

2024 Consultation: Online Webinar



Purpose of this session

The purpose of this online webinar is to:

- Provide you with general information about East West Rail
- Provide an overview of the proposals
- Share where you can find out more and how to submit a feedback form as part of our consultation.
- Provide an opportunity to put questions to our specialist team.

Due to time constraints, we may not be able to address every question in detail and won't be able to deal with specific questions relating to your locality. If you have a question of this nature, please email contact@eastwestrail.co.uk and we will get back to you.

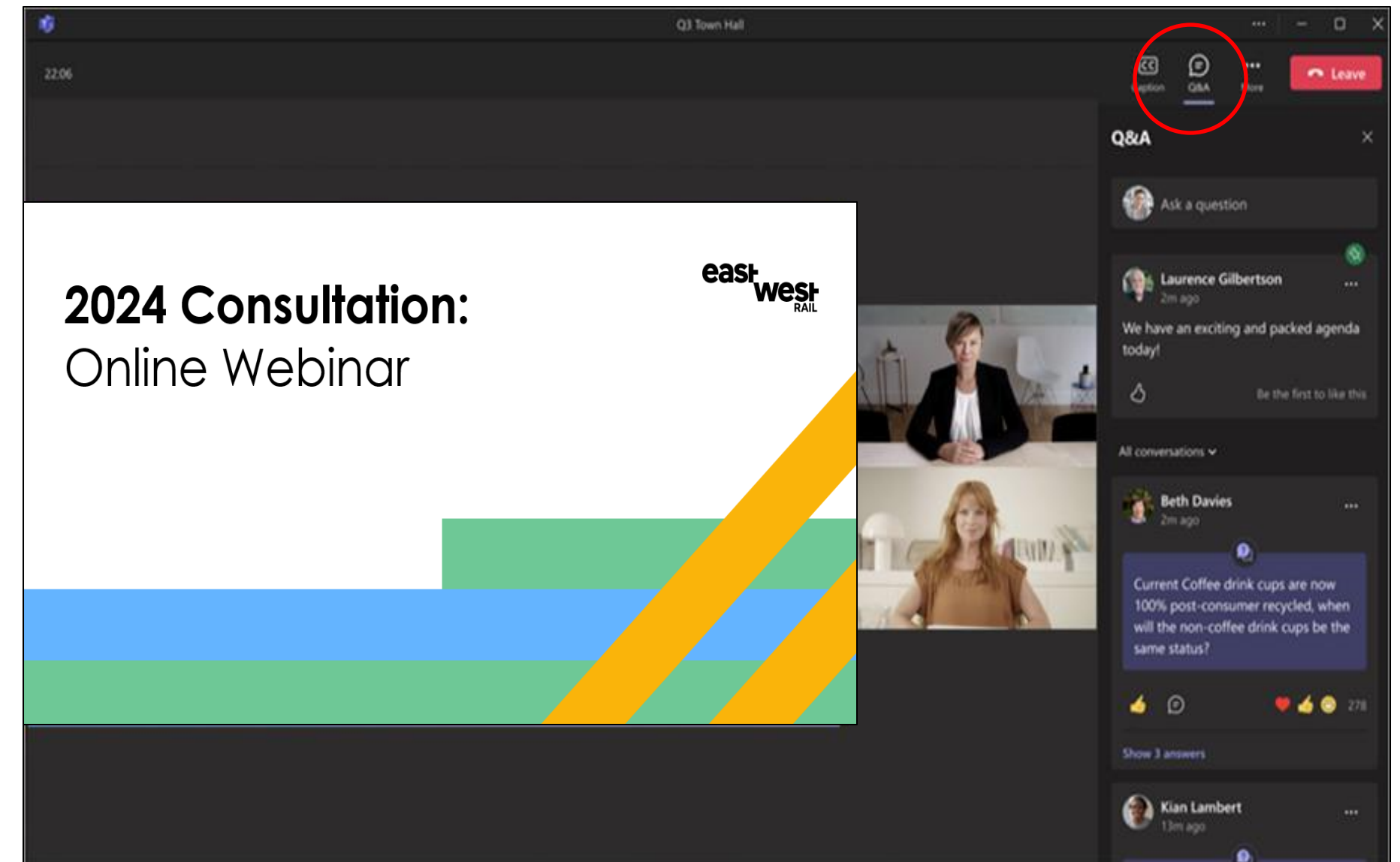
Today's session is intended to give you introductory information about the project, but for more detail, you can:

- Attend our in-person events
- View our proposals online and at information points
- Visit a virtual consultation room

House keeping

We want to make this session as useful and informative as possible for you. As such, please note the following:

- All participants are muted for the duration of the call but will be able to submit questions via the Q&A function
- Submissions via the Q&A function will go directly to our facilitators who will ensure questions are proposed to the most suitable member of the panel during the Q&A session
- We will endeavour to answer all questions but may not be able to do so in the time available. Therefore, please submit any unanswered questions to contact@eastwestrail.co.uk
- Our teams will be moderating the Q&A for inconsiderate behaviour and aggressive comments and will remove anyone from the webinar acting in the manner



Agenda

Agenda item

Welcome and introduction

Introduction to panel

About EWR: The journey so far and what's next

Our proposals

Sharing your views: Documents and feedback form

Moderated Q&A

Summary and close

Today's panel



- **Katy Sutton**, DCO Statutory Stakeholder and Consultation
- **Tristan Lincoln-Gordon**, Sustainability & Environmental Management and Bedford Area Lead
- **Fiona Ferguson**, Land and Property Manager
- **Mark Conway**, Area Manager Oxford to Bletchley
- **Robert Milner**, Area Manager, Clapham to Harston and Cambridge
- **Ryan Robertson**, Area Manager, Marston Vale Line
- **Ben Nicholass**, Traffic and Transport



About East West Rail

East West Rail

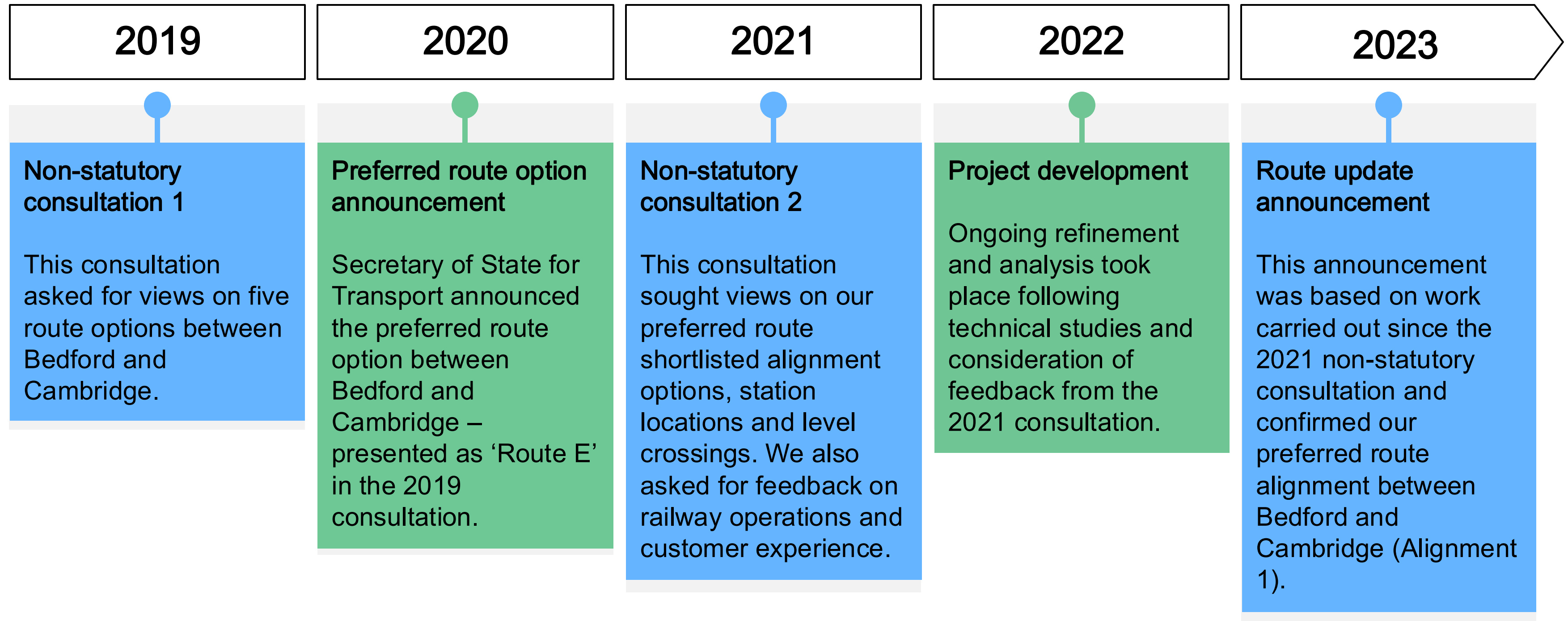
East West Rail (EWR) is a once-in-a-generation opportunity to connect people and businesses in the communities between Oxford, Milton Keynes, Bedford and Cambridge.

The Project includes the following:

- Improvements to the existing railway between Oxford and Bedford and the approach to Cambridge
- Construction of a new railway between Bedford and Cambridge, including construction of new stations at Tempsford and Cambourne
- New infrastructure and upgrading existing structures, including viaducts, tunnels, bridges, cuttings and embankments
- Improvements to or closure of level crossings
- Environmental mitigation, to mitigate the impacts of our Project proposals



The story so far



Connection Stages

Connection Stage 1 enables services to run between Oxford and Milton Keynes.

