

Secretary of State for Transport
c/o Transport Infrastructure Planning Unit
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

The Quadrant
Elder Gate
Milton Keynes
MK9 1EN

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transportinfrastructure@dft.gov.uk

BY EMAIL ONLY

Transport and Works Act

Application for the Cambourne to Cambridge Order ('the application')

This letter contains representations by East West Railway Company Limited ('EWR Co') in relation to the application for the above-mentioned Order.

EWR Co strongly supports the principle of the proposed Cambourne to Cambridge ('CtoC') project. The project will enhance public transport and facilitate sustainable development at key strategic development sites within the Greater Cambridge region, outcomes which are very much aligned with the objectives of East West Rail ('EWR'). The proposed CtoC busway crosses the planned route of EWR on land that the Secretary of State has safeguarded for the new railway. EWR Co therefore makes a holding objection to the application to allow suitable arrangements to be put in place to manage the interface between the two projects.

EWR Co has already held constructive discussions with the applicant, Cambridgeshire County Council, and the scheme promoter, the Greater Cambridge Partnership ('GCP') regarding the interface between the two projects. These discussions will continue to enable suitable arrangements are put in place which ensure the effective co-ordination and delivery of both projects and their associated benefits.

About EWR

EWR Co is the organisation responsible for delivering East West Rail, a project of national significance that will provide frequent, fast, and reliable rail links for communities between Oxford, Milton Keynes, Bedford, and Cambridge. The EWR proposals involve the construction of a new railway between Bedford and Cambridge and the upgrading of existing railway between Oxford and Bedford.

Some elements of EWR are already consented and under construction. The first East West Rail services will begin operations in 2025, running between Oxford, Bletchley, and Milton Keynes. In the 2024 Autumn Budget, the government committed to the delivery of EWR including funding to accelerate delivery of the works needed for services to run between Oxford and Bedford from 2030.

The proposed new railway between Bedford and Cambridge and the associated works to the wider network will be the subject of an application for a development consent order ('DCO') under the Planning Act 2008.

EW Co is currently undertaking a non-statutory consultation on its proposals for the DCO application which have been developed following feedback from previous consultations undertaken in 2019 and 2021, as well as further technical design work. EWR Co's proposals are set out in the [consultation documents](#). Route section plans have been published which set out the detailed proposals and draft Order Limits for the route. The route section plans of relevance to the CtoC scheme, covering the area between Croxton and Toft, can be found [here](#).

On 14th November 2024 the Secretary of State gave safeguarding directions in respect of EWR to protect the route of the proposed railway from conflicting development. The safeguarding directions, associated maps and guidance can be found [here](#).

Interface between the EWR and CtoC projects

The CtoC scheme overlaps with the land safeguarded for EWR where the proposed busway crosses the route of the proposed railway south of the A428. In this area, EWR is proposed to be in a cut and cover tunnel which would be constructed from the surface and cross beneath the route of the CtoC busway.

The CtoC application seeks authorisation for the construction of the busway and associated works on land that falls within the area safeguarded for EWR. The proposed CtoC Order would provide powers to acquire and use land in this area for the purposes of the authorised works.

EWR Co's proposals for the area to the east of Cambourne are described in more detail below.

East of Cambourne and Knapwell Wood Road, the proposed railway would drop into a cutting up to approximately 8m (26 feet) deep on the approach to a cut and cover tunnel to cross several key features, including the CtoC scheme. The circa 1.5km (0.9 miles) long cut and cover tunnel would pass beneath the A428, the north-east corner of the proposed Bourn Airfield development, the proposed CtoC scheme, Wellington Way and Highfields Road. A tunnel services building and an emergency rescue area would be required at each tunnel portal exit. The tunnel would also require an emergency escape shaft at its midpoint within the northern side of the Bourn Airfield development site.

The proposed cut and cover tunnel would be the most significant construction element in this route section. To reduce construction complexity and traffic disruption and maximise programme efficiency, it is proposed that the A428, St Neots Road and the C2C busway would be temporarily realigned. There would also be a requirement for a temporary localised diversion of Wellington Way and Highfields Road.

The main compound to support construction would be sited at the northern portal of the tunnel, with land along the extent of the whole tunnel required temporarily during construction, including within the proposed CtoC order limits.

EW R Co's proposals for a cut and cover tunnel in this location were developed following the consideration of different options to cross the A428, Bourn Airfield development, the CtoC scheme, and other features in this area, following feedback received at the non-statutory consultation in 2021. Further detail regarding EWR Co's consideration of options is set out in the [Technical Report](#) published as part of the current EWR non-statutory consultation (see section 11.3.4, pp. 284-297).

Grounds for holding objection

As the C2C scheme crosses the land safeguarded for EWR it is essential that suitable arrangements are put in place to manage the interface effectively. EWR Co makes this holding objection until such arrangements are secured. The arrangements need to ensure that any order authorising the CtoC scheme does not prejudice the delivery of EWR whilst minimising costs and disruption to both projects, transport users and the local communities.

EW R Co, Cambridgeshire County Council and the GCP have been working together in the development of their respective projects. This constructive engagement will continue with a view to agreeing suitable arrangements to manage the interface between the two projects and enable EWR Co's holding objection to be withdrawn.

EW R Co strongly supports the principle of the CtoC scheme and is committed to working with the County Council and GCP to address the issues set out above. This engagement will also involve understanding how best to maximise the benefits of the two projects for the local communities.

Should an inquiry be held in relation to the CtoC application before EWR Co's objection has been withdrawn, EWR Co would wish to appear.

Any correspondence in relation to EWR Co's holding objection should be either by email to: townplanning@eastwestrail.co.uk or by post to:

EW R Town Planning Manager
c/o Adams Hendry Consulting Ltd.
Sheridan House
40-43 Jewry Street
Winchester
Hampshire
SO23 8RY

Yours sincerely



Carolyn Francis
Head of DCO Strategy
East West Railway Company