



# 2024 non-statutory consultation update

An overview of how our most recent consultation  
was delivered and emerging findings



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# Introduction

Welcome to this report which summarises the delivery and emerging findings of our third non-statutory consultation on proposals for East West Rail – the new rail link that would connect communities between Oxford, Milton Keynes, Bedford and Cambridge.

The consultation – which ran from 14 November 2024 until 24 January 2025 – aimed to share emerging plans and gather feedback on early designs, including areas where we're considering options.

Listening to and understanding the views of local communities, representatives and stakeholders is fundamental to the way EWR will be designed, built and operated. That's why we planned to deliver a consultation that was accessible and reflective of local needs and perspectives.

More than 6,000 people responded to this consultation and we're grateful to everyone who shared their views with us. Now that the consultation is closed, our team is carefully considering the feedback we received as we continue to develop proposals before holding a statutory consultation next year.

Thank you again for taking the time to help us create a railway that meets the needs of local communities and unlocks inclusive economic growth for the region.



**David Hughes**

Chief Executive Officer, East West Railway Company

## Land, property and statutory blight

At the start of the consultation, the Secretary of State for Transport issued Safeguarding Directions for EWR. Safeguarding land means that statutory blight provisions now apply, so if you own and occupy a property in the safeguarded area and you would like to move, you may be eligible to serve a blight notice asking us to buy your property before we need it to build the railway.

The Safeguarding Direction also means that if a local planning authority receives a planning application for a development on land that is within the safeguarding boundary for EWR, they must consult us before deciding whether to grant planning permission. This allows us to comment on potential conflicts and suggest measures that could be taken to resolve them and, where possible, allow development to go ahead.

As part of the consultation, we sent letters to land and/or property owners directly affected by the proposals detailing how their land may be impacted. This letter provided information on the proposals and the implications for their property, ensuring that they had the opportunity to engage in the consultation process.

# Who we heard from

## Number of consultation responses received

The total number of consultation responses we received was 6,218.

We recorded the number of responses received through the various feedback channels and noted the types of stakeholders who responded by group.

Table 1 provides an overview of the levels of feedback received from each stakeholder group (including those defined by the Planning Act 2008), and the channel through which the feedback was received.

Table 1: A breakdown of feedback by stakeholder group and channel

	Online	Freepost	Email	Events	Total
<b>The public</b>					
<b>General public</b>	4920	265	393	13	5591
<b>Community/voluntary sector organisations</b>	50	2	19	0	71
<b>Business, industry and academia</b>	28	0	23	1	52
<b>Statutory consultees (identified under Section 42 of the Planning Act 2008)</b>					
<b>Prescribed consultees</b>	56	2	56	0	114
<b>Local authorities (Host and neighbouring)</b>	8	0	12	0	20
<b>Landowners and parties with an interest in land (within the project boundary)</b>	82	83	168	0	333
<b>Elected representatives</b>					
<b>Local councillors</b>	23	2	4	0	29
<b>Members of Parliament</b>	2	0	6	0	8
<b>Total</b>	<b>5169</b>	<b>354</b>	<b>681</b>	<b>14</b>	<b>6218</b>

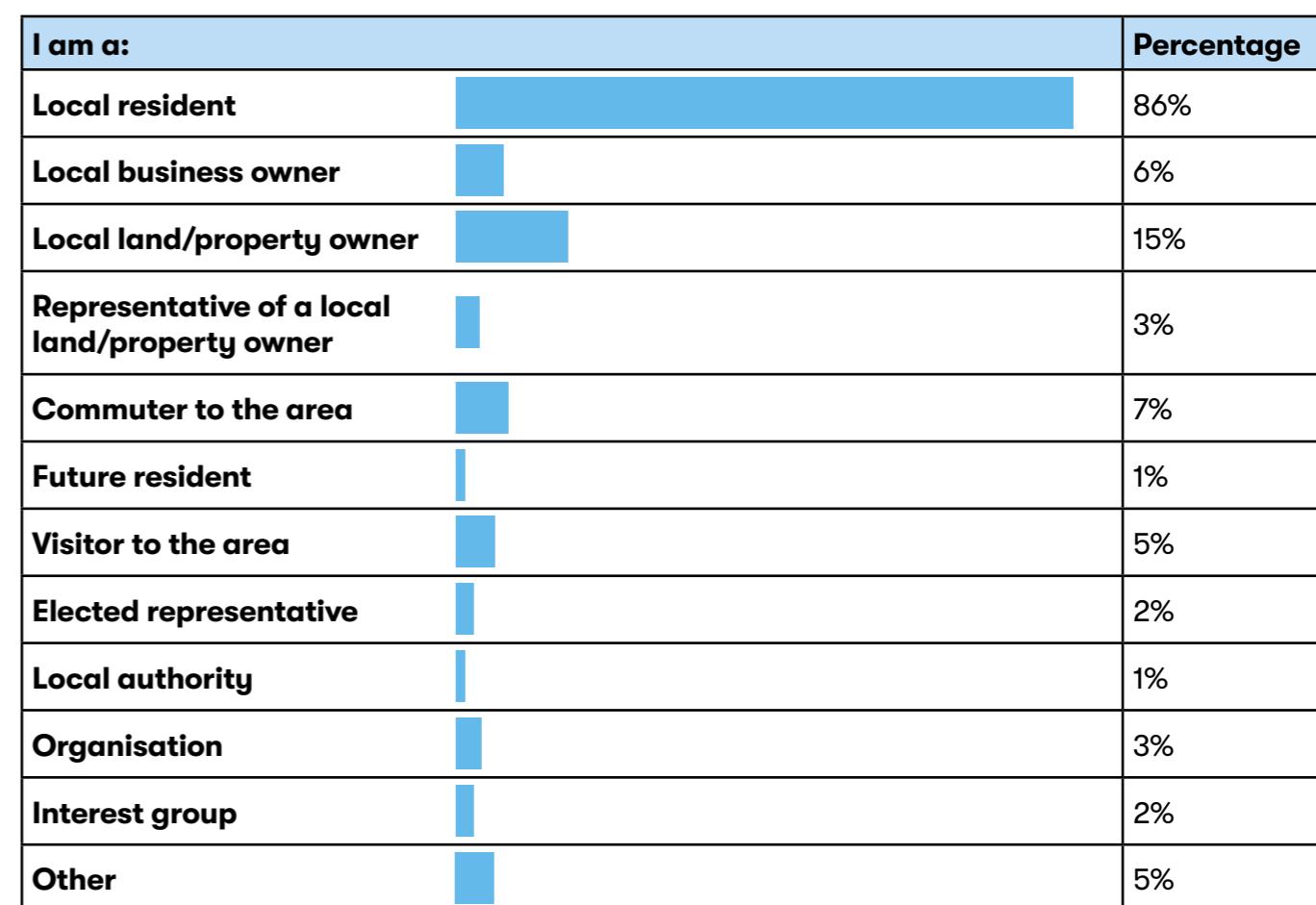
## Demographics of respondents

To help us understand the demographics of our respondents, we included optional questions about interest in the project, age and address. This section presents the results from those who chose to provide this information.

