

Consultation Response: EWR Consultation
Great Wilbraham Parish Council Response: 25 June 2026

1 Introduction

I write this response to East West Rail (EWR)'s proposals as Chairman of Great Wilbraham Parish Council (GWPC) and representing the views of Great Wilbraham residents.

The Parish Council received notification of EWR's proposals and consultation exercise in mid-April 2026. This was the first occasion when we became aware of the preferred development of the Eastern Train Care Centre (TCC) off Wilbraham Road in Fulbourn. In subsequent days Councillors attended a public meeting (25/4) and online meetings with EWR representatives, and hosted an in-person presentation and discussion with representatives at our Annual Parish Meeting on 18 May 2026. The proposals and our response were also discussed at our Highways, Transport and Cycleways Committee on 27 April, and at our Parish Council meeting on 26 May 2026. The Parish Council worked closely with our village informal Transport Working Group (TWG) who helped in the collation of evidence and data and the drafting of this response. We also considered responses from our Wilbrahams Environment Group and from neighbouring Parish Councils, including Fulbourn and Little Wilbraham & Six Mile Bottom.

Whilst we are supportive of the overall aspirations for an East West Rail service, we strongly oppose the current proposal to build the Eastern Train Care Centre (TCC) on Wilbraham Road, Fulbourn.

Our objections are based on:

- a. Our finding of erroneous assertions about the site access route made by the EWR team in the Option Appraisal document which compared the Fulbourn and Foxton options¹
- b. Our understanding that no technical appraisal of the access route has been undertaken and our local knowledge of the access route for the site which passes from the A11 through Great Wilbraham village to Fulbourn
- c. Village engagement with traffic matters and residents' strong concerns about the impact of construction and maintenance traffic
- d. Environmental, heritage and other general concerns about this site

Whilst we maintain our objections to the siting of the TCC in Fulbourn and the impact on our village, in response to your further questions, we also set out:

- a. Requirements for route improvements prior to construction if Fulbourn is the preferred option
- b. Potential benefits for the village as compensation for damage and disruption caused by the development

To comply with your consultation process, which initially gave us 8 weeks to respond to the proposal for the Fulbourn TCC, this response has been assembled rapidly. Our ability to do so has rested on more than five years of Great Wilbraham's engagement with problems of HGVs on the A11 to Fulbourn route and traffic through the village. This has involved collection of both quantitative and observational data by an established group of committed village residents. As part of the process, we also asked EWR to provide further detail on how the Assessment Factors relating to the TCC sites were investigated, measured and scored. We note that the EWR response provided no detail beyond the headline material in the publicly available Option Selection Report.

Overall, the fact that there was no prior consultation on this proposal has shocked us, particularly as it became clear from attending officers that no 'on the ground' appraisal had been undertaken, either of the site or its access.

We do, however, thank EWR for giving Parish Councils an extension of the response time limit.

¹ Cambridge Eastern Train Care Centre Option Selection Report. April 2026

2 Erroneous assertions about site access in the Option Appraisal document

We refer here to the EWR Option Appraisal document and in particular note:

Section 3.1 Location identification. Six parameters were assessed by technical experts. This included: *Does the surrounding road network provide suitable access to the site?*

Section 4.36 and Table 8 which assessed deliverability.

The document notes that *'Access to the site is a concern as the road access is via smaller B roads (agricultural HGVs are accessing the area). Construction traffic numbers may be a concern, with the routes going along residential roads. Nearest access to the SRN is the A11'*.

This is factually incorrect: the roads used to access the route are unclassified (Mill Road, GW), or classified unnumbered roads -sometimes termed C roads, (roads through the village and Wilbraham Road)². This lack of A or B classification status strongly suggests that the expected use of these roads is expected to be for local connections³. Further, no account is made of the fact that construction traffic will need to travel 2-3 miles along these roads, including through the centre of Great Wilbraham, and the particular problems of that route which we document further in Section 3 and Annex A.

3 The Proposed Route for Construction Traffic

Following discussions with EWR officers, we understand that no technical appraisal of the suitability of the access route to the Fulbourn site from the A11 via Great Wilbraham has yet been made. This understanding is substantiated by the comment in the EWR Option Selection Report (section 4.36) that *'Further traffic and transport analysis of impacts will be required'*. We question, therefore, how it is possible and whether it is justifiable to have selected Fulbourn as the preferred site for the TCC without having already assessed whether the route was physically possible for large loads and could safely be used **even with substantial upgrades**.

With our knowledge of the route and the dangers and difficulties of HGVs that currently use it to access the industrial site in Fulbourn, we argue that the route is currently unsafe. There is already considerable HGV traffic. On a relatively quiet day (23 June 2026) a survey undertaken by residents between 7 am and 7 pm counted 120 HGV vehicle movements at the Mill Road/High Street junction. Even with substantial mitigation we do not believe that some sections of the route, such as the junction between Mill Road and High Street Great Wilbraham, could be reengineered sufficiently to ensure practicality for large loads whilst also being safe for residents and other road users.