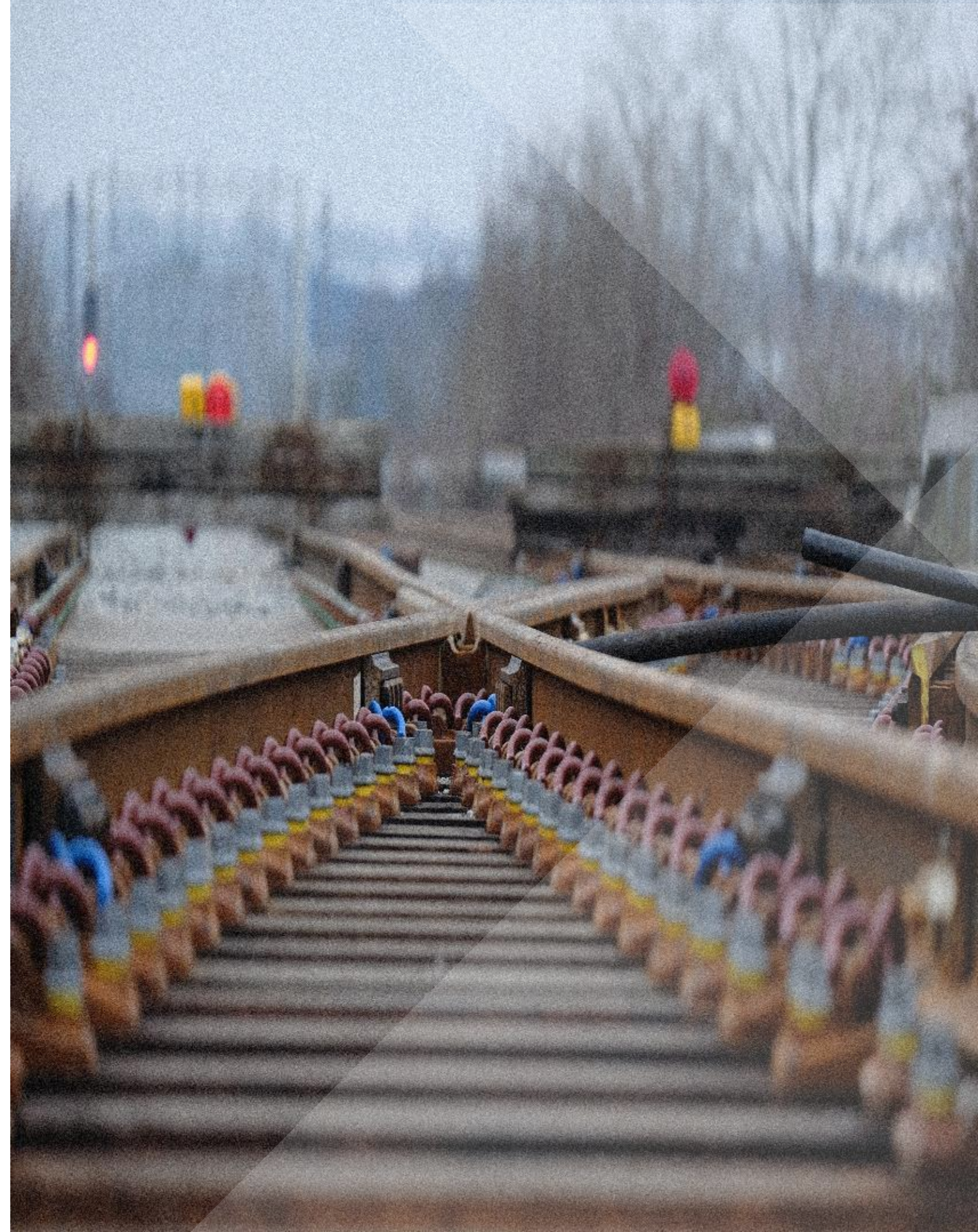
The first part of this stage, the link between Oxford and Bicester, is already in place. The work to extend services further north and east to Bletchley and Milton Keynes was given planning consent in 2020 by an order made by the Secretary of State under the Transport and Works Act 1992. Construction is well underway and passenger services will start running from 2025.

Connection Stage 2 is ongoing to bring forward services between Oxford and Bedford from 2030.

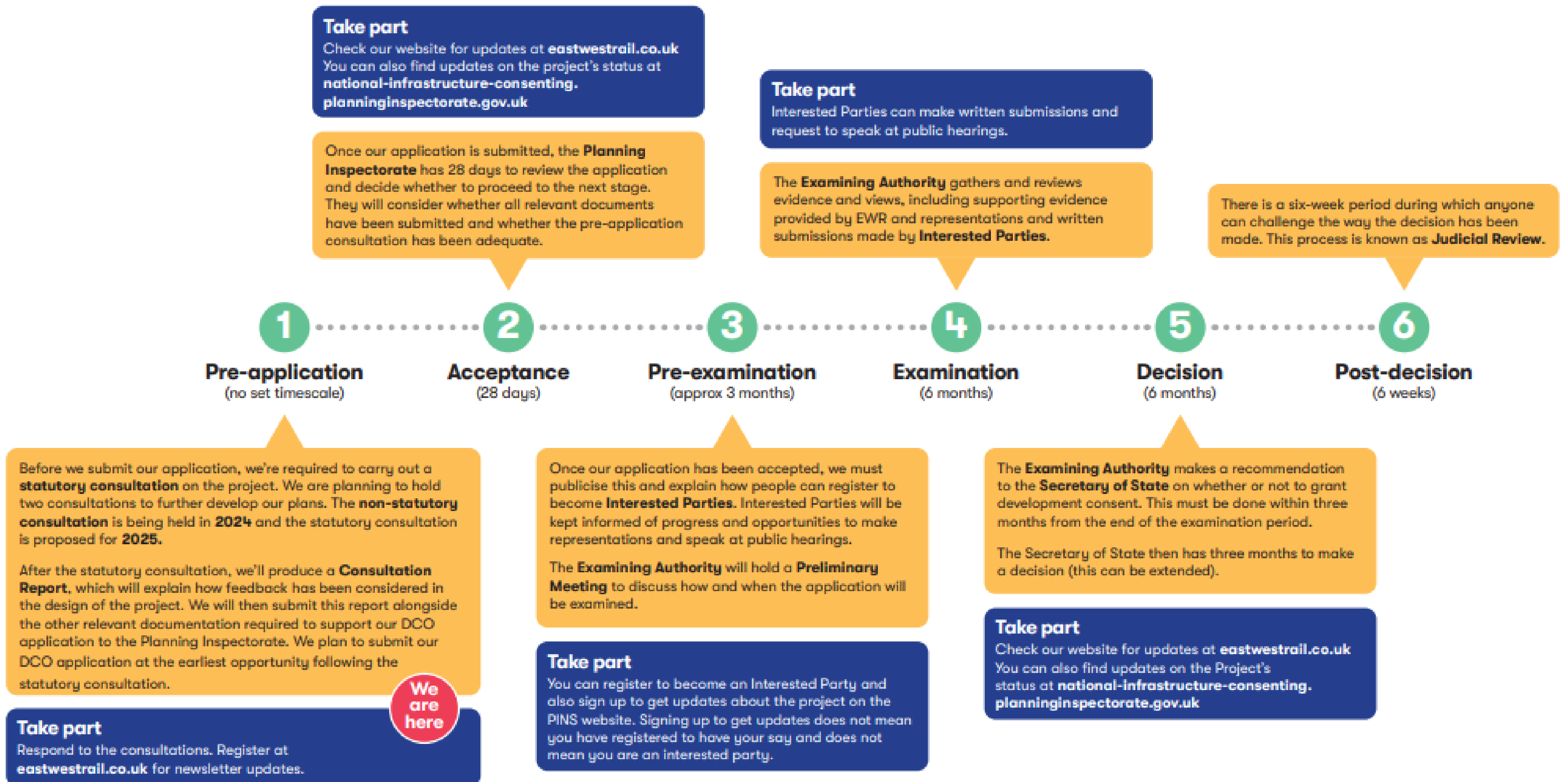
Planning consent for these works was also granted by the Transport and Works Act order in 2020.

Connection Stage 3 would complete EWR and enable passenger services to operate between Oxford and Cambridge via Bletchley and Bedford.

To complete this work, we will need to apply for a Development Consent Order (DCO), which would grant consent to build the new railway between Bedford and Cambridge, as well as the other upgrades between Oxford and Bedford to deliver the full proposed EWR service.



Development Consent Order process





Environmental update

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

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.