### Relationship to the project

The feedback form asked respondents to select a category that best describes their interest in the project. 5,783 people responded to this question. Table 2 displays the categories presented in the feedback form and the percentage of respondents that selected each one.

Table 2: Respondents interest in the project

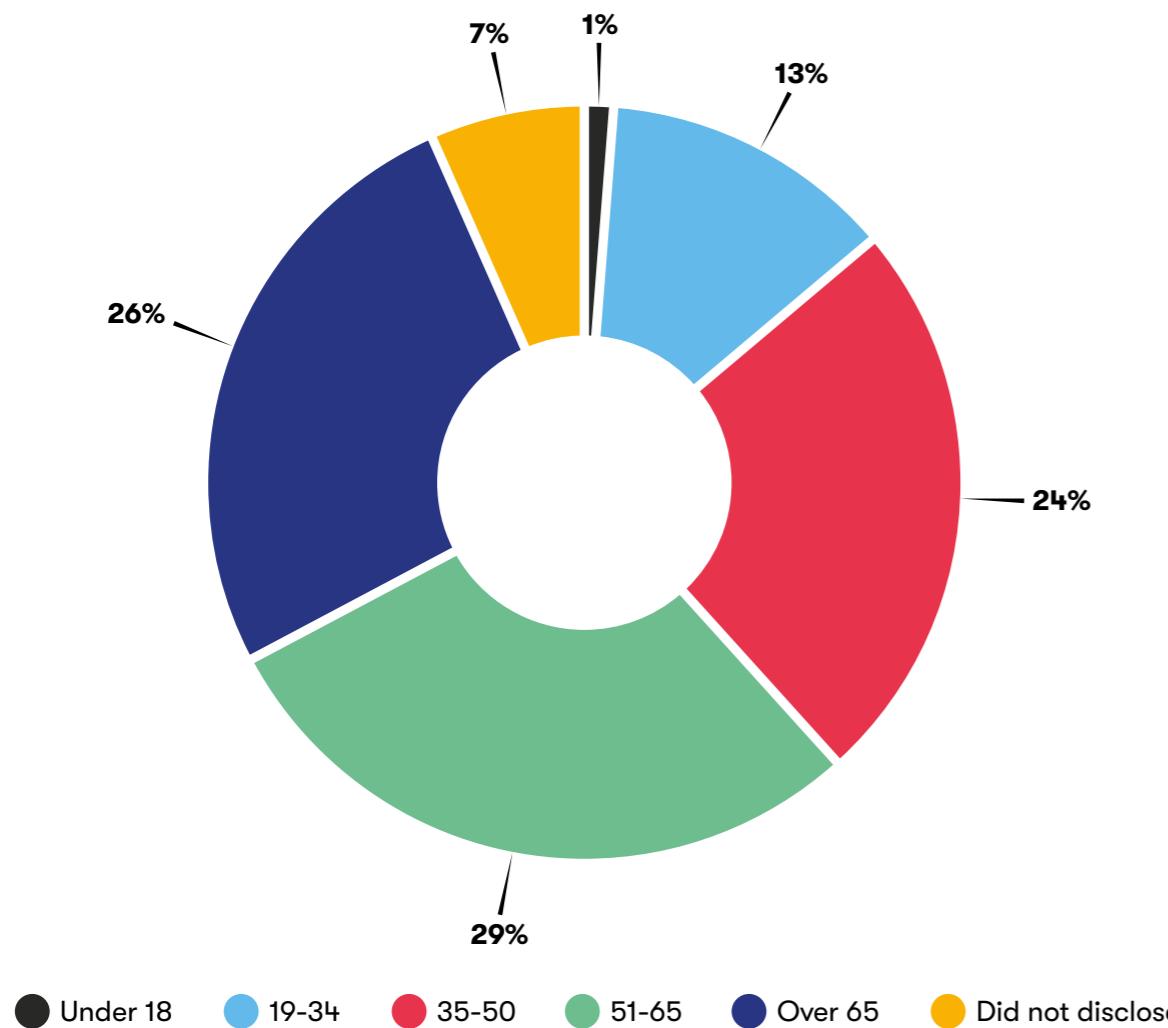


The total percentage exceeds 100% because some respondents selected more than one category.

### Age range

The feedback form asked respondents to identify their age range. 5,340 people responded to this question. Figure 1 shows how respondents answered this question.

Figure 1: Age of feedback form respondents



## Location of respondents

The feedback form asked respondents to provide their address. 5,625 people responded to this question and provided their postcode. The heatmap in Figure 2 shows the geographical spread of people who chose to respond to this question.

Figure 2: Heatmap of location of responses



## How your feedback is being considered

Our technical team is now going through your comments in detail, considering them carefully as we continue to refine and optimise our design proposals. This includes, but is not limited to:

- Refinement of the alignment and height of the railway to reduce the amount of material that may need to be imported or disposed of.
- An evaluation of public rights of way diversions to determine if better ways of maintaining connectivity can be achieved.
- Using the results of the ongoing environmental assessment to further develop mitigation proposals.
- Using updated surveys and the results of traffic and transport modelling data to develop the proposals.
- Using architectural input to key design elements such as stations and viaducts to ensure they fit within their local surroundings.
- Further integration of our proposals with Local Plans and other developments to help design active travel and door-to-door connectivity measures.



### A more detailed “You Said, We Did” consultation report

Once the infrastructure proposals have been further developed, we will share a detailed “**You Said, We Did**” report which will explain how your feedback has helped refine proposals for EWR. We will publish this as part of the suite of materials at statutory consultation, scheduled to take place in 2026.



### Statutory consultation and preparation for development consent

The statutory consultation will present more detailed infrastructure proposals for EWR, providing another opportunity to share your views before we apply for a Development Consent Order (DCO).



### Application for a Development Consent Order

Feedback from the statutory consultation will be considered before we finalise proposals ahead of applying for a DCO. If approved by the Secretary of State, the DCO would provide permission to build the new railway between Bedford and Cambridge and carry out upgrades to the existing rail line between Oxford and Bedford.



# Emerging themes

We are reviewing your comments on specific infrastructure proposals as we develop proposals in more detail, including selecting preferred options, in preparation for statutory consultation. We will present updated infrastructure proposals at the statutory consultation, at which point we'll also publish a more detailed “**You Said, We Did**” report which will set out how your responses to the non-statutory consultation have helped develop specific proposals for EWR.

On the basis of our early review of the responses to the third non-statutory consultation on proposals for EWR, this section outlines some of the emerging themes from your feedback. We are sharing these themes in advance of the publication of the more detailed “**You Said, We Did**” report.

## Route-wide

### Growth opportunities



Respondents supported the project's potential to boost economic growth, create job opportunities, and enhance regional accessibility.

Comments indicated that the railway is seen as a vital investment that will drive sustainable economic development and support the UK's long-term prosperity.

### Community benefits and impacts



There was support for the potential community benefits that EWR would bring once in operation, noting better access to jobs, healthcare, education and recreational amenities by making it more convenient to travel between Oxford and Cambridge.

However, concerns were raised about potential disruption during construction, making it harder to access essential services and amenities and causing the loss of green spaces.

### Safety and accessibility



We received comments asking us to continue prioritising the safety and accessibility of local communities as our plans develop.

