

Making Meaningful Connections

Consultation Document:
Oxford to Bicester

**East West Rail Consultation:
31 March – 9 June 2021**

This document contains the portions of the full Consultation Document which cover Oxford to Bicester. To access the full Consultation Document, please visit www.eastwestrail.co.uk







01. **Consultation Summary**

The East West Railway Company (EWR Co) is asking communities, local representatives and stakeholders to give us comments and thoughts on our developing plans for East West Rail (EWR).

This non-statutory consultation is your opportunity to tell us what you think about the options for building the railway that we have identified, as well as your expectations for the customer experience on the new railway. We would like to hear from you while our plans are still at a formative stage, so we can create the best possible railway for the communities the line will serve and minimise any negative impacts. There will be a further opportunity for you to tell us your views as the Project develops.

This summary document provides:

- An introduction to the East West Rail Project and EWR Co
- A summary of the developing plans on which we are consulting
- Where to find further information about our plans if you want to know more
- The ways you can respond to this consultation. Please note, the deadline for responses is 9 June 2021
- Next steps in the process, explaining how and when you will get further opportunities to share your thoughts.

What is East West Rail?

East West Rail is a proposed new rail link, which would connect communities between Oxford, Milton Keynes, Bedford and Cambridge. By making it cheaper and quicker to get around, by boosting the local economy, creating jobs and supporting more affordable new homes locally, the new railway line would create a range of opportunities for people right across the area. It will also help spread prosperity across the UK by supporting opportunities for economic growth in towns and cities outside London.

The Project is being delivered in stages. Trains are already running between Oxford and Bicester, and we aim to have trains running the full length of the line between Oxford and Cambridge by the end of the decade.

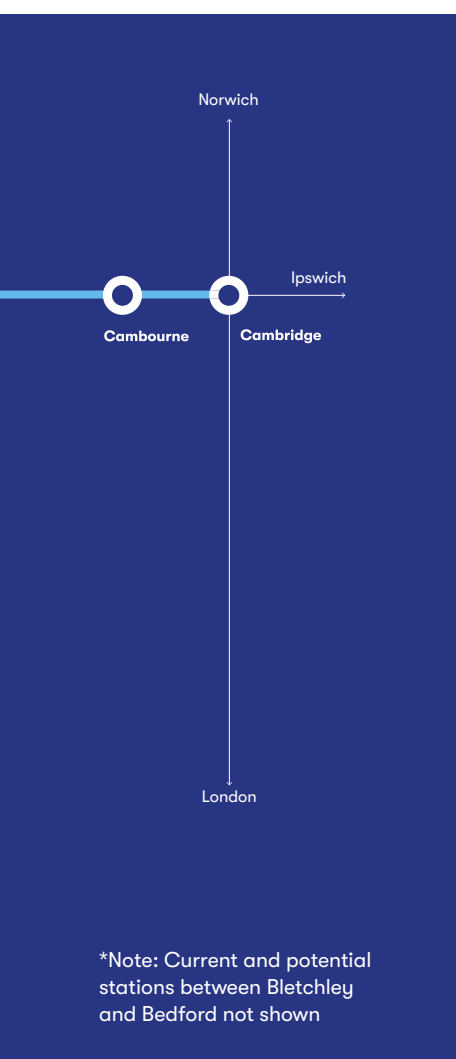


EWR route between
Oxford and Cambridge

The consultation process

This is the second public consultation we have carried out to share our Project plans. Following this consultation we will carefully analyse all your responses and publish a summary report in which will explain how we have taken them into account. We will use your consultation responses alongside continuing environmental, economic and technical studies to help us shape various aspects of the Project. We will have a further stage of consultation following which we will submit the application for powers to build the new railway to the Secretary of State for Transport.

Visit www.communityhub.eastwestrail.co.uk for previous consultation information and up to date Project information.



This Consultation Summary provides an overview of the proposals on which we are consulting. Other documents available which provide further information are set out in the table below.

Document	Description
Consultation Document	A document setting out all of our proposals that we are consulting you about, with more detail than this Summary.
Consultation Response Form	Please use this form to share your thoughts. We encourage you to respond online. If you do not have access to the Internet or would like to respond on paper, please let us know.
Consultation Technical Report	This contains detailed, technical information which supports the Consultation Document. It sets out how we have assessed options during design development, and how we have considered environmental factors.
Consultation Drawings	These drawings show the proposed alignment options between Bedford and Cambridge and the location of any proposed works between Oxford and Bedford.
Engineering Long Section Drawing	A Long Section Drawing is available for each route alignment option between Bedford and Cambridge, which shows its vertical alignment (height) relative to ground levels. These are draft and will change as design progresses.
You Said, We Did	This document refers to our previous consultation about the route option between Bedford and Cambridge and how your responses informed our proposals.
Appendices	There are several additional documents which provide further background information.
Guide to the proposed Need to Sell Scheme	A consultation guide to our proposed discretionary purchase scheme which aims to support owner occupiers who have a pressing need but are unable to sell their property, except at a substantially lesser value, due to the project following the announcement of the preferred route alignment for the railway. We are seeking your views on our proposal.

Please visit
www.eastwestrail.co.uk
 for more information about
 East West Rail, and to
 hear more from the
 EWR Co team.

Summary of the consultation

We want to hear your views on developing plans for East West Rail. We are grateful for any thoughts you'd like to share, including on two particularly key themes:

1. Customer experience and railway operations
2. Our infrastructure proposals – such as route alignments, stations and level crossings.

We are taking into careful consideration a number of important factors as we continue to develop plans for East West Rail. These include how we provide the right type of service for our customers, which route alignment works best for the communities we plan to serve and the overall plan for stations as the Project progresses.

We have used several assessment factors to assess and compare different options for the Project. You can find more information on these factors in the Consultation Document.



A local briefing
on the Bedford to
Cambridge Preferred
Route Option (2020)



Virtual
Consultation Room

Please let us know your views

Ahead of our programme of online meetings, we will be opening our Virtual Consultation rooms where you can learn more about the developing plans for East West Rail:
www.eastwestrail.co.uk/virtual

Here you can:

- View and download detailed chapters from the Consultation Document and Technical Report
- Watch videos explaining key aspects of the consultation
- Take part in consultation events
- Respond to the consultation

Please respond by 9 June 2021.

For environmental and cost reasons, we urge as many people as possible to use the website to view materials and the online feedback form to share your views. If you are not able to get online to view the documents, please do get in touch. You can find our contact details at the end of this document.

Ongoing COVID-19 restrictions relating to people gathering together mean that we are unable to plan face to face events in the community during this consultation. However, we believe it's critical that as many people as possible are able to take part. We have made every effort to reach out to communities through town and parish councils, local authorities, rail user groups and other local groups, for whom we will be holding virtual briefing sessions during the consultation.

We have sent one of these summary documents to around 300,000 homes and businesses in the area, have arranged for adverts to be placed in local media, and will be holding online events for the public during the consultation. If you are unable to join online, call our team on 0330 134 0067 and discuss how you can join by phone. We hope you take the opportunity to share your views. There will be a further consultation so there will be another opportunity to tell us your views.

Thank you for helping create a great railway for your community.

1. Customer experience and railway operations

EWR Co has been created to develop a railway with customers and communities at its core.

Whether you plan to use the new rail service to get to work, for business, education, leisure activities or to visit family and friends, we want you to have the best possible experience. That includes not only frequent, punctual services that you can rely on, but the wider experience, such as:



How, when and where you receive information on train services



Your interactions with our colleagues



The on-train facilities



The design of new stations

We are keen to hear from potential future customers including people who live and work in the area. We want to hear your ideas and understand what's important to you. All feedback will help ensure we deliver an excellent rail service as well as a great customer experience for you and your community.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

2. Infrastructure development

East West Rail will connect communities between Oxford and Cambridge, improving parts of the existing rail network – and building a new section of line – to deliver a reliable service for passengers and communities.

We have divided the East West Rail route into sections to help focus on the most important questions in each area.

- **Section A:** Oxford to Bicester – improvements to the existing railway and stations
- **Section B:** Bletchley and the Marston Vale Line – improvements to the existing infrastructure, stations and level crossings
- **Section C:** Bedford – a new Bedford Station, a new Bedford St Johns Station, improvements to the existing railway and a new section of railway
- **Section D:** Clapham Green to The Eversdens – the main section of new railway and new stations

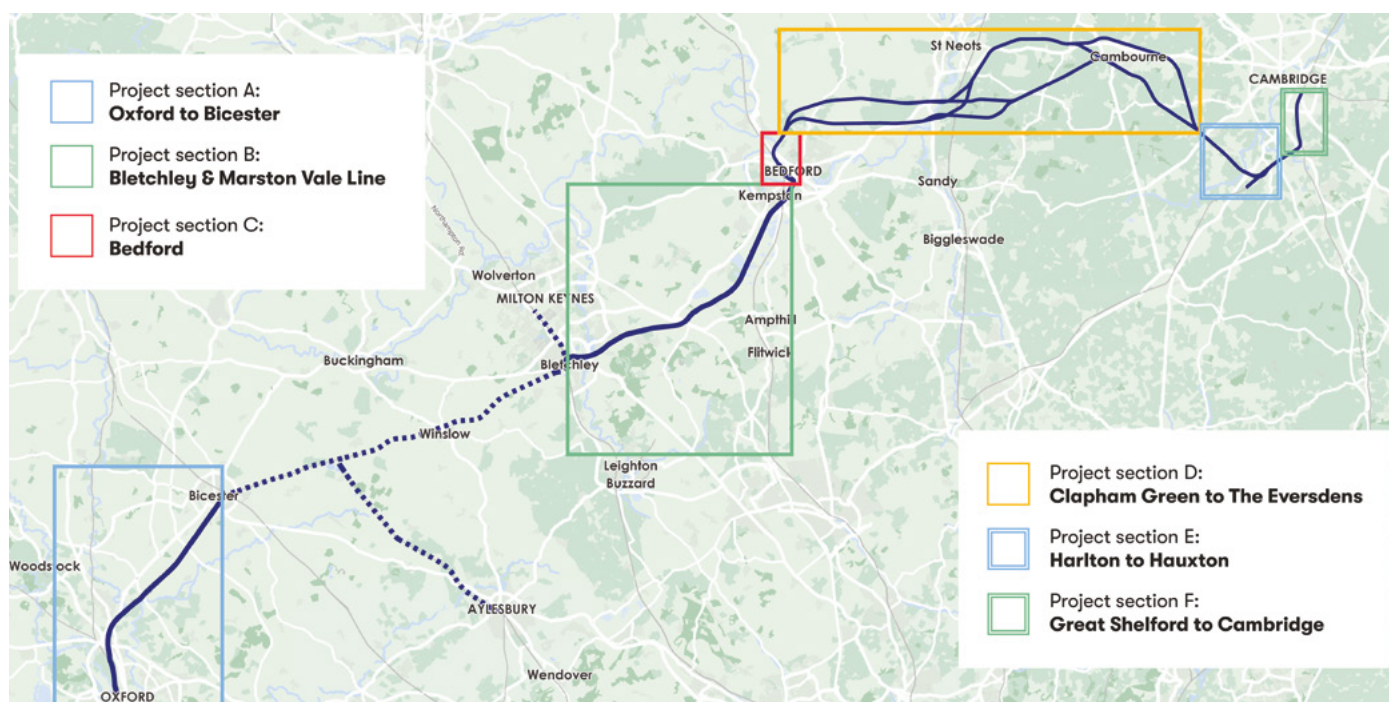
- **Section E:** Harlton to Hauxton – new railway and a new railway junction
- **Section F:** The Shelfords to Cambridge station – improvements to the existing railway and Cambridge station.

Supporting property owners

In developing our proposals, we aim to minimise the negative impact this may have on people's land and property and mitigate any impacts we cannot avoid. While we don't yet know for certain which land or property will be needed, we know that publishing our plans could potentially affect people needing to sell their home or small business. We are consulting on a discretionary purchase scheme, the Need to Sell Scheme, that, if introduced, could support owner occupiers once the announcement of the preferred route alignment for the railway has been made. The proposals are set out in our Guide to the proposed Need to Sell Scheme which is available on our website

www.eastwestrail.co.uk

Sections of the route which we are consulting on



Section A: Oxford to Bicester - improvements to the existing railway and stations

Why are we proposing this work?

The stations and railway lines between Oxford and Bicester do not have the capacity to run the four trains per hour service that is planned for East West Rail. Therefore, we need to create more capacity for these services.

The proposed changes would provide people living, working and visiting the area around Oxford and Bicester with fast and reliable train services to Bletchley, Cambridge and stations in between - as well as better connectivity to the wider rail network.

The changes would also seek to improve the customer experience at Oxford, Oxford Parkway and Bicester Village stations.

Section A
proposals map



London Road level crossing, Bicester



What are the developing plans for this section?



Improvements at Oxford, Oxford Parkway and Bicester Village stations to accommodate more trains and more customers



Proposals for one or more additional platforms at Oxford station



Improvements to the track in the Oxford area to increase capacity for EWR trains to approach Oxford



Alternative ways for vehicles and pedestrians to cross the railway at London Road in Bicester to improve safety, to enable a faster, more reliable train service, and to reduce traffic disruption.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

Section B: Bletchley and the Marston Vale Line - improvements to the existing railway and stations

Why are we proposing this work?