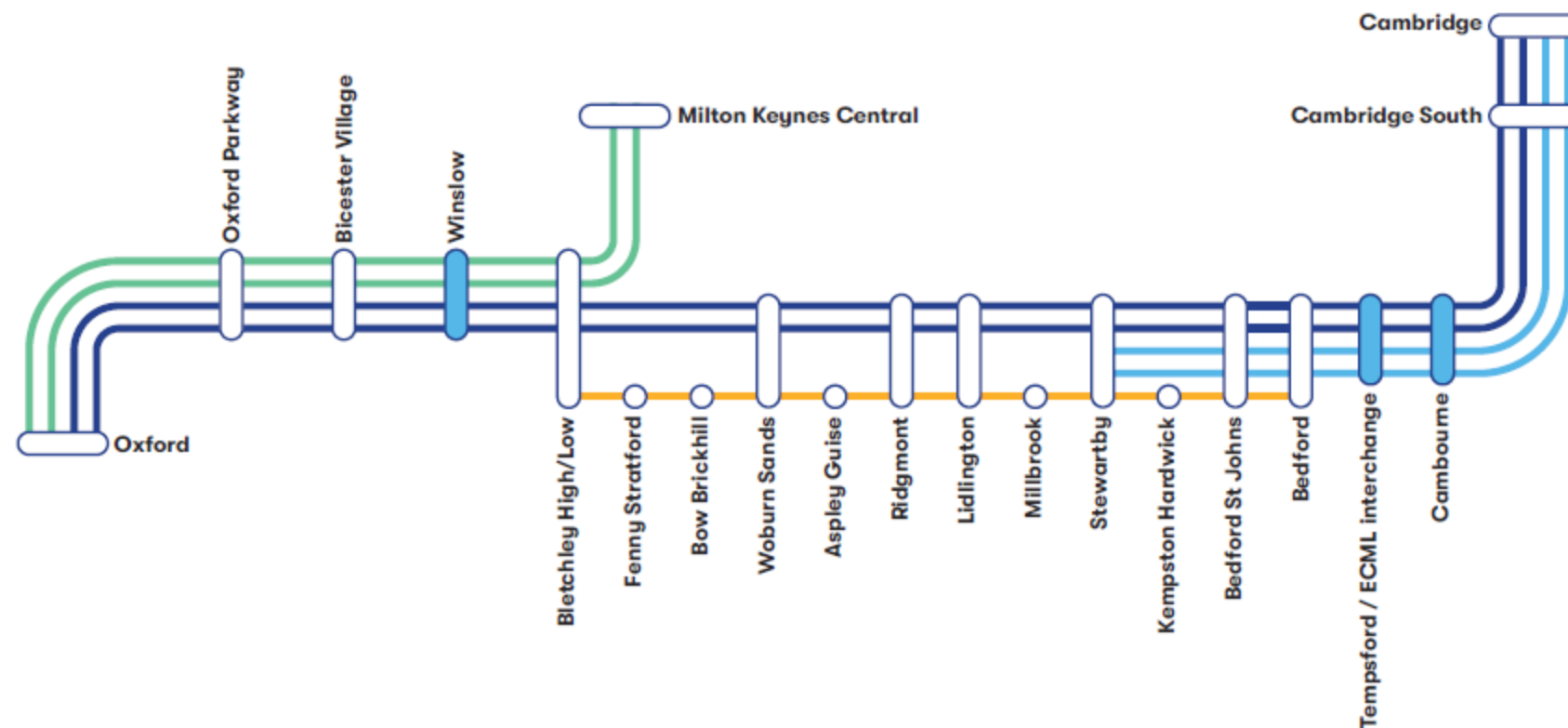


Route-wide themes

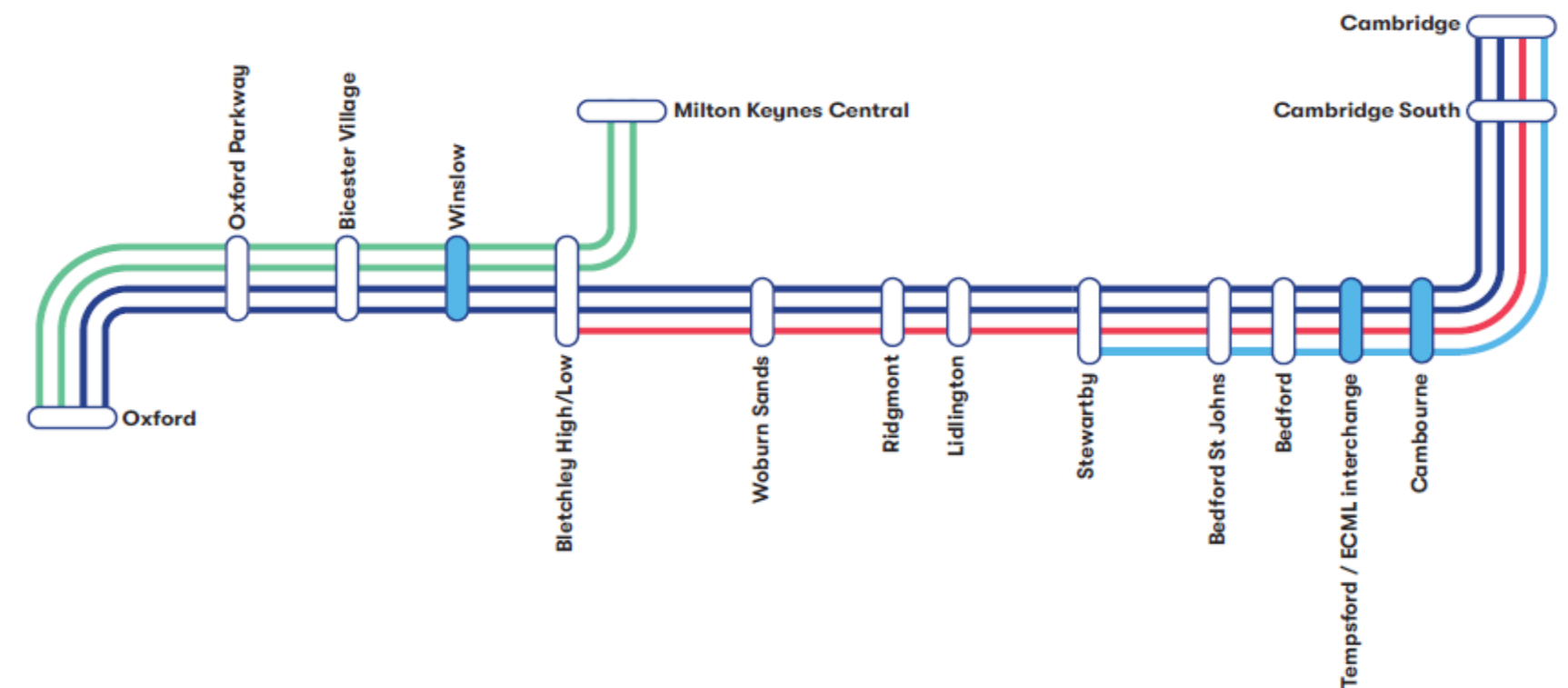
Train Services

- 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.

Approach to construction

We recognise that construction during the project would have an impact on local communities, businesses and the environment. As part of our design development, we are assessing these impacts and how they could be mitigated.

We are committed to regular engagement with communities and businesses potentially affected by the construction of the project as we design the proposals, plan our approach to construction, and build the railway.

We will develop and submit a draft Code of Construction Practice as part of our DCO application. The CoCP will set out a range of mitigation measures and principles which contractors would be required to follow when building the project, including engaging with stakeholders and the community.



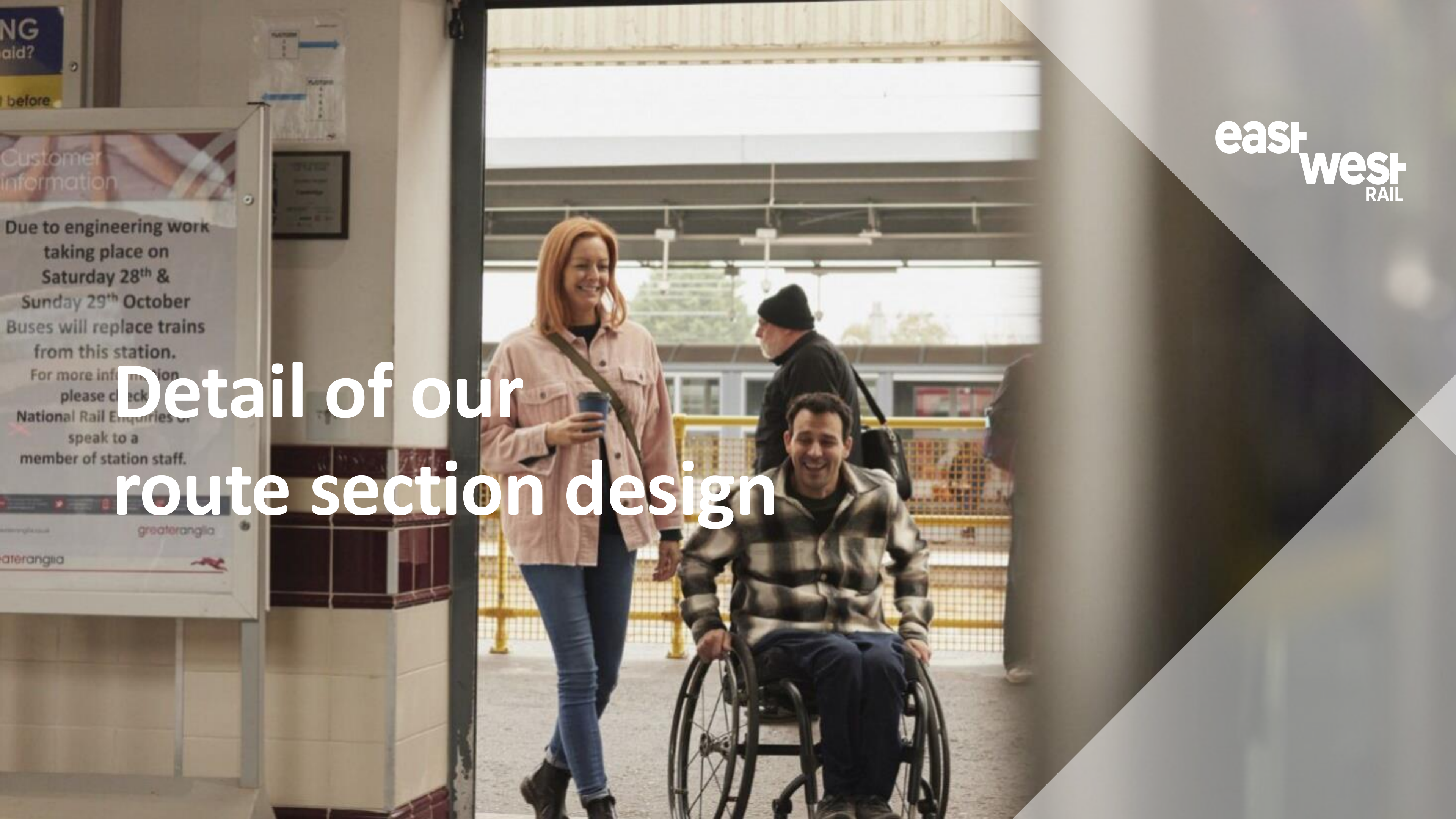
Homes, land and property

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 has safeguarded 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.



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Customer
information

Due to engineering work
taking place on
Saturday 28th &
Sunday 29th October
Buses will replace trains
from this station.
For more information
please check
National Rail Enquiries or
speak to a
member of station staff.