This included consideration for emergency access provision, first aid facilities, and clear channels for reporting problems during construction – as well as access and safety more generally for those who live close to the line of route.

### Construction and logistics



Comments highlighted support for our commitment to minimising disruption during construction. This included our strategies for managing traffic and transport disruption, the use of dust suppression techniques and noise reduction measures.

Concerns were raised about the potential for prolonged disruption due to the length of the construction phase, including worries about noise, dust and pollution, as well as long-term damage to local infrastructure.

Additionally, there were concerns about the impacts on property values and local businesses during construction. Respondents emphasised the importance of using the railway for delivery of construction materials to reduce road congestion and related carbon emissions.

### Environment and sustainability



Respondents recognised our proactive approach to sustainable practices during the construction and operation of EWR. They supported our commitment to delivering a sustainable travel option, including our electrification plans, which aim to minimise our carbon footprint.

Concerns were raised about long-term environmental impacts, including the loss of green spaces and damage to the landscape and natural ecosystems.

Some comments urged us to continue exploring ways to further reduce environmental impacts, including eco-friendly construction methods and materials, wildlife corridors and tree planting to benefit the environment and screen the railway.

**Land and property**

Feedback acknowledged that EWR could drive up local property values, especially in areas like Bicester and Cambourne thanks to improved connectivity and better access to public transport.



The potential for new housing developments near railway stations was also mentioned, which could address local housing shortages and stimulate economic growth.

Other responses raised concerns about the demolition of homes and the visual impact of EWR. Specific concerns about demolitions were raised in areas such as the Poets area in Bedford, Highfields Caldecote and villages along the route such as Clapham, Ravensden and Wilden.

**Traffic and transport**

Responses highlighted EWR's benefits to regional connectivity between Oxford and Cambridge.



Respondents also recognised the benefits of EWR for transporting freight, particularly within the section of line from Oxford to Bletchley, emphasising the reduction in road congestion and pollution by moving freight from lorries to trains.

The importance of integrating public transport networks to access stations and for onward travel was emphasised, such as enhancing pedestrian and cycling infrastructure. Concerns were raised about traffic disruption and the impact on public rights of way during construction.

**Our consultation**

Respondents supported our efforts to engage with local communities and other stakeholders. They appreciated the accessibility of the consultation, noting the various ways they could learn about our proposals and provide feedback.

They also highlighted the value of the online and in-person events for open communication and discussion.

Suggestions for improving the clarity and detail of our consultation material were shared and feedback noted that interactive elements and visual aids like maps, diagrams, and models were useful in helping people better understand our proposals.

Respondents also highlighted the importance of transparency in how consultation feedback is used. They requested clear communication on how feedback informs the decision-making process and timely updates on the changes influenced by this feedback.

## Route sections

Responses to the consultation included detailed feedback on specific proposals in local areas. This section outlines some of the key themes raised in each route section. We should emphasise that this is not an exhaustive summary but is a round-up of key themes based on our early review of the 6,000 consultation responses. We are sharing these overarching themes before we finish analysing your responses in more detail and publish the “You Said, We Did” report.

### Oxford to Bletchley

Concerns were raised about the closure of the level crossing in Bicester to motor vehicles. Respondents pointed out that closing the crossing and diverting vehicles onto already congested local roads would increase pollution and travel times.

Some responses also highlighted the impact of power compounds and passing loops between Oxford and Bletchley on the local area, including on listed buildings and the local environment.

### Fenny Stratford to Kempston

There was feedback on the proposed station concepts for the Marston Vale Line, which includes the consolidated stations option. Comments were made about potential station relocation and station closures and the impacts these could have on local residents, including increased traffic if stations are closed.

Comments were also made about level crossings, with many responses advocating for replacing level crossings with bridges or underpasses to improve safety and reduce traffic congestion.

### Bedford

Concerns were raised about the impact of construction, particularly the realignment and reconstruction of major roads and bridges in Bedford, which respondents expected to cause severe traffic issues and prolonged disruption.

The construction of a viaduct over the River Great Ouse floodplain also raised environmental concerns.

Concerns were raised about the demolition of homes in the Poets area, including specific comments about compensation for affected residents. Some responses highlighted that an alternative route to the south would avoid the demolition of homes and the need for extensive construction in Bedford.

### Clapham Green to Colesden

Comments highlighted the negative impact on the environment, with responses suggesting alternative routes that respondents feel would be less environmentally damaging and more cost-effective. The location and size of construction compounds were mentioned, with concerns about their impact on local communities and the environment.

### Roxton to east of St Neots

Respondents felt that the new railway should serve St Neots directly to benefit its residents and reduce car travel. Concerns were raised about the impact on the environment, including noise pollution and the visual impact of the proposed railway, especially elevated sections and viaducts.

### Croxton to Toft

Concerns were raised about the impact on legally protected species such as Barbastelle bats. Concerns also highlighted the impact on local communities, including the potential for increased traffic, noise and disruption to daily life.

Comments were made about the proposed location of the Cambourne station, with suggestions for better integration with existing transport infrastructure and improved accessibility for residents; there were concerns that the proposed station would be too far from the centre of Cambourne.

### Comberton to Shelford

Comments were made about the proposed tunnel through Chapel Hill, which people felt would be disruptive to the landscape and local wildlife in Haslingfield, as well as the embankment height and visual impacts. Concerns were also raised about disruption in villages in the area from increased traffic and level crossing closures.

### Cambridge

Responses highlighted that additional tracks would be essential to accommodate increased rail traffic and improve service efficiency.

There was sentiment that services should always include Cambridge North to avoid unnecessary work on the Newmarket line and to potentially expand turnback facilities.

The turnback facility at Cherry Hinton was seen as beneficial to the East of Cambridge. Concerns were raised about the reconstruction of Long Road bridge, while some residents opposed the proposal, viewing it as primarily benefiting freight trains rather than enhancing the science and technology economy between Oxford and Cambridge.



## Get in touch

We're here to answer any questions you may have. To find out more about East West Rail, head to our website at [eastwestrail.co.uk](http://eastwestrail.co.uk)

For specific questions about EWR or to raise any concerns, you can reach our team through the following channels:



**contact@eastwestrail.co.uk**



**0800 123 4567** (Monday to Friday, 9am to 5pm)



**Freepost EAST WEST RAIL**



**Follow us on Facebook**

If you have a specific question about your land or property you can contact our dedicated Land and Property team:



**land@eastwestrail.co.uk**



**0330 838 7583**



**Freepost EAST WEST RAIL LAND**

If you want to speak to us about the Need to Sell (NTS) Property Scheme, you can email us at [needtosell@eastwestrail.co.uk](mailto:needtosell@eastwestrail.co.uk)

If you want to speak to us about Statutory Blight, you can email us at [blight@eastwestrail.co.uk](mailto:blight@eastwestrail.co.uk)



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# Appendix

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# Our consultation

## How we planned our consultation

We were committed to making this consultation as inclusive and engaging as possible, providing everyone with the opportunity to contribute their views and feedback. Although this was a non-statutory consultation, we followed the same principles required for statutory consultations under Development Consent Order schemes, as set out in the Planning Act 2008. This helped us to meaningfully engage with people in a way that was fair, thorough and transparent.

