



## THERE IS NO ECONOMIC CASE FOR EAST-WEST RAIL CS3 BEDFORD TO CAMBRIDGE

Analysis by Cambridge Approaches - <https://cambridgeapproaches.org/>

1. It is vitally important that growth in the Cambridge area happens **sustainably and with clear benefits to local residents**. Substantial and appropriate investment in transport and other infrastructure will be needed.
2. **East West Rail Company's (EWRCo's) proposals for CS3** do not proceed from a coherent, evidence-based, objective analysis of current constraints and policy options, **do not address the real issues and offer extremely poor value for money**.
3. **There is no compelling business case for the railway either for a private investor or for the taxpayer**. This now seems to be accepted by EWRCo. and they therefore appeal to poorly-specified 'wider economic benefits' or 'transformational' change. The National Audit Office Report called on EWRCo to show how the benefits will be delivered. We believe this would be hard because most of them are illusory.
4. **EWRCo fail to provide evidence (as opposed to generalities) about how their proposal will generate agglomeration effects either in Cambridge or across a wider area**. Adding up the incomes or Gross Value Added (GVA) of assumed new residents who would otherwise live somewhere else does not represent a net addition to the UK's economic output, productivity or tax receipts.
5. The reversion to the Cambridge Econometrics (CE) Report baseline scenario after the February 2022 DLUHC Levelling Up White Paper invalidates claims of a clustering effect for EWR and the OxCam Arc. They are invalid because the CE Report makes no such claims for its baseline scenario. The clustering effect attributable to EWR in a transformational scenario is also likely to be very small.
6. EWRCo's current justification seems to rest on (i) EWR being a justification for **massive green-field housing** development at Tempsford and at Cambourne; (ii) supporting **the growth of the Cambridge Biomedical Cluster**.
7. **Tempsford and Cambourne at this scale will not generate modal shift away from cars to public and active transport. Quite the reverse – it will lead to a huge increase in car journeys, air pollution and congestion**. The percentage of people in the assumed EWR dependent housing actually using the railway is so low that it is irresponsible to site the houses in a location driven by the railway. It will lead to overloaded road infrastructure and trips that could have been avoided with a more holistic plan. EWR on its own has a hopeless business case, EWR with dependent houses will make the roads much busier and still have no business case.



8. **The job numbers posited for Cambridge Biomedical Cluster (CBC) are not sourced and are unrealistic.** Biotech-sciences has moved towards low human input/high value output discovery research modalities through use of AI and automation genomics computing and other technology. Life-sciences growth is not concentrated purely at CBC and is distributed across the Cambridge region. EWR does little or nothing to improve local connectivity.
9. Our own analysis, based on EWRCo and public domain data shows that **the embedded carbon from construction of the Bedford to Cambridge section (CS3) outweighs the CO2 benefit of modal shift from road by a large margin.** Adding the CO2 emissions from the assumed EWR dependent housing makes this balance considerably worse and we estimate that the net effect of the completion of EWR to Cambridge would result in around 8.3 MTCO2e net emissions.
10. The **£8 billion** currently estimated to complete EWR stages CS2 and CS3 (most of which will be spent on Bedford to Cambridge) is a wasted opportunity **which can be better spent both improving access and connectivity in the Cambridge area and in supporting national projects which offer a better economic return and/or help achieve ‘levelling up’ aims and reduce spatial inequality.**
11. **EWRCo have failed to integrate their proposals with other bodies and strategies responsible for planning in the region.** EWRCo’s proposals do not align with the Greater Cambridge local plan. Taken together, they are over supplying and building housing and transport in different places to do so. There is also a disconnect between EWR and current Government (DLUHC) plans for Cambridge 2050.
12. EWRCo anticipates running a small number (four per day) heavy freight trains on its CS3 line and onwards towards the East Midlands. To do this **large parking loops will be needed for the freight trains to wait for up to an hour.** Given the proposed gradient, **freight trains may fail to make the ascent, and cause major congestion and service failures.**
13. **The proposed CS3 Southern route lies through precious highly productive farmland, which will be lost to production.** EWR CS3 core section will disrupt a land corridor 500m wide and 50km long.
14. **EWRCo has failed to engage in meaningful ways either with elected representatives or with the general public.**
15. Independent Challenge to the Case for EWR is urgently needed. **In view of the evidence, Government should:**
  - i. **Immediately pause all activity with regard to EWR CS3**
  - ii. **Put in place an independent review of the case for EWR CS3**