

Bedford to Cambridge Consultation 2019

Feedback Form

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

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

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

You can also fill in this form online at www.eastwestrail.co.uk/haveyoursay or return a paper copy to: **Freepost EAST WEST RAIL.**

For large print copies of this form or versions in alternative languages, please email contact@eastwestrail.co.uk or call **0330 1340067**.

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

Your details (please write in capitals)

Title: _____ Name: _____

Address: _____

Postcode: _____

Telephone: _____

Email: _____

Organisation (if applicable):

I am a:

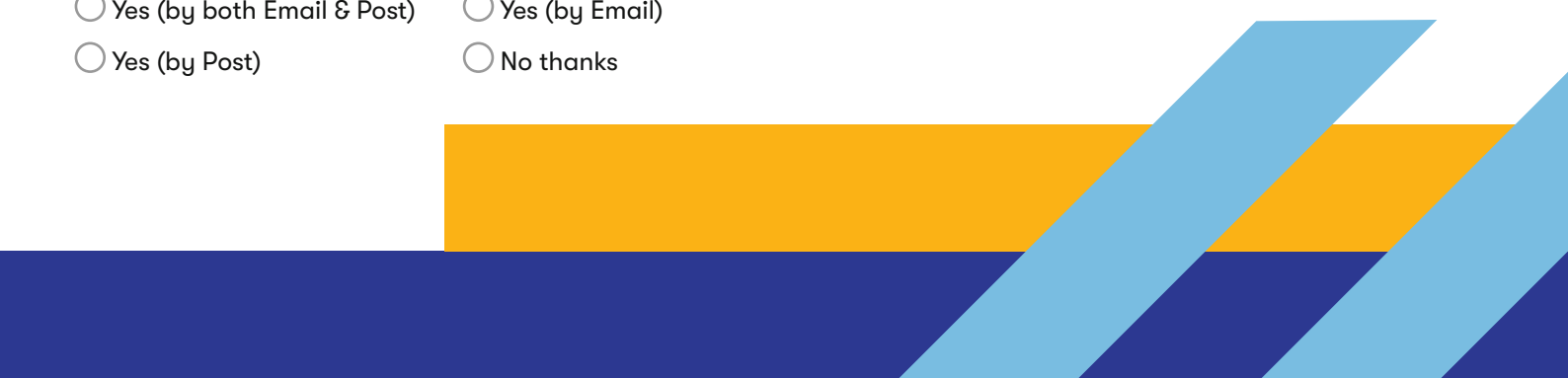
- Local resident Commuter to the area Visitor to the area Former resident
 Future resident Business owner Elected representative Interest group
 Other

Age range (choose one):

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

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

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



You can fill in this form online at www.eastwestrail.co.uk/haveyoursay

You can also:

- return a paper copy to: **Freepost EAST WEST RAIL**
- return a scanned copy to: **contact@eastwestrail.co.uk**

We are asking for feedback on:

- The opportunities, challenges and other considerations for each of the route options as described in pages 15-19 in the Consultation Document.
- Your views on the approach we have taken to developing the project up to now, including identifying route corridors, potential route options and station locations and the approach into Cambridge.
- Any other matters you think we should consider.

You may submit more than one feedback form and you may choose to leave feedback online. If you require more space, please attach any extra pages to this form.

Preferred route corridor:

Please provide any comments on the route corridor in which the route options below are located. This is described at page 10 in the Consultation Document.

Choosing a preferred route option: main factors

On a scale of one to five, how important do you believe each of the following factors should be in deciding on a preferred route:

	1	2	3	4	5
➤ Supporting economic growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Supporting delivery of new homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Cost and overall affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Benefits for transport users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Environmental impacts and opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

For each of our route options please tell us how you think it performs against our five key criteria along with any other comments or considerations.

Route option A – Consultation Document Page 15

On a scale of one to five where five is the most positive, how do you think Route A performs against our key criteria of:

	1	2	3	4	5
➤ Supporting economic growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Supporting delivery of new homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Cost and overall affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Benefits for transport users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Environmental impacts and opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments on the other considerations associated with this route option?