To shape a consultation that was accessible and truly reflective of local needs and perspectives, we considered feedback from our two previous non-statutory consultations and worked with local authorities in planning stages. This helped us to make key decisions such as the duration of the consultation, awareness raising methods and selecting locations for information points and events.

## When consultation took place

Our consultation ran for 72 days from 14 November 2024 to 24 January 2025.

## What we consulted on

This consultation shared updated proposals for EWR, highlighting how they had developed since the Route Update Announcement in 2023. It presented information on a proposed new railway between Bedford and Cambridge and the associated work to upgrade the existing railway between Oxford and Bedford.

It presented our latest design information and proposals, including areas where we are considering options. We asked for feedback to help us further develop our plans for:

- The railway's alignment.
- Station locations and sizes, parking, and access.
- How the railway would cross roads and rivers.
- How the railway would impact existing level crossings.
- Ways to avoid or reduce environmental effects and improve the natural and built environment.

We also asked for feedback about our approach to consultation and the information we presented.

These are the topics that we invited feedback on:



- Oxford to Bletchley** – improvements to the existing railway and stations.
- Fenny Stratford to Kempston (the Marston Vale Line)** – station and service options, level crossing proposals and improvements to the existing railway.
- Bedford** – improvements to the existing railway and a new section of railway.
- Clapham Green to Colesden** – construction of new railway.
- Roxton to east of St Neots** – construction of new railway and station.
- Croxton to Toft** – construction of new railway and station.
- Comberton to Shelford** – construction of new railway and improvements to the existing railway.
- Cambridge** – improvements to the existing railway and stations.
- Route-wide matters** – operating and delivering the railway.
- Our consultation** – our approach to delivering the consultation.

## How we raised awareness of the consultation

We ran awareness campaigns before and during the consultation period and – in our commitment to inclusivity – we prioritised engaging communities along the route, including underrepresented groups to encourage participation in the consultation process.

To guide our efforts in reaching those most likely to be affected by EWR we identified a consultation zone that covered approximately 2km (1.2 miles) and included the entire area where the route options were located. This zone allowed us to use targeted campaign methods to inform communities, businesses and other stakeholders within this zone of the consultation and the opportunities to participate.

Recognising that people outside the consultation zone would also have valuable insights and feedback, we ran a range of promotional campaigns beyond the zone to reach a broader audience.

### Consultation webpage

At the beginning of the consultation, we launched a dedicated webpage on our website at [www.eastwestrail.co.uk/consultation 2024](http://www.eastwestrail.co.uk/consultation 2024). To ensure it was easily accessible we added an eye-catching banner on our homepage that guided people to the consultation webpage via a clear link.

This webpage was the central hub for all consultation-related materials and information, including:

- Viewable and downloadable copies of all consultation materials in both HTML and PDF formats.
- Details of online and in-person events.
- An online feedback form.
- An interactive map.
- A virtual consultation room.
- The EWR telephone and email contact details for any further queries.

More information about the materials produced as part of the consultation can be found in the section titled **Key consultation materials that we produced**.

Throughout the consultation period, the dedicated consultation webpage attracted more than 40,000 visitors. The wider EWR website saw over 120,000 visits.

### Posters and postcards

To ensure communities within the consultation zone were well-informed, we displayed posters at information points and sent addressed consultation postcards to over 300,000 homes and businesses within the consultation zone. These provided

information on how to participate in the consultation including dates, event information and feedback channels.

Figure 3: The consultation postcard

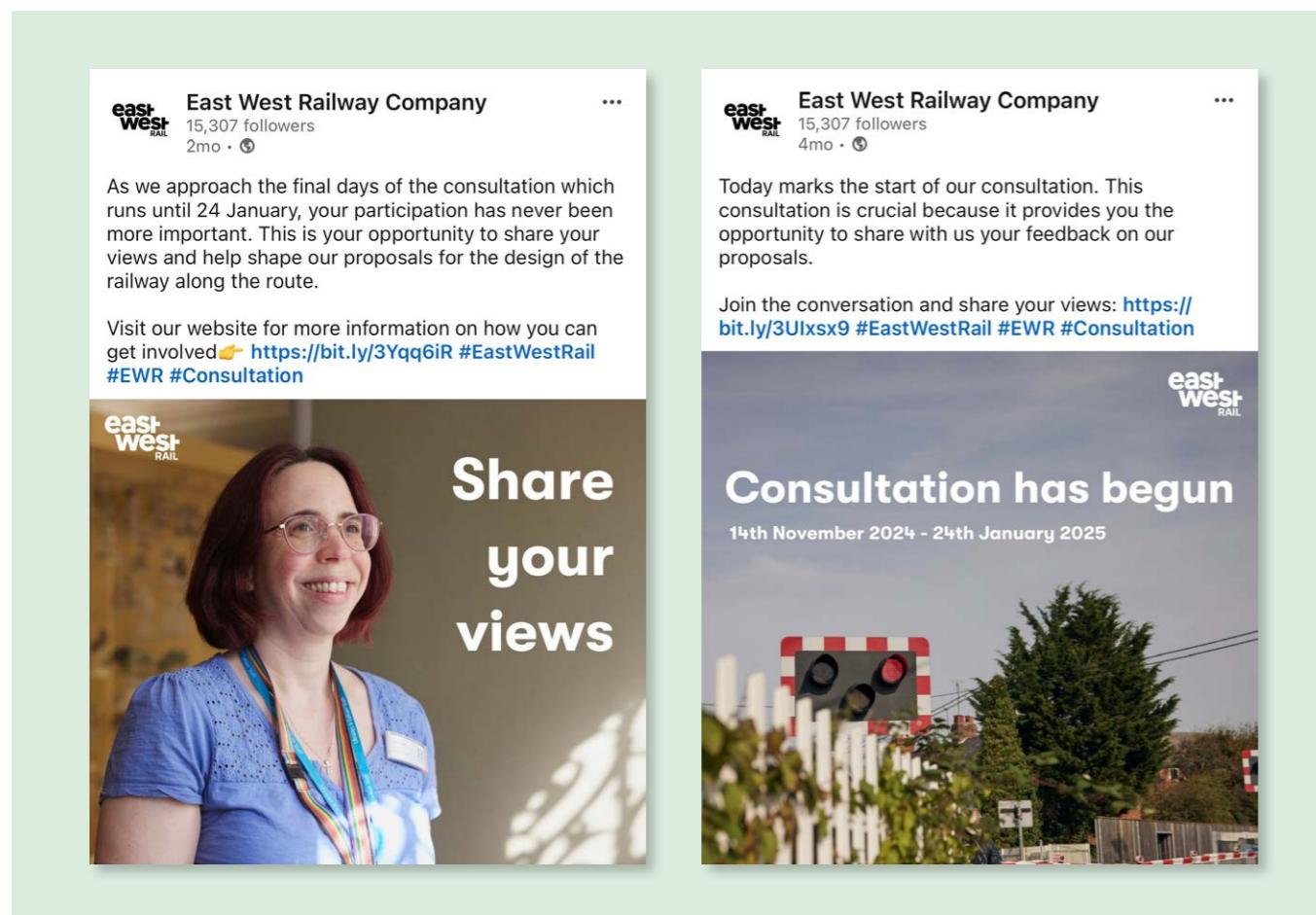


## Social media

Recognising the power of social media to connect with a diverse audience, especially young adults, we promoted the consultation on a range of social media platforms. This included of paid and unpaid posts, that overall led to over 10,000 clicks to the consultation webpage.

