

Q&A with Programme Manager

Theme	Matter raised	Who Raised?	EWR Co Response
Alternative routes	Your CEO has stated that no alternative routes are now being considered. Therefore, why are you not going to include an option to reject EWR as currently proposed in the statutory consultation?	Nick Burton, Husborne Crawley Parish Council	While we've now selected our preferred route alignment, we'll continue to work on more detailed designs and proposals, which we'll present at the statutory consultation. There will be further opportunity for you to comment on our proposals during the statutory consultation. This will be a key part of the process to apply for a Development Consent Order (DCO). In this stage we'll formally share with the public our Preferred Route and any associated infrastructure such as stations and level crossings, alongside other parts of the Project, including the proposed design. The information from this consultation will be used to finalise our proposals for the railway. We will also seek the next stage of funding and approval from government.
Savanta Study	With reference to the Savanta study, could EWR Co confirm whether they intend to undertake a further survey in full adherence to the Gunning Principles and when they intend to conduct it?	Nick Burton, Husborne Crawley Parish Council	EWR Co commissioned Savanta - a highly experienced, independent research firm - to give us a top-level snapshot of the sentiment local people hold toward the project, contacting 1000 residents from across the route in February 2022. The full report can be found on the EWR website here . This is different to a consultation, where every single person from the route - and indeed further afield - is invited to comment on detailed plans. Consultations yield rich and detailed data which is used alongside continuing environmental, economic and technical studies to progress various parts of the project, including the proposed design. As you know, we undertook our

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			last non-statutory consultation in 2021, and look forward to further consultation in 2024 as the design progresses. The statutory consultation will be developed in line with legislation and the Gunning Principles.
Cost	It is estimated that the cost per mile of EWR is around 75-80% of that of HS2. The railway will not be electrified, travel at one third of the speed, and be at capacity on day one. Given that the geography is not dissimilar to HS2, why is EWR so expensive for such an unambitious outcome?	Nick Burton, Husborne Crawley Parish Council	<p>We are following Government guidance, procedure and best practice as we develop our business case. This includes, but isn't limited to, the HM Treasury's Green Book and the Department for Transport's Transport Analysis Guidance. Developing the business case for the Project is an iterative process and we'll make sure we have a broad range of evidence to give decision makers a good understanding of the costs, benefits and strategic merits of the Project at each stage.</p> <p>In this regard, it is important to note that cost is only one part of the business case and is not in itself a determinative criterion. The business case also includes consideration of wider social and environmental impacts. EWR would deliver a range of benefits for businesses, communities and academia throughout the length of the railway, enabling economic growth and supporting a range of public and private sector investments.</p> <p>We'll learn from other comparable infrastructure projects to inform our approach to delivering the railway, using a range of techniques to estimate costs and monitor and manage risk. This includes applying approaches such as reference class forecasting, sensitivity analysis, quantified risk analyses and optimism bias, in building the commercial case. Value engineering and</p>

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			<p>innovative approaches to design, construction, and operation of the railway, will help us to monitor and manage costs to reduce the likelihood of overspend.</p> <p>We don't believe the potential benefits have been exaggerated and we'll present further information about the potential benefits and cost estimates at the statutory consultation.</p>
Propulsion	When will the announcement on propulsion options be made?	Nick Burton, Husborne Crawley Parish Council	<p>As one of the UK's largest proposed railway projects, we understand our obligation to the environmental challenges faced by all of us. It's our aim to become a net zero carbon railway. To achieve this, we're looking at ways to advance low carbon design and to use green energy to power our trains. A decision on if East West Rail (EWR) will be electrified has not yet been made by the government. However, the potential for electrification remains under active consideration, alongside other traction power approaches. With regards to diesel, the government has committed to the removal of all diesel-only trains by 2040. Work to inform our traction power strategy is ongoing and further details will be presented at the statutory consultation.</p>
Traffic Surveys and Level Crossings	With regards to proposals to retain existing level crossings, please could you explain when traffic surveys and/or modelling will be undertaken and when they will be released to the public?	Nick Burton, Husborne Crawley Parish Council	<p>EWR Co is currently undertaking modelling at both a strategic and local level to determine what impacts, if any, the introduction of EWR will have on local and strategic roads. The initial stage of modelling will be completed by the end of 2023 with outputs shared with local authorities and statutory bodies in</p>

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			early 2024, with the aim of determining suitable mitigation measures before they are shared more widely with the public at consultation in 2024.
Footbridges	The Office of Rail Regulation safety guidance states that footbridges should be provided for platform access when a refurbishment is undertaken. Can you explain why you are proposing not to build additional footbridges at any of the existing or new stations?	Nick Burton, Husborne Crawley Parish Council	The proposals for each station are being developed, including the requirements and design of each station. This will include designing the stations in accordance with applicable safety standards, including access to the station and access between the platforms. Further information will be provided when station proposals are presented at statutory consultation in 2024.
Train Speeds	Reduced train speeds are welcome, but by how much please?	Sue Clark, Central Bedfordshire Council	In terms of reduced train speeds, we're suggesting capping the line speed below the 100mph originally proposed, but above the current speed of 60mph. This would reduce disruption in residential areas, but still provide a faster service than currently available. We are currently working on determining the exact line speed for the route and further information will be presented at Statutory Consultation.
Freight	How many freight trains are there likely to be each day?	Sue Clark, Central Bedfordshire Council	Our work indicates that the volume of new freight flows over EWR will depend on additional investment taking place on the national network. Within the current scope of EWR (without additional investment elsewhere) freight paths on the MVL would include the existing freight on the route and two new freight train paths per day, per direction from Felixstowe, via Cambridge, through to Oxford and beyond.