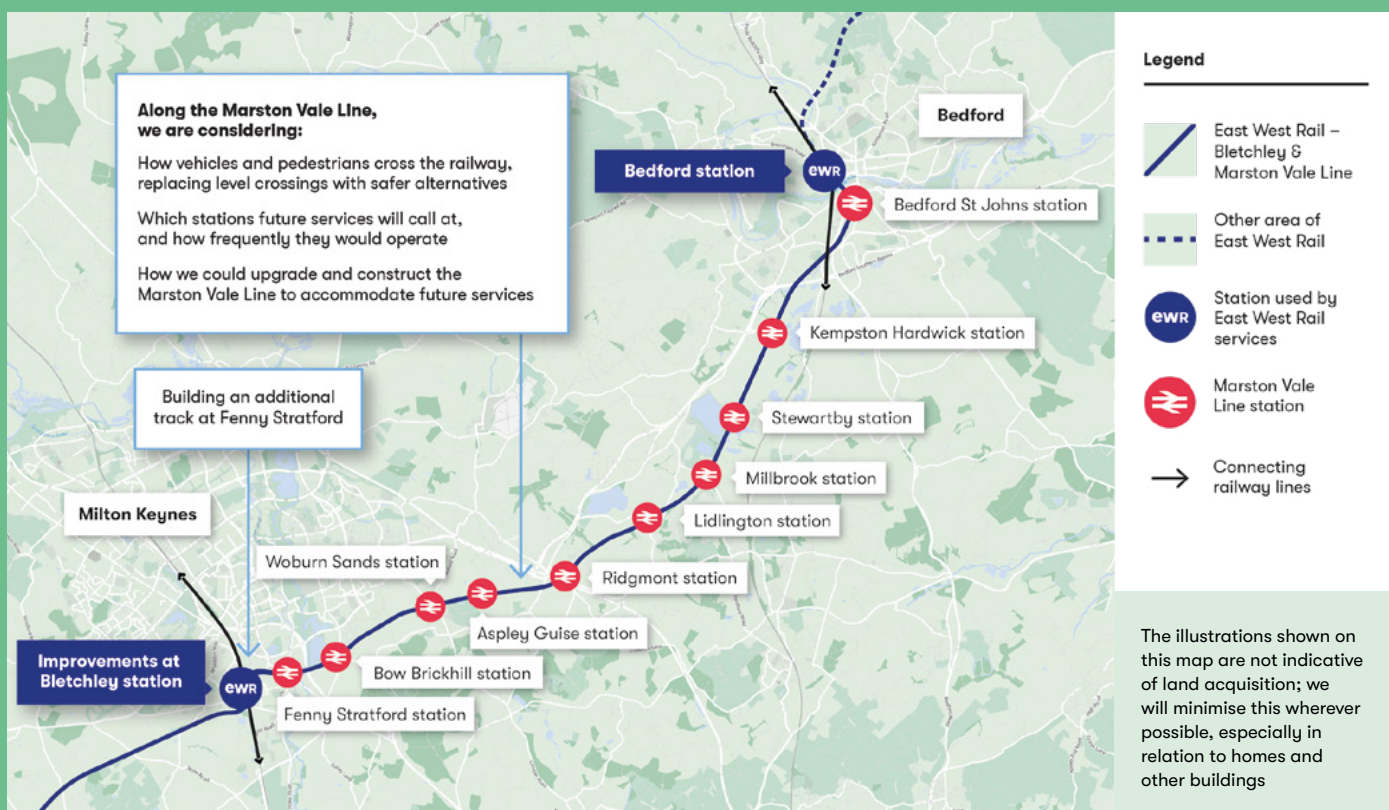
It is not possible to introduce a fast, reliable and frequent service between Oxford and Cambridge without making a significant investment in the Marston Vale Line.

The line, which runs between Bletchley and Bedford, was first built in 1846 and continued to operate after the original Varsity Line closed in the 1960s. In recent years, the Marston Vale Line Community Rail Partnership has worked proactively to engage local people with the railway and promote the rail line. The underlying infrastructure however has not seen significant investment for decades, and the communities it serves have changed and grown considerably over that time.

Why investment is needed:

- The signalling system is obsolete and has, at times, been unreliable. This has led to train services having to be suspended on numerous occasions
- The existing infrastructure means the line is slow, with just one train an hour, taking 42 minutes to do 16 miles – an average speed of just 25mph.
- The stations are all unstaffed, and are very constrained in terms of the facilities and experience they can offer passengers, whether that's warm waiting areas, drop off points, or car and bike parking.
- Many of the stations have amongst the lowest usage on the national network. Indeed, three of the ten stations see fewer than 40 passengers on average each day.

Section B
proposals map



East West Rail represents a once in a generation opportunity to provide a reliable, frequent train service for communities along the Marston Vale Line. Communities have an opportunity to protect the line, whilst making sure it meets the needs of local people today and into the future. This opportunity would result in a railway line sitting at the heart of an integrated transport network, making journeys from door to door both quicker and more convenient.

What are the developing plans for this section?

We have identified two ways this part of the line could be upgraded:

Concept 1: The existing hourly stopping service would continue to serve all Marston Vale Line stations, with a new limited-stop EWR service calling at two stations – Woburn Sands and Ridgmont – four times an hour.

The hourly stopping service at intermediate stations would enable a change onto a faster EWR train at either Woburn Sands or Ridgmont, for connections to Oxford and Cambridge.

The ability to change to the faster EWR services at Ridgmont will make journeys from some intermediate stations to either Bletchley or Bedford quicker. Two EWR Oxford - Cambridge trains and two EWR Bletchley - Cambridge each hour would call at Woburn Sands and Ridgmont. These trains would take 22 minutes to travel from Bletchley to Bedford. The hourly-stopping service would need to wait in additional sections of track known as 'passing loops' to allow faster EWR trains to overtake so may need to run more slowly, and the timetable would be modified. Most of the stations would see minimal - if any - upgrades, but the station at Ridgmont would need to be relocated to enable

passing loops to be built and Bedford St Johns station would also be relocated.

Concept 2: There would be five new merged stations on the Marston Vale Line – all five would benefit from at least two EWR services every hour, and some would have four. This would mean more communities have access to more frequent and faster services, direct to more locations.

Two EWR stopping trains would run every hour between Bletchley and Cambridge calling at all five stations. These trains would take 27 minutes to travel from Bletchley to Bedford instead of 42 minutes today. In addition, two EWR Oxford-Cambridge trains would call at Woburn Sands and Ridgmont. These trains would take 22 minutes to travel from Bletchley to Bedford.

These services would replace the current hourly stopping service and the ten existing intermediate stations would be merged, creating five new modern stations with better facilities in locations more suitable for existing needs and to ensure that the right transport infrastructure is in place for the growth that is already starting to happen in the local area. Some residents would need to travel a little further to their nearest station, but EWR are developing plans for improved pedestrian and cycle routes, as well as working with local stakeholders on better public transport connections.

Given the increased frequency and speed of the service, even for those who do have to travel further to the station, overall journey durations are likely to be shorter or at least the same as they are today. Upgraded and new stations would be designed from the start to ensure that onward transport – whether by bike, car, bus or on foot – is convenient and minimises disruption by reducing traffic in constrained village centres.

Merged stations have been considered in the following locations:

- Woburn Sands station relocated a short distance to the west of the current station
- Ridgmont station relocated between the current Aspley Guise and Ridgmont stations (in a similar location to that required by Concept 1)
- Lidlinton station relocated a short distance to the east of the existing Lidlinton station
- Stewartby station relocated between the current Stewartby and Kempston Hardwick stations
- Bedford St Johns station relocated a short distance to the south or west

All of these stations on the line would benefit from direct connections east between Bedford and Cambridge. Woburn Sands and Ridgmont would have direct services to stations west – like Oxford or Bicester, whilst for the others this would be a short interchange.

Whilst we have identified these five locations by working with local stakeholders, we are open to your suggestions for alternative merged station options, provided the overall number does not increase beyond five in Concept 2.

Both of these concepts are viable options. We recognise that despite its reliability challenges and low usage, the existing service is important for some members of the community. It would though be a missed opportunity if we were not to at least consider the alternative, given the potential benefits it offers to local residents both today and for the future.

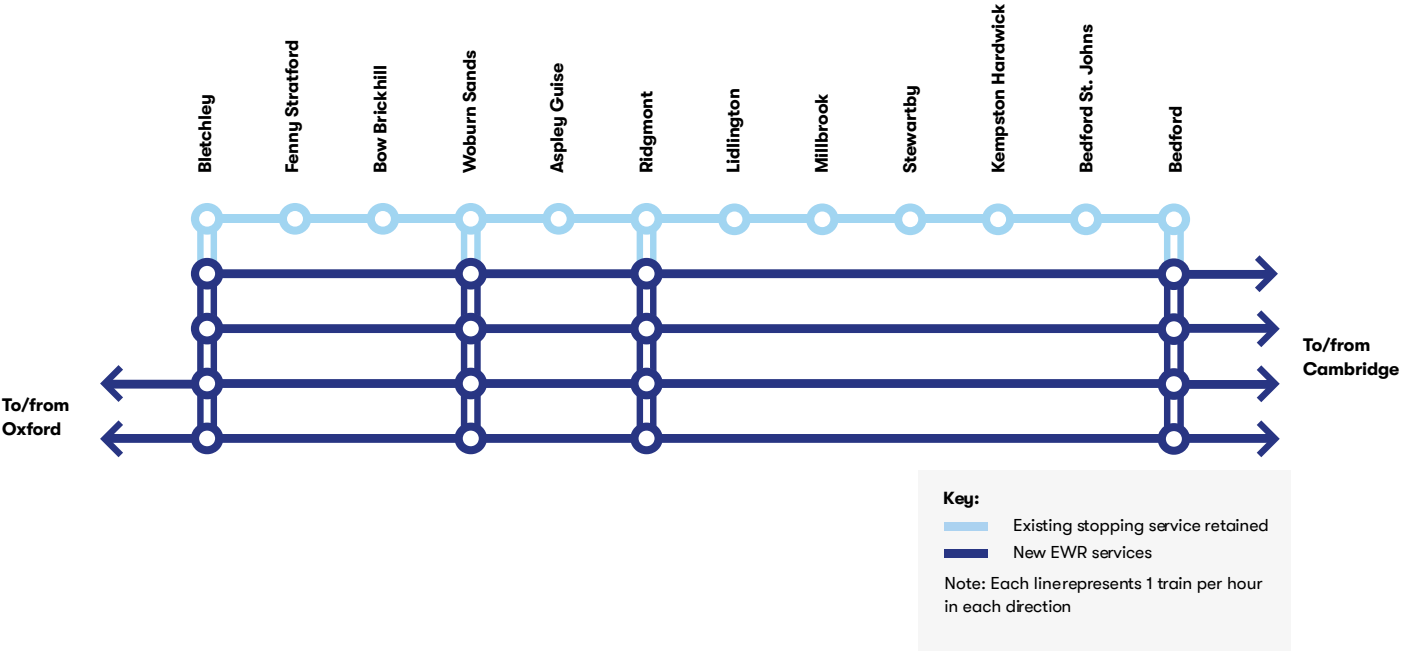
Both of these concepts would require:

- Changes to the way vehicles and pedestrians cross the railway, replacing level crossings with safer alternatives to enable a faster, more frequent and more reliable train service
- Improvements to the track, including the reinstatement of a second track between Bletchley and Fenny Stratford
- A range of improvements to Bletchley station, which would become an important hub with the extension of East West Rail's services to Bedford and Cambridge
- Consideration of how to carry out the required upgrades, which could involve the suspension of the existing train service between Bletchley and Bedford, during the construction period.
- When we have reviewed responses in relation to these concepts, we will prepare designs in greater detail for each of them, along with assessments of their effects. We will share these at our statutory consultation.
- Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

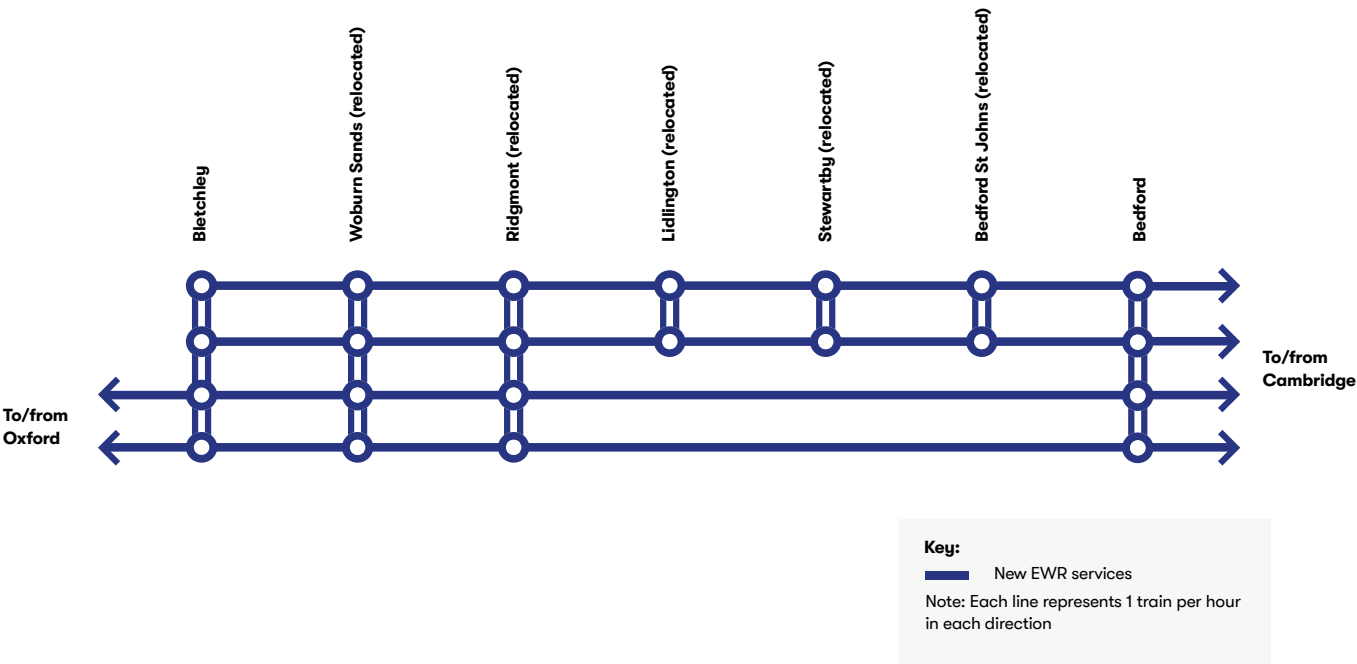
When we have reviewed responses in relation to these concepts, we will prepare designs in greater detail for each of them, along with assessments of their effects. We will share these at our statutory consultation.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

Concept 1: Retain the existing hourly service that stops at all current intermediate stations, and introduce fast limited-stop Oxford – Cambridge services alongside it.



Concept 2: Provide more people easier access to more frequent, faster and direct trains at five merged stations on the Marston Vale Line.