Route option B – Consultation Document Page 16

On a scale of one to five where five is the most positive, how do you think Route B performs against our key criteria of:

	1	2	3	4	5
➤ Supporting economic growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Supporting delivery of new homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Cost and overall affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Benefits for transport users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Environmental impacts and opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments on the other considerations associated with this route option?

Route option C – Consultation Document Page 17

On a scale of one to five where five is the most positive, how do you think Route C performs against our key criteria of:

	1	2	3	4	5
➤ Supporting economic growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Supporting delivery of new homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Cost and overall affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Benefits for transport users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Environmental impacts and opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments on the other considerations associated with this route option?

Route option D – Consultation Document Page 18

On a scale of one to five where five is the most positive, how do you think Route D performs against our key criteria of:

	1	2	3	4	5
➤ Supporting economic growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Supporting delivery of new homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Cost and overall affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Benefits for transport users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Environmental impacts and opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments on the other considerations associated with this route option?

Route option E – Consultation Document Page 19

On a scale of one to five where five is the most positive, how do you think Route E performs against our key criteria of:

	1	2	3	4	5
➤ Supporting economic growth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Supporting delivery of new homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Cost and overall affordability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Benefits for transport users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
➤ Environmental impacts and opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments on the other considerations associated with this route option?

The route into Cambridge

Do you agree that EWR Co are right to prioritise route options that approach Cambridge from the south rather than from the north?

Strongly agree Agree Neutral Disagree Strongly disagree

If you disagree, please explain your view, including any additional factors that should be taken into account.

General feedback

Please provide any other views or comments on the overall approach that has been taken to developing the project including identifying potential route options and potential station locations, and feedback on any other aspect of the project.

We will collect and process the information you provide to us in order to record and analyse any feedback or questions you raise during the Consultation. If you give us personal information about other people you must first make sure that you have obtained all necessary permission from that person for you to pass this information on to us. We may need to share personal information with third parties which could include public bodies and third parties working with us on the project. You have the right to object to the processing of your personal data in certain circumstances and you may ask us to delete your personal information if you believe that we do not have the right to hold it. For further information in relation to how we process personal data, please see our Personal Information Charter at www.eastwestrail.co.uk/personal-information-charter

EAST WEST RAIL CENTRAL SECTION - BEDFORD TO CAMBRIDGE CONSULTATION 2019

Copy of On-line Response from North Hertfordshire District Council – submitted 8 March 2019

This response has been prepared by Louise Symes, Strategic Infrastructure & Projects Manager on behalf of North Hertfordshire District Council in agreement with the Director of Regulatory Services and the Executive Member for Planning , Transport & Enterprise.

Preferred Route Corridor : -

North Hertfordshire District Council is of the view that the preferred route corridor provides only marginal benefits for North Hertfordshire and Hertfordshire's rail passengers. The alignment is too far north to address the acute east-west public transport connectivity in the northern part of Hertfordshire leaving local residents the choice of either traveling via London or choosing other modes of transport.

The preferred route corridor misses the opportunity to directly serve London Luton Airport and the settlements of Luton, Stevenage, Hitchin and Letchworth, which have a combined population of over 350,000. It therefore fails to provide direct links to international airports or to provide local rail connections between important towns.

Choosing a preferred route option: main factors: -

Given that 3 of the 5 route options (i.e. routes A,C and D) are in close proximity to the North Hertfordshire border, the Council would like to see more evidence of the potential economic benefits either of these route options could bring to the surrounding local area, in particular to the towns of Royston and Baldock within North Hertfordshire. In addition given that these options include the potential for a new station at Bassingbourn if new housing is delivered, the Council together with Hertfordshire County Council would wish to see traffic modelling being undertaken to understand the impact on local roads within the District, in particular likely impacts on the A505 and A10.

The other factors of “supporting the delivery of new homes”, “cost and overall affordability” and “environmental impacts and opportunities, other than potential transport impacts on local roads, are not considered relevant to North Hertfordshire, and for this reason our comments are focused on individual routes A,C and D.

Individual Routes

Route option A

Supporting Economic Growth - 1

Benefits for transport users - 1

In order for East West Rail to have any benefits for North Hertfordshire and Hertfordshire, it is essential that there is good connection to/from the main radial rail routes and to the settlements that the new railway will serve.