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Station Pattern	Can EWR Co provide a station pattern?	Lidlington Parish Council Marston Moretayne Parish Council	We're still considering the service patterns on the Marston Vale Line and how stations and level crossings should be configured to support this and will provide updated proposals at the statutory consultation.
Woburn Sands Station	Can you confirm your plans for Woburn Sands station?	Alex Poppleton Woburn Sands Town Council	The proposals at Woburn Sands station will be developed to provide for the future demand and service along with compatibility with the level crossing proposals and the station's connectivity to the whole village. We're developing designs for the station and reviewing the potential location of the station, including having it retained in its current location and extending the station (such as into brownfield locations adjacent). We're considering moving the Woburn Sands station to the west in order to provide easy access to new areas of development. Proposals presented at the 2021 non-statutory consultation considered moving the station approximately 500m to the west (6 minutes' walk away from the current location) in order to build a larger station with more and better facilities. This new western location would be better positioned for access to and from the Milton Keynes South East development area, without disrupting the existing community. The Milton Keynes South East development includes proposals for 3000 new homes. Further information will be presented at the statutory consultation.

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Lidlington Station Road Crossing	<p>What does 'potentially' mean, and if it is concluded by EWR that the crossing still needs to close does that mean EWR will revert to the 2021 proposals?</p> <p>Will an additional crossing over the railway line for car users, pedestrian and wheelchair users be provided?</p> <p>What is the barrier downtime going to be, and is this going to result in community severance by default?</p> <p>Will there be an increase in passenger trains over time extending the down time?</p>	<p>Saverio Bongo, Marston, Lidlington, Brogborough, Ridgmont, Hulcote and Salford</p> <p>Sue Clark, Central Bedfordshire Council</p>	<p>Lidlington Crossing We understand the importance of keeping Lidlington crossing open for the village and the link it provides to the two sides. As described above we have we are carrying out further work to determine our exact proposals for each crossing. If this work determines that we cannot keep a crossing open in its current situation we would not revert straight back to the 2021 proposals. In the first instance we would review whether there are things we can do that would enable the crossing to remain open. In Lidlington's case this would include potential road bypasses such as to the east connecting to Marston Road. If the crossing requires closure, we will look again at the options available considering both feedback from the 2021 non-statutory consultation and any design development since.</p> <p>Barrier downtime There are several factors that influence barrier down times as part of the risk assessments undertaken for each crossing. Barrier downtime is calculated based on the downtime in a given hour. This assessment will include the number of trains using the crossing, the type of trains using the crossing. Each train will be calculated on how long it will take to pass through the crossing considering the protection and warning arrangements in place at the crossing, the signalling arrangements of the crossing, length of train, speed of train</p>

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			passing through, and the time is calculated is from the moment the level crossing light flash to when they stop flashing. This time is then used as part of the assessment of the safety of the crossing and within the traffic modelling to assess the effects on the local network.
First mile / Last Mile & Door-to-Door Connectivity Active Travel	What is the status of First mile / Last Mile (FMLM) Study?	Christopher Martin, Marston Moretaine Parish Council	<p>Our activity around FMLM and active travel now has its own project – Door-to Door Connectivity. We are currently creating a strategy which will give us clear direction going forward and is formed based on three key themes, or principles. These are: easy connectivity to our stations; promoting and enabling active travel; and maintaining community connectivity.</p> <p>We are collaborating with colleagues at local authorities and England's Economic Heartland to consider local and regional needs and have produced a draft ambition for door-to-door connectivity.</p> <p>Our draft ambition is for EWR (in conjunction with our partners) to deliver a sustainable and seamless door-to-door travel experience, giving customers real choice in how they make their first and last mile journeys with public, shared and active travel modes providing a genuine alternative to the private car.</p>

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			<p>Next steps</p> <p>We will finalise our door-to-door strategy and work with the Department for Transport to agree the scope and approach to delivering it. We will then get our baseline in place know what 'good' looks like in order to carry out more detailed work on specifics around model, routes and locations. We will also carry out focussed engagement with our partners on how we take things forward.</p>
Maps	Please explain why your latest "Connections" map shows all MVL stations closed?	Nick Burton, Husborne Crawley Parish Council	To provide clarity on the matter, our map was specifically designed to highlight areas connected to a mainline, rather than the full set of stations on EWR, and we took the decision to highlight places where it has been confirmed that EWR services will be stopping. As per our last update in the Route Update Report, there has not yet been a firm recommendation on where the MVL EWR services will be stopping. Therefore, we believed it prudent to not include those stations until such recommendations are made.