Section C: Bedford - improvements to the existing railway and a new section of railway

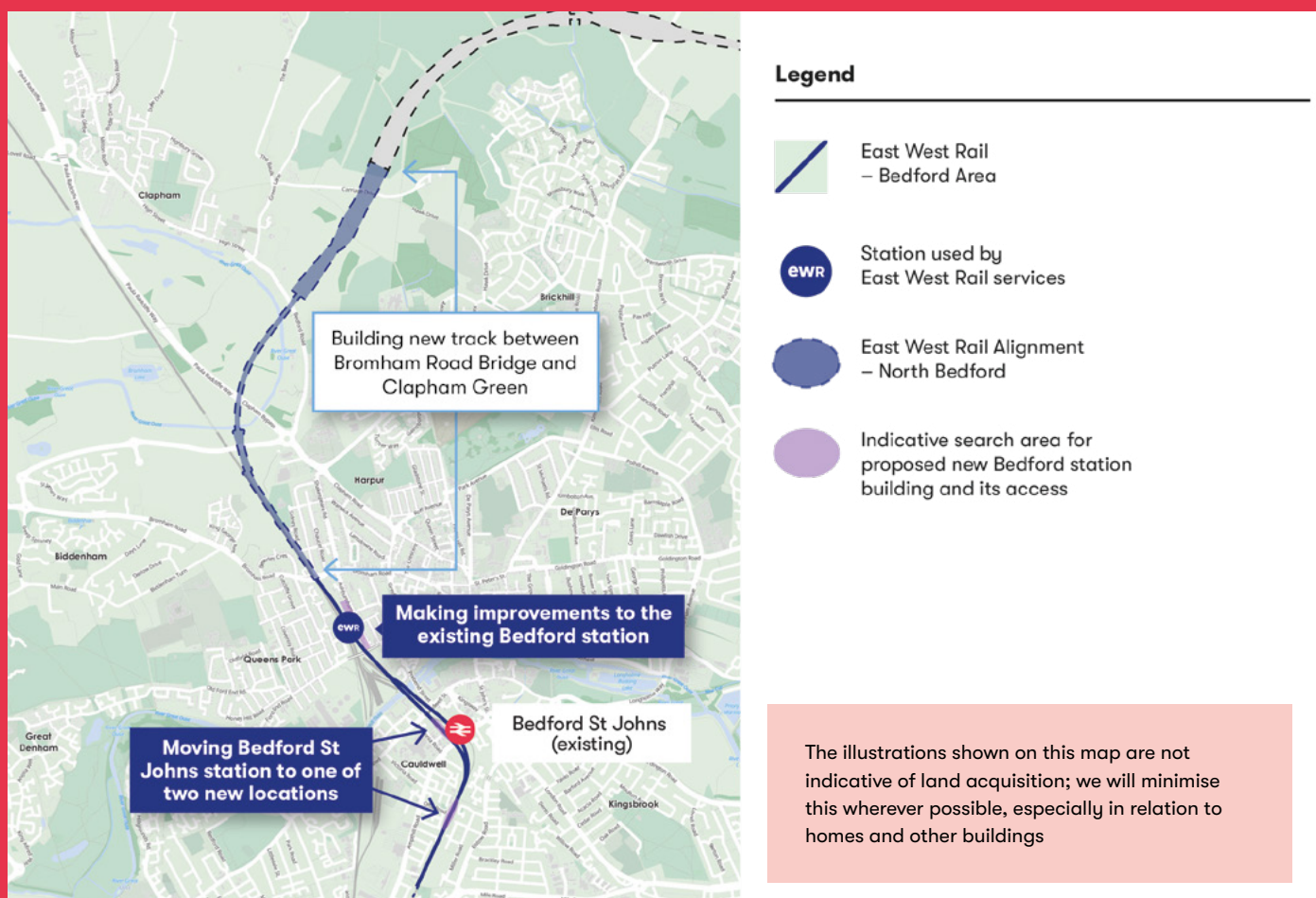
Why are we proposing this work?

Bedford station is already an important transport hub in the region. The introduction of East West Rail services means the station and supporting infrastructure need a range of improvements to make sure sufficient capacity is available for trains to be punctual, so that customers receive the service and experience they should expect.

In restoring a vital rail connection between Oxford, Bedford and Cambridge that was lost to local people in the last century, these improvements can support local stakeholders' future aspirations for more jobs, prosperity and growth in this lively, diverse town.

In particular, improvements to Bedford station would contribute to the regeneration of the area immediately around the station, and for the centre of Bedford.

Section C
proposals map



Bedford St Johns
station



This would need to be accompanied by changes to the track alignment around Bedford St Johns station, and the relocation of that station itself, as the existing track and station would currently be unable to accommodate proposed East West Rail services. In addition, new tracks are needed north of Bedford alongside the existing Midland Main Line to connect the new East West Rail platforms to the section of new railway that would connect Bedford to Cambridge.

What are the developing plans for this section?

- **Bedford St Johns station:** a new Bedford St Johns station on a different section of track into Bedford, either closer to the hospital or to the south west of the existing station, close to the Ampthill Road – Elstow Road Pedestrian Link bridge.
- **Bedford station:** building new track to Bromham Road Bridge. The existing station building is proposed to be demolished and a new station building would be built.
- **North Bedford:** building new track in between Bromham Road Bridge and Clapham Green, creating the new connection to Cambridge.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

Section D: Clapham Green to The Eversdens - new railway and new stations

Why are we proposing this work?

East West Rail would bring faster and better long term connectivity to communities between Bedford and Cambridge. People living in Cambourne and in the area between Sandy and St Neots would benefit from new stations and a potential new connection to the East Coast Main Line (London-Edinburgh).

Section D
proposals map



The new line would also support local aspirations to create more jobs and develop homes for people in areas along the route. Businesses would find it easier to start up and grow locally as they would benefit from better access to suppliers, customers, and skills as more people will be able to afford to live and work in the area.

For the benefits of East West Rail to be realised, a new section of railway needs to be built between Bedford and Cambridge. In early 2019 we consulted on five potential route options for this section of new railway.

In January 2020, following consideration of responses to our previous consultation, further design development and environmental assessment, the Government announced our preferred route option (route option E). The preferred route option defines the area within which the actual railway line maybe located.

Following the announcement of the preferred route option, we have now identified and assessed potential route alignment options, as well as considering possible station locations on each of these route alignments.

Alignments 1 (dark blue) and 9 (purple) have been identified as emerging preferences for a number of reasons:

- Joined up infrastructure – they benefit from a shared ‘travel corridor’ with the proposed A428 Black Cat to Caxton Gibbet Improvement Scheme, meaning they already cover a route used regularly to connect people to places
- New housing and communities – we believe that there is more potential for new homes and communities in the area (particularly for Cambourne North compared to Cambourne South)
- Economic growth – alongside the development of new housing, a new station could bring economic growth to the community, creating more jobs and prosperity
- Value for money – they are expected to be less costly to deliver than other alignments connecting to the same station pairings.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

What are the developing plans in this area?



Construction of a new railway - nine options have been identified and we have shortlisted these to five options for the route alignment of East West Rail. Out of these five options, we have identified two emerging preferences



A new station in the area near Tempsford or St Neots, which could connect East West Rail with the East Coast Main Line



A new station either north or south of Cambourne

Section E: Harlton to Hauxton - new railway and a new railway junction

Why are we proposing this work?

We propose that the new railway between Bedford and Cambridge enters Cambridge from the south via the West Anglia Main Line.

We need to build a new railway junction to join the proposed new railway to the existing Shepreth Branch Royston line (the King's Cross line), which then connects to the West Anglia Main Line at the Shepreth Branch Junction to the north east.

Construction of the new junction would allow fast and reliable East West Rail services to run into Cambridge connecting communities and businesses across the Oxford to Cambridge Arc.

What are the developing plans in this area?

- New railway infrastructure south west of Cambridge including a new railway junction near Harston and Hauxton.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

The illustrations shown on this map are not indicative of land acquisition; we will minimise this wherever possible, especially in relation to homes and other buildings

Section E
proposals map



Section F: Great Shelford to Cambridge station - improvements to the existing railway and Cambridge station

Why are we proposing this work?

To enable the existing railway between the new Hauxton Junction and Cambridge to accommodate the additional East West Rail services we need to make a number of changes to the railway. Changes are also required at Cambridge station to help with the anticipated increase in passengers.

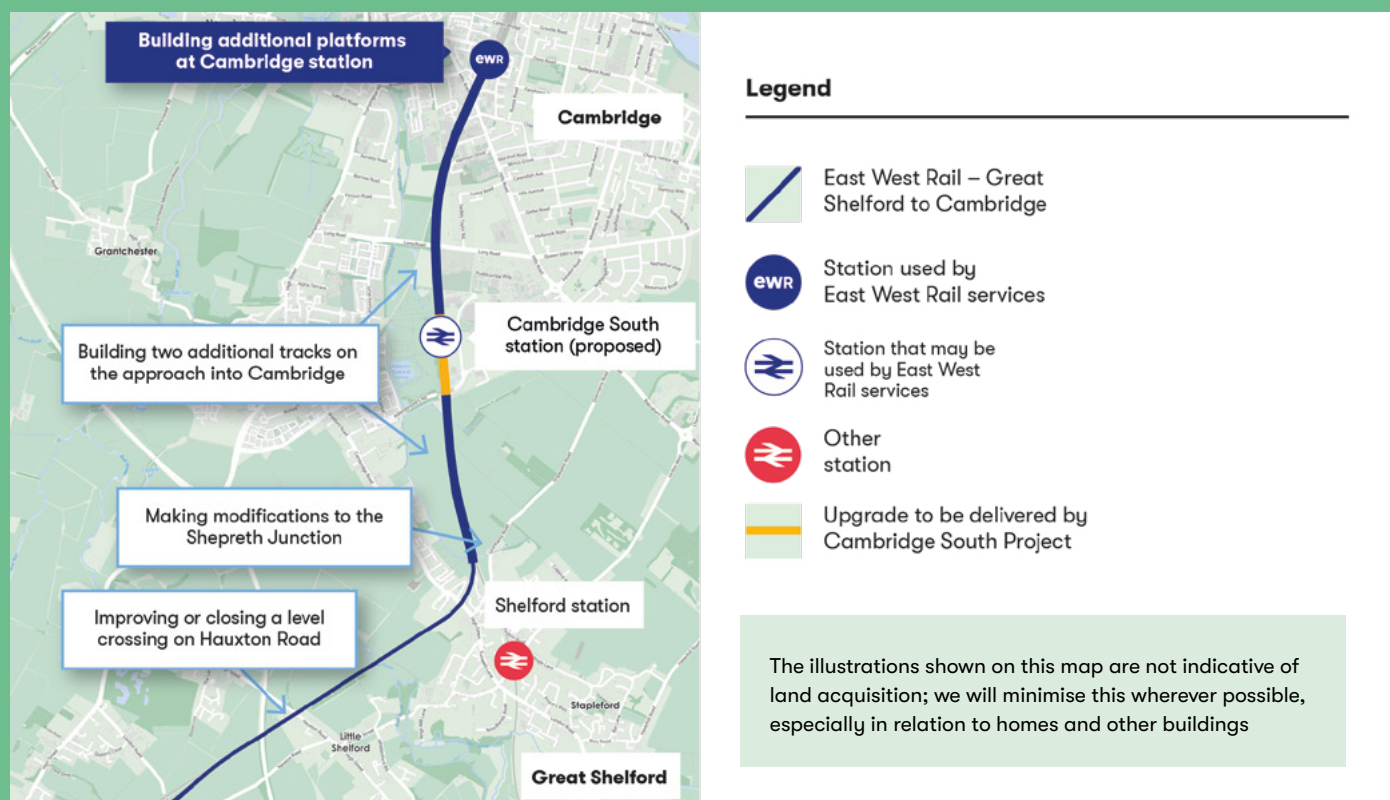
What are the developing plans in this area?

- Improvements or closure of a level crossing on Hauxton Road, between Little Shelford and Hauxton

- Maintaining the existing two track railway of the Shepreth Branch Royston line (the King's Cross line) to Shepreth Branch Junction
- An additional two tracks in some areas to create four tracks on the West Anglia Main Line between Shepreth Branch Junction and Cambridge station, and modification of Shepreth Branch Junction
- Additional platforms at Cambridge station and the opportunity to stop at the proposed Cambridge South station.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

Section F
proposals map



The approach to Cambridge

Before we chose our preferred route option in January 2020, we assessed whether we should take a northern approach into Cambridge. At that stage, and taking into account the response to consultation, our assessment showed that a northern approach to Cambridge wouldn't perform as well as our options that approached Cambridge from the south.

Due to the fact that we are now looking at options with a station north of Cambourne, which could facilitate a northern approach to Cambridge, we have updated the information relating to our previous conclusion that the additional route length on the northern approach would lead to higher costs and lower passenger benefits.

Our updated information on approaching Cambridge from the north, including a station at Oakington and a junction at Milton, is contained in the Technical Report.

The updated information continues to show the reasons why a southern approach remains our preference in terms of value for money, benefits and impacts on communities, and in terms of operating the railway.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.



Cambridge





02. **Infrastructure development**

02.
Infrastructure development

East West Rail will connect communities using the railway between Oxford and Bedford, which will need improvements to deliver a reliable service, and an entirely new section of railway line between Bedford and Cambridge – the exact alignment of which has not been decided and which is covered in this consultation.

We would like to understand what you think about the developing plans for this critical infrastructure and have divided the EWR route into sections to help focus on the most important questions in each area.

- **Section A:** Oxford to Bicester - improvements to the existing railway and stations
- **Section B:** Bletchley and the Marston Vale Line - improvements to the existing railway and stations
- **Section C:** Bedford -improvements to the existing railway and a new section of railway
- **Section D:** Clapham Green to The Eversdens - new railway and new stations
- **Section E:** Harlton to Hauxton - new railway and a new railway junction
- **Section F:** The Shelfords to Cambridge station - improvements to the existing railway and Cambridge station.