In advance of the public consultation, we launched a new page on Facebook for EWR. This provided us with an important platform to share key information about the consultation. We also shared information on our existing YouTube and LinkedIn pages.

Figure 4: Images of social media campaign



## Paid social media campaigns

We ran paid adverts on Meta platforms, like Facebook and Instagram, featuring key information about the consultation and guiding people to the consultation webpage for more information.

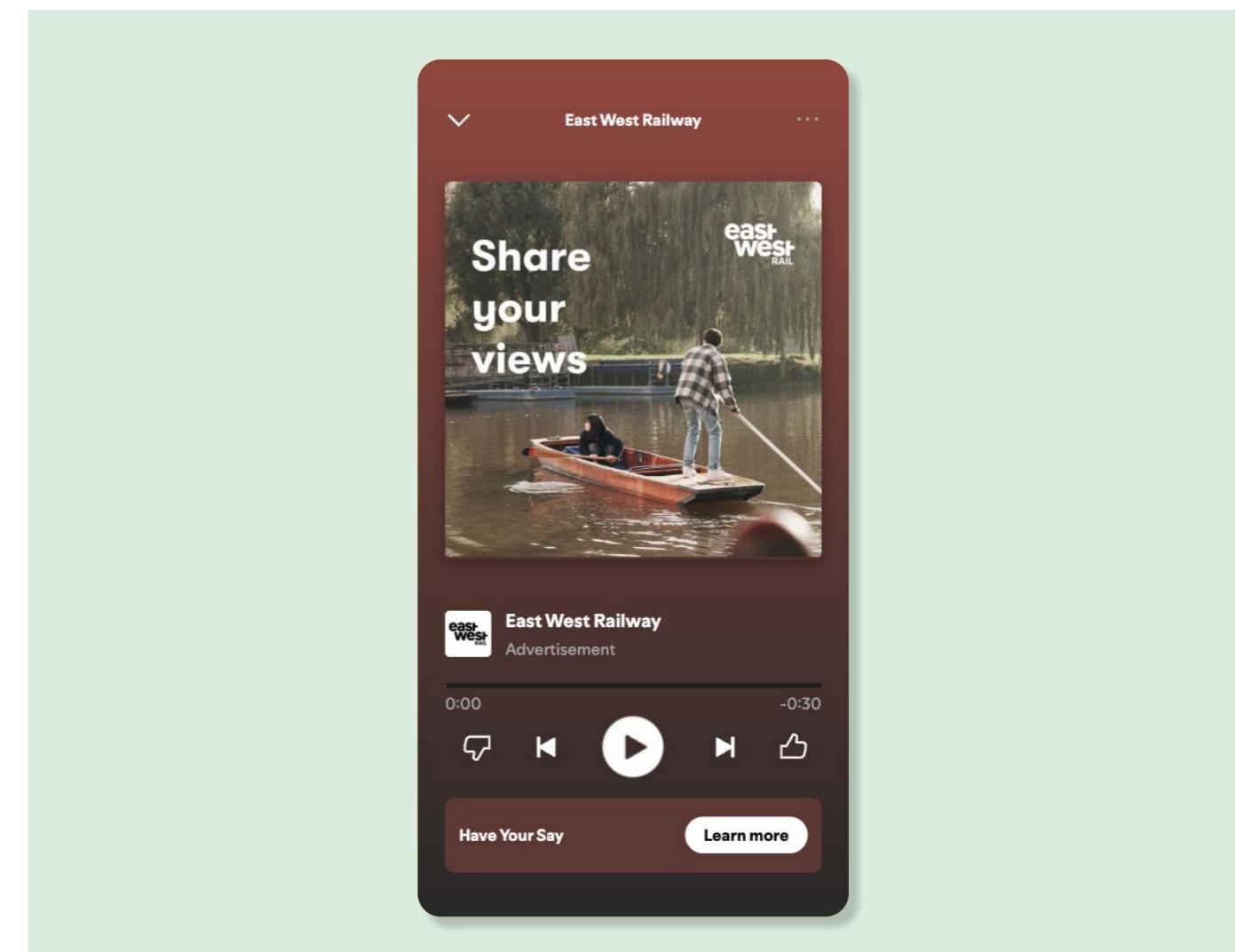
## Digital advertising

Ahead of the consultation, we launched targeted digital advertising campaigns aimed at Google and Spotify users between Oxford and Cambridge, and commuters to the area, including London. Through these platforms, we shared information about how to get involved and direct people to the dedicated consultation webpage for more information.

On Google, our adverts appeared when users searched for relevant EWR keywords and were also displayed on a variety of websites and apps that partner with Google. On Spotify, audio adverts reached listeners with non-premium accounts.

Our digital advertising approach led to over 4,900 clicks through to the consultation webpage.

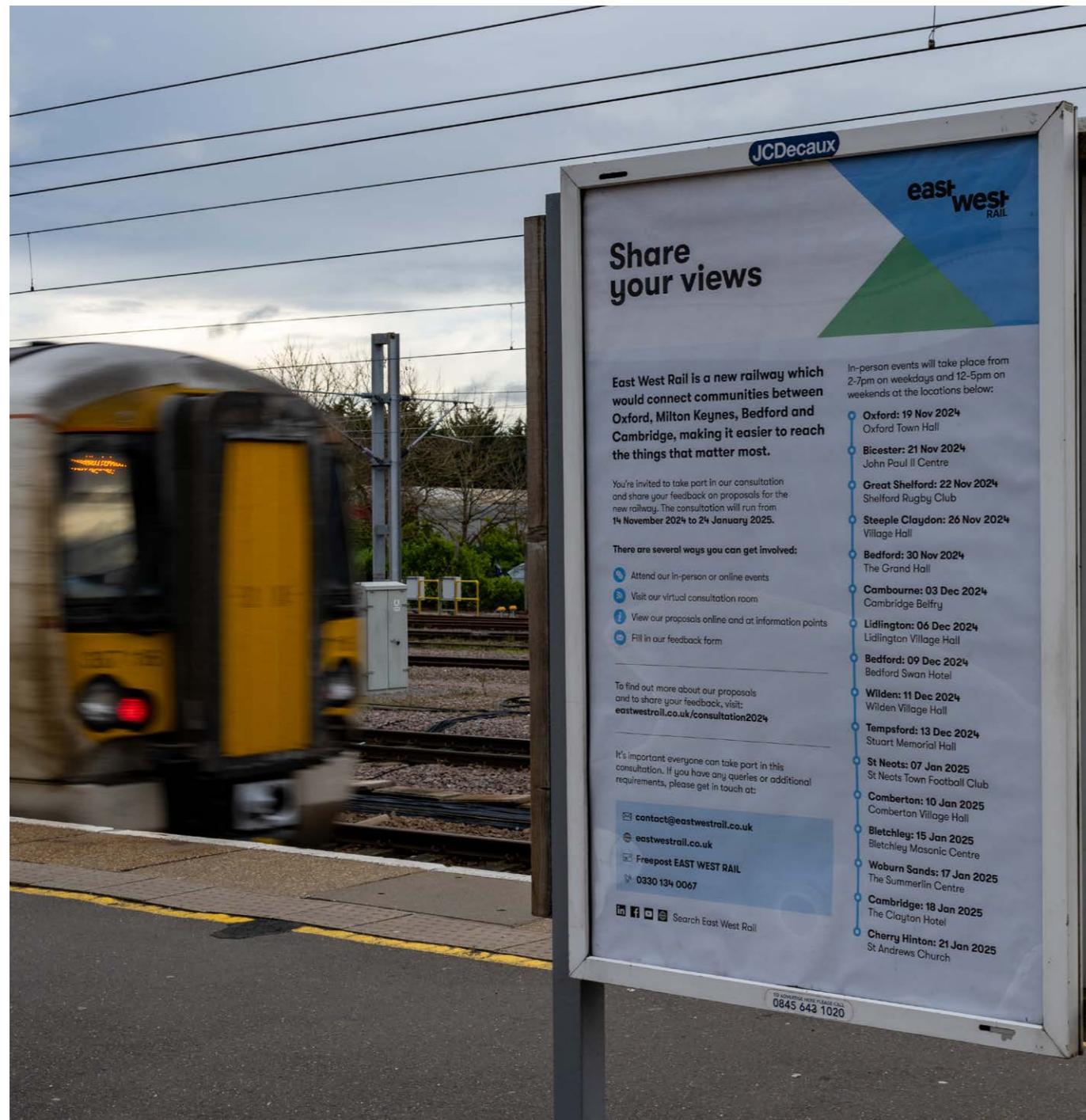
Figure 5: A non-statutory consultation advert on Spotify