The route from the A11 'Wilbrahams exit' to the proposed TCC takes HGVs along: Mill Road - a poor quality, unclassified road into our village with narrow, unprotected bridges over the railway line (and an older decommissioned line); High Street, Frog End and Station Road Great Wilbraham –village roads with narrow or non-existent footpaths, significant pedestrian usage, several houses close to the carriageway with no verge protection, and parked cars outside houses; Wilbraham Road (to Fulbourn) – a classified unnumbered road with two significant blind bends, too narrow in a number of places to permit HGVs to pass, poor road edges, the presence of cyclists and pedestrians, and, at the parish boundary between Great Wilbraham and Fulbourn, a small, narrow, single carriageway bridge built in 1863 over a stream - the bed of the old Great Wilbraham River and adjacent to Herrings House.

We assert that the use of this unsuitable route for a large number of heavy construction vehicles represents a severe danger to our residents, including pedestrians, cyclists, horse riders and other vulnerable users, as well as car-drivers and will have a serious impact on the quality of life of all householders and users of the village streets.

² <https://www.findmystreet.co.uk>

³ Department for Transport. Guidance on Road Classification and the Primary Road Network.

In Annex A we provide a detailed map and description of the access route, and our evidence of its unsuitability, which includes pictorial and anecdotal accounts of road structure, condition and serious threats to safety.

4 Views and concerns of Great Wilbraham residents

GWPC has been very active in the past 5 years in addressing concerns about the increase in the number of vehicles passing through the village. It has been very noticeable that many large HGVs use the village as a cut-through between the A14 and A11. We have been responsive by securing several Local Highways Improvements (LHIs) for the installation of 40mph buffer zones, reduction of the speed limit to 20mph, the installation of double yellow lines on blind bends, the erection of mobile vehicle activated signs (MVAS) and other measures to calm the traffic.

To gauge residents' views on the EWR consultation, we undertook a survey in May 2026 and provide a report of this in Annex B. Our response rate of 24% indicates substantial engagement with our population. Results showed that an overwhelming number (93%) of those who responded had specific concerns about the routing of HGVs through Great Wilbraham with 89% considering that the route could not be navigated safely.

Taken as a whole, the survey responses present a clear and consistent picture. Residents overwhelmingly believed that Great Wilbraham's road network is unsuitable for the scale and duration of construction traffic proposed by East West Rail. There was widespread concern about safety, road damage, impacts on homes and village infrastructure, environmental effects, and loss of rural character.

Many respondents felt that the community had only recently become aware of the implications of the proposal and that consultation had come too late in the development process. The strongest common recommendation was that East West Rail should prioritise rail-based logistics and alternative access arrangements that avoid village roads altogether.

While some residents identified potential community benefits that could mitigate impacts, the prevailing view was that no package of compensation would properly address the disruption and risks that many believe the proposal would bring to Great Wilbraham.

5 Environmental, heritage and other general problems of selecting Fulbourn as the location of the Eastern TCC

We agree with and support our neighbouring parish councils' opinion that a development of this kind in a village the size of Fulbourn is wholly inappropriate. Fulbourn Parish Council made a range of observations with which we agree. We highlight here those that are also applicable to Great Wilbraham.

The environmental impact of the construction and subsequent operation of the TCC will be enormous. The proposed Green Belt TCC construction site sits within and adjacent to areas of water dependency. The chalk streams that flow or are fed from the site will be compromised, including the Great and Little Wilbraham Rivers; their natural habitats will be lost.

The impact on the local community will be considerable. Residents who are already significantly affected by HGV traffic associated with the Herba Mill, Queens Farm business park and the other businesses that have been permitted to develop on the Eastern side of Fulbourn, will suffer additional noise, light, smell, pollution and disruption. The development will bring few, if any, benefits to local residents.

We think the selection of Fulbourn is the result of the placing of financial and operational benefits, when compared to the Foxton sites and other places, above the design principles of environment, carbon, climate resilience and the effect on the local community.

6 Requirements for improvements of the route prior to construction

Based on our understanding of the current deficiencies in the access route (as set out in Section 3 and Annex A) we strongly recommend that, if the proposal to use the A11 to Fulbourn via Great Wilbraham access route remains within the Development Consent Order (DCO) application, several improvements must be made before the TCC construction begins. These include:

- a. Lengthening of the slip roads off the A11. Currently vehicles using the short slip roads to exit the A11 must reduce speed very quickly to be able to enter and then exit the sharp 90-degree bends safely. Numerous accidents have taken place because drivers are reluctant to slow down whilst on the main carriageway, for fear of being hit by vehicles driving behind them. The broken state of the chevron signs on either side of the main road is testament to that fact.
- b. Improvement of the approaches to the single-carriageway bridge over the A11, which are in constant need of repair. The tarmac is churned up by heavy lorries because the approaches to the traffic lights governing the right of way entail sharp turns and the negotiation of a steep incline.
- c. Elevation of the status of Mill Road and Wilbraham Road to B class so that they come within Highways classification as 'roads intended to connect different areas and to feed traffic between A roads and smaller roads on the network'. This should then guide the appropriate level of construction and maintenance, which, we would expect should include attention to the matters listed in Paragraphs e-j below
- d. The imposition of a "No Access to HGVs except for access" restriction on Mill Road, to replace the current "Not suitable for HGVs" advisory notices. This would reduce the total number of HGVs by removing those simply using the road as a 'through route' and only allowing those requiring access to local sites to use this road.
- e. Widening of Mill Road along its entire length to enable HGVs to pass each other without mounting the verges. This will required upgrading, stabilisation of the road edges which should be defined by kerb stones, and a centre line. This would also reduce the danger and inconvenience when cars encounter HGVs.
- f. Replacement of the current railway bridge on Mill Road by a bridge of sufficient width and load capacity to enable two 44-ton HGVs to pass whilst over the railway line.
- g. Strengthening of Mill Road along its length with to provide greater protection of underlying utilities (water, sewage and electricity)
- h. Modification of the current Mill Road/High Street junction by a layout that would enable HGVs to turn out of and into the High Street without needing to use both carriageways and, in the case of articulated vehicles, mount the pavement. This should require recognition of the sensitivity of modifying 'The Triangle', which is an important biodiverse and attractive green area.
- i. The provision of a safe cycle route along Wilbraham Road to Fulbourn. This would require acquisition of further land beyond that required for road widening, as the cycle route should be completely separate from the road.
- j. Replacement of the current 'Herrings House bridge' on Wilbraham Road to strengthen and widen it and to ensure good visibility for traffic from either direction.

7 Potential benefits for the village as compensation for damage and disruption caused by the development

The development and operation of a TCC at Fulbourn would undoubtedly entail much disruption and change to Great Wilbraham over a long period, particularly during the 3-year construction phase. Most residents would prefer to avoid this completely but, if this option is chosen, the worst effects could be mitigated by generous compensation for the village.

- a. Most importantly would be some ability to benefit from the rail travel itself:
 - i. A railway station with parking and cycle access at Fulbourn or Six Mile Bottom
 - ii. Parking and improved bus access to Cambridge Station, particularly the proposed new Eastern entrance to the station, and to the new Cambridge East station
- b. Pedestrian and cycle routes from Great Wilbraham – including routes to Bottisham as well as to Fulbourn (which should be a requirement of the development). These should be separated from the road carriageway.
- c. Further support and extension of bus routes to enhance the public transport options from Great Wilbraham (at present we only have an hourly service 7 am to 7 pm).

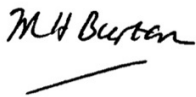
8 Support for alternative option at Six Mile Bottom

Finally, Great Wilbraham Parish Council would like to strongly support the alternative site proposed by Little Wilbraham and Six Mile Bottom Parish Council for the TCC at Six Mile Bottom in its response. The Council's arguments about advantages of this site, including land availability, ready access for construction via the A11, an integrated cycle route – and ultimately the potential for a Parkway Station at Six Mile Bottom, are persuasive and would provide real benefits to residents of Great Wilbraham whilst causing little disruption during construction or operation.

9 Summary and Conclusions

The Parish Council is strongly opposed to the current proposals for development of a TCC at Fulbourn. This reflects the opinion of all our members of our Council based on long understanding of traffic and HGV problems in the village and the opinions of village residents as gathered through a bespoke survey.

We believe that Fulbourn is totally unsuitable for the siting of the Eastern TCC, and suggest that alternative sites, now owned by Great British Railways, be explored. That should include consideration of both current and disused railway depots located, by definition, on brownfield sites.



Hilary Burton
Chairman, Great Wilbraham Parish Council

25 June 2026

Annexes

- A. A map of the route of construction traffic between the A11 and Fulbourn, annotated with reference to photos and descriptions of problems along this route
- B. Great Wilbraham Residents Survey (April 2026)

Annex A

In the EWR consultation meeting held at Fulbourn, a map was made available showing the proposed route for HGVs carrying construction materials and spoil between the A11 and Fulbourn. An accompanying document stated:

“The routes to the A 11 are via rural/residential roads and lanes where interaction with the public is unavoidable.”

