



# NSC Councils Feedback Session- Bedford

Chair  
Chloe Smith

Friday 10<sup>th</sup> January 5pm-7pm



# 1. Welcome

# Agenda

## 1. Welcome

- Introductions
- Housekeeping

## 2. Introduction to the workshop

## 3. Update on the project

## 4. Update on Proposals

- Non-Statutory Consultation Proposals in Bedford
- Environment & Land Update

## 5. Design Feedback Sessions

- South Bedford & St Johns
- Bedford Station Area
- North of Bedford

# Introductions – Meeting the Team

- **Chloe Smith** – EWR Technical Partner Engagement Team
- **Rupal Patel** – EWR DCO & Engagement Manager
- **Mohamad Alserdare** – Bedford Area Manager
- **Jon Franklin-Ferrar** – Engineering Manager
- **Leah Barga** – Environment Manager

Please type in the chat your name and which area you represent



# Housekeeping

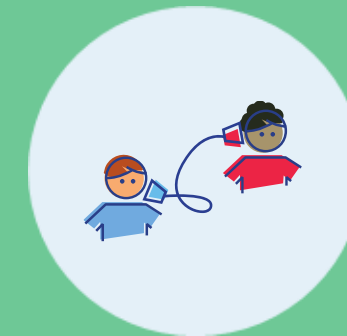
## Thank you for attending

This is a virtual meeting.

- This meeting is being transcribed to be used to produce the meeting summary note
- Please feel free to drop questions in the chat box/and or use the 'raise hand' function
- Please drop your name and area you represent into the chat box



Display your full name in username



Please use the mute function



Use the 'Raise Hand' function if you want to raise a point during the meeting



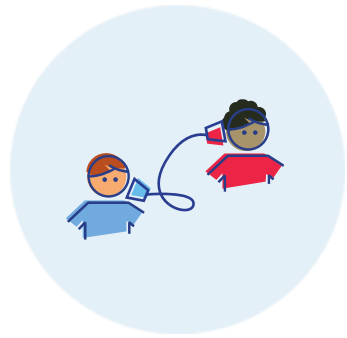
Please do put your camera on if possible



## 2. Introduction to the workshop

# Design workshops

## Purpose of this workshop



To discuss detail on the proposals within our non-statutory consultation and provide an opportunity for you to input into the design and feedback process, capturing issues or areas of concern, suggestions and area specific local feedback.



The workshops will be interactive, and we will be asking for feedback on various elements of the proposals throughout the session. Please do give your feedback and ask questions throughout.



The workshops are taking place within the consultation period to give us the opportunity to understand your feedback.

# Design workshops

## Terms of reference

### **Scope of discussions**

- We are seeking feedback on the design and optionality set out within the non-statutory consultation that is currently live. We welcome your feedback on:
  - Community benefits and impacts.
  - Land and property requirements.
  - Environmental and sustainability.
  - Construction and logistics.
  - Traffic and transport.
  - Door to Door Connectivity and Active Travel.
- Due to time constraints, we will not be discussing other route options shared historically, or any works outside the current scope.

### **Collecting feedback**

- We will be recording your feedback and issues raised and will consider these through our design change process.
- We will be sharing the feedback recorded with all attendees within 5 days of the session.
- The discussions within this workshop are in addition to the formal feedback mechanism of the non-statutory consultation (via survey or written response).



# Engagement with Local Authorities

**We have been delivering interactive design workshops in-person with local authorities throughout the non-statutory consultation period.**

