

Appendix 10: Table 6 - Section B (Bletchley and the Marston Vale Line)

Matter Raised	EWR Co Response
<p>Many respondents raised concerns about the impact of closing level crossings on the communities along the MVL. This included concerns about accessibility for non-motorised users (NMUs). Respondents also requested step free access to platforms, including ramps.</p>	<p>EWR Co recognises that access across the railway is vital for many communities to provide connectivity within and between different villages. This is why EWR Co consulted on several connectivity options at each location to replace the level crossings. EWR Co will use the feedback from the consultation to inform the next stage of the designs, including considering how to provide ongoing access for all non-motorised users (pedestrians, cyclists and horse riders) and reduce the distance of any diverted routes. EWR Co is 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 statutory consultation.</p>
<p>A small number of respondents provided general suggestions for the pedestrian crossing alterations. A few of these respondents suggested that a pedestrian bridge would be the ideal solution in all three options. A few other respondents claimed that an upgrade to the existing level crossing would be a better alternative.</p>	<p>EWR Co understands that closing level crossings raises concerns for local residents, which is why EWR Co has proposed several options at each crossing location. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published on our website with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. As part of the exercise described above, EWR Co is considering pedestrian crossing alterations at the Fenny Stratford Level Crossing (Simpson Road). A pedestrian footbridge and upgrades to the existing crossing are being considered as options.</p>

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<p>The Canal and River Trust stated the need to engage with them and expressed concern over impact on the canal corridor.</p>	<p>EWR Co recognises the important role the Canal and River Trust plays in maintaining and encouraging access to public space, particularly in the Fenny Stratford area. EWR Co consulted with the Canal and River Trust as part of the non-statutory consultation and will engage with further discussions with the Canal and River Trust as design proposals are developed to consider impacts to the canal or its access, including during construction. EWR Co will consult the Canal and Rivers Trust at the next phase of consultation. The impact on the canal corridor is one of the considerations if a pedestrian diversion route uses the canal as proposals are developed. Further information will be presented at statutory consultation.</p>
<p>Several respondents expressed concern about the potential impact on traffic in the local area because of plans for road developments and the closure of level crossings. These respondents expressed particular concern about the possible increase in congestion on Staple Hall Road, Simpson Road bridge, and Bilton Road.</p>	<p>EWR Co is aware that closure of level crossings and road developments related to the scheme has the potential to impact traffic in the local road network. As part of the Environmental Statement that will be part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The assessment will include roads in the local vicinity including Staple Hall Road, Simpson Bridge, Bilton Road and Watling Street. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. Although road developments not directly related to the scheme are outside of EWR's scope, EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations where required as a result of the Project.</p>
<p>One respondent suggested that the road junction with Bilton Road and Watling Street should be improved.</p>	<p>As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out</p>

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	<p>the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The assessment will include roads in the local vicinity including Staple Hall Road, Simpson Bridge, Bilton Road and Watling Street. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. Highway improvements not directly related to the Project are outside of EWR's scope, however EWR Co will work with local highway authorities to understand any interdependencies and identify potential mitigations where required as a result of the Project.</p>
<p>Community severance is a concern for some respondents. These respondents suggested that level crossing closures would divide Fenny Stratford and restrict access to local businesses and amenities. Some respondents stated that the existing infrastructure in Fenny Stratford cannot handle the extra strain of more local, commuter, and HGV traffic. A few respondents expressed concern that local congestion would spike without adequate off-street parking provision. They stated that a lack of parking and increase in congestion would create safety concerns for pedestrians.</p>	<p>EWR Co is aware that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale line. EWR Co understands that severance is a significant concern to people living in villages in the vicinity of the railway. During the recent consultation EWR Co outlined several options for Fenny Stratford level crossing, which consider both vehicular access and access for pedestrians, cyclists and other non-motorised users. These will be assessed further as part of the transport assessment and information will be provided in the Preliminary Environmental Information Report published at the statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report page) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented</p>

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	<p>for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. EWR Co is committed to making sure so far as reasonably practicable that the Project can mitigate disruption during its planning, construction and operation. This includes minimising the impact to communities from any crossing closures by providing reasonable alternatives where possible. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. Further information will be presented at the statutory consultation. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.</p>
<p>Some consultation responses expressed concern about access for emergency services because of changes to the Fenny Stratford level crossing. There were concerns over both the closure of the crossing or if the crossing remained open with increased barrier downtime.</p>	<p>Emergency service access across the railway is an important consideration as EWR Co develops the proposals for level crossings. EWR Co invited emergency services to participate in the 2019 and 2021 consultations. Although, they did not provide a response to these consultations EWR Co will continue to seek feedback as the design progresses and will also invite the emergency services to provide feedback at the statutory consultation stage.</p>
<p>Several respondents raised concerns about potential increases in traffic and congestion. Respondents expressed specific concern about the possible impact of HGV traffic upon residential areas, particularly Staple Hall Road. Some other respondents expressed concern that the width of Staple Hall Road would</p>	<p>As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing</p>

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exacerbate congestion. These respondents claimed a lack of off-street parking means the road is already congested.	traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The assessment will include roads in the local vicinity, including Staple Hall Road. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. While there does not appear to be an existing ban on HGVs using Staple Hall Road, the need for suitable routes for HGVs will be factored into design development and plans for management of construction traffic. EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations from the chosen option where required.
Some responses called for a vehicular bridge or underpass to replace the level crossing at Fenny Stratford to maintain vehicle access.	EWR Co is not considering these as options at Fenny Stratford due to the close proximity of homes and businesses to the existing level crossing. A vehicle bridge or underpass would require extensive demolition and is therefore not being considered as an option at this location due to the excessive impact on the community. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
Respondents expressed their opposition to the closure of the level crossing.	EWR Co understands that closing level crossings raises concerns for local residents, which is why EWR Co has proposed several options at each crossing location. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practical. Since the non-statutory

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	consultation, and in response to the Government’s request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report). EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
Respondents opposed Fenny Stratford Vehicle Option 1, with most respondents focusing on the potential increases in traffic and congestion.	The non-statutory consultation took place at an early stage in the development of proposals and further information was not available at that time, including traffic assessments. The Environmental Statement is being submitted as part of the DCO application, and EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.
Respondents opposed Fenny Stratford Vehicle Option 2, raising concern that existing infrastructure is not suitable for this option, as the 7.5t limit, single-track canal bridge on Simpson Road would be unsuitable for HGV traffic.	As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and

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	<p>any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. There is currently a ban on HGVs using the northern part of Simpson Road due to the canal bridge. The need for suitable routes and infrastructure for HGVs will be factored into design development and plans for management of construction traffic.</p> <p>Although road developments not directly related to the scheme are outside of EWR's scope, EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations where required as a result of the Project. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Respondents opposed Fenny Stratford Vehicle Option 3, with a few identifying the possible impact of rerouting traffic on congestion and pedestrian safety as a concern. Some respondents also claimed that the land designated for development under Fenny Stratford Vehicle Option 3 is already being used for construction.</p>	<p>The non-statutory consultation took place at an early stage in the development of proposals and further information was not available at that time, including traffic assessments and pedestrian safety. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic</p>

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	<p>patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is aware that the land designated for Fenny Stratford Vehicle Option 3 is already being constructed on and is one of the downsides with moving forward with Fenny Stratford Vehicle Option 3. The 2021 Consultation Document stated that EWR Co was already considering the land that may need to be acquired to build the new link road. EWR Co will further develop proposals, considering this impact as part of the following assessment factors and provide more information at the statutory consultation: Contribution to enabling housing and economic growth including best serving areas benefitting from developable land Environmental impacts and opportunities; and Consistency with Local Plans.</p>
<p>Some respondents expressed support for the closure of the Fenny Stratford vehicular traffic level crossings. A few respondents suggested the level crossings are currently unsafe and experience limited use.</p>	<p>EWR Co notes comments from respondents about their support for the closure of the crossing. EWR Co understands that safe, accessible alternatives to level crossings are important for all users so that everyone can make the journeys they require. EWR Co has considered concerns about potential impacts on health and the need for the proposed solution for crossing the railway to be safe and secure for all users. The detailed design will be carried out in accordance with recognised industry standards published at the time of detailed design to provide a high level of safety and security. EWR Co has considered the security and safety of the public and workers at all stages of design, and this will continue during construction and into operation and maintenance. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include</p>

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	<p>consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of traffic and transport safety. These will be included within the Environmental Impacts and Opportunities Assessment Factor. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A small number of respondents expressed general support for Fenny Stratford Vehicle Option 1. Specifically, a few of these respondents claimed the option is the most practical choice to avoid the creation of a 'rat run' (the use of residential or smaller roads instead of a main road or route) in the area.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals including support for Fenny Stratford Vehicle Option 1. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access</p>

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	<p>restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Some respondents voiced general support for Fenny Stratford Vehicle Option 2. A small number of these respondents stated that the southern option is the most favourable alternative to avoid the possible impact of HGV traffic on Staple Hall Road. A few respondents claimed that Fenny Stratford Vehicle Option 2 is the most environmentally friendly of the three options.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals including support for Fenny Stratford Vehicle Option 2. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. This will include the usage of Staple Hall Road. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is committed to providing</p>

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	<p>a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A few respondents express support for either Fenny Stratford Vehicle Option 2 or Fenny Stratford Vehicle Option 3.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals including support for Fenny Stratford Vehicle Option 2 and Fenny Stratford Vehicle Option 3. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Some respondents expressed general support for Fenny Stratford Vehicle Option 3. A small number of respondents supported this option because it</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals including support for Fenny Stratford Vehicle Option 3. As part of the Environmental Statement that</p>

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<p>would reduce HGV traffic on Staple Hall Road and reduce congestion on residential streets.</p>	<p>will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. This will include the usage of Staple Hall Road. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Some respondents expressed concern over accessibility in the area. A small number of respondents voiced concern that the proposals would impact on general access around the village. A few respondents voiced their concern that the proposed bridge would result in the unnecessary destruction of nearby commercial properties. A few other respondents felt that the visual impact of a new bridge would not be consistent with other local developments. A few respondents voiced concern that the lock gate and tow path are unsuitable for cycle access and crossing. A few other respondents felt that the plans do not</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognises local people's concerns about EWR Co's proposals for Fenny Stratford level crossing. EWR Co also understands that accessible and safe alternatives to level crossings are important for all users, including pedestrians, cyclists and horse riders, so that everyone can make the journeys they require to access local facilities.</p>

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<p>give sufficient consideration to horse riders. A few requested direct bus services to the station.</p>	<p>Accessibility: EWR Co has taken all consultation feedback into consideration as it has developed the proposals, including the need for cycle and pedestrian access, the needs of horse riders and how they would use a diversion route provided such as the tow path. Access across the railway and access to the station, businesses, and residents in close proximity will be considered during the development of proposed options. These proposals will be informed by ongoing engagement with England's Economic Heartland on ways to get to and from the station (we call this door-to-door connectivity). EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations. Further information will be made available at the statutory consultation. Although EWR Co is not responsible for bus routes and infrastructure, EWR Co notes requests for direct bus services to the station and will consider this when engaging bus operators about the proposals. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility as part of the Environmental Impacts and Opportunities Assessment Factor. Visual impact Assessing the impact of the Project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. Assessing the impact of the Project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. The PEIR will include information regarding the visual impact. This will be presented at the statutory consultation with a full environmental statement being submitted as part of the development consent order application. The preferred option will be selected following a rigorous process using a range of assessment factors,</p>

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	<p>outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of visual impact as part of the Environmental Impact and Opportunities Assessment Factor.</p> <p>Property impact: if a bridge is to be provided at the location of the crossing there would be the need to demolish nearby commercial properties, so several options are being explored. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, reducing their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further information will be presented at the statutory consultation.</p>
<p>Many respondents expressed concern about the pedestrian crossing proposals for Fenny Stratford. For some of these respondents, safety is of significant concern. These respondents expressed concern that pedestrian safety would be compromised in any option using canal tow paths and proposals to use these paths would potentially restrict access for the large demographic of older people in the area. A few other respondents claimed that the lock gates in Fenny Stratford are unsafe for the public to use, and increased use would disturb canal users.</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and in allowing people to move around their communities, so EWR Co recognises local people's concerns about EWR Co's proposals for Fenny Stratford level crossing. EWR Co also understands that accessible, safe and secure alternatives to level crossings are important for all users, including pedestrians, cyclists and horse riders, so that everyone can make the journeys they require to access local facilities. EWR Co has taken all consultation feedback into consideration during development of the proposals, and any</p>

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	<p>design that uses the tow path will consider the safety and security of pedestrians using the path and how to reduce disturbance for the canal users. The proposals would not have pedestrians use the lock gate due to the safety issues this would present and would walk on the western side of the canal, the design would be appropriate to allow for pedestrians use a footpath safe from hazards. Further information will be presented at the statutory consultation.</p>
<p>A few respondents expressed concern that Fenny Stratford Pedestrian Option 3 would increase light pollution.</p>	<p>The non-statutory consultation took place at an early stage in the development of proposals and further information was not available at that time for lighting and light pollution. As EWR Co develops the designs to a greater level of detail, elements such as lighting (and the potential effects of light pollution) will be considered further, including the need to balance these with safety considerations. Through the design, EWR Co will seek to avoid impacts on sensitive receptors, such as nearby residential areas or ecological habitats. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include assessments of disturbance to ecological receptors, and to local amenity and tranquillity from construction and operational lighting and will be presented at statutory consultation.</p>
<p>Some respondents felt that the level crossing in Fenny Stratford should not be altered. Some respondents focused on the reduction in accessibility and others on safety or impact on journey time.</p>	<p>EWR Co understands that safe, accessible alternatives to level crossings are important for all users so that everyone can make the journeys they require. Where level crossings are closed, EWR Co will need to provide a solution for pedestrian access, which is why several options for pedestrian connectivity were presented during the consultation. Reasonably practicable measures to keep the impact on journey times to a minimum will be considered during the next phase of the option selection and design process. Accessibility, safety and security will also be taken into account during the development of the design. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and</p>

Matter Raised	EWR Co Response
	<p>in response to the Government’s request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further information will be presented at the statutory consultation.</p>
<p>A small number of respondents expressed general opposition to Fenny Stratford Pedestrian Option 1. Of these respondents, a few voiced their direct opposition to possible increases in journey times as a result of the proposal.</p>	<p>The non-statutory consultation took place at an early stage in the development of proposals and the journey times for each of the options were not presented. The impact on journey times will be considered during the next phase of the option selection and design process as part of the transport assessment, and information will be provided in the Preliminary Environmental Information The report will be published at the statutory consultation. EWR Co will take reasonably practicable measures to keep the impact on journey times to a minimum during the next phase of the option selection and design process. Any design that uses the tow path will consider the safety and security of pedestrians using the path as well as how to reduce disturbance for the canal users and moored residents. The design will also consider accessibility (including narrowboat access to the pump house) and visual impact of the diversion route, including the need for suitable lighting along the tow path for both users of the diversion route and the canal. The canal route provides a shorter diversion route compared to other diversion routes despite it being perceived as being remote by some respondents. This will be considered as design is developed and further information will be presented at the statutory consultation.</p>

Matter Raised	EWR Co Response
<p>A few respondents voiced objection to Fenny Stratford Pedestrian Option 2. A few respondents felt that this option could limit accessibility.</p>	<p>Fenny Stratford Pedestrian Option 2 would provide accessibility for all pedestrians as the bridge will include ramps. The design will consider multiple factors including accessibility, safety, visual impact and road noise, and will seek to reduce the impact of these as far as reasonably practicable in the next phase of the design process. More information will be provided at the statutory consultation.</p>
<p>A small number of respondents expressed general opposition to Fenny Stratford Pedestrian Option 3. Of these respondents, a few voiced their direct opposition to possible increases in journey times as a result of the proposal. Specifically, the Canal and River Trust expressed concern that pedestrian use of the tow path would restrict narrowboat access to the pump house. They also believe that increased tow path use would disturb the privacy of moored residents. Safety is a concern for a small number of respondents. Specifically, that the proximity of narrow tow paths to the water's edge and mooring equipment such as ropes would potentially endanger pedestrians. A few other respondents believe that the canal route would be too remote, even if more lighting was provided.</p>	<p>The non-statutory consultation took place at an early stage in the development of proposals and the journey times for each of the options were not presented. The impact on journey times will be considered during the next phase of the option selection and design process as part of the transport assessment, and information will be provided in the Preliminary Environmental Information Report published at the statutory consultation. EWR Co will take reasonably practicable measures to keep the impact on journey times to a minimum during the next phase of the option selection and design process. Any design that uses the tow path will consider accessibility and the safety and security of pedestrians using the path as well as how to reduce disturbance for the canal users and moored residents. The design will also consider accessibility (including narrowboat access to the pump house) and visual impact of the diversion route, including the need for suitable lighting along the tow path for both users of the diversion route and the canal. The canal route provides a shorter diversion route compared to other diversion routes despite it being perceived as being remote by some respondents. This will be considered as design is developed and further information will be presented at the statutory consultation.</p>
<p>A small number of respondents expressed general support for the closure of the Fenny Stratford pedestrian crossings. A few of these respondents expressed their support with the caveat that safer crossings for pedestrians should be prioritised.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals including support for closure of the crossing. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report</p>

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	published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.
A few respondents expressed general support for Fenny Stratford Pedestrian Option 1, with some of these commenting that the option is the least disruptive to the local area when compared to the other options.	EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals including support for Fenny Stratford Pedestrian Option 1. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, reducing their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.
Several respondents expressed general support for this Fenny Stratford Pedestrian Option 2. Some of these respondents claimed that the footbridge option is the best alternative when compared to the other options.	EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals including support for Fenny Stratford Pedestrian Option 2. EWR Co is committed to providing a safe, secure and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and

Matter Raised	EWR Co Response
	<p>Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>This Fenny Stratford Pedestrian Option 3 is supported in general terms by a small number of respondents. Fenny Stratford Pedestrian Option 3 is the preferred option for a few other respondents because of the potentially lower cost in comparison to other options.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals including support for Fenny Stratford Pedestrian Option 3. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Fenny Stratford as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Several respondents share concerns about the options offered for the Bow Brickhill level crossing, particularly regarding access for horses. Additionally, a few expressed concern about pedestrian access, remarking that safety and convenience for pedestrians should take priority over rail.</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognises local people's concerns about EWR Co's proposals for Bow Brickhill level crossing. EWR Co also understands that accessible and safe alternatives to level crossings are important for all users, including pedestrians, cyclists and horse riders, so that everyone can make the journeys they require to access local facilities. EWR Co has considered safety of the public and workers at all stages of design, and this will continue during</p>

Matter Raised	EWR Co Response
	<p>construction and into operation and maintenance. The safety of workers, road users, NMUs, supply chain and local people has been prioritised and considered so that risks are identified and reduced wherever possible. Proposed options will be developed to consider access across the railway and access to the station. EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A few respondents suggest an extension of the V11 road seems more sensible. A few respondents prefer an underpass to a bridge as they believe an underpass would reduce noise and may have lower maintenance costs. Additionally, a few suggested a crossing point for cars at Bow Brickhill to mitigate traffic issues, while others suggested a dual carriageway.</p>	<p>EWR Co will consider the feasibility of an underpass and alternative alignments and diversions (such as extension or utilisation of other routes including the V11). EWR Co is also considering a road bridge adjacent to the crossing as per Bow Brickhill Option 4 of the non-statutory consultation. The feasibility of these options is being considered as part of the option appraisal and selection process into the next level of detail in the design. EWR Co is aware that closure of level crossings has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include</p>

Matter Raised	EWR Co Response
	consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. Past traffic census have not indicated enough usage of the existing crossing for the need for a dual carriageway at this location, the transport assessment will review the capacity and capabilities of the road and if a dual carriageway is required. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation The design will consider multiple factors including accessibility, safety, visual impact and road noise, and will seek to reduce the impact of these as far as reasonably practicable in the next phase of the design process.
Milton Keynes Council stated they are developing options for these level crossings and EWR Co should work closely with them on a common proposal.	EWR Co is aware that there are development proposals in the Bow Brickhill area and are working with Milton Keynes Council to take into account the potential options at this location through regular meetings. EWR Co will continue to work with the Council to discuss level crossing proposals and assess impacts. EWR Co is also committed to working with affected stakeholders, including landowners, as proposals are developed, in order to understand and limit the impact of the scheme where reasonably practicable. More detailed plans will be produced at the next stage of design and shared during the statutory consultation.
A few respondents expressed concern over impact on community including local residents and green spaces.	EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. EWR Co is assessing the potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. EWR Co recognises that the countryside, parks, and green spaces and access to them is important, and will work to reduce the impact of the scheme on these places. To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and, where this isn't possible, seeking to reduce and mitigate impacts and if necessary, providing compensation where this is feasible. EWR Co will develop a Preliminary

Matter Raised	EWR Co Response
	<p>Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRoWs. This will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application.</p>
<p>A few respondents voiced concern over impact on development lands in the area due to limited available space and the amount of land needed for a bridge/underpass.</p>	<p>EWR Co recognises that the connectivity options for Bow Brickhill level crossing impact on potential development land. EWR Co is working with Milton Keynes Council to take into account plans for the area and are committed to working with affected stakeholders and landowners as the proposals are developed in order to limit the impact of the scheme. All options presented during the non-statutory consultation at this location require a bridge or underpass solution. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>

Matter Raised	EWR Co Response
<p>Respondents commented on the closure of the V10 road at Bow Brickhill, claiming it would cause chaos to the area by increasing journey time and traffic.</p>	<p>In the next stage of developing the proposals EWR Co will undertake traffic surveys and modelling to understand current traffic flows relevant to the level crossing and how the proposals might affect the local area. This includes assessment of the traffic impact and mitigations if the selected option resulted in temporary closure of the V10 for Bow Brickhill Option 4. EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations from the chosen option where required. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation</p>
<p>A few respondents stated there was not enough information about options and their impact to make an informed decision.</p>	<p>At this stage, the proposals presented in the consultation indicate options which could be developed further. More detailed proposals and assessment of impacts will be produced at the next stage of design and shared during the statutory consultation.</p>
<p>Respondents suggested that vehicle access must be maintained at Bow Brickhill. Some respondents suggested that the proposed bridge is essential, while others were less specific, stating that a vehicular crossing is required either via a bridge or underpass.</p>	<p>EWR Co knows that the V10 is an important road for the south Milton Keynes community, which is why the consultation included four potential connectivity options for all users at Bow Brickhill using either a bridge or underpass to cross the railway. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the</p>

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	<p>Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Some consultation responses did not express a preferred option for a Bow Brickhill level crossing, but suggested EWR Co should make its option selection based on cost, safety, minimising land-take or environmental impacts.</p>	<p>The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. These factors include capital cost, safety and security risk, and environmental impact, including impact on land. The preferred option will be presented at the statutory consultation stage.</p>
<p>Several respondents opposed the closure of any level crossing. They mentioned it would divide and isolate some parts of the town and cause a lot of inconvenience in daily travels.</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so it recognises local people's concerns about its proposals for level crossing closures. EWR Co understands that severance is a significant concern to people living in villages in the vicinity of the railway. During the recent consultation EWR Co outlined several options for Bow Brickhill level crossing, which consider both vehicular access and access for pedestrians, cyclists and other non-motorised users. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. Information on EWR Co plans will be presented at the statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the</p>

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	<p>non-statutory consultation, and in response to the Government’s request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A few respondents opposed Bow Brickhill Option 1 as they believed it could create a bottleneck of traffic through a housing estate, potentially causing noise, pollution, and disruption. The cost of creating a new road and bridge adjacent to the Caldecotte Lake Business Park is also a concern. Respondents also opposed this option because they claimed that the gradients and road curvatures are steeper than standard and therefore, may not meet the regular standards for roads.</p>	<p>The non-statutory consultation took place at an early stage in the development of proposals and further information was not available at that time, including regarding the potential impact of the Bow Brickhill Option 1 proposals. The non-statutory consultation document outlined that EWR Co was considering land, environmental impact, gradients and road curvatures and draining and flooding as options were being assessed. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. The design of any bridge will be assessed against the required standards for road curvature and gradients. EWR Co recognises noise and vibration from both the construction and operation of a railway is an important issue for local communities and is committed to considering measures that will reduce noise and vibration. At a</p>

Matter Raised	EWR Co Response
	<p>later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. EWR Co also takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with the policy and law of the UK Government, such as the Clean Air Strategy. The Project team will work with Local Authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information on potential noise and air quality impacts in addition to mitigation and control measures for these impacts and will be presented at the statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. The preferred option will be shortlisted following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the cost of the scheme and transport user benefits. The preferred option will be presented at the statutory consultation.</p>

