Consultation 2026
Feedback Report

A summary of how the consultation was delivered and what we heard from feedback received



November 2026

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Introduction

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I passionately believe that infrastructure has the power to positively shape the places we live. It connects communities, creates opportunities and supports long-term economic growth.

For East West Rail (EWR), the potential is clear. By delivering this railway, we can help people access jobs, education and services more easily, support local businesses and enable sustainable growth.

We also recognise that the railway will directly affect the communities and environment of those living closest to it. That's why consultations have been such an important part of developing our plans, helping us understand local views and work with communities to minimise impacts wherever possible.

Across four route-wide consultations, we have listened to residents, community groups, businesses, local authorities and stakeholders. We've heard what people want EWR to deliver and their concerns about how it could affect them. That feedback has played a key role in shaping the railway and our approach to delivery. Following our previous consultation in 2024 alone, we introduced more than 80 design changes in response to what we heard. I'd like to thank everyone who has taken the time to engage with us, whether by attending events, providing feedback, sharing ideas or challenging our approach.

Our latest consultation marked the final planned route-wide milestone before we submit our Development Consent Order (DCO) application in 2027. This report sets out how the latest consultation was carried out and summarises the feedback we received. It is intended to provide an overview of the key themes, priorities and concerns raised during the consultation.

As we continue to develop proposals and prepare our DCO application, we are actively considering this feedback and using it to help shape EWR. As we do so, we remain committed to keeping communities and stakeholders informed through ongoing engagement. Thank you to everyone who has taken part so far, and I look forward to speaking with many of you again in 2027.



David Hughes CEO

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About this consultation

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Bicester Village station

When consultation took place

The consultation ran for 57 days from 14 April 2026 to 9 June 2026.

What was consulted on

The consultation provided an opportunity for people to tell us what they thought about our proposals, especially parts that were new or had changed significantly since our previous consultation, including:

Oxford to Bletchley:

- An underpass at London Road, Bicester
- A Bletchley West train maintenance depot and passing loops
- An eastern entrance at Bletchley station

Fenny Stratford to Kempston:

- Four new stations, including walking, cycling, equestrian and wheeling routes to local communities
- The seven level crossings where our proposals have changed

Bedford:

- A realigned track curve south of Bedford St Johns station
- A revised Bedford St Johns station design and multi-storey car park
- A remodelled Bedford station, including a new civic plaza, western entrance, a new platform for fast trains to London, and a new location for the multi-storey car park

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Croxton to Toft:

- A new station at Cambourne, 700 metres west of the location proposed at our previous consultation

Cambridge

- A new eastern entrance at Cambridge station
- A new Cambridge East station
- A new Cambridge Eastern train care centre

Other feedback

We also asked for any other feedback about the project and our proposals for East West Rail (EWR). This enabled respondents to comment on other areas of the project that did not have individual design questions, as well as our approach to:

- The assessment and mitigation of environmental impacts
- Construction
- Door-to-door connectivity and active travel
- Good design

Overview of consultation activity

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Bedford town centre

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Through a combination of digital channels, social media, advertising, media coverage, consultation events and direct communications, we provided a range of opportunities for people to learn about our proposals and share their views. An overview of the activity is shown below in Figure 1.

Figure 1: An overview of consultation activity

57 days of consultation



48,000+ website views



6,300+ interactive map views



3m+
views of promotional videos on YouTube



1,200+
virtual consultation room visits



10m+ impressions across Facebook and Instagram



402,000+
consultation postcards sent out to homes and businesses



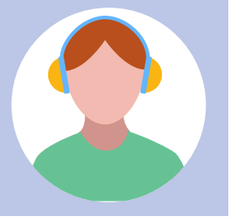
3,300+
people attended in-person and virtual events



800+ media mentions reaching over 700,000 people



Advert played over 350,000 times on Spotify



Approximately 4m people reached via newspaper and magazine advertising



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Land and property information

As part of the consultation, we wrote to over 1,900 parties with an interest in land or property within the area we would need to build, operate and/or maintain the project, known as the draft Order Limits.

Each letter included a land interest plan which showed the landowners' property and how we would need to use the land within the draft Order Limits. The letters also invited recipients to take part in the consultation and contact our land team directly for more information.

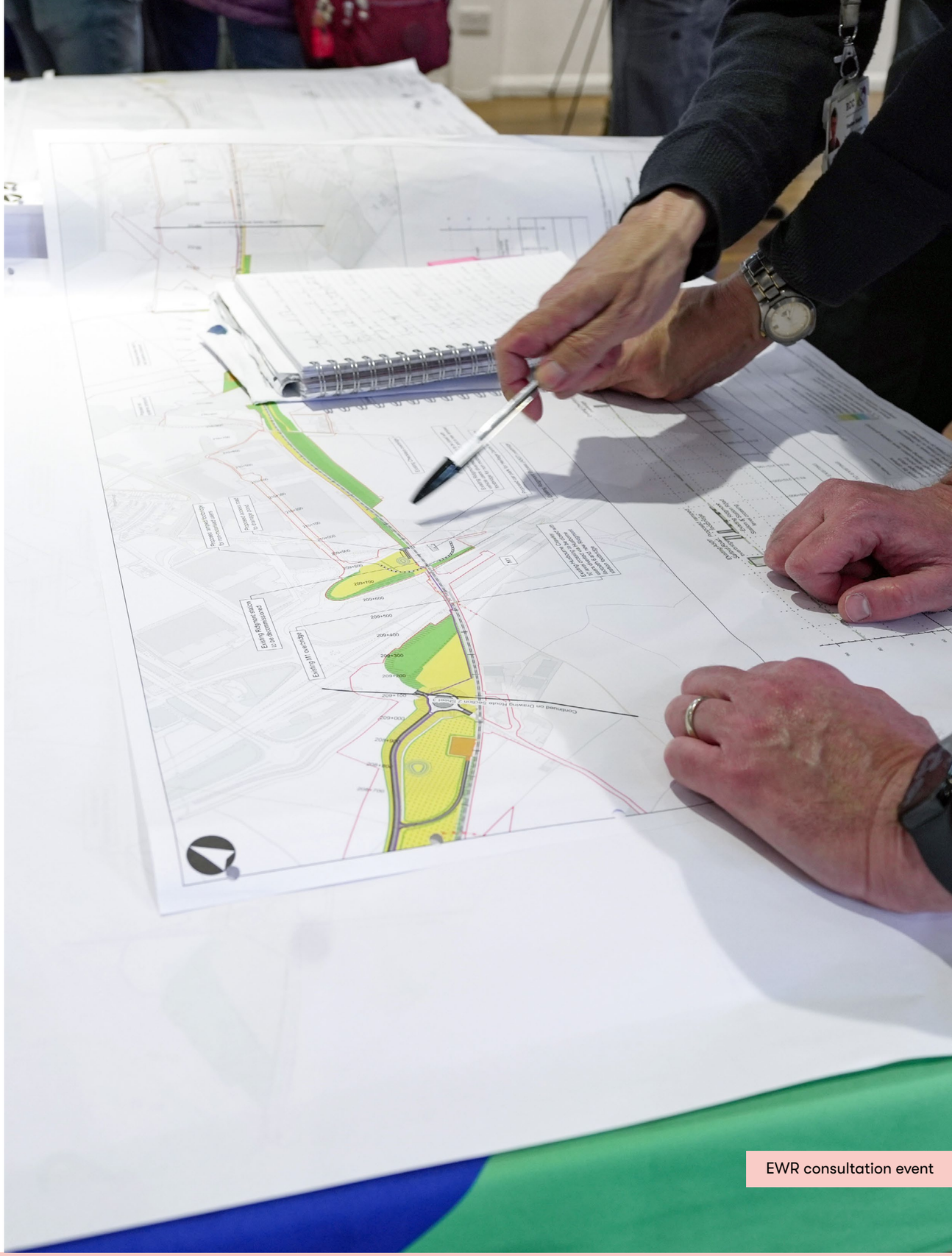
We explained that the draft Order Limits and proposed land use reflected our current design. These may change as we consider consultation feedback and continue design development. We will update the plans as the design develops and contact you if you are affected.

The Secretary of State for Transport has issued Safeguarding Directions to protect the land needed for the project from conflicting development. These require local planning authorities to consult East West Railway Company on planning applications within the boundary of the safeguarded area so potential conflicts can be addressed.

The Safeguarding Directions were updated in June 2026. We have written to those affected to explain how these changes impact them.

Before submitting our Development Consent Order application, we will further refine the draft Order Limits and land use areas, seeking to minimise impacts on homes, land, property, and sensitive environmental and historical features where possible.

For more information, including support for land and property owners, details of the Need to Sell Property Scheme and safeguarding, visit:
www.eastwestrail.co.uk/land-and-property or
www.eastwestrail.co.uk/safeguarding



EWR consultation event

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Who we heard from

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EWR consultation event

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Number of consultation responses received

The total number of consultation responses we received was 5,374.

Table 1 shows the number of responses we received from different stakeholder groups and the method used to submit them.

Table 1: A breakdown of feedback by stakeholder group and response method

Category	Online	Freepost	Email	Events	Total
General public	3914	118	458	22	4512
Local authority (host and neighbouring)	0	0	7	0	7
Community/voluntary sector organisation or group	121	11	38	1	171
Business, industry and academia	178	3	21	1	203
Parish/Town council	8	1	43	0	52
Landowner and/or party with an interest in land (within the project boundary)	189	4	186	0	379
Local councillor	19	1	6	0	26
Member of Parliament	2	0	2	0	4
Petition	0	0	3	0	3
Environmental bodies	0	0	5	0	5
Transport bodies and operators	2	0	6	0	8
Emergency services	1	0	3	0	4
Total	**4434**	**138**	**778**	**24**	**5374**

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Number of consultation responses by question

An overview of the number of responses received to the route-wide and route section proposal questions in the feedback form is provided in Table 2.

Table 2: Breakdown of response number by question

Question topic	Question	Number of responses
Bicester	Question 6 - Please use the box below to provide any feedback you have about our revised underpass proposals for London Road level crossing.	683
Bletchley West passing loops and train maintenance depot	Question 7 - Please use the box below to provide any feedback you have about our proposals for a train maintenance depot and passing loops at Bletchley West.	675
Bletchley station eastern entrance	Question 8 - Please use the box below to provide any feedback you have about our proposals for an eastern entrance at Bletchley station.	559
Fenny Stratford to Kempston station connectivity	Question 9 - Please use the box below to provide any feedback you have about our connectivity proposals to the new stations including walking, wheeling, cycling and equestrian routes.	699
Marston Vale Line level crossing proposal updates	Question 10 - Please use the boxes below to provide any feedback you have on our proposals for these level crossings.	897
South of Bedford and Bedford St Johns station	Question 11 - Please use the box below to provide any feedback you have about our revised proposals for south Bedford and Bedford St Johns station.	604
Bedford station	Question 12 - Please use the box below to provide any feedback you have about our proposals to redevelop Bedford station.	752
Cambourne station	Question 13 - Please use the box below to provide any feedback you have about our proposals for Cambourne station.	647

Question topic	Question	Number of responses
Cambridge station Clifton Road eastern entrance	Question 14 - Please use the box below to provide any feedback you have about our proposals for the new eastern entrance at Cambridge station.	936
Cambridge East station	Question 15 - Please use the box below to provide any feedback you have about our proposals for Cambridge East station.	994
Cambridge Eastern train care centre	Question 16 - Please use the box below to provide any feedback you have about our proposals for Cambridge Eastern train care centre.	1156
Other feedback	Question 17 - Please use the box below to provide any further feedback you have about the project and our proposals for East West Rail (EWR). Please include relevant location information to help us understand your feedback.	2957

Campaign and petition responses

During our analysis, we identified 67 responses linked to campaigns. These responses featured very similar or identical wording, which we analysed in a consistent way under the relevant consultation themes for reporting purposes. Each response was counted as an individual submission in the analysis response figures.

We also identified three petitions. We recorded each petition as an individual response and noted the number of people who had signed it. We reviewed the points raised in each petition and included them in the analysis under the relevant consultation themes. This meant the issues raised through petitions were considered alongside other feedback. A summary of the petition responses we received can be seen in the Appendix of this report.

Demographics of respondents

We included optional questions within the feedback form to help us understand the demographics of the respondents taking part in the consultation.

Interest in the project

The feedback form asked respondents to select a category that best describes their interest in the project. 4,390 people responded to this question. Table 3 displays the categories presented in the feedback form and the number of respondents that selected each one. Respondents could select more than one category.

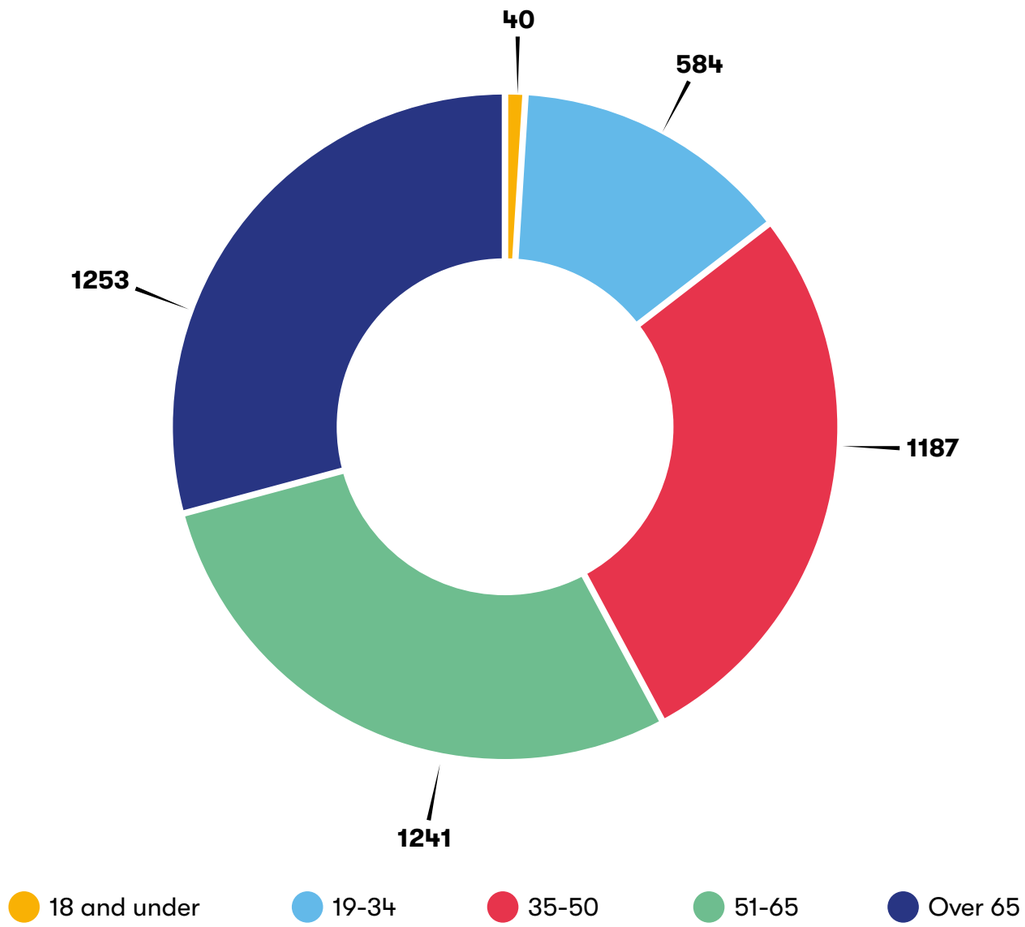
Table 3: Respondents interest in the project

I am a:	Number of respondents
Local resident	3957
Local business owner	236
Affected local land/property owner	158
Representative of an affected local land/property owner	34
Current rail user within the area	1469
Potential rail user within the area	786
Commuter to/from the area	571
Future resident	57
Visitor to the area	149
Elected representative/councillor	71
Organisation	75
Interest/community group	133
Other	135

Age range

The feedback form asked respondents to identify their age range. 4,305 people responded to this question. Figure 2 shows how respondents answered this question.

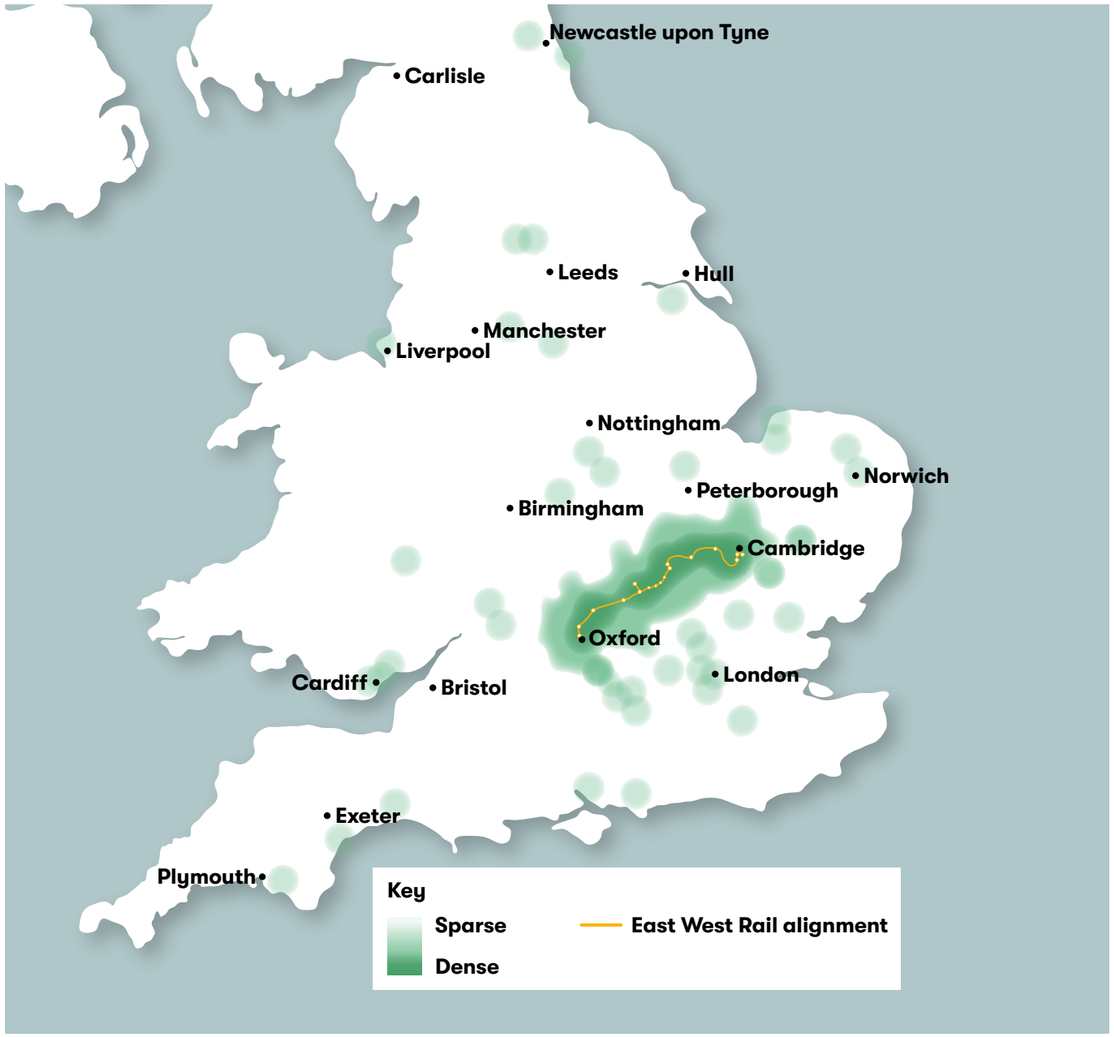
Figure 2: Age of feedback form respondents



Location of respondents

The feedback form asked respondents to provide the location that they were responding from. 5,102 people responded to this question. The heatmap in Figure 3 shows the geographical spread of the respondents that provided this information.

Figure 3: Heatmap of location of responses

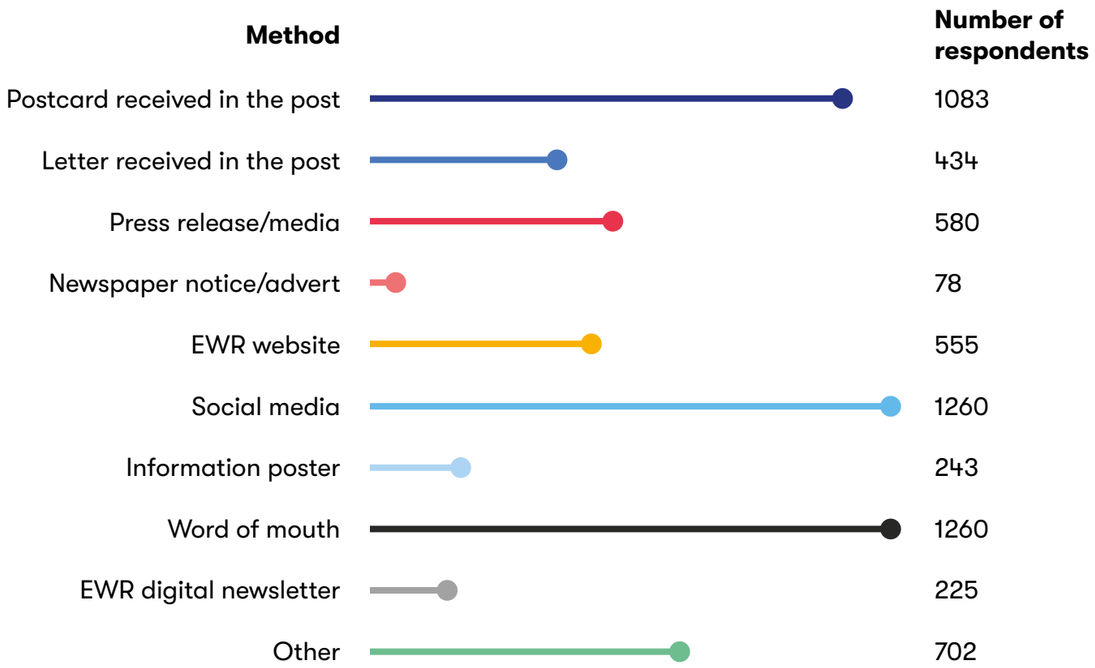


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How people found out about the consultation

The feedback form asked respondents to tell us how they found out about the consultation. 4,261 people responded to this question. Figure 4 shows how respondents answered this question. Respondents could select more than one method.