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Detail of our route section design

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Our route sections



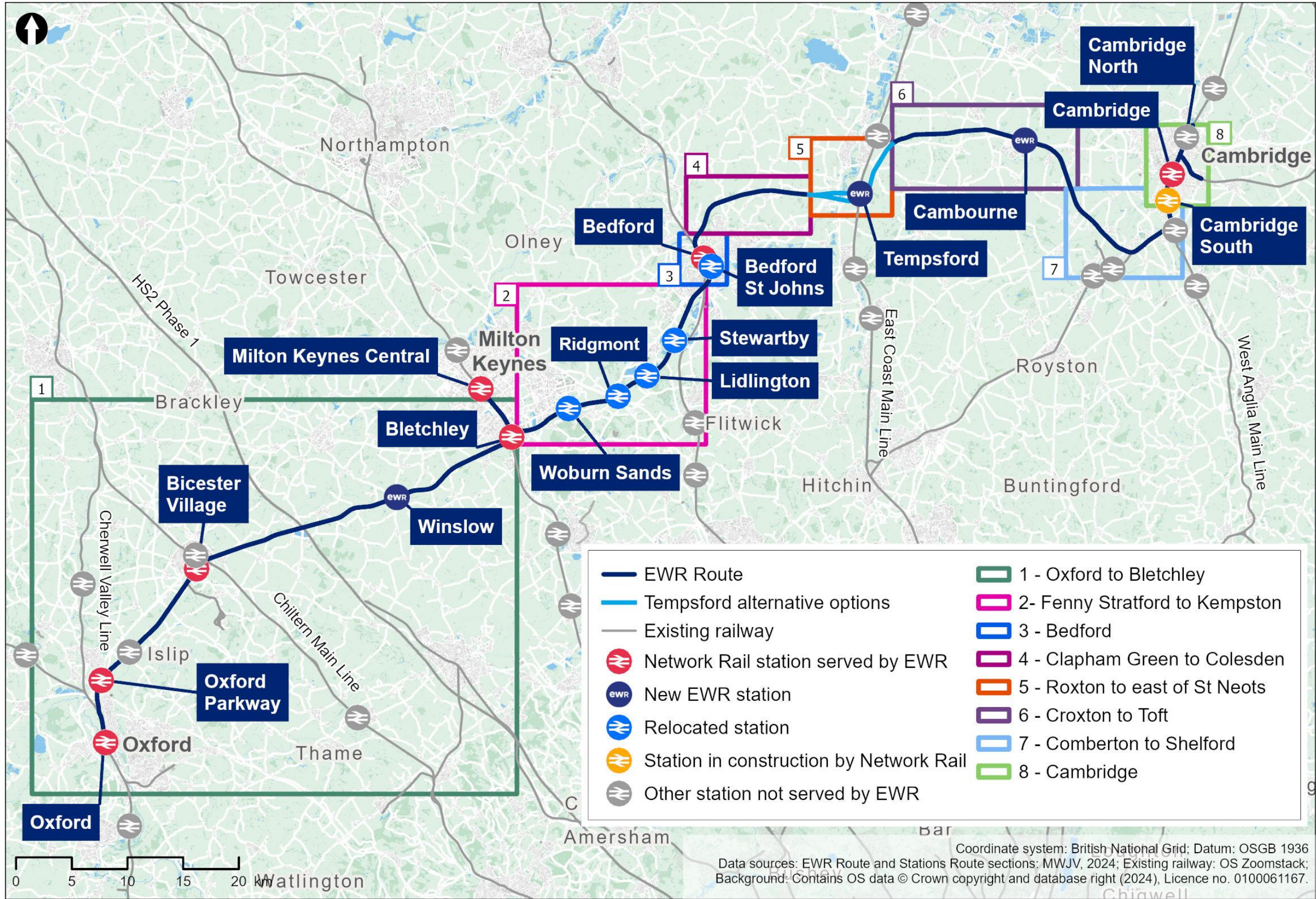
In developing our design since the route update report (RUA), we have separated the Project into eight route sections. These are:

1. **Oxford to Bletchley** - improvements to the existing railway to accommodate new services
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

Our route sections



Find out more in Chapters 8-16 of the Consultation Document available by scanning the QR code here:



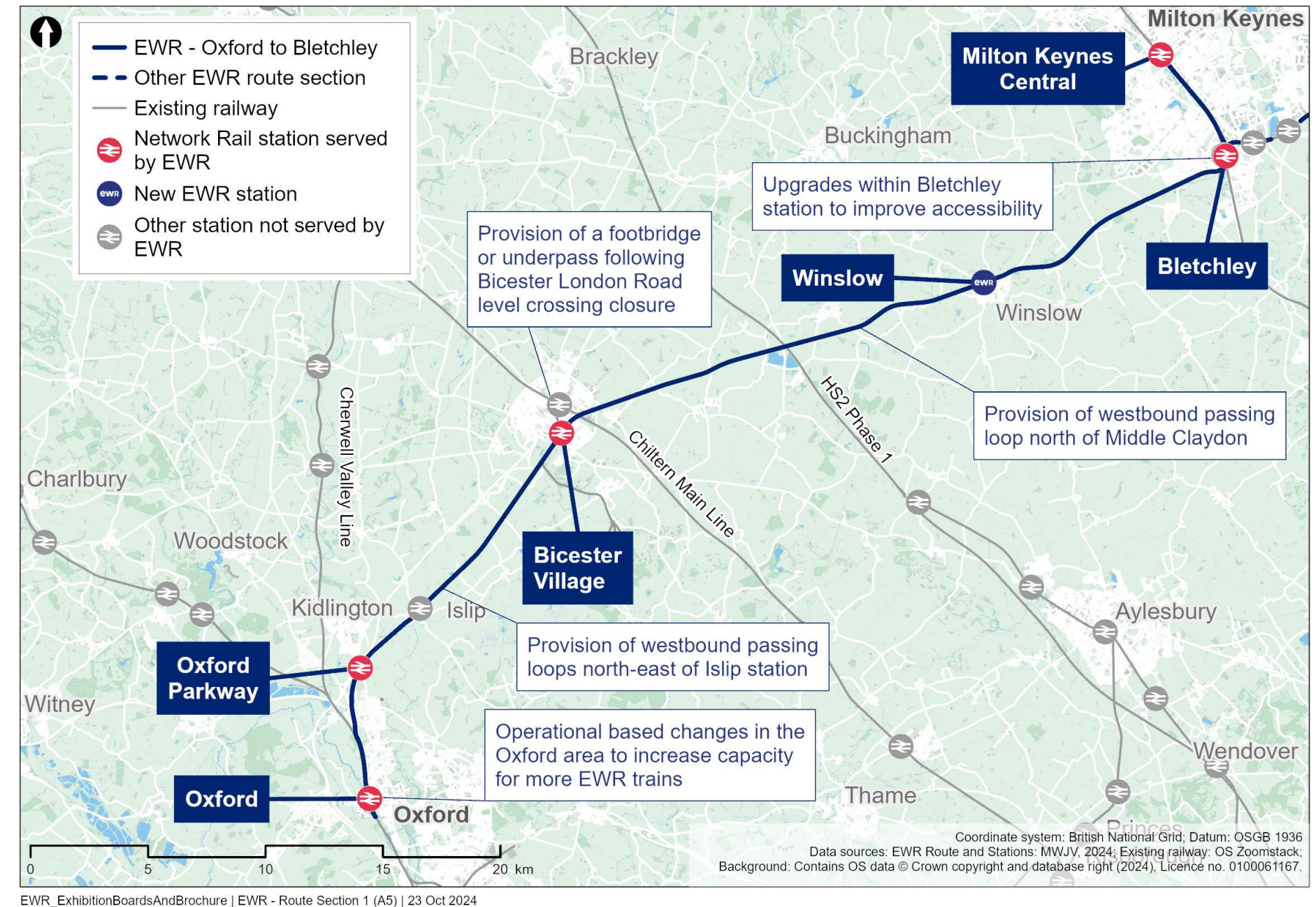
Route section 1: Oxford to Bletchley

Route section 1: Oxford to Bletchley



This chapter covers updated proposals for the existing railway between Oxford and Bletchley. Proposals include:

- Operational based solutions in the Oxford Station area
- Potential upgrades at Oxford, Oxford Parkway, Bicester Village, Winslow, and Bletchley stations.
- Passing loops at Islip and Middle Claydon so that faster passenger trains could overtake slower freight trains.
- Closing the level crossing at London Road in Bicester, and replacing it with either a bridge or underpass for pedestrians, cyclists and other users, with road traffic re-routed via existing and upgraded roads.