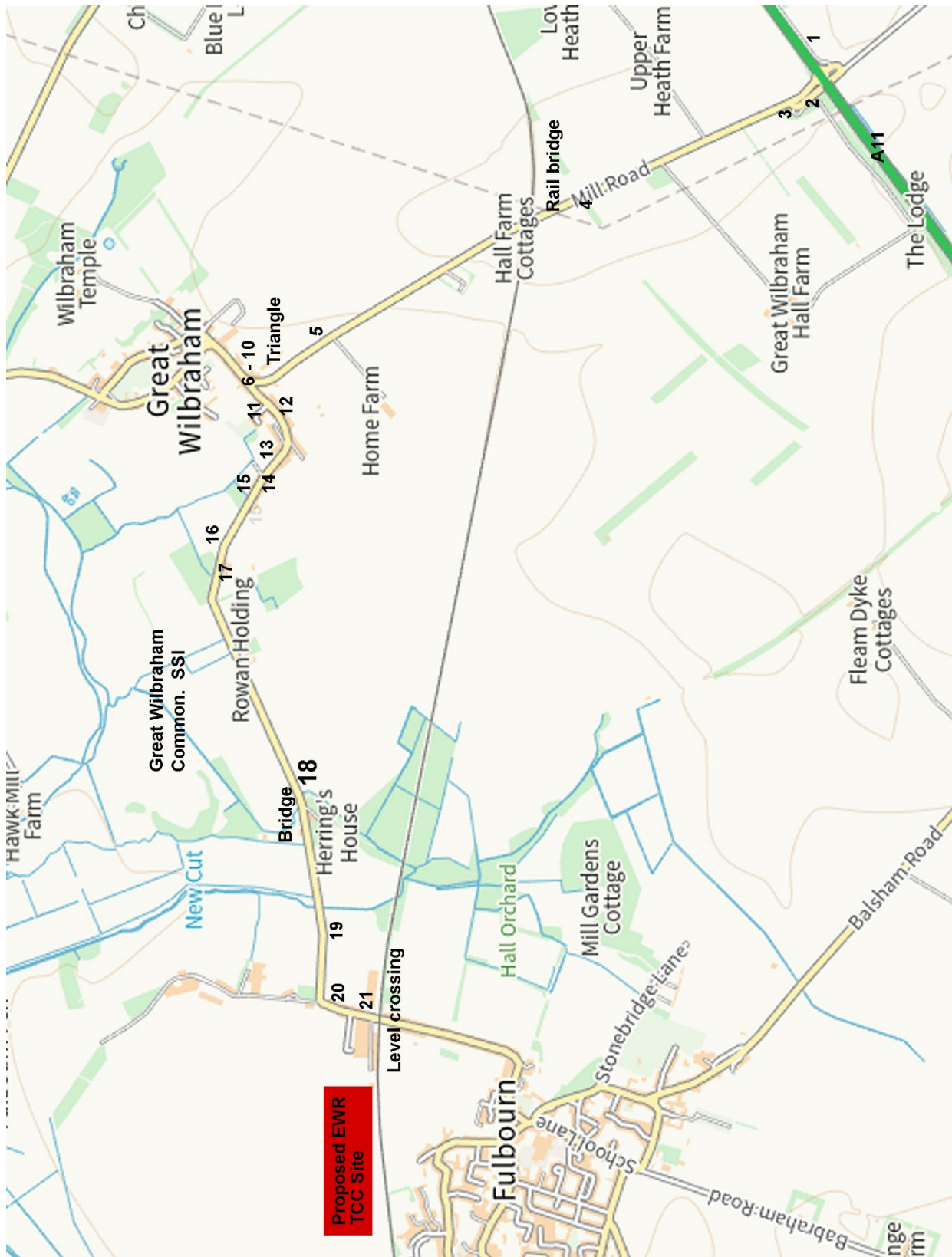
A bald statement of fact - although there was only one route shown - and a statement which gives no thought to the effect of that interaction with the public. Nor for that matter was there any consideration of the safety or suitability of the route. This is not surprising since none of the EWR representatives present at the consultation to discuss the route had driven along it.

All the roads included on this chosen route are classified unnumbered (Class C) or unclassified narrow rural roads unsuited to carrying HGVs. One of these roads, Mill Road, is even sign-posted as being unsuitable for HGVs. Put simply, an HGV has difficulty passing any other vehicle on these roads, and two HGVs are unable to pass each other without mounting the soft verge. The route also includes two narrow Victorian bridges without crash barriers or impact containment systems and the strength of which is the subject of local argument.

A more serious concern is that the proposed route goes through the rural village of Great Wilbraham. HGVs would travel through the village on a narrow road with only one or no pavement for much of its length. There is a junction at the end of Mill Road where long lorries cannot turn safely; they cannot stay on their own carriageway and are often caused to mount the pavement or drive over the verge. The road through the village is flanked by listed buildings already suffering from the vibration and noise of heavy vehicles. In many places, there is of necessity on-street residential parking that reduces the operational road width to a single lane.

This Annex will draw more detailed attention to the dangers and difficulties of the chosen route and will show that it is its unsuitable for any increase in the number of HGVs using it. It includes an annotated map and photographs illustrating, without limitation, some of the principal danger spots and difficulties for HGVs and the dangers they will cause to other road users and pedestrians.

A map of the proposed route for HGVs travelling to the EWR site from the A11 to Fulbourn via Mill Road, Great Wilbraham during the construction phase. The map is annotated to show the site of photographs which follow.



