



# NSC Parish Councils Feedback Session - Fenny- Stratford-Kempston Section

## Chair

Sarah Jacobs (Senior Engagement  
Manager – Local Representatives Groups)

Thursday 9<sup>th</sup> January, 6pm-8pm



# 1. Welcome

# Agenda

## 1. Welcome

- Introductions
- Housekeeping

## 2. Update on the project

## 3. Introduction to the workshops

## 4. Update on Proposals

- Non-Statutory Consultation Proposals
- Environmental Impacts
- Lands

## 5. Design Feedback Sessions

- Design and Connectivity

## 6. General Q&A

# Introductions – Meeting the Team

- **Sarah Jacobs** – Senior Engagement Manager
- **Siobhan Adeleke** – DCO Statutory Stakeholder Engagement
- **Ryan Robertson** – Development Programme Manager
- **Toby Wastling** – MVL Area Environment Manager
- **Ben Nicholass** – Traffic, Transport Planning and Modelling Senior Manager
- **Freddie Luff** – Engineering Manager
- **Peter Roberts** – Engineering Manager
- **Jonathan Wallace** – MVL Area Design Manager

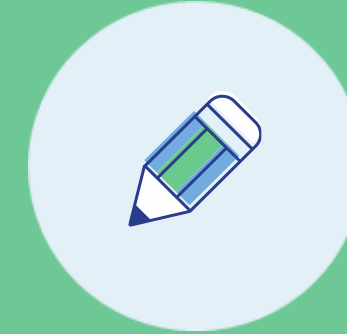


# Housekeeping

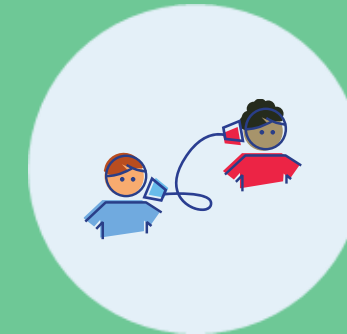
## Thank you for attending

This is a virtual meeting.

- This meeting is being recorded and transcribed to be used to produce the meeting summary note.
- Please feel free to drop questions in the chat box/and or use the 'raise hand' function.
- Please drop your name and area you represent into the chat box.
- Inconsiderate behaviour and/or aggressive comments will not be tolerated and anyone acting in this manner will be asked to leave the call.