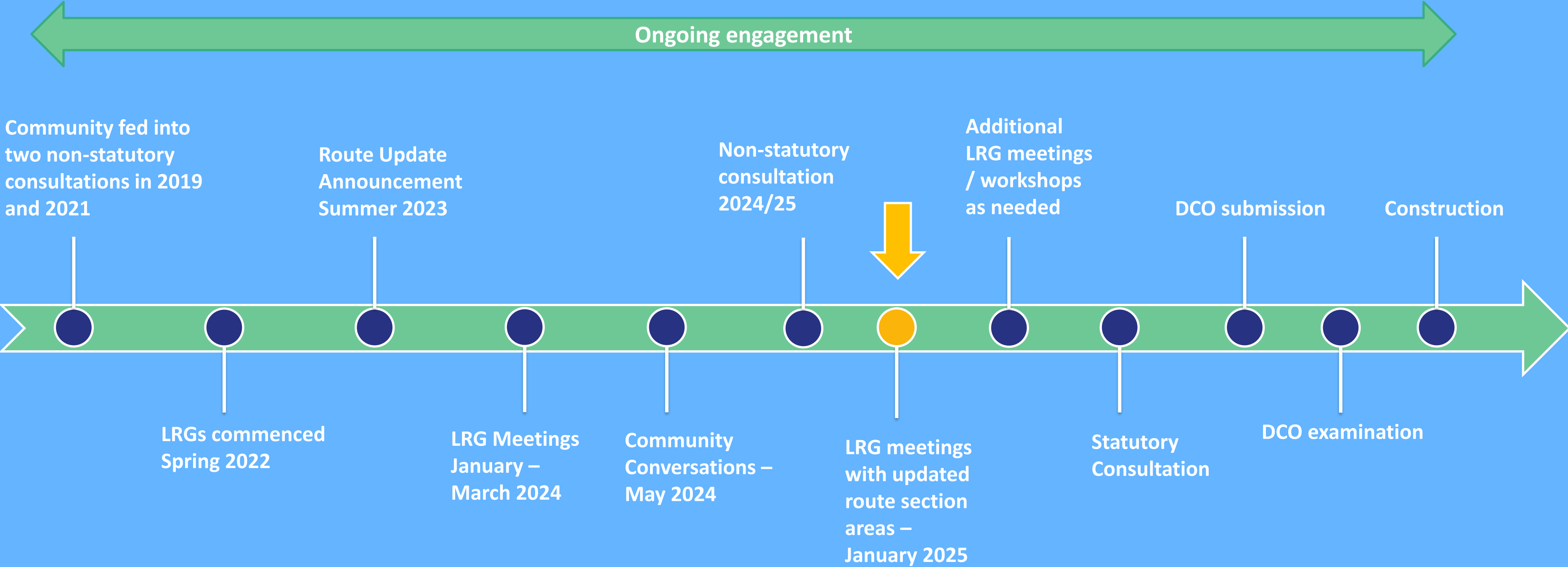
**On 3rd December we met with officers at Bedford Borough Council. Some of the key topics raised included:**

- Potential noise impacts of realigning the curve south of Bedford
- Concern around rebuilding of any road bridges (including Ampthill and Cauldwell St) due to impact on wider traffic and congestion in Bedford
- Bedford St Johns design and car parking – preference would be for station on the side of hospital
- Bedford Station rebuild - suggestion for an additional western entrance (not in scope) and discussions around provision of car parking
- Discussion on future use of properties on Ashburnham Road
- Opposition to 6 tracks – suggest to keep 4 tracks.
- Feedback on Stewartby Station and Tempsford Station.
- Discussion around viaduct and the A6 carriageway.



# 3. Update on the project

# Where we are in the process



# Non-statutory consultation so far

- We are now over halfway through our non-statutory consultation
- 10 in-person events held so far with over 3000 attendees
- 2 online events held with almost 100 attendees
- Over 2000 responses received as of 2nd January
- View a large range of materials and information on our website including a Virtual Consultation room



## Remaining consultation events:

Venue	Event location	Event date
Comberton Village Hall	Comberton	10-Jan
Bletchley Masonic Centre	Bletchley	15-Jan
Summerlin Centre	Woburn Sands	17-Jan
Clayton Hotel	Cambridge	18-Jan
St Andrews Church	Cherry Hinton	21-Jan