## Out-of-home advertising

Throughout the consultation, we ran an out-of-home public transport advertising campaign to maximise visibility and engagement. This campaign focused on transport hubs and town centres across the consultation zone, featuring displays at train stations, bus stops, inside buses and on billboards. These displays provided key details including the dates of the consultation, how to get involved, our contact information, and a link to the consultation webpage.

Figure 6: Image of EWR poster at a railway station



## Local print and online media

Over a period of six weeks beginning on 4 November 2024, we placed advertisements in 13 local newspapers across the consultation zone. These newspapers were:

- Oxford Times
- Oxford Mail
- Banbury Guardian
- Bicester Advertiser
- Bucks Herald
- Bucks Free Press
- MK Citizen
- Bedford Times & Citizen
- Bedford Independent
- Biggleswade Chronicle
- Hunts Post
- Cambridge Independent
- Ely Standard
- Eastern Daily Press

These adverts provided important information about the consultation, such as event locations and dates, how to participate, EWR contact information, and a link to the consultation webpage.

## News and media outlets

Between 31 October 2024 and 27 January 2025 we issued four press releases to local and national news and media outlets to raise awareness of the consultation and provide updates on its progress. Our CEO, David Hughes, also appeared in TV reports for BBC Look East and ITV Anglia. Additionally, representatives from the East West Rail Company were interviewed on BBC Radio Cambridgeshire, BBC Three Counties Radio, BBC Radio Oxford, Greatest Hits Radio and Black Cat Radio.

These efforts led to the consultation being mentioned over 400 times in media coverage, including more than 150 broadcasts on radio and TV.

## Media and Communications Toolkit

To help reach even more people who might want to respond to the consultation, we provided a Media and Communications toolkit to local authorities, parish councils, local businesses and academic institutions so that they could keep their networks informed and engaged during the consultation. We provided them with a toolkit every two weeks between 4 November 2024 and 6 February 2025. The toolkit included the latest details about forthcoming consultation events and shareable content for online and offline channels.

## Stakeholder engagement

Before the consultation launched, we invited local authorities, members of Local Representative Groups (LRGs) – which include parish councils – and Members of Parliament (MPs) representing constituencies along the route to attend pre-consultation briefings.

We also sent a series of emails to approximately 400 key stakeholders, including statutory bodies and organisations within the consultation zone. These emails introduced the consultation and reminded them of the launch and closing dates.

## Engagement with landowners

Before the consultation started, we identified the landowners who may be directly affected by the proposals for EWR, and we began to meet with some landowners to discuss their land and property. When the consultation launched, we sent a letter and information pack to everyone with a legal interest in land and/or property within the draft order limits (the anticipated boundary for the project) and invited them to meet with our specialist Land and Property team to find out more about how their land or property could be impacted and to ask us questions. We continued to meet with directly affected land and property owners throughout the consultation period.

## Community newsletter

Between 1 November 2024 and 31 January 2025, we released three editions of our 'Keeping You Connected' newsletter. These provided essential updates about the consultation, including news of the launch, upcoming consultation events, participation opportunities, and announcement of the consultation closing. Each edition reached over 9,000 newsletter subscribers who had signed up on our website to stay informed about EWR.

## Consultation events

### In-person events

We held 16 in-person consultation events which provided opportunities for attendees to engage directly with our team, gain a deeper understanding of EWR, and discuss technical aspects of our proposals. Attendees could look at key consultation materials, such as exhibition boards, documents, maps, and videos. They also had the opportunity to submit their consultation response through feedback forms available at the events.

Event locations were carefully selected along the route, ensuring a good spread across the consultation zone. We also considered other important factors, including accessibility, suitability as community facilities and recommendations from local authorities. Information about venue accessibility was available on our consultation webpage prior to each event, which helped us invite and respond to individual accessibility requests at events, such as British Sign Language interpreters that were provided at one event.

To accommodate the busy Christmas holiday period, no events took place between 14 December and 6 January to ensure more people could attend. During this time, our virtual consultation room remained available for people to review our proposals and provide feedback.

With a total of 5,206 attendees across the 16 consultation events, this was our most visited consultation to date. Table 3 provides the locations, dates and number of attendees for each event. The events took place between 2pm and 7pm on weekdays and 12pm and 5pm on weekends.

Table 3: List of consultation event locations, dates and recorded attendance

Event location	Date	Attendance
Oxford, Oxford Town Hall	Tuesday 19 November 2024	212
Bicester, John Paul II Centre	Thursday 21 November 2024	337
Great Shelford, Shelford Rugby Club	Friday 22 November 2024	537
Steeple Claydon, Village Hall	Tuesday 26 November 2024	114
Bedford, The Grand Hall	Saturday 30 November 2024	428
Cambourne, Cambridge Belfry	Tuesday 3 December 2024	469
Lidlington, Lidlington Village Hall	Friday 6 December 2024	233
Bedford, Bedford Swan Hotel	Monday 9 December 2024	416
Wilden, Wilden Village Hall	Wednesday 11 December 2024	243
Tempsford, Stuart Memorial Hall	Friday 13 December 2024	147
St Neots, St Neots Town Football Club	Tuesday 7 January 2025	277
Comberton, Comberton Village Hall	Friday 10 January 2025	539
Bletchley, Bletchley Masonic Centre	Wednesday 15 January 2025	295
Woburn Sands, The Summerlin Centre	Friday 17 January 2025	449
Cambridge, The Clayton Hotel	Saturday 18 January 2025	321
Cherry Hinton, St Andrews Church	Tuesday 21 January 2025	189

Figure 7: Cambridge consultation event



#### Online events

We recognised that not everyone who was interested in EWR would be able to attend our in-person events. To make sure everyone had the opportunity to share their feedback, we held three online events where people could learn more about the consultation proposals and ask our team questions.