Route section 1: Oxford to Bletchley

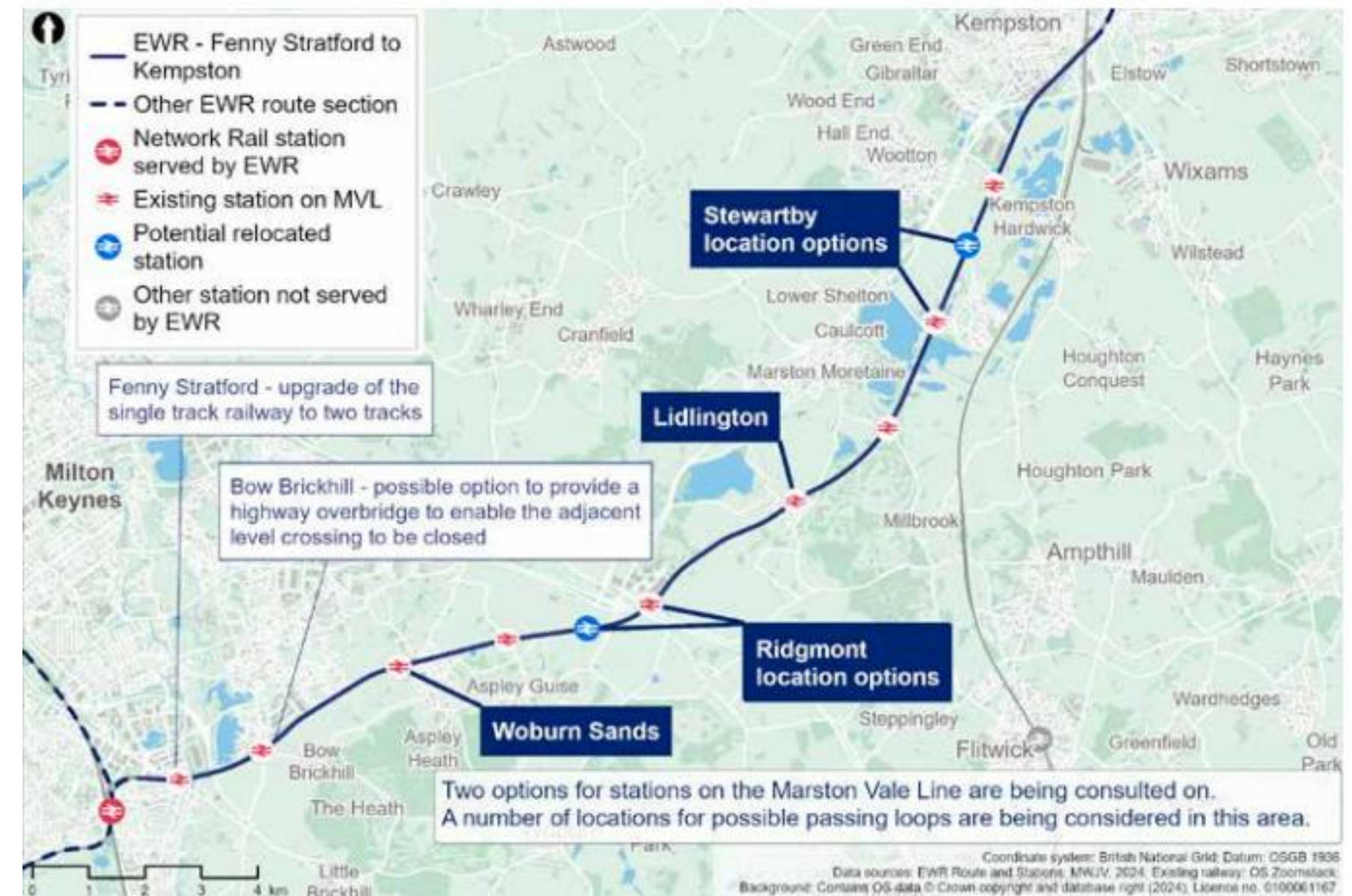
Find out more in Chapter 8 of the Consultation Document.

Route section 2: Fenny Stratford to Kempston

Route section 2: Fenny Stratford to Kempston (MVL)

This chapter covers updated proposals for improvements to the existing railway and stations between Fenny Stratford to Kempston, which forms part of the Marston Vale Line that runs from Bletchley to Bedford. Proposals include:

- Two options for service patterns and stations on the Marston Vale Line. The options would either retain all nine existing stations or consolidate them into four new stations at Woburn Sands, Ridgmont, Lidlington and Stewartby.
- Twin-tracking at Fenny Stratford, where a second track would be built to allow for new EWR services.
- Our approach to level crossings on the Marston Vale Line, including diversions and closing some crossings.
- Passing loops between Ridgmont and Stewartby so that faster passenger trains could overtake slower trains.



Route section 2: Fenny Stratford to Kempston

Find out more in Chapter 9 of the Consultation Document.

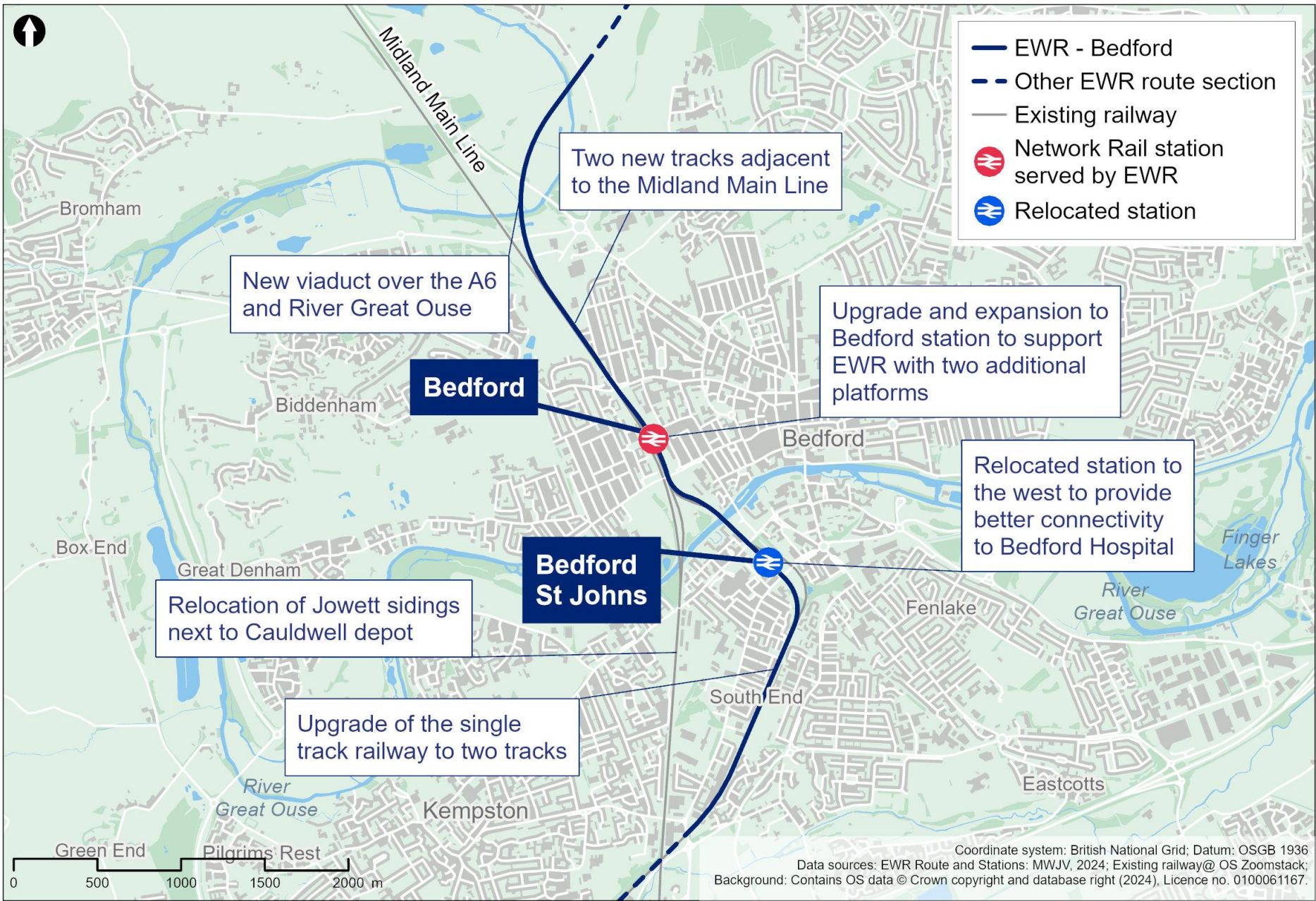
Route section 3: Bedford

Route section 3: Bedford



This chapter shares updated proposals to the south of Bedford and Bedford St Johns, Bedford station and the area north of Bedford, including proposals to:

- Relocate Bedford St Johns station to the west to better serve Bedford Hospital.
- Build a new two-track railway to the north of Sandhurst Road that would replace the existing single track Marston Vale Line into Bedford station.
- Rebuild the Bedford station building, creating a new station plaza, constructing footbridges and two new platforms (reduced from three shown in previous proposals), and providing replacement car parking.
- Construct two additional tracks alongside the Midland Main Line to make sure EWR services can run reliably without conflicting with other trains.
- Build a new 1.1km long viaduct over the Great River Ouse and Paula Radcliffe Way.
- Realign Ampthill Road, Cauldwell Street, Ford End Road, Bromham Road and the A6 Great Ouse Way to enable the railway to be built and operated.



Route section 3: Bedford

Find out more in Chapter 10 of the Consultation Document.