Figure 4: Numerical breakdown of how respondents found out about the consultation



We also provided respondents with the opportunity to tell us if they had found out about the consultation through any other method. Respondents that selected this option told us they heard about the consultation through the following sources:

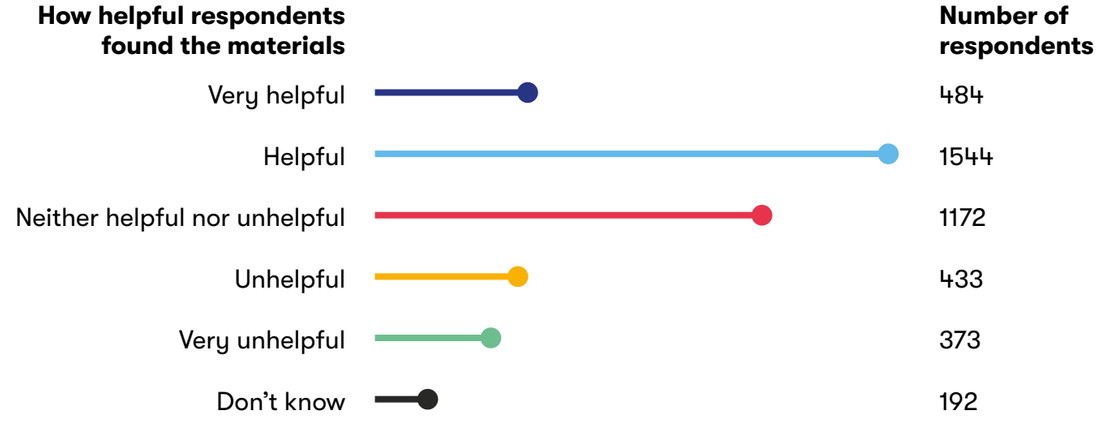
- Parish councils, local councils and councillors
- Community, campaign, action and residents' groups
- Rail groups/publications
- Community newsletters, parish magazines and local publications
- Internet searches and websites
- Work, professional or industry contacts
- Living locally or being directly affected

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How helpful respondents found the consultation materials

We asked respondents to tell us how helpful they found the consultation materials in understanding our current proposals. 4,198 people responded to this question. The feedback we received to this question is shown in Figure 5.

Figure 5: Numerical breakdown of how helpful respondents found our materials



How feedback is being considered

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Bedford consultation event

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All the responses we received to the consultation are being reviewed and considered by our technical teams as we continue to refine and finalise our proposals. Summaries of the feedback we have received are included in chapters 6 to 14.

A report will be submitted as part of our Development Consent Order application that provides information about how feedback throughout the whole life of the project has helped us to develop our final proposals.

We are continuing to develop our designs and publish updates as decisions are made. You can find news about these decisions on our website: **www.eastwestrail.co.uk/news/latest-stories**

The response analysis process

To record and understand the wide-ranging matters raised in the consultation responses, we used a structured approach known as coding and thematic analysis.

We used a coding framework to help organise the feedback into topics and themes. Each code was linked to a specific issue, observation or view expressed by respondents. This initial coding stage was done using an artificial intelligence tool. The project team then carefully reviewed every response, coded comments and carried out quality checks to make sure everything was accurate, correcting the AI tool suggestions as required.

By coding responses, we were able to group similar feedback comments and spot common themes that show what mattered most to respondents. These groupings formed the basis of the feedback summaries presented in this report.

We used artificial intelligence tools to help generate the feedback summaries, with every summary then reviewed by the project team to ensure it accurately reflected the feedback we received.

As you read the feedback summaries, there are a few important points to keep in mind about how the feedback has been analysed and presented:

Anonymising feedback

While some respondents shared personal information within their feedback, all responses have been anonymised for this report. This means we've grouped similar views from different types of respondents without linking comments to individuals. Anonymising the feedback helped us identify common themes and ensured every voice was considered equally for this report.

Feedback themes

The themes we've used to group the feedback have been taken directly from the coding framework used in our analysis. Some generic themes appear across the route section and route-wide feedback chapters. The route section summaries present the views related to those specific areas, or even specific locations within areas. These are:

- Environment and sustainability
- Active travel, traffic and transport
- Construction and logistics
- Community and socio-economic
- Land and property

Some themes focus on feedback about features or proposals in particular parts of the route, such as the London Road level crossing in Bicester or Bedford station and appear in the relevant route section summaries.

Summarising feedback

Feedback response comments have been summarised under themes to reflect issues raised across the consultation. These summaries present the feedback shared by respondents, for example suggestions, concerns, or points of agreement.

Respondents shared a wide range of views and suggestions. Some comments received related to matters beyond the project's remit, suggested design elements already included, or reflected a misunderstanding by the respondents about the proposals for the project. These perspectives are still included in the summaries to reflect the breadth of views shared.

Quantifiers

Throughout this report, we use terms such as "many respondents", "some respondents", or "a few" to indicate how frequently certain views were raised in the feedback responses. Table 4 outlines the quantifiers that have been used.

Table 4: Description of quantifiers used in this report

Quantifier	Number of respondents
One	1
A few / a small number	2 – 10
Some / several	11 – 50
Many	51 – 150
A large number / a substantial number	151 – 500
A very large number	501+

Route-wide feedback

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This section reflects feedback received on issues that affect East West Rail (EWR) as a whole, not just one location or section of the route. These are referred to as route-wide matters, and include topics like electrifying the route, our approach to depot selection and more. They're important because they shape how the railway would be delivered and operated across the full route from Oxford to Cambridge.

Some responses in this section reflect views or interpretations that may not accurately reflect the proposals set out in the consultation or may relate to decisions that were made previously. To understand the context behind the feedback presented, it may be useful to refer to *Chapter 11* of the Consultation 2026 brochure. The consultation brochure and other consultation materials are available on our website: **eastwestrail.co.uk/consultation2026**

Theme: Overall scheme

Feedback summary:

A very large number of respondents supported the project. This included respondents who considered EWR necessary to improve connectivity between Oxford, Bedford and Cambridge, and opinions that the project will strengthen access to jobs and services, support regional growth and provide an alternative to road travel. Respondents also said that a direct rail connection between Oxford and Cambridge had been absent for a while and there was support for its reinstatement. Many respondents made suggestions for the project to be delivered as quickly as possible.

Some respondents acknowledged the planning, engagement and design work that has gone into developing the project. Separate comments welcomed measures intended to improve accessibility, such as the inclusion of an Accessibility Advisory Panel.

Many respondents commented on the roles of national government, local authorities and planning bodies, including coordinating with local plans and developments. Many respondents said the project should connect better with other transport networks and infrastructure, and use sustainable design to deliver long-term benefits.

A large number of respondents made suggestions for East West Railway Company (EWR Co) to continue working with stakeholders along the route to ensure designs are not prohibiting future development, electrification, additional connections and stations or growth plans.

There were also concerns that the project has not assessed the cumulative effects of other major developments such as Universal United Kingdom Resort or planned housing developments.

A substantial number of respondents felt that the project was progressing too slowly. There was frustration that services are not yet operating on the recently constructed Oxford to Milton Keynes section and questions were raised about whether similar delays could affect other parts of the project. Requests were made to get passenger trains running as soon as possible.

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A large number of respondents opposed the project or questioned whether it should proceed. This included comments that EWR could encounter similar challenges to High Speed 2 or concerns that the project could run over budget or get scaled back.

A very large number commented on the transparency of the proposals, including some who noted that a business case had not been published. Concerns were raised about how local community views were being considered by EWR Co. There were also questions about the need for the project due to changing travel patterns.

A very large number raised concerns about the cost and value for money of the project. This included comments about the prioritisation of spending, or whether the project represents an appropriate use of taxpayers' money. Many respondents commented on elements of the project that would require third-party funding, including concerns about whether these elements would be delivered if the necessary funding was not secured.

A very large number of respondents criticised the selection of Route Option E and there were suggestions for alternative alignments which they considered less costly or less disruptive. This included suggestions for a northern approach into Cambridge, a southern route out of Bedford, or only building the railway between Oxford and Bedford. Some respondents referred to the former Varsity Line, questioning why more of its alignment between Bedford and Cambridge could not be reused or restored. There were also comments about the consequences of the Varsity Line's earlier closure on connectivity.

A large number of respondents commented on the assessments that had been conducted as part of the project. This included concerns about how operational and economic considerations had been balanced with environmental or community impacts during the decision-making process. There were also questions about the adequacy of assessments, linked to concerns that the proposals did not adequately reflect the local and regional needs, as well as concerns over the perceived lack of transparency of assessments.

Some respondents welcomed design principles that promote high-quality stations, active travel, public space and integration with local communities and development. Respondents also welcomed the fact that station designs were included as part of the consultation. In contrast, many criticised the design, quality or local fit of proposed stations. Many made suggestions for infrastructure associated with the project to be designed sensitively to local landscapes and character while integrating transport links, wildlife corridors and access for all users.

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Theme: Consultation process

Feedback summary:

A large number of respondents welcomed the opportunity to participate in the consultation and recognised efforts to provide information and engagement through different channels and formats. Some respondents found the consultation materials comprehensive, informative and well presented.

In contrast, a large number of respondents raised concerns about opportunities for input, perceptions of predetermined decisions or a tick-box exercise, and doubts that feedback would influence proposals.

Several respondents felt that the duration of the consultation left limited time available to review all the materials, coordinate responses and provide informed feedback. Many also felt that the consultation had not been promoted enough, saying that residents, local groups or affected communities had not received timely or prominent information about proposals, events or opportunities to respond.

Furthermore, many respondents criticised the online or in-person consultation events, including their organisation, the availability of local information, and the ability of staff to answer questions clearly. Comments also suggested that the timing of consultation events were prohibitive for attendance. Some respondents referred to attending consultation events and raised questions or concerns arising from the information and discussions provided there.

A large number of respondents criticised EWR Co's engagement, responsiveness or local knowledge. A large number requested early and continued engagement with councils, communities, emergency services and other affected groups as designs, impacts and mitigations are developed.

A few respondents also found the consultation difficult to understand as they found documents were lengthy or information was not in suitable formats, or that participation arrangements did not meet accessibility needs. Some respondents noted broken links or difficulty locating relevant local or property-specific information on the consultation website.

A large number felt that consultation materials were not detailed or clear enough. Examples of materials mentioned include environmental assessments and visual materials. There were also comments that maps were outdated and that the business case and transport modelling need to be published. Some requested clearer and more complete materials on the proposals including alternatives, likely impacts and mitigations. A large number of respondents made requests including questions about how feedback and further assessments would inform the proposals.

Many respondents criticised the feedback form as they felt it omitted location or topic-specific sections or asked restrictive questions. There were requests for responses submitted outside of the feedback form or consultation period to be considered appropriately.

Some respondents welcomed evidence that feedback from previous consultations had influenced the project. They highlighted constructive engagement and changes to alignments, stations, road interfaces, access arrangements and land requirements. In contrast, many respondents expressed dissatisfaction with previous consultation exercises. Comments highlighted that concerns raised in earlier consultations had not been adequately addressed or that feedback had not resulted in changes to the proposals. Some sought confirmation that earlier issues, commitments and proposed changes remained under consideration.

Theme: Depot selection process

Feedback summary:

A large number of respondents raised concerns about the proposed depot locations. Concerns focused particularly on the compatibility of depots with the green belt, open countryside or the character of rural villages. Comments highlighted possible effects on nearby homes or ecological sites, including noise, lighting, visual intrusion, habitat disturbance or risks to the environment.

Some respondents were interested in better understanding how the selection process was undertaken, with comments suggesting that railway operations, journey times and costs had been prioritised more than environmental, community and planning considerations. There were also requests for EWR Co to release the assessments of all locations.

Theme: Electrifying the railway

Feedback summary:

Some respondents supported discontinuous electrification as a practical approach. Reasons given included that it could reduce the initial cost and impacts of the project while still allowing room for full electrification in the future if required. Some questioned whether electrification was needed, or suggested alternatives such as battery-powered trains or non-electrified sections.

A large number of respondents preferred full electrification from the outset. Comments included concerns that later installation could be more costly and disruptive, or that battery-powered trains could have greater maintenance costs and lead to track wear. There were also suggestions that fully electric operation could support the reliability of passenger services or improve the capacity for freight while reducing emissions.

Some respondents raised concerns about the visual, environmental or safety effects of overhead electrification equipment, particularly on landscapes, heritage sites and nearby homes. Some respondents sought clarity on the extent, location or timing of overhead electrification, including Traction Power compounds and provision for future full electrification.

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Many respondents were not in favour of diesel operation in the early years of passenger service, with comments citing concerns about the potential impacts it could have on EWR's environmental and sustainability objectives. Related feedback about the proposed use of diesel trains included concerns about the potential noise and air quality impacts.

Theme: Environment and sustainability

Feedback summary:

A large number of respondents commented on the potential environmental impacts of the project. Comments included concerns about environmental damage. There were also requests for efforts to minimise impacts.

A large number of respondents considered the proposed overall approach to environmental mitigation was insufficient. There were suggestions for EWR Co to do everything it can to minimise impacts through environmental mitigation. Some made suggestions for transparency around baselines, independent monitoring or long-term environmental maintenance and mitigation measures, including action where mitigation or infrastructure did not perform as expected.

Many respondents raised concerns about dust, diesel emissions or increased traffic affecting local air quality. A large number of respondents raised separate concerns about noise and vibration from construction or train operations, particularly freight and night-time movements near homes, schools and communities.

A large number of respondents raised concerns about potential impacts on wildlife and protected species and there were suggestions for robust mitigation and biodiversity measures. Many respondents also raised separate comments on the potential loss or fragmentation of agricultural and green belt land together with effects on soils, farming and food production.

Some respondents commented on the use of resources as part of the project and long-term environmental effects. Particular issues included the disposal of batteries, construction activities or potential damage to utilities. Many respondents further commented on the project's potential impact on the water environment including concerns about flood risks, drainage and potential effects on groundwater. Further issues included possible impacts on chalk streams and water supplies.

Many respondents raised concerns about the permanent visual and landscape effects of embankments, bridges, stations and other infrastructure on rural character, views or nearby communities. Separate comments raised concerns about effects on historic buildings, conservation areas or archaeological remains. There were suggestions for further assessment and mitigation.

Theme: Active travel, traffic and transport

Feedback summary:

A large number of respondents highlighted EWR's potential to improve east-west connectivity, including more direct journeys, reduced reliance on congested roads and better access to employment, education and the wider rail network. Benefits were seen as being dependent on accessible, well-integrated door-to-door journeys which could connect rail with other transport modes, while minimising congestion, severance and safety impacts.

A large number of respondents commented on the way the railway could operate including services, stopping patterns and interchanges with other rail routes. Separate suggestions called for express services between key destinations or additional stations to improve local connections and reduce reliance on private cars. Many also commented on the current bus services, with concerns raised about the current lack of services or unreliability. Suggestions were made to improve the quality of public transport and door to door connectivity, with requests including direct local buses to the station, light rail and coordinating bus and the rail services.

Several respondents talked about the provision of parking. This included requests for sufficient, well-located station parking that reflects demand, including accessible spaces, and practical pick up, drop off and taxi facilities. There were also suggestions for station parking to be free of charge to help encourage train use and discourage illegal parking.

A large number also had comments around active travel or public rights of way. This included suggestions for safe, direct and accessible walking, cycling and public rights of way connections. Requests included convenient, accessible routes, suitable diversions and provisions for cyclists and equestrians.

Many respondents commented on station facilities, which included requests for accessible and convenient facilities such as step-free access, or the provision of sufficient secure bicycle storage or parking.

Some respondents raised concerns that permanent road and path diversions could lengthen journeys or affect local access, road safety and emergency services. Road-related concerns raised by many respondents included increases in existing congestion, unsafe junctions, rat-running, road closures, and traffic generated by stations and parking. Many respondents emphasised the need for clear mitigation measures. Comments included ongoing stakeholder engagement to help inform measures to minimise construction and operational impacts.

Respondents questioned modelling, including whether it sufficiently reflects local needs, other developments, realistic assumptions about how people travel and whether it accommodates for future growth.

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A large number of respondents recognised the role of freight within EWR and saw the project as an opportunity to remove lorries from roads. Other comments requested more information about expected freight operations, infrastructure requirements or measures to minimise disruption to local communities. Concerns focused on diesel emissions, noise or whether the infrastructure could accommodate the proposed frequency and length of trains.

Theme: Construction and logistics

Feedback summary:

Many respondents commented on the construction programme and timescales, with suggestions for clearer phasing and oversight, a shorter construction period or earlier delivery, and in some cases prioritisation of particular route sections.

A large number of respondents commented on overall disruption caused by construction. Some raised concerns about prolonged noise, dust, vibration, traffic, earth movements, effects on utilities or cumulative impacts with other projects, while others considered these effects temporary or outweighed by longer-term benefits. Many respondents suggested stronger and enforceable construction mitigation, including controls on traffic, noise, dust, pollution or working hours. There were also suggestions to use haul routes or rail for movement of materials, as well as independent monitoring, community liaison and accessible complaints or compensation processes.

Many raised concerns about construction traffic on local and rural roads. Particular issues included heavy goods vehicles movements, congestion, closures, road damage or effects on residents.

Some respondents raised construction safety concerns, particularly risks from heavy goods vehicles and works near homes, schools, pedestrians and cyclists. There were requests for safe routes for pedestrians and cyclists, and for the protection of vulnerable road users. Several respondents raised concerns about the location of construction compounds. Comments suggested considering building these in established industrial areas, on existing railway land or near out-of-town stations.

Some respondents raised concerns about the impact of construction on public rights of way. Some respondents highlighted the need for emergency access arrangements and for active travel routes to remain connected and accessible during the construction and operation of the railway. Other comments emphasised the need to minimise closures or diversions, maintain equestrian access, or to keep affected user groups consulted on suitable alternative routes.

Some respondents were concerned about the proposed utility diversions. Reasons included that they considered them unnecessary or insufficiently explained. Concerns focused on effects on land, access or existing services. Some respondents sought further detail and coordination on utility diversions.

Theme: Community and socio-economic

Feedback summary:

A large number of respondents commented on the potential community effects of the project. Positive comments highlighted improved connectivity while concerns focused on disruption and severance.

Many respondents noted potential local economic benefits, including improved access to job markets, growth in high-tech and life-sciences sectors, regeneration, tourism and stronger links between Oxford, Milton Keynes, Bedford and Cambridge. Others questioned whether the projects benefits would be shared locally. A large number of respondents also emphasised that benefits would depend on affordable frequent services, suitable station locations, feeder buses or safe walking and cycling connections.

Many felt that the project places housing growth and development ahead of the needs of existing communities, and there were concerns raised about the adverse impacts on agricultural land. Comments focused on the long-term effects on rural character or whether the timing of the railway could align with planned growth in places such as Cambourne and Northstowe. Some respondents also raised concerns about pressure on, or access to, community facilities and resources, particularly where housing growth and construction could increase demand. Respondents also questioned whether the project was necessary and there were suggestions that the housing growth could take place without EWR.

Many respondents emphasised that accessibility and equality should be considered across the whole project including the needs of disabled and older people, families, or people with reduced mobility.

Many concerns focused on potential disruption to rural communities, including the separation of villages and long-term effects on local character, landscape or tranquillity. Separate comments from many respondents raised community-safety concerns, including road and construction-traffic risks, personal security or possible effects on health and wellbeing. There were also requests for safe and protected active travel routes to the stations. Some respondents also raised concerns that construction and traffic changes could obstruct emergency access and increase response times and made suggestions for coordination and appropriate mitigation with emergency services.

Some respondents raised potential effects on local businesses from construction such as access changes and disruption. There were suggestions for mitigation and compensation for demonstrable losses, alongside a transparent employment and skills strategy supporting local workers, apprenticeships and suppliers. Several respondents requested community and socio-economic mitigation tailored to local needs, including measures to reduce construction disruption, support for affected residents and businesses, and transparent assessment and monitoring. Suggestions included requests for community-benefit funding which is accessible and locally responsive.

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Theme: Land and property

Feedback summary:

Several respondents raised land and property concerns, covering potential effects on homes and businesses, and uncertainty over affected properties. Several requested more engagement with landowners and occupiers, including more information on land requirements and individual discussions. Many respondents were concerned about the loss of agricultural land, particularly high-quality Grade II agricultural land, which was viewed as important for food security. Comments expressed that the project may affect agricultural output or create operational challenges such as restricted access for tractors, harvesters, or other farm machinery. Separate comments were related to disruption to farming or changes to soil quality. There were also questions about how temporary land will be restored. Several requests included minimising land take, robust soil management practices or fair compensation to affected farmers and landowners.

Several respondents raised concerns about effects on residential properties and neighbourhoods, including possible loss of homes, noise and vibration, construction disruption, reduced amenity and wider environmental effects. A few respondents also raised concerns about effects on business premises and assets, including land take, access, construction disruption, utility interfaces and business operations.

Several respondents raised concerns about temporary or permanent land acquisition, including the extent and reasons for land take. Related issues included compulsory acquisition, the potential loss of access and unclear plans. Some respondents raised concerns related to property blight and the need to sell, reduced property values, financial loss, displacement or whether compensation would be fair and adequate.

Some respondents commented on safeguarding and planning permissions, seeking clarity on effects on land, development proposals and local planning decisions, and how these matters would be addressed through the Development Consent Order process.

Route section feedback:

Oxford to Bletchley

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This section presents a summary of the feedback received on a thematic basis on proposals for the Oxford to Bletchley section of the route, which spans approximately 48 kilometres (30 miles) and includes proposals for London Road level crossing in Bicester, the train maintenance depot and passing loops near Bletchley West, an eastern entrance at Bletchley station, and the construction of other railway infrastructure. It builds on improvements already underway between Bicester and Bletchley, supporting the planned increase in East West Rail (EWR) services.

Some responses in this section reflect views or interpretations that may not accurately reflect the proposals set out in the consultation or may relate to decisions that were made previously. To understand the context behind the feedback presented, it may be useful to refer to *Chapter 12* of the Consultation 2026 brochure. The consultation brochure and other consultation materials are available on our website: **eastwestrail.co.uk/consultation2026**

Theme: General feedback about route section

Feedback summary:

Several respondents supported the proposals for Oxford to Bletchley route section and called for passenger services to begin as soon as possible. Respondents highlighted the potential for improved regional connectivity, easier access to employment and other destinations, economic growth or stronger links between Oxford, Bicester, Bletchley and Milton Keynes.

Some respondents raised concerns about potential delays in the railway becoming operational, escalating costs or reliance on uncertain third-party funding. There was also feedback about community and business impacts, particularly where proposals were located near homes or required land for the project. Respondents further noted the absence of operating services on completed sections and the risk that the project could fail to deliver sufficient benefits. There were also calls for stronger investment in existing stations and infrastructure, particularly at Oxford, and for clear communication about delivery timescales and dependencies.

Respondents also commented on issues including how the railway could accommodate future electrification, requested an extension to Oxford Cowley, and a north-east rail connection to allow direct services to Milton Keynes Central. Respondents also asked whether additional stations could serve Steeple Claydon, west Bletchley or Newton Longville.

Some respondents raised concerns about the lack of a rail connection for Aylesbury, with some respondents commenting that it is needed to serve planned growth and provide direct connections to Oxford, Cambridge, and London.

Some respondents stressed that EWR should be planned in coordination with other infrastructure, housing, and development projects. Comments referred to Local Plan allocations, Salden Place and growth around Milton Keynes, Oxford station works, the Cowley Branch Line, Oxford Parkway, the Exeter College, Oxford development (EXOq), local highways or active travel schemes, utilities or the Bedford and Milton Keynes Waterway.

Some technical comments sought clarity on the Oxford Parkway turnback, Oxford sidings, the Kennington passing loop or how works could integrate with Oxford station and the proposed Oxford United stadium. Suggestions included safeguarding future extensions beyond Oxford or considering lessons learnt from existing station and bridge works.

Theme: London Road level crossing, Bicester

Feedback summary:

A substantial number of respondents supported the proposed single-lane underpass as a practical way to retain access along London Road, with comments supporting the closure of the level crossing for safety reasons. Many respondents welcomed the underpass for maintaining access between southern Bicester and the town centre for drivers, pedestrians, or cyclists, helping to avoid dividing the town.

