Cambridge) was recommended, and we have taken this recommendation forward. All the route options we are assessing fall within this preferred corridor. While St Neots station is just to the north of the preferred route corridor, several of the route options that we are considering could provide for a new station just to the south of St Neots or in the area around Tempsford. For all our route options, passengers travelling to or from St Neots town centre would be able to interchange onto East West Rail services via a short journey on north-south Thameslink services along the East Coast Main Line.

The Project

Theme	Matters Raised	Regard had to the matter raised
Engineering	Consultation should take place so that water crossings are designed appropriately and sustainably.	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Engineering	Alignment with A428 has economic and environmental benefits and will minimise planning blight.	We will continue to collaborate with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Engineering	Topography of northern route options is more challenging but will avoid more road closures.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Engineering	Construction completed by mid-2020 is optimistic.	The connection between Oxford and Cambridge is expected to be complete mid 2020s, when construction of the Central Section is planned to finish and trains will run directly between Oxford and Cambridge. If, as the project progresses, it becomes necessary to change our delivery dates we will publish changes

The Project

Theme	Matters Raised	Regard had to the matter raised
Cost	Electrification will release economic benefits.	We are at an early stage of our project development and have not yet made final decisions about the type of trains we will be using. We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate them. We are considering a wide range of technologies in both infrastructure and rolling stock, so we can create long-term, high quality, sustainable transport for local communities.
Cost	Would like to see a scheme assessed as delivering high value for money in transport terms.	Noted. Transport user benefits are a key criteria against which we are assessing each route option.
Cost	Affordability should be considered in the context of the wider economic benefits of investment in the Greater Cambridge, East Anglia, Oxford, Milton Keynes, and Cambridge Arc to the national economy, rather than in narrow transport economic terms.	Noted. We are working closely with government agencies and local stakeholders to ensure that we are aware of, and take into account, the wider plans for the Arc between Oxford and Cambridge.
Cost	Northern route options are the most expensive.	Noted. Cost, while an important factor, is one of five key criteria we have assessed each route option against.
Cost	Concern that stated costs are not accurate.	The costs presented during consultation were indicative and sought to allow people to form broad views about each route option at an early stage of project development. We will continue to evaluate and update these costs as the project progresses.
Cost	Cost comparisons must include all infrastructure costs.	
Cost	Concern regarding affordability of route options without information on context.	
Cost	Concern that Bedford southern route options have pessimistic costs.	

The Project

Theme	Matters Raised	Regard had to the matter raised
Cost	Bedford south route option has not accounted for complexity of avoiding constraints (new EfW, B&M, Aldi, historical pits, landfill sites, consented development sites between Millbrook and the A421/A6).	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Cost	Bedford Midland costs have limited justification for relocation of sidings, station redevelopment and route alignment for route options through St Johns Bedford to achieve straight platforms, and a viaduct across Great Ouse river.	
Cost	Preferred route should not necessarily be the cheapest.	Noted. Cost, while an important factor, is one of our five criteria, against which each route will continue to be assessed.
Other	Concern a preferred route option has already been chosen and predetermined the outcome of the consultation.	A preferred route option was not selected at the time of consultation. The consultation was designed to help inform our decision making process before we select a preferred route option.
Other	Project is contrary to recommendations of the National Infrastructure Commission (NIC) as it will create two corridors alongside OxCambs Expressway.	In their 2016 report "Partnering for Prosperity" the National Infrastructure Commission (NIC) suggested that "Maximising the potential of [the Oxford-Cambridge Expressway and East West Rail] to support well-connected and well-designed new communities will mean... developing the Oxford-Cambridge Expressway, along the same broad corridor as East West Rail." All five of our route options align with their proposed approach. We will continue to work with Highways England to ensure that our respective projects are designed and delivered in a way that best connects communities, takes account of environmental factors and supports greater economic growth.
Other	All five route options are incompatible with the recommendation of the NIC which states that the train line should share the Estate West Expressway and connect current and approved centres of population.	