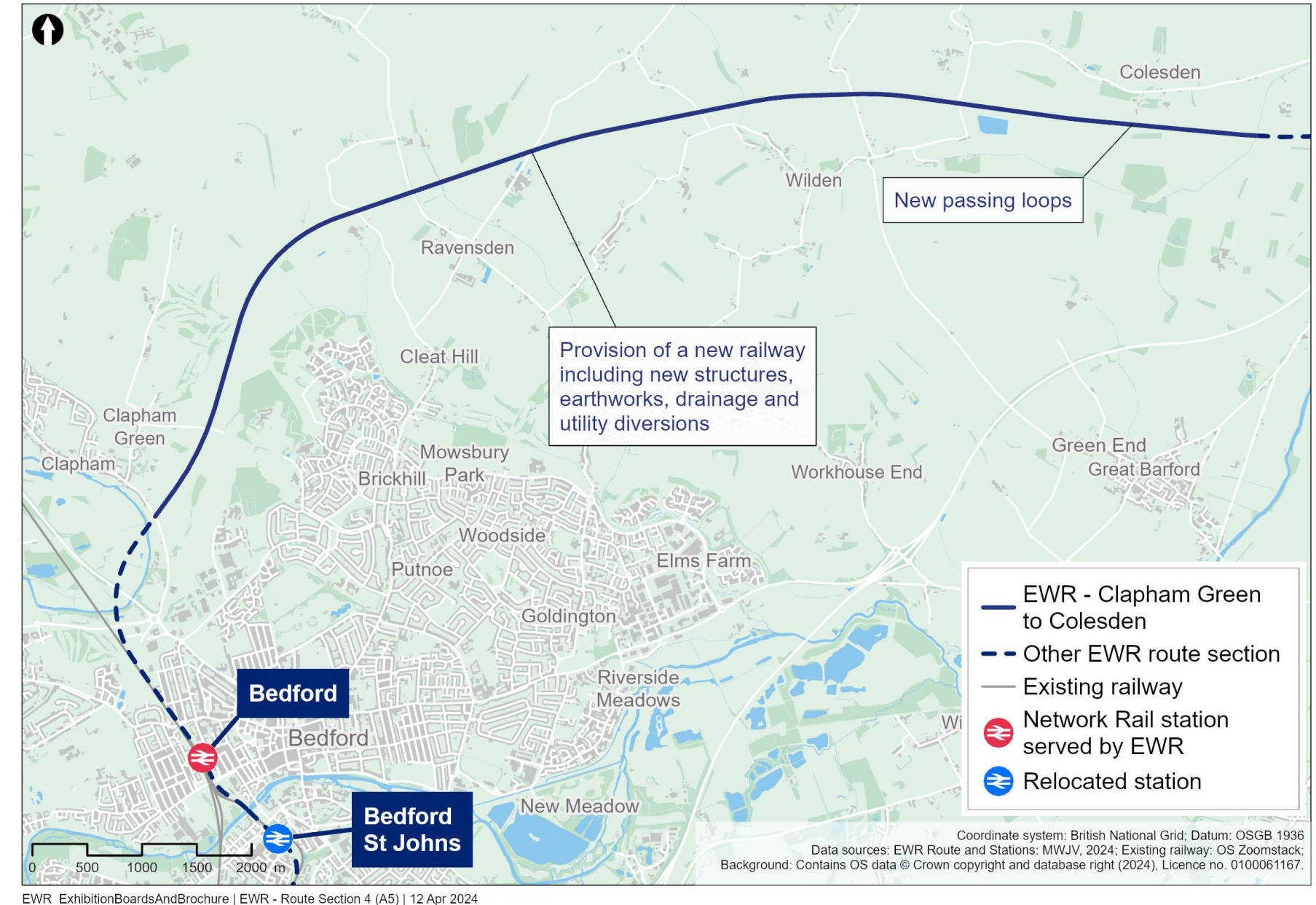
Route section 4: Clapham Green to Colesden

Route section 4: Clapham Green to Colesden



This chapter highlights how proposals between Clapham Green and Colesden have been developed and ways we've sought to reduce their impacts on the local community and other stakeholders. This includes proposals to:

- Lay approximately 12km (7 miles) of new railway track and build embankments, cuttings, bridges and viaducts where needed to enable this.
- Divert some roads, tracks and paths that cross the new railway so that these can still be used, for example by building new bridges.
- Install two passing loops so that faster passenger trains could overtake slower trains.



Route section 4: Clapham Green to Colesden

Find out more in Chapter 12 of the Consultation Document.

Route section 5: Roxton to east of St Neots

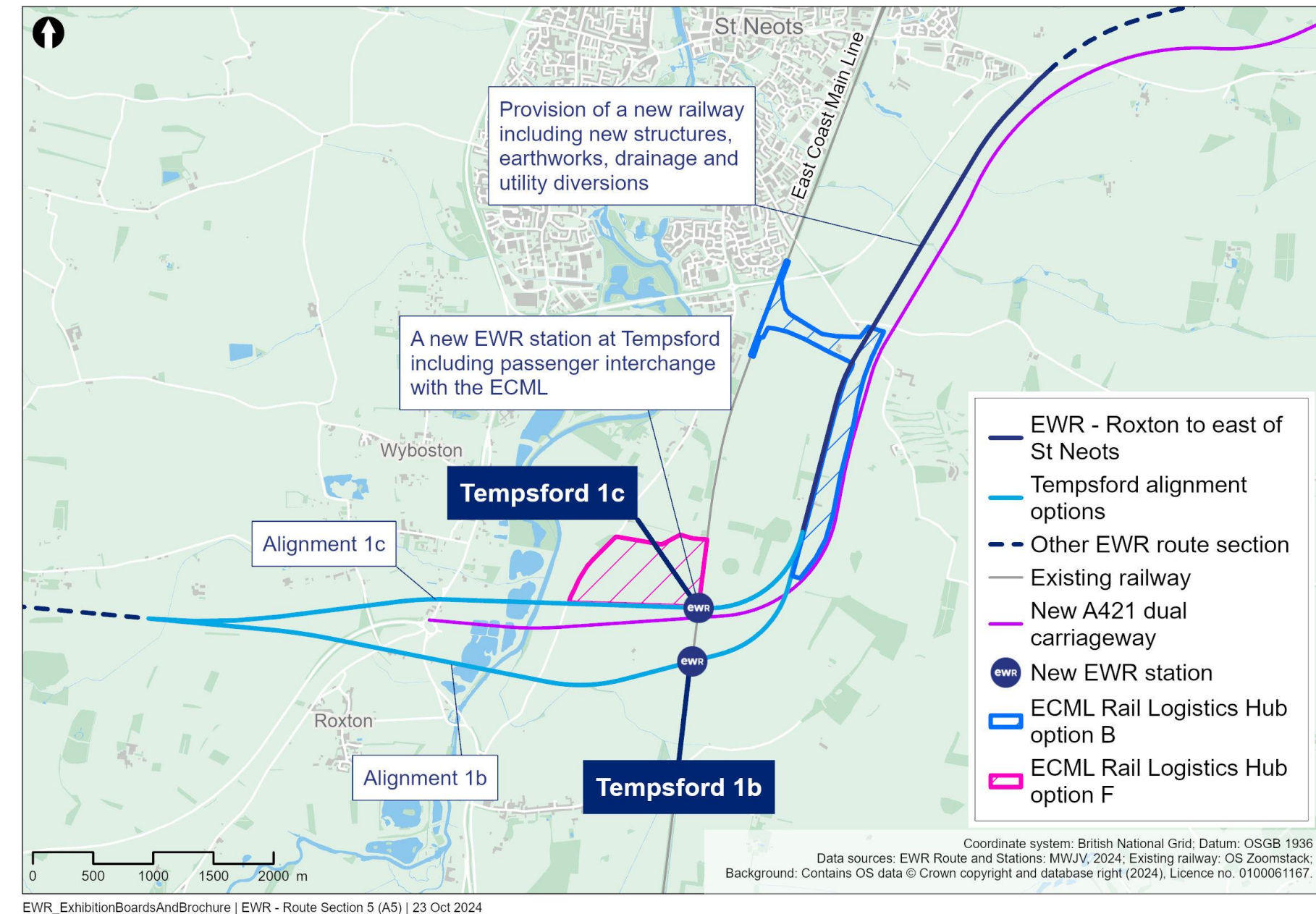
Route section 5: Roxton to east of St Neots



This chapter shares updated proposals for the section of EWR that runs between Roxton and east of St Neots.

Proposals include:

- A section of new railway and associated infrastructure approximately 10km (6 miles) long.
- Two possible alignments through the Tempsford area (1b and 1c), each making use of viaducts linked by embankment.
- A new station at Tempsford, including passenger interchange with the East Coast Main Line.
- A temporary rail logistics hub connecting with the proposed alignment and the East Coast Main Line to enable construction materials to be transported by rail.



Route section 5: Roxton to East of St Neots

Find out more in Chapter 13 of the Consultation Document.

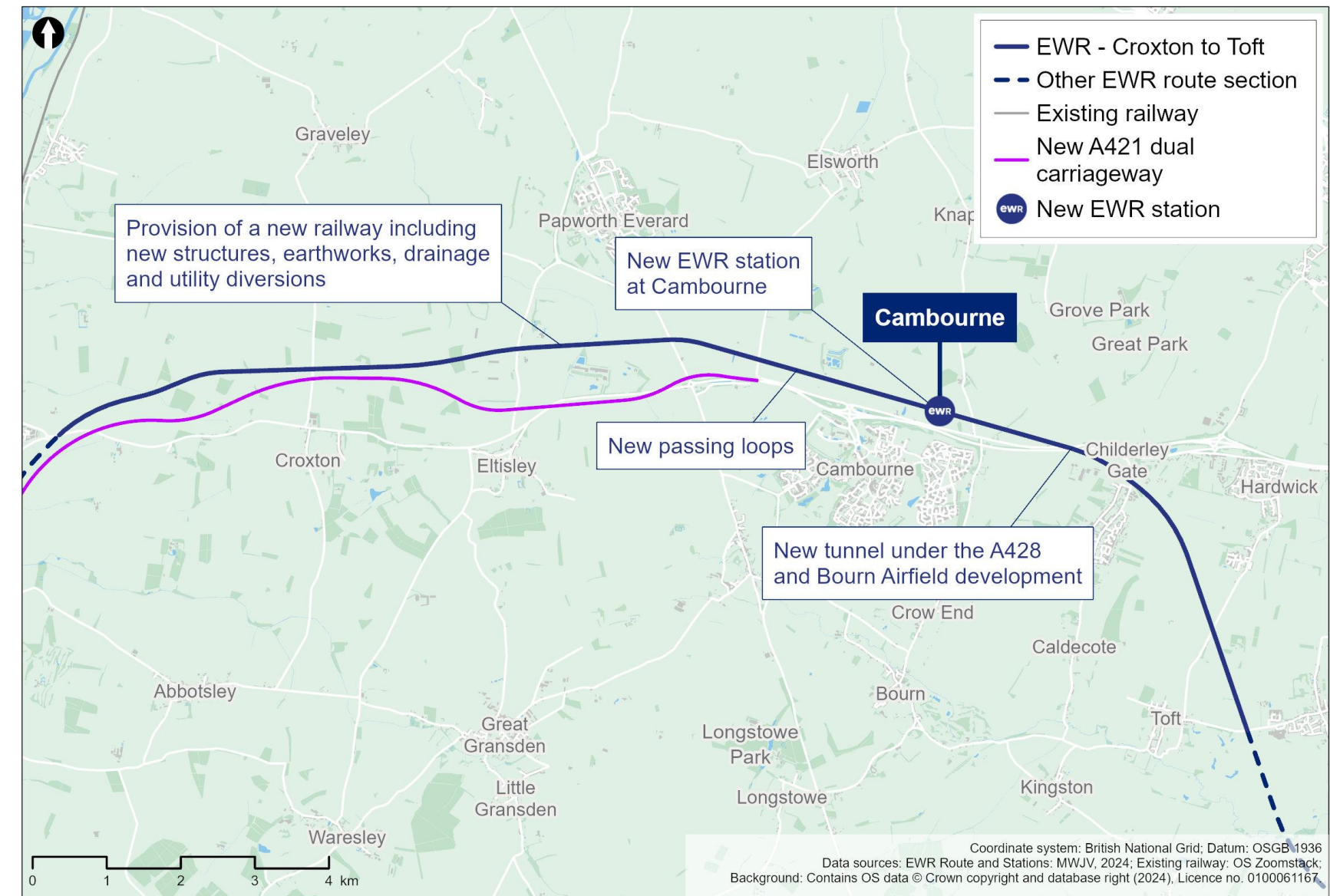
Route section 6: Croxtan to Toft

Route section 6: Croxton to Toft

This chapter covers updated proposals for the section railway east of St Neots to the B1046 between Toft and Comberton. Proposals include:

