Housekeeping

Thank you for joining

This hour-long event on Zoom will include information about this public consultation before a Q&A session.

We’d be grateful if you could display your full name on your username – this can be done through the ‘Participants’ section.

Please turn your camera on but be on mute unless you’re asking a question during the Q&A.

If you have questions during the presentations, please put these in the chat bar and address to ‘Questions’.

Please use the ‘Raise Hand’ function in Zoom to ask a question during the Q&A, found in the bottom ribbon (sometimes found under the ‘Reactions’ option).

Display full name in username

Please use the mute function

Questions can be submitted via the chat (address to ‘Questions’)

Use the ‘Raise Hand’ function to ask a question during the Q&A

Please do put your camera on if possible
Who have we invited today?

Parishes
- Barrington Parish Council
- Barton Parish Council
- Comberton Parish Council
- Eversdens Parish Council (Great Eversden and Little Eversden)
- Great Shelford Parish Council
- Hardwick Parish Council
- Harlton Parish Council
- Harston Parish Council
- Haslingfield Parish Council
- Hauxton Parish Council
- Kingston Parish Council
- Little Shelford Parish Council
- Newton Parish Council
- South Trumpington Parish Council
- Stapleford Parish Council
- Toft Parish Council
Who have we invited today?

**Cambridge City Council**
- Queen Edith’s
- Trumpington

**South Cambridgeshire District Council**
- Barrington
- Duxford
- Foxton
- Hardwick
- Harston and Comberton
- Shelford
- Whittlesford
Who have we invited today?

Cambridgeshire County Council
• Gamlingay
• Hardwick
• Queen Edith’s
• Sawston and Shelford
• Trumpington
What we’ll cover today

- Introduction to the consultation
- What we’re consulting on
- How to get involved
- Next steps
What we are consulting on

This 10-week consultation is an opportunity for you to share your thoughts on emerging proposals for East West Rail and your views on the broader scheme.

The consultation document covers the following key sections:

- Customer experience and railway operations
- Proposed infrastructure development
  - Oxford to Bicester
  - Bletchley and the Marston Vale Line
  - Bedford
  - Clapham Green to The Eversdens
  - Harlton to Hauxton
  - The Shelfords to Cambridge station
Shaping customer experience and railway operations

This part of our consultation focuses on what future customers want from their railway experience.

We want to hear your views – from individuals and organisations – on the customer experience you would like from East West Rail.
## What we’re consulting on

### Customer experience and railway operations

As part of developing the customer experience, we are keeping our minds completely open about what we might be able to offer.

We are looking for feedback on what our customers think would make positive differences to their customer travel experience.

<table>
<thead>
<tr>
<th>The train service</th>
<th>Station experience</th>
</tr>
</thead>
<tbody>
<tr>
<td>On train experience</td>
<td>Interaction with colleagues</td>
</tr>
<tr>
<td>Customer information</td>
<td></td>
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</tbody>
</table>
Clapham Green to The Eversdens

- This section of new railway from Bedford to Cambridge includes the area between Clapham Green, north of Bedford, to The Eversdens, south east of Cambourne.

- In early 2019 we consulted on five potential route options for this section of new railway.

- Following the announcement of the preferred route option (Option E), we have identified and assessed potential route alignment options, as well as considering possible station locations on each of these route alignments.

More information can be found in Section D of the consultation document.
Five shortlisted options for the route alignment of East West Rail:

- **The yellow alignment (Alignment 8)** which includes a Tempsford station and a Cambourne South station

- **The dark blue alignment (Alignment 1)** which includes a St Neots North station and a Cambourne North station

- **The red alignment (Alignment 2)** which includes a St Neots North station and a Cambourne South station

- **The light blue alignment (Alignment 6)** which includes a St Neots South station

- **The purple alignment (Alignment 9)** which includes a Tempsford station and a Cambourne North station.
Route alignment 8
The yellow alignment
Route Alignment 1
St Neots South Option A station to Cambourne North station

Route alignment 1
The dark blue alignment
Route alignment 2
The red alignment
Route Alignment 6
St Neots South Option B station to Cambourne South station

The light blue alignment
Route Alignment 9
Tempsford Option A station to Cambourne North station

Legend
- Route Alignment 9
- Other station
- Station used by East West Rail services
- Station that may be used by East West Rail services
- Proposed A428 Alignment
- Other area of East West Rail
We propose that the new railway between Bedford and Cambridge enters Cambridge from the south via the West Anglia Main Line.