Matter Raised	EWR Co Response
<p>A few respondents opposed Bow Brickhill Option 2 as the new road bridge would be close to the village, disrupting the local community. Respondents also commented that Bow Brickhill Option 2 could divert traffic from the A5, potentially increasing traffic, noise, and pollution on Station Road. A few respondents expressed concern about Bow Brickhill Option 2 due to the visual impact on the countryside, resulting from high sided vehicles passing over the bridge as well as the potential noise intrusion. The impact on the business park at Tilbrook is also a concern for respondents. Additionally, a few commented that Bow Brickhill Option 2 could make the junction more complex, leading to further traffic congestion.</p>	<p>EWR Co is aware that the proposed changes to level crossings and access across the railway will impact the local communities along the Marston Vale line.</p> <p>Community impact: EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. EWR Co understands that severance is also a significant concern to people living in villages in the vicinity of the railway. During the recent consultation EWR Co outlined several options for Bow Brickhill level crossing which consider both vehicular access, including access to the business park to Tilbrook, and access for pedestrians, cyclists and other non-motorised users.</p> <p>Developing proposals: EWR Co will aim to reduce the impact to communities from any crossing closures by providing reasonable alternatives where possible. The design will consider multiple factors including the visual impact and will seek to reduce this as far as reasonably practicable in the next phase of the design process. Design proposals will be presented at the statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government’s request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further</p>

Matter Raised	EWR Co Response
	<p>information and proposals for mitigation will be presented at the statutory consultation.</p> <p>Transport: as part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The assessment will also consider the impact on the business park at Tilbrook, and on Station Road. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.</p> <p>Environmental Impact: EWR Co recognises noise and vibration from both the construction and operation of a railway is an important issue for local communities and is committed to considering measures that will reduce noise and vibration. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. EWR Co also takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with the policy and law of the Government, such as the Clean Air Strategy. The Project team will work with local authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial</p>

Matter Raised	EWR Co Response
	environmental impacts. The PEIR will include information on potential noise and air quality impacts and an assessment of impact on landscape character and views. Mitigation and control measures for these impacts will also form part of the PEIR. Details of the proposed design and supporting documentation will be provided at the statutory consultation.
<p>A few respondents opposed Bow Brickhill Option 3, claiming it presents more issues than any other option. As such, they do not want Bow Brickhill Option 3 to be considered. There were concerns about the potential negative impacts on farmland and flooding issues due to the low-lying nature of the land, compounded by the road being lower. Other respondents raised concerns about the potential increase in traffic. Respondents also commented on the potential negative impact on the business park at Tilbrook.</p>	<p>EWR Co understands the importance of agriculture to the communities the railway will serve and is focused on finding solutions that avoid, reduce or mitigate adverse impacts on land use and agricultural holdings. At each stage of the planning and development process, the company will assess the environmental impacts on important areas such as agricultural land (including best and most versatile (BMV) land) and the countryside. As part of this, EWR Co is exploring ways to reduce the impact of the railway on agricultural land holdings and soil resources. To better understand how the land is used, EWR Co will continue to work with landowners, occupiers and land managers to gather information that will help inform the design process. EWR Co takes climate change and the future risk of flooding seriously and will continue to develop its approach to understanding and mitigating any Project-related risks linked to climate change. This includes considering changes to climatic conditions and extreme events within the design of the Project. Work is ongoing in this area and the Project has established and have ongoing and regular engagement with the Environment Agency, to share information, data and modelling to support this work. EWR Co is also looking at ways to reduce flood risk by considering appropriate flood protection measures and flood compensation. Additionally, in light of the increasing frequency and severity of extreme weather events associated with climate change, best industry practice and new standards, the condition and capacity of the railway drainage systems including underpasses are also being reviewed with a view to reducing the future risk of the railway flooding. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals, during both construction and operation. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial</p>

Matter Raised	EWR Co Response
	<p>environmental impacts. The PEIR will include information about the potential impacts to farmland, considering factors such as soil environment and severance and changes to accessibility. It will also assess potential impacts on surface water, groundwater, flood risk and land drainage associated with each proposal, including the road lowering for an underpass as part of Bow Brickhill Option 3. The PEIR will be presented at the statutory consultation. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The assessment will also consider the impact on the business park at Tilbrook. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR will deliver a range of benefits to the local, regional and national economy. Such as the business park at Tilbrook It will support economic growth of one of the most successful regions in the economy, through the provision of cheaper, greener and faster transport in an area constrained by poor east-west connectivity. Improved connectivity will join up key business clusters, broaden the labour pool for businesses, provide access to markets, enable greater collaboration and innovation for businesses and universities, and attract both investment and top talent to the UK. EWR can support the national levelling up agenda by providing the right environment for businesses growth across an area where new business formation, innovation and entrepreneurship is strong. This will aid not only new business growth and survival, but also assist in retaining businesses and investment in the UK encouraging further investment and scaling up across other parts of the country. Many businesses and industry sectors EWR will support already have</p>

Matter Raised	EWR Co Response
	<p>strong links to other parts of the country considered priority areas for levelling up. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Economic factors will be considered as part of Contribution to Enabling Housing and Economic Growth Assessment Factor.</p>
<p>Some respondents objected to Bow Brickhill Option 4. A few commented on the potential height and the visual impact of the bridge, while others expressed concern over the closure of Brickhill Street while the work is carried out; which could cause extra journey time. Additional concerns were about housing developments in the area, effects on Milton Keynes Development Partnership (MKDP) land and Tilbrook business park. Respondents commented on the proposed road bridge and re-alignment of Caldecotte Lake drive which could significantly impact on the development of Caldecotte Site C, with the potential to sterilise large parts of the site.</p>	<p>Options assessment: the non-statutory consultation took place at an early stage in the development of proposals and further information was not available at that time, including regarding the potential visual impact of the options. EWR Co is also carefully considering how the development can be designed to blend in with the local environment and will seek to reduce visual impact as far as reasonably practicable in the next phase of the design process. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the visual impact of the options as part of the Environmental Impacts and Opportunities Assessment Factor.</p> <p>Visual impact of bridge: assessing the impact of the Project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. The PEIR will include information regarding the impact on landscape and visual impacts. This will be presented at the statutory consultation with a full environmental statement being submitted as part of the development consent order application.</p> <p>Journey times: as part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local</p>

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	<p>sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The assessment will also consider the impact on the business park at Tilbrook. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. Further information will be presented at the statutory consultation. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co will prepare a Code of Construction Practice (CoCP) or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of the statutory consultation.</p> <p>Impact on developments: where there are already third-party development proposals in place, EWR Co is working with local planning authorities and developers such as Caldecotte Site C, and other stakeholders to align and coordinate proposals as much as possible with other developments, while recognising that each project has its own timescales and constraints. EWR Co appreciates the concerns around the environmental impact and will consider the importance of environmental sustainability in the activities and the</p>

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	<p>decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts. It is not EWR Co's intention to sterilise a location and will identify elements of the programme activities that could result in significant environmental effects, primarily by undertaking an Environmental Impact Assessment in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. This will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO.</p>
<p>Given the possibility of a complementary development to the business park and other surrounding businesses, they believe Bow Brickhill Option 1 and Bow Brickhill Option 4 could impact upon the efficient operation of the surrounding area in both land use and highways terms.</p>	<p>EWR Co will consider and seek to reduce the impact on the operation of the surrounding area for both land and highways use as part of the next phase of the project. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals, during both construction and operation. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information about the potential impacts to farmland, considering factors such as soil environment and severance and changes to accessibility. It will also assess potential impacts on surface water, groundwater, flood risk and land drainage. The PEIR will be presented at the statutory consultation. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include</p>

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	consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.
Several respondents opposed Bow Brickhill Options 1, Bow Brickhill Option 2 and Bow Brickhill Option 3. Other respondents raised concerns about the potential increase in traffic as well as vehicles colliding with the proposed underpass or bridge, potentially resulting in delays to rail services.	As part of the Environmental Statement that will form part of the DCO application, EWR Co will also prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co will consider safety in the design of any solution to reduce the likelihood of collision if a bridge or underpass is taken forward as part of the option selection process. Further information and proposals for mitigation will be presented at the statutory consultation.
A few respondents opposed Bow Brickhill Option 2 and Bow Brickhill Option 3 due to impact on landscape, traffic and properties.	EWR Co will consider and seek to reduce the impact on landscape, traffic and properties as part of the option selection process. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Assessing the impact of the Project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. The PEIR will include information regarding the impact on landscape and visual impact. This will be presented at the statutory consultation with a full environmental

Matter Raised	EWR Co Response
	<p>statement being submitted as part of the development consent order application. EWR Co is aware that closure of level crossings and road developments related to the scheme has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co will discuss the detailed design of the scheme with the landowners when the land requirements are known to seek to reduce the impact. Land requirements will be presented at the statutory consultation.</p>
<p>Many respondents shared their support for the closure of the Bow Brickhill level crossing and for it to be replaced by a bridge or underpass wherever possible as they believe level crossings are bad for both road and rail traffic.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals including support for a bridge or underpass. EWR Co is aware that closure of level crossings and road developments related to the scheme has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory</p>

Matter Raised	EWR Co Response
	<p>consultation. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Several respondents expressed general support for Bow Brickhill Option 1.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals including support for a bridge or underpass. EWR Co is aware that closure of level crossings and road developments related to the scheme has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory</p>

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	<p>consultation, and in response to the Government’s request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A few respondents support several Bow Brickhill Options.</p>	<p>EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals including support for a bridge or underpass. EWR Co is aware that closure of level crossings and road developments related to the Project has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government’s request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published</p>

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	<p>with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Some respondents supported Bow Brickhill Option 2, suggesting it would be less costly and less disruptive to the local area as the new road bridge passes over the railway.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals including support for a bridge or underpass. EWR Co is aware that closure of level crossings and road developments related to the scheme has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary.</p>

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	<p>Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A small number of respondents supported Bow Brickhill Option 3 on the basis that it minimises the amount of new road construction. While a few respondents think that an over bridge would be unsightly, it would not affect many people's day-to-day life, so on balance they expressed support for Bow Brickhill Option 3.</p>	<p>EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals including support for a bridge or underpass. EWR Co is aware that closure of level crossings and road developments related to the Project has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further</p>

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	information and proposals for mitigation will be presented at the statutory consultation.
<p>Many respondents voiced support for Bow Brickhill Option 4. A few respondents believe that it would reduce the environmental damage, cause the least impact to surrounding areas while retaining the grid road network. A few other respondents supported Bow Brickhill Option 4 as they feel it would effectively divert the traffic away from the Station Road and provides a connection to the A5. A few respondents think that Bow Brickhill Option 4 offers the best long-term solution among the options as the volume of traffic generated by the other options would be too high.</p>	<p>EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals including support for a bridge or underpass. EWR Co is aware that closure of level crossings and road developments related to the Project has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Bow Brickhill as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>

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<p>Convenience and safety of pedestrians are concerns for a few respondents, while others expressed concern about horse and cycle access.</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognises local people's concerns about EWR Co's proposals for Browns Wood level crossing. As part of the development of proposals, EWR Co is considering accessible and safe alternatives to level crossings. Of the options presented at the non-statutory consultation, Browns Wood Option 1 is not accessible for cycles, Browns Wood Options 2 and Browns Wood Option 3 are accessible for cycles. However, the nature of the land around Browns Wood crossing is rough terrain and is not easily accessible – and the crossing is only a footpath. As the crossing only connects a footpath, horse riders have not been considered for this location. EWR Co's proposals for Public Rights of Way (PRoWs) will be designed to the latest standards that will maintain or increase safety for walkers, cyclists and horse riders. Information about the design standards will be provided at the statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified that Browns Wood crossing should not remain open, and diversion to Pony Crossing will be required. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A few respondents proposed that the V11 road could be modified to become a dual carriageway across the railway line from the H10 road southwards to meet the new H11 road, providing an alternative to the V10 route and Bow Brickhill level crossing.</p>	<p>There is very little usage of the Browns Wood level crossing. A 2016 survey recorded four pedestrians a day. It would not be appropriate, in terms of cost and impact to the environment, to replace this level crossing with a road extension and a road bridge, and the required road infrastructure south of the railway. EWR Co is aware of the Milton Keynes Council (MKC) V11 Tongwell</p>

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	Street development proposals in the vicinity of this crossing and are working with MKC to ensure the potential EWR options take account of, changes to the highway and rights of way networks that could occur in connection with that development. This will include undertaking an assessment of the potential traffic impacts associated with EWR with a view to reduce disruption as far as reasonably practicable. This will be made available at the statutory consultation.
A few respondents suggested a bridge which is accessible to both pedestrians and traffic.	EWR Co understands that for some, a new road bridge in the Browns Wood level crossing area would be beneficial. There is very little usage of the Browns Wood level crossing. A 2016 survey recorded four pedestrians a day. It would not be appropriate, in terms of cost and impact on the environment, to replace this level crossing with a road extension and a road bridge, and the required road infrastructure south of the railway. Providing a road bridge is therefore not part of EWR Co's proposals for this area.
Potential impacts on local businesses and employment are concerns for respondents.	Impact on Business: at each stage of the planning and development process, EWR Co is assessing the impacts on local businesses. including the loss or severance of land and the disruption to local businesses including farming practices. EWR Co will seek to reduce impacts of the scheme on business practices where possible. To better understand how local land is used, EWR Co will continue to work with landowners and managers to gather information that will help inform the design process with more detail proposals to be shared at statutory consultation. EWR will deliver a range of benefits to the local, regional and national economy. It will support economic growth of one of the most successful regions in the economy, through the provision of cheaper, greener and faster transport in an area constrained by poor east-west connectivity. Improved connectivity will join up key business clusters, broaden the labour pool for businesses, provide access to markets, enable greater collaboration and innovation for businesses and universities, and attract both investment and top talent to the UK. EWR can support the national levelling up agenda by providing the right environment for businesses growth across an area where new business formation, innovation and entrepreneurship is strong. This will aid not only new business growth and

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	<p>survival, but also assist in retaining businesses and investment in the UK encouraging further investment and scaling up across other parts of the country. Many businesses and industry sectors EWR will support already have strong links to other parts of the country considered priority areas for levelling up. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Economic factors will be considered as part of Contribution to Enabling Housing and Economic Growth Assessment Factor.</p> <p>Impact on developments: EWR Co recognises that the connectivity options for the level crossings in the Bow Brickhill/Browns Wood area impact potential development land. EWR Co is working with Milton Keynes council to take into account plans for the area and are committed to working with affected stakeholders and landowners as proposals are developed in order to understand and limit the impact of the Project where reasonably practicable. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the Contribution to Enabling Housing and Economic Growth Assessment Factor.</p>
A respondent expressed concern over impact on ancient woodland.	EWR Co is not aware of any ancient woodland that will be impacted by potential interventions at the Browns Wood level crossing.
Some respondents stated that they oppose all the options and that they don't feel there is a need to close the crossing.	EWR Co recognises that closing level crossings raises concerns for local residents. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Browns Wood as having the potential to remain open, as confirmed within the Technical Summary. Before

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	<p>preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A respondent opposes Browns Wood Option 1 and feels that this option would not offer comprehensive accessibility for all and as such would not be a viable option.</p>	<p>The current Browns Wood level crossing does not provide an accessible level crossing and Browns Wood Option 1 replicates the existing crossing and is not an accessible solution. Browns Wood Option 2 and Browns Wood Option 3 provide an accessible solution as described in the Non-Statutory Consultation Document. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility as part of the Transport User Hub and Environmental Impact and Opportunities Assessment Factors. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified that Browns Wood crossing should not remain open, and diversion to Pony Crossing will be required. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A few respondents opposed Browns Wood Option 2 because of cost, while other respondents expressed concern that the footpath could be difficult for people with limited mobility. Additionally, the potential negative visual impact resulting from Browns Wood Option 2 is a concern for a few respondents.</p>	<p>EWR Co wants to provide a service that is accessible to a diverse range of end users and so EWR Co proposals will follow current rail legislation and modern standards, driven by a requirement to consider accessibility and users with reduced mobility. The nature of the footpath south of the crossing means that it is less suited for people with restricted mobility, but Browns Wood Option 2 was put forward as a proposal to accommodate groups that can access this location despite restricted mobility. A draft Equality Impact Assessment (EqIA)</p>

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	<p>will be submitted as part of the PEIR. It will aim to identify disproportionate and differential impacts on protected characteristic groups (PCGs) as a result of the Project. The PEIR will be presented at the statutory consultation. The EqlA will be further developed and submitted with the Environmental Statement as part of the DCO. The design for a bridge will consider multiple factors including visual impact and EWR Co will seek to reduce this as far as reasonably practicable in the next phase of the design process. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the cost of the Project, environmental impact (including visual impact) and transport user benefits. This will be presented at the statutory consultation.</p>
<p>A few respondents opposed Browns Wood Option 2 due to cost, while other respondents expressed concern that the footpath could be difficult for people with limited mobility. Additionally, the potential negative visual impact resulting from Browns Wood Option 2 is a concern for a few respondents.</p>	<p>EWR Co wants to provide a service that is accessible to a diverse range of end users and so EWR Co proposals will follow current rail legislation and modern standards, driven by a requirement to consider accessibility and users with reduced mobility. A draft Equality Impact Assessment (EqlA) will be submitted as part of the PEIR. It will aim to identify disproportionate and differential impacts on protected characteristic groups (PCGs) as a result of the Project. The PEIR will be presented at the statutory consultation. The EqlA will be further developed and submitted with the Environmental Statement as part of the DCO. The design for a bridge will consider multiple factors including visual impact and EWR Co will seek to reduce this as far as reasonably practicable in the next phase of the design process. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the cost of the Project, environmental impact (including visual impact) and transport user benefits. This will be presented at the statutory consultation.</p>
<p>A few respondents opposed Browns Wood Option 3. Some did not state why they opposed the option. Some were concerned about the impact on green space. Flooding is also mentioned by two respondents, with one respondent highlighting that the Caldecotte Brook and new housing development being</p>	<p>EWR Co will develop a PEIR to describe the likely environmental effects of the proposals, during both construction and operation. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well</p>

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<p>built in the vicinity may increase flood risk for this option. Some feel that the footpath would be unusable for people with limited mobility. A few other respondents raised concerns that underpasses are dark and could potentially be vandalised.</p>	<p>as identifying any potential beneficial environmental impacts. The PEIR will include information about the potential impacts on greenspace and flood risk. It will consider available information about local developments and will be published at the statutory consultation stage. Appropriate surveys will be undertaken to check the impact of underpass options, including a survey on drainage to understand and mitigate any impact. As the design progresses, EWR Co will also consider safety and security, including consideration of lighting requirements and how to reduce the risk of vandalism. This will be made available at the statutory consultation. EWR Co wants to provide a service that is accessible to a diverse range of end users and so EWR Co proposals will follow current rail legislation and modern standards, driven by a requirement to consider accessibility and users with reduced mobility. A draft Equality Impact Assessment (EqIA) will be submitted as part of the PEIR. It will aim to identify disproportionate and differential impacts on protected characteristic groups (PCGs) as a result of the Project. The PEIR will be presented at the statutory consultation. The EqIA will be further developed and submitted with the Environmental Statement as part of the DCO application. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include the safety and security risk (construction and operation) assessment factor, including the safety and security of an underpass option and the mitigation requirements to address this, such as additional lighting. This will be made available at the statutory consultation.</p>
<p>A few other respondents support the closing of the crossing, some on the condition that it is replaced by an underpass or bridge.</p>	<p>EWR Co notes comments from respondents about their support for the closure of level crossings. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at</p>

Matter Raised	EWR Co Response
	each level crossing. Analysis has identified that Browns Wood crossing should not remain open, and an alternative solution will need to be provided. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.
Some respondents expressed support for Browns Wood Option 1 as they believe it is the cheapest and easiest option, while reducing the need for land acquisition.	EWR Co notes comments from respondents about their support for Browns Wood Option 1 for Browns Wood. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the cost of the scheme as part of the Capital Cost Assessment Factor. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified that Browns Wood crossing should not remain open, and diversion to Pony Crossing will be required. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.
A few respondents supported several options.	EWR Co notes comments from respondents about their support for the Browns Wood Option 1 and Browns Wood Option 2. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more

Matter Raised	EWR Co Response
	<p>affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified that Browns Wood crossing should not remain open, and an alternative solution will need to be provided. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Some respondents supported Browns Wood Option 2, believing it would be less disruptive. A few respondents also supported this option on the basis that it would improve access by providing ramps for less mobile users.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals. Browns Wood Option 2 (Accessible bridge at existing level crossing) would have similar disruption to Browns Wood Option 1 (Step only bridge at existing level crossing) but would have less disruption to the railway than Browns Wood Option 3 (Underpass at existing level crossing). Browns Wood Option 3 (Underpass at existing level crossing) would provide a similarly accessible solution as Browns Wood Option 2 (Accessible bridge at existing level crossing) which will benefit disabled and older people in particular. EWR Co has taken all consultation feedback into consideration during design development, including the need for the proposed solution for crossing the railway to be accessible for pedestrians and cyclists. EWR Co is actively considering innovative designs to see if this could resolve some of the common issues with conventional bridges. These proposals will be informed by ongoing engagement with England's Economic Heartland on door-to-door connectivity and will consider the Non-Motorised User crossing integration opportunities throughout the option appraisal and selection process. Further information will be made available at the statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility as part of the Environmental Impacts and Opportunities Assessment Factor. EWR Co is committed to providing a safe, secure and accessible means to cross the railway and, where diversions are</p>

Matter Raised	EWR Co Response
	<p>essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified that Browns Wood crossing should not remain open, and diversion to Pony Crossing will be required. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Some respondents supported Browns Wood Option 3, believing it is the most accessible and least disruptive to the area, while a few other respondents supported this option as they felt that it would be cheaper to build and have less visual impact.</p>	<p>EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals. Browns Wood Option 3 (Underpass at existing level crossing) would provide a similarly accessible solution as Browns Wood Option 2 (Accessible bridge at existing level crossing). EWR Co has taken all consultation feedback into consideration during design development, including the need for the proposed solution for crossing the railway to be accessible for pedestrians and cyclists. EWR Co is actively considering innovative designs to see if this could resolve some of the common issues with conventional bridges. These proposals will be informed by ongoing engagement with England's Economic Heartland on door-to-door connectivity and will consider the Non-Motorised User crossing integration opportunities throughout the option appraisal and selection process. Further information will be made available at the statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility as part of the Environmental Impacts and Opportunities Assessment Factor. Browns Wood Option 3 would be the most disruptive solution for operation of the railway. Browns Wood Option 3 would be the most expensive option but would have less visual impact than Browns Wood Option 1 and Browns Wood</p>

Matter Raised	EWR Co Response
	<p>Option 2. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the cost of the scheme as part of the Capital Cost Assessment Factor and visual impact as part of the Environmental Impacts and Opportunities Assessment Factor. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified that Browns Wood crossing should not remain open, and an alternative solution will need to be provided. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Milton Keynes Council stated they are also developing options for these level crossings and EWR Co should work closely with them on a common proposal.</p>	<p>EWR Co is aware of the Milton Keynes Council (MKC) V11 Tongwell Street development proposals in the vicinity of this crossing and are working with MKC to ensure the potential EWR options take account of changes to the highway and rights of way networks that could occur in connection with that development. This will include undertaking an assessment of the potential traffic impacts associated with EWR with a view to reduce disruption as far as reasonably practicable. This will be made available at the statutory consultation.</p>
<p>A few respondents are concerned about the impact a new crossing could have on the local community. Specifically, the potential impact on access for housing developments on both sides of the track. Additionally, other respondents expressed concern about the accessibility of the proposed types of crossing, particularly for disabled people and cyclists.</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognises local people's concerns about EWR Co's proposals for Pony level crossing. EWR Co also understands that accessible and safe alternatives to level crossings are important for all users, including pedestrians, horse riders</p>

Matter Raised	EWR Co Response
	<p>and cyclists, so that everyone can make the journeys they require to access local facilities. EWR Co is aware that there are various developments proposed in the South East Milton Keynes area and recognises that there may be opportunities to work together to deliver wider benefits to the area or to enhance proposals and remain open to discussions. Where there are already development proposals published by developers and local authorities, EWR Co is working with local planning authorities, developers, and other stakeholders to align and coordinate proposals as much as possible, while recognising that each project has its own timescales and constraints. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. The company will continue to consider the impact of planned work as the Project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on Public Rights of Way (PRoWs) and land and property requirements. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRoWs. This will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation</p>