**Display your full name in username**



**Please use the mute function**



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



**Please do put your camera on if possible**

# Terms of reference

## **Scope of discussions**

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

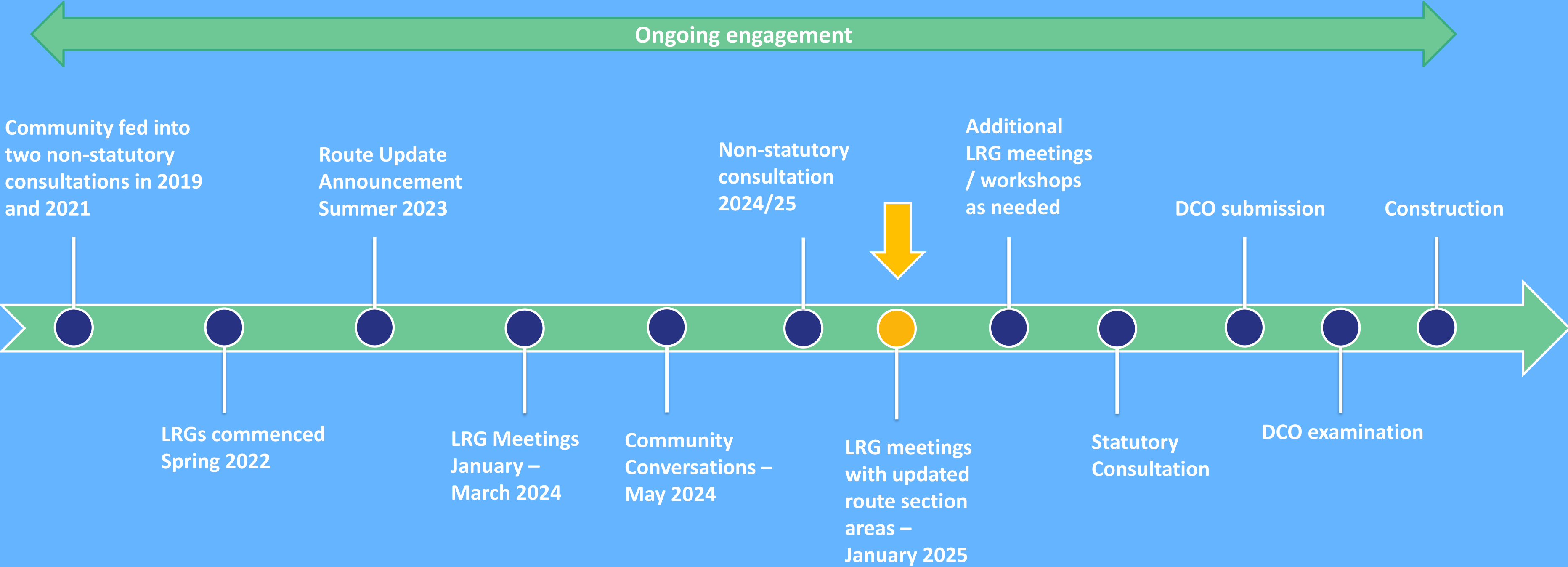
## **Collecting feedback**

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



## 2. Update on the project

# Where we are in the process





# Non-statutory consultation so far

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



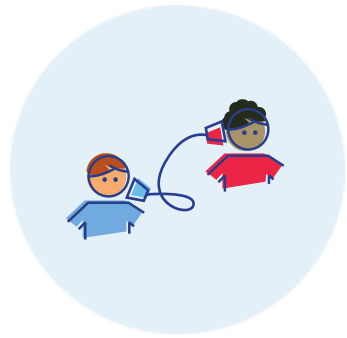
## Remaining consultation events:

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

# **3. Introduction to the workshops**

# Design workshops

## Purpose of this workshop



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



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



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

# Consultation with Local Authorities

We are delivering interactive design workshops in-person with officers from local authorities during the non-statutory consultation period.

18/12/24- Milton Keynes City Council

22/01/25- Central Bedfordshire Council

Further workshops are being planned throughout 2025.