- Approximately 19km (12 miles) of new railway, including passing loops so that faster passenger trains could overtake slower trains.
- A new station at Cambourne to improve connectivity into Cambridge and other destinations, and support the future growth of the town.
- A cut and cover tunnel beneath the A428, the proposed Bourn Airfield development and Highfields Road, with associated temporary diversion of the A428 and other local roads.
- New bridges for road, track and path crossings, bridges and culverts for watercourses and associated diversions where necessary.

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Route section 6: Croxton to Toft

Find out more in Chapter 14 of the Consultation Document.

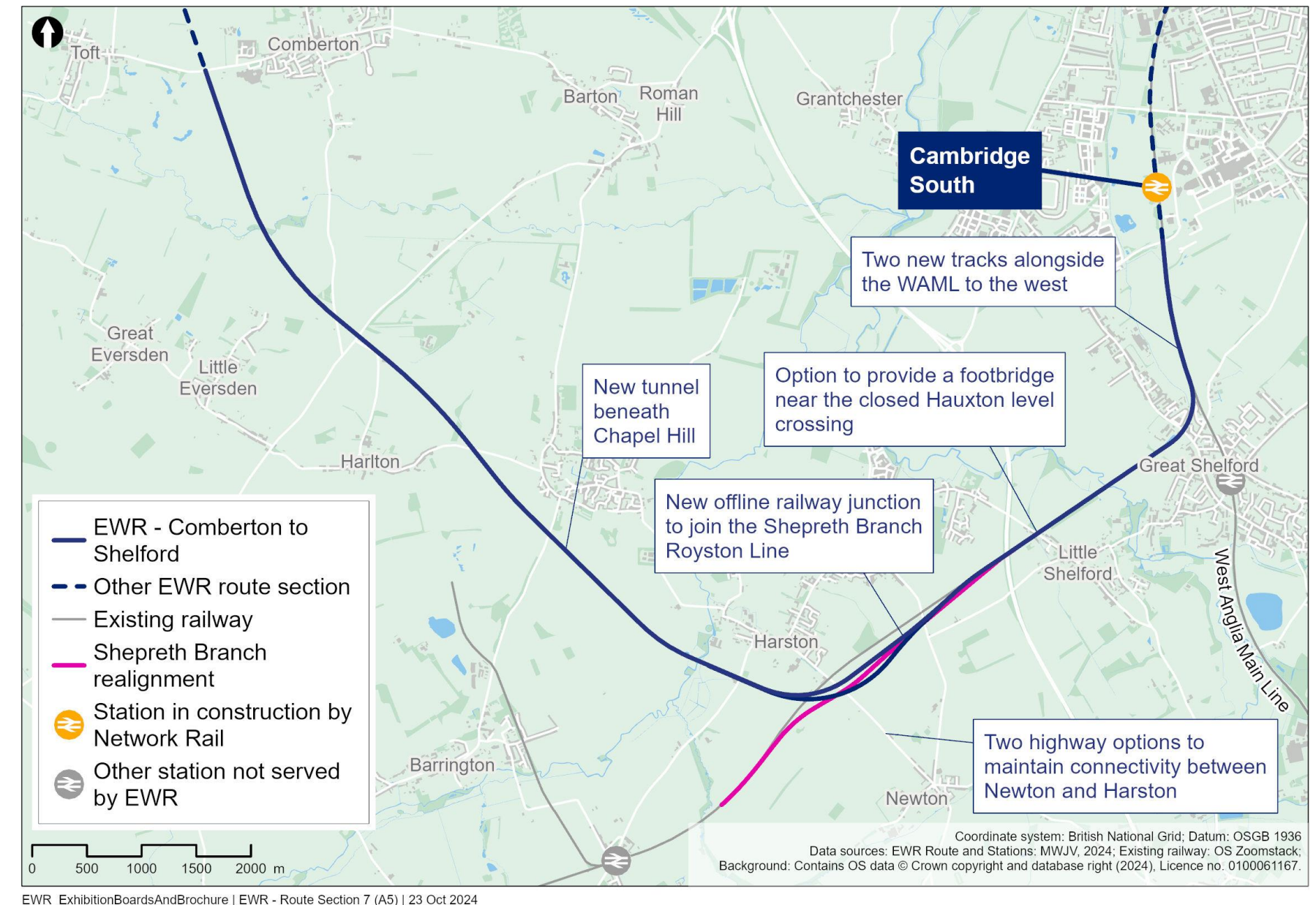
Route section 7: Comberton to Shelford

Route section 7: Comberton to Shelford



This chapter covers the section of the route running from the B1046 Comberton Road to Addenbrooke's Road, Shelford. Proposals include:

- New railway tracks between Comberton and Hauxton Junction east of the A10 Royston Road.
- Chapel Hill tunnel, bridges and crossings for roads and footpaths including the A10 Royston Road diversion.
- River and stream crossings and two new viaducts over Bourn Brook to the south of Comberton and the River Rhee to the west of Harston, to enable the railway to travel through these areas.
- Options for maintaining connectivity between Harston and Newton after the closure of the Harston level crossing, including a potential new footbridge 400m east of the Harston level crossing.
- A new road bridge and a potential new footbridge to replace the Hauxton Road level crossing.



Route section 7: Comberton to Shelford

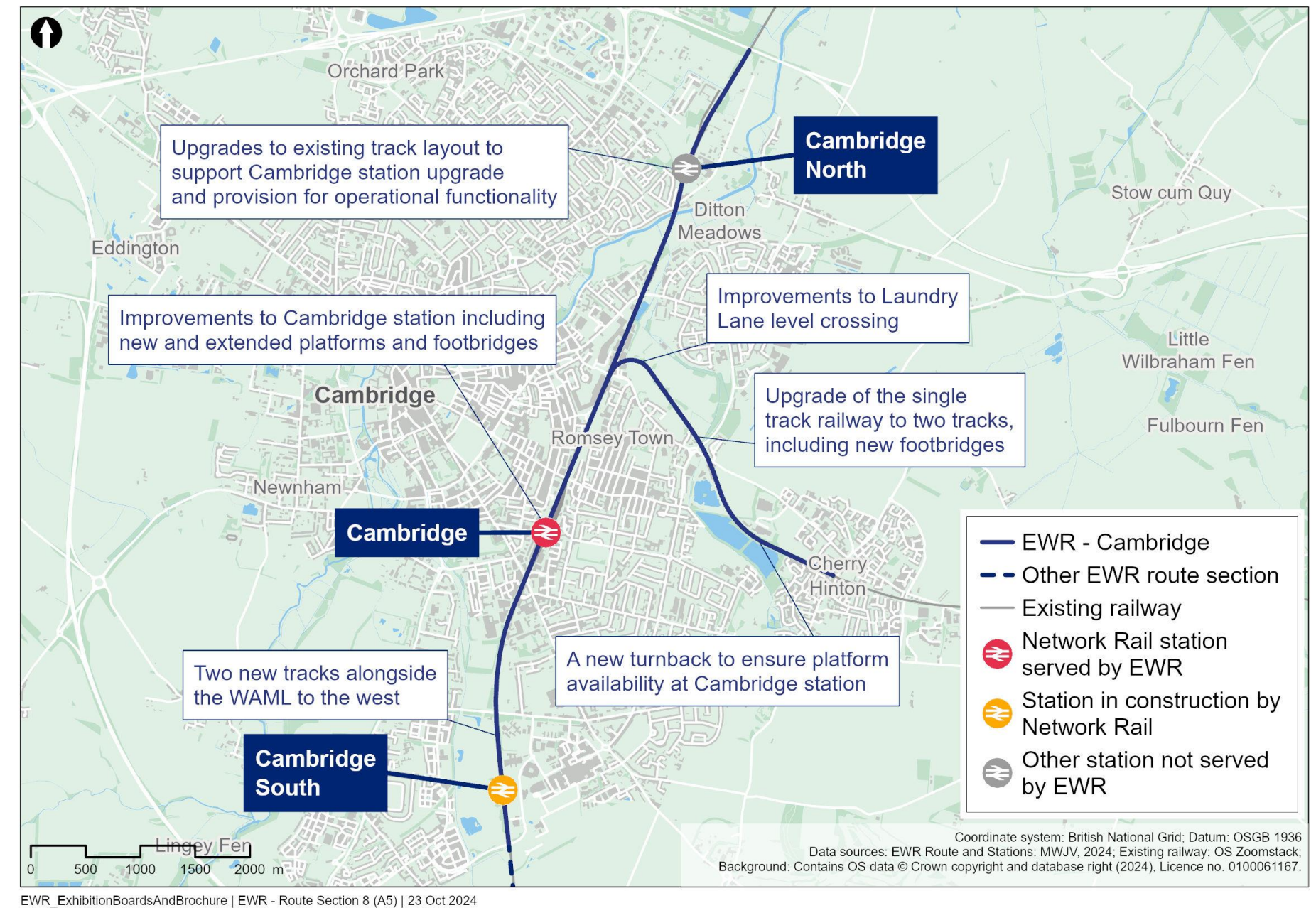
Find out more in Chapter 15 of the Consultation Document.