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	<p>Technical Report. This will include consideration of accessibility as part of the Environmental Impact and Opportunities Assessment Factor. EWR Co will prepare a Code of Construction Practice (CoCP) or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation. EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations.</p>
<p>Some respondents provided details on good practice for designing crossings for equestrian users, including guidance on surfaces, gradients and other factors. Some respondents stated a preference for a bridge solution to an underpass, however respondents stated some concerns about bridges. In particular, the potential for horses to spook on the bridge as trains pass underneath them. The potential noise generated from a bridge crossing is also a concern for a few respondents.</p>	<p>EWR Co understands that Pony level crossing is a bridleway crossing used by equestrian users, and this will be considered as EWR Co continues to develop the proposals for Pony bridleway crossing in order to ensure the needs of its users are met. Once an emerging preferred option has been identified, the good practice advice provided will be considered, along with the guidance provided by the British Horse Society in the development of the detailed design. Noise will be one of the assessment factors used in the option selection process and will be presented at the statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility and noise as part of the Environmental Impact and Opportunities Assessment Factor. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing, and in the case of Pony have considered keeping the crossing open. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>

Matter Raised	EWR Co Response
Respondents stated that they had no preference for the crossing options.	During the option selection a preferred option will be selected and this information provided at the statutory consultation.
A few respondents opposed closure and are concerned about the impact a new crossing could have on the local community.	EWR recognises that closing the level crossing raises concerns for local residents. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing, and in the case of Pony have considered keeping the crossing open. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. We are considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. These factors will be considered as part of the Environmental Impacts and Opportunities assessment factor. Further information and proposals for mitigation will be presented at the statutory consultation.
One respondent opposed Pony Option 1 and mentions concerns about the visual impact a steel structure could have on the neighbouring properties.	If selected as the preferred option, the design for a bridge in this location would consider multiple factors including visual impact. EWR Co is carefully considering how the Project can be designed to blend in with the local environment. Visual impact will be considered as part of the Environmental Impacts and Opportunities assessment factor and will be used to assess the options. A preferred option will be presented at the statutory consultation. The PEIR will include information regarding the landscape and visual baseline, preliminary construction and operation assessment of impact on landscape character and views. Zone of Theoretical Visibility will be produced to inform

Matter Raised	EWR Co Response
	extent of views. This will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application.
One respondent opposed Pony Option 2 and expressed concern about further diversions of the existing bridleway, potentially requiring users to double back on themselves.	If selected as the preferred option, the design for a bridge in this location would consider multiple factors including impact on the community. The impact on the Community (including diversions) will be considered as part of the Environmental impacts and Opportunities assessment factor in the selection of a preferred option.
A few respondents opposed Pony Option 3. Some are concerned about anti-social behaviour and safety if using an underpass at night. Additionally, a few respondents are concerned about the potential for drainage problems as a result of Pony Option 3. This includes comments about the route being impassable in the winter and the need for permanent water pumps to prevent flooding, which could become a maintenance liability. A few respondents have concerns about the amount of open space that could be lost by building an underpass.	As part of the next phase of option selection and design process, appropriate surveys will be undertaken to assess the potential for drainage issues and flooding associated with an underpass in this location and mitigate any impacts. EWR Co understands that drainage and flood risk in relation to underpasses is a concern for respondents. This will be a consideration when developing the proposals for this location, as well as the maintenance requirements. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include an assessment of safety and security of an underpass option and the mitigation requirements, such as additional lighting, to address issues such as personal safety, anti-social behaviour and vandalism (under the Safety Risk assessment factor). Similarly, an assessment of drainage and flooding will be undertaken under the Environmental Impact sub-assessment factor Water Resources and Flooding. The preferred options will be presented at the statutory consultation. EWR Co. will develop a PEIR to describe the likely adverse and beneficial environmental effects of the proposals. The PEIR will include assessment of impact on open spaces, Safety Risk and Water Resources and flooding. This will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application.
Several respondents expressed support for the closure of the level crossing. Some stated that they support the closure providing a form of crossing remains in place.	EWR Co notes comments from respondents about their support for the closure of Pony LX. At non-statutory consultation three options were presented that closed the crossing and replacing with an underpass or bridge. EWR Co is committed to providing a safe and secure means to cross the railway and,

Matter Raised	EWR Co Response
	<p>where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government’s request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Pony LX as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Some respondents supported Pony Option 1 because, in their view, this option would cause the least amount of damage to the surrounding green space and follows the line of the present crossing. Furthermore, a few respondents express support for a bridge but highlighted the importance of accessibility for bikes, wheelchairs, and pushchairs.</p>	<p>EWR Co notes comments from respondents about their support for Pony Option 1. Of the options presented at non-statutory consultation, Pony Option 1 would result in the least land-take and would follow the line of the existing crossing. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PIER will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application. EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife including greenspaces. As part of EWR Co’s commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. In particular, EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. As part of this, the Project has committed to delivering Biodiversity Net Gain along the Oxford to Cambridge area. Biodiversity Net Gain requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. This approach</p>

Matter Raised	EWR Co Response
	<p>supports the Government’s 25-year Environment Plan. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data, preliminary construction and operation assessment of impact on designated sites, habitats and species. EWR Co understands that accessible and safe alternatives to level crossings are important for users, including pedestrians, people with reduced mobility and cyclists, so that everyone can make the journeys they require. Pony Crossing is currently a bridleway crossing, so access by non-motorised users and particularly horse riders is a key consideration. EWR Co has taken all consultation feedback into consideration during design development, including the need for the proposed solution for crossing the railway to be accessible for cyclists and disabled people. EWR Co is actively considering innovative designs to see if this could resolve some of the common issues with conventional bridges. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel and will consider the Non-Motorised User crossing integration opportunities throughout the option appraisal and selection process. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility as part of the Environmental Impacts and Opportunities Assessment Factor. Further information will be made available at the statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government’s request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Pony LX as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next</p>

Matter Raised	EWR Co Response
	stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.
Some respondents expressed support for Pony Option 2, with a few commenting that, for horse riders, bridge crossings are preferable to an underpass. A few respondents also supported Pony Option 2 as it is slightly further away from residential properties and therefore would have less impact on the local community.	EWR Co notes comments from respondents about their support for Pony Option 2. Both Pony Option 1 and Pony Option 2 are bridges that would cater for horses and their riders. Pony Option 2 was considered, as the respondent notes, to move the bridge further away from residential property. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include impact on the community and accessibility as part of the Environmental Impacts and Opportunities Assessment Factor. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Pony LX as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.
Some respondents supported Pony Option 3. A small number supported the underpass as they feel it is most suitable for horses as they cannot see or be spooked by the trains.	EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals. All options, including Pony Option 3, would aim to reduce the impact on horses. EWR will consider the guidance published by the British Horse Society. Pony Crossing is currently a bridleway crossing, so access by non-motorised users and particularly horse riders is a key consideration. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel and will consider the NMU crossing integration opportunities throughout the

Matter Raised	EWR Co Response
	<p>option appraisal and selection process. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility as part of the Environmental Impacts and Opportunities Assessment Factor. Further information will be made available at the statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Pony LX as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A few respondents supported Pony Option 1 and Pony Option 2. Some respondents supported Pony Option 1 or Pony Option 2 because, in their view, this option would cause the least amount of damage to the surrounding green space and follows the line of the present crossing. Furthermore, a few respondents expressed support for a bridge but highlighted the importance of accessibility for bikes, wheelchairs, and pushchairs.</p>	<p>EWR Co notes comments from respondents about their support for Pony Option 1 and Pony Option 2. EWR Co notes the support for Pony Option 1 and Pony Option 2. Pony Option 1 and Pony Option 2 would have less impact on the surrounding green space. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PIER will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application. EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife including greenspaces. As part of EWR Co's commitment to changing the</p>

Matter Raised	EWR Co Response
	<p>environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. In particular, EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. As part of this, the project has committed to delivering Biodiversity Net Gain along the Oxford to Cambridge area. Biodiversity Net Gain requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. This approach supports the Government's 25-year Environment Plan. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data, preliminary construction and operation assessment of impact on designated sites, habitats and species. EWR Co understands that accessible and safe alternatives to level crossings are important for users, including pedestrians and cyclists, so that everyone can make the journeys they require. Pony Crossing is currently a bridleway crossing, so access by non-motorised users and particularly horse riders is a key consideration. A bridge crossing (Pony Option 1 and Pony Option 2) would be accessible for pedestrians, cyclists and horse riders. These proposals will also be informed by ongoing engagement with England's Economic Heartland on door-to-door connectivity and will consider the NMU crossing integration opportunities throughout the option appraisal and selection process. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility and green spaces as part of the Environmental Impacts and Opportunities Assessment Factor. Further information will be made available at Statutory Consultation EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at</p>

Matter Raised	EWR Co Response
	<p>each level crossing. Analysis has identified Pony LX as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A few respondents suggested that the underpass should be well lit, at an appropriate gradient and have a suitable non-slip surface. The length should also be kept to a minimum with the exit remaining visible. The underpass should also be accessible for horse riders, cyclists, and pedestrians.</p>	<p>EWR Co will consider the Non-Motorised User crossing integration opportunities as EWR Co continues through the option appraisal and selection process into the next level of detail in the design. EWR Co will work to ensure that the proposed design is safe for all its users by including suitable lighting and considering accessibility, surfaces and gradients as part of the design development. EWR Co recognises that Pony crossing is a bridleway that is used by horse riders and any crossing proposed at this location will therefore consider horse riders accessibility as part of its design. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include an assessment of safety and security of an underpass option under the Safety Risk Assessment Factor and the mitigation requirements to address this, such as additional lighting. Further information will be presented at the statutory consultation. EWR Co understands that accessible and safe alternatives to level crossings are important for users, including pedestrians, people with reduced mobility and cyclists, so that everyone can make the journeys they require. Pony Crossing is currently a bridleway crossing, so access by non-motorised users and particularly horse riders is a key consideration. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel and will consider the NMU crossing integration opportunities throughout the option appraisal and selection process. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility as part of the Environmental Impacts and Opportunities Assessment Factor.</p>

Matter Raised	EWR Co Response
	<p>Further information will be made available at the statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Pony LX as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>One respondent suggested that an alternative will be needed because EWR Co's plans do not take into account the South East Milton Keynes development proposals.</p>	<p>EWR Co is aware that there are various developments proposed in the South East Milton Keynes area including the SEMK proposals referred to by the respondent (https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/south-east-milton-keynes-strategic-urban-extension) and recognises that there may be opportunities to work together to deliver wider benefits to the area or to enhance proposals and remain open to discussions. Where there are already development proposals published by developers and local authorities, EWR Co is working with local planning authorities, developers, and other stakeholders to align and coordinate proposals as much as possible, while recognising that each project has its own timescales and constraints.</p>
<p>Respondents stated that the access for Non-Motorised User including pedestrians, cyclists, horse riders, should be maintained during construction and after. Several respondents supported the idea of building a footbridge to provide safe pedestrian and bike access over the Woburn Sands Road. Some respondents felt that the level crossing closures would impact older residents with limited mobility or who do not have access to a car, isolating them from the community and potentially negatively impacting their health.</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognises local people's concerns about EWR Co's proposals for Woburn Sands level crossing. EWR Co also understands that accessible and safe alternatives to level crossings are important for all users, including pedestrians, cyclists and horse riders, so that everyone can make the journeys they require to access local facilities. EWR Co is committed to providing a safe</p>

Matter Raised	EWR Co Response
	<p>and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes minimising the impact to communities from any crossing closures by providing reasonable alternatives where possible. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. Further information will be presented at the statutory consultation. Proposed options for this location will be developed to consider the access across the railway and access to the station. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel. EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations. EWR Co proposals will be presented at the statutory consultation. A draft Equality Impact Assessment (EqIA) will be submitted as part of the PEIR. It will aim to identify disproportionate and differential impacts on protected characteristic groups (PCGs) as a result of the project. The PEIR will be presented at the statutory consultation. The EqIA will be further developed and submitted with the Environmental Statement as part of the DCO.</p>

Matter Raised	EWR Co Response
<p>A few respondents believe that a possible increase in traffic could lead to an increase in air pollution.</p>	<p>EWR Co takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with the policy and law of the Government, such as the Clean Air Strategy. The Project team will work with local authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Environmental impacts and opportunities is one of the assessment factors, which specifically includes consideration of air quality impacts. This will be informed by a Transport Assessment, which will consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. EWR Co will use this information to inform the PEIR, which will describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information regarding the baseline air quality environment and identification of the relevant air quality standards and targets. The likely risks from construction activities and potential impacts from operation, including identification of mitigation and control measures will also be presented as part of the PEIR which will form elements to be considered at the statutory consultation. Further detail on EWR Co plans will be presented at the statutory consultation.</p>
<p>Some respondents suggested alternative options. Some respondents suggested building a footbridge, with a small number proposing a new footbridge at the old school crossing. A few respondents felt that this would improve safety and make it easier for pedestrians, especially school children, to cross the railway without interacting with heavy traffic at Woburn Sands level crossing. A small number of respondents suggest relocating the railway route. A few suggest rerouting the railway to pass under Newport Road, as</p>	<p>EWR Co will consider the feasibility of a footbridge design and location (such as the School Crossing location) as EWR Co continues through the option appraisal and selection process into the next level of detail in the design. Moving the MVL line away from village centres is not a feasible option because it would be not represent good value for money for the taxpayer, due to the increased amount of design, engineering works, materials and land take required to deliver. It would also have significantly higher environmental</p>

Matter Raised	EWR Co Response
<p>they believe this would remove the need for a crossing. A few questioned the need for the number of trains per hour passing through Woburn Sands and suggested having only two trains per hour passing through Woburn Sands.</p>	<p>impacts than upgrading the current line. The purpose of East West Rail is to provide new connectivity across the Oxford to Cambridge area, making it cheaper, easier and quicker for people to move around, and the new stations proposed will provide local people with the opportunity to experience that connectivity directly. The approach taken for the MVL aligns with one of the EWR project objectives; to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the Consultation Document). Moving the railway away from the communities would undermine the purpose that it serves and reduce its accessibility to potential rail users. Having the railway pass underneath Newport Road would require the railway to be provided within a cutting or tunnel, the railway would need to be lowered over a length of several kilometres to provide acceptable gradients for rail traffic. The environmental impacts of such works such as the earthworks would be far larger than the proposals presented at non-statutory consultation and have a far higher cost. EWR Co has done further work to understand the potential future level of demand for EWR services. This work suggests that the optimum train service for travellers to meet the demand between Bletchley and Bedford is up to three trains per hour. This is lower than that originally identified in the non-statutory consultation. EWR Co is looking again at the timetable for trains and where they would stop, which stations will remain open and what service will be provided at each station. Further detail on EWR Co plans will be presented at the statutory consultation.</p>
<p>Respondents made several suggestions regarding alternative footpaths: • Avoid closing footpaths especially the sewerage farm crossing that is used daily by some residents. • Suggest ramped bridge or underpass at Mill Farm. • Suggest a single pedestrian/Redway crossing between the Pony Level Crossing and the new Woodleys Road bridge. • Provide a new section of linked footpath connecting the route to Cranfield Road.</p>	<p>Sewerage farm Level Crossing: EWR Co recognises that closing level crossings raises concerns for local residents. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options</p>

Matter Raised	EWR Co Response
	<p>analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. EWR Co is looking closely at the feedback from the consultation as EWR Co continue to develop the options for the level crossing and to mitigate negative impacts on the community which is considered within Environmental Impacts and Opportunities assessment factor. Further information will be presented at the statutory consultation Mill Farm Option 2, as presented at non-statutory consultation, incorporates a bridge at Mill Farm. However, the land around the crossing is rough terrain and it is not easily accessible, which is why a stepped footbridge has been considered appropriate at this location. EWR Co has not put forward an option to provide an underpass at Mill Farm level crossing. An underpass was discounted due to the very low current usage of Mill Farm LX, the cost associated with construction and operation of the underpass and the increased risks associated with the underpass outweighed the transport benefits of providing pedestrian connectivity at the original level crossing..New single crossingThe suggestion of a single pedestrian/redway crossing would remove the road crossing which is required at Woodleys Crossing to replace Woburn Sands LX in Woburn Sands Option 1, or as a private farm crossing in Woburn Sands Option 2. To move the crossing to this location would require a larger land take for the new access routes and crossing infrastructure and which would have a higher environmental impact. As part of the option selection a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report will be considered. This will include consideration of Environmental Impacts and Opportunities Assessment Factor, in relation to which this proposal would have higher negative assessment compared to other options.</p>

Matter Raised	EWR Co Response
	Cranfield Road: EWR Co is only altering footpaths where necessary due to the new services EWR will provide to the area. A connection at Cranfield Road is currently not required as part of proposals to retain existing connectivity with the footpaths across the railway.
Respondent suggested an independent risk assessment for both options.	In order to ensure the options being developed and consulted on meet the Project objectives set by the Government, and to ensure a consistent approach to decision-making, a range of 15 Assessment Factors have been developed. These have been agreed with the Government and were outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. As the options are developed to a greater level of design, each concept will be tested against the differentiating assessment factors. For level crossings, such as Woburn Sands, EWR Co has identified the likely differentiating assessment factors as: Transport User Benefits (including car drivers), Capital Costs, Operating Costs, Short Distance Connectivity and Environmental Impacts and Opportunities. Following engagement with stakeholders, consideration of consultation feedback and further concept development, the concepts for Woburn Sands level crossing will be tested against these factors to help determine the emerging preferred option at this location. Furthermore, the emerging preferred option will be presented to the DfT to review and assess prior to the publication of the option at the statutory consultation stage.
A few respondents expressed concern over the amount of barrier down time.	There are several factors that influence barrier down times, including the protection and warning arrangements in place at the crossing. The configuration of the protection and warning arrangements are governed by legislation and industry standards. Each option will be subject to further design development and traffic modelling will be undertaken so that EWR Co has a clear understanding of level of use. EWR Co will consider connectivity for all types of user, and a risk assessment of the level crossing will be prepared which will consider barrier downtime, the effects on the local traffic network and the safety risks. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5

Matter Raised	EWR Co Response
<p>Several respondents expressed support for the closure of the level crossing. A few respondents stated they supported the closure providing a form of crossing remains in place. Additionally, a few respondents supported the proposals due to safety concerns regarding level crossings.</p>	<p>and Appendix C of the Non-Statutory Consultation Technical Report, and EWR Co will present the preferred option at the statutory consultation.</p> <p>EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals for closing the crossing. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Some respondents felt there is a lack of information in the Consultation Document about the Woburn Sands crossing. A few voiced concern about the possible negative impact on traffic and comment on the absence of a traffic survey.</p>	<p>EWR Co is committed to making sure that communities have the right information they need to help them make informed decisions about EWR Co proposals, with a level of detail appropriate to each stage of the Project's development. Consulting early on has helped to identify any key issues and concerns and consider how EWR Co can potentially avoid or reduce them. EWR Co will provide more detailed information and ask for people's views again at the statutory consultation before EWR Co submits the final proposals to the Government. Furthermore, throughout the EWR project, EWR Co has been actively engaging with local authorities, representatives, councillors, residents, businesses and stakeholders, and is encouraging people to provide feedback so that EWR Co can deliver the right railway for local communities. EWR Co is aware that any solution for the crossing has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport</p>

Matter Raised	EWR Co Response
	<p>Assessment which will include traffic surveys to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.</p>
<p>Some respondents suggested improvements to the road layout at the level crossing to help improve traffic flows and reduce the impact of barrier down times. Suggestions included introducing a dedicated right-turn into Cranfield Road, widened footpaths and the addition of a third lane. There were also suggestions that additional road signage could be provided on the approaches to Woburn Sands to encourage traffic to avoid the level crossing.</p>	<p>EWR Co understands that closing level crossings raises concerns for local residents, which is why EWR Co have proposed several options at each crossing location. EWR Co is aware that closure of level crossings has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. Once these factors have been considered, the extent to which mitigation is required can be determined. This could include the introduction of features such as right-turn only, additional lanes, additional signage or widened footpaths. However, EWR Co will consider the feasibility of the suggested improvements once the Transport Assessment has been carried out, as the option appraisal and selection process progresses into the next level of detail in the design. EWR Co is committed to providing a safe means to cross the railway and, where</p>

Matter Raised	EWR Co Response
	diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.
One respondent recommended that EWR Co needs to engage CBC regarding the scheme and the safety risks.	Throughout the Project, EWR Co has been actively engaging with local authorities, including CBC, representatives, councillors and stakeholders. CBC provided feedback to the 2021 consultation and their feedback is being addressed through ongoing engagement. As the options are developed to a greater level of design, each concept will be tested against the differentiating assessment factors which will demonstrate a clear improvement when compared to an alternative option. A full list of the assessment factors and further information on their application can be found in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This assessment includes safety and security risk for both the construction and operation of the railway. More detail on the proposals for the level crossings and plans for next steps will be presented at the statutory consultation.
Some respondents raised concerns about the environmental impact of the proposals, suggesting that they could cut off access to footpaths and public transport and therefore lead to increased car use and congestion. Impacts on wildlife, green space, and the visual environment are also mentioned by respondents raising environmental concerns.	EWR Co understands that closing level crossings raises concerns for local residents, which is why EWR Co has proposed several options at each crossing location. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits

Matter Raised	EWR Co Response
	<p>(please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. EWR Co has taken all consultation feedback into consideration as EWR Co has developed the proposals. Access across the railway and access to the station, businesses, and residents in close proximity will be considered during the development of proposed options. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel. EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations. We are aware that closure of level crossings and road developments related to the scheme has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The (PEIR) will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife as well as parks and greenspaces. As part of EWR Co's commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway and will also work to reduce the impact of the scheme on green</p>

Matter Raised	EWR Co Response
	<p>spaces. To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and, where this isn't possible, seeking to reduce and mitigate impacts and if necessary, providing compensation where this is feasible. The non-statutory consultation took place at an early stage in the development of proposals and further information was not available at that time, including regarding the potential visual impact of the options. However, EWR Co is carefully considering how the development can be designed to blend in with the local environment and will seek to reduce visual impact as far as reasonably practicable in the next phase of the design process. Assessing the impact of the Project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required. Further examples of where visual impacts are being considered are the potential use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using sensitive placement of appropriate planting to either screen views from sensitive receptors, or to soften the appearance and presence of engineering earthworks. EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife including priority habitats such as woodland and ancient woodland as well as parks and greenspaces. As part of EWR Co's commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. EWR Co is mapping where the new railway may cross and border habitats used by other important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary,</p>

Matter Raised	EWR Co Response
	<p>compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate. The PEIR will include information about potential impacts on habitats and species, and landscape character and views, and will be presented at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration traffic, habitats and visual impact as part of the Environmental Impact and Opportunities Assessment Factor.</p>
<p>Many respondents commented about traffic in and around Woburn Sands, delays caused by the level crossing today and the potential increase in traffic due to proposed housing developments in the area. There were also concerns about existing issues residents have with parking.</p>	<p>EWR Co recognises that Newport Road/Station Road is an important local road link which carries much of the local traffic around Woburn Sands and the surrounding area. EWR Co is aware that closure of level crossings and road developments related to the scheme has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at th statutory consultation. Where there are already proposals (such as housing development proposals) in place, EWR Co is working with local planning authorities, developers and other stakeholders to align and coordinate proposals as much as possible with other developments, while recognising that each project has its own timescales and constraints. Similarly, although highway improvements not directly related to the scheme are outside of EWR's scope, EWR Co will continue to work with local highway authorities to understand any</p>

Matter Raised	EWR Co Response
<p>Many respondents expressed concern over impact on community. They fear that the closure would split the community and reduce accessibility to facilities and amenities south of the track for residents living to the north, which would impact accessibility and local economy, including access to the school. There was significant concern about potential impacts on Edgewick Farm and other allotments. Respondents were also concerned about the impact of the proposals on the environment, green space and the severance of local walking routes.</p>	<p>interdependencies and identify potential mitigations where required as a result of the scheme.</p> <p>EWR Co is aware that the proposed changes to level crossings and accesses across the railway may impact the local communities along the Marston Vale line. EWR Co understand that severance is a significant concern to people living in villages in the vicinity of the railway. During the recent consultation EWR Co outlined options for Woburn Sands level crossing which considered both vehicular access and access for pedestrians, cyclists, and other non-motorised users. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government’s request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes reducing the impact to communities from any crossing closures by providing reasonable alternatives where possible. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities such as the school. Further information will be presented at statutory consultation. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety</p>