1.		Bridge over A11 All traffic entering Mill Road drives under or over the single carriageway bridge spanning the A11. Cambridgeshire County Council concedes that the slip roads onto and off the A11 are too short for HGVs for vehicles to turn safely. The bends off the A11 are also very sharp. Traffic incidents are frequent.
2.		Overshooting the entry to Mill Road This horsebox travelling eastwards on the A11 turned into Mill Road on the short slip road and failed to manage the sharp bend. It crossed the highway and ended in the hedge. Similar incidents are common. The bollards in the centre of the junction which can just be seen at the right of the photo are frequently knocked down. The short exit slip road is also visible.
3.		Exit from A11 bridge onto Mill Road Mill Road is a long straight road, but it is a narrow rural road already signed as 'Unsuitable for HGVs' with a further sign warning of 'Soft verges for 2 miles'. The road is only 4.6m-5.6m wide, just sufficient for two cars to pass, difficult for a car and HGV to pass (most car drivers will stop), and impossible for two HGVs to pass since they will require a minimum of 6m. The edges of the road and verges are already being destroyed.

4.		Railway bridge on Mill Road This mid-19th-century railway arch bridge has no crash barriers or impact containment systems. It is wide enough for just one vehicle at a time. The Great Wilbraham Transport Working Group is concerned that the bridge may not be sufficient for 44 tonne HGVs and car transporters. This is a matter which continues to be discussed with Cambridge County Council and the railway authority.
5.		Services under Mill Road Mill Road was laid out for horse-drawn traffic but now water and electric services run under and by the road for its whole length. Mill Road can barely protect the services from the current weight of HGVs, and frequently it cannot do so. Water services have been fractured 3 times in recent years as the result of punishment by the volume of HGVs driving over them.
6.	 The junction between Mill Road and High Street is a grass triangle and an accident black spot. The house in the photo is Grade II listed and is shaken by every HGV that turns into or out of High Street. It has been flooded twice from broken water mains.	 The turning circle for HGVs and other long wheel-base vehicles travelling between Mill Road and Fulbourn is too tight for vehicles to stay in the correct lane or even on the highway.

7.		Mill Road / High Street Junction An HGV intending to turn from Mill Road onto High Street towards Fulbourn meets an HGV travelling in the opposite direction towards the A11. One vehicle must mount the pavement and verge. There have been several instances of HGVs exiting Mill Road like this one damaging the roof and guttering of the building on the left.
8.		Mill Road / High Street Junction A typical turning problem for an HGV. In order to navigate from Mill Road towards High Street, it must enter the offside carriageway where it meets a car wanting to turn towards the A11. Cars entering Mill Road on the far side of the triangle will be unable to get by and a traffic jam results.
9.	Problems of turning out of Mill Road onto High Street. The corner is too sharp for the turning circles of HGVs. Lorries use the off-side carriageways to leave Mill Road and into High Street. They mount the pavement and brush the hedge. Just out of sight behind these HGVs is a vulnerable electrical sub-station.	

10.	 20 Oct. 2024. - Parking on High Street by junction with Mill Road.	Mill Road / High Street Junction Cars parking on High Street by the triangle further reduce the turning circle for HGVs entering High Street from Mill Road towards Fulbourn. As can be seen, Great Wilbraham remains a country village with its own rural character. More HGVs on its roads will only serve to destroy that character.
11.	 3.03.21 High Street. Transporter mounting kerb and AAH van following through.	High Street just after Mill Road Junction A car transporter, travelling to Queens Farm, Fulbourn (see photo 20) has difficulty in passing a parked vehicle and mounts the kerb. A frequent and dangerous manoeuvre. The AAH van is also travelling to Queens Farm
12.	 29.01.2021 Car transporter and TDW - CV passing up High Street. White parked in front of the scene.	High Street A car transporter and an HGV pass slowly and carefully on High Street in the village. There is barely passing room. There is pavement only on one side of the road.

13.	 24.3.25. Congestion - Frog End	Frog End Congestion caused by HGVs and an agricultural vehicle trying to pass each other. Great Wilbraham lies in the middle of farmland, and agricultural vehicles coming through the village are common sights. The road is not wide enough, and the informal footpath is used as if to widen the road. The building behind the yellow HGV is a Grade II listed barn.
14.		Frog End This the view of Frog End facing away from Fulbourn in the opposite direction to that in the previous photo 13. There is a narrow footpath only on one side. Parked cars along Frog End are usual because of the absence of off-street parking spaces and garages. This parking effectively makes Frog End a single lane for much of its length.
15.	 11.7.22 Station Road	Station Road Station Road is the continuation of Frog End. There is no footpath, and as can be seen, parked cars reduce the width of the available road. Car transporters from Queens Farm (see Photo 20) as here are frequent users of this road. These and other HGVs cause continual nuisance and damage to the Grade II listed buildings on the right of the photo. Old cottages built close to the road are common in the village.