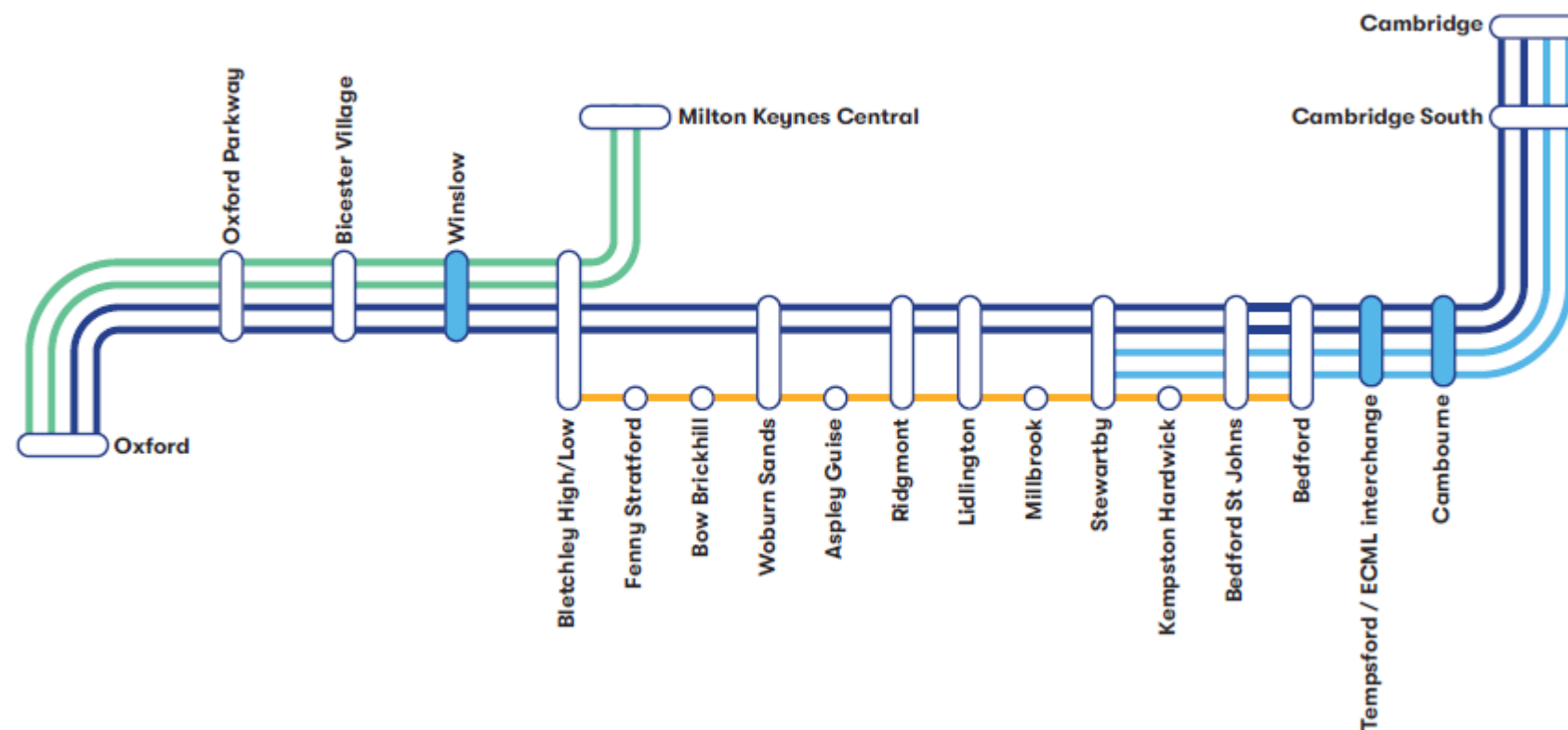


# 4. Update on the Proposals

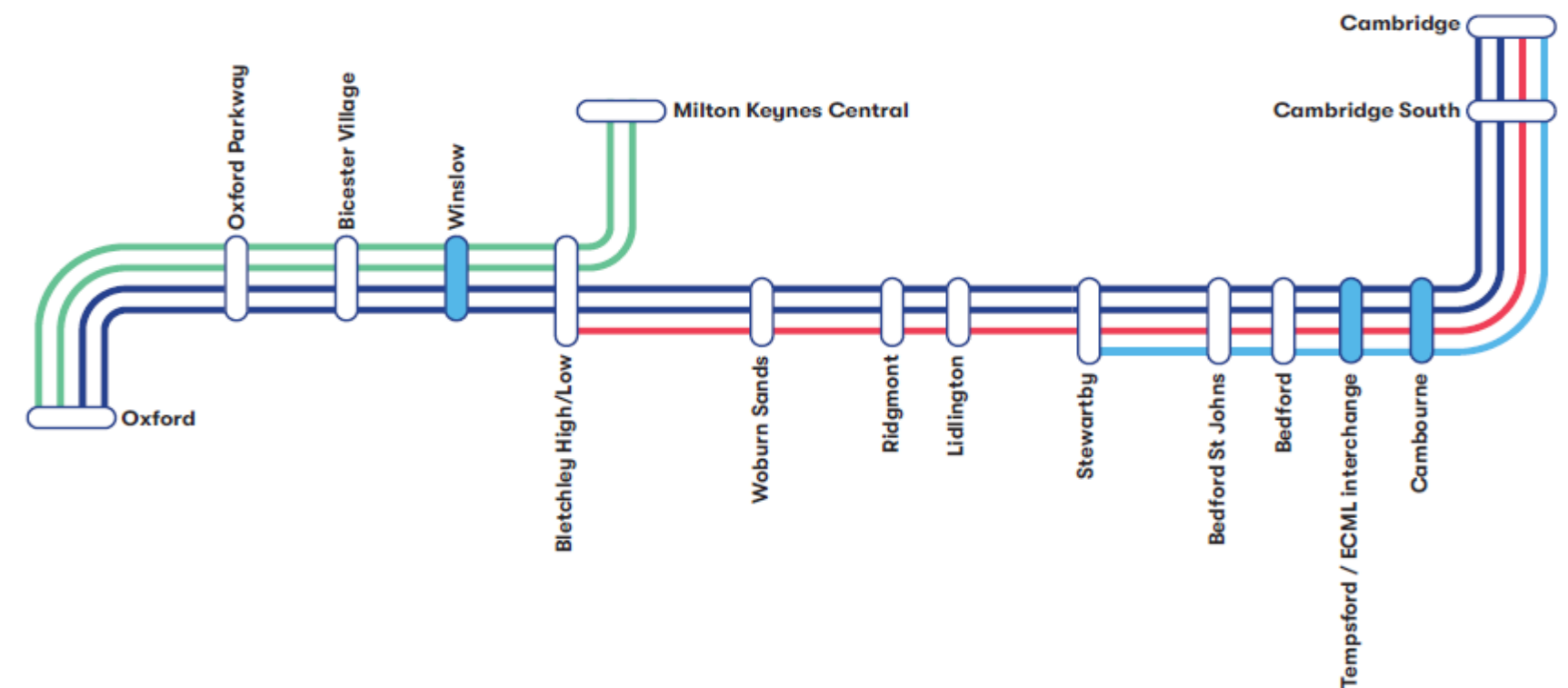
# Train Services

- Our infrastructure proposals for the project are based on a passenger train service pattern which would provide local communities with fast, efficient and reliable train services that improve east-west public transport connectivity and journey times. We have developed some further updates to the proposed EWR services since the route update announcement.
- A key change has been to reconfigure Bedford station and optimise the train service, extend the train services that run between Cambridge and Bedford to Stewartby.
- The configuration of stations along the Marston Vale Line dictate the capacity, journey times, stopping pattern and number of direct services to Cambridge from the Marston Vale Line

Existing stations option



Consolidated stations option



# Powering the trains

In support of the government's commitments for net zero, our proposals include electrification with a preference for discontinuous electrification along the route.

We would use an overhead line electrification system to power the trains, but whether this is discontinuous electrification, or full electrification has not yet been decided at this stage.

With discontinuous electrification, overhead lines would be installed along some sections of the route. In sections where there would be no overhead lines, we are proposing the trains would use onboard batteries for power. Full electrification would require overhead lines to be installed along the whole length of the route.

Our preference for discontinuous electrification with hybrid battery-electric trains would mean overhead lines would only need to be installed along some sections of the route and would mean less disruption to existing structures.

