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## BY EMAIL ONLY

13<sup>th</sup> December 2021

Dear Sir/Madam

### East West Rail Company Representation on the Greater Cambridge Local Plan- First Proposals Consultation

Adams Hendry Consulting Ltd submit this response on the Greater Cambridge Local Plan - First Proposals (GCLP-FP) Consultation - on behalf of our client, East West Rail Company (EWR Co).

As background, EWR Co is the organisation responsible for delivering East West Rail (EWR), a major rail project aiming to deliver both new and enhanced rail infrastructure to provide frequent, fast, and reliable rail links for communities between Oxford, Milton Keynes, Bedford, and Cambridge. The EWR route is split into six sections where improvements are to be made to existing infrastructure, and new connections are to be constructed. The following sections are located within the Greater Cambridge Local Plan area:

- the majority of Section D: Clapham Green to The Eversdens;
- the entirety of Section E: Harlton to Hauxton; and
- the entirety of Section F: The Shelfords to Cambridge Project.

The latest EWR proposals were subject to non-statutory public consultation between 31<sup>st</sup> March and 9<sup>th</sup> June 2021. The main consultation document 'Making Meaningful Connections' can be viewed [here](#), whilst the wider EWR documentation library can be found on [eastwestrail.co.uk](http://eastwestrail.co.uk).

### EWR Consistency with Spatial Framework

One of the main principles and purposes of EWR is to support and facilitate economic growth across the Oxford – Cambridge corridor, through providing infrastructure and service enhancements across the sub-region. As set out within this response, significant enhancements are proposed within the Greater Cambridge Authority area, with a new station at Cambourne and enhancements at Cambridge, alongside service enhancements across the sub-region to help improve connections between people's homes and their jobs.

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EWR Co fully supports the intentions of Greater Cambridge Shared Planning ('Greater Cambridge') to focus a significant proportion of their housing allocation at the strategic site of Cambourne, in order to take advantage of proposed key sustainable transport infrastructure in the form of the proposed EWR station at Cambourne. EWR Co agrees that planning for additional housing at Cambourne would help maximise the opportunities for active and sustainable travel.

### **East West Rail supporting Economic Growth in Greater Cambridge**

EWR will facilitate movement between key urban areas within the Oxford-Cambridge Arc, helping to boost the local economy, creating jobs, and supporting more affordable new homes locally. The new railway line would create a range of opportunities for people right across the area.

The Department for Transport's Strategic Objectives for East West Rail are as follows:

- Improve east-west public transport connectivity by providing rail links between key urban areas (current and anticipated) in the Oxford-Cambridge Arc.
- Stimulate economic growth, housing, and employment through the provision of new, reliable, and attractive inter-urban passenger train services in the Arc.
- Meet initial forecast passenger demand.
- Consider and plan for future passenger demand, making provision where it is affordable.
- Contribute to improved journey times and inter-regional passenger connectivity by connecting with north-south routes and routes beyond Oxford and Cambridge.
- Maintain current capacity for rail freight and make appropriate provision for anticipated future growth.
- Provide a sustainable and value for money transport solution to support economic growth in the area.

EWR Co therefore welcomes the support in the GCLP-FP for East West Rail and the role it will play in providing a sustainable new travel option contributing towards the achievement of net zero carbon.

### **Delivering a Net Zero Railway**

EWR Co aims to deliver a net zero-carbon railway, in line with existing and developing net zero carbon policy, legislation and commitments at a global, national, and local level. To accelerate the modal shift to public and active transport, EWR Co has taken a proactive approach to environmental considerations and put them at the core of the project. EWR aims to:

- Improve east west public transport connectivity by providing rail links between key urban areas (current and anticipated) on the Oxford Cambridge Arc;
- Set new standards for customer experience. Delivering a better and greener customer experience has been embedded into designing and developing the Project;
- Integrate opportunities to improve intermodal connectivity;
- Improve and encourage active travel for first and last mile connectivity where feasible; and
- Maintain current capacity for freight trains on the existing railway and consider the potential for future growth in demand for rail freight both due to, and independent of, EWR.

For further information on how EWR Co aims to become a net zero railway please visit the EWR website [here](#). For information on the ambitious environmental goals that EWR Co has set for the project, in order to align with domestic and global climate priorities, please see the EWR [website](#) here for details of these.

### **Support for sustainable and active travel measures**

A key component of the station and infrastructure enhancements proposed by EWR Co is the integration and development of multi-modal improvements to encourage sustainable travel patterns to and from the

stations from key locations such as town centres and significant development areas, through new cycle and walking routes, bike storage capacity at stations and improved public transport interchanges.

EWR Co will promote and prioritise active and sustainable transport modes, and will continue working with other organisations, including bus operators to improve facilities, including interfaces and interchange with bus services at stations and providing onward travel information. As part of EWR Co's ongoing design work, pedestrian access in and around immediate station areas is being carefully considered, and EWR Co are keen to work with local stakeholders to promote an integrated planning approach.

EWR Co therefore recognises and welcomes the references to East West Rail in the GCLP-FP document particularly in relation to planning for sustainable travel and how to integrate and maximise the opportunity provided by EWR to Cambourne. Therefore, the provision of active travel measures at the proposed Cambourne station is welcomed, given it will allow residents of Cambourne to use non-vehicular methods for first/last mile travel to and from Cambourne Station, and therefore aligning with EWR's targets for sustainable transport.