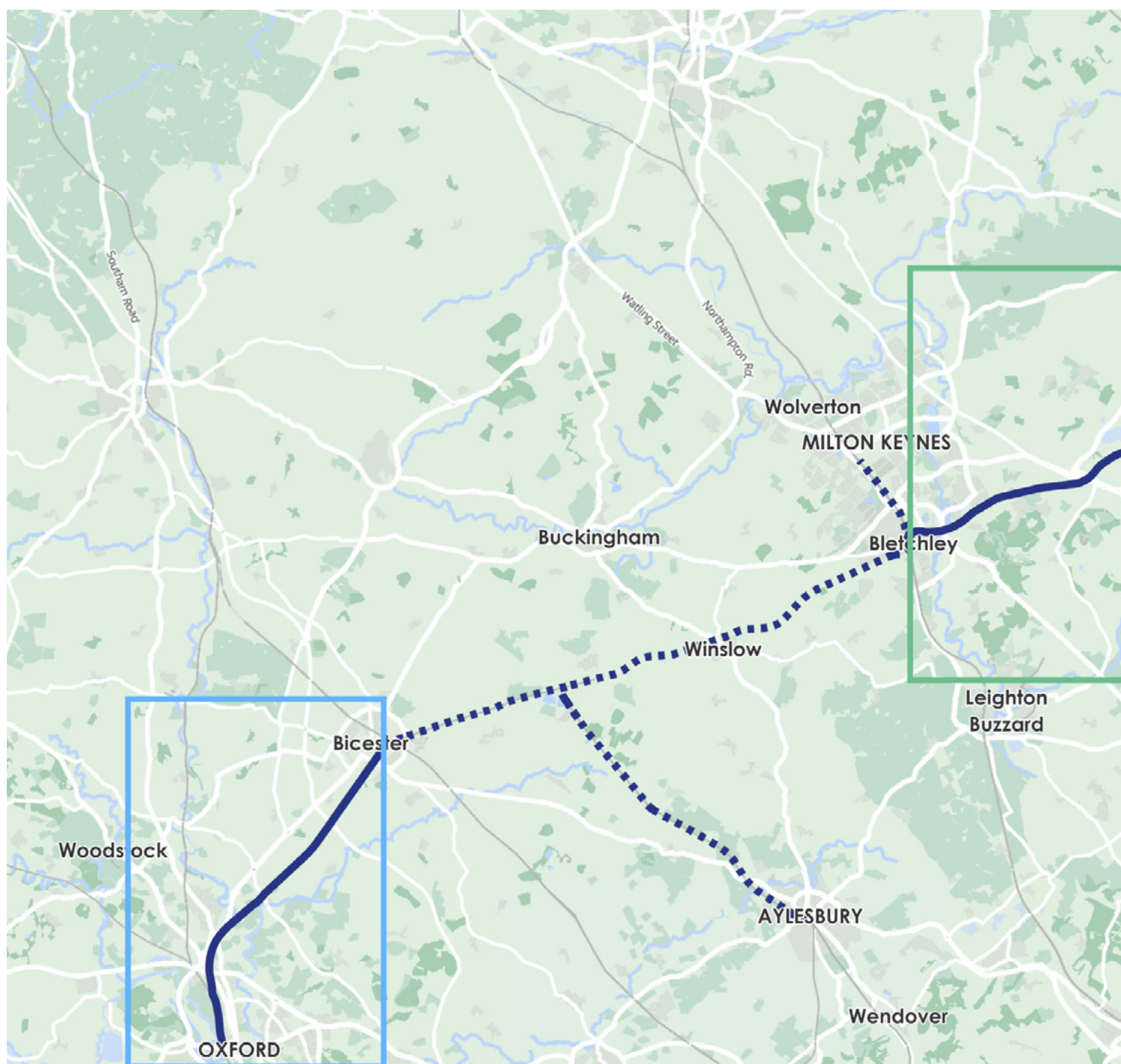
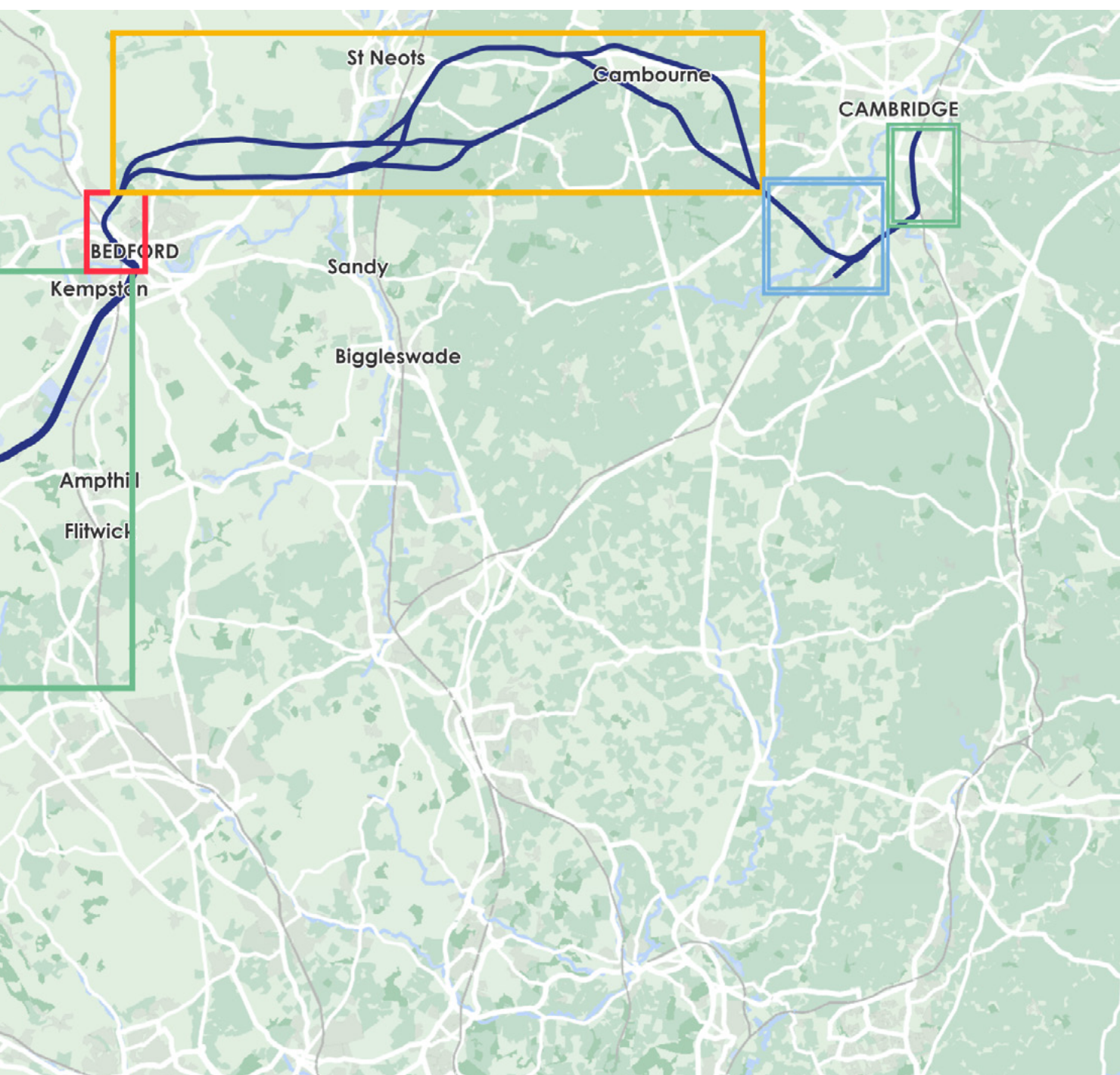


Figure: Sections of the route which we are consulting on



- Project section A:
Oxford to Bicester
- Project section B:
Bletchley & Marston Vale Line
- Project section C:
Bedford

- Project section D:
Clapham Green to The Eversdens
- Project section E:
Harlington to Hauxton
- Project section F:
The Shelfords to Cambridge

Section A:

Oxford to Bicester – improvements to the existing railway and stations

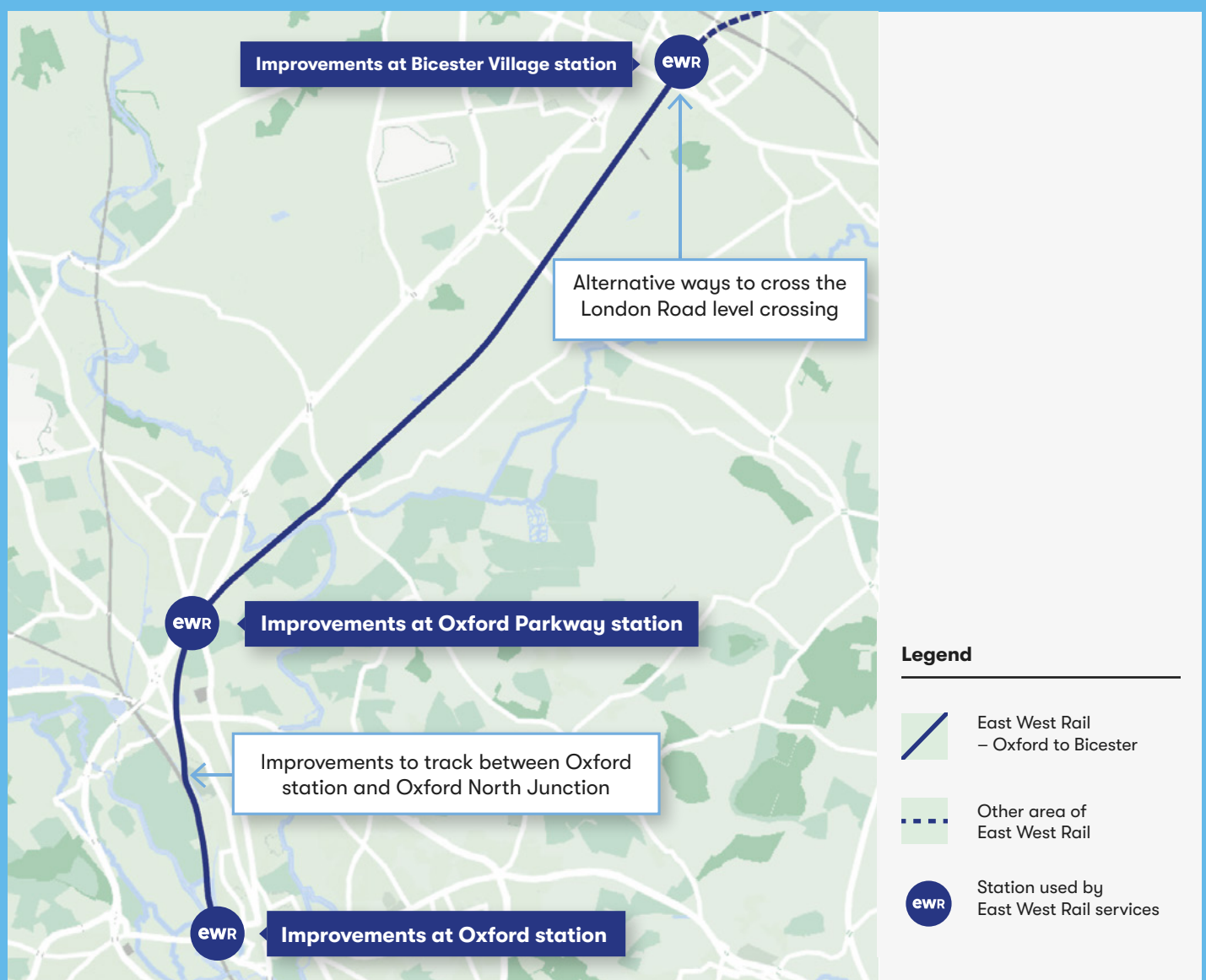


Figure: Section A: Oxford to Bicester

The map illustrations shown in this chapter are not indicative of the land acquisition. We will minimise this wherever possible, especially in relation to homes and other buildings.

Introduction

This section of the Consultation Document is about the existing railway between Oxford and Bicester. It explains our options and proposals for:

- The Oxford station area and approach to Oxford station to the north
- Infrastructure supporting Oxford Parkway and Bicester Village stations.

Oxford station area

Why do we need to do something?

In 2018/19 over eight million passengers started or finished their train journey at Oxford station, and a further 500,000 people changed trains at this station.

To accommodate the new East West Rail services between Oxford, Milton Keynes, Cambridge and intermediate stations in between, East West Rail needs to make improvements to Oxford station and some of the track to the north of the station. This work is needed to ensure passengers can enjoy regular, reliable and punctual train services.

We are keen to hear your views on customer experience and station facilities. Please see chapter 3 for more details.



Oxford station

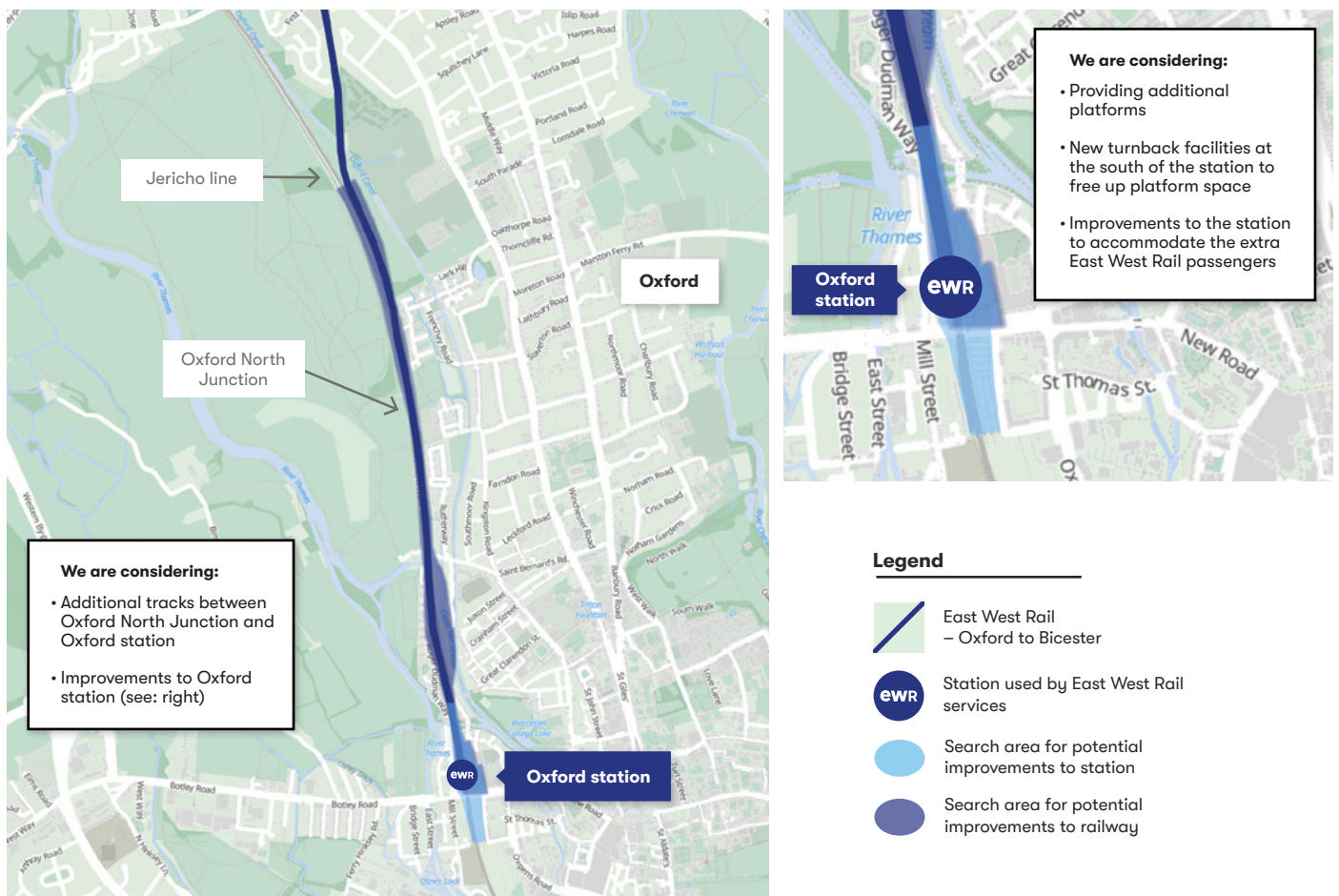


Figure: Oxford station area extent of potential works

Our proposals

We propose the following measures to increase capacity on the railway and at the station:

- Providing additional platforms to increase the number of trains that can use Oxford station at the same time
- The additional platforms will also enable some services to continue through Oxford to terminate elsewhere, rather than having to change direction to 'turn back' the other way (see below), thereby freeing up capacity at the station
- New infrastructure south of Oxford station to provide improved 'turn back' facilities (an area where trains can stand while the driver changes end to turn back for the return journey) outside of the station, freeing up platform space
- Station specific improvements to accommodate the increase in passengers generated by EWR.