Several respondents raised concerns about the closure of London Road level crossing and believed that this would sever direct access to the town centre, divide Bicester, divert traffic, or disrupt local journeys. Some respondents considered that the proposals could impact connectivity in the town by disrupting bus routes and making access to the railway station and other destinations more difficult or indirect.

Many respondents were concerned that a single-lane underpass could be inadequate for current and future traffic. Typical comments raised concerns about queues and delays, with some respondents considering the proposal a poorer alternative to a two-lane underpass or road bridge. Many preferred a two-lane underpass to avoid the need for traffic signals and provide sufficient capacity for future demand.

Some respondents considered that replacing the level crossing with an underpass could reduce barrier-related delays, improve traffic flow and ease congestion on London Road and surrounding routes.

Some respondents supported the protected active travel corridor as a safer and more accessible route for walking, cycling or wheelchair access, including journeys to the station or town centre, and welcomed its segregation, particularly to protect vulnerable users.

A small number of respondents questioned the design of active travel infrastructure, citing disconnected bicycle provision, difficult transitions onto the road, conflict with other vehicles and pollution in the underpass. Respondents also wanted the active travel corridor to safely accommodate different user groups, with calls for adequate lighting, clear signage, wheelchair and disabled access, and appropriate separation between pedestrians and cyclists.

Respondents also highlighted safety risks associated with the underpass. These concerns focused on noise, littering, and anti-social behaviour.

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Many respondents made neutral observations or sought further information about how the traffic-light-controlled single-lane underpass could operate, be funded and accommodate vehicles, pedestrians, or cyclists.

Some respondents commented on the proposed 2.1-metre height restriction, including concerns that it could prevent buses, emergency vehicles, vans, or other taller vehicles from using the underpass, resulting in longer diversions, delays, and congestion. Respondents requested greater clearance, nearer three metres.

Theme: Bletchley West train maintenance depot and passing loops

Feedback summary:

A large number of respondents supported the proposed train maintenance depot stating that the area has relatively few nearby residents, which could reduce impacts on local communities, while remaining close enough to urban areas to provide access to skilled workers and supporting infrastructure.

A very large number of respondents raised concerns about the train maintenance depot proposal. This included comments about the cost and value for money of the proposals or concerns about potential environmental impacts, such as emissions, dust, or noise pollution. Some respondents raised concerns about the proximity of the depot to existing and planned homes, particularly the Salden Place housing development, where more than 1,800 homes are proposed.

Some respondents mentioned the potential traffic impacts of the passing loops and train maintenance depot. This included feedback that local roads around Newton Longville, Whaddon and Mursley could be unsuitable for the volume and weight of heavy goods vehicles needed for construction which are already affected by High Speed 2. Concerns included congestion, road damage or closures and diversions affecting residents, schools, emergency access, deliveries, or local businesses.

A large number of respondents supported the passing loops, recognising the importance of providing appropriate maintenance and operational infrastructure to support the long-term operation of the railway.

Many respondents considered the proposed location of the passing loops unsuitable and questioned the justification for selecting it. Several called for alternative locations to be considered and some raised concerns about impacts on nearby communities, planned development, agricultural land, or the surrounding environment. Several also raised potential impacts on local character, including concerns about noise from diesel freight trains, and overnight train movements.

Some respondents raised concerns to the proposed alterations to recently completed bridges for the passing loops and depot. This included concerns about road closures, diversions, or access disruption, particularly on Whaddon Road.

Theme: Bletchley station eastern entrance

Feedback summary:

A large number of respondents welcomed the proposed Bletchley station eastern entrance. Supportive comments described it as a significant improvement that could enhance access to the town centre, reduce walking distances, or strengthen Bletchley's role as a transport hub. The new entrance was widely seen by many as a long-overdue and important contribution to the area's regeneration. Respondents highlighted that the new entrance could improve connectivity to key destinations, including Bletchley's town centre, the bus station, local amenities, or employment areas, as well as towns and cities along the route.

In supporting the eastern entrance, some respondents highlighted its potential to increase passenger capacity. There was also emphasis on the importance of incorporating step-free access, lifts, and securing bicycle parking to ensure inclusivity for all users.

Some respondents asked for further information about the eastern entrance proposals, particularly personal safety, parking, drop off provision, trees, hedgerows, and vegetation. Comments also emphasised the importance for step-free access to all platforms in the station.

Several concerns about the Bletchley station eastern entrance proposals focused on concerns over walking or cycling access.

Several respondents raised concerns that the proposed eastern entrance could not address the increased walking distances for some residents, particularly those in Fenny Stratford.

Many respondents sought clarity on the delivery of the Bletchley station eastern entrance, particularly its reliance on third-party funding.

Theme: Oxford Parkway

Feedback summary:

Some respondents expressed support for the proposed Oxford Parkway upgrades, which were seen as critical to improving timetables and efficiency.

A few respondents further highlighted the importance of ensuring that the station redesign aligns with wider transport and development plans. This included mention of the EXOq research and innovation district proposed by the University of Oxford. Respondents also called for high-quality provision for cycling, walking, or parking at the station. Respondents also suggested that works to crossings and passing loops at Oxford Parkway or Islip should be coordinated with other construction works in the area to minimise disruption.

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Theme: Other rail infrastructure

Feedback summary:

A small number of respondents supported the Kennington passing loop due to its operational benefits for EWR. However, a few respondents questioned its location, mentioning proximity to residents or potential interference with Hinksey Yard, with suggestions to move it further south.

A few respondents supported the Islip passing loop for improving rail capacity and freight operations or welcomed design changes intended to reduce effects on sensitive habitats. In contrast, some feedback mentioned concerns including potential effects on sensitive habitats, landscapes, drainage, agricultural land, nearby residents, or local access. There were also requests to assess the existing Ministry of Defence/Bicester loop as a potentially less disruptive alternative.

A few respondents questioned the justification for proposals at Winslow station, including requests for more information about expected passenger growth, highway access, and traffic effects. They also expressed concern about delays to the station opening. A small number of respondents called for station access to be reviewed and for a clearer assessment of effects on walking, cycling, equestrian routes, or connections with public transport.

Theme: Environment and sustainability

Feedback summary:

Many respondents raised concerns about air quality, emissions, noise, or vibration, particularly in Oxford, Bletchley, and Newton Longville, with several indicating that these concerns related to the possibility of the depot operating 24 hours a day, seven days a week. Concerns about construction dust, diesel emissions from freight trains or additional traffic were raised by many respondents.

Many respondents raised concerns regarding potential impacts on flooding and drainage, agricultural land and soils, or safety in relation to materials and waste. Respondents highlighted agricultural land and soils, safety, and cost and value for money. Potential disturbance of wildlife habitats, protected species or ecological corridors was raised by many respondents, highlighting the loss of trees, hedgerows, and vegetation. Many raised concerns about the loss of greenfield and agricultural land, ancient woodland, soils, or biodiversity, and called for brownfield alternatives or clearer land-use mitigation.

Many respondents were concerned about the impact the proposals could have on the rural landscape and views. Concerns referenced impacts from the depot, passing loops, embankments, bridges or from industrial lighting. Some respondents raised concerns about effects on heritage assets and archaeology, particularly the Grade II listed Lower Salden Farmhouse or heritage assets around Winslow and Claydon.

Theme: Active travel, traffic and transport

Feedback summary:

Many respondents supported integrating stations with safe, accessible active travel routes to improve connectivity, access, and sustainable travel choices. Suggested measures included secure bicycle parking at stations such as Oxford Parkway or Bletchley.

However, some respondents raised concerns about the adequacy of parking provision, with requests for expanded parking facilities to support growing demand or encourage multi-modal journeys. Several respondents commented on the potential impact on existing active travel routes. This included concerns about potential closures, diversions, or the severance of public rights of way, bridleways, or pedestrian routes. A substantial number of respondents raised concerns about existing congestion, road capacity and safety, and the potential for these issues to be worsened construction traffic, heavy goods vehicle movements, bridge works and road closures.

Many respondents also emphasised the need to ensure easy access to stations by improving bus and rail interchanges, walking and cycling routes, crossings and bridges. Suggestions included improving signage and ensuring access is maintained through any road changes, such as the Bicester underpass.

Many respondents expressed frustration that passenger services between Oxford and Bletchley/Milton Keynes have not yet commenced despite infrastructure having been completed. Respondents called for the Oxford to Milton Keynes section or Winslow station to be opened as soon as possible, questioned the reasons for ongoing delays, and considered the introduction of passenger services a higher priority than further project enhancements. There were also requests to develop the railway with enough capacity for future freight demand.

Many respondents highlighted the importance of providing a number of reliable services, electrification, sufficient capacity to meet future demand, and effective connections with the wider rail network.

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Theme: Construction and logistics

Feedback summary:

Many respondents requested East West Railway Company to complete construction as quickly as possible, avoiding further delays or co-ordinate with other projects to minimise impacts.

Some concerns focused on a lack of construction information at this stage. Several respondents called for clearer information, ongoing engagement, or robust mitigation and monitoring measures that focus on noise or dust levels.

Many respondents commented on construction impacts, particularly traffic congestion, road capacity, or heavy goods vehicle movements, while some also raised concerns about environmental effects, including noise pollution or flooding.

Respondents also commented on possible closures of key routes such as Whaddon Road. Concerns focused on the scale of proposed works and the combined effects of construction traffic in areas already affected by other infrastructure projects. Excavation, spoil removal or the impact on homes and communities were raised as issues.

Many respondents called for measures to minimise travel disruption and maintain access to stations and other key locations, including via active travel routes, throughout construction.

Some respondents raised questions about the location of construction compounds and asked for alternative locations to be explored. There were also requests that compounds not adversely affect local residents or businesses. Many respondents asked for any damage to local roads or infrastructure to be repaired following construction.

Theme: Community and socio-economic

Feedback summary:

A large number of respondents felt the project could promote regional economic growth by creating jobs or improving connectivity. Areas such as Bletchley were seen as especially likely to benefit.

Many respondents highlighted the importance of accessibility, safety, or community wellbeing. Related comments emphasised the need for inclusive design to accommodate disabled users, parents with pushchairs, cyclists, pensioners, school children, or other residents. Some stressed the importance of maintaining community cohesion or ensuring that the project does not disproportionately impact vulnerable groups.

Many respondents expressed concern that road closures, construction traffic and reduced access could disrupt passengers, deliveries, staff or the viability of local businesses or farms around Newton Longville or Lower Salden.

Several respondents raised concerns about emergency service access, including the potential effects of changes at London Road, or road closures associated with bridge works around Newton Longville, which respondents considered could increase emergency response times.

Many respondents considered that the Bletchley West train maintenance depot and associated construction, traffic, noise, lighting, or landscape effects could harm residential amenity or village character, particularly in Newton Longville.

A small number of respondents called for clearer evidence that community impacts could be adequately mitigated, alongside more transparent consultation and community-focused improvements.

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Theme: Land and property

Feedback summary:

Some respondents raised concerns about land take and effects on property, agricultural land, or planned development, and sought clearer plans, earlier engagement, or fair and timely compensation.

Some respondents raised concerns about impacts on businesses, commercial land and livelihoods, including possible business disruption, access, or land take, and asked for more engagement or suitable mitigation.

Many respondents raised concerns that the proposals could affect homes, gardens or residential developments through land take, proximity, or associated disturbance.

Many respondents raised concerns about interactions with planned housing or other developments, including land take, landscape effects, or potential disruption to delivery, and requested clearer coordination or early engagement.

Some respondents raised concerns about the loss or fragmentation of agricultural land, or effects on farm access, soils, or livelihoods. Some respondents raised concerns that the proposals could affect farming or livery operations at Lower Salden Farm and called for these impacts to be fully assessed. Respondents emphasised the need to preserve the rural character of the area.

Some respondents requested clarity over whether their property could remain inside the Order Limits. Some respondents called for land take to be minimised. Several respondents also called for continued engagement or for land and property effects to be avoided or reduced through design changes or suitable access arrangements.

Some respondents raised concerns that the proposals for land acquisition or safeguarding could blight homes and development land, reduce property values or sought appropriate compensation for resulting losses.

Route section feedback:

Fenny Stratford to Kempston

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This section presents a summary of the feedback received on a thematic basis on proposals for the Fenny Stratford to Kempston section of the route, which is a 23-kilometre (14 mile) section that runs between the Saxon Street dual carriageway in Fenny Stratford and Ampthill Road in Kempston. It covers the majority of the Marston Vale Line from Bletchley to Bedford and includes four new stations, the closure of existing stations and new proposals relating to seven level crossings along the route.

Our proposals for this section seek to improve connectivity and support opportunities for new homes, as well as providing access to new developments including the South East Milton Keynes Strategic Urban Extension, Marston Valley development and the proposed Universal United Kingdom Resort south of Bedford.

Some responses in this section reflect views or interpretations that may not accurately reflect the proposals set out in the consultation or may relate to decisions that were made previously. To understand the context behind the feedback presented, it may be useful to refer to *Chapter 13* of the Consultation 2026 brochure. The consultation brochure and other consultation materials are available on our website: **eastwestrail.co.uk/consultation2026**

Theme: General feedback about route section

Feedback summary:

Many respondents supported the proposals for the Fenny Stratford to Kempston section of the route. Comments highlighted the potential for improved connectivity and shorter journey times, as well as alignment with planned developments such as Universal United Kingdom Resort and housing growth in the Marston Vale area. There was also an emphasis on ensuring the railway meets the needs of existing communities, as well as improving regional connections and supporting future growth.

Some respondents commented on the potential effects of proposals in this route section. This included feedback on station closures and relocations and level crossing changes, focusing on walking, and cycling access, landscape effects, construction disruption, and local traffic and safety.

Many respondents objected to the proposals in this route section. This included questions about whether the proposals would remain viable in the long term and how well the proposals responded to local needs. Further concerns included worries about noise and vibration, traffic congestion and road safety across the region. Areas frequently mentioned included Lidlington, Kempston, and Millbrook. There were also suggestions for the railway to be rerouted north of Lidlington which respondents felt could reduce community and environmental effects. Many respondents commented on the integration of the proposals with other local projects. This included questions about how East West Railway Company (EWR Co) had coordinated its proposals with the Universal United Kingdom Resort and local housing developers. Requests were also made for clearer, joined-up planning supported by a further assessment of combined traffic, environmental and infrastructure effects.

Theme: Stations across this route section

Feedback summary:

Many respondents supported consolidating the Marston Vale Line stations. This included a range of reasons such as low use of some existing stops and the potential for faster, more frequent, and reliable services, greater line capacity and modern, fit-for-purpose stations. Many respondents supported improved walking, wheeling and cycling links between the stations and this included views that the proposed changes would improve connections between communities or mitigate station and level crossing closures.

Several respondents commented on how closed stations and historic buildings could be managed which included suggestions to open new stations before existing ones are closed, or upgrade existing stations instead. Other comments asked for more consultation with passengers, convenient access, different stopping patterns, or station designs reflecting local railway heritage. There were also requests for historic elements of stations to be retained for community use.

Many respondents objected to reducing nine Marston Vale Line stations to four. Concerns focused on longer journeys to stations, reduced access for people without cars or with mobility needs, increased car dependence, traffic, and parking pressure. Additional concerns included potential impacts on growing communities, schools, businesses, and visitor destinations. Some respondents also questioned about the value and reasons for money closures.

Many respondents objected to closing Fenny Stratford station, which was considered to be an accessible local link for existing users, alongside concerns about pressures on Bletchley station if Fenny Stratford station is closed.

Many respondents objected to closing Bow Brickhill station for reasons including its current location beside major and growing employment areas, planned housing, the Open University, Caldecotte and the Milton Keynes Redway network.

Many respondents also objected to closing Millbrook station, referring to its role in providing local access, or views that the proposed alternatives are less accessible for existing users. A few also highlighted their concerns about the construction disruption and working hours when closing stations in locations such as Kempston Hardwick.

Many respondents raised comments about active travel and public transport proposals such as requests for direct and accessible routes between new stations, existing communities, and closed stations. This included concerns about the convenience, safety and accessibility of proposed walking, bus and cycling routes.

Suggestions to retain direct active travel connections included off-road paths, provision for horse-riders, suitable cycle parking and wider network connections. A few respondents also emphasised the importance of ensuring strong local access to the station via public transport.

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Theme: New Woburn Sands station

Feedback summary:

Many respondents welcomed the proposed new Woburn Sands station. This included respondents who considered that improved facilities, station access, and passenger capacity could improve accessibility and deliver practical benefits for passengers and the communities served.

In contrast, many had concerns about the location of the new station. This included comments that moving the station further from Woburn Sands town centre could make journeys longer and less convenient for existing communities, including to Bow Brickhill and local schools. Other issues included concerns about privacy alongside the potential lighting, landscape, noise, and traffic effects of the station.

Some respondents also had concerns about parking at the new station. This included the potential for overspill into residential areas due to congestion, parking charges, and demand from Universal United Kingdom Resort visitors. Suggested measures included implementing parking controls and relocating the station car park.

A few respondents commented on the proposal's connections with other local projects, such as South East Milton Keynes Strategic Urban Extension and new housing. Requests focussed on managing access and traffic during construction and continuing engagement with developers.

Theme: New Ridgmont station

Feedback summary:

Some respondents supported the proposed new Ridgmont station. This included respondents who welcomed a modern station, acknowledging its potential to accommodate more passengers, improve regional connectivity and support future growth.

Some respondents objected to the Ridgmont station proposals. This included comments about the heritage of the existing station alongside concerns about the funding of the proposals. Specific requests were also made to preserve heritage assets such as the Ridgmont Station Heritage Centre.

There were also some concerns about the location of the proposed station. This included views that the site is remote and poorly connected or could disadvantage existing commuters, elderly residents, and those without cars. Suggested alternatives included retaining and upgrading the existing station, considering other locations, or improving bus provision.

Further concerns from a few respondents related to the scale and location of the proposed multi-storey car park and its potential effect on the rural landscape. Views included those who found the proposed car park too large or too small. There were also concerns about possible overspill leading to parking pressures and congestion on local roads. Some respondents considered Ridgmont better suited to provide park-and-ride capacity for the Universal United Kingdom Resort because of its road links and non-residential setting or sought appropriate traffic visual and heritage mitigation.

Other comments included requests for the station to be brought forward earlier in the programme and delivered independently of third-party funding.

Station naming was a recurring theme, including comments suggesting “Aspley Guise” as a more accurate name based on the proposed location. There were also calls for East West Rail (EWR) proposals to coordinate with other wider projects.

Theme: New Lidlington station

Feedback summary:

Some respondents supported the proposals for a consolidated Lidlington station. This centred on retaining a station for the village, providing a modern facility, and improving rail connectivity for existing and future residents. The consolidated station was considered capable of supporting wider development and providing useful road and pedestrian connections.

Some respondents had comments, suggestions, or questions about the new Lidlington station. Requests for further information focused on the station’s design, access arrangements, capacity, and electrification. A few respondents emphasised the importance of safe, convenient active travel routes to the relocated station. There were also requests for further assessment of the access, drainage, noise, and landscape effects of expanding Lidlington station alongside planned growth and nearby developments.

Some respondents had concerns about the proposed location of the new Lidlington station. Comments focused on its relocation further from the village centre or the effects on nearby homes and facilities or the village’s rural character. Suggested alternatives included upgrading the existing station or relocating the station with safe active travel links for local residents. Some respondents raised concerns about access to the proposed station. This included concern for possible use of narrow local roads and safety risks from station traffic and level crossing changes. Respondents also considered the relocated station less accessible for existing Lidlington and Marston Moretaine users.

Many respondents opposed the proposals for the new station. These comments focused on the scale of the station, increased traffic and disruption, and potential impacts on the community and environment.

Many raised concerns about the proposed multi-storey car park. Respondents considered the size disproportionate to Lidlington’s scale and character. There were concerns that it is intended to serve the Universal United Kingdom Resort as a park-and-ride rather than meet local demand. Respondents anticipated more parking on unsuitable village and country roads and visual and amenity effects on nearby homes and community assets.

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Some respondents raised neutral comments or questions about the car park. This included requests for more information about the parking capacity and information on how increased demand would be managed. Questions focused on parking charges with requests for free or appropriately priced station parking and with priority for local residents. Suggestions included initially providing a smaller ground-level car park capable of later expansion and providing strategic park-and-ride capacity at Ridgmont.

Theme: New Stewartby station

Feedback summary:

Some respondents supported relocating and consolidating Stewartby station. This included comments that welcomed a modern station that could serve Stewartby, nearby communities and the Universal United Kingdom Resort, while improving rail access and offering an alternative to travel by road.

However, some respondents raised concerns or objections to the proposed location of the station. Reasons included its increased distance from Stewartby village, Kimberley College or existing or planned homes. Some related feedback raised concerns about access to the relocated station. There were concerns about accessing the station without a car as existing routes were considered unsafe or uncertain. Requests included first-mile and last-mile measures, including direct, safe, and accessible walking and cycling routes, suitable public transport and drop off provision, and clear local access arrangements.

Some respondents requested clarity on the station’s design including its capacity, layout, services, footprint, land take and name. Comments emphasised balancing the needs of Universal United Kingdom Resort visitors with those of Stewartby residents, Kimberley College, and other local users, including avoiding conflicts over access and parking.

Theme: Fenny Stratford, Simpson Road level crossing

Feedback summary:

Many respondents supported closing Fenny Stratford (Simpson Road) level crossing, diverting the highway via Watling Street and Bilton Road and providing a new walking and cycling route alongside the Grand Union Canal. Reasons included improved safety, maintained local access, and reduced delays. Respondents considered the proposal capable of delivering practical benefits for passengers and the communities served.

Many respondents objected to the proposed closure of Simpson Road level crossing and diversion of walking, wheeling, and cycling routes. This included concerns about the effects of diverting journeys onto other roads. Concerns were raised about the diversion along the Grand Union Canal, particularly the additional distance and its suitability and accessibility.

Some respondents suggested alternatives such as retaining a more direct connection through a new road bridge, pedestrian and cycle underpass, or other crossing points nearby.

Theme: Bow Brickhill (V10 Brickhill Street) level crossing

Feedback summary:

A large number of respondents supported closing Bow Brickhill level crossing and replacing it with a road bridge. This included respondents who felt that the proposal was safer, necessary, and overdue given the busy road and expected increase in train services. There were also comments that a bridge would keep traffic moving, reduce queues and delays at the crossing, improve rail reliability, and maintain direct access between Bow Brickhill, south Milton Keynes, nearby homes, and businesses without diverting traffic to the A5.

Other comments raised the potential impact of closing the level crossing on existing users and surrounding communities. Some respondents suggested retaining and upgrading the crossing or considering a different alignment instead to reduce impacts on current travel patterns.

Some respondents commented on the possible visual, noise or environmental effects on Caldecotte and nearby areas. These included the loss of green space, traffic, noise, and light pollution.

Theme: Husborne Crawley 10 level crossing

Feedback summary:

Many respondents supported closing the level crossing and diverting users via Husborne Footpath 6 and the proposed Ridgmont station footbridge. This included respondents who considered closure to be a safer and more reliable arrangement for rail users and the public. Comments supported retaining the public right of way through a diversion via Husborne Footpath 6 and the new Ridgmont station footbridge, which was seen as a sensible alternative to the existing crossing.