Matter Raised	EWR Co Response
	<p>and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife such as the allotments and Edgewick Farm. The new road within Woburn Sands Option 1 would connect to Bow Brickhill south of the railway, however as presented it may be necessary to provide an extension of the new road that would pass through the allotments and connect to the Leys This is one of the negative impacts from this option and a consideration in the assessment of preferred options as part of the Environmental impact and opportunities assessment factor. Further information will be presented at the statutory consultation. EWR Co will develop a PEIR to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PROWs. The PEIR will also include information regarding the impact on the local economy and will be presented at statutory consultation.</p>
<p>Many respondents believe the closure of the Woburn Sands level crossings and foot crossings would reduce the safety of pedestrians and cyclists. They claimed pedestrians would need to use the road crossing which they feel is more dangerous. Some respondents are especially concerned about the safety of local school children using the busy road crossing. Some respondents stated</p>	<p>EWR Co understands that safe, accessible alternatives to level crossings are important for all users so that everyone can make the journeys they require. EWR Co has taken all consultation feedback into consideration during design development, including concerns about potential impacts on health and the need for the proposed solution for crossing the railway to be accessible for</p>

Matter Raised	EWR Co Response
<p>that high volumes of traffic would reduce the safety of pedestrians and cyclists and have a potential negative impact on their health.</p>	<p>cyclists and safe for all users. The detailed design will be carried out in accordance with recognised industry standards published at the time of detailed design and these proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel. EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations. EWR Co has considered safety of the public and workers at all stages of design, and this will continue during construction and into operation and maintenance. The closure of School Crossing was undertaken by Network Rail before EWR took responsibility for planning the infrastructure required for Oxford to Cambridge services. One of the options does present installing a new bridge at this location as part of the solution. EWR Co recognises the community's concerns and will consider the feedback as EWR Co continue to develop EWR Co proposals in Woburn Sands and further information and proposals for mitigation will be presented at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of safety and accessibility within the safety risk assessment factor Further information will be presented at statutory consultation. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.</p>
<p>Some respondents commented on the potential negative impact on emergency service response times.</p>	<p>Emergency service access across the railway is an important consideration as EWR Co develop the proposals for Woburn Sands level crossing. EWR Co</p>

Matter Raised	EWR Co Response
	invited emergency services to participate in the 2019 and 2021 Non-Statutory Consultations. Although they did not provide a response to these consultations, EWR Co will continue to seek feedback as the EWR design progresses. EWR Co will also invite the emergency services to provide feedback at the statutory consultation stage.
<p>Many respondents voiced concern about the possible negative impact of the Woburn Sands level crossing closure on traffic flow and movement, and fear that it would lead to traffic rerouting onto other local roads which they believe are unable to cope with high volumes of traffic. They claimed that it would cause heavy congestion on roads such as Bow Brickhill Road, Theydon Avenue, The Leys and Hardwick Road.</p>	<p>At non-statutory consultation we provide two options for Woburn Sands, one that closes the crossing and provides a new bridge to the west (Woburn Sands Option 1) and one of which (Woburn Sands Option 2) would keep the crossing open. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The assessment will include roads in the local vicinity including Bow Brickhill Road, Theydon Avenue, The Leys and Hardwick Road. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. EWR Co understands that safe, accessible alternatives to level crossings are important for all users so that everyone can make the journeys they require. EWR Co has considered concerns about potential impacts on health and the need for the proposed solution for crossing the railway to be safe for all users. The detailed design will be carried out in accordance with recognised industry standards published at the time of detailed design to provide a high level of safety. EWR Co has considered safety of the public and workers at all stages of design, and this will continue during construction and into operation and maintenance. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of traffic and</p>

Matter Raised	EWR Co Response
	<p>transport, safety and environmental impacts, including air quality. These will be included within the Environmental Impacts and Opportunities Assessment Factor. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. The PEIR will include information regarding the baseline air quality environment and identification of the relevant air quality standards and targets. The likely risks from construction activities and potential impacts from operation, including identification of mitigation and control measures will also be presented as part of the PEIR. Further information on the proposals and impact on safety, congestion and air quality, will be presented at the statutory consultation.</p>
<p>Several respondents called for integrated planning between EWR, Milton Keynes Council and wider developments in the Woburn Sands area. In terms of consistency with other developments, a few respondents remarked that there has been a large amount of housing development in areas such as Stewartby and Kempston Hardwick, and that expansion is expected in Aspley Guise. Respondents commented that this might increase use of rail services, potentially making it more desirable to maintain stations in these areas. In addition, GB Railfreight remarked that it is essential that consistency with freight services is considered along the whole line.</p>	<p>EWR Co is aware that there are various developments proposed in the South East Milton Keynes area and recognise that there may be opportunities to work together to deliver wider benefits to the area or to enhance proposals and remain open to discussions. Where there are already development proposals published by developers and local authorities, EWR Co is working with local planning authorities, developers and other stakeholders to align and coordinate proposals as much as possible with other developments, while recognising that each project has its own timescales and constraints. This includes developments in the Stewartby, Kempston Hardwick, and Aspley Guise area. Similarly, although highway improvements not directly related to the scheme are outside EWR's scope, EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations where required as a result of the scheme. EWR Co has done further work to understand the potential future level of demand for EWR services This works suggests that the optimum train service for travellers to meet the demand between Bletchley and Bedford is up to three trains per hour. This is lower than that originally identified in the non-statutory consultation. EWR Co is looking again at the timetable for trains and where they would stop, which stations will remain open and what service will be provided at each station. Further information will be provided at the statutory consultation stage. EWR Co recognises the potential for the new rail link to unlock opportunities to improve freight connectivity and growth across the</p>

Matter Raised	EWR Co Response
	wider network. At this early stage, the potential future freight paths, origins and destinations are under review in discussion with government and industry partners and have not been confirmed. Further information will be presented at the statutory consultation.
A respondent suggested using adjacent land to accommodate additional facilities (parking) instead of closing the crossing on Newport Road.	The availability of parking at the station site is not related to the proposals to close the crossing. Although the current station site is constrained and limits the potential for enhanced facilities, the proposal to close the crossing is based on the impact of increased services on road traffic and the risk to the operational railway, rather than being driven by spatial considerations in relation to the station. EWR Co is developing designs for the station and reviewing the potential location of the station, including having it retained in its current location and extending potentially into adjacent locations. Further information will be provided at the statutory consultation.
Many respondents stated that maintaining vehicle access is vital. Many suggested that an underpass or bridge should replace level crossings to help reduce local traffic.	The options for Woburn Sands level crossings presented at non-statutory consultation considered both vehicular access and access for pedestrians, cyclists, and other non-motorised users. Options presented included both closure of the level crossing, which includes an offline bridge and new road, and retaining the level crossing. Both options will maintain vehicle access.
Many respondents opposed both proposed options with some expressing concern that the closure would split the community and reduce accessibility to facilities and amenities south of the track for residents living to the north, with specific reference to potential impacts on Edgewick Farm. Respondents also suggested that by reducing access journey times would increase for both pedestrians and road users.	Community severance: EWR Co is aware that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale line. EWR Co understands that severance is a significant concern to people living in villages in the vicinity of the railway particularly with the potential closure of crossings, at Non-statutory Consultation Woburn Sands Option 2 retains the existing crossing. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people,

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	<p>communities and the environment and how to avoid significant adverse impacts on health and quality of life. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRoWs. This will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application. EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation.</p> <p>Edgewick farm. Woburn Sands Option 1 would need a road to cross over on part of the community amenities and green spaces at the allotments, Edgewick Farm. This is one of the negative impacts from this option and a consideration in the assessment of preferred options. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the affected allotments within Environmental Issues and Opportunities Assessment Factor. As the design is further developed a traffic assessment will be undertaken and the required road layout will be reviewed, and further information will be provided at the statutory consultation. Journey time The preferred option will be selected following a rigorous process using a range of assessment factors,</p>

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	which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of short distance connectivity and rail passenger connectivity within the Short Distance Connectivity Assessment Factor. Further information will be presented at the statutory consultation.
Some respondents opposed closure of the level crossing due to impact on businesses, community, journey times, traffic, access to facilities and pedestrian/cycle accessibility.	EWR Co is aware that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale line. EWR Co is committed to providing a safe, secure and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified further potential options including keeping Woburn Sands crossing open, these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. We understand that severance is a significant concern to people living in villages the in the vicinity of the railway. During the non-statutory consultation EWR Co outlined options for Woburn Sands level crossing as referenced in Chapter 4 of the 2021 Non-Statutory Consultation report which considered both vehicular access and access for pedestrians, cyclists, and other non-motorised users. Reasonably practicable measures to keep the impact on journey times to a minimum will be considered during the next phase of the option selection and design process which will be presented at statutory consultation. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of

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	<p>transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. The Environmental Statement will also assess the impact of the scheme on businesses, considering disturbance, changes to access, severance and land take. EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes reducing the impact to communities from any crossing closures by providing reasonable alternatives where possible. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. Further information will be presented at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of safety and accessibility as part of the 'Environmental Impact and Opportunities Assessment Factor. Further information will be presented at the statutory consultation.</p>
<p>Some respondents voiced opposition to EWR's proposals overall, and specifically for Woburn Sands and the Marston Vale Line.</p>	<p>EWR was set up by the Government as a once in a generation opportunity to provide frequent, fast and reliable links for communities between Oxford, Milton Keynes, Bedford and Cambridge. The approach taken for the MVL aligns with the EWR project objectives; including the objective to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the Consultation Document). However, EWR Co recognises that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale</p>

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	line and understand the concerns raised by local residents. EWR Co has taken all consultation feedback into consideration during development of the proposals, including comments received about the proposals for Woburn Sands and the Marston Vale Line. Specific issues raised regarding the scheme and Woburn Sands proposals are covered in the rest of the section.
Some respondents opposed the suggestion of having a road bridge or underpass at the current level crossing site. They felt that the visual and physical impact of the structure would be significant and would negatively impact the Woburn Sands community.	EWR Co did not include either of these options in the non-statutory consultation because the early design work demonstrated that this would cause significant disruption to the local community to construct, would leave lasting visual and other environmental impacts and would require EWR Co to purchase both homes and local businesses. However, following a meeting with the Town Council and feedback received during the consultation process many people asked EWR Co to revisit this issue. The feedback received will be considered as designs are developed and further information will be presented at the non-statutory consultation.
Many respondents expressed opposition to Woburn Sands Option 1. Concerns included: lengthy diversion and increase the journey times divide the community and cut off villages from each-other, in particular Woburn Sands and Wavendon, including being cut off from amenities and the impact on businesses/local economy impact on house prices. Also, the impact on allotments/Edgwick farm impact on bus services and poor pedestrian access would force more people to use their cars, causing an increase in traffic/environmental impact, including reduction in green space, increase in air pollution, increased noise, impact on the countryside and the woods, including Wavendon Woods, and risk for local habitats and wildlife. One respondent stated that there is a large gas pipe that runs through the proposed location of the bypass which could possibly make Woburn Sands Option 1 unfeasible.	<p>EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. EWR Co presented two options at non-statutory consultation, including Woburn Sands Option 2 which would keep the crossing open. This would address some issues raised such as diversion length, pedestrian access, impact on allotments and environmental impact.</p> <p>Journey time: the preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of short distance connectivity and rail passenger connectivity as part of the short distance connectivity assessment factor. Further information will be presented at statutory consultation.</p> <p>Community severance: EWR Co is aware that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale line. EWR Co understand that severance is a significant concern to people living in villages in the vicinity of the railway. The preferred</p>

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	<p>option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the impact of severance on the local community and the extent to which these can be mitigated within the Environmental Impacts and Opportunities Assessment Factor. Further information will be presented at statutory consultation. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes minimising the impact to communities from any crossing closures by providing reasonable alternatives where possible, which is why a crossing would be provided west of the level crossing as part of Woburn Sands Option 1. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. This approach will help to address concerns regarding community severance. Further information will be presented at statutory consultation.</p> <p>Impact on Business: at each stage of the planning and development process, EWR Co is assessing the impacts on local businesses. including the loss or severance of land and the disruption to local businesses including farming practices. EWR Co will seek to reduce impacts of the scheme on business practices where possible. To better understand how local land is used, EWR Co will continue to work with landowners and managers to gather information that will help inform the design process with more detail proposals to be shared at statutory consultation. EWR will deliver a range of benefits to the local, regional and national economy. It will support economic growth of one of the most successful regions in the economy, through the provision of cheaper, greener and faster transport in an area constrained by poor east-west connectivity. Improved connectivity will join up key business clusters, broaden the labour pool for businesses, provide access to markets, enable greater collaboration and innovation for businesses and universities, and</p>

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	<p>attract both investment and top talent to the UK. EWR can support the national levelling up agenda by providing the right environment for businesses growth across an area where new business formation, innovation and entrepreneurship is strong. This will aid not only new business growth and survival, but also assist in retaining businesses and investment in the UK encouraging further investment and scaling up across other parts of the country. Many businesses and industry sectors EWR will support already have strong links to other parts of the country considered priority areas for levelling up. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will be considered as part of Contribution to Enabling Housing and Economic Growth Assessment Factor.</p> <p>Impact on house prices: EWR Co is aware that the proposals for Woburn Sands Option 1 may affect people's homes and businesses. In developing the plans, EWR Co aims to reduce the negative impact on people's land and property, including those referred to by respondents, and mitigate any impacts EWR Co cannot avoid. Properties where no part is required for the Project may be entitled to compensation when the railway is in operation under Part 1 of the Land Compensation Act 1973. This is for devaluation due to a number of physical factors such as noise. Part 1 compensation is explained in the guide on the website. EWR Co will seek to reduce the impact. As outlined above, EWR Co has set up the Need to Sell (NTS) property scheme to support property owners who have a compelling reason to sell their property but due to EWR are unable to do so other than at a substantially reduced value or, if they are unable to sell their property, would face an unreasonable burden in the next three years. Applicants will need to satisfy five criteria including evidencing that they currently have a compelling need to sell. The NTS scheme reflects non statutory consultation feedback and NTS consultation feedback, both received in 2021. More information can be found in the NTS Property Scheme Guidance and Application Form [Link to be added].</p>

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	<p>Allotments / Green Space: Woburn Sands Option 1 would need a road to cross over on part of the community amenities and green spaces at the allotments, Edgewick Farm. This is one of the negative impacts from this option and a consideration in the assessment of preferred options. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the affected allotments within Environmental Issues and Opportunities Assessment Factor. As the design is further developed a traffic assessment will be undertaken and the required road layout will be reviewed, and further information will be provided at the statutory consultation.</p> <p>Impact on bus services: as part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport such as buses. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.</p> <p>Non-Motorised User access: EWR Co understands that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognises local people's concerns about EWR Co's proposals for Bow Brickhill level crossing. EWR Co also understands that accessible alternatives to level crossings are important for other users, including pedestrians, people with reduced mobility, horse riders and cyclists so that everyone can make the journeys they require to access local facilities.</p>

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	<p>Proposed options will be developed to consider the access across the railway and access to the station and businesses in close proximity will be considered. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel and will consider the Non-Motorised User crossing integration opportunities throughout the option appraisal and selection process. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of Non-Motorised User access as part of the Transport User Benefits Assessment Factor. Further information will be presented at the statutory consultation.</p> <p>Environmental impact: environmental sustainability is an important factor for consideration by EWR Co in the activities and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts where reasonably practicable. Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice or an equivalent document, a draft of which will be submitted as part of PEIR and further developed and submitted as part of a Development Consent Order (DCO) application. This will include measures to control impacts related to construction, including carbon impacts, visual impact, particularly from concrete, dust, light, diesel, and the potential impact on flood risk. In addition, it will state permissible contractor working hours. In addition to the measures which EWR Co will apply during the construction of the works, the longer-term environmental impacts including green spaces, air pollution, noise, impact on the countryside and woodland, risk for local habitats and wildlife will also be considered in the design solution. The design of the works, therefore, will consider specific measures to reduce the impact of the Project on the surrounding environment during operation. For example, the use of landscaping and screening to reduce visual intrusion, and how new and</p>

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	<p>emerging technologies can be used in a long-term train fleet to reduce impacts. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the environmental impact within the Environmental Impacts and Opportunities Assessment Factor. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include assessments of green spaces, air pollution, noise, impact on the countryside and woodland such as Wavendon Woods, risk for local habitats and wildlife will be presented at statutory consultation and a full environmental statement will then be submitted as part of the Development Consent Order (DCO).</p> <p>Gas pipe: as part of the design development EWR Co will undertake utility surveys at the location of the proposals, if a gas pipe is at a location of a proposal this will be considered as part of the design if alterations are required. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of utilities as part of the Environmental Impacts and Opportunities and safety Risk Assessment Factors.</p>
<p>Many respondents expressed opposition to Woburn Sands Option 2. Concerns included: • Emergency service access. • Cost community severance impact on pedestrian and cycle access and journeys increased traffic on local roads, including the impact of blocking a north exit from Woburn Sands. • Impact on pollution levels.</p>	<p>EWR Co presented two options at Non-Statutory Consultation, Woburn Sands Option 1 which would provide a new bridge to the west, this would address some issues raised such as emergency service access.</p> <p>Emergency service access: EWR Co invited emergency services to participate in the 2019 and 2021 consultations. Although they did not provide a response to these consultations, EWR Co will continue to seek feedback as the EWR design progresses. EWR Co will also invite the emergency services to provide</p>

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	<p>feedback at the statutory consultation stage. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts including emergency service access. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the emergency service access as part of the Environmental Impacts and Opportunities Assessment Factor.</p> <p>Cost: the preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the cost of the scheme as part of the Capital Cost and Overall Affordability Assessment Factors.</p> <p>Community severance: EWR Co is aware that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale line. EWR Co understands that severance is a significant concern to people living in villages in the vicinity of the railway. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the impact of severance on the local community and the extent to which these</p>

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	<p>can be mitigated within the Environmental Impacts and Opportunities Assessment Factor. Further information will be presented at the statutory consultation. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes minimising the impact to communities from any crossing closures by providing reasonable alternatives where possible, which is why a crossing has been provided west of the level crossing as part of Woburn Sands Option 1. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they must be temporarily diverted, including to key community facilities. This approach will help to address concerns regarding community severance. Further information will be presented at the statutory consultation.</p> <p>Non-Motorised User access: EWR Co understands that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognise local people’s concerns about EWR Co’s proposals for Bow Brickhill level crossing. EWR Co also understands that accessible alternatives to level crossings are important for other users, including pedestrians, people with reduced mobility, horse riders and cyclists so that everyone can make the journeys they require to access local facilities. Proposed options will be developed to consider the access across the railway and access to the station and businesses in close proximity will be considered. These proposals will be informed by ongoing engagement with England’s Economic Heartland on first and last mile travel and will consider the Non-Motorised User crossing integration opportunities throughout the option appraisal and selection process. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of Non-Motorised User access as part of the Transport User Benefits Assessment Factor. Further information will be presented at statutory consultation.</p>

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	<p>Traffic: as part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. This will include consideration to the northern part of Woburn Sands and the traffic impacts there, congestion, access (including access restrictions), parking and any health, safety and security impacts and explore mitigations as far as reasonably practicable. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation.</p> <p>Impact on pollution levels EWR Co also takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with the policy and law of the Government, such as the Clean Air Strategy. The Project team will work with Local Authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the impact to nearby sensitive receptors within the Environmental Impacts and Opportunities Assessment Factor. Further information will be presented at the statutory consultation. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information on potential noise and air quality impacts in</p>

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	addition to mitigation and control measures for these impacts, and will be presented at statutory consultation.
Some respondents opposed the addition of car parking at Woburn Sands as they felt this would encourage more people to drive to the station, with the result of additional traffic and other negative impacts on the community.	EWR Co recognises these concerns and are committed to making EWR stations accessible by public transport and active travel modes to encourage modal shift away from private car journeys. EWR Co is undertaking forecasting and modelling work to understand likely future demand for car parking and to size any parking facilities appropriately for those who need to drive, while promoting sustainable transport options. Other considerations for parking facilities include electric charging points and disabled persons parking. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.
Respondents suggested a bridge for non-motorised vehicles, cyclists, and pedestrians.	As part of Woburn Sands Option 1 a new non-motorised vehicle bridge is proposed at the School Crossing site to provide connectivity. Further information will be presented at the statutory consultation.
A small number of respondents supported Woburn Sands Option 1 as it would provide pedestrian access with a ramp. A few respondents supported Woburn Sands Option 1 as they believe it would keep existing and planned new communities connected.	EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals of Woburn Sands Option 1. EWR Co understand that safe, accessible alternatives to level crossings are important for all users so that everyone can make the journeys they require. EWR Co has considered concerns about potential impacts on health and the need for the proposed solution for crossing the railway to be safe and secure for all users. The detailed design will be carried out in accordance with recognised industry standards published at the time of detailed design to provide a high level of safety and security. EWR Co has considered safety and

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	<p>security of the public and workers at all stages of design, and this will continue during construction and into operation and maintenance. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. This will include consideration to congestion, access (including access restrictions), parking and any health and safety impacts and explore mitigations as far as reasonably practicable. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open and to close Woodleys Crossing and extinguish crossing rights, as confirmed within the Technical Summary. Further assessment will be undertaken regarding the private crossing requirements. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>

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<p>Some respondents supported keeping the Woburn Sands level crossing open, as outlined in Woburn Sands Option 2, because of the benefits to motorised users. Some other respondents supported Woburn Sands Option 2 as the level crossing would allow pedestrians and cyclists to cross the railway and provide a vital link across the line for the community.</p>	<p>EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals of Woburn Sands Option 2. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. This will include consideration to congestion, access (including access restrictions), parking and any health, safety and security impacts and explore mitigations as far as reasonably practicable. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Respondents raised concerns about the impact on the country park proposals as outlined in the SEMK development.</p>	<p>EWR Co recognises local concerns about access to green space and community amenities and will factor this into the development of the proposals. EWR Co is working with Milton Keynes Council to understand their plans for the area</p>

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	<p>and are committed to working with them and other stakeholders to align EWR Co's proposals with planned development as part of the SEMK (https://www.milton-keynes.gov.uk/planning-and-building/planning-policy/south-east-milton-keynes-strategic-urban-extension) as far as possible. EWR Co is aware of the Woburn Sands Town Council request for a country park, however this is not currently included in the SEMK proposals. EWR Co will continue to engage Milton Keynes Council to understand whether these proposals are progressed.</p>
<p>Respondents suggested that the railway should be in a cutting or tunnel.</p>	<p>To provide a cutting or tunnel, the railway would need to be lowered over a length of several kilometres to provide acceptable gradients as part of British Standard BS6031. The environmental impacts of such works such as the earthworks would be far larger than the proposals presented at Non-Statutory Consultation and have a far higher cost. To provide adequate width within the railway corridor for emergency evacuation routes and to accommodate the necessary retaining structures on each side of the railway, it is likely that EWR Co would need to acquire additional land on either side of the railway, potentially including land within the gardens of houses neighbouring the railway. The cutting or tunnel would form a low point in the local topography and would therefore be prone to flooding. It is likely that a pumped drainage system would be required to remove water from the cutting or tunnel, which would incur on-going maintenance costs and may require additional land to accommodate the pumping equipment and possibly an attenuation facility (which might be required to avoid the risk of overwhelming the local drainage network). Therefore, while a cutting or tunnel may deliver some benefits to the community such as being visually less intrusive during operation, there would also be extensive negative impacts and additional cost. EWR Co do not consider these benefits are great enough to justify the considerable cost and adverse impacts.</p>
<p>Respondents recommended that to maintain the crossing it must be upgraded and barrier down time must be reduced.</p>	<p>There are several factors that influence barrier down times, including the protection and warning arrangements in place at the crossing. The configuration of the protection and warning arrangements are governed by legislation. All options including the option of keeping the crossing open</p>

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	<p>(Woburn Sands Option 2) will be subject to further design development, barrier downtime modelling and level crossing risk assessment which will be undertaken so that EWR Co have a accurate clear understanding of downtime and if there are potential upgrades which can reduce this time. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of downtime of the crossings as part of Transport User Benefits, Safety Risk. EWR Co will present further information at the statutory consultation.</p>
<p>Some respondents supported keeping the Woburn Sands level crossing open, as outlined in Woburn Sands Option 2, because of the benefits to motorised users. Some other respondents supported Woburn Sands Option 2 as the level crossing would allow pedestrians and cyclists to cross the railway and provide a vital link across the line for the community.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals of Woburn Sands Option 2. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. This will include consideration to congestion, access (including access restrictions), parking and any health and safety impacts and explore mitigations as far as reasonably practicable. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open,</p>

Matter Raised	EWR Co Response
	as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
<p>A small number of respondents supported Woburn Sands Option 1 as it would provide pedestrian access with a ramp. A few respondents supported Woburn Sands Option 1 as they believe it would keep existing and planned new communities connected.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals of Woburn Sands Option 1. EWR Co understand that safe, accessible alternatives to level crossings are important for all users so that everyone can make the journeys they require. EWR Co have considered concerns about potential impacts on health and the need for the proposed solution for crossing the railway to be safe for all users. The detailed design will be carried out in accordance with recognised industry standards published at the time of detailed design to provide a high level of safety. EWR Co has considered safety of the public and workers at all stages of design, and this will continue during construction and into operation and maintenance. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. This will include consideration to congestion, access (including access restrictions), parking and any health and safety impacts and explore mitigations as far as reasonably practicable. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities</p>

Matter Raised	EWR Co Response
	for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.
Many respondents requested that traffic surveys are undertaken to inform the proposals to understand the level of impact on local roads.	As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.
Respondent expressed worry that the plans were made without proper site visits.	EWR Co has undertaken several site visits to Woburn Sands throughout the development of the proposals. EWR Co will continue to undertake site visits as the Project continues to progress.
Several respondents made comments indicating general support, including support for improving the service, both Woburn Sands Option 1 and Woburn Sands Option 2, or aspects of both options. A few respondents believe that improving reliability and connectivity will be beneficial and increase opportunities for local people. Some respondents provided general support for increasing the speed and frequency of trains.	EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals for Woburn Sands crossing group. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this

Matter Raised	EWR Co Response
	Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Woburn Sands as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.
A small number of respondents suggested that a bridge would be a good solution to solve issues related to the closure of the level crossing.	EWR Co did not include a bridge or underpass at the crossing site in the options presented in the non-statutory consultation because the early design work demonstrated that this would cause significant disruption to the local community to construct, would leave lasting visual and other environmental impacts and would require EWR Co to purchase both homes and local businesses. However, following a meeting with the Town Council and feedback received during the consultation process many people asked EWR Co to revisit this issue. The feedback received will be considered as designs are developed and further information will be presented at statutory consultation.
Respondent suggested weight restriction to limit HGV access to the town centre.	Although highway restrictions not directly related to the scheme are outside of EWR's scope, EWR Co will continue to work with National Highways and local highway authorities to understand any interdependencies and identify potential mitigations where required as a result of the Project. The changing of HGV access on roads is not directly related to the EWR scheme and is not something EWR Co is proposing or affect. .
Respondents stated that accessibility needed to be considered. EWR Co should consider: MISSING COPY?	EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognise local people's concerns about proposals for Aspley Guise and Husborne Crawley level crossings. EWR Co also understands that accessible alternatives to level crossings are important for all users, including pedestrians, cyclists and horse riders, so that everyone can make the journeys they require to access local facilities.