Questions Raised

Theme	Matters Raised	Regard had to the matter raised
Questions Raised		
Questions raised	Is CBRR route option being considered as an option?	<p>The consultation prioritised route options that approached Cambridge from the south. Key reasons for doing so were:</p> <ul style="list-style-type: none"> • A northern approach could require changes to Cambridge North station and adding tracks along the West Anglia Main Line • 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 <p>During the consultation we received a range of comments on the prioritisation of these southern approach route options, including a response from CamBedRailRoad (CBRR). We will carry out additional work to assess the case for a northern approach as part of the process to select a preferred route option.</p>
Questions raised	Will new housing be built in the Tempsford area?	<p>A new station in the broad area around Tempsford could support significant additional housing and would align with the previous consideration of land for development around Tempsford. However, final decisions to bring forward new housing are not within the scope of the East West Rail project itself.</p>

Questions Raised

Theme	Matters Raised	Regard had to the matter raised
Questions raised	If Route Option A goes ahead, what works are going to be completed to prevent flooding in the villages and along the railway line?	<p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application. Where required, this will include a flood risk assessment. Other potential impacts on water will also be considered.</p>
Questions raised	If route options A, C or D use the Kings Cross line south of Foxton, is provision included for a tunnel or bridge at the Foxton crossing?	<p>We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.</p>
Questions raised	Will East West Rail Co comply with 2018 WHO guidelines on environmental noise?	<p>We are aware that noise from both the construction and operation of a railway is an important issue for local communities. While at this early stage in the planning process we do not yet have an official noise policy, we will look for ways to manage noise and vibration effectively to avoid significant adverse impacts on health and quality of life as far as possible.</p>

Questions Raised

Theme	Matters Raised	Regard had to the matter raised
Questions raised	Has a baseline noise survey been undertaken?	<p>The environmental appraisal undertaken to date has only included desk-based assessments.</p> <p>We are committed to protecting the environment by finding approaches to delivery that avoid adverse environmental impacts as far as possible but, where unavoidable, to minimise or mitigate those impacts.</p> <p>We will continue to assess the potential environmental effects of the route options as part of our preferred route option selection. An Environmental Impact Assessment (EIA) will then be undertaken, and an Environmental Statement (ES) submitted in support of the Development Consent Order (DCO) application.</p>
Questions raised	As route options B, C, D and E all share a similar route, how can there be a £700m difference?	<p>The costs presented during consultation were indicative and sought to allow people to form broad views about each route option, at an early stage of project development. We will continue to evaluate and update these costs as the project progresses.</p>
Questions raised	Will a Strategic Environmental Assessment (SEEA) rather than an Environmental Impact Assessment (EIA) be made part of the East West Rail Central section process? How have appropriate supporting studies been identified?	<p>We are not required to carry out strategic environmental assessment because construction, operation and maintenance of the railway is a project, not a plan or programme. However, we are considering the effect on the environment in undertaking further route option assessment. We will continue to consider the environmental impacts resulting from the project in subsequently identifying a preferred alignment, and the preferred alignment itself will be subject to environmental impact assessment in due course.</p>

Questions Raised

Theme	Matters Raised	Regard had to the matter raised
Questions raised	Has appraisal of transport related environmental benefits as set out in the Technical report included cumulative and in-combination effects of the projected housing numbers within this section of the Arc.	<p>The Transport Benefit Modelling considered three population growth scenarios which recognise the wider ambitions of the Oxford-Cambridge Arc reflecting potential development in the area.</p> <p>In developing the East West Rail Central Project, our team will continue to engage with a wide range of stakeholders and to work to understand the wider development context. Our design development is taking into account other projects and will look for opportunities to minimise and mitigate impacts.</p> <p>At the assessment stage, the combined impacts of our scheme and other committed development will be considered as part of the Environmental Impact Assessment.</p>
Questions raised	Need to understand impacts on A1/A428 of proposed stations.	We recognise that some parts of each route option will have pockets with environmental, infrastructure and housing constraints. We will consider these factors as part of our work to select a preferred route option, and further as we develop a preferred route alignment.
Questions raised	Does the phrase 'preferred route' mean 'preferred' by the community of Cambridge and South Cambridge as a whole, or preferred by East West Rail Co.	The preferred route option will be the option preferred by the government. This decision will be informed by a range of factors, including consultation feedback.