Some respondents expressed reservations about the proposal. This included concerns that the diversion would be lengthy and indirect. There were also concerns about possible impacts on green spaces and wildlife habitats. Further comments questioned the accessibility of the proposed diversion alongside wider community impacts including increased traffic, restricted access to recreational areas and safety. Suggestions included retaining or upgrading the existing crossing, providing a road bridge or underpass, or extending the path parallel to the M1 to connect with Station Road and avoid the longer station diversion.

Some emphasised that the replacement route and footbridge should be convenient and accessible to pedestrian and cyclist users.

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Theme: Ridgmont (Station Road) level crossing

Feedback summary:

Many respondents supported closing Ridgmont (Station Road) level crossing, diverting road traffic via the nearby A507 and providing a footbridge. This included comments describing this as a sensible and safer use of an existing alternative road route. There were also comments that removing the outdated crossing could improve safety and rail reliability and support electrification with limited inconvenience because the A507 bridge already provides a bypass.

However, some respondents opposed closing Ridgmont (Station Road) level crossing. Comments included concerns that diverting vehicles to the A507 and surrounding roads could increase congestion, journey times, road safety issues, and impacts on emergency access. Respondents were concerned that closure would sever an important connection for residents and businesses or reduce access to Ridgmont station, the heritage centre and walking, cycling, and bridleway routes. There were also concerns about the accessibility of the proposed stepped footbridge.

Suggested alternatives included retaining or upgrading the crossing or providing a road bridge or underpass. There were also requests for clearer traffic modelling of the A507, M1 Junction 13 and local roads and measures to maintain safe, inclusive local access.

Some respondents commented on the proposed footbridge, including its accessibility and suitability for pedestrians, cyclists, and equestrians. This included the need for the bridge to accommodate these different users and to be secure.

Theme: Playing Field level crossing

Feedback summary:

Many respondents supported closing the Playing Field level crossing and replacing it with a stepped footbridge. This included respondents who welcomed maintaining a safe and direct pedestrian connection with links to the wider walking and cycling network between Lidlington and Marston Moretaine.

Some respondents commented on accessibility, connectivity or environmental impacts of the level crossing. This included preference for an accessible footbridge rather than a stepped structure alongside requests for ramps or lifts. There were also questions about how the diversion route would connect with existing rights of way. There were further comments about impacts on the playing field, habitats and rural settings.

Some respondents objected to the proposal, particularly due to concerns about the accessibility of a stepped footbridge. Other concerns included longer walking routes, impacts on the local community and environment, the cost of the proposal and whether it would meet future demand.

Theme: Millbrook (Station Lane) level crossing

Feedback summary:

Many respondents supported closing the Millbrook (Station Lane) level crossing, diverting vehicles via Bury Ware, the A507 and Sandhill Close, and providing a footbridge. Reasons included potential safety benefits and compatibility with frequent rail services and electrification.

A large number of respondents objected to the Millbrook level crossing proposals. A number of these respondents said that the closure would remove a well-used direct route between Marston Moretaine and Millbrook, Flitwick, Ampthill and the A507. It was felt that this could increase journey times or sever access to schools, stations, businesses, the Forest Centre, or Millbrook Proving Ground.

There were also respondents who expected displaced cars, buses and heavy goods vehicles to cause congestion and road safety risks through Lidlington, Bury Ware and surrounding villages where narrow and steep roads, parked vehicles, school pedestrians and a hazardous junction were raised as existing risks.

Related concerns were focused on further increases in traffic on local roads from planned housing growth and emergency access requirements. Suggestions included retaining the crossing or replacing it with a road bridge or underpass. There were also requests for junction and highway improvements.

Some respondents raised questions or comments about the proposed closure and diversion route, as well as comments about the location and accessibility of the proposed footbridge.

Theme: Wootton Broadmead (Broadmead Road) level crossing

Feedback summary:

Many respondents supported closing Wootton Broadmead (Broadmead Road) level crossing and replacing it with a road bridge. A range of reasons were given such as improved safety and continued traffic flow and access to Wootton, the Forest Centre, local businesses, and Universal United Kingdom Resort.

Some respondents objected to closing the level crossing and providing a road bridge. This included concerns about potential disruption to residents and changes to traffic patterns. There were also concerns about the bridge's scale and visual and environmental impact. Additional comments questioned the cost of the proposal and how well other options had been considered.

Respondents suggested retaining or upgrading the existing crossing or considering an underpass. There were also requests for an accessible design and assurances that associated pedestrian links would be delivered as part of the project. Some respondents raised requests for timely delivery of the road bridge.

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Theme: All level crossings

Feedback summary:

A few respondents welcomed the proposals for level crossings across the Marston Vale Line. This included support for reducing or closing crossings to improve safety and accommodate more frequent and faster trains. There were also comments expressing support for retaining particular crossings where local access remained important.

Some respondents suggested closing all level crossings. This included views that level crossings are outdated and unsafe and create delays and inconvenience for railway operations and road users.

Some respondents recognised the safety case for reducing level crossings but said each proposal should be assessed individually. There were also comments emphasising balancing safety and rail benefits against local connectivity, accessibility, bus access, traffic re-routing, and the cumulative effects of multiple closures.

There were requests for transparent decision-making and transport modelling, sustainable signalling and maintenance solutions, and accessible bridges or underpasses where feasible with environmental impacts minimised.

Some expressed concerns or objections to the proposals for level crossings across the Marston Vale Line. These comments focused on the loss of local road and active travel connections, longer diversions, and traffic being displaced onto remaining crossings and already busy routes. Other concerns were for longer barrier downtimes and increased traffic from planned development. Comments also included questions about the reasons and consultation process for selecting closures. There were also requests for fewer closures, more road bridges, or the provision of additional crossings to maintain community access.

Theme: Universal United Kingdom Resort

Feedback summary:

A large number of respondents commented on the integration or possible combined effects of EWR and the Universal United Kingdom Resort. Discussions about a park and ride facility for the resort included views that Ridgmont station would be suitable because of its proximity to major roads and because the car park has a larger capacity.

There were further questions about whether the proposed railway and stations would meet the needs of the resort. Feedback included the need for direct rail services to the Resort, larger car parks, road network improvements, and clear signage. Respondents also requested accessible infrastructure with sufficient capacity to accommodate the expected increase in demand. Related concerns focused on the effects of increased traffic and congestion on the local road network and communities.

Respondents requested a good level of coordination between EWR, the theme park, and local communities so that the combined effects on infrastructure and communities could be understood and addressed.

It was suggested by a few respondents that the relocated Stewartby station should serve as a primary access point for the Universal United Kingdom Resort. Contrasting feedback from some respondents questioned whether the proposed Stewartby station, train frequency and interchange arrangements could accommodate Universal United Kingdom Resort demand. Concerns focused on the need to prioritise local users and maintain convenient access for Stewartby residents and Kimberley College.

Theme: Environment and sustainability

Feedback summary:

Some respondents commented on the potential environmental effects of proposals across this route section. There were also a range of mitigation measures suggested by many respondents, including the retention of mature trees, hedgerows and habitats and the creation of woodland buffers and visual screening.

Some respondents commented on possible carbon or air quality impacts. This included concerns that additional road and construction traffic could increase emissions, dust, noise, and air pollution near homes and affect local health and wellbeing. Requests included further air quality modelling for construction and operation, and effective controls and mitigations for dust and emissions impacts.

Many respondents considered the visual effect of stations, car parks, bridges or other infrastructure on rural character and views. Requests included sensitive designs or landscape planting alongside landscape and visual assessments.

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Concerns focused on the loss of vegetation including references to loss of mature trees, hedgerows, green spaces and ecological corridors, and the impact this could have on the area's rural character.

Some respondents highlighted potential effects on biodiversity or wildlife habitats, including bats and birds, alongside requests that green spaces, habitats and ecological connections be protected where possible.

Many respondents were concerned about an increase to noise or vibration as a result of faster and more frequent trains, construction of new structures and increased traffic. Requests included the need for further noise assessments, provision of acoustic barriers or bunds, quieter stations, limits on, and advance notice of, overnight works, and ongoing noise and vibration monitoring.

Some respondents also highlighted potential effects on local amenities and historic assets, including the canal, Ridgmont Station Heritage Centre, the medieval village, and moated sites at Thrupp. It was requested that these historic sites and their settings be preserved.

Flood risk and drainage concerns were also raised by some respondents. Comments were raised on existing flooding risks or concerns that the project could worsen water quality or increase flood risk. Requests included detailed water and flood assessments and measures to reduce risk.

Theme: Active travel, traffic and transport

Feedback summary:

A large number of respondents raised concerns about the traffic and transport effects of proposals in this section. This included comments about how station and level-crossing changes could affect local traffic, connectivity, and access.

A very large number of respondents commented on the road traffic effects of the proposals. This included respondents who considered local roads unable to safely accommodate diverted traffic and construction vehicles from the proposed Millbrook crossing closure routed through Lidlington, Bury Ware and the A507.

A large number of respondents provided related feedback on proposals for permanent diversions associated with level crossing closures. This included comments that described the proposed routes as narrow, steep, and unsuitable for heavy goods vehicles, with blind bends, limited pavements, and constrained junctions.

Many respondents suggested mitigations for expected traffic and transport impacts. This included requests for further traffic assessments covering the combined effects of level crossing closures, station changes, construction traffic, housing growth, the Universal United Kingdom Resort, and existing congestion.

There were also requests for road and junction improvements such as bridges or underpasses, parking management, emergency access arrangements and continued local access for existing communities.

Respondents also sought funded bus services, accessible walking and cycling routes, signage and lighting, and ongoing monitoring so mitigation is delivered before impacts occur.

Many raised the proposed parking provision in the proposals. This included requests for all stations to include sufficient, well-designed station parking, accessible bays, drop off and pick up space, taxi provision, and secure cycle parking, while avoiding car-dependent station access. Concerns raised included potential overspill parking on residential streets and congestion at station entrances.

Many also commented on service frequency, capacity, timetabling, and reliability, including connections between stations and the operational effects of reducing level crossings.

A large number raised concern for active travel impacts. This included requests for continuous, direct, and safe routes for walking, cycling and horse-riding across the railway, canal, and station sites, with existing public rights of way retained or improved. Concerns included gaps in proposed routes, long diversions, busy roads, or accessibility. Requests included step-free bridges or underpasses, and segregated paths, or better links to stations, schools, villages, and onward routes.

Some respondents commented on freight movements and its potential effects. This included respondents who recognised the potential economic and sustainability benefits of moving freight by rail or asked for more information on the operations of freight services. Concerns focused on noise and vibration, diesel emissions and air quality, pollution risks, pressure on passenger services, and additional level-crossing downtime and community severance along the Marston Vale Line.

Some respondents raised station facilities. Respondents wanted stations to be inclusive and well-connected with direct access to platforms and access points. Requests covered passenger amenities integrated within attractive and safe station forecourts. Many also requested interchanges with bus services which included requests for direct and frequent bus links between surrounding communities, businesses, and stations.

Many also commented on the overall infrastructure features proposed in this route section. Comments included requests for infrastructure capable of supporting future demand, including electrification, adequate platform lengths and capacity or suitable signalling, and passing facilities.

Theme: Construction and logistics

Feedback summary:

Many respondents raised the proposed timeline for proposals in this route section. This included those who wanted the proposals to be delivered promptly to limit disruption and realise the benefits sooner. Specific requests included the early delivery of Ridgmont and Stewartby stations.

Suggested approaches included phased delivery to maintain services and modular bridge construction to reduce costs and shorten delivery programmes. Respondents also emphasised that stations and road bridges should be completed in a coordinated sequence, before related closures and in time to align with other developments, including the Universal United Kingdom Resort.

Requests included clearer information on construction phases and detailed timelines, coordination with local projects, together with regular communication with residents and stakeholders to manage expectations and reduce construction and safety effects.

Some respondents raised concerns about the construction phase such the disruption for residents, the environment, local businesses, and schools.

Many respondents raised concerns about construction traffic, particularly the use of local roads and residential streets by heavy goods vehicles. Comments highlighted the unsuitability of routes such as Butler Drive, Kerrison Close, Bury Ware and Sandhill Close, with concerns about pedestrian safety, congestion, property damage, noise, and vibration.

Some respondents commented on the temporary diversions and road closures proposed during construction, including views that they could be unsuitable or lengthy as well as expectations that traffic could be displaced onto constrained routes through Lidlington, Millbrook and neighbouring villages.

Some respondents commented on the location, size, access to, or operation of construction compounds, particularly near Vandyke Close and within the Bow Brickhill and South East Milton Keynes development areas. Issues included noise, lighting, and traffic effects near homes as well as potential effects on green spaces and biodiversity. Suggestions included alternative or smaller sites where possible, safe non-residential access, controlled operating hours, or full restoration of temporarily occupied land.

Several respondents expressed concerns that extended construction work could adversely affect green spaces, biodiversity, habitats, landscapes, and watercourses, with impacts potentially continuing beyond the construction period.

Some respondents requested detailed mitigation plans to address construction and effects. These included robust construction management plans covering heavy goods vehicle routes, compound access, diversions, and road closures, working hours and environmental controls. Respondents also requested that rail services be maintained where possible, with reliable replacement services provided during construction, and that the works be aligned with wider regional development plans.

Theme: Community and socio-economic

Feedback summary:

A very large number of respondents commented on the community and socio-economic impacts of the proposals in this section. Views were mixed between respondents who expected better rail connectivity, access to jobs and regeneration, while others feared station and crossing changes could sever communities, lengthen everyday journeys and displace traffic onto unsuitable local roads.

A very large number of respondents expressed concerns about the impact of the proposals on local travel. Comments referred to longer and less convenient journeys for work, education, healthcare, and other everyday activities, as well as potential reductions in accessibility.

Many respondents were concerned with possible effects on local businesses. This included the importance of rail access to local jobs, businesses, and growth, while emphasising that station or crossing closures and traffic diversions could harm local economic activity.

Other comments from a large number of respondents focused on how station closures, level crossing removals and associated traffic changes could affect community safety and security. Suggestions included sufficient lighting and trains sounding their horns at pedestrian crossings to improve visibility and awareness of approaching trains. Many respondents emphasised the importance of replacement stations, bridges and paths providing access for all. Respondents frequently raised concerns that long diversion routes, stepped bridges, steep gradients and narrow or uneven paths could restrict accessibility and reduce ease of use.

Some respondents were concerned that longer diversion routes, congestion and obstructive parking could disrupt emergency vehicles and reduce access to homes, schools, and local services.

Many highlighted potential effects on community character and residential amenity. This included concerns that the proposals would urbanise or dominate rural settlements, particularly at Lidlington, and alter the identity, tranquillity, and residential character of villages along the route. Suggestions focused on less intrusive designs and locations, sensitive landscaping and lighting and protection or replacement of recreational land.

Some respondents requested stronger mitigation to protect community facilities and residential amenity, maintain safe walking and cycling access and address the cumulative effects on local communities and businesses.

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Theme: Land and property

Feedback summary:

Some respondents feedback focused on the extent of temporary and permanent land acquisition, effects on property and planned development, continued access, and the need for clear engagement and fair compensation.

Many raised comments about business land and properties and commercial plots. They included questions about land take, the effects of permanent works or emphasis on the need to maintain access during construction for loading, parking, deliveries, and day-to-day operations. Agricultural land concerns also related to the loss or fragmentation of productive land.

Many respondents raised concern about residential property impacts, including concerns about the proximity and scale of proposed features. Potential effects included loss of privacy, visual intrusion, noise, air quality, lighting, loss of gardens or boundary vegetation, increased traffic and parking or restricted access.

Some respondents also raised comments about compensation and blight. This included concerns about changes to property values or difficulties selling properties. This included requests for confirmation that compensation would reflect fair market value, relevant planning status, and development potential, as well as losses to affected businesses.

A substantial number of respondents commented on how the railway proposals would interact with planned housing, employment, and leisure development, including the Universal United Kingdom Resort and other projects. Concerns included congestion, overlapping construction works and potential delays to other developments. There were also requests for coordinated phasing and early collaboration between EWR Co, councils and developers so existing communities and planned growth are both served.

Many respondents raised concern for further mitigations for potential effects on land and properties such as minimising land take through alternative alignments, siting, and use of available brownfield land, landscaping measures and restoring temporarily acquired land.

Route section feedback:

Bedford

9

This section presents a summary of the feedback received on a thematic basis on proposals for the Bedford section of the East West Rail (EWR) route. This route section spans approximately 5.4 kilometres (3.4 miles), running north from Ampthill Road in Kempston to Clapham Road in Clapham village, next to the River Great Ouse. It includes proposals around South Bedford and Bedford St Johns, major improvements at Bedford station, the laying of additional tracks north of Bedford and more.

Some responses in this section reflect views or interpretations that may not accurately reflect the proposals set out in the consultation or may relate to decisions that were made previously. To understand the context behind the feedback presented, it may be useful to refer to *Chapter 14* of the Consultation 2026 brochure. The consultation brochure and other consultation materials are available on our website: **eastwestrail.co.uk/consultation2026**

Theme: General feedback about route section

Feedback summary:

Many respondents supported the proposals within Bedford. Comments included mention of improved connectivity to regional cities and enhanced access to public transport as key benefits. Some also welcomed improved access to Bedford station, the eastern and western entrances, lifts, walking and cycling routes, public-transport interchange or better connections for Queen's Park and other local areas.

However, many respondents had concerns about the Bedford proposals, citing environmental effects, costs, or disruption to residents, businesses, and the town centre. There were also concerns about acquisitions and demolitions on Ashburnham Road, including the loss of homes, businesses and community facilities and effects on the wider Poets area.

Many respondents opposed the northern route through Bedford because of effects on homes, businesses, and the town centre and instead encouraged a southern or other alternative alignment.

Some respondents suggested that the Bedford proposals should be coordinated with other major infrastructure and development plans, including the Universal United Kingdom Resort, A428 Black Cat to Caxton Gibbet Improvement Scheme, hospital plans, utilities, and local growth, to address cumulative impacts and opportunities.

Many respondents opposed the Bedford station proposals because of concerns about disruption, traffic and parking, access, town-centre effects or insufficient consideration of alternative station and track arrangements.

Many respondents commented on the need for Bedford station to accommodate future passenger demand through, for example, improved circulation, access, parking, public realm, and integration with the wider area.

Some respondents raised concerns that the proposals could worsen access to Bedford station because of constrained roads, relocated parking and inadequate nearby drop off and collection provision.

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Some respondents felt that the active travel proposals rely on congested or unsuitable routes and do not provide sufficiently safe, direct, and deliverable walking and cycling connections to the station.

Some respondents sought clearer integration of Bedford station with walking, cycling, public transport, and road networks, including suggestions for safe and segregated walking and cycling routes.

Some respondents supported the proposed civic plaza, remodelled entrances, additional platform, and modernised facilities as improvements to capacity, accessibility, and the passenger experience.

However, some respondents criticised aspects of the station design, including the civic plaza, architectural character, car parking or traffic effects.

Theme: Bedford St Johns station and Bedford south curve

Feedback summary:

A substantial number of respondents supported the new Bedford St Johns station, citing better rail services, facilities, and alignment with wider local plans. Some respondents mentioned improved access to Bedford Hospital for patients, staff, and visitors.

However, several respondents were critical of the station location and suggested upgrading the existing station or relocating it elsewhere.

Some respondents supported the new station design, particularly its modern design, accessibility, connectivity, and improved facilities. A small number of respondents suggested proportionate, accessible facilities at the station, including sufficient lifts, ramps, and provision for passengers with restricted mobility.

A small number of respondents considered the revised Bedford St Johns station access arrangements more convenient and better connected, while others raised concerns about access to the new station, including safety and parking. There were also requests for accessible pedestrian and cyclist connections between the station and the hospital.

The inclusion of a multi-storey car park was seen as a positive step by some respondents, provided it meets the needs of hospital patients, visitors, and staff as well as rail passengers.

Some respondents opposed the proposed Britannia Road multi-storey car park, citing concerns about its capacity, scale and location, loss of surface parking, impacts on hospital land and the care home, or access issues including congestion, junction arrangements, walking distance, and lack of accessible parking

Several respondents expressed concern that the proposed multi-storey car park access and new signal-controlled junction on Britannia Road, alongside construction traffic, could worsen existing congestion and journey times, with knock-on effects for access to the station, hospital, and town centre.

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Some respondents sought clarification about the Britannia Road car park's capacity, allocation between hospital and station users, access arrangements, accessible spaces, lifts, and links to public transport.

Many respondents raised concerns about the perceived loss of hospital parking and disruption to patients, staff and emergency access, the adequacy and accessibility of replacement parking, and competition for spaces with rail users.

Many respondents supported realigning the track curve south of Bedford St Johns to improve line speed, journey times, and operational performance. Other comments acknowledged that the realignment could reduce noise.

Some respondents questioned or opposed the track realignment because of its effects on the community-centre area and nearby residents and suggested retaining or modifying the existing alignment.

Theme: Bedford station

Feedback summary:

A substantial number of respondents supported redeveloping Bedford station, citing improved facilities, capacity or connectivity.

Many respondents supported a western entrance to Bedford station to improve access for Queen's Park and areas west of the railway, providing an additional route into the station.

Some respondents commented on the need for high quality, accessible station facilities including parking, reliable lifts, seating, toilets, passenger amenities, secure cycle parking, and good public transport connections. Some respondents supported the remodelled eastern entrance as an improvement to the station and surrounding public space.

Some respondents requested further information about drop off zones, rail replacement bus services, and parking during construction.

Many respondents supported a new platform for fast trains to London and the north. Improved capacity, more direct connections and faster or more reliable north-south journeys from Bedford were mentioned.

Concerns included potential traffic disruption from the proposed reconstruction of Bromham Road bridge and the long-term impact on local traffic and parking.

Some respondents supported a Ford End Road multi-storey car park as a way to increase station parking capacity and distribute parking between the eastern and western sides of the station.

However, many respondents opposed locating the car park at Ford End Road citing negative impacts to traffic, access or congestion on local routes, as well as visual effects on Queen's Park. Other comments suggested retaining existing car parking or using alternative parking sites such as Ashburnham Road.

Several respondents sought further assessment of the Ford End Road car park's height, visual impact, capacity or effects on traffic, parking, and Queen's Park residents.

A few respondents asked for more information and alternative access options for the Ford End Road car park, including integration with local roads, walking, cycling, and public transport.

Theme: North of Bedford station

Feedback summary:

Some respondents questioned the need for six tracks. There were suggestions that the existing four tracks could accommodate EWR services if optimised.

Some respondents raised concerns about property acquisitions in the Poets area, including uncertainty, effects on homes and community facilities, or the quality of communication with affected residents.

Some respondents asked East West Railway Company (EWR Co) for clearer and more consistent engagement with landowners and residents about acquisition boundaries, demolition need, compulsory acquisition, compensation, relocation, and the development consent process.

Theme: Environment and sustainability

Feedback summary:

Some respondents raised concerns over potential environmental impacts of the proposals, including effects on green spaces, air quality, wildlife and local communities during construction and operation, particularly around North Bedford and the River Great Ouse. Requests included EWR to consider a southern alignment following existing transport corridors such as the A421 dual carriageway, lower impact design options, clear mitigation and monitoring commitments, and long-term accountability for protecting the countryside and affected communities.

Some respondents raised concerns about the loss of mature trees, habitats or green spaces. Other comments suggested the importance of implementing biodiversity net gain, habitat creation, replacement planting, landscaping, and protection of the River Great Ouse corridor.