During these online events, attendees were introduced to our panel of technical experts and given an overview of EWR, including our route-wide and route section proposals.

Each session included a moderated Q&A where attendees could ask questions. For any questions we couldn't address during the event, we encouraged attendees to email us at [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk) and signposted people to other opportunities to participate in the consultation and provide feedback.

Across the three online events we recorded 117 attendees. Table 4 shows the dates, times and number of attendees for each event.

Table 4: List of online event dates, times and recorded attendance

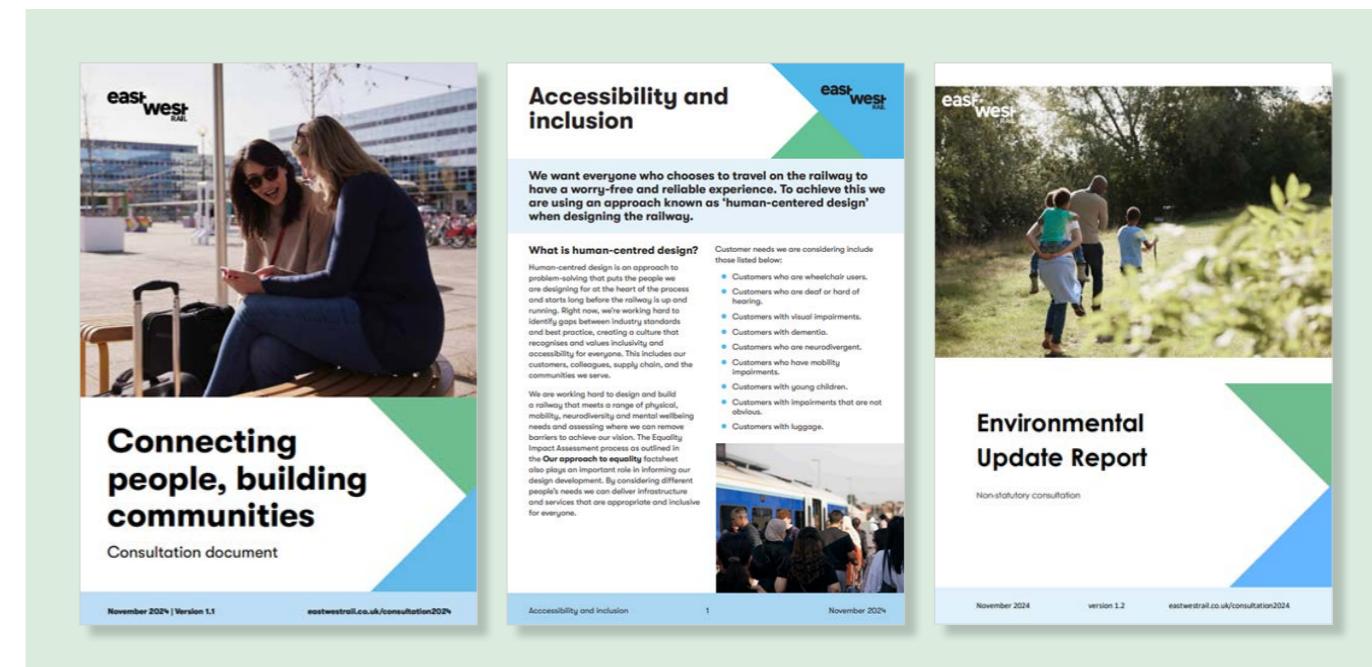
Date	Time	Attendance
Thursday 20 November 2024	2.30-4.40pm	30
Tuesday 10 December 2024	6-8pm	40
Thursday 9 January 2025	10am-12pm	47

## Key consultation materials that we produced

We wanted to ensure people understood our latest proposals and had all the information they needed to respond to the consultation. To achieve this, we produced a range of materials that covered all aspects of the project proposals to help people provide informed feedback. The key materials comprised:

- The Consultation Document, which provided an overview of our proposals and the benefits they would bring. It also explained how people could provide feedback.
- A Guide to Consultation, which provided guidance about how to navigate the consultation materials and how to respond to the consultation.
- A Feedback Form, with questions about our proposals.
- A Technical Report with more detailed technical information about our proposals and how they were developed.
- An Environmental Update Report with initial information about potential environmental effects from the project.
- A Transport Update Report with initial information about the potential transport impacts from the project and the Transport Assessment Scoping Report.
- Maps, plans and visualisations showing the proposed route alignment, the land that would be required for the project, and illustrations showing how some of the main features of the railway could appear.
- Factsheets with information about 16 key topics including construction, the cost of the project, our approach to environment and more.
- Frequently Asked Questions (FAQs) covering key queries about the project. Over the course of consultation, these FAQs were reviewed and updated to respond to some questions we received at consultation events and meetings.
- Videos explaining the consultation and the key features of our proposals that were available to view at in-person events, on our website and on our social media pages.

Figure 8: Cover of our Consultation Document, accessibility and inclusion factsheet, and Environmental Update Report



## How we made consultation material available

We wanted to make sure that everyone could easily access our materials and learn about our proposals. To do this, we made our materials accessible via a variety of channels, allowing people to choose the method that best suited their preferences and needs.

### East West Rail website

All consultation materials were available to view and download, including HTML versions of key documents, on the dedicated consultation webpage at [www.eastwestrail.co.uk/consultation2024](http://www.eastwestrail.co.uk/consultation2024)

They could also be provided in accessible formats or an alternative language upon request.

### Information points

We set up 21 information points as another way to view printed copies of our materials outside of consultation events. The materials available to view at information points included:

- The Consultation Document
- A Guide to the Consultation
- The Technical Report
- The Transport Update Report
- The Environmental Update Report
- Route section maps and plans

Feedback forms and freepost envelopes were available to take away. Table 5 lists the locations of the information points.

Table 5: Information points

Venue	Address
Aylesbury Library	Town Centre, Aylesbury, HP20 1UU
Bedford Central Library	Harpur Street, Bedford, MK40 1PG
Bicester Library	Franklins House Wesley Lane, Bicester, OX26 6JU
Bletchley Library	Westfield Road, Milton Keynes, MK2 2RA
Cambourne Library	Sackville House, Sackville Way, Cambridge, CB23 6HL
Rock Road Library	69 Rock Road, Cambridge CB1 7UG

Venue	Address
Barnwell Road Library	Barnwell Road, Cambridge CB5 8RG
Comberton Library	West Street, Comberton, Cambridge CB23 7DU
Great Shelford Library	10-12 Woollards Lane, Cambridge, CB22 5LZ
Huntingdon Library & Archives	Princes Street, Huntingdon PE29 3PA
Little Acorn Café	33 High Street, Roxton, Bedford MK44 3EA
Milton Keynes Central Library	555 Silbury Boulevard, Milton Keynes, MK9 3HL
Oxford Westgate Library	2 Westgate, Oxford, OX1 1PE
North Oxford Association Community Centre	Diamond Place, Summertown, Oxford OX2 7DP
Ridgmont Station Vintage Tea Room & Heritage Centre	Station Road Ridgmont Railway Station, Ridgmont MK43 0XP
Steeple Claydon Library	48 Queen Catherine Road, Buckingham, MK18 2PY
St Neots Library	Priory Lane, St Neots, Saint Neots PE19 2BH
Wootton Library	Lorraine Road, Wootton, MK43 9LH
Woburn Sands Library	The Institute, 6 High Street, Woburn Sands MK17 8SD
The Forest Centre & Millennium Country Park	Station Road, Marston Moretaine, Bedford MK43 0PR
Winslow Community Library	Park Road, Winslow, MK18 3DL