# Freight

East West Rail's primary purpose is to provide connectivity between communities and support economic growth as a passenger service. Noting that freight already runs on sections of our route, the government has asked us to consider how we:

- Maintain existing freight services that already run through commuter hubs including Oxford, Bicester, Marston Vale and Bedford
- Plan for increased future freight demand to enable wider economic growth

To achieve the government's objectives, we have been working in close partnership with freight companies and we are considering freight in our plans and designs.



# Our route sections

In developing our design since the Route Update Announcement (RUA), we have separated the Project into eight route sections. These are:

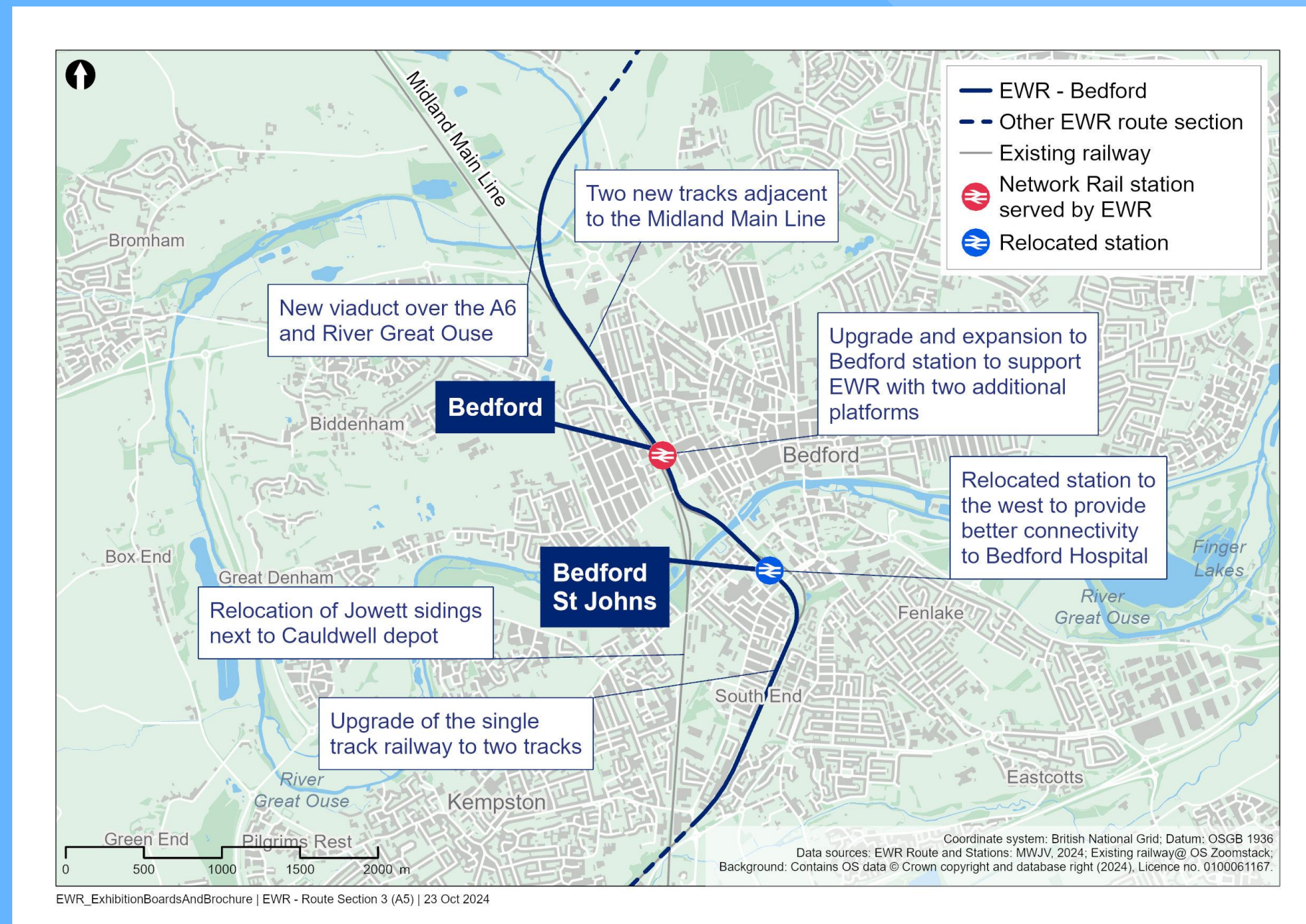
1. **Oxford to Bletchley** - improvements to the existing railway and stations
2. **Fenny Stratford to Kempston** (Marston Vale Line) - improvements to the existing railway and stations
3. **Bedford** - improvements to the existing railway, stations and a new section of railway
4. **Clapham Green to Colesden** - construction of a new railway
5. **Roxton to East of St Neots** - construction of a new railway and station
6. **Croxton to Toft** - construction of a new railway and station
7. **Comberton to Shelford** - construction of a new railway
8. **Cambridge** - improvements to the existing railway and stations