Several respondents suggested protection and sensitive treatment of Bedford's conservation area, the former engine shed, the Polish Club, railway heritage and archaeological assets within the station and wider route footprint.

Some respondents supported the proposed environmental mitigations, while others suggested stronger mitigation measures to address concerns about noise, air quality, vibration landscaping, and biodiversity.

Several respondents raised concerns about the loss or alteration of green spaces, playing fields, public rights of way, countryside character, or local environmental quality.

Some respondents raised concerns that construction, increased traffic, and rail operations could worsen air quality and pollution in Bedford, with some highlighting impacts on sensitive locations such as schools and the hospital.

Several respondents raised concerns about potential floodplain developments, drainage, wetlands, or water-main diversions. Separate comments requested detailed assessment and mitigation of flood and water-environment risks.

A few respondents mentioned climate effects, including concerns about the loss of green space or suggestions for electrification, solar panels, and other renewable energy measures.

Theme: Active travel, traffic and transport

Feedback summary:

Many respondents commented on the general traffic, transport or connectivity effects of the proposals in Bedford. A range of views were expressed including support for improved connectivity alongside concerns about existing congestion, potential delays, emissions, and access for local communities.

Several respondents raised concerns about the number, location, or accessibility of parking for station and hospital users, saying that existing and proposed provision would be insufficient to meet current and future demand. Some respondents also suggested better integration between rail and bus services, including a request for convenient links to Bedford bus station, and suitable stops and routes.

Many respondents expressed mixed views on active travel proposals, including support for proposed improvements, suggestions for better walking and cycling connections, cycle parking, and protection of rights of way, and concerns about severance and the practicality of active travel for some users.

A large number of respondents raised concerns that operational traffic could worsen existing congestion or road safety across Bedford and surrounding communities. Concerns were raised about road closures, diversions and impacts on residents, businesses, emergency services, and hospital access. There were suggestions for clearer traffic modelling and mitigation, improved junctions and access arrangements, and measures to manage heavy goods vehicle traffic.

Many respondents commented on rail service capacity or operations. This included comments about the benefits of the integration of EWR, Thameslink, and freight services on the lines through and north of Bedford.

Some respondents expressed concerns on the capacity and configuration of rail infrastructure, including the number of tracks, platforms, sidings, and facilities needed for passenger and freight operations. Some respondents also asked for a clearer assessment of freight movements and their interaction with passenger services, track capacity, and the slow lines north of Bedford.

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Theme: Construction and logistics

Feedback summary:

Many respondents raised concerns about construction traffic and heavy goods vehicle routes across Bedford and surrounding communities. Some respondents raised particular concerns about temporary road closures and diversions particularly at Bromham Road, Ampthill Road and Cauldwell Street. There were requests for the provision of continued access using temporary crossings or alternative routes.

Many respondents made suggestions for mitigation including dedicated haul roads, and minimising night-time and weekend construction. There were also requests for clear communication about construction schedules and traffic management plans.

Some respondents raised concerns about the location or operation of construction compounds, including impacts on traffic, residents, open space, and environment. They suggested clearer justification and mitigation.

Many respondents suggested increased clarity on construction timescales, phasing and working hours, with some seeking faster delivery and others concerned about prolonged disruption, delays and impacts on access and services.

Respondents suggested that access to the hospital should be protected during construction, including parking and emergency service access. Other comments focused on longer-term improvements to connections between Bedford St Johns station and the hospital for pedestrians, cyclists and passengers with reduced mobility.

Theme: Community and socio-economic

Feedback summary:

Many respondents mentioned the potential effects of the proposals on Bedford's communities, businesses, and local economy. Comments noted the opportunities associated with improved connectivity, employment, and future growth.

Some respondents raised concerns about construction, traffic, noise or loss of green space affecting residential amenity and local character. Some respondents commented on the loss, relocation, or disruption of community facilities, including GP services, social and cultural venues, supported accommodation and sports provision. There were requests for replacement or enhancement of affected spaces and assets.

Many respondents raised concerns about the potential for reduced access and footfall affecting local and town centre businesses.

Many respondents suggested inclusive and accessible station design, including reliable step-free access, suitable lifts, seating, accessible parking and drop off facilities, and visual information, while wider concerns focused on safety, accessibility and maintaining access during construction.

Some respondents suggested stronger community mitigation and support. This included emphasis on the need to replace community facilities and open spaces that would be impacted. There were also requests for compensation, local employment and measures to minimise impacts on residents, businesses, and vulnerable people.

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Theme: Land and property

Feedback summary:

Some respondents raised concerns about the possible scale of impacts on homes, commercial or development properties or land. Concerns focused on the extent of proposed land take or whether less disruptive rail alignments, designs or construction approaches had been fully considered.

Many respondents commented on demolition, compulsory acquisition, or broader residential impacts, particularly in the Poets area and around Ashburnham Road. Concerns in these areas included uncertainty on reduced property values and the effects of construction, noise, and access issues. Suggestions included alternatives that could avoid or minimise residential demolitions or support for owners, tenants, and vulnerable residents.

Additionally, some respondents commented on the extent or necessity of permanent and temporary acquisition. This included suggestions for more detailed information on the land and timing required for acquisition, and consideration of alternative options where land take could not be avoided. Several respondents also commented on property blight, difficulties selling and reduced property values. This included feedback that considered the existing Need to Sell and compensation arrangements to be too restrictive, slow, or limited. Requests included timely compensation, wider eligibility for property support schemes, clear guidance, and access to independent legal and relocation assistance.

A few respondents raised concerns about impacts on commercial land and properties, including disruption to access, loading, storage, security, or day-to-day business operations. The loss or severance of operational land was also linked to potential impacts to expansion, business viability, or local employment. Suggestions included minimising commercial land take and severance, alongside practical assistance, and support for businesses.

Several respondents commented on how the proposals could affect developments, including planned housing, commercial, healthcare, the Universal United Kingdom Resort, and other developments. Views included opportunities to coordinate the railway with wider regeneration. Requests included closer coordination with local planning and infrastructure proposals or the protection of development opportunities where possible.

Some respondents provided suggestions on ways to avoid or reduce broader land and property impacts. Suggestions included alternative designs and construction arrangements that maintain access and leave retained land viable or safeguards for homes, businesses, and listed properties. Several others were critical of the engagement undertaken with affected owners, occupiers, and tenants. This included concerns that direct contact had been insufficient or delayed. Requests included property-specific information, and proactive engagement.

Some respondents asked EWR Co for clearer and more consistent engagement with landowners and residents about acquisition boundaries, demolition need, compulsory acquisition, compensation, relocation, and the development consent process.

Route section feedback:

Clapham Green to Colesden

10

This section presents a summary of the feedback received on a thematic basis on proposals for the Clapham Green to Colesden section of East West Rail (EWR). This section of the route involves the construction of approximately 12 kilometres (7 miles) of new twin-track railway between Clapham Green (north of Bedford) and Colesden (north-east of Bedford). It includes viaducts, bridges, embankments and cuttings.

Some responses in this section reflect views or interpretations that may not accurately reflect the proposals set out in the consultation or may relate to decisions that were made previously. To understand the context behind the feedback presented, it may be useful to refer to *Chapter 15* of the Consultation 2026 brochure. The consultation brochure and other consultation materials are available on our website: **eastwestrail.co.uk/consultation2026**

Theme: General feedback about route section

Feedback summary:

Many respondents raised concerns about the route alignment through Clapham Green to Colesden. This included comments about the impact that construction and operation of the railway could have on local traffic patterns and road safety, with comments suggesting local roads are not suitable for construction traffic and concerns about potential impacts on access for emergency services. There were also questions about the cost and value for money of the route between Clapham Green and Colesden.

Some respondents raised concerns about the other possible impacts of the proposals. This included potential environmental effects such as increased emissions and effects on local heritage and landscapes. There were also worries about possible community severance alongside related requests for improved and continuous active travel routes.

Theme: Viaducts, cuttings embankments and bridges

Feedback summary:

A few respondents supported the proposed viaduct over Thurleigh Road and Ravensden Brook as an improvement on the previous embankment design. They felt it could reduce land take, visual intrusion and flood risks while retaining more open views and ecological habitats.

Some respondents felt that the proposed viaduct over the River Great Ouse could disturb the local character around Clapham or dominate the rural landscape. There were also comments about potential effects on the water environment or disturbance for nearby homes and roads during construction.

Suggestions to reduce local impacts included protecting nearby green spaces as well as implementing noise mitigation features. Requests included sensitive designs and careful control of construction traffic. There were also requests to ensure that associated road proposals could accommodate expected demand, including the possible dualling of Great Ouse Way.

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There were also requests for more information about how the viaducts could connect to embankments, accommodate road traffic, and land access, as well as requests for continued engagement on the developing design. Respondents also commented on the cost of constructing the viaduct.

Some respondents raised concerns about proposed embankments and cuttings with worries that they could sever access to properties, public rights of way and connections between wildlife corridors. This included concerns about the closure of the B660 and diversion routes through village roads that were considered to be unsuitable for increases in traffic.

There were also concerns about access and safety at Carriage Drive and Graze Hill Lane. Requests included considering shorter or cut-and-cover tunnels as a less damaging alternative.

Theme: Environment and sustainability

Feedback summary:

Many respondents commented on the broad environmental impacts of the proposals. Examples given included impacts on the countryside/rural character, parklands, natural and heritage assets, and wildlife. Requests were made for detailed assessments and for mitigation of the project's environmental impacts.

Some respondents were concerned about dust and emissions during the operation of the railway, with potential effects on residents, schools, livestock and rural areas raised. There were also concerns about ongoing pollution from diesel trains alongside requests for robust air-quality and dust-control mitigations.

Some respondents anticipated noise and vibration during both the construction and operational phases of the project, including from construction traffic and activities, and from the number of passenger and freight trains, particularly around the proposed South Brook West viaduct. Requests included baseline monitoring, noise barriers, restricted working hours and protection for homes, listed buildings and livestock.

Several respondents also highlighted possible impacts to ecology, wildlife or local biodiversity. This included the risks to protected species such as bats and great crested newts. Some respondents raised concerns about the use of land, this included the potential loss or disturbance of ancient woodland, trees and hedges and agricultural land. There were also questions raised about how construction compounds and earthworks could affect the ability of the project to restore land after works are completed.

Some respondents were concerned that the proposals could alter floodplains, natural springs or drainage, and worsen existing flooding around Clapham, and Wilden. They requested detailed modelling, drainage design, and commitments to flood-risk mitigation as part of the project.

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Some respondents were also concerned about the permanent loss of countryside or valued local green spaces and public footpaths. There were also calls for green infrastructure and wider improvements to spaces such as parks and recreational areas to protect local environmental quality.

Many respondents mentioned the potential impacts on the existing landscape or local character between Clapham and Colesden. Concerns focused on how new structures could result in possible effects on open views. Requests centred on designs that align with the local landscape including screening and planting to reduce visual intrusion. It was also felt that a more ambitious approach to managing landscape impacts is needed. Suggestions included off-site planting to strengthen ecological networks and creating wooded corridors linking woodlands.

Theme: Active travel, traffic and transport

Feedback summary:

Many respondents raised concerns about road and route severance, including Public Rights of Way, and the potential effects on local access. There were calls for traffic and transport mitigation measures to maintain effective connections for road users and EWR passengers.

Many respondents mentioned potential traffic impacts as a result of road diversions and closures. This included concerns about congestion and safety, particularly around the proposed Colesden Road and Chequers Hill realignments, alongside emphasis on the need for safe road layouts. Several respondents also felt that the proposed diversion routes might be indirect or unsafe, particularly where they could divert users onto busy roads like the B660 Sunderland Hill.

Some respondents raised concerns about new rail infrastructure affecting access for emergency vehicles and local communities, including impacts to walking, cycling and rights of way, particularly during construction. There were also requests for clearer plans and continued engagement.

A large number of respondents expressed concerns that the project could weaken local walking, cycling and horse-riding networks by closing, diverting or severing established rights of way. Comments included concerns that alternative routes could be longer, less convenient and less safe. Suggestions were made to retain existing footpaths and bridleways, as well as calls for additional footbridges and footpaths. There were also calls for assurances that public rights of way would be left in good condition after construction.

Theme: Construction and logistics

Feedback summary:

Many respondents raised concerns about years of construction disruption, including road closures and diversions, environmental impacts alongside effects on land and local communities. They called for strong construction mitigation measures alongside timely communication and engagement with affected communities.

Many respondents mentioned the potential impacts of construction traffic, including increased journey times for residents and damage to local roads such as, Chequers Hill, Green Lane and the B660 Sunderland Hill.

Some respondents were concerned about the impacts of temporary road closures and diversion routes. Concerns included that traffic could be directed through narrow village roads and there were requests made for clear, safe diversion plans.

Some respondents had concerns about how construction could impact the environment. Some examples included potential construction noise, vibration, dust, emissions and effects on wildlife, landscape, soils and water.

Many concerns were also raised about the possible impact of construction on Grade II listed buildings such as West Lodge and Park House, the effect of the railway on the settings of the listed buildings and the severance of Graze Hill Lane, which is a historic route.

Several respondents were concerned about the scale and proximity of construction compounds and activities to residential areas, agricultural land, and heritage sites. There were also suggestions to relocate the compounds. There were also questions raised about how construction compounds and earthworks could affect the ability of the project to restore land after works are completed.

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Theme: Community and socio-economic

Feedback summary:

Some respondents were concerned that works required as part of the project could disrupt the local quality of life and connectivity. They also highlighted effects on the area's rural character, tranquillity, and safety. Some respondents felt that the railway could bring disruption without tangible benefits to the area. Several respondents called for a community-first approach to planning, constructing, and operating the railway including clear communication, proactive mitigation measures, or the use of designated funds to produce local benefits.

Some respondents mentioned how increased traffic movements and railway demand could impact commutes to employment, education or healthcare. They emphasised the need for road bridges or other vehicle crossing points to maintain safe and reliable connectivity across the area. Some respondents also raised potential impacts on emergency service vehicles.

Some respondents also mentioned possible effects on local businesses, jobs, and economic activity. This included concerns about potential negative impacts such as reduced visitor numbers, loss of income, increased operating costs, access constraints and impacts on agricultural land associated with construction.

Some respondents raised concerns about community safety, particularly where traffic increases could be expected on local roads with limited capacity. They highlighted risks for road users, pedestrians and cyclists and requested strong safety mitigation and monitoring.

Theme: Land and property

Feedback summary:

Several respondents highlighted concerns about areas where land could either be permanently acquired or used temporarily as part the proposals. Many suggested preserving high-quality agricultural land or limiting land acquisition to the minimum required for the railway's construction.

Some respondents also commented on possible disruption to farming operations, including loss of productive land, severance between farm buildings and fields, or restricted access for livestock, machinery, and vehicles. They also raised concerns about increased operating costs and reduced viability, requesting suitable agricultural crossings and access arrangements.

Some respondents raised concerns about land take and effects on properties and access, including where the proposed works could be close to homes. Some raised potential impacts including disruption, loss of access or effects on local heritage buildings. Some respondents also requested early landowner engagement, fair compensation, and ongoing monitoring.

Route section feedback:

Roxton to east of St Neots

11

This section presents a summary of the feedback received on a thematic basis on proposals for the Roxton to east of St Neots section of East West Rail (EWR) which is approximately 10 kilometres (6 miles) long, beginning at South Brook, north of Roxton and Tempsford, and running to the east of Little Barford and St Neots. It ends where the B1428 Cambridge Road joins the existing A428 at the roundabout east of St Neots. It includes changes to Tempsford station and a railway construction logistics hub accessed from the East Coast Main Line.

Some responses in this section reflect views or interpretations that may not accurately reflect the proposals set out in the consultation or may relate to decisions that were made previously. To understand the context behind the feedback presented, it may be useful to refer to *Chapter 16* of the Consultation 2026 brochure. The consultation brochure and other consultation materials are available on our website: **eastwestrail.co.uk/consultation2026**

Theme: General feedback about route section

Feedback summary:

A substantial number of respondents called for an EWR station near St Neots, or at least safeguarded provision for one, citing the town's large and growing population, the route's proximity and poor access to Tempsford, the potential for better links to Cambridge and Bedford, and reduced road traffic.

Some respondents called for joined-up planning between EWR, the A428 Black Cat to Caxton Gibbet Improvement Scheme, the proposed Tempsford New Town and local development plans. Concerns were raised about traffic, flooding, ecological and heritage impacts, and the cumulative effects of construction.

A small number of respondents supported elements of the route section, including a station near Tempsford and the lower-profile Alignment 1c, which was considered to reduce landscape and severance effects.

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Theme: Tempsford station and the East Coast Main Line

Feedback summary:

Some respondents sought a well-coordinated EWR and East Coast Main Line interchange, including timetables and infrastructure that protect network performance and accessibility.

Some respondents requested safe and direct walking and cycling routes to Tempsford station, integrated bus and strategic-road connections and assessment of traffic impacts.

A few respondents questioned the practicality or long-term viability of the proposed Tempsford station, given its location and potential dependency on future developments. A small number also raised concerns about its alignment with regional growth plans and ability to meet the needs of both current and future residents.

Some respondents considered Tempsford station difficult to access from St Neots and nearby villages. Concerns included the station's distance from local communities, limited active travel links, lack of bus connections and direct strategic-road access, congestion and parking demand, and the risk of greater car use.

A few respondents supported improved rail connectivity in the area, including the new station at Tempsford, while some support was conditional on effective local access and integration with the East Coast Main Line.

Theme: Environment and sustainability

Feedback summary:

Several respondents requested more detail about environmental mitigation proposals. This included noise and visual screening, habitat connectivity, woodland and hedgerow planting, and integration with A428 Black Cat to Caxton Gibbet Improvement Scheme mitigation.

A few respondents raised concerns about effects on wildlife and habitats, including cumulative impacts with the A428 Black Cat to Caxton Gibbet Improvement Scheme, and the disruption to wildlife corridors or species. A small number of respondents commented on the importance of additional tree or woodland planting to help mitigate noise impacts on future developments.

There were some calls for thorough assessments and measures to manage impacts on archaeological and historic sites, including those protected from development as part of the A428 Black Cat to Caxton Gibbet Road Improvement Scheme.

Flood risk was another recurring theme, particularly around the A428. Several respondents raised specific concerns about downstream impacts or climate change allowances. There were suggestions that the project's drainage plans should be integrated with existing schemes.

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Theme: Active travel, traffic and transport

Feedback summary:

Some respondents requested safe, direct, and continuous active travel routes linking Tempsford station with St Neots, Sandy, Roxton, Gamlingay, Abbotsley and other nearby communities, emphasising that inadequate connections could increase car dependence. This included a few respondents who raised that a 60 minute active travel journey from St Neots to Tempsford would be impractical, forcing residents to rely on cars.

Several respondents raised concerns about increased traffic congestion on local roads, particularly around Tempsford station, or highlighted the need to integrate the station with the strategic road network. A few felt that the lack of an EWR station at St Neots could increase traffic congestion.

A few respondents commented on parking at Tempsford station, seeking sufficient and affordable provision while ensuring car parks were well designed, incorporated sustainable features and did not dominate the station environment or pedestrian routes.

Several respondents called for frequent, reliable bus services linking Tempsford station with existing communities such as St Neots, Potton and Sandy, coordinated with rail timetables and supported by suitable interchange facilities.

Some respondents sought coordinated transport mitigation around Tempsford station, including appropriate highway and junction improvements and construction traffic management to reduce congestion, safety risks, and impacts on local communities.

Theme: Construction and logistics

Feedback summary:

Some respondents raised concerns about disruption from the construction of EWR including noise, dust, traffic, night-time working, compounds, utilities, and access. There were also requests for clear controls, coordination with other projects and engagement with affected communities, landowners, and tenants. The cumulative impact of different projects was also raised.

Some respondents raised concerns that local roads, including Barford Road, Roxton Road, Colesden Road and Little Barford Road, were not suitable for construction traffic. There were also requests for defined heavy goods vehicle routes, protection of access and measures to avoid unsuitable village roads. Additionally, a few respondents requested detailed analysis of construction impacts on major roads. There were a few requests to prevent construction traffic from entering villages.

A few respondents supported Option B for the proposed East Coast Main Line construction logistics hub, including the refinements made since the previous consultation. One respondent expressed a preference for the previously consulted upon Option F, while some respondents provided neutral comments on the proposals. Respondents also highlighted the potential benefits of transporting construction materials by rail, including reductions in construction traffic and environmental impacts, while raising concerns regarding the impacts of the logistics hub on nearby residents and the future retention of the temporary rail connection.

Theme: Community and socio-economic

Feedback summary:

Several respondents emphasised the need for local communities, including those in St Neots, to receive benefits from the project. A few expressed disappointment that St Neots could experience disruption during construction.

Some respondents highlighted local economic benefits from improved rail connectivity and a station serving St Neots, including access to jobs, visitors, and business growth, while also seeking local employment and supply-chain opportunities and protection for affected businesses. Others thought St Neots would not benefit from a Tempsford station.

A few respondents raised concerns about pressure on local services or effects on tranquillity, residential amenity, or the rural character of villages, asking for appropriate buffers and mitigation.

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Theme: Land and property

Feedback summary:

Many respondents highlighted the relationship between EWR and planned growth at St Neots, Tempsford and Little Barford. They called for a coordinated design and phasing so that safeguarded land, access, construction, or mitigation do not unnecessarily constrain or delay planned developments.

Some respondents raised concerns about effects on farms, operational and development land, including access restrictions, utility conflicts, land sterilisation, and uncertainty over the land required temporarily or permanently. Respondents requested reduced land take and design changes and asked for more information about plans and mitigation.

Several respondents raised concerns about effects on residential properties, including noise, restricted access, security, construction disruption and impacts severe enough to make remaining in a property difficult.

A few respondents commented on potential business and property impacts. This included concerns about loss of access or operational land, temporary and permanent rights, disruption to existing operations and redevelopment potential. They requested design changes, protective measures, and constructive engagement.

A few respondents raised concerns about potential impacts on farming operations and viability from land loss and severance, construction activity, degradation of agricultural land or shared access routes. Requests included safe access for agricultural machinery, secure fencing, protection of retained land and appropriate reinstatement or compensation for temporary impacts.

A small number of landowners and developers sought timely and meaningful engagement, including detailed and updated plans, clarification of temporary and permanent land requirements and rights, and collaborative design changes to minimise effects on farms, properties, or development land.

Route section feedback:

Croxton to Toft

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This section presents a summary of the feedback received on a thematic basis on proposals for the Croxton to Toft section of the East West Rail (EWR) route. This route section is approximately 19 kilometres (12 miles) long. It begins at the roundabout to the east of St Neots, running north of Cambourne and the new dual carriageway, which will be known as the A428, before crossing under the A428 and ending at the B1046 between Toft and Comberton. This section includes the new proposed location for a station in Cambourne and a mined tunnel beneath the A428 and Bourn Airfield.

Some responses in this section reflect views or interpretations that may not accurately reflect the proposals set out in the consultation or may relate to decisions that were made previously. To understand the context behind the feedback presented, it may be useful to refer to *Chapter 17* of the Consultation 2026 brochure. The consultation brochure and other consultation materials are available on our website: **eastwestrail.co.uk/consultation2026**

Theme: General feedback about route section

Feedback summary:

Some respondents raised concerns about the potential impacts of the proposals in this route section. This included construction disruption, effects on communities and the environment and the proximity of proposals to homes and schools.