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A few respondents highlighted the need to listen to local residents, claiming that Aspley Guise Parish Council does not effectively represent local feelings on alternatives to the level crossing.	Throughout the EWR project, EWR Co been actively engaging with local authorities, representatives, councillors and local communities. EWR Co does not assume that the parish council represents the views of all local residents, which is why local communities are also given an opportunity to provide their views during formal consultation at both the non-statutory and statutory stages. EWR Co will ask for people's views again at statutory consultation before submitting the DCO application.
Respondent suggested an alternative option in which Salford Road is terminated at the crossing as per Woburn Sands Option 2, but a link road from a part of Salford Road called 'The Slype' is directed back toward the village, interacting with Berry Lane, bridging the railway as suggested by Woburn Sands Option 1, and emerging on Bedford Road alongside Wendsden Drive just west of Mount Pleasant.	The proposal suggested would be similar to the bypass of the level crossing as per Woburn Sands Option 1. EWR Co will develop options including road alignments as the design is progressed. Part of the consideration for the road alignment will be to reduce interference and impact to residential properties and priority habitats, while we consider where the road bypass could join the existing road network.
A few respondents suggested that wider development plans should be taken into consideration while choosing the final design.	EWR Co is aware that there are various developments proposed in the South East Milton Keynes area and recognise that there may be opportunities to work together to deliver wider benefits to the area or to enhance proposals and remain open to discussions. Where there are already development proposals published by developers and local authorities, EWR Co is working with local planning authorities, developers, and other stakeholders to align and coordinate proposals as much as possible, while recognising that each project has its own timescales and constraints. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of visual impact as part of the Environmental Impact and Opportunities Assessment Factor. Similarly, although highway improvements not directly related to the scheme are outside EWR's scope, EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations where required as a result of the Project.
A small number of respondents expressed concern about the potential consequences of new development on the environment. Concerns focus on inadvertent effects on the countryside, wildlife, mature trees, and biodiversity	EWR Co considers the importance of environmental sustainability in the activities and the decisions made to ensure that the Project is designed, constructed, operated and maintained in an environmentally responsible

Matter Raised	EWR Co Response
<p>within the conservation area, alongside fears that the potential environmental damage outweighs the benefits of the Project.</p>	<p>manner that reduces negative environmental impacts. EWR Co is determined to be an industry leader on environmental sustainability across the whole life cycle of the project. EWR Co aims not just to reduce impact but to realise opportunities to enhance the environment in line with the Government's 25 Year Environment Plan and EWR Co's own vision for the East West Rail scheme. EWR Co aims to protect and enhance the natural and historic environment; to be a net zero carbon railway; to ensure the resilience of the infrastructure; and to contribute to the wellbeing of communities and customers. EWR Co understand respondents concern on the effects on the countryside, wildlife, mature trees, and biodiversity within the Aspley Guise and Husborne Crawley (Church End) conservation areas. Woburn Sands Option 1, presented at Non-Statutory Consultation would impinge on the conservation area. Any possible impact from the scheme. on the countryside, wildlife, mature trees, and biodiversity will be considered under the Environmental Impact assessment factor and EWR Co will identify potential mitigations where required as a result of the scheme. The company will identify elements of the programme activities that could result in significant environmental effects, primarily by undertaking an Environmental Impact Assessment in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities. Where impacts on the environment are identified options would be considered to avoid the impact, mitigations would be considered. The PEIR will be presented at the statutory consultation, and the ES will be presented at the DCO submission. Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice or an equivalent document submitted as part of a Development Consent Order (DCO) application. This will include measures to control impacts related to construction noise and vibration, air quality, contaminated land, ecology, historic environment, construction traffic, tree protection, surface and groundwater management, waste management and general site operations. In addition, it will state permissible contractor working hours. EWR Co's teams will continue to engage with local people and</p>

Matter Raised	EWR Co Response
	<p>communities to understand the arrangements which are least disruptive to people's lives and businesses and will ensure that appropriate measures are in place to protect the flora and fauna of the corridor through which construction works will take place. Often this will involve the use of physical barriers and occasionally will require the relocation of species to an alternative location. In addition to the measures which EWR Co will apply during the construction of the works, the longer-term environmental impacts will also be considered in the design solution. The design of the works, therefore, will consider specific measures to reduce the impact of the Project on the surrounding environment during operation. For example, the use of landscaping and screening to reduce visual intrusion, and bunds or noise barriers to reduce railway noise and how new and emerging technologies can be used in a long-term train fleet to reduce impacts.</p>
<p>Some respondents stated that the use of Footpath 12 increased during lockdown. There was also a suggestion that EWR Co should consider an underpass at this location.</p>	<p>In the next stage of developing the proposals EWR Co will be undertaking surveys and modelling to understand current usage levels relevant to the level crossings, including Old Manor Farm LX (Footpath No. 12) and how the proposals might affect the area. Information obtained will be used in the Assessment Factor process, under the Environmental Impacts assessment factor. Further information will be presented at the statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work including an appraisal of an underpass option will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. Further information will be provided at the statutory consultation.</p>

Matter Raised	EWR Co Response
<p>Respondents raised concerns about the impact of the proposals on the local community. There was concern that the village history and character would be impacted, that communities would be severed, and that noise would have a negative impact.</p>	<p>EWR Co will seek to avoid or reduce direct impacts on historic and cultural assets including the Aspley Guise and Husborne Crawley (Church End) and listed buildings. As far as is reasonably practicable EWR Co will aim to avoid harm to the setting of designated heritage assets, prioritising those of the highest sensitivity such as Scheduled Monuments, Grade I and Grade II listed buildings and parks and gardens. In order to do this, early identification and surveys of those assets most likely to be affected will be carried out so the scheme can be designed to avoid these and where this is not possible, incorporate appropriate mitigation measures into the design. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the impact on community heritage assets as part of the Environmental Impact and Opportunities Assessment Factor. We understand that severance is a significant concern to people living in villages in the vicinity of the railway. Woburn Sands Option 1 would provide a road bridge across the railway to mitigate any severance. Woburn Sands Option 2 would provide a footbridge at Old Manor Farm crossing and would mean that local people would have further to travel to cross the railway, but many car journeys would take no longer via the alternative routes. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Aspley Guise and Husborne Crawley as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be</p>

Matter Raised	EWR Co Response
	<p>presented at statutory consultation.. EWR Co recognises that noise and vibration from both the construction and operation of a railway is an important issue for local communities. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of noise and vibration as part of the Environmental Impact and Opportunities Assessment Factor. Further information will be provided at the statutory consultation.</p>
<p>Respondents raised concerns about the impact of proposals on roads and congestion. They suggested that a transport assessment should be undertaken and that EWR Co should not reroute traffic through quiet roads. One respondent suggested that developer contributions should be sought to mitigate the impact on roads and congestions.</p>	<p>EWR Co is aware that the closure of level crossings and other road developments related to the scheme have the potential to impact traffic on the local road network. If Woburn Sands Option 2 (road closure with no replacement) is to be used it is conceived that traffic would use the existing road network at Woburn Sands or Bedford Road. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. This will include an assessment of local roads around Aspley Guise (which may be considered by respondents to be quieter and less used) and the effects the proposals will have on them. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation. EWR Co is aware that there are several proposed developments around Aspley Guise and are undertaking ongoing discussions with local authorities, developers and other stakeholders to consider their proposals and to help</p>

Matter Raised	EWR Co Response
	ensure that the benefits of EWR are delivered for both new and existing communities. If appropriate, EWR Co will discuss possible developer contributions with developers. Further information will be presented at the statutory consultation.
Respondents suggested that the only solution for maintaining vehicle access is to deliver a bridge or underpass.	EWR Co did not include an option for a bridge or underpass at the site of the level crossing in Aspley Guise because the early design work demonstrated that this would cause significant disruption to the local community to construct and would require EWR Co to purchase both homes and local businesses. Woburn Sands Option 1 provides a new road around Aspley Guise Village to the east, providing vehicular accessibility. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Aspley Guise and Husborne Crawley as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
Several respondents expressed general support for the closure of the Aspley Guise level crossing without providing further details. A small number stated that their support for the closure is dependent on an alternative crossing being provided. Some respondents suggested providing footbridges at the closures.	EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals to close the Aspley Guise level crossing. EWR Co is further exploring options for the crossings, including keeping the crossings open. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes reducing the impact to communities from any crossing closures by providing reasonable alternative crossings where possible. The options presented have been

Matter Raised	EWR Co Response
	<p>selected to provide connectivity across the railway including within both Aspley Guise Option 1 and Aspley Guise Option 2. Both options would result in the closure of the smaller crossings, but maintain footbridge crossings at the station and at the footpath crossings (Old Manor Farm and Husborne Crawley No. 6) Aspley Guise/Husborne Crawley Option 1 would provide a footbridge at the station, road crossing at Old Manor Farm, and a footbridge at Husborne Crawley No. 6. Aspley Guise/Husborne Crawley Option 2 would provide footbridges at the station, Old Manor Farm, and Husborne Crawley No. 6. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. we have carried out further options analysis at each level crossing. Including the potential to keep Aspley Guise crossing open. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation. Further information will be presented at the statutory consultation.</p>
<p>Some respondents expressed concern about the closure of the level crossings, with a few objecting in strong terms. Reasons included fears around the community being divided and potentially longer journey times at extra cost to drivers. Additionally, access for non-motorised traffic is a concern for some respondents, particularly the impact of the level crossing closure on pedestrian and equestrian access across the railway, as well as the potential impact on cyclists where alternative road routes may be unsafe. Respondents also voiced concerns about the possible negative impact on the local community as a result of the level crossing closure, particularly the potential for increased development from Milton Keynes, the risk of damage to the</p>	<p>Closure of Level Crossing: EWR Co understands that closing the level crossing raises concerns for local residents, which is why EWR Co have proposed two options at this crossing location (Aspley Guise/Husborne Crawley Option 1: Road bridge east of level crossing. Aspley Guise/Husborne Crawley Option 2: Let traffic dissipate into local roads). EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway whilst still</p>

Matter Raised	EWR Co Response
<p>village and the break-up of long-established communities. Furthermore, some respondents stated that the proposals do not account for increases in traffic and the impact this would have on local roads. In particular, these respondents commented that the centre of Aspley Guise village does not have the infrastructure to support more traffic.</p>	<p>delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. That analysis has identified further potential options, including keeping the Aspley Guise level crossing open, and these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p> <p>Accessibility (NMU): EWR Co has taken all consultation feedback into consideration as EWR Co have developed the proposals, including the need for cycle and pedestrian access. Access across the railway will be considered during the development of proposed options. EWR Co will also endeavour to provide ongoing access during construction, subject to safety and security considerations. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel and will consider the Non-Motorised User crossing integration opportunities throughout the option appraisal and selection process. Further information will be made available at the statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility as part of the Environmental Impacts and Opportunities Assessment Factor.</p> <p>Impact on community: EWR Co is aware that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale Line. EWR Co understands that severance is a significant concern to people living in villages in the vicinity of the railway. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and</p>

Matter Raised	EWR Co Response
	<p>operation of the scheme. This includes reducing the impact to communities from any crossing closures by providing reasonable alternatives where possible. In particular Severance will be considered under the Environmental Impact assessment factor. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. Further information will be presented at statutory consultation.</p> <p>Impact on traffic: as part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. The Transport Assessment will include consideration of known future developments. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.</p> <p>Journey time: the preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of short distance connectivity and rail passenger connectivity, under AF's Short distance travelling and Short distance passenger service. Further information will be presented at the statutory consultation.</p>
<p>Several respondents opposed Aspley Guise/Husborne Crawley Option 1. Several respondents mentioned concerns about the potential environmental impacts of Aspley Guise/Husborne Crawley Option 1. This included a small</p>	<p>Wildlife: EWR Co recognises that Aspley Guise/Husborne Crawley Option 1 may have a greater environmental impact than Aspley Guise/Husborne</p>

Matter Raised	EWR Co Response
<p>number of remarks about the impact on wildlife such as, stag beetles, bats, deer, foxes and birdlife such as yellow hammers, sparrow hawks and tawny owls. A small number of respondents expressed concern about the potential impact on mature trees and woodland areas as well as the possible impact on wildlife corridors.</p>	<p>Crawley Option 2 and full assessments are still to be carried out to determine the full environmental impacts of both options. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of environmental impacts within the Environmental Impact and Opportunities Assessment Factor. However, EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife. As part of EWR Co's commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. EWR Co is mapping where the new railway may cross and border habitats used by other important protected species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data, preliminary construction and operation assessment of impact on designated sites, habitats and species. This will be presented at the statutory consultation with a full environmental statement being submitted as part of the DCO application.</p> <p>Woodland: EWR Co recognises that Aspley Guise/Husborne Crawley Option 1 could impact priority habitat, but we are following the environmental</p>

Matter Raised	EWR Co Response
	<p>mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage the Project is primarily focused on trying to avoid and reduce impact, by making decisions that help design out the potential for environmental impacts. The Project has committed to delivering Biodiversity Net Gain which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development which includes woodland.</p> <p>Impact on community: EWR Co is aware that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale Line. EWR Co understand that severance is a significant concern to people living in villages in the vicinity of the railway. EWR Co recognises the potential impact on Berry Lane, and as part of the Aspley Guise/Husborne Crawley Option 1 proposal a new access is provided on the northern side of Berry Lane. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes reducing the impact to communities from any crossing closures by providing reasonable alternatives where possible. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. This approach will help to address concerns regarding community severance and loss of village identity. Further information will be presented at statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Including the potential to keep Aspley</p>

Matter Raised	EWR Co Response
	<p>Guise crossing open. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p> <p>Impact on traffic: as part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. This will include consideration to congestion, including the impact on Salford Road and Aspley town centre, access, parking, noise and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.</p> <p>Journey time: the preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of short distance connectivity and rail passenger connectivity, under assessment factors for Short distance travelling and Short distance passenger service. Further information will be presented at statutory consultation.</p>
<p>Several respondents supported Aspley Guise/Husborne Crawley Option 1, citing the importance of replacing the Aspley Guise level crossing with a means of continued crossing. Furthermore, a few respondents supported Aspley Guise/Husborne Crawley Option 1 for safety reasons, particularly for cyclists.</p>	<p>EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals for Aspley Guise Option 1. EWR Co understands that safe, accessible alternatives to level crossings are important for all users so that everyone can make the journeys they require.</p>

Matter Raised	EWR Co Response
	<p>EWR Co has considered concerns about potential impacts on health and the need for the proposed solution for crossing the railway to be safe and secure for all users. The detailed design will be carried out in accordance with recognised industry standards published at the time of detailed design to provide a high level of safety. EWR Co has considered safety and security of the public and workers at all stages of design, and this will continue during construction and into operation and maintenance. EWR Co is further exploring options for the crossings, including keeping the crossings open. EWR Co is committed to providing a safe, secure and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Aspley Guise and Husborne Crawley as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>Several respondents supported Aspley Guise/Husborne Crawley Option 2 because they felt it was the least destructive option, more cost effective and has the least impact on the village way of life and the residents. Some respondents supported Aspley Guise/Husborne Crawley Option 2 because it diverts through traffic away from the centre of Aspley Guise village. Respondents caveat their support, emphasising the importance of minimising HGV traffic through the village centre and on the narrow roads around the village. Aspley Guise/Husborne Crawley Option 2 is also supported by a small number of respondents due to its lesser impact on the landscape and the</p>	<p>EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals for Aspley Guise/Husborne Crawley Option 2. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in the Consultation Technical Report. This will include consideration of the cost of the scheme as part of Capital Costs assessment factor. Further information will be presented at the statutory consultation. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport,</p>

Matter Raised	EWR Co Response
<p>environment. This relates, in particular, to maintaining the rural character of the area north of the railway and protecting the green space of the village.</p>	<p>including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic including HGVs EWR Co will require to construct the railway. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. Although vehicle movements not directly related to the scheme are outside EWR's scope such as HGV movements, EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations where required as a result of the scheme. Assessing the impact of the Project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to locate a proposed road bridge. Further examples of where visual impacts are being considered are the potential use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using sensitive placement of appropriate planting to either screen views from sensitive receptors, or to soften the appearance and presence of engineering earthworks. Assessing the impact of the project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. The PEIR will include information regarding the impact on landscape and visual impact. This will be presented at the statutory consultation with a full environmental statement being submitted as part of the DCO application. The preferred</p>

Matter Raised	EWR Co Response
	<p>option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of visual impact as part of the Environmental Impact and Opportunities Assessment Factor. EWR Co is further exploring options for the crossings, including keeping the crossings open. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Aspley Guise and Husborne Crawley as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>Some respondents suggested the Aspley Guise crossing should be retained with technology upgrades, or a new road bridge should be provided elsewhere.</p>	<p>EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Aspley Guise has been identified as a crossing for potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This would include if any technology upgrades are required for the crossing. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for</p>

Matter Raised	EWR Co Response
	mitigation will be presented at statutory consultation. As part of the proposals presented at the non-statutory consultation, Aspley Guise/Husborne Crawley Option 1 proposes a road bridge to the east of the crossing.
Several respondents expressed general support for the closure of the Aspley Guise level crossing without providing further details. A small number stated that their support for the closure is dependent on an alternative crossing being provided. Some respondents suggested providing footbridges at the closures.	EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals to close the Aspley Guise level crossing. EWR Co is further exploring options for the crossings, including keeping the crossings open. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes reducing the impact to communities from any crossing closures by providing reasonable alternative crossings where possible. The options presented have been selected to provide connectivity across the railway including within both Aspley Guise/Husborne Crawley Option 1 and Aspley Guise/Husborne Crawley Option 2. Both options would result in the closure of the smaller crossings, but maintain footbridge crossings at the station and at the footpath crossings (Old Manor Farm and Husborne Crawley No. 6) Aspley Guise/Husborne Crawley Option 1 would provide a footbridge at the station, road crossing at Old Manor Farm, and a footbridge at Husborne Crawley No. 6. Aspley Guise/Husborne Crawley Option 2 would provide footbridges at the station, Old Manor Farm, and Husborne Crawley No. 6. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. we have carried out further options analysis at each level crossing. Including the potential to keep Aspley Guise crossing open . Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be

Matter Raised	EWR Co Response
	presented at statutory consultation. Further information will be presented at statutory consultation.
Some respondents expressed concern that none of the proposed options provide sufficient access across Ridgmont for non-motorised users, specifically horse riders and wheelchairs.	EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognises local people's concerns about EWR Co's proposals for Husborne Crawley No. 10 and Ridgmont level crossings. This is why EWR Co provided a total of three connectivity options to replace the existing crossings at Husborne Crawley No. 10 and Ridgmont. Non-Statutory Consultation Husborne Crawley 10/Ridgmont Option 3 does provide an accessible Non-Motorised User crossing at the existing Ridgmont level crossing, however, it is not proposed to cater for horses. Horse riders would need to follow the same diversion as traffic if Ridgmont crossing is to close, along the A507 which connects at both ends of Station Road. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified that Ridgmont level crossing have been identified as having the potential to remain open as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.
Respondents stated that there was not enough explanation about Husborne Crawley 10/Ridgmont Option 2 and it was hard to fully understand it.	Husborne Crawley 10/Ridgmont Option 2 in the non-statutory consultation was to provide a footbridge across the railway at the site of the current foot crossing for Footpath No.10. A stepped footbridge was proposed as the current footpath network is not accessible. At this stage, the proposals presented in the consultation indicate options which could be developed

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	further. More detailed plans will be produced at the next stage of design and shared during the statutory consultation.
Respondents raised concerns that the M1 J13 is already congested and will be worsened by planning in Ridgmont.	EWR Co acknowledges the respondents concerns that there are existing capacity issues with Junction 13 of the M1.
Some respondents opposed the proposed three options and stated that they do not want any changes to occur. Some stated that they do not want either of the crossings to close.	EWR Co recognises that closing level crossings raises concerns for local residents. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified that Ridgmont level crossing have been identified as having the potential to remain open, however Husborne Crawley No. 10 crossing should not remain open, and an alternative solution will need to be provided. as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
Some respondents opposed Husborne Crawley 10/Ridgmont Option 1. Most of them are concerned about safety issues for non-motorised users with using busy A507 as diversion route. Some mentioned diversion distance as a problem.	Husborne Crawley 10/Ridgmont Option 1 would provide a safe crossing of the railway. It would widen the current pedestrian facility and provide a new vehicle restraint barrier (Crash Barrier) across the A507 bridge. The ramps to get to the A507 bridge would add approximately 250m to the route. From the Ridgmont level crossing there would be approximately 100m either side of the railway. EWR Co is aware closure of the crossing has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. This forms part of the assessment factor for Environmental Impacts.