On the approaches to Oxford station the options being considered could include:

- Additional tracks between Oxford North Junction and the bay platforms of Oxford station
- Additional track between Oxford North Junction and the Jericho line. This wouldn't involve redoubling the track all the way from Oxford North Junction to the station.

Our considerations

We are considering the following as we continue to develop our plans in this area:

- The effects on residents living in properties next to the railway, such as noise and disturbance
- The potential need to purchase neighbouring properties
- Protecting the historic London North Western Railway swing bridge and its setting
- The proximity to Port Meadow Special Area of Conservation
- Minimising the impact on current train services during construction
- How to maximise the benefits the Project can bring to communities in Oxford and the surrounding area.

Further details on our proposals and the factors we are considering can be found in the Technical Report.

If you think there are any other factors we should consider then please let us know. You will be able to comment on more detailed designs at our next consultation.

Oxford Parkway station

Why do we need to do something?

Oxford Parkway station is currently served by two trains per hour in each direction, with over 1 million passengers starting or finishing a journey at the station in 2018/19.

The station was originally designed to accommodate the predicted passenger numbers for Connection Stage 1 – the western section of East West Rail. However, since opening, passenger numbers using the station have been higher than the forecast to the extent that the existing car park was often full to capacity within two years of the station opening.

When services between Oxford station and Milton Keynes Central commence, people would benefit from an additional two trains per hour (in each direction) calling at the station.

When trains would start running between Oxford and Bedford/ Cambridge, a further two trains per hour (in each direction) would serve the station.

Therefore, EWR Co is assessing the need for upgrades at Oxford Parkway station and developing measures required to increase capacity and improve the customer experience.

We are keen to hear your views on customer experience and station facilities. Please see chapter 3 for more details.

Figure: Oxford Parkway and Bicester Village stations



Our proposals

We are currently assessing the impact of the increase in passenger numbers that the additional East West Rail services will bring to Oxford Parkway station. Potential improvements to the station could include:

- Options to expand the parking facilities at the station, together with options to encourage access to the station via sustainable modes, such as walking, cycling and access to the Park and Ride facility
- Improvements to the local highway networks to deal with the expected increase in traffic accessing the station
- Station upgrades to improve the customer experience.

Our considerations

We are considering the following as we work on the next stage of the design:

- What additional facilities may be needed to support the increase in passenger numbers at Oxford Parkway station
- Whether we need any more land than is currently used by the railway and the impact on landowners
- Whether/how an increase in road traffic and car journeys to the station might affect parking at the station and in surrounding roads
- Whether additional lighting may be needed at the station where new infrastructure is added (such as the provision of more car parking) to improve safety and security, and any potential impact on surrounding areas
- Minimising the environmental impact of any changes at the station, especially considering Oxford Parkway is in the green belt.

Further details on our proposals and the factors we are considering can be found in the Technical Report.

If you think there are any other factors that we should consider then please let us know. You will be able to comment on more detailed designs at our next consultation.

Bicester Village station

Why do we need to do something?

Bicester Village station is currently served by two trains per hour in each direction, with over 1.7 million passengers starting or finishing a journey at the station in 2018/19.

The station was originally designed to accommodate the predicted passenger numbers for Connection Stage 1 of East West Rail. However, current passenger numbers using the station have been higher than the forecast.

When services between Oxford station and Milton Keynes commence, people would benefit from an additional two trains per hour (in each direction) calling at the station.

When trains would start running between Oxford and Bedford, a further two trains per hour (in each direction) would call at the station.

As a result, we are considering the upgrades Bicester Village station may require, in order to increase capacity and improve the customer experience.

We are keen to hear your views on customer experience and station facilities. Please see chapter 3 for more details.



Bicester Village station

Our proposals

We are currently assessing the impact of the increase in passenger numbers that the additional East West Rail services will bring to Bicester Village station. Potential improvements to the station could include:

- Options to expand the parking facilities at the station, together with options to encourage access to the station via sustainable modes, such as walking and cycling
- Improvements to the local highway networks to deal with the expected increase in traffic accessing the station
- Station upgrades to improve the customer experience.

Our considerations

We are considering the following as we work on the next stage of the design:

- What additional facilities may be needed to support the increase in passenger numbers at Bicester Village station
- Whether we need any more land than is currently used by the railway
- How an increase in road traffic and car journeys to the station might affect parking at the stations and in surrounding roads
- Whether additional lighting may be needed at the station where new infrastructure is added (such as the provision of more car parking) to improve safety and security, and any potential impact on surrounding areas
- How the environmental impact of any changes at the station can be minimised.

Further details on our proposals and the factors we are considering can be found in the Technical Report.

If you think there are any other factors that we should consider then please let us know. You will be able to comment on more detailed designs at our next consultation.

London Road, Bicester

Why do we need to do something?

East West Rail would increase train services for people in Bicester, providing more connections to more destinations. The frequency of trains passing through the level crossing at London Road near Bicester Village station would increase. This means the existing level crossing could be closed for up to 50 minutes in every hour.

London Road provides an important link for local traffic between the south east area of Bicester and the rest of the town and serves as an important route for local bus services. It is one of only three roads that cross the railway in Bicester, the other two being the A41 to the west and the A4421 to the east, which are located on the edge of the town.

We appreciate that increased closure of the level crossing would be very disruptive to all those using London Road, the surrounding area and could potentially affect those living, working and visiting Bicester. That's why we are investigating a number of options to improve access across the railway.



Bicester London Road

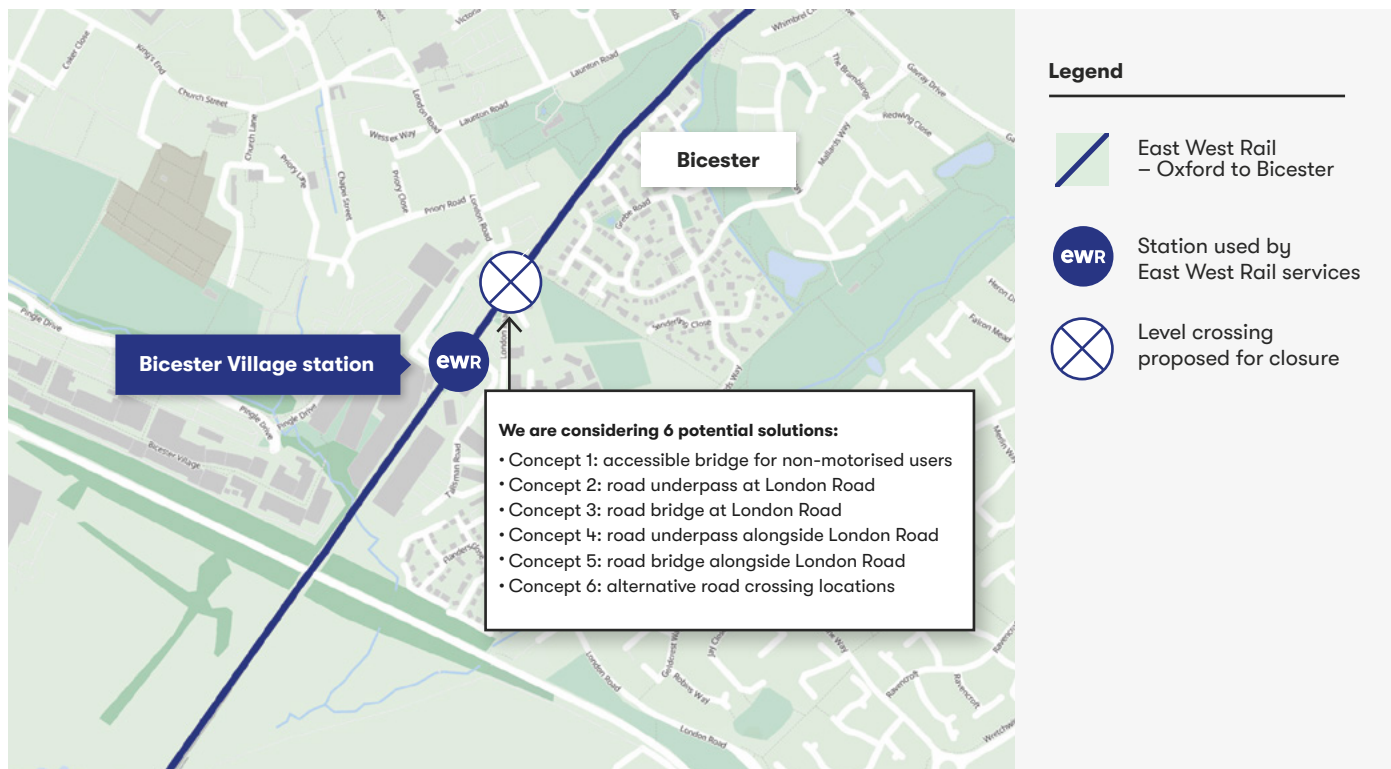
Options under consideration

We are considering six potential solutions and are seeking your feedback on these to help inform the development of our proposals. All the concepts involve the closure of the London Road level crossing but provide various alternative routes. The options we are considering are:

- **Concept 1:** accessible bridge for non-motorised users
- **Concept 2:** road underpass at London Road
- **Concept 3:** road bridge at London Road
- **Concept 4:** road underpass alongside London Road
- **Concept 5:** road bridge alongside London Road
- **Concept 6:** alternative road crossing locations.

Further information about the current use of the crossing, potential options for a bridge, and studies previously undertaken for the London Road level crossing can be found in the Technical Report.

Figure: London Road level crossing location

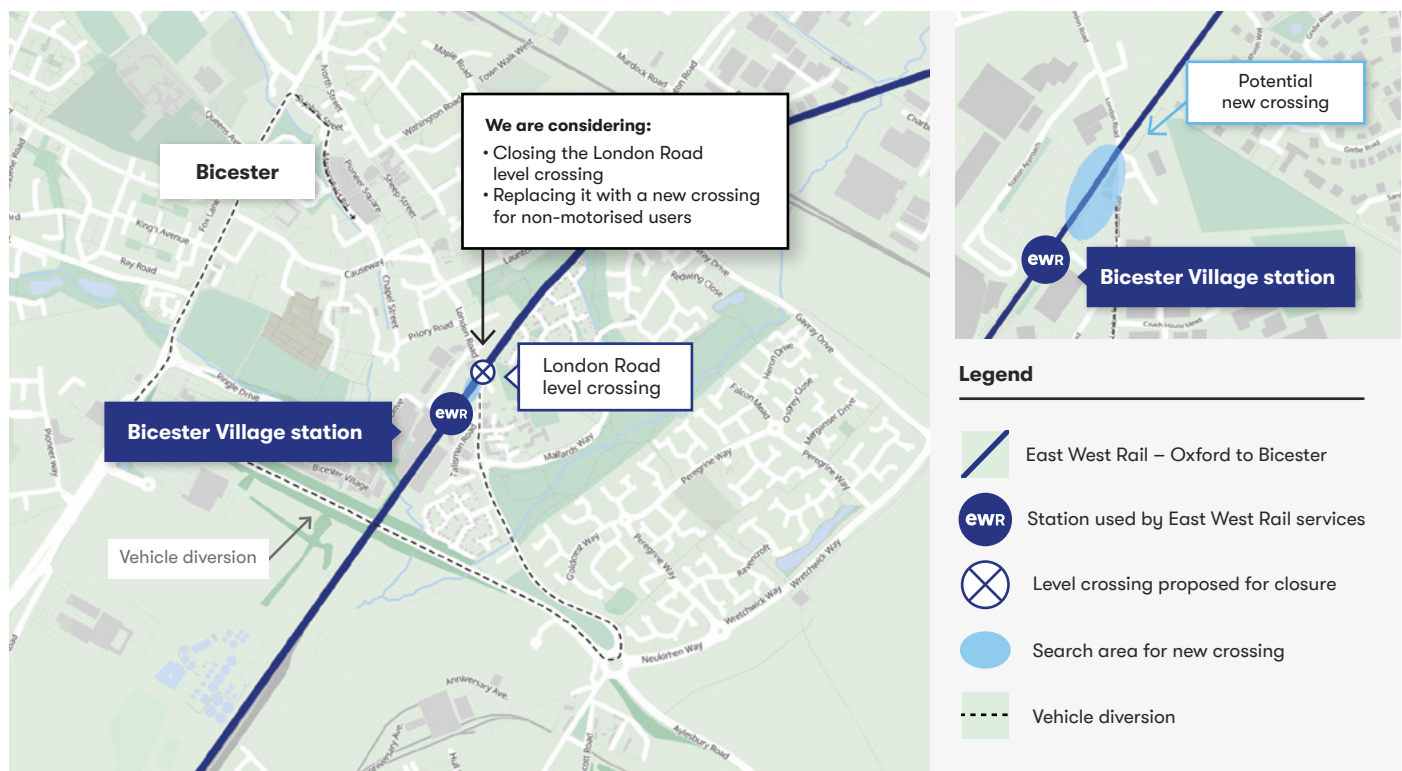


Concept 1: accessible bridge for non-motorised users

This would close the London Road level crossing and not provide an alternative road crossing for vehicles. A fully accessible bridge crossing of the railway for non-motorised users, including pedestrians and cyclists, would be provided and this could facilitate a pedestrian zone around the crossing area.