Some respondents raised concerns about the alignment of the railway in this section. This included feedback about the southern approach into Cambridge, particularly its proximity to rural communities. Suggestions for alternative routes included a northern approach to Cambridge and a more direct route bypassing Cambourne, which respondents felt could reduce costs, journey times, or environmental impacts. Suggestions for mitigating impacts along the alignment included tunnelling between Highfields Caldecote and Cambridge South station, protecting ancient woodland and barbastelle bat routes, maintaining farm access or refining construction boundaries.

Some respondents also stated the need to ensure capacity for future rail demand. Requests included the inclusion of stations serving Wintringham, Northstowe or Toft and a possible future link to St Ives. Some respondents also requested the construction of the railway and Cambourne station to be coordinated with the A428 Black Cat to Caxton Gibbet improvement scheme, the Cambourne to Cambridge busway and other planned developments. There were also requests for further assessments that considered the combined construction, traffic, access or environmental impacts of EWR and other local developments.

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Theme: New Cambourne station

Feedback summary:

A large number of respondents welcomed the proposed new Cambourne station including feedback about the station's potential to improve connectivity between Cambourne, Cambridge and other destinations across the region. Many respondents supported safe, direct, and segregated walking and cycling routes around Cambourne station, including suitable links to surrounding communities. Some respondents also requested safe crossings across the A428 or integration with local bus services.

However, many others felt that the proposed station location provides poor connections to the town and residential areas. Some raised concerns that this could make walking and cycling to the station indirect or unsafe, increasing car use or traffic congestion especially around the A428, Cambourne roundabout and other local junctions. Some respondents suggested the station should be located closer to Cambourne, such as south of the A428 or near existing road links.

Many respondents questioned the need, viability and business case for the station, citing low anticipated demand, poor accessibility and value for money, uncertain growth benefits, and preferable alternative routes or transport options.

Many respondents commented on the station's access and integration with surrounding communities, developments, and environment. This included support for accessibility measures such as step-free access and suitable passenger facilities. There was also emphasis on the need for secure cycle parking, good lighting, sufficient car parking, and bus and taxi interchange.

Some respondents supported the multi-storey car park. They felt it could provide sufficient capacity for anticipated demand. In contrast, several had concerns such as the potential for the car park to encourage car dependence, use up development land and create visual or traffic impacts. There were also doubts that the proposed capacity would be sufficient to meet demand, with concerns about overspill parking on local streets. Others considered the provision excessive and felt that bus and active travel access should be prioritised.

Some made further requests for clarity on the size, layout, accessibility, and price of parking at Cambourne station. Suggestions included a large, well-integrated car park, convenient drop off arrangements, or clear plans for managing demand.

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Theme: Mined tunnel

Feedback summary:

A few respondents welcomed the change from a cut-and-cover tunnel to a mined tunnel beneath the A428. Reasons included less surface disruption, need for road realignments or impact on local infrastructure such as the site of the proposed Bourn Airfield development. Other comments acknowledged potential environmental benefits, including reduced impacts on biodiversity.

However, concerns were raised by a few respondents about the cost of the mined tunnel. Respondents also raised concerns about the impact of tunnel construction near homes in Highfields Caldecote.

Some respondents suggested additional mitigation measures including methods to reduce dust and noise, village-specific assessments of construction and spoil impacts, or safer alternative emergency access routes avoiding residential roads. There were also requests for further information about the mined tunnel's land requirements, construction traffic, access arrangements, and effects on agricultural land.

Theme: Environment and sustainability

Feedback summary:

Some respondents raised concerns about potential environmental harm from both construction and operational activity to wildlife such as barbastelle bats, biodiversity, or ancient woodlands with suggestions for stronger protection. A few respondents raised concern about potential effects on heritage buildings or archaeological remains, whilst a small number of other respondents were concerned by how new infrastructure could alter rural landscapes and views.

Requests were made by several respondents for more detailed environmental assessment, mitigation, or long-term habitat management. Other comments suggested relocating infrastructure to less sensitive areas.

Concerns about whether work could lead to increased flood risk or watercourse pollution led some respondents to suggest improved drainage or soil-management measures. Several others raised concerns over loss of agricultural land.

Some respondents raised concerns that construction activity and train operations could increase the noise and vibration for nearby homes and communities. A few respondents were concerned that construction dust, diesel, emissions and additional traffic could worsen local air quality and suggested appropriate mitigation.

Theme: Active travel, traffic and transport

Feedback summary:

Many respondents welcomed improved regional connectivity or potential congestion relief, while others raised concerns about station access, active travel, parking provision, increased traffic through villages, construction disruption, or severed land.

Some respondents highlighted the potential for rail services to improve connectivity or reduce car travel. Comments included the need for frequent, fast and affordable services and suitable parking and cycle provision. There were also requests for more information about journey times, rail capacity and electrification.

Theme: Construction and logistics

Feedback summary:

Some respondents raised concerns about the potential for disruption and adverse impacts arising from the construction phase of the project. Several respondents were concerned about noise and vibration, effects on quality of life, congestion, or road-safety impacts.

Several respondents raised concerns about the potential for road damage from heavy goods vehicles on narrow village roads. There were suggestions that village roads were already congested and unsuitable as construction routes.

Suggested measures included strict traffic management or using rail-based logistics to reduce construction traffic on local roads. Several respondents requested clear communication with affected communities and stakeholders about construction programmes, mitigation, or restoration plans.

Several respondents raised concerns about construction compounds, construction traffic, or soil-storage sites near to homes, recreational spaces, or environmentally sensitive locations. Issues raised included noise, dust, vibration, visual intrusion, and general disturbance. A few respondents made requests for impacts from construction compounds and haul routes to be minimised or asked for clearer information on working hours and traffic.

Theme: Community and socio-economic

Feedback summary:

Several respondents recognised potential connectivity and local economic benefits, but some thought nearby communities could face disproportionate construction, traffic, health, or severance effects while receiving limited direct benefit.

Some respondents highlighted the potential economic benefits of the railway and new Cambourne station. This included better rail connections for local residents and businesses or improvements to local areas.

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Some respondents said the railway and associated connections could improve access to employment, education, or healthcare. There were also suggestions for East West Railway Company to provide safe, continuous walking, cycling, and crossing routes during construction and operation.

Some respondents raised safety concerns around station access, roads, or traffic, particularly for pedestrians, cyclists, children or other vulnerable users, and requested safe, segregated routes and appropriate crossings.

Theme: Land and property

Feedback summary:

Some respondents raised concerns about the loss of agricultural land as well as disruption to established farming operations. They described how land severance could reduce the viability of agricultural holdings and fragment land ownership.

A small number of respondents raised concerns about land take and property effects and sought clearer information on access, drainage, reinstatement, or the timing and fairness of acquisition or compensation. A few respondents sought a reduction of permanent or temporary land take, citing effects on agricultural land, drainage, access, habitats, property, or business viability.

Some respondents raised concerns about the proximity of the railway and associated works to homes, including impacts on residential amenity, access, safety, and property values.

A few respondents raised concerns about land take, severance and disrupted access affecting properties, businesses, farms, and commercial operations, and requested early engagement, maintained access, or fair and timely compensation for any resulting losses and impacts.

Several respondents commented on the relationship between EWR and planned developments such as Cambourne North, with some supporting the railway's role in enabling growth, while others questioned its reliance on future housing or raised concerns that the project could constrain development.

A few respondents emphasised the importance of supporting planned developments such as Cambourne North and aligning the project with local planning policy. Several respondents requested continuing engagement on land use, site-specific issues, or local development aspirations. Some respondents sought design changes or mitigation to reduce impacts on affected land and properties.

Route section feedback:

Comberton to Shelford

13

This section presents a summary of the feedback received on a thematic basis on proposals for the Comberton to Shelford section of the route which runs between Comberton and Harston, where East West Rail (EWR) would join the Shepreth Branch Royston Line, and improve the existing railway between Harston and Addenbrooke's Road in Cambridge. This part of the route is approximately 14.3 kilometres (8.9 miles) long and includes the construction of a tunnel at Chapel Hill, changes to Hauxton junction, the closure of certain level crossings along the route, the construction of other rail infrastructure and more.

Some responses in this section reflect views or interpretations that may not accurately reflect the proposals set out in the consultation or may relate to decisions that were made previously. To understand the context behind the feedback presented, it may be useful to refer to *Chapter 18* of the Consultation 2026 brochure. The consultation brochure and other consultation materials are available on our website: **eastwestrail.co.uk/consultation2026**

Theme: General feedback about route section

Feedback summary:

A large number of respondents asked East West Railway Company (EWR Co) to reconsider the alignment of the railway through the Comberton to Shelford route section, giving greater priority to solutions that responded to community concerns. The justification and value for money of the southern route were questioned, and respondents suggested that EWR Co publish the full business case. Concerns included that its costs and impacts could outweigh its benefits, particularly for affected South Cambridgeshire communities.

A northern route into Cambridge was proposed as an alternative, as were changes to the southern alignment. Suggestions were made to move the route further west or south to reduce noise and visual impacts to schools, residential areas, and the Mullard Radio Astronomy Observatory. Some opposed the route without suggesting an alternative.

Some respondents suggested deeper cuttings, longer tunnels, providing local stations and safer crossings to reduce impacts on agricultural land, wildlife, or residents.

Several respondents requested more detail on the route alignment in this section including its effects on local roads, public rights of way, nearby villages or the surrounding landscape.

Many respondents raised issues including potential noise and visual impacts, environmental harm, effects on communities, and wider disruption during construction and operation. Some respondents welcomed specific mitigation measures, including active travel routes, but felt these did not go far enough to address the wider concerns.

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Theme: Road realignments, level crossings, and pedestrian crossings

Feedback summary:

Some respondents opposed the proposal to close the Newton Road and Station Road level crossing at Harston and Hauxton Level Crossing, citing potential village severance, increased journey times and reduced access and connectivity. Concerns included impacts on access to schools, healthcare, and businesses, as well as walking, cycling and wheelchair access between Hauxton and Little Shelford. Some respondents also highlighted potential road-safety risks where suitable alternative crossings were not provided. Several respondents asked for a direct replacement footbridge at Hauxton Road, alongside a safer junction design and continuous provision for walking and cycling.

Some respondents criticised proposed road realignments and elevated bridges for their gradients, accessibility, road safety, congestion, noise, or visual impacts. There were also suggestions to lower structures or provide safer alternative access.

Several respondents recommended providing safe and direct access routes to maintain connectivity between communities.

Theme: Viaducts, embankments, tunnels, and other new rail infrastructure

Feedback summary:

Many respondents raised environmental concerns about viaducts and embankments. These included the potential for harm to wildlife and habitats. There were also concerns about passing loops near Harston, where stationary diesel trains could increase noise, vibration, and air pollution in nearby communities.

Many respondents felt that the proposed viaducts could be visually intrusive and costly, and could harm the rural landscape, wildlife habitats, watercourses and impact local communities during construction and operation. There were also concerns they could permanently alter the rural landscape and character of nearby villages.

Many respondents opposed the Chapel Hill tunnel, including its portals or construction, raising concerns that it could harm the landscape and habitats and cause noise and disruption around Haslingfield and Harlton. Alternatively, several respondents suggested extending the Chapel Hill tunnel towards or beyond the A603, and in some cases farther towards Cambourne or Shelford, to reduce embankments, construction disruption and impacts on communities, landscape, and wildlife.

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Theme: Environment and sustainability

Feedback summary:

Many respondents raised concerns about the potential environmental impacts of the proposals, including flooding, drainage and the risk of pollution or damage to chalk streams, the River Rhee, Bourn Brook, and groundwater. Concerns were also raised about potential impacts on aquifers, local wildlife, and the habitats of protected species, including barbastelle bats, during construction and operation.

Many respondents raised concerns that construction dust, diesel train emissions or additional road traffic could worsen air quality and affect the health of nearby communities.

Some respondents questioned the project's carbon and net zero benefits, citing emissions from construction and diesel trains, and the potential for road closures to increase car journeys and congestion.

Some respondents raised concerns about the loss or degradation of countryside, green belt land, habitats or recreational green spaces, and the resulting effects on rural character.

A large number of respondents raised concerns that construction activity and train operations could increase noise and vibration for nearby homes and communities, particularly around Comberton, Harlton and Harston.

Many respondents raised concerns about effects on listed buildings, conservation areas, scheduled monuments and archaeological remains, including potential vibration and construction traffic impacts around Harlton, Haslingfield and Chapel Hill.

Several respondents raised concerns about the loss of agricultural land, trees and hedgerows and damage to soils and ground conditions, including fragmentation and long-term effects on farming and wildlife.

Many respondents called for detailed, enforceable mitigation and long-term responsibility for monitoring and maintaining measures addressing noise and vibration, landscape effects, wildlife habitats, planting, drainage, access roads, and restored land.

Theme: Active travel, traffic and transport

Feedback summary:

A large number of respondents raised concerns that road closures and realignments could increase traffic and journey times, sever village connections, or hinder access to schools and local services.

A substantial number of respondents considered narrow and already congested local roads unsuitable for additional construction traffic. Increased delays and safety risks were mentioned.

A large number of respondents felt that the proposed routes for pedestrians, cyclists and equestrians were not sufficient. Concerns about loss of existing walking and cycling connections, the severance of equestrian routes and the need for bridleway-standard paths between Harlton and Haslingfield were also raised.

Some respondents called for sufficient, accessible and appropriately located station parking and drop off provision without worsening congestion on surrounding roads.

The road closures, such as those between Harston and Newton, Harlton and Haslingfield, and Little Shelford and Hauxton, were criticised by some respondents. Concerns were raised that they could sever community links and increase travel distances. Several welcomed the inclusion of active travel routes, provided they were designed to high standards and delivered early in the project.

Many respondents commented on the design of stations, bridges, crossings or tunnels. Concerns were raised about road disruption and construction, and the need to seek safer crossings and infrastructure that would better serve local communities. Several also raised concerns that increasing the frequency of passenger and freight trains could result in more noise and emissions near the railway.

Some respondents' suggestions included keeping the Haslingfield to Harlton road open, supporting a new bicycle path from Newton to Harston, and ensuring safe, direct connections for cyclists and pedestrians, such as those along the A10 and the DNA path.

Many respondents raised concerns around traffic flow and safety, and there were calls for roundabouts and traffic calming measures at key junctions, such as Newton Road.

Many respondents asked for traffic and transport mitigation. Requests included safer junctions and speed controls, maintained local access, bridges or replacement crossings, and direct, well-designed walking and cycling routes.

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Theme: Construction and logistics

Feedback summary:

Many respondents requested stronger and enforceable construction mitigation measures, particularly to minimise construction traffic through villages by using dedicated haul roads or alternative access routes.

A large number of respondents raised concerns about noise, dust, vibration, air quality, road safety, or damage to local roads. Respondents suggested that there are restrictions on working hours, protection of school access and school examination periods, maintenance of emergency and active travel routes, and clear communication and engagement throughout construction.

Many respondents sought independent monitoring, accountability and oversight to ensure mitigation commitments are delivered.

Some respondents raised concerns about the potential effects of 24-hour construction of certain design elements on health, wellbeing and education, particularly for nearby residents, school communities and other potentially vulnerable groups. Several respondents called for stronger mitigation measures and construction management arrangements to minimise harm to local communities.

Some respondents raised concerns about the location and scale of construction compounds. Respondents mentioned potential impacts on nearby homes, agricultural land, wildlife, and local-road access.

Theme: Community and socio-economic

Feedback summary:

While respondents acknowledged regional connectivity improvements, a large number felt that the route could cause more disruption than benefits for affected communities, local residents and businesses.

A large number of respondents raised concerns that the severance of vital links between villages such as Harston, Newton and Haslingfield could reduce access to schools and healthcare, and affect community connectivity. Additional issues included the loss of rural character, productive agricultural land, or tranquillity.

Some respondents raised concerns that land loss, severance or restricted access during construction could disrupt farming operations, machinery movements, and the viability of agricultural holdings.

Many respondents raised concerns about disruption and access to schools, healthcare, sports, and other shared community facilities, particularly in Comberton, Harston and nearby villages.

Several respondents raised concerns that construction, vibration, and electromagnetic interference could affect local businesses and the research and economic activity associated with the Mullard Radio Astronomy Observatory.

Some respondents raised concerns that crossing closures and replacement routes could result in fewer safe, convenient routes for children, disabled people, pedestrians, cyclists, and households without cars.

Wider comments from many respondents urged EWR Co to prioritise community needs, ensure robust mitigation strategies or address concerns raised about safety and socio-economic impacts.

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Theme: Land and property

Feedback summary:

Many respondents raised concerns about construction, traffic, noise or vibration affecting homes close to the route. Some respondents mentioned concerns around potential structural damage, reduced property values and difficulty selling during and after construction. Respondents suggested that EWR Co provide fair compensation and appropriate property-protection measures.

Many respondents raised concerns about the loss or fragmentation of productive agricultural land, restricted farm access and the resulting effects on farming operations and food production.

Some respondents questioned whether existing and planned housing and other developments had been fully considered. Potential conflicts with the alignment, land requirements and cumulative effects on communities were mentioned.

Several respondents queried the extent of temporary or permanent land take and compulsory acquisition. Respondents asked whether the land take was justified, with concerns including access, impacts on agricultural use, amenity, and land value.

Several respondents reported inadequate or delayed engagement with affected landowners. Respondents suggested providing clearer, timely responses on land take, access, design details, and compensation.

Some respondents proposed land and property mitigation. Suggestions included greater separation from homes and schools, lower alignments and bridges, property surveys and glazing, maintained access, or fair compensation.

Route section feedback:

Cambridge

14

This section presents a summary of the feedback received on a thematic basis on proposals for the Cambridge section of East West Rail (EWR). It runs between Addenbrooke's Road bridge which passes over the existing West Anglia Main Line, north of Great Shelford, to the A14 bridge north of Cambridge North station, to Yarrow Road in Cherry Hinton to the East of Cambridge on the Newmarket Line. It covers approximately 8 kilometres (5 miles) and includes a new entrance to Cambridge station on Clifton Road, a new Cambridge East station and a train care centre. It also connects with Network Rail's Cambridge South station.

Some responses in this section reflect views or interpretations that may not accurately reflect the proposals set out in the consultation or may relate to decisions that were made previously. To understand the context behind the feedback presented, it may be useful to refer to *Chapter 19* of the Consultation 2026 Consultation brochure. The consultation brochure and other consultation materials are available on our website: **eastwestrail.co.uk/consultation2026**

Theme: General feedback about route section

Feedback summary:

Some respondents provided general support for EWR and the proposed improvements in Cambridge, including the southern approach, Cambridge station upgrades, and Cambridge East station. Respondents highlighted its potential to connect with the Cambridge Biomedical Campus. They mentioned better regional connectivity, more sustainable travel, reduced reliance on cars, support for growth and economic development, and wider benefits for the region.

Many respondents opposed the southern approach and favoured a northern approach via Cambridge North or Girton, stating that it could better serve Northstowe, Waterbeach, Cottenham, northern growth areas, and science parks. They thought a northern approach could be shorter, cheaper, and less environmentally damaging. Respondents questioned the southern approach's justification and cost, raising concerns about harm to villages, countryside, and wildlife. Some respondents questioned the transparency of the route-selection process.

Some respondents commented on or sought clarification about the Cambridge proposals, including possible stations at Fulbourn and Cherry Hinton, connections to Cambridge North and Ely, and whether services should terminate at Cambridge station. Others asked how Cambridge East, the Cherry Hinton turnback and the train care centre would operate together, and how the railway would integrate with planned growth, existing infrastructure, and environmental constraints.

Some respondents suggested future provision for stations at Fulbourn, Cherry Hinton, Six Mile Bottom and other nearby communities. Other comments raised concern that additional stations could increase journey times and make timetables more complex unless service patterns and infrastructure is carefully planned. Several respondents called for double-tracking and sufficient capacity for services towards Newmarket, Ipswich, Soham, Ely, and Felixstowe. Respondents also sought clarification on locations, junction capacity, route design, and integration with planned development.

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Theme: Clifton Road eastern entrance to Cambridge station

Feedback summary:

A very large number of respondents supported the eastern entrance, believing it could have a positive impact. Respondents commented that existing routes to Cambridge station from the east are indirect and congested. Many felt the eastern entrance could improve access, shorten journeys, improve car parking or ease pressure on the western entrance. Many also welcomed it as a long-awaited improvement which could improve connections for local communities, with some calling for prompt delivery.

Many respondents supported the Clifton Road eastern entrance and active travel hub as a way to improve walking and cycling access from the east of Cambridge. This included calls for step-free routes, and strong links to surrounding paths, including the Chisholm Trail. Some respondents felt the Clifton Road entrance could reduce congestion and journey times by spreading station traffic and allowing passengers approaching from eastern Cambridge to avoid driving around to the western entrance. A similar number of respondents were concerned that the Clifton Road entrance could increase traffic on already busy local roads, create additional parking pressure and fail to resolve existing congestion around the station. They called for clearer traffic modelling and mitigation.

Several respondents considered the active travel proposals inadequate. Concerns included insufficient cycle parking, indirect or narrow walking and cycling routes, poor road safety, and insufficient provision for passengers taking bicycles through the station. They wanted the entrance to connect safely with the Chisholm Trail and other walking and cycling routes, including links to Rustat Road and Cherry Hinton Road. They also called for secure cycle parking with sufficient capacity for standard bicycles, cargo bicycles, and other non-standard bicycles. A few favoured prioritising access by foot, bicycle and public transport rather than private cars.

Many respondents sought further detail about facilities at the Clifton Road entrance, including ticket machines, shops and cafés, waiting areas and bus connections.

Some respondents welcomed design features including the tall entrance and seating areas. Several others highlighted the need for sufficient lifts, lighting, and security, as well as facilities such as ticket machines, toilets, cafes, and waiting areas. Others felt the architecture should better reflect the historic station.

Some respondents made practical suggestions for parking and vehicle access at Clifton Road, including sufficient short-stay and accessible spaces, well-designed pick up and drop off areas and effective management of taxis and vehicle movements to avoid obstruction and congestion.

A large number of respondents said the new entrance should form a safe public through-link between the station, Clifton Road, Rustat Road, Hills Road, Cambridge Leisure, nearby businesses and planned eastern development, with surrounding junctions and pedestrian connections improved accordingly. Others considered the existing western access arrangements adequate.

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A large number of respondents questioned whether the entrance was needed given the existing access arrangements. They also raised concerns about its potential cost and the disruption that construction could cause. Some respondents also made comments about the need for property acquisitions on Clifton Road or how the new entrance would connect to businesses, public spaces, major roads, and new housing developments.

Theme: Other changes at Cambridge station

Feedback summary:

Some respondents welcomed improvements to Cambridge station to address existing access and mobility challenges and provide capacity for future rail services. Some noted that an additional footbridge or underpass could improve access to platforms and make it easier to move around the station. A small number particularly welcomed double-tracking and electrifying the Cambridge to Newmarket line. A few respondents felt that the new features should be delivered as soon as possible.

A few respondents commented on aspects of the existing station, describing the arrival area as unwelcoming. Respondents made a range of comments about the Cambridge station proposals. Some highlighted existing overcrowding and the need to future-proof the station, platform, and track capacity for additional services. Other suggestions included better passenger circulation, reliable step-free access, improved parking, bus, taxi and cycling connections, and protection of access through the western entrance during construction.