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	<p>The Transport Assessment will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.</p>
<p>Of the three options proposed for Ridgmont, a small number of respondents stated that Husborne Crawley 10/Ridgmont Option 1 is preferable.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals for Ridgmont in Husborne Crawley 10/Ridgmont Option 1. EWR Co is further exploring options for the crossings, including keeping the crossings open. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified that Ridgmont level crossing have been identified as having the potential to remain open, however Husborne Crawley No. 10 crossing should not remain open, and an alternative solution will need to be provided. as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>
<p>A small number of respondents offered their support for Husborne Crawley 10/Ridgmont Option 2. A few respondents expressed their support for Husborne Crawley 10/Ridgmont Option 2 as they feel it is the least disruptive to pedestrians and offers access routes for non-motorised users. A few</p>	<p>EWR Co notes comments from respondents about their support for the EWR project, the route options, and the specific proposals for Husborne Crawley 10/Ridgmont Option 2. EWR Co is further exploring options for the crossings, including keeping the crossings open. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential,</p>

Matter Raised	EWR Co Response
<p>respondents supported the option on the basis that it may be the cheapest of the three options.</p>	<p>minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified that Ridgmont level crossing have been identified as having the potential to remain open, however Husborne Crawley No. 10 crossing should not remain open, and an alternative solution will need to be provided. as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>A small number of respondents expressed general support for Husborne Crawley 10/Ridgmont Option 3 over the other proposed options without providing further details. A smaller number of respondents offered their support for Option 3 as it offers the shortest diversion for non-motorised users. A few respondents supported this option as the use of ramps would provide access for all non-motorised users, making it inclusive.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals for Husborne Crawley 10/Ridgmont Option 3. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified that Ridgmont level crossing has been identified as having the potential to remain open, however Husborne Crawley No. 10 crossing should not remain open, and an alternative solution will need to be provided. as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p>

Matter Raised	EWR Co Response
<p>Some respondents expressed their general support for any of the three options. A few respondents specifically supported the closure of existing level crossings, provided adequate footbridges are built to grant access to non-motorised users.</p>	<p>EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals to close the Ridgmont and Husborne Crawley No. 10 level crossings. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. EWR Co is further exploring options for the crossings, including keeping the crossings open. Husborne Crawley 10/Ridgmont Option 1 and Husborne Crawley 10/Ridgmont Option 3 would provide accessible alternatives. Husborne Crawley 10/Ridgmont Option 1 via the ramps up to the A507, and Husborne Crawley 10/Ridgmont Option 3 by provision of a Non-Motorised User accessible bridge at the Ridgmont level crossing. Husborne Crawley 10/Ridgmont Option 2 provides a pedestrian bridge at Husborne Crawley No. 10 level crossing. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified that Ridgmont level crossing have been identified as having the potential to remain open, however Husborne Crawley No. 10 crossing should not remain open, and an alternative solution will need to be provided. as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>Some respondents expressed general support for the proposed options but provided no further information. A few respondents do not agree with level crossings, hence their support, and a few respondents supported relocating the railway line (as a third option) so that it goes around, rather than through,</p>	<p>EWR Co notes comments from respondents about their support for the level crossing proposals at Lidlinton. Relocating the railway line has been discounted at an early stage of option selection due to the disproportionate costs and complexity comparative to the other options. Relocating the railway</p>

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<p>Lidlington, to prevent disruption to the village. These respondents specify diverting the line at Marston Road and re-joining the original route at the Forty Steps.</p>	<p>line would require significant construction works which would mean longer disruption to the community hence EWR Co is looking to utilise the existing railway line.</p>
<p>Many respondents voiced concern about the impact of closing the Lidlington level crossings on accessibility. Respondents were concerned about access for non-motorised users in Lidlington, as the proposed alternative footpaths, which includes footbridges, would not be accessible to all end users, such as people with reduced mobility, disabled people, children, cyclists and horses.</p>	<p>The proposals at Non-Statutory Consultation for the Lidlington Group Level Crossings have been put forward as these offer an accessibility route across the railway for all users. Closures of the footpath crossings were proposed to be replaced with an underpass or diversions to other crossings which is accessible for all users. These footpaths are not suitable for horse riders and if previously used Lidlington crossing would continue to do so as per Lidlington Option 2 or use the new road bridge as per Lidlington Option 1. EWR Co has taken all consultation feedback into consideration during development of the proposals, including how pedestrians, cyclists and horse riders can make the journeys they require to access local facilities. Access across the railway and access to the station, businesses, and residents in close proximity will be considered during the development of proposed options. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel. EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations. A draft Equality Impact Assessment (EqIA) will be submitted as part of the PEIR. It will aim to identify disproportionate and differential impacts on protected characteristic groups (PCGs) as a result of the project. The PEIR will be presented at statutory consultation. The EqIA will be further developed and submitted with the Environmental Statement as part of the DCO. EWR Co is still considering a number of options at this location. The preferred option will be selected following a rigorous process using the Short Distance Connectivity assessment factor, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report which includes consideration to community and accessibility as part of the Environmental Impacts and Opportunities Assessment Factor.</p>
<p>Respondents suggested combining Lidlington Option 1 and Lidlington Option 2: the footbridge could be sited further east to serve the new station, which</p>	<p>EWR Co will consider the feasibility of alternative alignments and locations of bridges and diversions (such as a footbridge to the east or an underpass near the old School Crossing on Bye Road/Hurst Grove) as EWR Co continue the</p>

Matter Raised	EWR Co Response
would allow an underpass to be built near the old School Crossing on Bye Road/Hurst Grove.	option appraisal and selection process into the next level of detail in the design. Further information about the option appraisal and selection will be publishes at the statutory stage of consultation.
Respondents requested that EWR Co consider the integration of proposed roads from developments in proposals.	EWR Co is aware that there are various developments proposed in the South East Milton Keynes area and recognise that there may be opportunities to work together to deliver wider benefits to the area or to enhance proposals and remain open to discussions. Where there are already proposals in place, EWR Co is working with local planning authorities, developers, and other stakeholders to align and coordinate proposals as much as possible with other developments, while recognising that each project has its own timescales and constraints. Similarly, although highway improvements not directly related to the scheme are outside EWR's scope, EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations where required as a result of the scheme.
Some respondents believed that having the barrier down for 40 minutes every hour would cause disruption to road users and pedestrians. A small number of respondents expressed concern over the impact on pedestrian access and journeys.	There are several factors that influence barrier down times, including the protection and warning arrangements in place at the crossing. The configuration of the protection and warning arrangements are governed by legislation. The Non-Statutory Consultation Document stated an estimated maximum 40-minute barrier down relating to Lidlington Option 2 to keep Lidlington crossing open. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Lidlington as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory

Matter Raised	EWR Co Response
	<p>consultation. EWR Co recognises that increasing barrier down times raises concerns for local residents. We are looking closely at the feedback from the consultation as we continue to develop the options for the level crossing and to mitigate negative impacts on the community including minimising the impact of diversions. The preferred option will be selected following a rigorous process using the Short Distance Connectivity assessment factor, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. EWR Co is aware that the proposed changes to level crossings and access across the railway will impact the local communities along the Marston Vale line. We understand that severance is also a significant concern to people living in villages in the vicinity of the railway. During the next phases of the design and option selection process we will seek to minimise the impact to both vehicle and non-motorised crossing users including pedestrian, cyclist and equestrian. We will review all consultation feedback during the next stage of design and will aim to reduce the impact to communities from any crossing closures by providing reasonable alternatives where possible.</p>
<p>Several respondents asked that EWR Co and Milton Keynes Council consider the views of the community and respect their needs. Some respondents proposed further analysis and consultation involving the local community, Milton Keynes Council and Woburn Sands Town Council.</p>	<p>EWR Co is using consultation feedback alongside the assessment factors set out in the consultation materials to select emerging preferred options.</p>
<p>Many respondents have concerns about the impact of closing the Lidlington level crossings on the local community, with specific reference to isolating Lidlington from other villages, and the inconvenience to residents of potentially dividing Lidlington. Several respondents also expressed concern that if the village were to be divided, access for residents to amenities such as the Thomas Johnson Lower School and The Green Man pub would be limited. A small number of respondents expressed concern that the closure of level crossings would reduce access for non-motorised users in Lidlington, as the proposed alternative footpaths, which includes footbridges, would not be accessible to all end users, such as people with reduced mobility, disabled people, and horses.</p>	<p>Community severance EWR Co is aware that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale line. EWR Co understand that severance is a significant concern to people living in villages in the vicinity of the railway. The preferred option will be selected following a rigorous process using the Environmental impacts and Opportunities assessment factor, which is outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the impact of severance on the local community and the extent to which these can be mitigated. Further information will be presented at statutory consultation. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes minimising</p>

Matter Raised	EWR Co Response
	<p>the impact to communities from any crossing closures by providing reasonable alternatives where possible. This includes the access to the areas including Thomas Johnson Lower School and The Green Man pub. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. This approach will help to address concerns regarding community severance. Further information will be presented at statutory consultation.</p> <p>Accessibility: EWR Co has taken all consultation feedback into consideration during development of the proposals, including the need for cycle access and horse access across the railway. Access across the railway and access to the station, businesses, and residents in close proximity will be considered during the development of proposed options. These proposals will be informed by ongoing engagement with England’s Economic Heartland on first and last mile travel. EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations. EWR Co wants to provide a service that is accessible to a diverse range of end users and so EWR Co proposals will follow current rail legislation and modern standards, driven by a requirement to consider accessibility and users with reduced mobility. A draft Equality Impact Assessment (EqIA) will be submitted as part of the PEIR. It will aim to identify disproportionate and differential impacts on protected characteristic groups (PCGs) as a result of the project. The PEIR will be presented at statutory consultation. The EqIA will be further developed and submitted with the Environmental Statement as part of the DCO. EWR Co is still considering a number of options at this location. The preferred option will be selected following a rigorous process using the Short Distance Connectivity assessment factor, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report which includes consideration to community and accessibility.</p>
Respondents raised concerns about access and delays for emergency vehicles as a result of the proposals.	Emergency service access across the railway is an important consideration as EWR Co develops the proposals for level crossings. EWR Co invited emergency

Matter Raised	EWR Co Response
	<p>services to participate in the 2019 and 2021 consultations. Although they did not provide a response to these consultations, EWR Co will continue to seek feedback as the EWR design progresses. EWR Co will also invite the emergency services to provide feedback at the statutory consultation stage. EWR Co is aware that closure of level crossings and road developments related to the scheme will impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including the impact on emergency services. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>A few respondents mentioned that closing level crossings in Lidlington may increase road traffic and highlight the impact that this would have on residents of Whitehill, a private road maintained by its residents. A few other respondents had safety concerns around using roads for cycling if there is increased traffic as a result of the closures. A small number of respondents voiced concern that there may be reduced access across Lidlington for motorised vehicles, including emergency services. A few expressed concern about the potential lack of car parking facilities at the proposed new Lidlington station.</p>	<p>EWR Co is aware closure of the crossing has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport and the impact on emergency services. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. This will include consideration of the impact on Whitehill and the overall impact on access for motorised vehicles across Lidlington. This assessment will include consideration to congestion, access (including access restrictions), parking and any health and safety impacts, including impact on the safety of cycle routes, and explore mitigations as far as reasonably practicable. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. The options presented at Non-Statutory Consultation have been proposed as these would still provide access to Lidlington. Emergency service access across the railway is an important consideration as EWR Co develop the proposals for level crossings. EWR Co</p>

Matter Raised	EWR Co Response
	<p>invited emergency services to participate in the 2019 and 2021 consultations. Although they did not provide a response to these consultations, EWR Co will continue to seek feedback as the EWR design progresses. EWR Co will also invite the emergency services to provide feedback at the statutory consultation stage. At the next stage of design, EWR Co will be undertaking modelling work to further understand if additional parking is required. EWR Co will also consider electric vehicle charging points and disabled persons parking spaces, as well as passenger drop-off and taxi facilities. EWR Co will design sufficient parking to be provided at stations to meet future customer demand. Further detail on plans will be presented at statutory consultation.</p>
<p>Respondents suggested that the railway bypasses Lidlington, which would benefit the local community by minimising disruption and severance.</p>	<p>EWR Co did explore the possibility of creating a rail 'bypass' at Lidlington, where the line could be re-routed away from the village centre. As explained in the consultation materials, this option was not taken forward because the preliminary design work demonstrated this had significant cost and environmental implications that could not be justified by the benefits that the option would deliver. Following feedback received during the consultation, EWR Co is revisiting the work on this to ensure the conclusion remains valid. Further information will be presented at the statutory consultation.</p>
<p>Many respondents stated that they opposed both options presented for Lidlington, with some specifying they would prefer to keep the level crossings. Concerns were raised included the community impact, particularly community severance, impact on traffic and the environment, particularly noise impacts.</p>	<p>Leaving crossings open: EWR Co recognises that closing level crossings raises concerns for local residents. EWR Co is committed to providing a safe, secure and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping Lidlington level crossing open these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented</p>

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	<p>for comment at a statutory consultation. Further information and proposals for mitigation will be presented at the statutory consultation.</p> <p>Community severance: EWR Co is aware that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale Line. EWR Co understands that severance is a significant concern to people living in villages in the vicinity of the railway. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes reducing the impact to communities from any crossing closures by providing reasonable alternatives where possible (such as the diversions and bridges proposed in the non-statutory consultation). During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. This approach will help to address concerns regarding community severance and loss of village identity. Further information will be presented at statutory consultation.</p> <p>Traffic impact: as part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.</p>

Matter Raised	EWR Co Response
	<p>Environmental impact: EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals including the impact of noise. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will be presented at the statutory consultation. EWR Co will undertake an Environment Impact assessment including consideration of noise and vibration from both the construction and operation of a railway and identify ways to reduce the impact. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life.</p> <p>Assessing options: EWR Co is still considering multiple options at this location. The preferred option will be selected following a rigorous process using a range of assessment factors that relate to the issues raised, including the Short Distance Connectivity and Environmental impacts and opportunities assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report.</p>
Respondents stated their opposition to EWR in Lidlington.	EWR Co understands local concerns and will continue to work to mitigate the impacts of the Project and the disruption caused during construction. EWR Co isThe Marston Vale Line is integral to the delivery of the Oxford to Cambridge services. EWR Co has been tasked with introducing by the Government. EWR was set up by the Government as a once in a generation opportunity to provide frequent, fast and reliable rail links for communities between Oxford, Milton Keynes, Bedford and Cambridge. This is demonstrated in our Project objectives (see Consultation Document page 40).
Respondents suggested that EWR Co deliver a road bypass for Lidlington, Thrupp End across to Marston Road.	As this option was not considered at the non-statutory consultation stage, EWR Co will consider the feasibility of alternative alignments and diversions (such as a bypass between Thrupp End and Marston Road) as part of the option appraisal and selection process into the next level of detail in the

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	design. Further information will be provided at the statutory consultation stage.
<p>Some respondents opposed Lidlington Option 1. Several respondents expressed concern that this option may change the character of Lidlington and divide the community, creating inconvenience for its residents.</p>	<p>EWR Co understands that closing level crossings raises concerns for local residents, which is why several options at each crossing location are proposed. Lidlington Option 1 closes the level crossing provides a new road overbridge to the west of Lidlington and pedestrian underpass at Forty steps. The issues raised by respondents are considered under the headings set out below.</p> <p>Community severance EWR Co is aware that Lidlington Option 1 would impact the local communities along the Marston Vale line due to the change in access across the railway by providing a road overbridge and a pedestrian underpass. EWR Co understand that severance is a significant concern to people living in villages in the vicinity of the railway. EWR Co is committed to ensuring so far as reasonably practicable that the Project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes minimising the impact to communities from any crossing closures by providing reasonable alternatives where possible. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. This approach will help to address concerns regarding community severance. Further information will be presented at statutory consultation.</p> <p>Impact on homes: Lidlington Option 1 includes a proposal to demolish the house at 1A Station Road as described in the Non-Statutory Consultation. In developing the plans, EWR Co aim to reduce the negative impact on peoples land and property, including those referred to by respondents, and mitigate any impacts EWR Co cannot avoid. EWR Co is still in the early stages of developing designs for the railway and the Project will move through further development stages and approvals before the plans are finalised and EWR Co can confirm the need to acquire any land. Where land is acquired or proposed to be acquired, the Compensation Code sets out the circumstances in which compensation is payable. More information is available in the Guide to</p>

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	<p>Compulsory Acquisition and Compensation on the EWR Co website. If an individual is unable to sell their property due to the proposed scheme, they could be eligible to sell their property to EWR Co in accordance with the proposed Need to Sell Scheme introduced at Route Update. As reported in the non-statutory consultation the proposal to narrow a section of Bye Road is a negative impact of Lidlington Option 1, the feedback received will be considered as the design is developed and as the options are developed to a greater level of design, each concept will be tested against the Environmental impacts and opportunities assessment factor. A full list of the assessment factors and further information on their application can be found in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report.</p> <p>Traffic: EWR Co is still considering multiple options at this level crossing including keeping the crossing open as per Lidlington Option 2 of the Non-Statutory Consultation. EWR Co is aware closure of the crossing has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.</p> <p>Environmental impact: as described in the Non-Statutory Consultation Lidlington Option 1 would have greater environmental impacts due to the construction of the new road. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial</p>

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	<p>environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will be presented at the statutory consultation with a full Environmental Statement being submitted as part of the DCO application. EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife including priority habitats such as woodland and ancient woodland as well as parks and greenspaces. As part of EWR Co's commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. In particular, EWR Co is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. As part of this, the project has committed to delivering Biodiversity Net Gain along the Oxford to Cambridge area. Biodiversity Net Gain requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. This approach supports the Government's 25-year Environment Plan. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data, preliminary construction and operation assessment of impact on designated sites, habitats and species. EWR Co recognises noise and vibration from both the construction and operation of a railway is an important issue for local communities. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. EWR Co recognises concerns about the impact of noise and vibration and is committed to considering measures that will reduce noise and vibration. The PEIR will include information regarding the existing baseline noise and vibration (where there were already vibration generating sources) environment, together with construction and operational noise limits having regard to the appropriate guidance and legislation. Construction and operational noise levels generated from the proposed works will also be presented as part of the PEIR. Assessing</p>

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	<p>the impact of the Project on the environment is a fundamental part of the design of its development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required. Further examples of where visual impacts are being considered are the potential use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using sensitive placement of appropriate planting to either screen views from sensitive receptors, or to soften the appearance and presence of engineering earthworks. The PEIR will include information regarding the landscape and visual baseline, preliminary construction and operation assessment of impact on landscape character and views.</p> <p>Assessing options: EWR Co is still considering multiple options at this location. The preferred option will be selected following a rigorous process using a range of assessment factors that relate to the issues raised, including the Short Distance Connectivity and Environmental impacts and opportunities assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report.</p>
A few respondents stated that they oppose Lidlington Option 2 without providing further information.	<p>Safety: we understand that closing level crossings (or closing adjacent crossings) raises concerns for local residents, which is why we have proposed several options at each crossing location. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. As part of the design development safety risk assessments and traffic assessments will be completed to confirm it is safe to keep the crossing open with EWR Co services. This work will be carried out at the next stage and presented for comment at the statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>

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	<p>Community Connections: EWR Co is aware that the proposals presented at Non-Statutory Consultation affects the level crossing (if it is to remain open as per Lidlington Option 2) and access across the railway will impact the local communities along the Marston Vale line. EWR Co understand that severance is a significant concern to people living in villages in the vicinity of the railway. During the next phases of the design and option selection process EWR Co will seek to minimise the impact to both vehicle and non-motorised crossing users including pedestrian, cyclist and equestrian. EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes minimising the impact to communities from any crossing closures by providing reasonable alternatives where possible. EWR Co. will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRow. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the DCO application. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This includes assessment of Short Distance Connectivity and the Environmental Impacts and Opportunities (including the community and traffic impacts) and seek to minimise this as far as reasonably practicable. Further detail on plans will be presented at statutory consultation.</p> <p>Traffic and Pedestrian Flows: EWR Co recognises that the proposed changes proposed in Lidlington Option 2 may impact the traffic and pedestrian flows over other level crossings. Changes would only be progressed subject to</p>

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	<p>completion of a level crossing risk assessment including the impact on nearby crossing points.</p> <p>Line Speed: EWR Co considers both the safety and security of those using the railway and those who will be affected by EWR Co proposals and understand there are concerns of safety for an increased line speed. A line speed risk assessment would take place prior to uplifting the line speed to check adequate controls are in place and what improvements may be required, the level crossing risk assessment will consider line speed when assessing the safety of the crossing.</p> <p>Connectivity: EWR Co is actively considering the end to end journey, including how stations can facilitate easy and simple connectivity to existing modes of transport. Providing easy to use walking and cycle routes around the station is important to encouraging people to use the train and reduce car usage.</p> <p>Emergency Services: emergency service access across the railway is an important consideration as EWR Co develops the proposals for level crossings. The impact of diversions (including on emergency services) will be included as part of the traffic modelling and impact assessment as part of the next phase of the design process. Further information will be presented at statutory consultation. EWR Co invited emergency services to participate in the 2019 and 2021 Non-Statutory Consultations. Although they did not provide a response to these consultations, EWR Co will continue to seek feedback as the EWR design progresses. EWR Co will also invite the emergency services to provide feedback at the statutory consultation stage.</p>
<p>There were concerns raised about an underpass in the village – some people were concerned over personal safety and the potential for antisocial behaviour.</p>	<p>EWR Co acknowledges the importance of customers feeling safe whilst travelling and continues to design an environment where customers can travel confidently and safely. Design features to assist with this will also include well-lit areas, open spaces, secure bike storage and having staff present at every station. As both options for Lidlington level crossing include an underpass, the next phases of option selection and design will consider lighting requirements</p>

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	and how to minimise the risk of vandalism and anti-social behaviour. Further details of the plans will be presented at statutory consultation.
Some respondents offered general support for Lidlington Option 1 without giving specific reasoning. A small number of respondents offered support specifically to replace level crossings with readily accessible bridges. A small number also expressed support due to the increased access that the proposed footpaths may provide to non-motorised users. A few respondents expressed their support for Lidlington Option 1 because of the ease it would give residents in travelling across Lidlington.	EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals for Lidlington Option 1. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.
A few respondents voiced support for Lidlington Option 2 because it could be more convenient for road users, maintaining road connections and access across Lidlington.	EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals for Lidlington Option 2. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at the statutory consultation.
Respondents supported proposals to introduce a pedestrian underpass.	EWR Co notes comments from respondents about their support for a pedestrian underpass, which forms part of both options in the non-statutory consultation.