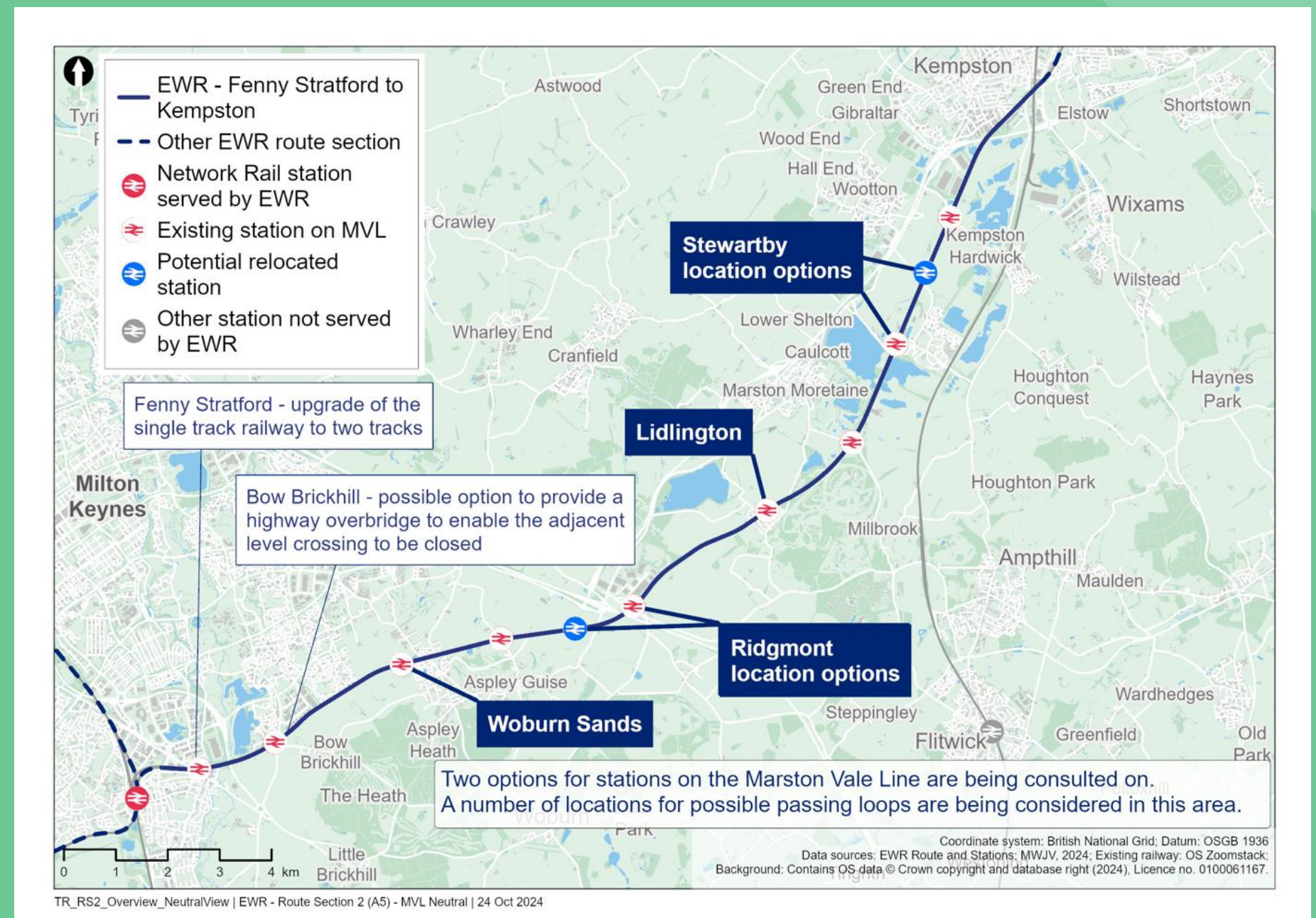
# 4. Update on the Proposals



# Route section 2: Fenny Stratford to Kempston (MVL)

The Fenny Stratford to Kempston section of the EWR route is approximately 23km (14 miles) long between Saxon Street dual carriageway and Bedford, passing through Bletchley, and Ampthill Road in Kempston.

Investment in the Marston Vale Line is necessary to enable the full Oxford to Cambridge East West Rail services.



Route section 2: Fenny Stratford to Kempston

# Summary of works between Fenny Stratford to Kempston (MVL)

To introduce more frequent and reliable passenger services to help local communities reach more destinations, we are proposing changes that would upgrade the stations and train services on the Marston Vale Line. We are presenting alternative options for how the line could be upgraded:

- **Existing Stations Option:** would retain the existing nine stations and the current hourly Bletchley to Bedford stopping service which calls at all nine stations. In addition, there would be two core EWR services an hour calling at four of the stations (Woburn Sands, Ridgmont, Lidlington, Stewartby) on their way between Oxford and Cambridge.
- **Consolidated Stations Option:** would consolidate the nine existing stations to four new, modern and easy-to-access stations at Woburn Sands, Ridgmont, Lidlington and Stewartby. Three EWR trains would service these four stations every hour. Two of these would run between Oxford and Cambridge, whilst the third would run between Bletchley and Cambridge.
- Upgrade the railway tracks where needed to allow for new EWR services.
- Make changes to the level crossings in this area, including diversions and closing some crossings.
- Construct passing loops so faster trains can overtake slower trains including freight, allowing passenger train journeys to be quicker.



# Key Environmental Considerations: Fenny Stratford to Kempston (MVL)

Between Fenny Stratford to Kempston, environmental constraints include:

- Changes to level crossings and stations
- Landscape and visual impacts around the new stations
- 61 residential properties would be subject to permanent acquisition or temporary use.
- Milton Keynes Wet Wildlife Corridor, and Caldecotte Lake
- County wildlife sites straddle the existing line, including Stewartby Lake, Rookery Clay Pit, Coronation Pit, Quest Pit and the Kempston Hardwick Pit
- The crossings of the Grand Union Canal and River Ouzel east of Bletchley, Broughton Brook alongside the M1, and Elstow Brook on the outskirts of Bedford and Stewartby Lake are each associated with high flood risk Flood Zone 3
- Otter and water voles records for the above waterbodies.
- Major Roman Settlements
- Listed buildings



# Approach to the environment

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

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





# Approach to the environment- continued

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

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

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



# Homes, land and property

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

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

The proposals we're presenting at this consultation show the extent of land that has been identified at this stage as potentially needed for the railway. The Secretary of State for Transport 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.

If you have any questions related to Land issues, you can get in touch with EWR's Land and Property team at: [land@eastwestrail.co.uk](mailto:land@eastwestrail.co.uk)



# 5. Design Feedback Session

# Design Feedback Session: Design and Connectivity

## Design

- **MVL Stations**
  - Options  
(existing/consolidated)
  - Station connectivity
- **MVL acceleration works**
- **Fenny Stratford twin tracking**

## Connectivity

- **Level crossings**
  - Proposed changes
- **Active travel routes and Public Rights of Way**

# General Q&A / AOB



# Thank you

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