A few respondents raised concerns about the need and value of the Cambridge station proposals and raised concerns about whether the proposed train services, track and platform configuration, and treatment of existing facilities had been sufficiently defined and justified. They called for clearer operational and capacity planning, including the train service specification and the retention or relocation of existing facilities, and provision for future service growth, alongside further clarity on potential disruption during construction.

A few respondents raised concerns about the appearance of the proposed changes and their potential effect on the listed station and conservation area.

Route section feedback: Cambridge 14

Theme: New Cambridge East station

Feedback summary:

A very large number of respondents supported Cambridge East station, highlighting its potential to improve rail access and connectivity in the east of Cambridge while reducing pressure on Cambridge station. Supporters also noted that it could serve growing residential and employment areas, including the proposed airport development and nearby business parks such as Peterhouse Technology Park and ARM Holdings.

A large number of respondents questioned the need for the station, particularly given its proximity to Cambridge station and distance from Fulbourn, Cherry Hinton and surrounding villages. They called for coordinated bus or shuttle services, safe walking and cycling routes, suitable parking and accessible connections. There were concerns about the proposed location or suggestions that it should be further east. Further concerns included the funding of the proposal and the risk that it could add costs or delay the wider project.

Many respondents welcomed new walking and cycling connections, including to the Chisholm Trail. Some suggested going further by improving links to the Tins path, Fulbourn Greenway and other local routes. There was support for high-quality cycle parking.

Some respondents felt Cambridge East station could reduce car journeys, congestion, and pollution by allowing local residents to use rail and active travel.

Some respondents were concerned that the station could increase congestion on Coldham's Lane and surrounding roads, where capacity is already constrained. They called for road, public transport, and traffic-management improvements to prevent gridlock.

Several respondents raised concerns about constructing Cambridge East station on a former landfill site where contamination may be present, including the feasibility, cost, and potential public-health effects of remediation. Respondents also called for the protection of green space, wildlife habitats and the wider natural environment during construction and development.

Theme: Cambridge Eastern train care centre

Feedback summary:

A large number of respondents acknowledged that a train care centre would be needed for EWR. This included comments about potential employment opportunities and improvements to rail operations. Some felt that Fulbourn is a suitable location as the area is already partly industrial and sufficiently distant from homes.

In contrast, a very large number of respondents opposed the train care centre. Comments focused on the suitability of Fulbourn as the proposed location and how the site had been selected. The proposed structure was considered an intrusive industrial presence. Concerns included potential impacts on local character such as light, noise and pollution reaching nearby homes, schools, and healthcare facilities. Respondents also commented on potential impacts to the scheduled monuments and possible buried archaeology near the Fulbourn site alongside other historic villages, listed building and heritage assets.

Suggestions included designs that better reflect Cambridge's historic landscape or alternative locations that could have fewer effects on communities and the environment. These included Foxton, Chesterton, Cambridge Airport, and other brownfield sites.

Some respondents sought further information about the train care centre including its need, proposed size, and access arrangements as well as mitigations for potential environmental and community impacts. A large number also called for the construction and operation of the site to comply with relevant planning policy and environmental guidance. Specific issues raised by a very large number of respondents included potential noise, vibrations or light from 24-hour operation. Suggestions included locating the facility further from homes and introducing measures to manage noise and light.

A very large number of respondents questioned constructing the facility within the Cambridge green belt and requested robust environmental assessment and mitigations covering biodiversity and habitats, landscapes, water, noise, lighting, and air quality. Many respondents also commented on sewage and waste from the construction and operation of the train care centre. This included concerns about potential odours, spills or pollution of watercourses or the chalk aquifer. There were also worries about the volume of excavated soil and spoil. Requests included detailed waste assessments and management strategies covering sewer connections, recycling, and safe disposal.

A large number of respondents commented on how the train care centre could affect local traffic. Some said existing country roads were already under strain, and additional heavy goods vehicles and staff traffic on narrow local roads could create further congestion and road safety risks. A few respondents sought clarification about construction and operational traffic, including the number and routing of heavy goods vehicles and staff vehicles. They also questioned the road improvements or traffic mitigations that would be provided.

Some respondents questioned why the train care centre would accommodate longer trains operated by other companies. They called for a smaller facility, less disruptive access arrangements and controls on operations and resource use. Some also asked whether the train care centre could share or consolidate facilities with other depots and sought more details about its planning and operation. Other comments suggested mitigation, including new community facilities, green space, walking and cycling links or provision for a future station in Fulbourn.

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Theme: Overbridge and footbridge proposals

Feedback summary:

A few respondents supported the temporary closure of the existing Long Road bridge, as long as suitable mitigations were in place while it was replaced with a wider bridge to accommodate the additional tracks to the West Anglia Main Line.

In contrast, some respondents raised concerns about the proposed closure, describing Long Road bridge as an important route for emergency services, commuters and people travelling to educational facilities. They said that displaced traffic could increase congestion on alternative routes and affect access to Addenbrooke's Hospital, local schools, and sports facilities. Potential effects on traffic in Trumpington were also raised.

A few called for the closure to be kept as short as possible and suggested alternatives such as a temporary bridge, faster replacement methods or undertaking the works during school holidays. There were also requests to maintain access to the Cambridgeshire Guided Busway and walking and cycling routes or provide convenient diversions during construction.

A few respondents commented on the design and potential effects of changes to the Tins and Coldham's Common footbridges. A few respondents welcomed improved and more accessible replacement footbridges as part of wider rail and active travel enhancements. There was also emphasis on the need to reduce existing steep gradients and sharp turns while recognising the existing bridge's heritage value. Alternatively, a small number of respondents suggested that upgrading or relocating the Chisholm Trail underpass instead could provide a better long-term active travel connection.

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Theme: Environment and sustainability

Feedback summary:

A very large number of respondents commented on a broad range of potential environmental impacts and suggested measures that could help to mitigate them.

Many respondents raised concerns about possible air quality impacts such as emissions from construction works and increased traffic. Some suggested that station improvements, better multimodal access and electrification could reduce car journeys and air pollution.

Many respondents also commented on the proposals' construction-related carbon emissions and impact on climate change. Some felt that encouraging rail travel could reduce emissions from car journeys, while others considered that the environmental cost of construction, such as earthworks and vehicle emissions, undermined the project's sustainability aims. They called for lower-carbon construction methods or an alternative alignment through Cambridge to reduce local impacts. Some respondents also requested ongoing environmental monitoring, review mechanisms and clarity about maintenance access and costs.

A large number of respondents expected construction and operation of the project to increase noise, particularly at night and in currently quiet areas. There were also concerns about the effects of noise and vibrations on wildlife and sensitive research facilities in the Cambridge area. Suggested mitigations included acoustic barriers, quieter working practices and choosing sites for facilities where noise impacts would be lower.

Many respondents commented on the permanent use of green belt, agricultural land and woodland for railway infrastructure. They raised concerns about excavation, changes to ground levels, contamination from former landfill or quarry sites, and the potential spread of contamination to adjoining land. Suggestions included using alternative land elsewhere as part of the project where that could provide greater public benefit.

A substantial number of respondents were concerned about disturbance to wildlife and habitats from construction and operation of the railway. Concerns focused on the Fulbourn Fen, Wilbraham Fen and Great Wilbraham Common Site of Special Scientific Interest. There were also questions about whether new planting or biodiversity compensation can fully replace existing habitats. Requests included field surveys and hydrological evidence, and developing on less biodiverse land.

A substantial number of respondents commented on the effects on the water environment. This included concerns about the potential pollution of chalk streams, drinking water and water-dependent habitats from runoff, train washing, sewage or chemical spills. They also raised existing flooding issues, low stream flows and local water scarcity as concerns.

Theme: Active travel, traffic and transport

Feedback summary:

A large number of respondents commented on the possible traffic and transport effects of the proposals around Cambridge. This included particular support for Cambridge East station and Newmarket line improvements which they felt could improve connectivity and access to jobs while reducing car travel and congestion. Contrasting comments felt that the proposals were too complex or that northern and surrounding communities would receive limited benefit or remain poorly connected.

Many respondents called for improved bus services and better interchanges, including coordinated bus and rail timetables and accessible, well-designed bus stops. Suggestions also included frequent feeder or shuttle services from Cottenham, Waterbeach, Fulbourn, Cherry Hinton, Teversham and other surrounding communities or direct links to the north or east of Cambridge and the city centre.

A large number of respondents raised concerns about whether local roads in Cambridge and surrounding villages could accommodate additional traffic during construction and operation. They described narrow roads, unsuitable junctions, and existing congestion as risks. Further requests included measures to prevent parking overspill and congestion, ongoing monitoring and engagement with affected communities, and consideration of alternatives where impacts could not be adequately mitigated.

Many respondents also raised parking provision at stations. There were concerns that without enough parking spaces, vehicles could park on nearby roads blocking access to homes and recreational facilities. Requests included the provision of sufficient cycle and car parking, including spaces for blue badge holders and practical pick up and drop off facilities.

Many respondents commented further on the design or facilities of stations around Cambridge, pointing out existing issues and suggesting improvements to proposals. This included requests for step-free access, seating and waiting areas around stations and access points that are open late. A small number of respondents requested also clearer station wayfinding, including signage between entrances, visible information, and clearly marked routes to stations for all modes of transport.

A large number of respondents commented on the impact of the proposals on active travel and public rights of way. There was support for safe and convenient links to key locations and calls for proposals to minimise risks to pedestrians and cyclists during construction and operation.

Some respondents commented on freight impacts. Views included support for reducing heavy goods vehicle traffic on roads by transporting construction materials by rail while others raised concerns about increased diesel freight movements near homes. Suggestions included ensuring suitable track capacity for freight movements, expanding electrified areas, and considering alternative routes further from central Cambridge and homes.

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Theme: Construction and logistics

Feedback summary:

Many respondents commented on the construction impacts of proposals around Cambridge. Many respondents commented on the duration of the construction phases in the area. Views ranged from those who wanted the project benefits to be realised as early as possible alongside concerns about an extended period of disruption. They suggested prioritising key infrastructure, including the eastern entrance to Cambridge station, and minimising the overall construction period. There were also suggestions to use accelerated or off-site construction methods. Respondents noted that construction would take place alongside other planned and ongoing development in the Cambridge area. They also called for works to be coordinated so that their combined effects did not add further pressure to local roads and infrastructure. Concerns from some focused on the duration of the temporary closure of Long Road Bridge alongside the potential for lengthier diversions and longer commutes.

Feedback from a large number of respondents focused on whether the existing road network could accommodate construction traffic. Respondents questioned whether local roads were suitable for the expected volume of heavy goods vehicles. They described narrow rural and residential roads in Fulbourn, Great Wilbraham and surrounding areas as having tight bends, weak bridges, and limited passing space.

Respondents suggested that additional construction traffic could increase congestion, create road safety risks and damage road surfaces. They were particularly concerned about the danger to people walking or cycling near construction routes. They called for comprehensive assessments and mitigations for construction traffic, including risks to pedestrians and cyclists, together with commitments to manage disruption and repair damage to local roads and infrastructure.

Respondents also felt that construction traffic should be managed to avoid adding to congestion on key routes, including the A14 and B1049, which they described as already operating at capacity. Transporting material by rail was suggested to reduce heavy goods vehicle movements and associated risks. Other proposed measures included restricting heavy goods vehicle movements to specified times and upgrading roads before construction began.

Some respondents raised concerns about the proposed location of construction compounds. Concerns focused on their proximity to homes and sensitive land around Addenbrooke's Road, Long Road, Hobson's Park, Granham's Road, and St Mary's and Homerton sports fields. There were also requests to reduce the number of compounds and move compounds away from homes, alongside other comments requesting further clarity on their size, purpose, management, and maintenance.

Many respondents raised concerns about construction noise, dust, and air pollution. These were linked to potential effects on health and wellbeing of local communities, as well as potential harm to historic buildings, wildlife routes, green space, water resources, and watercourses. They called for detailed mitigation plans for the environmental impacts of construction alongside continued engagement with affected communities.

Many respondents requested measures to minimise construction disruption, including keeping existing rail services, walking and cycling routes and access to key facilities, such as the Cambridge Biomedical Campus, open wherever possible. They also called for controlled heavy goods vehicle routes and timings and the maintenance of public spaces and local infrastructure.

Theme: Community and socio-economic

Feedback summary:

A large number of respondents welcomed EWR to support economic growth, reduce congestion or provide more sustainable travel options. Many respondents commented on access to employment, education, and healthcare. This included comments acknowledging that the project could strengthen access to the Biomedical Campus, technology parks, schools, and regional opportunities. Others felt that that villages and communities further away from stations would receive limited benefit and requested for stronger bus or walking and cycling.

Many respondents considered that EWR could support tourism, business, regeneration and planned housing growth in Cambridge and the wider region. Others were concerned about construction and the potential loss or displacement of established businesses. Requests included continued business access, clear information, mitigation, and relocation support where required.

A large number of respondents were concerned about wider effects on community character or residential amenity, particularly in Fulbourn and nearby villages. Comments mentioned noise, vibrations, lighting, traffic and possible impacts on privacy and quality of life. Respondents also questioned whether industrial railway facilities were compatible with established residential and historic communities. Many respondents raised also commented on potential effects to community facilities such as healthcare, sports grounds, recreation areas and green spaces. They called for continued and accessible use of these facilities, and mitigation where land, parking or access could be affected. Some also emphasised the need for tangible local benefits, together with compensation or support where significant impacts could not be avoided.

Some respondents raised concerns about access for emergency services, including the effects of road closures, congestion, construction traffic and level crossing delays on emergency response times. They highlighted access to Addenbrooke's Hospital, Fulbourn Hospital and the East Anglian Air Ambulance facility and called for detailed assessment, resilient access routes and mitigation throughout construction and operation.

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Many commented on equality or accessibility. They welcomed step-free routes, reliable lifts, accessible parking and better integration with public transport and raised concerns about barriers for disabled people, the elderly, children, pushchair users, and those without cars. Respondents wanted inclusive design and fully assessed equality impacts. Many respondents commented on safety and security at stations and along access routes, including requests for well-lit and staffed facilities, safe crossings and routes.

Theme: Land and property

Feedback summary:

Most land and property feedback related to the proximity of the Cambridge Eastern train care centre to homes. A large number of respondents raised concerns about effects on residential amenity or property values including the ability to sell homes. Some stated that houses could be as close as 50 metres from the facility and that the Fulbourn site could affect more residential properties than alternative locations. Respondents estimated that approximately 260 homes could be affected by the train care centre, including properties in newer developments that they felt were not shown on the consultation maps. They suggested that the use of outdated information had led to the number of affected properties being underestimated.

There were many requests for further engagement about the extent of land required, access arrangements, disturbance, and safeguarding. Respondents asked for compensation for acquired land and reduced property values, the need to sell and compulsory acquisition powers.

Respondents were concerned that businesses could be displaced, lose premises or access, or suffer reduced income and long-term viability as a result of acquisition and construction disruption. They called for clarity about affected commercial properties, and appropriate relocation support and mitigation. Some respondents were concerned about the impact on agricultural land, such as severance of fields and disruption of farming activities.

A large number of respondents noted that the proposal could interact with planned and emerging developments and affect demand for local infrastructure and services.

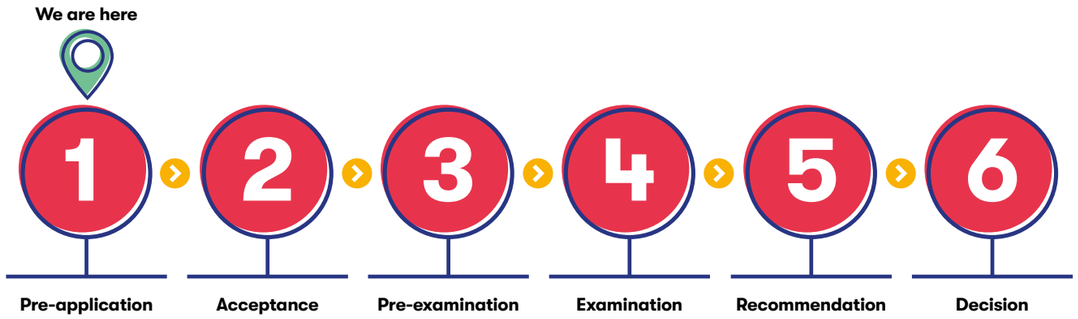
Next steps

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The Development Consent Order (DCO) process

The proposed new section of railway between Bedford and Cambridge is a Nationally Significant Infrastructure Project, which means we're required to apply to the Secretary of State for Transport for a DCO. This would give us permission to build the new railway between Bedford and Cambridge, and provide the additional upgrades between Oxford and Bedford, and around Cambridge. The DCO process is governed by the Planning Act 2008. Figure 6 below explains the six stages of the DCO process.

Figure 6: Overview of the six stages of the DCO process



We are currently in the pre-application stage of the project. We are finalising our proposals before we submit our DCO application to the Planning Inspectorate.

Changes to the Planning Act 2008 via the Planning and Infrastructure Act 2025 have updated the DCO process to make it simpler and more efficient; one of those changes is the removal of the requirement for statutory consultation. The 2026 consultation covered in this report is intended to be our final consultation before we submit our DCO application, however we continue to engage on areas of the design where there is still development taking place.

If the application is accepted, it will be published by the Planning Inspectorate and people will be able to register as an interested party and submit a relevant representation during the pre-examination stage. The Planning Inspectorate will appoint a panel of independent inspectors, known as the Examining Authority, to examine the application. The examination can take up to six months and involves the opportunity for interested parties to submit further written comments and speak at a hearing where relevant. The Examining Authority will then make a recommendation to the Secretary of State, who will decide whether to grant development consent.

If you'd like to know more about the DCO process, visit:
national-infrastructure-consenting.planninginspectorate.gov.uk/decision-making-process-guide

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Get in touch

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We're here to answer any questions you may have. To find out more about East West Rail (EWR), head to our website: **www.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**
- **0330 134 0067** (Monday to Friday, 9am to 5pm)
- **Freepost EAST WEST RAIL**
- **Follow us on Facebook, Instagram and LinkedIn**

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 Property Scheme, you can email us at **needtosell@eastwestrail.co.uk**

If you want to speak to us about Statutory Blight, you can email us at **blight@eastwestrail.co.uk**

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Appendix: The consultation

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Bedford consultation event

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The consultation

How we planned the consultation

We were committed, as in our previous consultations, to making the 2026 consultation as inclusive, accessible and engaging as possible so that as many people as possible had an opportunity to share their views. We worked with local authorities during the planning stages and reviewed feedback on how we delivered our previous consultation.

While the new Planning and Infrastructure Act removes the requirement for statutory pre-application consultation, we have continued to follow established consultation principles used for Development Consent Order (DCO) schemes under the Planning Act 2008.

Ahead of the consultation we also updated our proposals to reflect further design work, ongoing engagement, environmental assessments, traffic and transport analysis and consultation feedback. This all informed the consultation content, its duration, how we raised awareness, and the locations chosen for events.

How we raised awareness of the consultation

We ran a multi-channel promotional campaign to raise awareness of the consultation, encourage participation and support understanding of East West Rail (EWR) and the latest proposals. By increasing awareness of both the project and the consultation, the campaign sought to ensure that people had the opportunity to engage with the proposals, helping us gather informed feedback that was more reflective of communities and stakeholders. All channels directed audiences to the consultation webpage, where they could access further information and provide feedback.

The campaign combined targeted local activity with route-wide digital and media channels to maximise reach and accessibility. Activity prioritised communities most directly affected by design changes since the 2024 consultation, alongside wider route communities and underrepresented groups.

Messaging was adapted where possible to reflect local design updates and highlight consultation materials and events. The locations used for this focused messaging were:

- Oxford
- Bicester
- Newton Longville
- Bletchley
- Milton Keynes
- Marston Vale Line (Woburn Sands, Lidlington, Stewartby)

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- Bedford
- Cambourne
- Cambridge

Consultation webpage

We launched a dedicated webpage on our website at **www.eastwestrail.co.uk/consultation2026**

So that the consultation webpage was easy to find, we added a prominent banner and a drop-down menu option on our EWR website homepage.

The consultation webpage provided a central hub for all consultation materials and information, including:

- Information on the consultation and proposals
- Downloadable copies of all consultation materials in PDF formats
- A link to the online consultation feedback form
- An interactive map
- Details of in-person and online events
- A virtual consultation room
- Fly-through videos
- A list of Frequently Asked Questions
- The EWR telephone and email contact details

More information about the materials produced as part of the consultation can be found in the section titled: Key consultation materials. During the consultation period, the consultation webpages recorded over 48,000 page visits and over 18,000 document downloads.

Postcards

We distributed over 402,000 consultation postcards to homes and businesses across the area. Three versions were produced, focused on different sections of the route:

- Oxford to Bletchley
- Bletchley to Tempsford
- Tempsford to Cambridge

Each postcard outlined that the consultation primarily focussed on areas with design changes, while also inviting comments on proposals for the entire route. They also provided details on how to respond to the consultation, including a QR code linking to the website and information about local events.

Figure 7: Example postcard for residents and businesses in Oxford and Bletchley



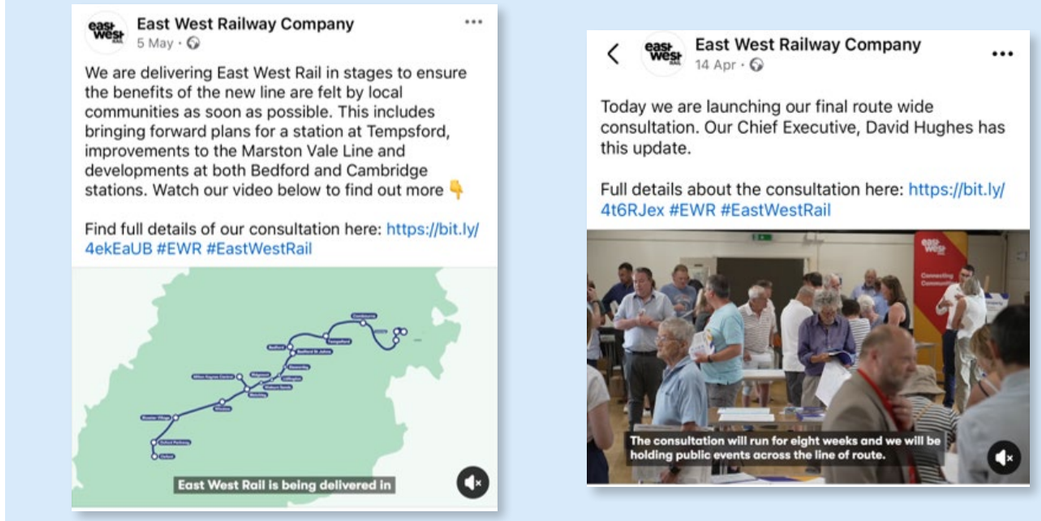


Social media

Social media enabled us to promote the consultation with a broad range of audiences and tailor our messaging to help it to resonate with different groups. We promoted the consultation on a range of social media platforms including Facebook, Instagram and LinkedIn using both unpaid and paid approaches.

Our social media activity focused on raising awareness of EWR and encouraging existing followers to take part in the consultation. It also drove followers to the consultation webpage, which received 48,045 page visits during the consultation period. Overall, we gained a total of 852 new followers across Facebook, Instagram and LinkedIn.