Figure 9: Consultation material made available at information points along the route



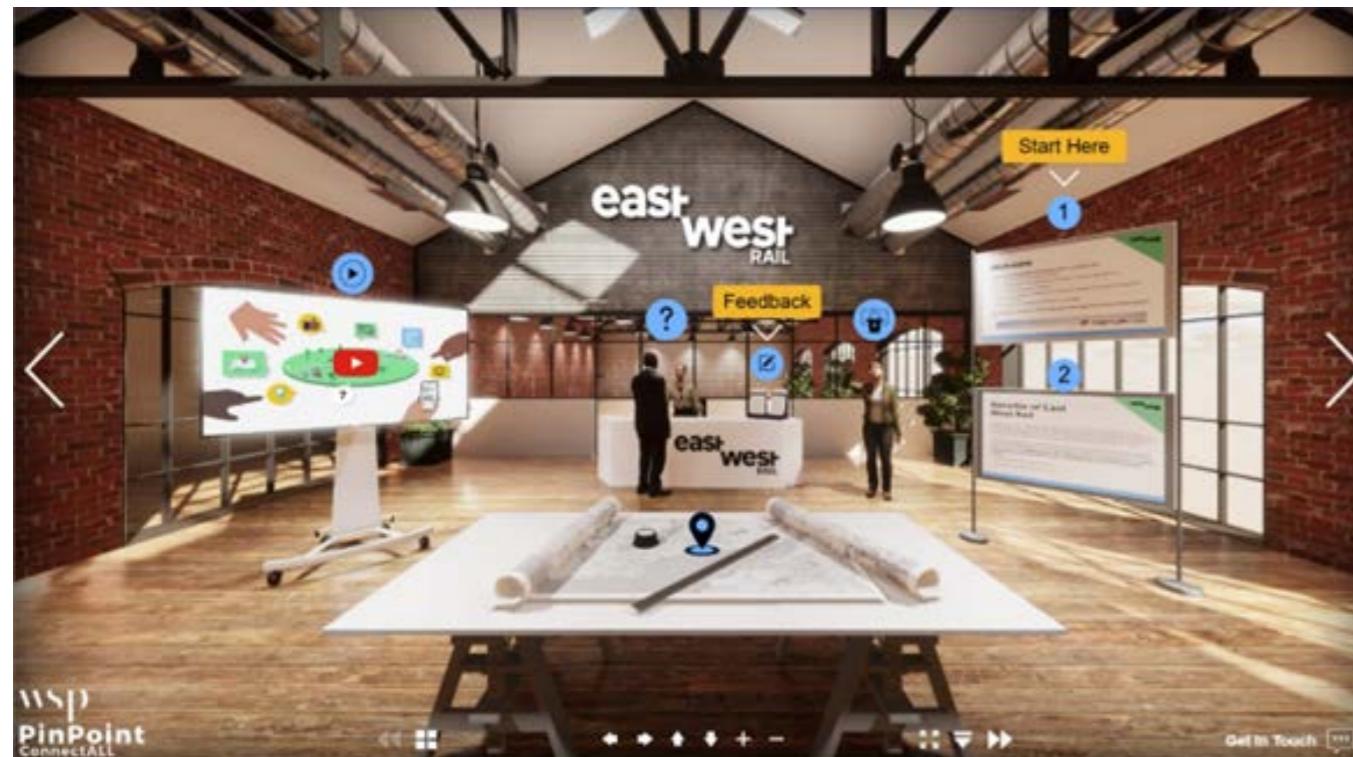
## Virtual consultation room

We set up a virtual consultation room that was accessible via the consultation webpage throughout the consultation. This online space provided another convenient and accessible way for people to view our proposals and share their feedback.

The virtual consultation room was designed to feel like attending a real event, letting users move through different sections of the virtual room at their own pace. It had interactive features, like maps and videos alongside electronic copies of our key consultation materials. Additionally, it worked on computers, tablets, and smartphones, so people could access it from a range of devices.

Overall, more than 2,100 people visited our virtual consultation room during the consultation period.

Figure 10: Virtual consultation room



## How we gathered your feedback

To ensure we were able to capture your valuable insights, we created a dedicated feedback form that mirrored the structure of the Consultation Document. This made it easier for respondents to reference the Consultation Document when providing feedback.

People could access and download this feedback form from our consultation webpage. It was also available in hard copy to take away, alongside freepost envelopes, at consultation events and information points.

Responses to the consultation could be submitted through various channels:



By completing the consultation feedback form online at [www.eastwestrail.co.uk/feedback](http://www.eastwestrail.co.uk/feedback)



By emailing a completed copy of the feedback form to **consultation@eastwestrail.co.uk**



By sending a completed copy of the feedback form to **Freepost EAST WEST RAIL**



By handing in a completed copy of the feedback form at a consultation event

While we encouraged people to use the feedback form, we also accepted responses in other formats, ensuring everyone had the opportunity to share their views in a way that suited them best.

## Answering questions

To help people that had questions about the consultation or our proposals, we encouraged people to get in touch by phone, email, or post. These channels remain open as the project continues.

Figure 11: Feedback form



**East West Rail**  
**Non-statutory**  
**consultation**  
**Feedback form**

November 2024 [eastwestrail.co.uk/consultation2024](http://eastwestrail.co.uk/consultation2024)

**Fenny Stratford to Kempston**

Information on our proposals for the Fenny Stratford to Kempston route section can be found in Chapter 9 of the Consultation Document.

**Marston Vale Line stations and service concept**

We have considered different options for the stations and train services along the Marston Vale Line and are presenting two alternative options within this consultation:

- Existing Stations Option (Concept 1a)
- Consolidated Stations Option (Concept 2)

More details can be found in Chapter 9 of the Consultation Document.

7a. Please tell us which of the options for the Marston Vale Line stations you prefer: (Please tick one box)

- Existing Stations Option (Concept 1a)
- Consolidated Stations Option (Concept 2)
- No preference
- Other

7b. Please use the box below to explain your answer to question 7a. Please leave this box blank if you do not have any further comments.

**Ridgmont station**

Under the Consolidated Stations Option (Concept 2), there are two alternative proposals for Ridgmont station. More details can be found in Chapter 9 of the Consultation Document.

8a. Please tell us your preference for the proposed location of Ridgmont station: (Please tick one box)

- Option 1: relocate the station to the west of Bedford Road
- Option 2: redevelop the existing station on its current site
- No preference
- Other

8b. Please use the box below to explain your answer to question 8a. Please leave this box blank if you do not have any further comments.

10

11



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**west**  
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