Route section 8: Cambridge

Route section 8: Cambridge

This chapter outlines proposed improvements to the existing railway and stations for the section of the route that would run from Addenbrooke's Road bridge over the existing West Anglia Main Line, north of Great Shelford, to the A14 bridge north of Cambridge North station, and to Yarrow Road in Cherry Hinton to the East of Cambridge, on the Newmarket line. Proposals include:

- Two new railway tracks next to the existing West Anglia Main Line.
- A new bridge to replace Long Road overbridge, wide enough to accommodate the additional tracks.
- A new platform, platform extensions, bridges, building upgrades and railway systems modifications at Cambridge station.
- Safety improvements at the existing level crossing at Laundry Lane.
- A new facility at Cherry Hinton allowing EWR passenger trains to turn around.



Route section 8: Cambridge

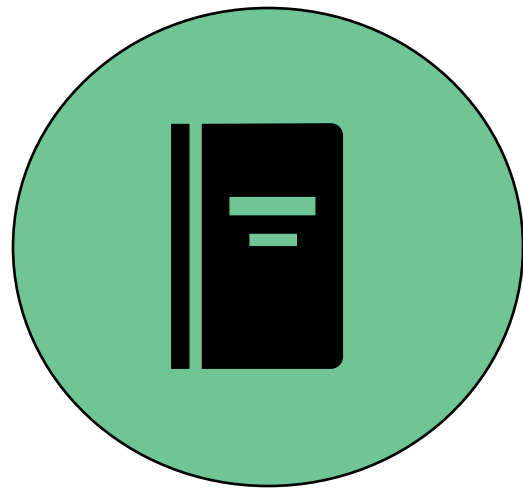
Find out more in Chapter 16 of the Consultation Document.



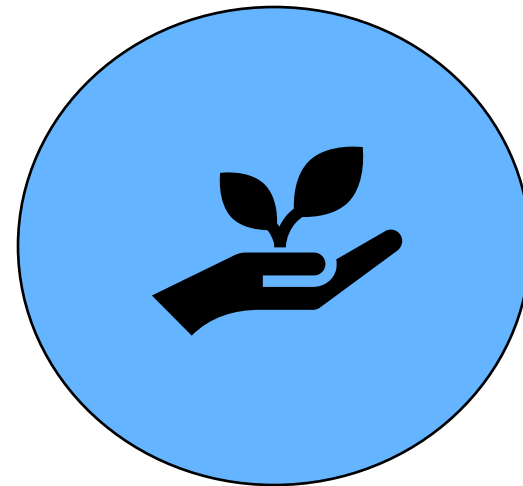
How to get involved

Consultation material

Consultation Document



Environmental Update Report



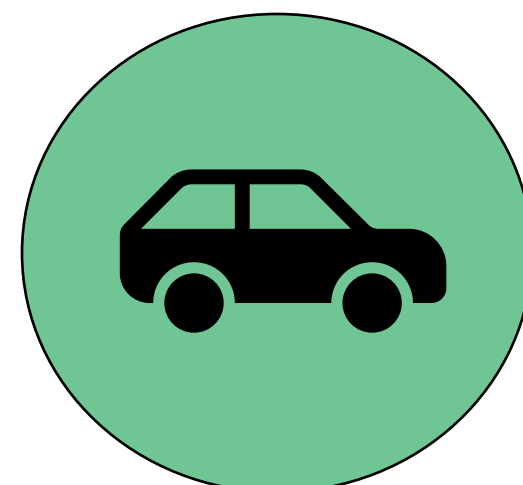
Technical Report



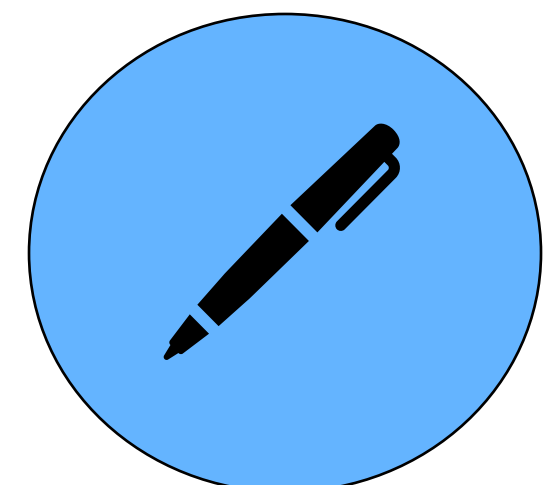
Maps and Plans



Transport Update Report



Feedback Form

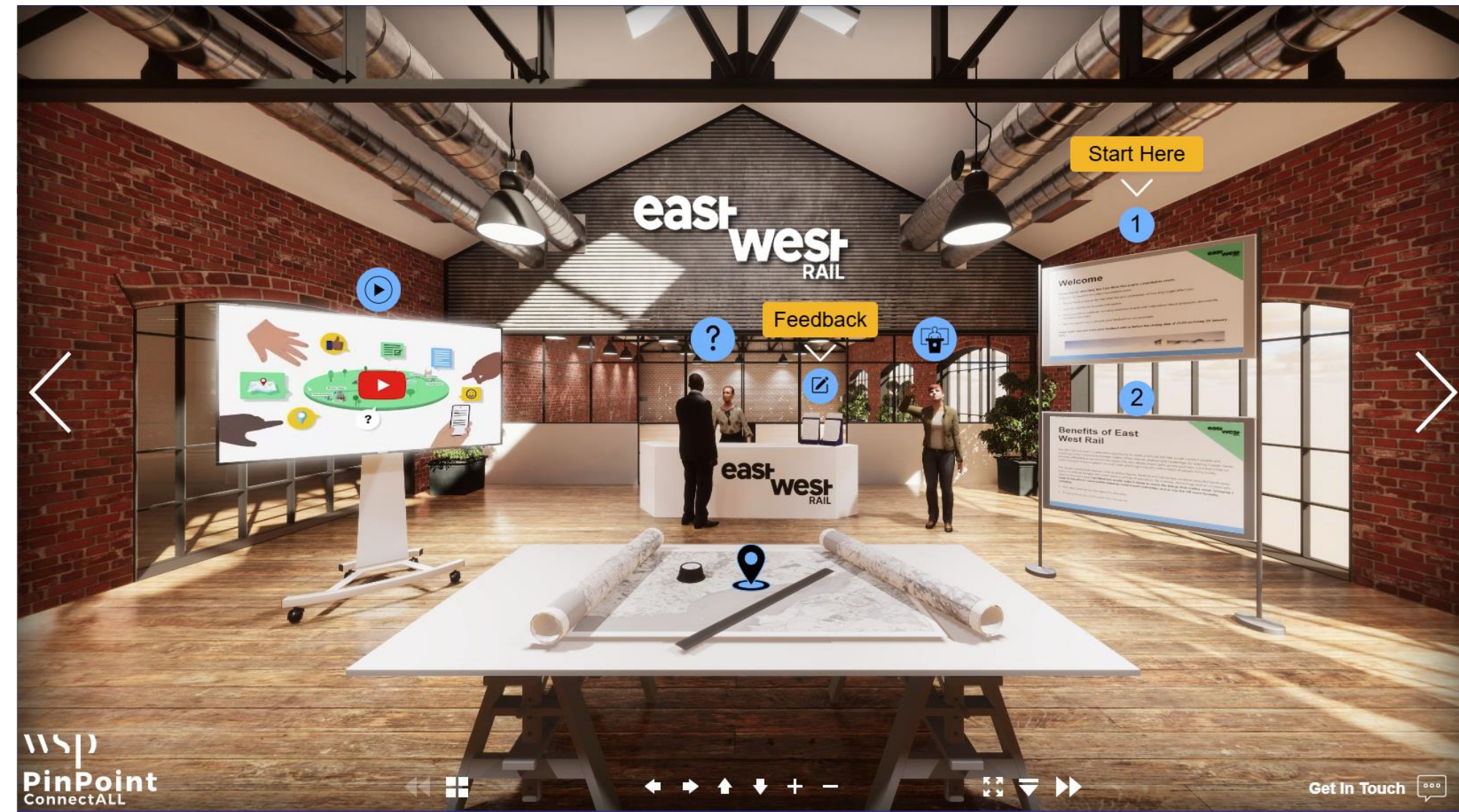


How to get involved



- Attend our in-person or online events
- Visit our virtual consultation room
- View our proposals online and at information points
- Fill in a feedback form

To visit the Virtual Consultation Room, visit <https://www.pinpointcloud.co.uk/eastwestrail> or scan the QR code below:



Share your views

Respond to the consultation by:

- Completing the consultation feedback form online at www.eastwestrail.co.uk/feedback
- Emailing a copy of the feedback form to consultation@eastwestrail.co.uk
- Sending a copy of the feedback form to Freepost EAST WEST RAIL
- Handing in a copy of the feedback form at a consultation event



To find out more about our proposals and to share your feedback, scan the QR code or visit **eastwestrail.co.uk/consultation2024**

Q&A

Please submit your questions using the chat function.

While we will endeavour to answer all questions, we may not be able to do so in the time available.

Please submit any unanswered questions to **contact@eastwestrail.co.uk**

It's important everyone can take part in this consultation. If you have any queries or additional requirements, please get in touch at:

 **contact@eastwestrail.co.uk**

 **eastwestrail.co.uk**

 **Freepost EAST WEST RAIL**

 **0330 134 0067**

Thank you

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