16.	 17.6.21 Wilbraham Road. Lorry and HGV passing.	Station Road Station Road is another narrow rural road into and out of the village. The direction of the photo is from Fulbourn towards Great Wilbraham, and was taken just outside the village. It shows another instance of two HGVs being unable to pass safely on a country road.
17.		Station Road The continuation of Station Road ends in a sharp blind bend into Wilbraham Road. This is the location of the recently restored former home of Edward Bond, playwright and poet, who reported many near misses with vehicles coming around the bend from Fulbourn. Indeed, a lorry over-shot the bend and destroyed the chevron barrier located there as a warning. The parked car, a frequent sight and one which makes the bend even more dangerous, at the beginning of a public footpath at the entrance to Great Wilbraham Common, an SSI.
18.		Wilbraham Road, Herring's House Bridge. The car in the photo is approaching Herring's House Bridge, built in 1863. This is a single lane bridge on a blind bend. It is wide enough for one car at a time, but barely wide enough for an HGV. It's weight-bearing capacity is under discussion. There are no crash barriers or impact containment systems. It is the site of several accidents including that of a District Councillor whose car was written off.

19.	 29 Dec 2025. Van in ditch at approx. 3.30pm. Wilbraham Road approaching Fulbourn.	Wilbraham Road, approaching Fulbourn. Evidence that the road is too narrow for large vehicles to pass safely. The width of the breakdown vehicle, similar to that of an HGV, takes up half the carriageway.
20.		Wilbraham Road, Queens Farm The entrance to Queens Farm is on the corner of Wilbraham Road. The entrance to the proposed EWR TCC, must be between here and the level crossing shown in Photo 21. Queens Farm is a working farm with agricultural machinery, and is also home to Queens Business Park, an industrial site which includes: - storage for 250 cars carried to and from the site by long car transporters; - Grain storage for the nearby Herba Food Mill. Grain is delivered and transferred by HGV; - A pharmaceutical distribution centre with a large fleet of distribution vehicles, one of which can be seen in distance. This entrance, on a blind bend, is already a major source of congestion. Taken together with the following photo, it is difficult to see how an entrance for HGVs carrying construction materials and spoil can to the proposed TCC site can safely be located here.

21.



9.12.21 Fulbourn. HGV parked on pavement by level crossing, obscuring warning light. Driver may have been phoning, but not good place to stop.

Wilbraham Road, Fulbourn

The first two photos show the final stretch of road between Queens Farm (Photo 20) and the level crossing. The access to the proposed TCC will be along this already congested stretch of road. In the distance can be seen the level crossing. On the left are HGVs turning into the site of S&B Herba Foods Limited which mills and packs grains of various sorts. It is a large site which has recently been expanded. HGVs enter and leave this site continually and a large proportion of these vehicles come through Great Wilbraham. Herba also stores grain at Queens Farm from where it is transferred by HGV.

On the right are entrances to business parks, Fielding Industrial Estate and Station Yard. The proposed TCC will lie behind these. One of these drives also provides access to the agricultural merchants Ernest Doe, suppliers of agricultural machinery of which some, such as combine harvesters, are very large. Much of this is carried or driven through Great Wilbraham.

The business parks are home to several businesses including a roofing company, glass supplies, scientific instruments and garage services. On the left and right of the second photo can be seen bus stops.

The bottom photo shows an HGV parked at the level crossing, probably waiting to reverse into the mill.

This short stretch of road is already at capacity and the site of much vehicle congestion.

Annex B

East West Rail Great Wilbraham Residents Survey (May 2026)

1 Introduction

In May 2026 a survey was undertaken by Great Wilbraham Parish Council to understand residents' views on the proposed East West Rail (EWR) Train Care Centre (TCC) at Fulbourn and the associated construction traffic expected to pass through Great Wilbraham (GW).

The survey received 95 responses representing **116 individuals**, approximately **24% of the adult population of Great Wilbraham** (based on an estimated adult population of 485–500 residents derived from the 2021 Census). This represents a notably high level of participation for a village consultation and indicates high community engagement with the proposals. It provides a substantial evidence base for assessing residents' views on the proposals.

The responses revealed a high degree of concern across multiple aspects of the proposal, particularly regarding road safety, infrastructure suitability, environmental impacts, and the adequacy of consultation.

Although respondents expressed a range of opinions, there was remarkable consistency in the issues raised. Residents felt that they had suffered and been at-risk for many years because of vehicles using the village as a through-route. This would be made far worse by numerous construction vehicles over a time-period that was likely to exceed that stated by EWR. The dominant sentiment was that Great Wilbraham's roads and infrastructure are unsuited to the scale of construction traffic envisaged and that residents have not been adequately informed or consulted throughout the development process.

2 Awareness and Consultation

a) Low Awareness Prior to Recent Communications

A significant number of respondents (61) reported that they had no prior knowledge that the East West Rail project would have any impact on Great Wilbraham before receiving the survey. Even for those with prior knowledge, this was very recent, mainly through the media in April or May 2026.

While some residents were generally aware of the wider EWR project, they were unaware that:

- A Train Care Centre was proposed at Fulbourn.
- Construction traffic could pass through Great Wilbraham.
- Village roads were being considered as construction routes.
- The proposals had progressed to such an advanced stage.

Many respondents stated that they only became aware of the issue during spring 2026 through:

- Parish Council communications.
- The Annual Parish Meeting.
- Local Facebook and community groups.
- Village petitions.
- Leaflet drops.
- The Fulbourn consultation event.

b) Concerns Regarding the Consultation Process

A recurring criticism was that residents had not been informed sooner.