To connect to the West Anglia Main Line, we need to build a railway junction. The railway junction would join our new railway to the King’s Cross Line, which is also known as the Shepreth Branch Royston Line. This line connects to the West Anglia Main Line at the Shepreth Branch Junction to the north east.

More information can be found in Section E of the consultation document.
Our emerging preferred option

- To build a grade separated junction to connect our new railway to the Shepreth Branch Royston Line. Grade separation means constructing a bridge to carry one line over the other rather than connecting the two railways at ground level.

- To move the existing Shepreth Branch Royston railway in the area where our new junction joins it. The existing railway would move further to the east, slightly further away from Harston.

- To create a permanent diversion for vehicles using Station Road via London Road.
The Shelfords to Cambridge

- This section covers the area of the existing West Anglia Main Line railway that East West Rail will be using to get from the new Hauxton Junction to reach Cambridge station.
- We need to ensure that the existing railway is able to accommodate the increase in train services.
- Changes are also required at Cambridge station to help with the anticipated increase in passengers.

More information can be found in Section F of the consultation document.
What are our developing plans?

- Hauxton Road level crossing
- Shepreth Branch Junction
- The existing railway from Shepreth Junction to Addenbrooke’s Road bridge
- The existing railway from Long Road Sixth Form College to Cambridge station
- Cambridge station
Hauxton Road level crossing

- There is an existing level crossing at Hauxton Road which provides a link between the villages of Hauxton and Little Shelford.

- This crossing of the railway would be assessed at the next stage of design to establish whether it is safe to retain as a level crossing.

We are considering:

- Building a bridge or underpass
- Closing the level crossing with the provision of a pedestrian/cycle bridge
- Introducing a permanent diversion with provision of a new highway, or along existing roads.
Shepreth Junction

- Shepreth Junction joins the Shepreth Branch Royston railway to the West Anglia Main Line.
- Our train services would join the West Anglia Main Line to reach Cambridge station at this location.
- We need to modify the Shepreth Branch Junction to accommodate the extra train services, and because we would be changing the railway from the junction as it approaches Cambridge.

We are considering:

**Option 1:** Keeping the junction at the existing level (at-grade)

**Option 2:** Using a new bridge to join the two railways (grade-separated)
• This stretch of existing railway is currently two tracks as it approaches Cambridge.

• We would need to increase the capacity of the railway between Shepreth Junction and Addenbrooke’s Road bridge.

• In order to deliver this increased capacity, we propose to increase this area of railway to four tracks.

• Addenbrooke’s Road bridge is the point where our new tracks will join the new four tracks that the Cambridge South station project will have already built.
The existing railway from Long Road Sixth Form College to Cambridge station

- This stretch of the existing railway is currently two tracks as it approaches Cambridge station.

- Just north of the A1134, this area of the railway becomes a three-track railway. This area of the existing railway is approximately 1.5km.

- Our assessment indicates that we would need to increase the capacity of the railway between Long Road Sixth Form College to Cambridge station.
Our emerging preferred option

To deliver this increased capacity, we propose increasing this area of railway to four tracks, which would require the following:

• The length of the A1134 bridge over the railway next to Long Road Sixth Form College would need extending to accommodate the extra two tracks

• An extra track to be added to the three-track railway north of the A1134 bridge

• The remodelling of the southern part of the railway as it approaches the platforms at Cambridge station
Cambridge station

- Cambridge is an important national station. It is estimated that in 2018/19 a total of 10.95 million journeys started or finished at Cambridge station. In addition, a further 0.56 million journeys involved changing train at Cambridge station.

- Cambridge station currently features four terminating platforms and four through platforms (two of which are joined together).

- The additional EWR services will mean that there will be insufficient platform space in the current arrangement.
Our proposals

• Two new through platforms will be required to accommodate EWR services

• The two new through platforms will most likely be located on the east side, where the current sidings are situated. The facilities that these sidings provide will need to be re-located elsewhere on the network

• EWR services will call into different platforms depending upon whether the EWR and Thameslink tracks are on the west side of the four tracking (at grade segregation at Shepreth Junction) or on the east side (if Shepreth Junction is grade separated)

• A possible third new platform may be required if EWR services call into the east side of Cambridge station. This is due to EWR services terminating on a through platform and the need to maintain through lines open. This will be confirmed in the next stage of design.