This would mean that vehicles that currently use London Road would be diverted around the south of Bicester via the A41 and Oxford Road, Kings End and Queens Avenue to reach the centre of Bicester.

Figure: Concept 1:
accessible bridge for
non-motorised users

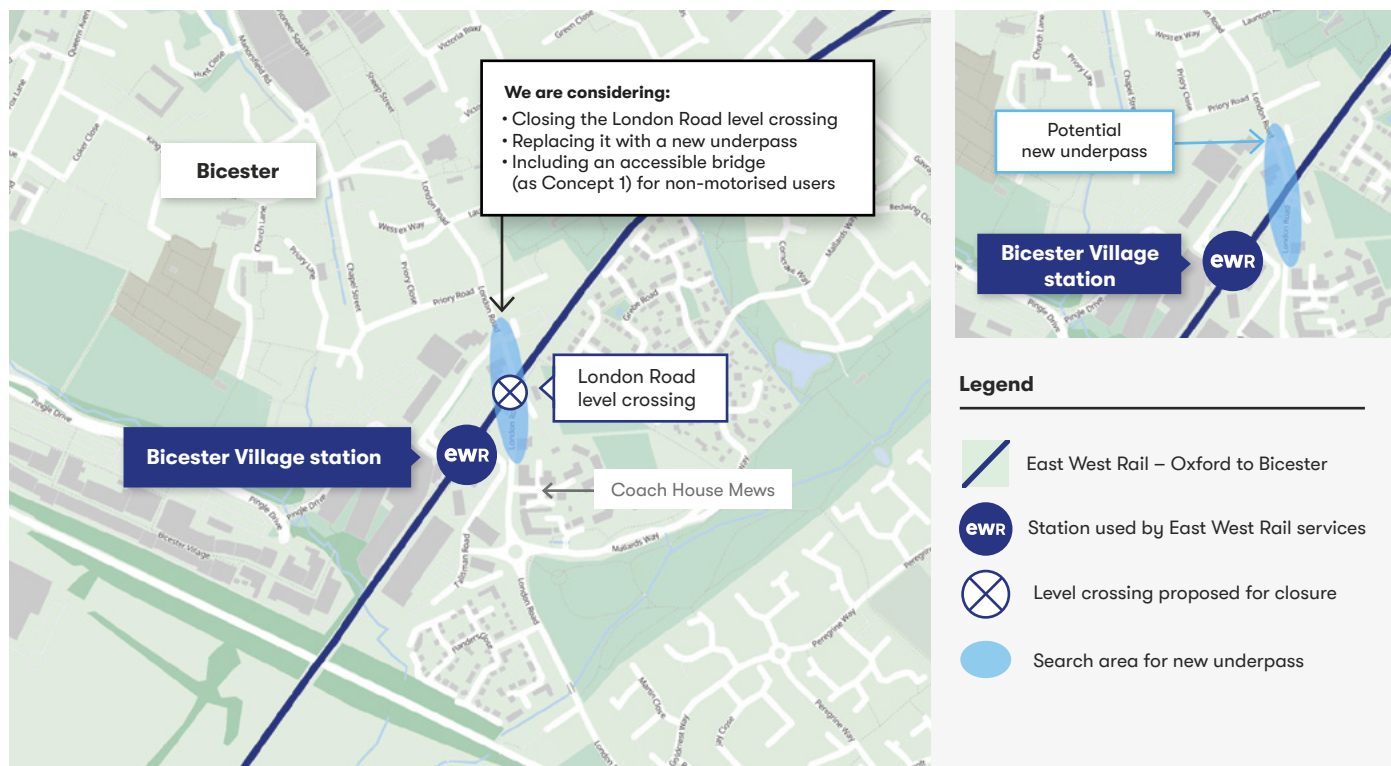


Concept 2: road underpass at London Road

This solution would provide an underpass of approximately 300m under the location of the existing level crossing. The underpass would provide access for both vehicles and pedestrians. However, we understand that this length of underpass may not be an attractive route for pedestrians, so at the next stage of design we would consider alternative pedestrian routes in addition to the underpass.

Construction of the underpass would require lowering of the existing London Road by around 5–6m and means the existing access into Westholme Court and the access road to Alchester Terrace (south of the existing crossing) could not be maintained. Alternative access points to these premises would have to be located elsewhere. Access to Coach House Mews, Station Approach, Priory Road and Garth Court could be retained.

Figure: Concept 2:
road underpass

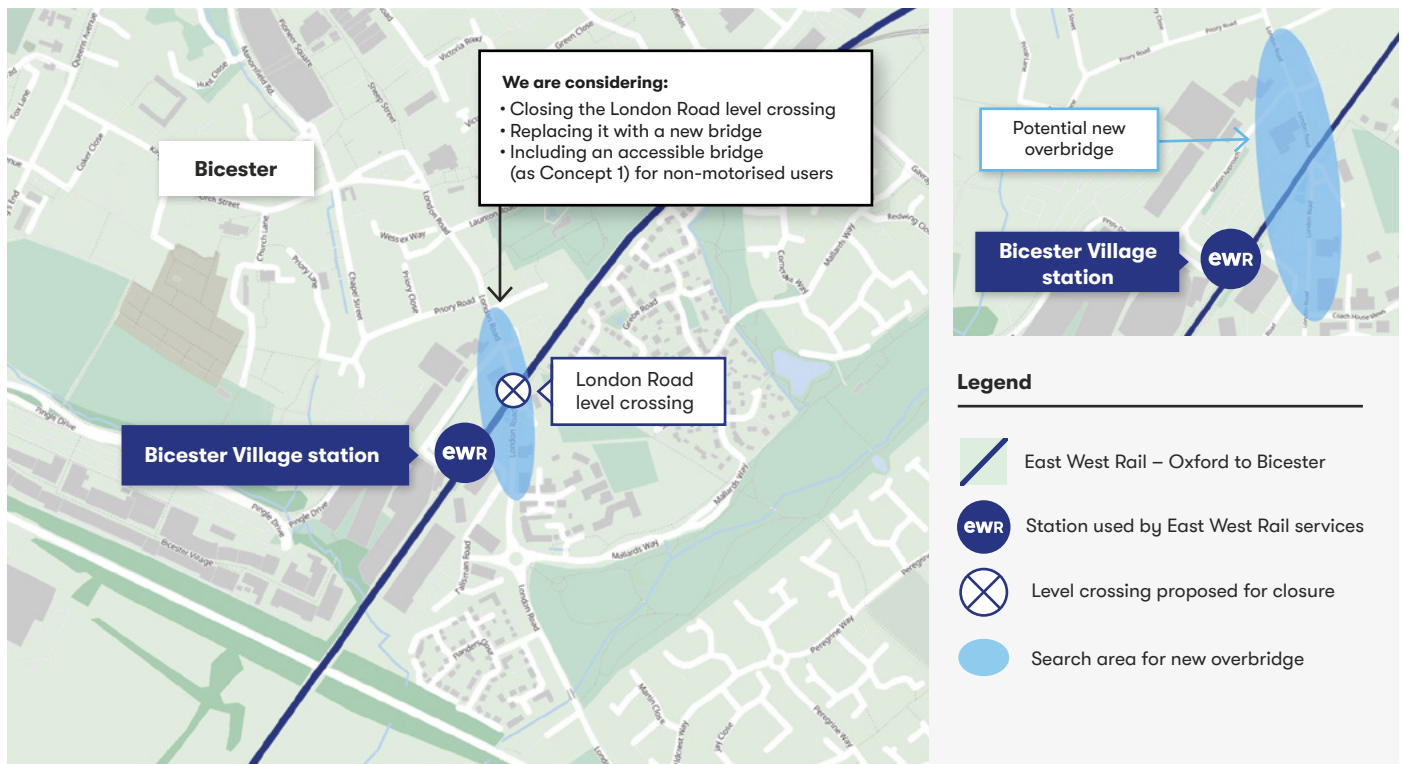


Concept 3: road bridge at London Road on the existing road

This concept would require a bridge that would allow the road to pass over the railway along the route of the existing London Road.

This has been considered as part of previous studies that are described in the Technical Report (section 6.5). Construction of this solution would be very challenging. This is because there is limited potential available space around London Road to construct a new bridge due to the proximity of neighbouring properties. If a bridge were to be built in this location it would be difficult to meet the usual road design standards to enable a 30mph speed limit and would be likely to require a number of properties to be demolished.

Figure: Concept 3:
road bridge

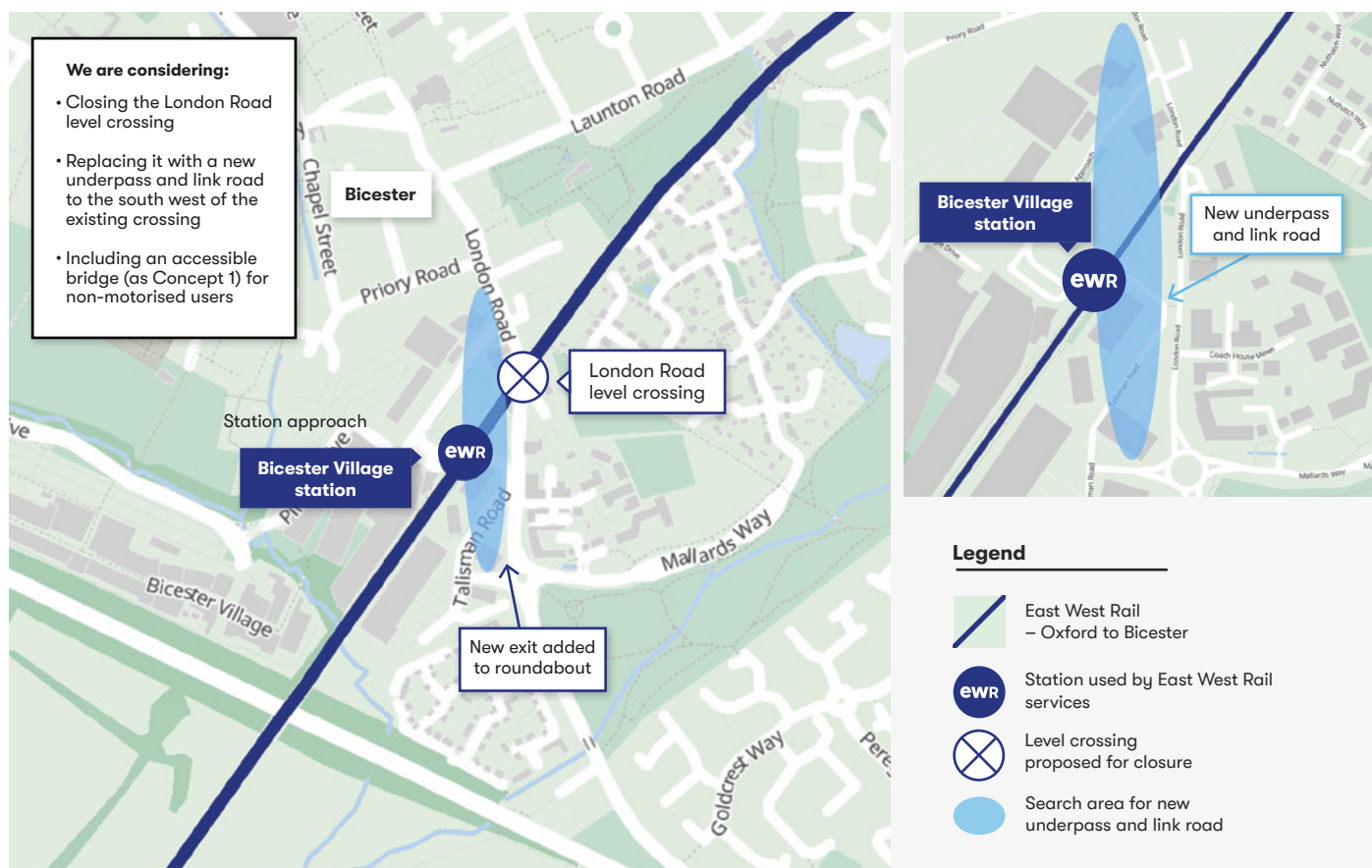


Concept 4: road underpass for London Road along a different route

This concept would provide a new underpass for London Road to the south west of the existing level crossing. The underpass would provide access for both vehicles and pedestrians. However, we understand that this length of underpass may not be an attractive route for pedestrians, so at the next stage of design we would consider alternative pedestrian routes in addition to the underpass.

A new exit would be added to the Talisman roundabout for the London Road underpass. Station Approach and Priory Road would join the underpass via a new road close to their existing locations. The existing London Road would be retained to maintain the existing utilities (gas, electricity and water services) in the road but there would be no access across the railway at this point.