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Respondents suggested a bridge as a solution to the level crossing closure.	Provision of road and pedestrian bridges are included within the options presented at non-statutory consultation.
<p>A small number of respondents expressed concern about the potential negative impact the proposed options could have on access, including road connectivity, cycling and pedestrian safety. Similarly, a small number of respondents expressed concern that any proposed alternative to allow vehicles to cross the railway line could lead to an increase in traffic, causing disruption on the roads and reducing safety for pedestrians, cyclists, and horse riders. One respondent questioned the parking provision for the station.</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognises local people's concerns about EWR Co's proposals for Millbrook level crossing. EWR Co also understands that accessible and safe alternatives to level crossings are important for all users, including pedestrians, cyclists and horseriders, so that everyone can make the journeys they require to access local facilities. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Millbrook as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Access across the railway and access to the station, businesses, and residents in close proximity will be considered during the development of proposed options. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel and will consider the Non-Motorised User crossing integration opportunities throughout the option appraisal and selection process. Further information will be made available at Statutory Consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility as part of the Environmental Impacts and Opportunities Assessment Factor. This is why EWR</p>

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	<p>Co provided several options for pedestrian connectivity during the consultation. Further information about the options for Millbrook Level Crossing will be presented at statutory consultation. Traffic EWR Co is aware closure of Millbrook (Station Lane) level crossing has the potential to impact traffic in the local road network. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. It will also consider the option to keep the level crossing open and the impact this will have on traffic. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation.</p>
<p>Respondents voiced concern over possible damage to Millbrook Station House (a 2-grade listed building).</p>	<p>EWR Co is aware of the Grade II listed building close to the Millbrook level crossing and will carefully consider these features in selecting the chosen option and in developing EWR Co construction plan in this area. EWR Co will seek to avoid or minimise direct impacts on the most sensitive nationally and internationally designated heritage assets during construction activities including the Millbrook station house. Consideration will be given to the setting and context of historic and cultural assets including listed buildings and structures. As far as is reasonably practicable EWR Co will aim to avoid harm to the setting of designated heritage assets. In order to do this, early identification and surveys of those assets most likely to be affected will be carried out so the scheme can be designed to avoid these and where this is not possible, incorporate appropriate mitigation measures into the design. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting</p>

Matter Raised	EWR Co Response
	<p>from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the historic environment baseline, preliminary construction and operation assessment of direct impacts and the setting of heritage assets, buried archaeology and historic landscapes. Zone of Theoretical Visibility will be produced to inform extent of change to settings. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This includes assessment of the environmental impact including the community and historic environment. Further detail on plans will be presented at statutory consultation.</p>
<p>Respondents expressed concern regarding the safety of a 400KV overhead line running through the village.</p>	<p>EWR Co note that there are existing power lines within the vicinity of Millbrook Level Crossing. These will be factored into any design decision EWR Co make. Any design will include assessment of utilities in the area including overhead lines to make sure proposals are safe. This will include consideration as part of the Safety risk (construction and operation) assessment factor, as described in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report.</p>
<p>At Millbrook concerns were raised in consultation responses about the visual impact of a new road bridge and the land that would be required to construct the bridge, including the impact on farmland and the country park. There were also concerns that closing the level crossing and allowing free flowing traffic would increase the amount of traffic travelling through the village and the impact this would have on the local community.</p>	<p>Level crossing closure We understand that closing level crossings raises concerns for local residents, which is why we have proposed several options at each crossing location. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Millbrook as having the potential to remain open, as confirmed within the Technical Summary. Before preferred</p>

Matter Raised	EWR Co Response
	<p>options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p> <p>Visual impact: in the non-statutory consultation Millbrook option 1 and Millbrook Option 3 propose a new road bridge over the railway. Assessing the impact of the Project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to locate a proposed road bridge. Further examples of where visual impacts are being considered are the potential use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using sensitive placement of appropriate planting to either screen views from sensitive receptors, or to soften the appearance and presence of engineering earthworks. Assessing the impact of the Project on the environment is a fundamental part of the design its development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. The PEIR will include information regarding the impact on landscape and visual impact. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of visual impact as part of the Environmental Impact and Opportunities Assessment Factor.</p>

Matter Raised	EWR Co Response
	<p>Land impact: EWR Co will work to identify and reduce impacts and protect the countryside wherever reasonably practicable. EWR Co recognises that access to the countryside is important and will work to reduce impacts to public rights of way. To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at environmental compensation measures. At this stage EWR Co is primarily focused on trying to avoid and reduce impacts, by making decisions that help EWR Co design out the potential for environmental impacts. EWR Co has also committed to delivering Biodiversity Net Gain, which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. This approach supports the Government's 25-year Environment Plan. EWR Co will develop a PEIR to describe the likely environmental effects of the proposals, during both construction and operation. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information about the land required to construct the bridge, the potential impacts to farmland, considering factors such as soil environment and severance and changes to accessibility, and the potential impacts on surface water, groundwater, flood risk and land drainage. The PEIR will be presented at statutory consultation.</p> <p>Traffic: EWR Co is aware closure of the crossing has the potential to impact traffic in the local road network. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary</p>

Matter Raised	EWR Co Response
	<p>Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This includes assessment of Short Distance Connectivity and the Environmental Impacts and Opportunities (including the landscape, visual, community and traffic impacts) and seek to reduce this as far as reasonably practicable. Further detail on plans will be presented at statutory consultation.</p>
<p>Several respondents opposed this proposed closure. A few of these respondents believe that the level crossing should remain open because of its good safety record and there would be less disruption to local residents.</p>	<p>Leaving the crossing open: EWR Co recognises that closing level crossings raises concerns for local residents. EWR Co notes that Millbrook crossing does have a low incident record over the last 5 years. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Millbrook level crossing has been identified for potentially being retained, which is explained in the Technical Summary. Before preferred options can be confirmed safety risk assessments which will consider existing safety records of the crossing and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Accessibility EWR Co is aware that the proposed changes to level crossings and access across the railway will impact the local communities along the Marston Vale line including Millbrook. EWR Co understand that severance is a significant concern to people living in villages in the vicinity of the railway. During the next phases of the design and option selection process EWR Co will seek to reduce the impact to both vehicle</p>

Matter Raised	EWR Co Response
	<p>and non-motorised crossing users including pedestrian, cyclist and equestrian. EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes minimising the impact to communities from any crossing closures by providing reasonable alternatives where possible. Traffic EWR Co is aware closure of the crossing has the potential to impact traffic in the local road network due to the potential introduction of either a new road , a new road bridge or a new underpass. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation.</p> <p>Visual impact: Millbrook Option 1 and Millbrook Option 3 would introduce a new road bridge to cross the railway. Assessing the impact of the project on the environment is a fundamental part of the design of the schemes development, including possible mitigations for these options. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required. Further examples of where visual impacts are being considered are the potential use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using sensitive placement of appropriate planting to either screen views from sensitive receptors, or to soften the appearance and presence of</p>

Matter Raised	EWR Co Response
	<p>engineering earthworks. Assessing the impact of the Project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. The PEIR will include information regarding the impact on landscape and visual impact. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of visual impact as part of the Environmental Impact and Opportunities Assessment Factor. The next phase of the option selection and design process will consider the visual impact and seek to minimise this as far as reasonably practicable.</p>
<p>Several respondents expressed their support for Millbrook Option 2. A small number of those respondents specified that their support is due to the potential implementation of an underpass, which may be the least visually intrusive, alternative to level crossings and a few respondents prefer Millbrook Option 2 as it may be the least disruptive once constructed.</p>	<p>EWR Co notes comments from respondents about their support for the specific proposals for Millbrook Option 2. An underpass could provide a solution which is less disruptive and visually intrusive during operation, however underpasses can require a large land take to obtain the gradients required and potentially need for pumping facilities which could then become more intrusive than a bridge. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility and connectivity for both vehicles and non-motorised users, safety, and visually as part of the Transport User Benefits, Safety Risk and Environmental Impacts and Opportunities Assessment Factor. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities</p>

Matter Raised	EWR Co Response
	for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Millbrook as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
A few respondents opposed Millbrook Option 2 as they do not favour the proposed footpath through a road underpass and the complications that may arise through construction.	The constructability of any option is an important part of the design process. EWR co will consider the feasibility of options including flood risk and constructability as part of the option selection and design process. EWR Co is aware that construction of an underpass would require enhanced drainage as the road would be lower than its current level. EWR Co also provided an alternative option with a road bridge, which had no proposed footpath through a road underpass. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals, during both construction and operation. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information about the potential impacts to farmland, considering factors such as soil environment and severance and changes to accessibility. It will also assess potential impacts on surface water, groundwater, flood risk and land drainage. The PEIR will be presented at statutory consultation.
A small number of respondents expressed concern about the potential disruption that may occur if Millbrook Option 3 is implemented, since it requires the use of land from the Millennium Country Park. Another small number of respondents believe this option may have a detrimental impact on the environment, including farmland, local habitats, wildlife, and the Millbrook station gardens.	Millennium Country Park: EWR Co understands that Millbrook Option 3 would take land from the Millennium Country Park and this is one of the negatives impacts of this option. EWR Co has provided several options at this non-statutory consultation to understand people's views on both the positives and negatives of the options to help develop them further. Millbrook Option 1 and Millbrook Option 2 would not require land take from the country park. EWR Co

Matter Raised	EWR Co Response
	<p>will provide further information at the statutory consultation. Disruption. EWR Co is aware that the proposed changes to level crossings and access across the railway will impact the local communities along the Marston Vale line. We understand that severance is also a significant concern to people living in villages the railway travels through. During the next phases of the design and option selection process we will seek to minimise the impact to both vehicle and non-motorised crossing users including pedestrian, cyclist and equestrian. We will review all consultation feedback during the next stage of design and will aim to reduce the impact to communities from any crossing closures by providing reasonable alternatives where possible.</p> <p>Environmental impact including Biodiversity: EWR Co considers the importance of environmental sustainability in the activities and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts. EWR Co is determined to be an industry leader on environmental sustainability across the whole life cycle of the project. EWR Co aims not just to reduce impact but to realise opportunities to enhance the environment in line with the Government's 25 Year Environment Plan and EWR Co's own vision for the East West Rail scheme. EWR Co aims to protect and enhance the natural and historic environment; to be a net zero carbon railway; to ensure the resilience of the infrastructure; and to contribute to the wellbeing of communities and customers. The company will identify elements of the programme activities that could result in significant environmental effects, primarily by undertaking an Environmental Impact Assessment in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities. EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife including priority habitats such as woodland and ancient woodland as well as parks and greenspaces. As part of EWR Co's commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. EWR</p>

Matter Raised	EWR Co Response
	<p>Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals, during both construction and operation (including farmland, local habitats, wildlife, and the Millbrook station gardens). This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information about the potential impacts to farmland, considering factors such as soil environment and severance and changes to accessibility. It will also assess potential impacts on biodiversity, surface water, groundwater, flood risk and land drainage. The PEIR will be presented at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of environmental and biodiversity impact as part of the Environmental Impact and Opportunities Assessment Factor.</p> <p>Cost and Complexity: the preferred option will be selected following a rigorous process using a range of assessment factors, outlined in the Consultation Technical Report. This will include consideration of the whole life costs including the up-front costs to construct the scheme. The complexity and constructability of the scheme will be assessed as part of the next phase of the option selection and design process. Platform access. For any option that could potentially hinder platform access, consideration would be made within any station works to ensure pedestrians could access one platform to another (such as using a footbridge). EWR Co will develop proposals and provide further information at statutory consultation. Further detail on plans will be presented at statutory consultation.</p>
A few respondents opposed Milbrook Option 1 and Milbrook Option 3 due to visual impacts.	Assessing the impact of the project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the bridges proposed in Milbrook Option 1 and Milbrook

Matter Raised	EWR Co Response
	<p>Option 3 could be designed to blend in with the local environment. The design will consider multiple factors including the visual impact and will seek to minimise this as far as reasonably practicable in the next phase of the design process. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals, during both construction and operation (including the visual impact). This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information regarding the impact on landscape and visual impact. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This includes assessment of the environmental impact (including the landscape and visual impacts) and seek to minimise this as far as reasonably practicable. Further detail on plans will be presented at statutory consultation.</p>
<p>Some respondents expressed their general support for Milbrook Option 1 without providing further detail. A similar number of respondents conveyed their support specifically for the new road bridge over the railway southwest of Millbrook station, proposed in Milbrook Option 1. A few respondents supported this option due to it potentially having the smallest detrimental impact on the Millennium Country Park, compared to the other options. A few respondents supported Milbrook Option 1 as it may provide shorter journey times compared to Milbrook Option 3. A few other respondents supported Milbrook Option 1 because of the potential to cause fewer drainage issues, and hence reducing the risk of flooding.</p>	<p>EWR Co notes comments from respondents about their support for Milbrook Option 1. Milbrook Option 1 avoids the need for land purchase at Millennium country park. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Millbrook as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further</p>

Matter Raised	EWR Co Response
	<p>information and proposals for mitigation will be presented at statutory consultation. Traffic and journey times EWR Co is aware closure of the crossing has the potential to impact traffic in the local road network. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. It would also include an assessment of the impact on journey times. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation.</p> <p>Flood Risk: the constructability of any option is an important part of the design process. EWR co will consider the feasibility of options including flood risk and constructability as part of the option selection and design process. EWR Co is aware that construction of an underpass would require enhanced drainage as the road would be lower than its current level which is why we asked for feedback in the non-statutory consultation.</p>
<p>Some respondents highlighted that they supported level crossing closures. Most of those supporting crossing closures cited safety reasons, while others supported the closures to reduce road traffic delays due to barrier down-time and to improve the operational reliability of the railway. Some expressed a preference for a bridge or underpass, and some commented that any connectivity mitigations should be kept close to the current crossing site. Several responses supporting closures also highlighted the need to consider maintaining access across the railway for non-motorised users.</p>	<p>EWR Co notes comments from respondents about their support for the closure of Millbrook level crossing. As part of the Environmental Statement that will form part of the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health, safety and security impacts. The Preliminary Environmental Information Report will include information regarding the</p>

Matter Raised	EWR Co Response
	<p>baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Millbrook as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>Some respondents expressed general support for the proposed options, with a further small number of respondents specifically expressing support for closing the Millbrook level crossing without providing further information.</p>	<p>EWR Co notes respondents support for the proposals for Millbrook level crossing presented during non-statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified that Millbrook level crossing could remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>

Matter Raised	EWR Co Response
<p>Respondents suggested a bridge as a solution to the level crossing closure.</p>	<p>EWR Co notes respondents support for the proposals for a bridge at Millbrook level crossing. Millbrook Options 1 and Millbrook Option 3 under consideration include proposals for bridges. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Millbrook as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>A few respondents were concerned about the potential access issues to the Energy Recycling Point (ERP) with suggestions that access to the new ERP may be compromised and HGV access should be considered.</p>	<p>EWR Co recognises that the level crossing at Stewartby is the main access point to the Rookery South site and that the site has specific requirements. EWR Co is also aware of the restrictions on HGV traffic through the village of Stewartby, as described on pages 176 to 178 of the Consultation Document, and will consider this carefully as the proposals are developed. Both options presented at Non-Statutory Consultation included a road bridge with HGV access to the Energy Recycling Centre explicitly outlined. A bridge replacement may impact development land and EWR Co will work with landowners and stakeholders to mitigate the impact to both areas as EWR Co proceed through the appraisal process. EWR Co is also aware of the potential for a railhead to be developed at Rookery South and, while this is out of the scope, will work with stakeholders to seek to ensure EWR Co's works do not preclude this being delivered in future. EWR Co is further exploring options for the crossings, including keeping the crossings open. Further information will be made available at Statutory Consultation.</p>

Matter Raised	EWR Co Response
Respondent suggested that the proposed highway bridge within the new development of Stewartby becomes the amended highway route for the public across the railway, with the existing, already upgraded level crossing, becoming a private level crossing with no public rights of way, for access to and from the EfW only.	EWR Co acknowledges that any solution provided at Stewartby needs to consider access to EfW which is in close proximity to the crossing. The new highway bridge will become the main route across the railway. Keeping the existing road open as a private road for EfW alongside one of the bridge options presented at non-statutory consultation is a potential option and EWR Co will consider this carefully as proposals are developed for the Green Lane crossing. Further information will be presented at statutory consultation.
Respondents were concerned about HGV routes to Covanta disrupting the local community.	EWR Co is aware of the restrictions on HGV traffic through Stewartby to the Rookery South site and will consider this carefully as EWR Co continues to develop the proposals for the Green Lane crossing. Traffic Assessment will be undertaken and considered in the Assessment Factors process, Traffic and Transport Assessment Factor under the Environmental Impact Assessment Factor.
Respondent mentioned wider development issues and suggested and stated the need to consider visual impact.	EWR Co recognises that both options for the Stewartby level crossing presented at Non-Statutory Consultation impact on development land and is open to discussions with stakeholders on opportunities to find alternative solutions where these support the overall project objectives and mutually beneficial outcomes. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Green Lane as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Assessing the impact of the Project on the environment is a fundamental part of the design of the Project's development, including possible mitigations. This includes

Matter Raised	EWR Co Response
	<p>consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required. Further examples of where visual impacts are being considered are the potential use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using sensitive placement of appropriate planting to either screen views from sensitive receptors, or to soften the appearance and presence of engineering earthworks. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the impact upon landscape character and visual impact to local communities. Further information will be presented at statutory consultation. The design of the bridges in both designs will consider multiple factors including the visual impact and will seek to minimise this as far as reasonably practicable in the next phase of the design process. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the landscape and visual baseline, preliminary construction and operation assessment of impact on landscape character and views. Zone of Theoretical Visibility will be produced to inform extent of views. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application.</p>
Some respondents remarked that either Green Lane Option 1 or Green Lane Option 2 would be acceptable.	EWR Co notes comments from respondents about their support for the EWR scheme and the specific proposals for Options 1 and 2.
Many respondents expressed concerns about the proposals, with some raising potential local community impact. A small number of respondents state general dissatisfaction with the plans.	EWR recognises that closing the level crossing raises concerns for local residents. EWR Co is committed to providing a safe means to cross the railway. EWR Co will aim to reduce the impact on local communities as far as is

Matter Raised	EWR Co Response
	<p>practicable, during both construction and operation. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Green Lane as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. As set out in the Project Objectives (see Consultation Document page 40), East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. East West Rail is not responsible for planned development and it is not the aim of EWR to provide wider development of residential areas at the detriment of existing communities. EWR Co aims to provide sustainable transport opportunities and rail connectivity to both existing and new communities in the Marston Vale, to help make new developments as sustainable as possible.</p>
<p>Some respondents expressed support for Green Lane Option 1 in general terms without providing further information. A few respondents supported this option as they believe that it would avoid potential access issues to the energy recovery plant, and a few others claimed that it would avoid the potential loss of surrounding mature vegetation. Some respondents mentioned a preference for a bridge at the Green Lane crossing. A few respondents expressed their support claiming that a bridge would accommodate current high levels of traffic, and a few others believe that this option would be safer for pedestrians, especially unaccompanied younger people.</p>	<p>EWR Co notes comments from respondents about their support for Green Lane Option 1. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, reducing their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Green Lane as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next</p>

Matter Raised	EWR Co Response
	stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Green Lane Option 1 and Green Lane Option 2 would provide adequate access to the energy recovery plant. Green Lane Option 1 would result in slightly less loss of surrounding mature vegetation than Green Lane Option 2 but would still result in the loss of some mature vegetation. Although some respondents state a preference for a bridge at the Green Lane Crossing, the two bridge options presented have been developed to take into account the possibility that Stewartby station is moved meaning that the crossing would need to be moved to the north of the existing level crossing.
Respondents stated their concern that the proposals could be disruptive to or impact on safety for local college pupils.	Kimberley College is a significant source of rail passengers as many students use the Marston Vale Line services to access the college currently. EWR Co recognises that there must be ongoing access to the college and the safety and security of students is paramount as EWR Co develops the proposals for Stewartby level crossing, including for both Green Lane Option 1 and Green Lane Option 2, to provide a modified entrance into the college. Proposals will be developed and presented at statutory consultation.
Some respondents expressed general support and remark that either Green Lane Option 1 or Green Lane Option 2 would be acceptable, while some other respondents expressed their support for a bridge at Green Lane. A few of these respondents suggested that a bridge is needed for the increasing levels of traffic, while a few respondents also highlighted that a bridge should also accommodate pedestrians and cyclists. Additionally, a few of these respondents argued that a bridge is a better option than a level crossing or underpass.	EWR Co notes comments from respondents about their support for both options, which include provision of a bridge with Non-Motorised User provision, at Green Lane level crossing. EWR Co is not aware of the increasing levels of traffic that respondents refer to, however, as part of the options development process impact on traffic will be considered. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while

Matter Raised	EWR Co Response
	<p>still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Green Lane as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>A small number of respondents gave general support for Green Lane Option 2, however a few supported this option to avoid the removal of vegetation. There are suggestions that access issues would be mitigated if this option was adopted and a few believe this option to be more beneficial for access to the Energy Recovery Plant (ERP) and walking routes.</p>	<p>EWR Co notes comments from respondents about their support for Green Lane Option 2 at Green Lane level crossing. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Green Lane as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Green Lane Option 2 would involve the loss of slightly more vegetation than Green Lane Option 1. Both Green Lane Option 1 and Green Lane Option 2 would maintain access to Stewartby water sports club and the energy recovery plant.</p>
<p>A few raised concerns about local access, including for farm access, for horses and for non-motorised users.</p>	<p>EWR Co understands that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognise local people's concerns about EWR Co's proposals for Wootton Broadmead level crossing. EWR Co also understand that safe, accessible alternatives to level crossings are important for all users, including</p>

Matter Raised	EWR Co Response
	<p>pedestrians, cyclists and horse riders, so that everyone can make the journeys they require to access local facilities. Non-Motorised User access Proposed options will be developed to consider the access across the railway and access to the station and businesses in close proximity will be considered. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel and will consider the Non-Motorised User crossing integration opportunities throughout the option appraisal and selection process. They will also be informed by the Short Distance Connectivity Assessment Factor, as described in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further detail on plans will be shared at statutory consultation. Farm access The PEIR will include information regarding the impact on the local economy in terms of employment and supply chain and land take, access and disturbance impacts on business and commercial premises, and will be presented at statutory consultation. Consideration of disturbance, changes to access, severance and land take on commercial businesses, development land and agricultural land will also be considered as part of this assessment. Assessment Factors The two options proposed at Non-Statutory Consultation included provision of a road bridge which would maintain access across the railway with minimal diversion. Since the non-statutory consultation, and in response to Government s request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Green Lane as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors (including access), which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation</p>

Matter Raised	EWR Co Response
	Technical Report. Further detail on plans will be shared at statutory consultation.
Some respondents supported the proposals in general terms, sometimes indicating that they have no preference between the options presented.	EWR Co notes comments from respondents stating general support and that they do not have a preference for Wootton Broadmead level crossing.
A small number of respondents opposed the proposals and say that the crossing should remain unchanged or does not need changes. A few raised concerns about local access, including for agricultural purposes, and potential damage to the environment or habitats.	<p>EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government’s request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Wootton Broadmead has been identified as potentially remaining open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p> <p>Agricultural access: EWR Co understands the importance of agriculture to the communities the railway will serve and is focused on finding solutions that avoid, reduce or mitigate adverse impacts on land use and agricultural holdings. At each stage of the planning and development process, the company will assess the environmental impacts on important areas such as agricultural land (including best and most versatile (BMV) land) and the countryside. As part of this, EWR Co is exploring ways to reduce the impact of the railway on agricultural land holdings and soil resources. To better understand how the land is used, EWR Co will continue to work with landowners, occupiers and land managers to gather information that will help inform the design process. The PEIR will include information regarding the impact on the local economy in terms of employment and supply chain and land take, access and disturbance impacts on business and commercial premises, and these will be presented at statutory consultation. A full</p>

Matter Raised	EWR Co Response
	<p>environmental statement will then be submitted as part of the development consent order application and will assess employment generation during construction and operation of the scheme and the associated economic investment within the region. Consideration of disturbance, changes to access, severance and land take on commercial businesses, development land and agricultural land will also be considered as part of this assessment.</p> <p>Environmental impact: EWR Co considers the importance of environmental sustainability in the activities and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts. EWR Co is determined to be an industry leader on environmental sustainability across the whole life cycle of the project. EWR Co aims not just to reduce impact but to realise opportunities to enhance the environment in line with the Government's 25 Year Environment Plan and EWR Co's own vision for the East West Rail scheme. EWR Co aims to protect and enhance the natural and historic environment; to be a net zero carbon railway; to ensure the resilience of the infrastructure; and to contribute to the wellbeing of communities and customers. The company will identify elements of the programme activities that could result in significant environmental effects, primarily by undertaking an Environmental Impact Assessment in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities. EWR Co recognises the importance of biodiversity and protecting habitat of local wildlife such as priority habitats (deciduous woodland) located in the surrounding areas adjacent to Broadmead Road which will form part of the option appraisal process at Wootton Broadmead Level Crossing. EWR Co will develop a PEIR to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline</p>

Matter Raised	EWR Co Response
	<p>data and a preliminary construction and operation assessment of impacts including habitats. The PEIR will also include information regarding the impact on the local economy and will be presented at statutory consultation.</p> <p>Assessment Factors: the two options proposed at Non-Statutory Consultation included provision of a road bridge which would maintain access across the railway with minimal diversion. Since the non-statutory consultation, and in response to the Government’s request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Wootton Broadmead as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors (including access and environmental), which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further detail on plans will be shared at statutory consultation.</p>
<p>Respondents opposed Wootton Broadmead Option 2 because it would impact on permitted land fill and as such could have significant adverse environmental impacts if its current construction is interfered with in any way.</p>	<p>Wootton Broadmead Option 2 would cross over a section of a former landfill site near Stewartby and the design of any structure that uses that land would need to take this into account. The options underassessment will be selected following a rigorous process using a range of assessment factors (including environmental and construction), which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further detail on plans will be shared at statutory consultation. The potential construction-related impacts on the environment such as contaminated land from the former land fill site would be identified and managed, as far as reasonably practicable, by an Environmental Statement and a Code of Construction Practice or an equivalent document as part of a Development Consent Order (DCO) application.</p>

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<p>A small number of respondents specifically supported Wootton Broadmead Option 1. A few argued that it would be a less costly or hazardous option as it avoids landfill; that it would provide better access to nearby land; or that the farmhouse affected by this proposal is in poor condition.</p>	<p>EWR Co notes comments from respondents about their support for Wootton Broadmead Option 1 to provide a new public highway to the north east of the existing crossing. EWR Co is committed to providing a safe, secure and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co has carried out further options analysis at each level crossing. Analysis has identified Wootton Broadmead as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. The 2 options proposed at Non-Statutory Consultation included provision of a road bridge which would maintain access across the railway with minimal diversion. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors (including access and environmental), which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further detail on plans will be shared at statutory consultation. The potential construction-related including the former land fill site would be identified and managed, as far as reasonably practicable, by an Environmental Statement and a Code of Construction Practice or an equivalent document submitted alongside a Development Consent Order (DCO) application.</p>
<p>Meanwhile, a small number of respondents specifically supported Wootton Broadmead Option 2. A few said that it avoids the need to acquire and demolish a farm building.</p>	<p>EWR Co notes comments from respondents about their support for Wootton Broadmead Option 2 to provide a new public highway bridge to the southwest of the existing crossing. EWR Co is committed to providing a safe and</p>