### **Bedford to Cambridge Routes**

This stage is Connection Stage 3 (CS3) and comprises the last stage of EWR works that are required to complete the full East West Rail connection. The majority of CS3 is within the Greater Cambridge Area.

Between 31<sup>st</sup> March and 9<sup>th</sup> June 2021, East West Rail undertook a non-statutory consultation to identify the emerging alignments that were being considered for the route of EWR between Bedford and Cambridge. The preferred alignments that were published (1, 2, 6, 8 & 9) all stretch from Croxton (approx. 7km west of Cambourne) eastwards to Cambridge station. The preferred route between Bedford and Cambridge will be confirmed as part of statutory consultation to be undertaken during 2022.

At this stage, CS3 proposals within (and adjacent to) Greater Cambridge include a new station at Tempsford or St Neots, a new station at Cambourne (with the emerging preference for it to be at Cambourne North), and new railway infrastructure south/south-west of Cambridge. This will likely include the installation of two additional tracks on an area of the West Anglia Main Line and at least two additional platforms at Cambridge station to help accommodate for EWR services, although exact proposals will be decided at the next stage of design. Following the completion of CS3, the two passenger trains per hour between Oxford and Bedford that would be introduced by CS2 will be extended to Cambridge and an additional two passenger trains per hour will run Bletchley and Cambridge.

### **Proposed allocations**

#### *Policy S/CB: Cambourne*

EWR supports the proposed allocation of additional housing at Cambourne, due to the connectivity that EWR will provide. Evolving and expanding Cambourne into a vibrant town alongside the development of the new East West Rail station is supported. The GCLP-FP recognises that the East West Rail route and whether Cambourne Station is at Cambourne north or Cambourne south are yet to be confirmed. This information will be confirmed as part of EWR Co's statutory consultation in 2022.

EWR supports the considerations set out in the GCLP-FP for future development to consider, notably:

- how to integrate with and maximise the opportunity provided by East West Rail;
- The relationship with Cambourne and Bourn Airfield, and how to make the area more sustainable, through the mix of services, employment and transport opportunities offered by the area as whole; and
- Making effective connections within the new development and with Cambourne for public transport and active travel, as well as connections to surrounding villages so they can also benefit.

In addition to those considerations, EWR Co requests that a further requirement is included within wording of the emerging policy wording for the allocation, to ensure that any additional development at Cambourne does not prejudice the preferred EWR route alignment (once announced) nor the delivery of EWR.

*Policy S/RRA/H: Land at Highfields (PHASE 2), Caldecote*

The location of this allocation is in close proximity to EWR route alignments 1 and 9 (approximately 75m from the alignment). Therefore, EWR Co requests that a requirement is included within the proposed wording of the policy allocation to ensure that development of the site does not prejudice the preferred EWR route alignment nor the delivery of EWR.

*Policy S/NEC: North East Cambridge*

EWR Co supports this allocation, but given its proximity to the existing railway, EWR Co requests that a requirement is included within the proposed wording of the policy allocation to ensure that development of the site does not prejudice the preferred EWR route alignment nor the delivery of EWR.

*Land to the north of St Neots Road, Dry Drayton (S/RRA/SNR)*

The allocation is located to the north-east of Bourn Airfield and EWR alignments 1 and 9, and as such, does not appear to conflict with existing EWR alignment proposals. However, due to the proximity of the allocation with EWR, and prior to the announcement of the preferred route option, EWR Co requests that a requirement is included within the proposed wording of the policy allocation, which recognises EWR and ensures that development of the site does not prejudice the preferred EWR route alignment nor the delivery of EWR.

**Support for Co-ordinated working between EWR Co and Greater Cambridge Partnership**

As the details of EWR Co's proposals are not yet confirmed, at this early stage there is a risk of overlap in the location of potential development options between EWR Co and those set out in the Greater Cambridge Local Plan. It is therefore important that the Greater Cambridge Shared Planning service liaises closely with EWR Co on any development proposals at, and around, Cambourne and Cambridge Stations.

As no further meetings have been held with either South Cambridge District Council or Cambridge City Council since the end of the non-Statutory consultation in June 2021, EWR Co intends to resume discussions with both Councils at an appropriate time.

**Summary**

East West Rail is likely to play an important role in helping Greater Cambridge achieve the level of growth promoted in the GCLP-FP, as well as playing a significant role in helping achieve a net zero transport network in response to the climate emergency.

EWR Co supports close working and ongoing communication with Greater Cambridge Shared Planning, to ensure that the proposals for East West Rail are fully integrated within the Greater Cambridge Local Plan and any development conflicts are avoided.

To keep up to date with the progress of EWR, please visit <https://eastwestrail.co.uk/latest-news/project-updates>. EWR Co would be happy to provide further information or clarity on any of the information set out in this response, or on any of its proposals should it be required.

EWR Co would be happy to meet with the Greater Cambridge Shared Planning Team if any further information or clarity on proposals is required.

Yours faithfully



Adam Collier  
Principal Planner  
For Adams Hendry Consulting Ltd on behalf of East West Rail Company



## Appendix A: EWR infrastructure improvements in Cambridgeshire (as presented in the non-statutory consultation)