Respondents questioned why a project that had been under development for over five years had only recently come to the attention of affected communities. Several comments suggested that the consultation process appeared reactive rather than proactive, with residents feeling they had insufficient time to understand the proposals and formulate informed responses.

There was a strong perception that EWR had failed to consult directly with residents and local councillors earlier in the 5-year development period, local communities had been brought into the discussion at a late stage, after key decisions may already have been made and the consultation window was too short for a project of this magnitude.

3 Concerns About Construction Traffic

It was felt that, overall, the process of developing these proposals had been inadequate as it was clear that insufficient on-site surveys had been carried out and existing road constraints had not been assessed. Residents felt that a detailed route and infrastructure assessment must be undertaken before any construction traffic was permitted.

a) Overwhelming Concern About HGV Movements

The proposed use of HGVs to transport construction materials and spoil through the village generated the strongest response in the survey with 93% being concerned about the routing of HGVs through the village during the construction period. Most residents considered the prospect of three years of heavy construction traffic to be unacceptable and believed the impact on village life would be substantial. Asked specifically about safety 89% of residents considered that the route could not be navigated safely by HGVs.

b) Traffic Volume and Duration

Respondents were concerned not only by the size of individual vehicles but by:

- The frequency of vehicle movements.
- The prolonged three-year construction period.
- The cumulative impact of repeated HGV movements over time.

Many feared that temporary disruption would effectively become a long-term feature of village life.

c) Existing Traffic Problems

A common observation was that local roads are already experiencing difficulties from existing HGV traffic associated with agricultural and industrial activities.

Residents reported:

- Increasing numbers of large lorries.
- Existing congestion at key points.
- Frequent near misses.
- Progressive deterioration of road surfaces.

Many felt the road network is already operating beyond its intended capacity.

4 Road infrastructure and route suitability

a) Narrow roads

The most frequently repeated concern throughout the survey was the physical width of village roads. Respondents consistently described roads such as:

- Mill Road
- Station Road
- Church Street
- Frog End

as being unsuitable for large construction and spoil vehicles.

Residents noted that:

- Two HGVs cannot safely pass.
- HGVs often need to mount verges – destroying the edge of the carriageway, natural verges and hedge bases.
- Cars frequently need to reverse or pull onto verges.
- Existing road widths leave little margin for error.
- On street parking at many locations further reduces the road width and creates ‘choke points’.

b) Junction constraints

The Mill Road / High Street junction emerged as perhaps the single most frequently mentioned location. Residents described it as completely unsuitable for HGV's - a very dangerous corner for pedestrians and normal vehicles encountering buses, HGV's and farm traffic:

- Difficult for normal traffic.
- Poorly aligned for long vehicles, inadequate turning circle.
- Having limited visibility.
- Unsuitable for articulated vehicles.
- Electrical sub-station at the junction.
- Potholes due to unsuitable surface.

It was observed that, already large vehicles encroach onto opposing carriageways and mount the opposite pavement when negotiating the junction.

The A11 / Mill Road junction was also repeatedly highlighted due to concerns over:

- Short slip roads.
- Existing accident history.
- Increased turning movements.
- Queuing and congestion.

c) Bridges and pinch points

Numerous respondents identified bridges as major constraints. Particular concerns included:

- Bridges over existing and old railways (including the Victorian bridge over the line of the decommissioned railway track).

- Narrow bridge approaches.
- Absence of crash barriers
- Limited structural capacity.
- A blind bend on the bridge approach on the Wilbraham Road to Fulbourn.

Several residents questioned whether these structures were able to accommodate sustained heavy construction traffic.

5 Safety concerns

a) Risks to vulnerable road users

Safety concerns extended well beyond vehicle movements themselves. Respondents repeatedly referred to risks faced by:

- School children.
- Cyclists (the route is important for commuters and schoolchildren, particularly as there are limited public transport options connecting Great Wilbraham with Fulbourn)
- Pedestrians.
- Elderly residents.
- Dog walkers.
- Horse riders.

Particular concern was expressed about routes used by children travelling to school and residents walking within the village.

b) Cycling Safety

Cyclists were identified as especially vulnerable.

Many respondents noted that:

- Village roads are popular cycling routes.
- There is little or no segregated cycling infrastructure.
- Increased HGV traffic would significantly increase perceived danger.

Several residents feared that regular cycling could become impractical during the construction period.

c) Impact on Recent Safety Improvements

Some respondents highlighted recent village initiatives such as:

- 20mph speed limits.
- Traffic calming measures.

They argued that introducing large volumes of HGV traffic would undermine the objectives of these safety improvements.

6 Property, Infrastructure and Environmental Impacts

a) Property Damage

Many residents expressed concern about the effect of vibration from heavy vehicles on nearby properties. Specific concerns included:

- Structural cracking.
- Subsidence.
- Damage to older properties.
- Risks to listed buildings.