Figure: Concept 4: road underpass alternative route

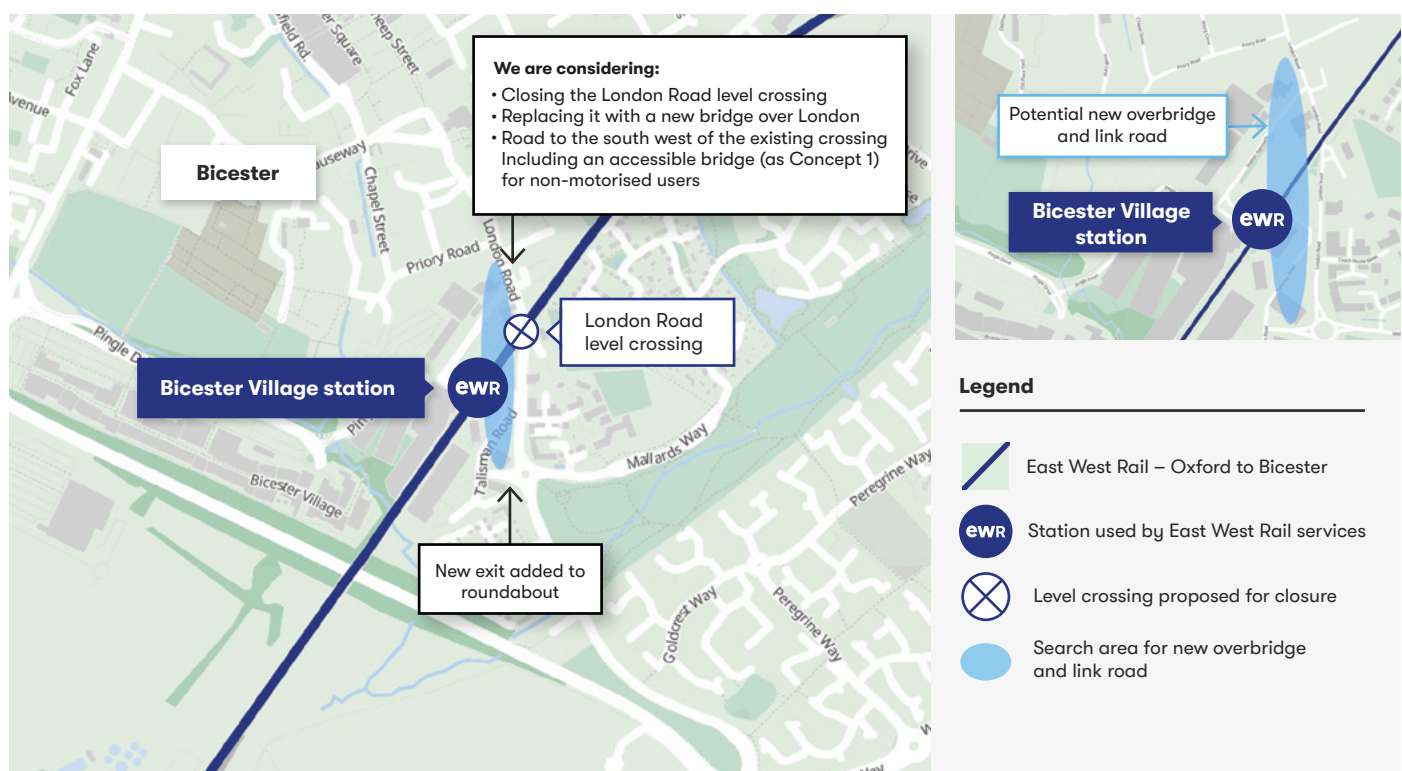


Concept 5: road bridge for London Road along a different route

This option would provide a new bridge over London Road to the south west of the existing level crossing. Given the built-up nature of the area there is little potential available space so it is likely that if a bridge were to be provided in this location, it would be difficult to meet the usual road design standards to enable a 30mph speed limit and is likely to require a number of properties to be demolished.

As with Concept 4 a new exit would be added to the Talisman roundabout for a route via the London Road bridge. Station Approach and Priory Road would join the bridge and the new road close to their existing locations. The existing London Road would be retained to maintain the existing utilities in the road but there would be no access across the railway at this point.

Figure: Concept 5: road bridge alternative route



Concept 6: alternative road crossing locations

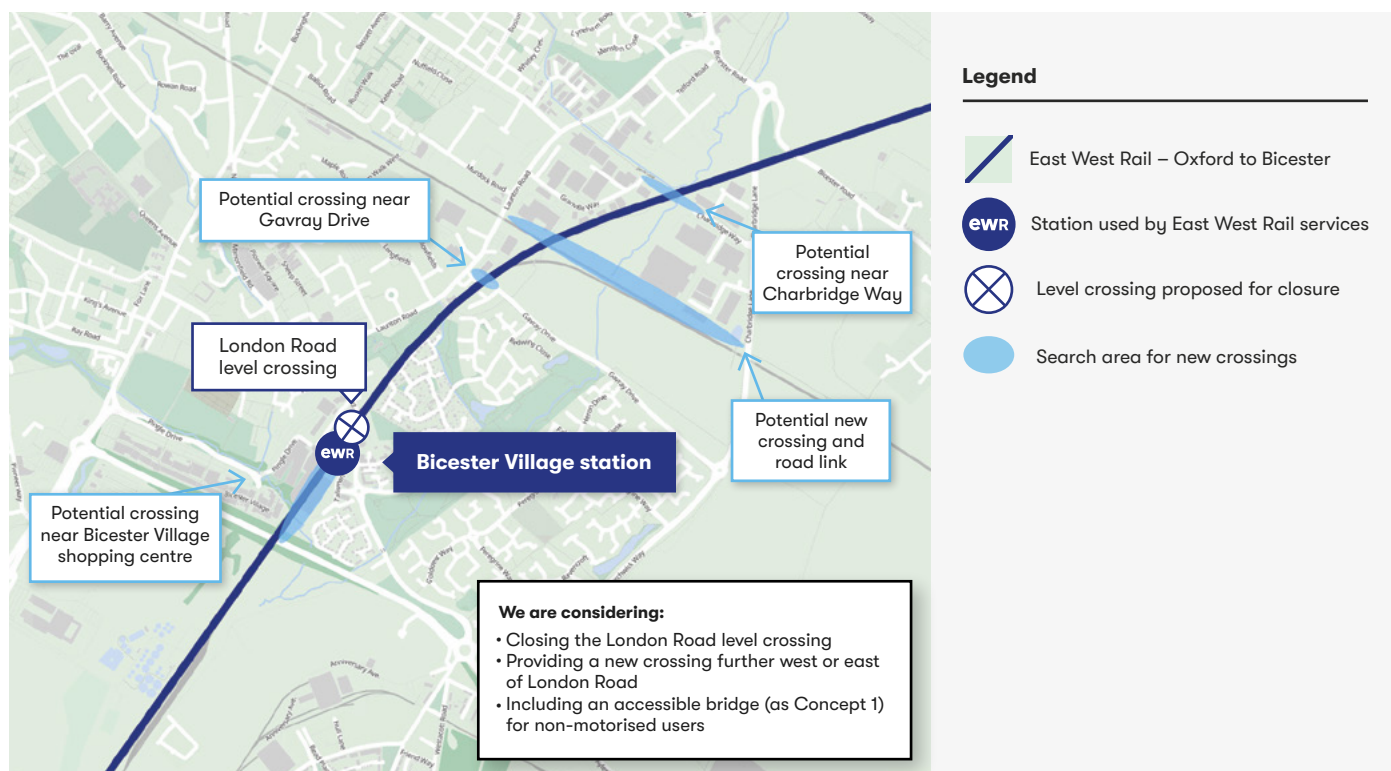
We have also considered solutions involving new crossings of the railway located to the west or east of the existing London Road level crossing. These would require traffic to be diverted either:

- Between London Road and the A41, or
- Between London Road and the A4421 (Charbridge Lane).

New crossings to the west would be more challenging because of the developments that have taken place at Bicester Village shopping centre and railway station since they were examined by Network Rail. All the potential options in this area would require a substantial number of properties to be demolished and reconfiguration of the shopping centre facilities, railway station and the Talisman buildings complex.

New crossings to the east could include a new bridge over the railway at Gavray Drive, with a new road parallel to the London to Birmingham railway line, or further north at Charbridge Way.

Figure: Concept 6:
alternative road crossing
locations



Our considerations at the next stage of design

We have carried out a preliminary assessment of these concepts taking into account the following factors: benefits to road users and pedestrians, capital costs, operating costs and potential environmental impacts including access locally. These are shown on the following page.

Details of this preliminary assessment can be found in the Technical Report. We know that all of these options are likely to affect amenity of residents and other users of the area. We will use your response to this consultation to inform our detailed assessment and decision making.

London Road Assessment Factors

Assessment factors	Concept 1	Concept 2	Concept 3
Transport user benefits – primarily in respect of the impact on road users	<p>The ability of the A41 and other local roads to accommodate an increase in traffic arising from the termination of London Road at the railway, and any additional measures required.</p> <p>Measures required to accommodate traffic requiring access to Bicester Village station from the south east, including car parking and drop-off facilities on the eastern side of the railway.</p>	<p>The means of construction of the underpass are to be confirmed, the most economical construction methodology would necessitate the removal of the tracks for excavation and construction of the underpass to occur. This would result in prolonged closure of the operational railway.</p> <p>London Road would have to be closed for the duration of the works (which could be up to 2 years), causing severance between communities in the short and medium term.</p>	<p>London Road would have to be closed for the duration of the works (which could be up to 2 years), causing severance between communities in the short and medium term.</p> <p>The speed of the new London Road would have to be reduced to 30mph.</p>

Table: London Road
Assessment Factors

Concept 4	Concept 5	Concept 6
<p>The means of construction of the underpass are to be confirmed. The most economical construction methodology would necessitate the removal of the tracks for excavation and construction of the underpass to occur. This would result in prolonged closure of the operational railway.</p> <p>This option would not require the closure of London Road for the same amount of time as concepts 2 and 3.</p>	<p>The speed of the road would have to be reduced to 30mph.</p>	<p>The disbenefits of longer journeys for road users would need to balance against the benefits to EWR. Measures to mitigate additional highway congestion may need to be implemented.</p>

Assessment Factors	Concept 1	Concept 2	Concept 3
Capital costs	Concept 1 would have the lowest capital costs.	<p>Concept 2 would have a high capital cost due to the nature of constructing a tunnel.</p> <p>London Road is a major thoroughfare for utility apparatus due to it being one of the few existing corridors where utilities can cross the railway in Bicester. Implementation of an underpass is likely to result in significant conflicts with existing electric, gas, water, sewer and telecoms apparatus which may require diversion prior to commencement of the main works. This adds to cost and engineering complexity.</p>	This option would be less costly than an underpass, but more costly than concepts 1 and 6. This option would have a similar cost to concept 5.
Operating costs – in particular for the underpass options	Concept 1 would have the lowest operating costs.	Concept 2 would be costly to operate and maintain because of the likely drainage requirements.	
Environmental impacts and opportunities – including the potential severance effects and the extent to which these can be mitigated	The impact of severance on the local community in south east Bicester and whether an additional road route, with a crossing over the railway, is required (and indeed viable) to the north east of London Road.	<p>The groundwater table is relatively high in this location and an underpass would be prone to flood risk, which means that a pumping system would be likely to be required.</p> <p>Impact to property may be substantial with access severed to Westholme Court and the access road to Alchester Terrace; access to these would have to be re-provided with alternative routes yet to be identified.</p>	<p>Impact to property may be substantial with access severed to Westholme Court and the access road to Alchester Terrace; access to these would have to be re-provided with alternative routes yet to be identified. Buildings in close proximity to the carriageway may need to be demolished during the works.</p> <p>Environmental impacts such as noise and visual impact are likely to be greater than the other non-overbridge Concepts.</p>

Concept 4	Concept 5	Concept 6
<p>Concept 2 would have a high capital cost due to the nature of constructing a tunnel.</p> <p>Concept 4 would avoid the costs associated with the existing utilities on London Road.</p>	<p>This option would be less costly than an underpass, but more costly than concepts 1 and 6. This option would have a similar cost to concept 3.</p>	<p>This concept would have lower capital costs than concepts 2, 3, 4 and 5. It would be more costly than concept 1.</p>
<p>Concept 4 would be costly to operate and maintain because of the likely drainage requirements.</p>		
<p>Environmental impacts for properties to the west of London Road would be substantially increased, as several buildings will directly clash with the proposed infrastructure.</p> <p>Impacts on the recently upgraded Bicester Village railway station are also likely to be more significant.</p>	<p>Buildings in close proximity to the carriageway may need to be demolished during the works.</p> <p>Environmental impacts such as noise and visual impact are likely to be greater than the other non-overbridge concepts.</p>	<p>Potential impacts on residential and commercial properties.</p> <p>There are likely to be further environmental impacts for each of the new crossings proposed.</p>

Share your views

7. **What do you think is important to consider when developing our proposals for the railway in the Oxford to Bicester area? In particular we would like to know about:**
- Anything we should consider in relation to our proposals for Oxford station
 - Your views on our proposals for Oxford Parkway and Bicester Village stations
 - Anything we should consider about the level crossing at London Road in Bicester and the options we are considering.
8. **Please rank your preference for the proposed concepts for the level crossing at London Road in Bicester:**
- Concept 1:** accessible bridge for non-motorised users
Concept 2: road underpass at London Road (online)
Concept 3: road bridge at London Road (online)
Concept 4: road underpass alongside London Road (offline)
Concept 5: road bridge alongside London Road (offline)
Concept 6: alternative road crossing locations.
9. **Please tell us why you have ranked the proposed concepts above and provide any other comments.**

Do you have any alternative suggestions?

You can share your thoughts with us on this question by filling in our online feedback form at **www.eastwestrail.co.uk/feedback**. You can also send us your views by emailing us at **consultation@eastwestrail.co.uk** or writing to us at **Freepost EAST WEST RAIL**.

Alternatively, you can request a paper copy of the feedback form to be sent to you by:

- Ordering it online at **www.eastwestrail.co.uk/documents**
- Emailing us at **contact@eastwestrail.co.uk**
- Calling us on **0330 134 0067**.



Oxford station





03. **How to respond to this consultation**

03.
How to respond to this consultation

Who can take part?

Everybody is welcome to take part in our consultation and we are keen to hear all views.

Why are we consulting now?

We are committed to early and ongoing engagement with the communities we serve.

Consulting on the Project thoroughly at this formative stage will help us to:

- Inform the communities we serve about the development of the Project and make information as widely available as possible
- Gather feedback from stakeholders and the community to help inform the Project design and influence decisions around the further development of the proposals
- Identify key issues and concerns about the impacts and effects of the Project and identify potential ways to avoid or reduce them.

New ways of working during Covid-19

We continue to follow government advice around Covid-19 and the safety of the public and our team is paramount.

It has not been possible to hold large scale public events during this consultation period. In response to this, our approach includes:

- Providing a comprehensive range of accessible information about the proposals
- Engaging through virtual methods.

Each activity has been reviewed in line with:

- Government guidelines
- Comments from local authorities
- Comments from parish councils.