# Route section 3: Bedford

The proposed route through Bedford would be approximately 5.4km (3.4 miles) long.

It extends north from Ampthill Road in Kempston to Clapham Road south-east of Clapham village, next to the River Great Ouse.

We previously proposed three new platforms for Bedford station. Our changed service pattern (with an hourly service now running from Stewartby to Cambridge instead of Bedford to Cambridge) means that only two platforms are now required.

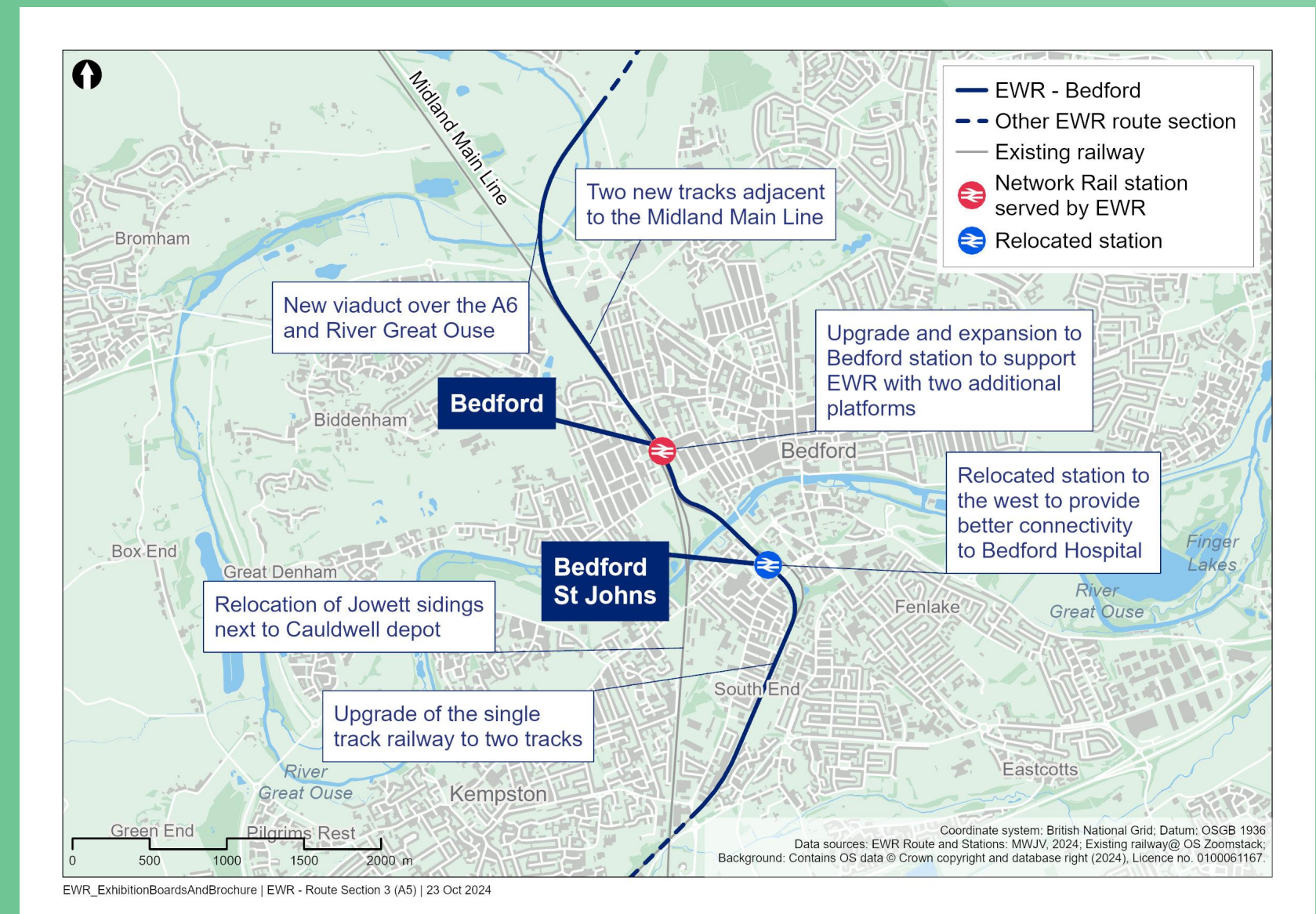


Route section 3: Bedford



# Route section 3: Summary of works in Bedford

- Relocating Bedford St Johns Station to the site of the current Britannia Road car park, to serve Bedford Hospital
- Building a new multi-storey car park on hospital-owned land, west of the railway
- Building a new two-track railway to the north of Sandhurst Road that would replace the existing single track Marston Vale Line (MVL) into Bedford station
- Moving Jowett sidings to Cauldwell Walk, making space for the railway tracks as they approach Bedford Station
- Building new infrastructure to integrate EWR at Bedford station, along with providing other station improvements
- Building a new 1.1km viaduct crossing the Great River Ouse and Paula Radcliffe Way



Route section 3: Bedford



# Approach to the environment

Protecting the environment is a fundamental part of our decision making when developing our proposals, and in doing so we will continue to take a proactive approach to avoid, reduce or compensate for potential negative environmental impacts to deliver a sustainable railway.

We remain committed to the environmental principles outlined as part of the 2021 non-statutory consultation. Since then, we have prepared an Environmental Sustainability Strategy which contains six environmental sustainability pillars. Each pillar has an associated ambition and definition.





# Approach to the environment- continued

Consideration of the potential likely environmental impacts of the proposals and mitigations are described in the **Environmental Update Report** (which will be presented as part of this consultation).

For the statutory consultation, a **Preliminary Environmental Information Report** will be shared, and an **Environmental Statement** will then be submitted as part of the Development Consent Order.