Figure 8: Example of social media posts



Paid social media campaigns

We delivered a targeted paid advertising campaign across Facebook, Instagram, and YouTube to raise awareness of the consultation. This approach enabled us to target audiences by their location and demographics, ensuring our messaging reached relevant communities.

The campaign extended our reach beyond existing EWR audiences, helping to engage members of the public who were not already familiar with the project. The advert highlighted key information about the consultation and directed people to the consultation webpage.

In total, the campaign generated over 10 million impressions on Facebook and Instagram, and more than 3 million impressions on YouTube.

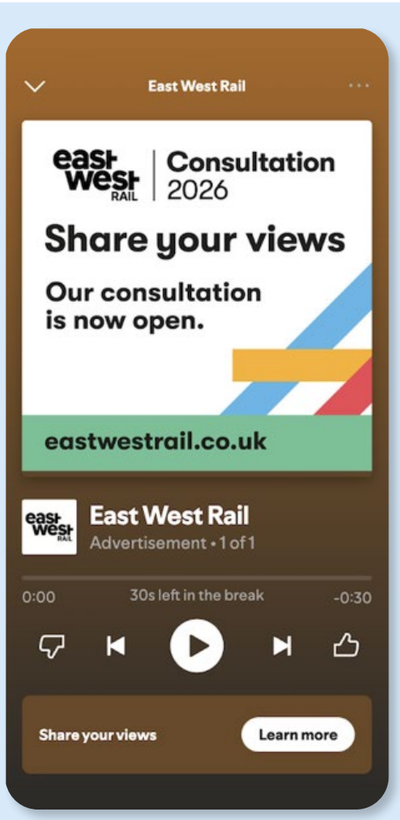
Digital and radio advertising

We launched a targeted digital advertising campaign tailored to different demographics between Oxford and Cambridge. As part of this, we shared information about how to get involved in the consultation and directed people to the dedicated consultation webpage for more information.

Through Spotify, we ran an audio/visual advertising campaign aimed at listeners with non-premium accounts, using demographic, geographic and interest-based targeting. The advert was played over 350,000 times.

We also ran targeted adverts across digital audio platforms including streaming services, podcasts and online radio stations, playing across: Absolute Radio, KISS, Magic Radio, Hits Radio Brand Network, and Planet Rock. Our campaign advert was played more than 714,000 times and reached over 71,000 listeners. Bedford Radio complemented the digital audio campaign by providing targeted local audio coverage in Bedford over a seven-week period.

Figure 9: East West Rail Spotify advert and radio advert content



"East West Rail is a major investment in the region that will create a new rail connection between Oxford, Milton Keynes, Bedford and Cambridge.

We're running a consultation to ask for your feedback on our latest proposals.

If you live, work or study along the route, share your views to help shape the future of the railway".

Local print and online media

Over a period of nine weeks beginning on 14 April 2026, we placed advertisements in 10 local newspapers across the route. These newspapers were:

- Oxford Times
- Oxford Mail
- Bicester Advertiser
- Bedford Times & Citizen
- Biggleswade Chronicle
- Bucks Herald
- MK Citizen
- Cambridge Independent
- Hunts Post
- Cambridge News

We also placed digital advertisements about the consultation on local media websites. These were:

- This is Oxfordshire
- Bedford Today
- Bedford Independent
- Bedfordshire Bulletin

Adverts were also placed in local magazines across the EWR area to raise awareness of the consultation and encourage participation. These magazines were:

- Cambridge Edition
- The Oracle Bedfordshire
- Oxford Live Magazine
- Bedslive
- All About MK
- Cambourne Crier
- The Tempsford Times
- The Hogsty End Handbook

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Out-of-home advertising

Out-of-home advertising was used to reach audiences in high footfall locations, including transport hubs and town centres, such as displays at train stations, bus stops and on billboards. The displays provided key details including the dates of the consultation, how to get involved, a QR code to link people to the website and contact information.

Taxi advertising was also used across Oxford, Cambridge, Milton Keynes and Bedford, increasing visibility across key routes.

Figure 10: Taxi advert in Oxford



Figure 11: Digital display at Cambridge station



Figure 12: Bus stop advert in Cambridge



News and media outlets

Between 7 April and 18 June 2026, three press releases were issued to local and national media.

Five versions of the launch release were produced: four tailored to key regional media covering Oxford and Bicester, Milton Keynes and Buckinghamshire, Bedfordshire and Cambridgeshire, and one for trade press.

To support the launch, our Chief Executive Officer, David Hughes, took part in interviews with 14 different media outlets.

As a result of the press releases EWR was mentioned in the media over 700 times as shown in Table 5 below:

Table 5: Overview of media mentions from consultation press release activity

Dates	Number of mentions in media	Number of different outlets	Daily audience reach
7 to 14 April 2026	220 times	67	267,000
14 April to 12 May 2026	366 times	77	452,000
10 to 18 June 2026	136 times	46	133,000

Figure 13: Summary of media coverage



Stakeholder engagement

Before the consultation launched, we invited local authorities, members of Local Representative Groups – which include parish councils – and Members of Parliament representing constituencies along the route to attend pre-consultation briefings. We also sent a series of emails to stakeholders, including statutory bodies and organisations. These emails introduced the consultation and reminded them of the launch and closing dates.

We provided regular updates to local authorities, parish councils, local businesses, and academic institutions, enabling them to keep their networks informed and engaged throughout the consultation. This included:

- Posters for display in community venues
- Email updates with social media and press releases to share on their channels.

Community newsletter

Between 7 April and 28 May 2026, 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 11,000 newsletter subscribers who had signed up on our website to stay informed about EWR.

Consultation events

In-person events

We held 12 in-person events which provided opportunities for attendees to view the consultation materials, including fly-through videos, documents, maps and exhibition boards. At the events, attendees could also speak directly with our team about our proposals; our team was available to explain complex technical information and answer questions face to face so that attendees could provide informed feedback. They also had the opportunity to submit their consultation response through feedback forms available at events.

We supplemented five of the consultation events with an exhibition. The locations for these exhibitions were in Oxford, Milton Keynes, Bedford, Cambridge and Cambourne. Exhibits were staffed by subject matters experts and included organisations such as local colleges, the Museum of London Archaeology and Network Rail. They also included Science, Technology, Engineering and Mathematics (STEM) activities for children and talks and presentations on wider topics.

A total of 2,608 individuals attended the 12 events. Table 6 provides the locations, dates and number of attendees for each event.

Table 6: List of consultation event locations, dates and recorded attendance

Event location	Date	Time	Attendance
Tempsford: Stuart Memorial Hall	Thursday 23 April 2026	2pm-7pm	201
Woburn Sands: Summerlin Centre	Saturday 25 April 2026	12pm-5pm	351
Bletchley: Bletchley Masonic Centre	Wednesday 29 April 2026	2pm-7pm	219
Stewartby: Stewartby Village Hall	Thursday 30 April 2026	12pm-5pm	184
Great Shelford: Shelford Rugby Club	Friday 1 May 2026	2pm-7pm	280
Oxford: The Kings Centre	Thursday 12 May 2026	11am-6pm	114
Lidlington: Lidlington Village Hall	Thursday 14 May 2026	2pm-7pm	234
Newton Longville: Longueville Hall	Friday 15 May 2026	2pm-7pm	121
Milton Keynes: Venture Conferencing	Monday 18 May 2026	11am-6pm	100
Cambridge: Cambridge United Football Club	Thursday 21 May 2026	11am-6pm	171
Bedford: King's House	Saturday 23 May 2026	11am-6pm	280
Cambourne: Cambridge Belfry Hotel and Spa	Saturday 30 May 2026	11am-6pm	353

Figure 14: Consultation event



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Online events

To account for the fact that not everyone was able to attend an in-person event we also hosted three online events to provide additional opportunities for everyone to have access to consultation information and to be able to ask our team questions.

The online events provided an overview of the EWR design updates which included route-wide and route section proposals.

Each online event included a moderated question and answer session where attendees could ask questions. For any questions that couldn't be answered in the room, we encouraged attendees to email us so that our correspondence team could provide an answer.

Across the three events we recorded 394 attendees, Table 7 shows the dates, times and number of attendees for each event.

Table 7: List of online event dates, times and recorded attendance

Date	Time	Attendance
Monday 30 April 2026	6.30pm-8pm	194
Wednesday 6 May 2026	2.30pm-4pm	95
Tuesday 2 June 2026	10am-12pm	105

Other engagement events

Alongside the consultation events we also held localised engagement events with communities in Bedford and Cambridge. An event at Queen's Park in Bedford enabled us to discuss our plans for car parking provision at Bedford station with the community, including proposals for a multi-storey car park on Ford End Road. A similar event was also held in Fulbourn in Cambridge to discuss our early proposals for the Cambridge Eastern train care centre.

Table 8: List of localised engagement event locations, dates and recorded attendance

Event location	Date	Time	Attendance
Cambridge: The Fulbourn Centre	Saturday 25 April 2026	10am-3pm	182
Bedford: Guru Nanak Gurdwara Community Centre, Ford End Road, Queen's Park	Thursday 7 May 2026	6pm-8pm	124

Key consultation materials

Our approach focused on making the proposals clear and accessible, so that all participants could engage meaningfully with the consultation. To support this, we developed a suite of materials presenting the project in a comprehensive and easy-to-understand way, helping respondents provide considered and well-informed feedback. These materials included:

- **A consultation brochure** which presented our updated proposals and detailed designs, outlined the benefits of EWR, explained our approach to delivering the project, and provided the information and context needed for people to understand it and provide informed feedback.
- **Factsheets** providing concise, topic-specific information on areas such as freight, construction and environmental considerations, helping people quickly access the information most relevant to their interests and supporting a more focused and informed consultation response.
- **Route maps** illustrating the proposed alignment of the railway and its relationship to existing settlements, transport networks, and environmental features. We also provided active travel and construction route maps.
- **Plans** showing the proposed railway, providing more detailed information about the alignment EWR would take and associated infrastructure along the route.
- **An interactive map** allowing users to explore the proposals online, view location specific information, and understand how different elements of the project relate to their local area.
- **Videos** including fly-throughs showing parts of the proposed route for Fenny Stratford to Woburn Sands station, the approach to Tempsford station, North of Bedford station to Clapham, and Chapel Hill tunnel to Hauxton Junction.
- **A feedback form** available in both printed and online versions.
- **Frequently Asked Questions** providing answers to common questions about the proposals, the consultation process, and what EWR could mean for local communities.

We also provided links on our webpage to other helpful information including land and property information and Options Selection Reports.

How we made consultation materials available

We made our materials available via a variety of channels, allowing people to choose the method that best suited their preferences and needs to access information about the project and our latest proposals.

East West Rail website

All consultation materials were available to view and download on the dedicated consultation webpage at **www.eastwestrail.co.uk/consultation2026**

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

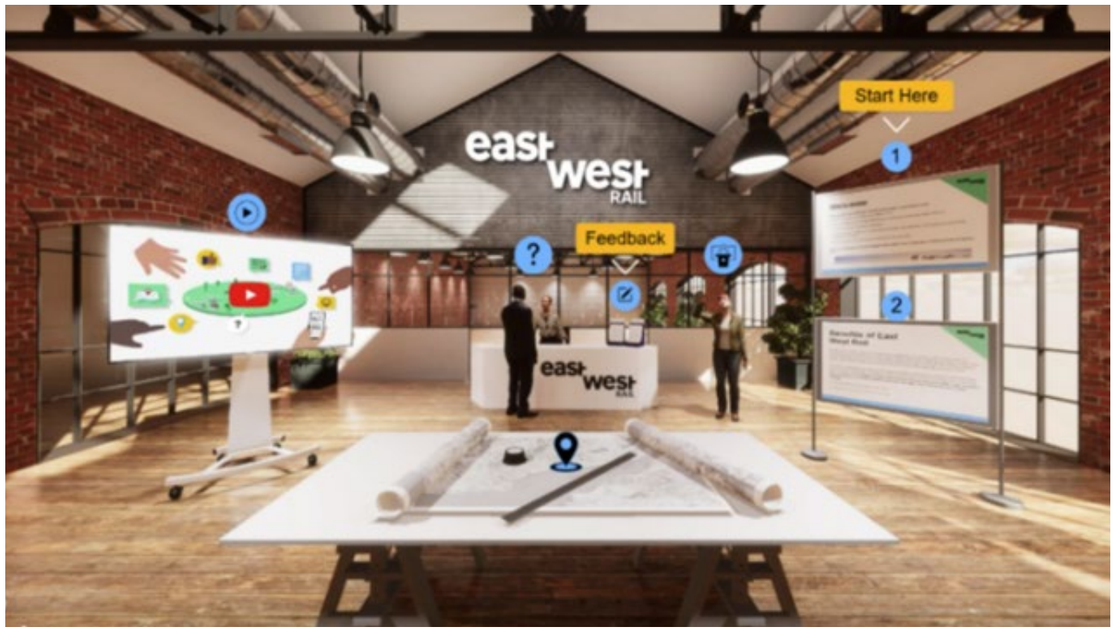
Virtual consultation room

We set up a virtual consultation room that was accessible via the consultation webpage throughout the consultation. This online space provided another 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 including 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 1,200 people visited our virtual consultation room during the consultation period.

Figure 15: Virtual consultation room



How we gathered feedback

So that we were able to capture feedback on our proposals, we developed a dedicated feedback form. People could access the feedback form from the consultation webpage. It was also available in hard copy to take away, alongside Freepost envelopes, at consultation events. Responses to the consultation could be submitted through various channels.

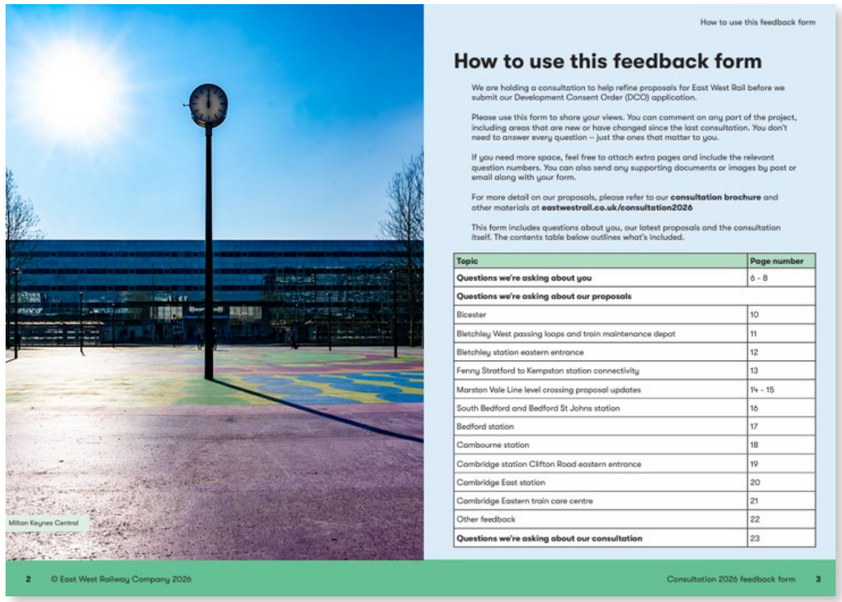
- By completing the consultation feedback form online at **www.eastwestrail.co.uk/feedback**
- By emailing a completed copy of the feedback form to **consultation@eastwestrail.co.uk**
- By sending a completed copy of the feedback form to **Freepost EAST WEST RAIL**
- By handing in a completed copy of the feedback form at an in-person consultation event

While we encouraged people to use the feedback form, we also accepted written responses submitted not using the feedback form via email and Freepost, 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 16: Feedback form


How to use this feedback form

How to use this feedback form

We are holding a consultation to help refine proposals for East West Rail before we submit our Development Consent Order (DCO) application.

Please use this form to share your views. You can comment on any part of the project, including areas that are new or have changed since the last consultation. You don't need to answer every question – just the ones that matter to you.

If you need more space, feel free to attach extra pages and include the relevant question numbers. You can also send any supporting documents or images by post or email along with your form.

For more detail on our proposals, please refer to our **consultation brochure** and other materials at **eastwestrail.co.uk/consultation2026**

This form includes questions about you, our latest proposals and the consultation itself. The contents table below outlines what's included.

Topic	Page number
Questions we're asking about you	6 - 8
Questions we're asking about our proposals	
Bicester	10
Bletchley West passing loops and train maintenance depot	11
Bletchley station eastern entrance	12
Fenny Stratford to Kempston station connectivity	13
Marston Vale Line level crossing proposal updates	14 - 15
South Bedford and Bedford St Johns station	16
Bedford station	17
Cambourne station	18
Cambridge station Clifton Road eastern entrance	19
Cambridge East station	20
Cambridge Eastern train care centre	21
Other feedback	22
Questions we're asking about our consultation	23

Milton Keynes Central

2 © East West Railway Company 2026 Consultation 2026 feedback form 3

Petition responses

Table 9: Summary of petition responses and number of signatures

Petition	Summary	Number of signatures
Keep Fenny Stratford level crossing open	The petition opposes the proposed closure of Fenny Stratford Level Crossing, arguing that it provides an important transport link for local residents, businesses, and emergency services. The petitioner, a local veterinary practice, states that closure of the crossing and proposed detour would increase journey times to the area, potentially delaying access to veterinary and emergency care.	121
Opposition to Millbrook level crossing closure	The petition opposes the proposed closure of Millbrook level crossing and requests the crossing is replaced by a vehicle and pedestrian overbridge instead. It suggests that closure of the crossing would reduce connectivity, adversely affect access to businesses and have negative consequences for employment and the wider economy. The petition also raises concerns that redirected traffic would increase congestion and safety issues on local village roads. It also cites concerns about future housing development and visitor demand placing further pressure on the road network.	200
Move East West Rail away from schools and rural villages by modification/relocation	The petition calls for the East West Rail route between Cambourne and Harston to be relocated at least 500 metres away from schools, homes, villages and businesses. It notes concerns about the route's proximity to Comberton Village College and nearby communities, citing potential impacts from construction and railway operations, including noise, vibration, dust and effects on residents' wellbeing. The petition also raises concerns about landscape, environmental and ecological impacts, including effects on agricultural land, wildlife habitats and local scientific facilities.	1261

Glossary and abbreviations

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Glossary and abbreviations

Term	Description
Academia	Universities, colleges, and research institutions, and the people who work or study within them.
Active travel	Making journeys in physically active ways - like walking, wheeling (using a wheelchair or mobility aid) or cycling.
Campaign	A planned series of activities, communications, or actions carried out over a period of time to achieve a specific objective, such as raising awareness.
Cuttings	A passage that has been dug through high ground for a railway or road. The resulting form is either sloped earthworks down to the railway/road or some form of retaining measure.
Demographics	Characteristics of a population or group of people such as age and gender used to understand and analyse population trends and characteristics.
Depot	Railway operations and maintenance facility where trains are stabled, inspected, cleaned, repaired and prepared for service.
Development Consent Order (DCO)	A Statutory Instrument made by the Secretary of State pursuant to the PA 2008 to authorise a scheme.
Door-to-door connectivity	This includes local connectivity, smart ticketing and transport accessibility – all areas of significance when considering the door-to door journey.
East West Railway Company (EWR Co)	Company set up by the Secretary of State for Transport to develop the project.
Electrifying	The development of powering trains and locomotives using electricity.
Embankments	A raised structure of compacted earth or other material used to support a railway or road above the surrounding ground level.
Environmental Impacts	Changes to the natural or built environment resulting from the proposed development, which may be positive or negative and can include effects on air quality, noise, landscape, wildlife, water and communities.
Freight	Goods or materials transported from one place to another, typically by road or rail.
Interactive map	An online map that allows users to explore the project and view information about specific locations, features and proposed works.
Member of Parliament	An elected representative who serves in the UK Parliament and represents the interests of people in a particular constituency.

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Term	Description
Mined tunnel	A tunnel excavated without removing the overlying rock or soil and open to the surface only at one or both ends during construction.
Mitigation	The proposed means to avoid, prevent or reduce the likely severity of potentially adverse effects. Mitigation is deemed effective if it renders a potentially significant adverse environmental effect non-significant.
Nationally Significant Infrastructure Project	A large-scale development (relating to energy, transport, water, or waste) of national significance that meets the thresholds set in Part 3 of the PA 2008 and therefore require authorisation by way of a DCO.
Need to Sell Property Scheme	A scheme available to eligible property owners who have a compelling need to sell but have been unable to do so other than at a substantially reduced value because of the East West Rail project.
Options Selection Reports	Documents that set out the options considered for the proposed project and explain the process and evidence used to identify and select the preferred option.
Order Limits	The Order limits show the extent of land which is the subject of the DCO application. It shows the outermost extent of the land which the DCO application will apply to, and over which we will seek powers in the DCO application to acquire and/or use this land for the purposes of constructing and operating the project (both permanently and temporarily). The Order limits will be shown on plans submitted with the DCO application.
Out-of-home advertising	Advertising displayed in public places outside the home, such as on billboards, posters, bus stops and other outdoor advertising spaces.
Passing loops	A section of track used to allow one train to be passed by another train travelling behind it in the same direction.
Petition	A formal written request, usually signed or supported by a number of people, asking an organisation or public body to take action or reconsider a particular issue.
Planning Act 2008 (PA 2008)	The UK law that introduced a streamlined process for authorising Nationally Significant Infrastructure Projects through a single consent known as a DCO.
Planning Inspectorate	The government agency responsible for administering applications for development consent under the Planning Act 2008 (as amended) (PA 2008) on behalf of the relevant Secretary of State.
Quantifiers	Measures or values used to describe the scale or extent of an impact, such as its size, duration, frequency or number.
Railway construction logistics hub	A temporary site used to support railway construction by coordinating the delivery, storage and movement of materials, equipment and resources needed for the works.
Realigned track curve	A section of railway track where the existing alignment is changed, altering the position or curvature of the track to accommodate proposed works or infrastructure.
Safeguarding Directions	Provisions that ensure that land which has been earmarked for major infrastructure projects is protected from conflicting developments before construction starts.
Secretary of State for Transport	The UK Government minister with overall responsibility for the Department for Transport and national transport policy, including matters relating to railways and major transport infrastructure.
South-east Milton Keynes Strategic Urban Extension	A major planned development area to the south-east of Milton Keynes, allocated for around 3,000 new homes alongside schools, community facilities, green spaces and transport infrastructure.
Statutory Blight	The term used to describe a situation where a property is blighted in a legal sense, such as where it is in a development plan or within land safeguarded for a specific purpose, for example the railway, or included within a DCO for compulsory acquisition.
Train care centre	A facility where trains are cleaned, inspected, maintained and serviced to keep them ready for operation.
Train maintenance depot	A complex of sidings, buildings, platforms, etc. where transhipment, stabling, servicing, repairs and other such activities are undertaken.
Underpass	A route that passes beneath a road, railway or other infrastructure, allowing people, vehicles or other transport routes to cross safely underneath.
Universal United Kingdom Resort	A proposed major theme park and entertainment resort in Bedfordshire, being developed by Universal Destinations and Experiences, near Bedford.
Viaducts	A long structure which is used to carry railway or highway traffic above the general level of the ground. It is typically formed of a series of five or more spans on piers.
Virtual consultation room	An online platform where consultation and consent-related documents, plans and supporting information can be accessed and reviewed digitally

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Consultation 2026

Version 1.1

Information presented is accurate at time of production (November 2026).

For all the latest project information, please visit **eastwestrail.co.uk**