Several respondents reported that existing HGV traffic has already caused damage or disturbance.

b) Utilities and Services

Residents also highlighted the potential vulnerability of underground infrastructure, including:

- Water mains.
- Sewers.
- Gas pipes.
- Electricity cables.

There were concerns that increased loading could result in failures requiring costly repairs and causing further disruption.

c) Noise and Air Quality

Many respondents anticipated:

- Significant increases in traffic noise.
- Sleep disturbance.
- Dust generation.
- Reduced air quality.

For residents living directly on affected roads, these impacts were viewed as potentially severe.

d) Impact on Village Character

Respondents frequently referred to the rural character of Great Wilbraham. There was concern that prolonged construction traffic would fundamentally alter:

- The tranquillity of the village.
- Its attractiveness as a place to live.
- The overall quality of life enjoyed by residents.
- Property value – this would have a negative impact.

7 Views on Potential Road Changes

a) Opposition to Major Road Alterations

Responses reveal strong resistance to altering the local road network to accommodate construction HGVs, with many respondents arguing that the village road system is fundamentally unsuitable for this level of traffic. In particular, respondents opposed proposals that would require:

- Road widening.
- Removal of verges.
- Loss of green spaces including particularly the Mill Road 'triangle' junction with High Street.
- Permanent changes to road layouts.

Residents feared that such measures would permanently urbanise the village and encouragement for future HGV traffic while providing only temporary benefits for the construction project.

b) Alternative Access Routes

Where respondents accepted that changes might be necessary, suggested measures included:

- A new access road directly from the A11 or A14
- A dedicated link road to the grain store/TCC site.
- A bypass or ring road around the village.
- Improvements to strategic road links outside the village to reduce through-traffic.
- A temporary construction road across agricultural land to avoid village roads.

The underlying principle was that construction traffic should be diverted away from village roads wherever possible.

Some respondents suggested that if construction traffic cannot be avoided:

- The Mill Road/High Street junction should be improved.
- Key bridges may need upgrading or replacement and certain roads widening
- Street lighting and signage improvements.
- One way system.
- Restrict delivery times.
- Noise baffles, air purifiers, all buildings double-glazed, compensation for subsidence caused by HGV movements, more street cleaning
- Roads should be upgraded before construction begins and fully repaired afterwards.
- East West Rail should fund all associated road improvements and reinstatement works.

c) Strong Support for Rail-Based Solutions

Perhaps the strongest recurring recommendation was the use of rail transport for construction materials. Many residents questioned why a rail project was proposing to rely so heavily on road transport and argued that:

- Rail would reduce traffic impacts.
- Rail would be safer.
- Rail would be more environmentally sustainable.

8 Community Benefits and Compensation

a) Mixed Views on Compensation

While some respondents suggested possible community benefits, many rejected the concept entirely. The most common views were that:

"The disruption cannot be compensated for".

"The value of any fund does not compensate for the establishment of the rail facility".

"No compensation whatsoever would be acceptable if this goes ahead".

"Compensation is corruption".

"Sounds like bribery".

Some residents argued that compensation should not be used as justification for a project that they fundamentally oppose.

b) Suggested Community Benefits

Among those who proposed benefits, the most common suggestions included:

(i) Transport Improvements

- Dedicated cycle routes to Fulbourn, Bottisham and Cambridge including segregated cycle paths.
- Improved pedestrian links.
- Safer road crossings.
- Enhanced public transport services.

(ii) Rail Benefits

- A local railway station.
- Improved access to rail services.
- Better integration with Cambridge transport networks.

(iii) Road Improvements

- Full road resurfacing.
- Long-term maintenance funds.
- Junction improvements.
- Better pavements.
- Traffic calming systems

(iv) Environmental Projects

- Chalk stream restoration.
- Wildlife habitat creation.
- Green infrastructure improvements eg creation of a wildlife corridor connecting Great Wilbraham Common with Fulbourn Nature Reserve.

(v) Village facility upgrades

- Upgrade to local post office and shop into a community run facility, development of village recreation ground.
- Better public transport
- High speed digital infrastructure
- Improved parking near the school

(vi) Direct Resident Support

- Property compensation schemes.
- Rebated council tax
- Noise mitigation measures.
- Double glazing.
- Funding targeted at households most affected by construction traffic.

9 Conclusion and Overall Assessment

Taken as a whole, the survey responses present a clear and consistent picture. Residents overwhelmingly believe that Great Wilbraham's road network is unsuitable for the scale and duration of construction traffic proposed by East West Rail. There is widespread concern regarding safety, road damage, impacts on homes and village infrastructure, environmental effects, and loss of rural character.

Many respondents feel that the community has only recently become aware of the implications of the proposal and that consultation has come too late in the development process. The strongest common recommendation is that East West Rail should prioritise rail-based logistics and alternative access arrangements that avoid village roads altogether.

While some residents identified potential community benefits that could mitigate impacts, the prevailing view is that no package of compensation would fully address the disruption and risks that many believe the proposal would bring to Great Wilbraham.