Get all the information you need to respond

If you have questions about anything in the Consultation Document, the topics covered, or would like more information before responding, you can:

- Visit our virtual public exhibition – an online space open throughout the consultation period displaying our full range of consultation materials in accessible and downloadable formats, and ways for you to respond to the consultation
- Join one of our virtual community briefings – a series of online events being held at the beginning of the consultation, hosted by a team of EWR Co experts and members of the design team who can talk to you about key elements of the consultation
- Join one of our virtual expert sessions – our experts will run sessions on specific topics of interest to our communities. These will provide a more detailed look at areas like environmental considerations and station locations. Our experts will answer questions submitted by you, and the sessions will also be made available as videos to download
- Visit our Community hub – a new online platform enabling you to get involved. You can access all of the Consultation materials here and submit your response as well.
- Speak to the team by emailing us at contact@eastwestrail.co.uk or by calling us on 0330 134 0067.

List of consultation materials

This **document** provides the proposals on which we are consulting.

Other documents available which provide further information include:

Document	Description
Consultation Summary	A summary of the Consultation Document
Consultation Document	This document setting out all of our proposals we are consulting you about, with more detail than the Consultation Summary.
Consultation Response Form	Please use this form to share your thoughts. We encourage you to respond online. If you do not have access to the Internet or would like to respond on paper, please let us know.
Consultation Technical Report	This contains detailed, technical information which supports the Consultation Document. It sets out how we have assessed options during design development, and how we have considered environmental factors.
Consultation Drawings	These drawings show the proposed alignment options between Bedford and Cambridge and the location of any proposed works between Oxford and Bedford.
Engineering Long Section Drawing	A Long Section Drawing is available for each route alignment option between Bedford and Cambridge, which shows its vertical alignment (height) relative to ground levels.
You Said, We Did	This document refers to our previous consultation about the route option between Bedford and Cambridge and how your responses informed our proposals.
Appendices	There are several additional documents which provide further background information.
EWR Virtual Consultation	An interactive, online exhibition where all the of the consultation materials can be viewed.
Guide to the proposed Need to Sell Scheme	Consultation guide to our proposed discretionary purchase scheme which aims to support owner occupiers who are unable to sell their property, except at a substantially lesser value, due to the project following the announcement of the preferred route alignment for the railway. We are seeking your views on our proposal.



St Neots level crossing

The impact of Covid-19 on EWR

The team at EWR Co is committed to doing the right thing for the communities we serve: this includes taking account of the impact of Covid-19 while also planning connections for local communities which will last for the next hundred years. Covid-19 undoubtedly generated immediate changes to working practices, but no consensus has formed about the long-term effect this might have on rail demand and we will remain open to new information on this topic

As the area looks to recover from the pandemic, EWR Co's planning will continue to develop and construction will start. Billions of pounds will pour into the local economy through our supply chain and thousands of jobs will be created.

Longer term, EWR will create an unrivalled knowledge arc by linking internationally renowned science parks and world-beating universities, in an environment where high-tech industries cluster, and organisations such as AstraZeneca are at the cutting edge of medical collaboration between private research and academia.

Please give us your views

We're keen to understand what you think about the emerging proposals for the Project, and your views on the broader scheme.

For environmental and cost reasons, we urge as many people as possible to use the online feedback form to share your views. Just go to **www.eastwestrail.co.uk/feedback**.

Alternatively, you can send us your views by emailing us at **consultation@eastwestrail.co.uk** or writing to us at **Freepost EAST WEST RAIL**

For further information, or to request a paper copy of the feedback form to be sent to you, speak to the team by emailing us at **contact@eastwestrail.co.uk** or by calling us on **0330 134 0067**.

Accessibility:

If you or somebody you know requires copies of our consultation materials in accessible formats or an alternative language, please contact us at **contact@eastwestrail.co.uk** or by calling us on **0330 134 0067**.

Closing date for responses

The consultation lasts for 10 weeks and closes on **9 June 2021**.

Please make sure your comments reach us on or before this date.

What happens next?

After the consultation an independent company will:

- Record and analyse all the responses received
- Summarise the responses in a report.

This report will be published on our website.

All of the feedback we receive will be carefully considered as we continue to progress our designs.

The feedback received from all rounds of consultation will be summarised in a consultation report which will be submitted as part of the DCO application.

Data protection

We will collect and process the information you provide to us in order to record and analyse any feedback or questions you raise during the Consultation. If you give us personal information about other people you must first make sure that you have obtained all necessary permission from that person for you to pass this information on to us. We may need to share personal information with third parties which could include public bodies and third parties working with us on the project. You have the right to object to the processing of your personal data in certain circumstances and you may ask us to delete your personal information if you believe that we do not have the right to hold it.

For further information in relation to how we process personal data, please see our Personal Information Charter at **www.eastwestrail.co.uk/personal-information-charter**





04. **Glossary**

Glossary

	Term	Description
A	A428 Improvement Scheme	The scheme promoted by Highways England to upgrade the A428 between Black Cat roundabout east of Bedford and Caxton Gibbet roundabout west of Cambourne
	Air Quality Management Area	An area designated by a local authority, where it believes the Government's objectives for air quality will not be achieved without additional interventions
	Assessment factors	The factors used to assess and compare different options for the Project
	At-grade junction	A railway junction where tracks cross at the same level. Also known as a flat junction
B	Biodiversity net gain	An approach to development that leaves biodiversity in a better state than before the development took place
	Blockade	The closure of a rail route for an extended period (typically more than two to three days)
	Bridleway	A route over which the public have rights to pass on foot, cycle and on horseback
C	Cambourne North station	Option for a new station to the north of Cambourne

	Term	Description
C	Cambourne South station	Option for a new station to the south of Cambourne
	Capital costs	Cost incurred during delivery of a project in purchasing buildings, land, construction works, and equipment as opposed to the costs of operating, maintaining or decommissioning the project
	Clock-face timetable	A timetable arranged so that trains arrive or depart at the same times in the hour, every hour (for instance at 10, 30 and 50 minutes past the hour)
	Code of Construction Practice (COCP)	A public document which will provide contractors and suppliers with details of the measures, controls, and standards of work that they must follow
	Connection stage	Work will be divided into three connection stages which relate directly to a full journey and not just a piece of track: Connection Stage One (CS1): Oxford - Bletchley and Milton Keynes (services may be first opened to Bletchley in a two-phased approach) Connection Stage Two (CS2): Oxford - Bedford Connection Stage Three (CS3): Oxford - Cambridge
	Conservation area	An area of notable architectural or historic interest or importance in relation to which change is managed by law
D	Development Consent Order (DCO)	Order made by the relevant Secretary of State to authorise the construction, operation and maintenance of a nationally significant infrastructure project (NSIP). In relation to East West Rail, this would be the Secretary of State for Transport.
	Department for Environment, Food & Rural Affairs (Defra)	UK government department responsible for safeguarding our natural environment, supporting our world-leading food and farming industry, and sustaining a thriving rural economy.
	Department for Transport (DfT)	Government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.

	Term	Description
E	Earthworks	General term for the excavation and placement of soil, rock and other material; or for existing cuttings and embankments
	East Coast Main Line (ECML)	Railway line running from London King's Cross to Edinburgh through Sandy and St Neots.
	East West Rail (EWR)	A proposed new rail link, which would connect communities between Oxford, Milton Keynes, Bedford and Cambridge
	East West Railway Company Ltd (EWR Co)	Company set up by the Secretary of State for Transport to develop East West Rail.
	Embankment	A construction that allows railway lines to pass at an acceptable level and gradient through the surrounding ground that is composed entirely of soil or rock.
F	Flood plain	An area of low-lying ground adjacent to a river, which is subject to flooding
G	Grade-separated junction	A railway junction where tracks cross at different levels
	Govia Thameslink Railway (GTR)	Govia Thameslink Railway, a train operating company
H	Highways England (HE)	The Government body responsible for managing the Strategic Road Network in England

	Term	Description
H	HS2	High Speed 2, the new railway line under construction between London and the West Midlands, and beyond.
I	Impact Risk Zone (IRZ)	A zone around a Site of Special Scientific Interest used to make an initial assessment of the potential risks posed to that Site by development proposals
	Indicative alignment	The indicative, concept alignment within each Route Option used for the comparison of Route Options A to E in the previous stage of design
	Infrastructure maintenance depot	A depot at which staff and equipment involved in maintaining rail infrastructure are based and from which maintenance operations are coordinated
	Interchange	A station at which passengers may change between trains serving different routes and destinations
K	km	Kilometres
L	Level crossing	A location at which vehicles and pedestrians may cross railway tracks at grade (at ground level). This definition includes accommodation crossings which provide access to specific properties; and crossings which are operated by their users rather than automatically
	Listed building	A building placed on a statutory list, because of its architectural or historical interest, in relation to which change is managed by law
	London & North Western Railway (LNWR)	Historic British railway company, an ancestor of the West Coast Main Line

	Term	Description
M	m	Metres
	Marston Vale Line (MVL)	The existing line and services operating between Bletchley and Bedford
	Ministry of Housing, Communities & Local Government (MHCLG)	UK government department responsible for housing, community and local government matters in England
	Midland Main Line (MML)	The main railway route between London St Pancras, Nottingham and Sheffield
	mph	Miles per hour
N	National Infrastructure Commission (NIC)	Executive agency responsible for providing the government with impartial, expert advice on major long-term infrastructure challenges facing the UK
	National Networks National Policy Statement (NN NPS)	Sets out the need for, and the Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England, and will be the primary basis against which the Secretary of State for Transport will assess and determine a DCO application for a new railway pursuant to section 104 of the 2008 Act
	Nationally Significant Infrastructure Project (NSIP)	A large-scale development (relating to energy, transport, water, or waste) of national significance that meets the thresholds set in Part 3 of the Planning Act 2008
	Network Rail (NR)	Network Rail Infrastructure Limited, the organisation which owns the majority of the railway infrastructure in England

	Term	Description
N	Net zero carbon	The approach of balancing greenhouse gas emissions, offsets or carbon sequestration (for example tree planting or carbon capture schemes), to achieve a net zero state
	Non-motorised users	People travelling on foot, by cycle or on horseback; or by any other means which is not motorised
O	Office of Rail and Road (ORR)	A non-ministerial Government department which is the economic and safety regulator for Britain's railways
	Overhead Line Equipment (OLE)	The wires, known as catenary, suspended above railway lines to provide electrical power to trains, and their supporting structures
	Operating costs	Costs incurred in the day-to-day running of the railway
	Option	In this report, 'option' is used to refer to a possible solution that has been considered and is being taken forward for further design and/or assessment
	Oxford-Cambridge Arc (the Arc)	A region defined by the Government and the National Infrastructure Commission covering local authorities across the counties of Northamptonshire, Cambridgeshire, Buckinghamshire and Oxfordshire and the unitary authorities of Bedford, Central Bedfordshire, Luton, and Milton Keynes
P	PA 2008	Planning Act 2008
	Passing loop	A section of track used to allow one train to be passed by another train travelling behind it in the same direction

	Term	Description
P	Permitted Development Rights	Development that may be carried out by certain categories of (for example) statutory undertaker (such as Network Rail) under deemed planning permission (“Permitted Development Rights”), for certain types of work. Permitted Development Rights also benefit other statutory undertakers
	Points	A junction between two railway lines, that can be set to guide a train to or from either of those lines. Can also be referred to as a switch
	Possession	Restriction of access to a section of railway for the purposes of maintaining or renewing infrastructure, at a particular location and for a particular period of time
	Preferred route option E	The Route Option previously selected as the preferred area between Bedford and Cambridge in which to seek alignments in this phase of developing the Project
	Programme-Wide Output Specification (PWOS)	A document containing detailed requirements for the Project, agreed with the Department for Transport
	The Project	The infrastructure, systems, rolling stock and organisational arrangements which need to be created or modified to deliver East West Rail and its intended outcomes
	Project section	One of six geographical areas used to present infrastructure proposals for consultation
	Public Rights of Way (PRoWs)	A way over which the public have a right to pass and repass.
R	Reference alignment	The alignment option against which the performance of other alignment options is assessed

	Term	Description
R	Rolling stock	Any vehicle which can run on a railway track
	Route corridor, Route option and Route alignment	<p>Route Corridors are the broad areas within which the new railway might be located, identified as part of the initial ‘sift’ of possibilities in 2016.</p> <p>Within the preferred Route Corridor, several narrower Route Options were identified and a Preferred Route Option was announced in 2020.</p> <p>The Project is now at the stage of selecting a Route Alignment</p>
S	Safety risk	The risk of unsafe practices or situations occurring on the railway that may lead to accidents
	Scheme	A project or a group of projects being promoted or undertaken by a party or parties other than EWR Co with objectives which do not directly facilitate, but may be related to, East West Rail
	Scheduled Monument	A historic building or site considered to be of national importance, placed on a list kept by the Government and requiring Government approvals for any works which might affect the Scheduled Monument
	Shepreth Branch Royston (SBR) Line	The line that connects Cambridge to Hitchin via Shepreth
	Siding	A short track at the side of and opening on to a railway line. They are usually used for stabling trains
	Source Protection Zone (SPZ)	SPZs are defined around large and public potable groundwater abstraction sites. The purpose of SPZs is to provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact upon a drinking water abstraction

	Term	Description
S	Site of Special Scientific Interest (SSSI)	The land notified as an SSSI under the Wildlife and Countryside Act 1981, as amended. SSSI include the most important sites for wildlife and natural features in England, supporting many characteristic, rare and endangered species, habitats and natural features
	Statutory consultation	A stage of consultation which a promoter of a nationally significant infrastructure project is required to undertake, under section 42 the Planning Act 2008
	St Neots Option A station	Option for a new station in the St Neots area. Both St Neots station options would be located to the south of St Neots. This would be in addition to the existing St Neots station
	St Neots Option B station	Option for a new station in the St Neots area. Both St Neots station options would be located to the south of St Neots. This would be in addition to the existing St Neots station
T	Tempsford station	Option for a new station in the Tempsford area. Both Tempsford station options would be located to the north-east of Tempsford
	Thameslink	Train operator running services between the south coast of England, Bedford and Cambridge
	TWA 1992	Transport and Works Act 1992
	Transport and Works Act Order (TWAO)	A Transport and Works Act Order made by the Secretary of State under the TWA 1992 alongside a deemed planning permission, allowing works to a railway or other transport project to be undertaken
U	Utility company	A company that owns equipment which carries and distributes water, electricity, gas or telecommunications. These commodities are collectively known as ‘utilities’

	Term	Description
W	West Anglia Main Line (WAML)	The main railway route between London Liverpool Street and Cambridge
	West Coast Main Line (WCML)	The main railway route between London Euston and Glasgow

Notes



Notes