Throughout this process, design development and Environmental Impact Assessment will continue, making use of information gathered through surveys.



# Homes, land and property

When developing the designs for East West Rail, we've tried to reduce potential impacts on land and property owners where possible. Where we can, we will use existing railway land to build and operate the railway, but we will also need to use other land along the route including homes, businesses and agricultural land.

As we develop our proposals, we are seeking to reduce the impact on land, property owners, sensitive environmental features and historic landscapes.

The proposals we're presenting at this consultation show the extent of land that has been identified at this stage as potentially needed for the railway. The Secretary of State for Transport will safeguard land in this area, triggering statutory blight provisions.

For property owners not eligible to serve a blight notice, they may be able to apply to us to buy their property under the Need to Sell Property Scheme.

# **5. Design Feedback Session (Plan and Profile Drawings)**

# Design Feedback Session

We will now move over to our Plans, Maps and Drawings and would like your feedback as we move along the following proposals:

30 minutes

## Area 1: South Bedford & Bedford St Johns

- Realignment of the curve south of Bedford St Johns
- Relocated Bedford St Johns Station including facilities and access
- Bedford Hospital Car Park
- Highways: Potential impacts to road bridges including Ampthill Road and Caudwell Street
- Property impacts (care home, residential and commercial)

30 minutes

## Area 2: Bedford Station Area

- Relocation of Jowett sidings to Cauldwell Walk
- Ford End Road
- Bedford Station upgrade and expansion including new platforms, facilities and access
- Bedford Station car park
- Track layout north of Bedford: Two new tracks adjacent to Midland Main Line

20 minutes

## Area 3: North of Bedford

- Poets Area property impacts
- Highways: Bromham Road and A6 Great Ouse Way realignment
- New viaduct over the A6 Paula Radcliffe Way and River Great Ouse



# Thank you

east  
west  
RAIL



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