The route provides the opportunity to provide interchange with East Coast Main Line services at Sandy. However, it does not provide direct connection to Bedford Midland station, and hence does not connect to the town centre or wider services on the Midland Main Line.

If this route option were to be chosen, it would be essential that additional track capacity is delivered south of Cambridge to ensure that there is no detriment to existing train services or to coping with future demand on the Hitchin to Cambridge branch, which also serve the towns of Royston, Baldock and Letchworth.

As stated above, given that the route provides the potential for a new station at Bassingbourn if new housing is delivered and that the site is close to the north Hertfordshire border, more evidence is required on potential traffic impacts on the local roads.

North Hertfordshire is working together with Luton, Central Bedfordshire and Hertfordshire County Council and have commissioned a study to investigate and understand the transport infrastructure implications of the significant planned and future housing and economic growth within Bedfordshire and Hertfordshire and in particular along the A505 corridor. The study area runs broadly from Leighton Buzzard in the west to Royston / A10 in the in the east. The Council would expect the East West Rail company to take such a study into consideration as part of any future traffic modelling work.

More evidence is required to demonstrate the economic benefits this corridor option would bring to the surrounding local area, in particular to the town of Royston.

Route option B

No comment.

Route option C

Supporting Economic Growth - 1

Benefits for transport users - 1

In order for East West Rail to have any benefits for North Hertfordshire and Hertfordshire, it is essential that there is good connection to/from the main radial rail routes and to the settlements that the new railway will serve.

The route provides the opportunity to provide interchange with East Coast Main Line services at Sandy. However, it does not provide direct connection to Bedford Midland station, and hence does not connect to the town centre or wider services on the Midland Main Line.

The route would appear to share the East Coast Main Line corridor for some distance in the Sandy area. It will be essential that additional track capacity is provided to avoid any detrimental impact on the main line intercity and local services. However, this does provide an opportunity to provide wider services running from the East Coast Main Line on to the East West Railway.

As stated above, if this route option were to be chosen, it would be essential that additional track capacity is delivered south of Cambridge to ensure that there is no detriment to existing train services or to coping with future demand on the Hitchin to Cambridge branch, which also serve the towns of Royston, Baldock and Letchworth.

Again, given that the route provides the potential for a new station at Bassingbourn if new housing is delivered and that the site is close to the North Hertfordshire border, more evidence is required on potential traffic impacts on the local roads.

North Hertfordshire is working together with Luton, Central Bedfordshire and Hertfordshire County Council have commissioned a study to investigate and understand the transport infrastructure implications of the significant planned and future housing and economic growth within Bedfordshire and Hertfordshire and in particular along the A505 corridor. The study area runs broadly from Leighton Buzzard in the west to Royston / A10 in the in the east. The Council would expect the East West Rail company to take such a study into consideration as part of any future traffic modelling work.

More evidence is required to demonstrate the economic benefits this corridor option would bring to the surrounding local area, in particular to the town of Royston.

Route option D

See comments for route C above.

Route option E

No comment

The Route into Cambridge

North Hertfordshire has no views on whether Cambridge should be approached by EWR from the south or the north. However, given that all the route options have a southern approach it is essential that additional track capacity is delivered as part of the EWR scheme to ensure that there is no detriment to existing train services or to coping with future demand on the Hitchin to Cambridge branch.

General Feedback

The project only addresses a narrow bound of east-west connectivity. The radial nature of rail lines to the north of London means that there is a requirement for additional new east-west rail connections, including to the south of the preferred route corridor.

The scheme will have only marginal benefits to many areas. It is therefore essential that opportunities for journey connections are maximised by ensuring that there is a high frequency rail service on whatever route is chosen.

Whatever route is chosen, new track should be provided wherever it runs on existing rail corridors, particularly on the East Coast Main Line and on the southern approaches to Cambridge.

The scheme misses opportunities to provide physical connections to the wider rail network, and hence opportunities to provide new train services using a combination of exiting routes and the new East West Railway. Route options C and D would provide some through-running opportunities to/from the East Coast Main Line, but does not provide for all combinations.