

Notes from East West Rail Consultation - 22 November at Shelford

The consultation was held at Shelford Rugby Club, and there was a lot of interest.

They had a team there that were not local to answer questions as best they could, although they did have a lot of knowledge about the scheme, just not the local area. The consultants at Shelford had little idea of Cambridge area as most of them came from London area. The area of our main interest is the proposed turnaround at CherryHinton. There would have to be two tracks, at present there is only one so the extra will be laid using the old rail track. This reduces the cost and keeps the disturbance to the local area at a minimum. At present it is envisaged that this will not go as far as the present crossing in the Cherryhinton.

A turnaround area is not the same as a siding as this just enables the trains to turn not to be stored when not in use. For a full siding a different layout would have to be constructed and this is not in the plans. The type of trains that will be used on the line will be electric and in some places changing to battery power, which is very quiet, however it is acknowledged that there will be disturbance to the residents in the area as the trains will be more frequent. Sound barriers will be looked at when the line is being constructed.

It is proposed that the trains will arrive at Cambridge station, leave there and go to an area in Cherryhinton to turnaround. This is generally done by a train travelling on a track and then the points switch so it returns along the second track to Cambridge Station. The reason for this is to reduce the congestion at the station, as a second platform will be built for the EWR line there will be a lack of space at the station.

Cherryhinton had two tracks until the 60/70s when it was taken up, however the track space still remains so this will be used. This is a late addition to the scheme and at present other areas are being looked at. There is also a very outside chance that a station might be placed in the Cherryhinton turnaround area.

There will have to be some compulsory purchases in the area and along the whole of the track, these will be advised as the scheme progresses.

The main impact to Teversham will be vehicles that will be used for the construction as these will be coming up A14 and along 1303, in addition to the Marshalls development, Springstead and Park and Ride the amount of construction traffic will have an impact on the village area. If vehicles start to go through the village it will be a big disturbance to everyone and the noise of the construction.

I was told that the main construction would be done by track laying machines that do not use the roads, but materials will be brought in by road along our route otherwise it means going through the city.

There was a lot of material on display for people to take and I collected a lot more information, however the main bulk of the information is in the EWR website

<https://eastwestrail.co.uk/consultation2024#block-1943>

They have various consultations over the next couple of months all over Cambridgeshire and Bedfordshire, the next in our area is Clayton Hotel 18 Jan 12 - 5 and then St Andrews in Cherryhinton 21 January 2 - 7. It would be good to get as many people from our area as possible to these and then encourage everyone to complete the feedback form, which is unfortunately only online. However maybe those of us that can could download and print off the form and help others to complete.