We are considering:
• Building two new platforms on the east side of the station
• Relocating existing sidings where the new platforms would be located
Approaching Cambridge from the north

- Longer distance and journey times
- Duplicating existing public transport
- More infrastructure on flood plains, requiring additional embankments and viaducts that would likely need substantial foundations and increased earthwork stabilisations
- 39-84 property acquisitions and demolitions required, compared to 5 approaching from the south
Comparison of factual data

<table>
<thead>
<tr>
<th>Comparison of factual data</th>
<th>Southern approach</th>
<th>Northern approach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambourne station to Cambridge station</td>
<td>23.7km</td>
<td>24.6km</td>
</tr>
<tr>
<td>Operational alignment length</td>
<td>830m</td>
<td>4735m</td>
</tr>
<tr>
<td>Built length in flood zone</td>
<td>1.1km</td>
<td>3.4km</td>
</tr>
<tr>
<td>Total length of viaduct</td>
<td>23.7km</td>
<td>4km</td>
</tr>
<tr>
<td>Number of built-up areas intersecting 500m buffer of alignment</td>
<td>9</td>
<td>4</td>
</tr>
<tr>
<td>Length of railway in Cambridge wards</td>
<td>2.8km</td>
<td>4km</td>
</tr>
<tr>
<td>Number of properties within 200m of alignment</td>
<td>3,800</td>
<td>4,600</td>
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<tr>
<td>A road crossings (new infrastructure required)</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>B road crossings (new infrastructure required)</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Minor road crossings</td>
<td>11</td>
<td>9</td>
</tr>
<tr>
<td>Guided busway crossings (new infrastructure required)</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Properties</td>
<td>5</td>
<td>39-84</td>
</tr>
</tbody>
</table>
Information for landowners

To construct and operate the new East West Rail line, some of the proposals put forward for consultation will affect people’s homes, businesses and farms.

• In developing our proposals, we aim to minimise the negative impact these may have on people’s land and property and mitigate any impacts we cannot avoid

• While we don’t yet know for certain which land or property will be needed, we know that publishing our plans could potentially affect people needing to sell their home, agricultural holding or small business.

• We are consulting on a discretionary purchase scheme, the Need to Sell Scheme, that, if introduced, would support owner occupiers once the announcement of the preferred route alignment for the railway has been made.

• We have a dedicated team in place who are focused on how the proposals will affect people’s homes, businesses and farms. More information on how to contact them is available on our website at eastwestrail.co.uk.
Public consultation

Working with you

Two meeting sessions with your neighbouring councillors during consultation:

• **Today** – A session to run you through all the elements we will be consulting on that are relevant to you

• **Late May** – A more discursive session – once you’ve had a chance to read through the documents and liaise with your constituents and residents - designed to raise any questions you might have.
How your communities can get involved

There are lots of different ways to get involved in the consultation, including:

- **Virtual consultation rooms** – open from 12 April 2021 until 9 June 2021 which provide more information on each section of the consultation, including a full list of documents and maps available via the central table.

- **Online public events** – we are holding twelve online events for communities right the way from Oxford to Cambridge. There will be two lots of six events covering geographical areas along the route.

- **Live chat events open to the public** – a series of ten, two-hour live chat sessions held via the virtual consultation rooms, where participants will be able to discuss key topics directly with members of the project team.

- **Dedicated phone line** – the EWR Co telephone line will be available throughout the consultation period to enable those not wanting or able to engage online or in writing to speak to members of the Project team. The telephone number is **0330 134 0067**.
How to respond to this consultation

We’re keen to understand what you think about the emerging proposals for the Project, and your views on the broader scheme.

Feedback forms can be submitted online by emailing us at consultation@eastwestrail.co.uk or sent by post to Freepost EAST WEST RAIL

For further information, or to request a paper copy of the form to be sent to you, speak to the team by emailing us at contact@eastwestrail.co.uk or by calling us on 0330 134 0067
What next?
Stay in touch

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or by calling us on 0330 134 0067.