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	<p>accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Wootton Broadmead as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors (including the impact on property), which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further detail on plans will be shared at statutory consultation.</p>
<p>Some respondents supported the proposals in general terms, sometimes indicating that they have no preference between the options presented, while some respondents indicated support for a bridge specifically or argue that all level crossings should be replaced by bridges.</p>	<p>EWR Co notes comments from respondents about their support for the closure of Wootton Broadmead level crossing including provision for a road bridge which was presented in both options at non-statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified Wootton Broadmead as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented</p>

Matter Raised	EWR Co Response
	for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
<p>Access is a concern for a few respondents, who said that the bridge should be accessible to disabled people and have ramps in place. The need to accommodate horse riders and all non-motorised users is also highlighted.</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognise local people's concerns about EWR Co's proposals for Wootton Village level crossing. EWR Co is re-assessing the proposals for the level crossings across the MVL, including Wootton Village, and for the crossing to be closed what alternative proposals will be provided that can cater for all users. EWR Co has taken all consultation feedback into during development of the proposals. Access across the railway and access to the station, businesses, and residents in close proximity will be considered during the development of proposed options. These proposals will be informed by ongoing engagement with Englands Economic Heartland on first and last mile travel. EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations. EWR Co will consider the non-motorised user (NMU) crossing integration opportunities as EWR Co continue through the option appraisal and selection process into the next level of detail in the design. EWR Co understand that accessible alternatives to level crossings are particularly important for non-motorised users. The proposed option will go through a rigorous process tested against a range of assessment factors (including the impact on accessibility and community impact), which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further detail on plans will be shared at statutory consultation. EWR Co want to provide a service that is accessible to a diverse range of end users and so EWR Co proposals will follow current rail legislation and modern standards, driven by a requirement to consider accessibility and users with reduced mobility. A draft Equality Impact Assessment (EqIA) will be submitted as part of the PEIR. This will include the proposed usage and access across the railway such as at Wootton Village. It will aim to identify disproportionate and differential impacts on protected characteristic groups (PCGs) as a result of the project. The PEIR will be presented at statutory consultation. The EqIA will be further</p>

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	developed and submitted with the Environmental Statement as part of the DCO.
A small number of respondents opposed the proposals and say that the crossing should remain unchanged.	EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognise local people's concerns about EWR Co's proposals for level crossing closures. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified that Wootton Village crossing should not remain open, and an alternative solution will need to be provided. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. EWR Co is
Some respondents expressed general support for the proposals, while others qualify their support on the basis that the crossing is replaced by a bridge. A few respondents supported the crossing closure because of safety concerns.	EWR Co notes comments from respondents about their support for use of a bridge to replace Wootton Village level crossing. EWR Co understand that safe, accessible alternatives to level crossings are important for all users so that everyone can make the journeys they require. EWR Co have considered concerns about potential impacts on health and the need for the proposed solution for crossing the railway to be safe for all users. The detailed design will be carried out in accordance with recognised industry standards published at the time of detailed design to provide a high level of safety. EWR Co has considered safety of the public and workers at all stages of design, and this will continue during construction and into operation and maintenance. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical

Matter Raised	EWR Co Response
	<p>Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified that Wootton Village crossing should not remain open, and an alternative solution will need to be provided. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>Some respondents expressed general support for the proposals. Some suggested that a bridge or tunnel should be delivered if the crossing is closed. A few respondents supported the crossing closure because of safety concerns.</p>	<p>EWR Co notes comments from respondents about their support for the closure of Kempston Hardwick level crossing. At Non-Statutory Consultation EWR Co presented three different bridge options including a previously consented bridge from the 2020 Transport of Works Act Order (TWAo). A bridge has been proposed at this location as the cost associated with construction and operation of the underpass at Kempston Hardwick along with the increased risks associated with the underpass outweighed the transport benefits compared with a bridge at this location. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open at Kempston Hardwick further information is within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>A small number of respondents raised concerns about access for non-motorised users, particularly in relation to pedestrian, horse, and cycle access.</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR</p>

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<p>Respondents also requested improvements for cyclists, including segregated cycle track and cycle parking. One respondent suggested that the bridge design would need to allow for use by the skip/haulage businesses along Manor Road.</p>	<p>Co recognise local people's concerns about EWR Co's proposals for Kempston Hardwick level crossing. EWR Co also understands that safe accessible alternatives to level crossings are important for all users, including pedestrians, cyclists and horse riders, so that everyone can make the journeys they require to access local facilities. Accessibility As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include access across the railway and access to the station (including how proposals impact the approach road), businesses (such as the skip/haulage business along Manor Road), and residents in close proximity will be considered during the development of proposed options. Further information and proposals for mitigation will be presented at statutory consultation. EWR Co will consider the non-motorised user (NMU) crossing integration opportunities as EWR Co continue through the option appraisal and selection process into the next level of detail in the design. EWR Co understand that accessible alternatives to level crossings are particularly important for non-motorised users. This is why EWR Co provided several options (each of which provide a bridge) for pedestrian connectivity during the consultation. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel. The proposed option will go through a rigorous process tested against a range of assessment factors (including the impact on accessibility and community impact), which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further detail on plans will be shared at statutory consultation. Parking As EWR Co develop the concepts for the MVL, service pattern and station usage EWR Co will develop what requirements each station will have and what facilities EWR will provide and upgrade such as parking spaces. Further information on plans will be presented at statutory consultation.</p>

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<p>Respondents suggested closure of Kempston Hardwick station and constructing the bridge replacing the level crossing at the south end of the station site, on an alignment that would link Manor Road to the roundabout at the eastern end of Fields Road, Wootton. Some opposed building the bridge.</p>	<p>EWR Co will consider the feasibility of alternative alignments and diversions such as extension and connection to Fields Road as EWR Co continue the option appraisal and selection process into the next level of detail in the design. Such a connection between Manor Road and Fields Road would not necessarily require the closure of Kempston Hardwick Station. There are other considerations as to whether Kempston Hardwick station should be closed, remain open, or relocated and any crossing proposal would need to be compatible with the concept proposals of station stopping pattern. Further detail will be provided at the statutory consultation. At Non-Statutory Consultation EWR Co presented three different bridge options including a previously consented bridge from the 2020 Transport of Works Act Order (TWAo). A bridge has been proposed at this location as the cost associated with construction and operation of the underpass at Kempston Hardwick along with the increased risks associated with the underpass outweighed the transport benefits compared with a bridge at this location. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified Kempston Hardwick as having the potential to remain open, as confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>Respondents suggested that EWR Co should engage developers and consider their proposals.</p>	<p>EWR Co is aware that there are several proposed developments around Kempston Hardwick and Stewartby and are undertaking ongoing discussions with local authorities, developers and other stakeholders to consider their</p>

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<p>Some respondents stated general opposition to the closure of the Kempston Hardwick level crossing.</p>	<p>proposals and to help ensure that the benefits of EWR are delivered for both new and existing communities.</p> <p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognise local people's concerns about EWR Co's proposals for level crossing closures. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open at Kempston Hardwick further information is within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>Some respondents expressed general support for Kempston Hardwick Option 1 and Kempston Hardwick Option 3. A few qualified their support on the basis that these option involves acquiring less land.</p>	<p>EWR Co notes comments from respondents about their support for Kempston Hardwick Option 1 and 3. Kempston Hardwick Options 1 and Kempston Hardwick Option 3 both divert Manor Road over a bridge (Kempston Hardwick Option 1 at the crossing and Kempston Hardwick Option 3 to the north east). Closure of the crossing and diversion via a bridge would remove the requirement to wait at the barriers when a train is approaching which would potentially reduce the journey times travelling to London by road vehicle. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback</p>

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	Report) EWR Co have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open at Kempston Hardwick further information is within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
Some respondents expressed general support for Kempston Hardwick Option 1. A few qualified their support on the basis that this option involves acquiring less land.	EWR Co notes comments from respondents about their support for Kempston Hardwick Option 1 including that it requires acquiring less land. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
A few respondents expressed general support for Kempston Hardwick Option 2. A few expressed support for Kempston Hardwick Option 2 as they believe traffic would be minimised. Others believe Kempston Hardwick Option 2 would have the least impact on the local community compared to the other options.	EWR Co notes comments from respondents about their support for Kempston Hardwick Option 2, which would divert Manor Road over a new bridge to the south west of Kempston Hardwick level crossing. EWR Co is committed to providing a safe and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the

Matter Raised	EWR Co Response
	<p>Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open at Kempston Hardwick further information is within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. EWR Co is aware that closure of level crossings and road developments related to the scheme will impact traffic in the local road network. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. Further information and proposals for mitigation will be presented at statutory consultation. The proposed option will go through a rigorous process tested against a range of assessment factors (including the impact on accessibility and community impact), which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further detail on plans will be shared at statutory consultation.</p>
A few respondents support Kempston Hardwick Option 3	<p>EWR Co notes comments from respondents about their support for Option 3 to divert Manor Road over a new bridge to the north east of Kempston Hardwick level crossing.. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government’s request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published</p>

Matter Raised	EWR Co Response
	<p>with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open at Kempston Hardwick further information is within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>A few respondents expressed general support for Kempston Hardwick Option 2 or Kempston Hardwick Option 3. A few expressed support for Option 2 as they believe traffic would be minimised. Others believe both Option 2 and 3 would have the less impact on the local community.</p>	<p>EWR Co notes comments from respondents about their support for Kempston Hardwick Option 2 and Kempston Hardwick Option 3. Kempston Hardwick Option 2 and Kempston Hardwick Option 3 both divert Manor road over a bridge (Kempston Hardwick Option 2 to the south west of the crossing and Kempston Hardwick Option 3 to the north east). Closure of the crossing and diversion via a bridge would remove the requirement to wait at the barriers when a train is approaching which would potentially reduce the journey times travelling to London by road vehicle. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open at Kempston Hardwick further information is within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. EWR Co is aware closure of the crossing has the potential to impact traffic in the local road network. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a</p>

Matter Raised	EWR Co Response
	<p>Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. It would also include an assessment of the impact on journey times. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. The proposed option will go through a rigorous process tested against a range of assessment factors (including the impact on accessibility and community impact), which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further detail on plans will be shared at statutory consultation.</p>
<p>Access to the footbridge is a concern for a few respondents, who commented that the footbridge should allow access to horse riders, pedestrians and cyclists. A few respondents expressed concern regarding accessibility for disabled people and suggested that ramps be included.</p>	<p>EWR Co appreciates that level crossings play an important role in local connectivity and allowing people to move around their communities, so EWR Co recognise local people's concerns about EWR Co's proposals for Woburn Road level crossing. EWR Co also understands that accessible and safe alternatives to level crossings are important for users, including pedestrians, people with reduced mobility, horse riders and cyclists, so that everyone can make the journeys they require to access local facilities. EWR Co recognise local people's concerns about proposals to close crossings, which is why during the consultation EWR Co provided two options for people to consider for each level crossing, both of which provided a footbridge. Woburn Road is currently a foot crossing, so access by non-motorised users is the key access consideration in this location. The footbridge has not been considered for horse riders because the crossing connects two footpaths which are not suitable for horse riding, as it would be dangerous to have both horse riders and pedestrians on the footpath. In the early stages of option development a ramped bridge was considered to improve accessibility for cyclists and disabled people. The proposal was a ramped bridge to the northeast of the</p>

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	crossing but was not considered feasible due to the requirement for third party land and risk of surface water flooding due to being in a flood zone. The land to the southeast of the railway is rough terrain and it is not easily accessible, which is why a stepped footbridge has been considered appropriate at this location.
A few respondents expressed concern that the Woburn Road level crossing should not be altered.	We understand that closing level crossings raises concerns for local residents, which is why EWR Co have proposed several options at each crossing location. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified that Woburn Road crossing should not remain open, and an alternative solution will need to be provided. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
Some respondents expressed general support for the proposals, while others qualified their support on the basis that the crossing is replaced by a bridge. A few respondents supported the crossing closure because of safety concerns.	EWR Co notes comments from respondents about their support for Woburn Road Option 2 for a new footbridge. As respondents stated, the footbridge would be delivered as a replacement to the existing level crossing.
Some respondents expressed general support for the proposals, while others qualified their support on the basis that the crossing is replaced by a bridge. A few respondents supported the crossing closure because of safety concerns.	EWR Co notes comments from respondents about their support for the closure at Woburn Road level crossing and replacing with a footbridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Analysis has identified that Woburn Road crossing is to close with no replacement. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be

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	completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
A few respondents suggested various alternative locations for the sidings: north of Bedford, St John's area, near the A421 and Wixams, an area of unused railway land between Cauldwell Street and Ampthill Road.	EWR Co do not propose to move the location of Bedford Carriage Sidings and no alternative locations are being developed for these sidings. Keeping the Bedford Carriage Sidings in their current location aligns with one of the EWR project objectives; to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the Consultation Document). EWR Cos proposals for Bedford Carriage Sidings would require an upgraded private user worked level crossing access into the Carriage sidings.
Many respondents expressed concern that the closure of the level crossing would negatively impact residents and commuters. Some raised concerns about CPO and demolitions.	Bedford Carriage Sidings level crossing is not accessible to the public as it is a private user works level crossing. EWR Co will develop an updated level crossing risk assessment for the Bedford Carriage Sidings private user works level crossing before any upgrade works can be proposed to GTR and NR for acceptance. No CPO or demolition will be required for any proposals for this crossings as a solution will be developed within the boundary of the railway and will not affect the public. Further information will be presented at statutory consultation.
A few respondents requested further consultation with impacted stakeholders, including GTR and Network Rail.	EWR Co has engaged, and will continue to engage, with Network Rail to understand the impact of the proposals to the carriage sidings, level crossing and Bedford station on their operation, to identify mitigations and to address their non-statutory consultation feedback. Going forward, EWR Co will also engage with GTR to discuss their non-statutory consultation response and the EWR proposals for Bedford Carriage Sidings. EWR Co will develop an updated level crossing risk assessment for the Bedford Carriage Sidings private user worked level crossing before any upgrade works can be proposed to GTR and NR for acceptance.
A few respondents voiced concern over relocating sidings and its impact on other services.	Specific issues about the impact of proposals on Thameslink Sidings are addressed in the Section C3 table.
Some respondents stated that there was not enough information or details in the consultation materials to provide informed feedback, including little	EWR Co do not propose to move the location of Bedford Carriage Sidings and no alternative locations are being developed for these sidings. Keeping the

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indication about what options are under consideration for Bedford Carriage Sidings.	Bedford Carriage Sidings in their current location aligns with the EWR project objectives; including the objective to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the Consultation Document). EWR Co will develop an updated level crossing risk assessment for the Bedford Carriage Sidings private user works level crossing before any upgrade works can be proposed to GTR and NR for acceptance. Further information will be presented at statutory consultation.
Several respondents opposed any changes made to the level crossing. Some respondents stated that the sidings should not be relocated in a rural area.	Bedford Carriage Sidings level crossing is not accessible to the public as it is a private user works level crossing. EWR Co will be required to develop an updated level crossing risk assessment for the Bedford Carriage Sidings private user works level crossing before any upgrade works can be proposed to GTR and NR for acceptance. Further information will be presented at statutory consultation. EWR Co do not propose to move the location of Bedford Carriage Sidings and no alternative locations are being developed for these sidings. Keeping the Bedford Carriage Sidings in their current location aligns with the EWR project objectives; including the objective to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the Consultation Document). .
A small number of respondents expressed support for relocating the carriage sidings and said that it is necessary.	EWR Co do not propose to move the location of Bedford Carriage Sidings and no alternative locations are being developed for these sidings. Keeping the Bedford Carriage Sidings in their current location aligns with the EWR project objectives; including the objective to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the Consultation Document).
A few respondents requested that all platforms on Bletchley Station have a step-free access.	EWR Co is currently considering what upgrades will be required at Bletchley station beyond the current works being undertaken. Current works to expand Bletchley station (by adding two additional step-free access platforms for trains between Oxford, Milton Keynes and Bedford) were authorised by the 2020 Order, which is being delivered by the East West Rail Alliance (EWRA). The two additional platforms will be step-free access Platform accessibility will be considered where upgrades are identified as part of EWR Co requirements, however EWR Co is currently not proposing to upgrade platforms to step free

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	access. Further information and proposals will be presented at statutory consultation.
<p>Respondents suggested that some roads and paths along the line must remain open for local accessibility. Respondents suggested that link roads should not be used and therefore Fenny Stratford station can be used. HGV lorries are not supposed to go along Staplehall Road. It will break the road up.</p>	<p>EWR Co recognise the importance of reliable travel and transport for local people, both during construction and once EWR services are introduced. The construction of the project involves relatively straightforward and well-understood construction practices. The environmental impact of EWR and safety during the construction and operation of EWR will be assessed to inform the development of the design and will be presented in an early stage in the Preliminary Environmental Impact Report (PEIR) at statutory consultation and followed with the development of the environmental statement (ES) that accompanies the Development Consent Order (DCO) application. As part of that process, EWR will prepare a Transport Assessment to consider the impact on the strategic and local highway networks, road safety, and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. During construction, EWR will seek to reduce impacts on highways and PRoWs. Where a highway or PRoW is affected, EWR will consider options that include closing the route temporarily, providing a temporary diversion, or opening an alternative permanent route before the existing one is closed. How the impacts are mitigated will depend on factors such as the type of works in the area and the safety implications. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment. As mentioned in section 4.2.2 of the Consultation Technical Report, EWR Co has considered the impact of the Project on existing highways, PRoW and private access roads. Proposals for Public Rights of Way (PRoWs) will be designed to the latest standards that will maintain or increase safety for pedestrians, cyclists and horse riders. Information about the design standards will be provided in the Design</p>

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	Approaches. Further information on accessibility will be presented at statutory consultation.
<p>Respondents suggested that accessibility to stations needs to include consideration of bike and car parking, bus access, cycle facilities and electric charging.</p>	<p>One of EWR's core priorities is to increase connectivity across the Oxford to Cambridge Arc. This includes consideration of local connectivity, bus services and customer experience while travelling to EWR stations within the station design work. EWR Co will promote and prioritise both active and sustainable transport modes, and will continue working with other organisations, including bus operators, to improve facilities, including interfaces and interchange with bus services at stations and providing onward travel information. Secure cycle parking facilities and safe and accessible walking, wheeling and cycling routes are a key part of this strategy and further work will be undertaken at the next stage of design to develop the approach. EWR Co is aware of space constraints at several small stations along the MVL, as well as limited parking facilities. At the next stage of design, EWR Co will be undertaking modelling work to further understand this issue and determine whether further parking is required. As part of this process, EWR Co will also consider electric vehicle charging points as well as passenger drop off and taxi facilities. EWR Co will also be looking at where improvements can be made to sustainable transport access to all EWR Co stations to encourage more passengers to travel to the station by walking, wheeling, cycling or bus to reduce pressure on parking. Further information will be available at the statutory consultation stage.</p>
<p>Respondents suggested that active travel needs to be considered for the stations, including routes for walking and cycling to reduce car usage. One respondent stated that bridges should have adequate width and low gradients.</p>	<p>Options for active travel could include new and improved walking, wheeling and cycling routes, new or altered bus services and on-demand services that could provide a door-to-door service between the station and a customer's destination, timed to connect with the train service. This could also include, for example, associated cycle storage requirements at stations. All bridges will be designed and built to the necessary standards to ensure adequate width and suitable gradient and levels of accessibility. Information about the details of the options developed in respect of both active travel and bridge specification will be presented at the Statutory Consultation.</p>
<p>Respondents raised concerns about the impact of the proposals on the environment and recommended that the least environmentally damaging</p>	<p>EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife as well as parks and greenspaces. As part of EWR Cos</p>

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<p>option should be progressed. Specific issues included the potential negative impact on historic environment, habitats, wildlife, countryside and woodland.</p>	<p>commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway and will also work to reduce the impact of the scheme on green spaces. To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and, where this isn't possible, seeking to reduce and mitigate impacts and if necessary, providing compensation where this is feasible. EWR Co is also carefully considering how the development can be designed to blend in with the local environment and will seek to reduce visual impact as far as reasonably practicable in the next phase of the design process. EWR Co will seek to avoid or minimise direct impacts on the most sensitive nationally and internationally designated heritage assets during construction activities. Consideration will be given to the setting and context of historic and cultural assets including conservation areas, archaeology, listed buildings and structures, historic views, and landscapes. EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage the project is primarily focused on trying to avoid and reduce impact, by making decisions that help design out the potential for environmental impacts. So, for example, as a result, all alignments have avoided direct impacts on key national features including known ancient woodland. The project has committed to delivering Biodiversity Net Gain which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development which includes woodland. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data,</p>

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	<p>preliminary construction and operation assessment of impact on designated sites, habitats and species. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the environment, habitats, wildlife, countryside and woodland as part of the Environmental Impacts and Opportunities Assessment Factor.?</p>
<p>Several respondents raised general concerns about potential negative environmental impacts in relation to air quality.</p>	<p>EWR Co takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with the policy and law of the UK Government, such as the Clean Air Strategy. The project team will work with Local Authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas. Further, in 2018, the Government challenged the rail industry to produce a vision for the removal of all diesel-only trains from the network by 2040 and EWR Co is committed to running a sustainable railway in the long term, with reduced emissions, including for carbon, NOx and particulates. Therefore, EWR Co is exploring how it can introduce new and emerging technologies in the long-term train fleet. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals, including in relation to air quality. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information regarding the baseline air quality environment and identification of the relevant air quality standards and targets. The likely risks from construction activities and potential impacts from operation, including identification of mitigation and control measures will also be presented as part of the PEIR. This will then form part of the materials to be considered at Statutory Consultation. A full environmental statement will then be submitted as part of the development consent order application and will assess changes in nitrogen oxides (NOx),</p>

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	fine particulates (known as PM2.5 and PM10) and dust. This assessment will follow best practice and guidance such as the guidance set by the Institute of Air Quality Management and other recognised bodies. The team will seek to reduce the impact the new railway may have on air quality. This will include considering what vehicles and equipment will be used during the construction and operation of the railway, as well as how to manage work sites to avoid and reduce any dust creation.
Several respondents raised general concerns about potential negative environmental impacts, including on air quality, the countryside and local forests, wildlife, and biodiversity. A few respondents remarked that carbon net-zero ambitions seem unachievable.	East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. EWR Co will work to identify and reduce impacts and protect the countryside wherever reasonably practicable. EWR Co recognise that access to the countryside is important and will work to reduce impacts to public rights of way. To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at environmental compensation measures. At this stage EWR Co is primarily focused on trying to avoid and reduce impacts, by making decisions that help us 'design out' the potential for environmental impacts. EWR Co have also committed to delivering Biodiversity Net Gain , which requires that habitats

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	<p>for wildlife are enhanced and left in a measurably better state than they were pre-development. This approach supports the Government’s 25-year Environment. As detailed in the Consultation Technical Report provided as part of the 2021 non-statutory consultation, environmental factors have been considered as part of developing the proposed route alignments. Air quality EWR Co takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with the policy and law of the UK Government, such as the Clean Air Strategy, and will continue to consider impacts on air quality (including CO2 emissions) throughout the design process. The project team will work with Local Authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in the Consultation Technical Report. This will include consideration of air quality as part of ‘Environmental Impacts and Opportunities’ Assessment Factor. Further information will be presented at statutory consultation. Countryside and local forests EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and where this isn’t possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage the project is primarily focused on trying to avoid and reduce impact, by making decisions that help ‘design out’ the potential for environmental impacts. So, for example, as a result, all alignments have avoided direct impacts on key national features including known ancient woodland. The project has committed to delivering Biodiversity Net Gain which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development which includes woodland. Further information will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application. Wildlife and biodiversity EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife including priority habitats such as woodland and ancient woodland as well as parks and greenspaces. As part of EWR Co’s commitment to changing</p>

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	<p>the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. EWR Co is mapping where the new railway may cross and border habitats used by other important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate. Further information will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application. Carbon net zero EWR Co. will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data, preliminary construction and operation assessment of impact on designated sites, habitats and species. The PEIR will include information regarding the methodology used to assess the significance of the carbon emissions associated with the project, the carbon management and reduction approaches already in place, and those which will be used during construction and operation. A full environmental statement will then be submitted as part of the development consent order application and will include a full whole life assessment of carbon emissions, including the embodied carbon of the materials used to construct the scheme, which will make up a significant proportion of the total emissions. The significance of those emissions against regional, national and/or international carbon budgets and targets will be set out. As the Project advances, EWR Co will continue to</p>

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	develop its approach to delivering on its Net Zero Carbon Railway ambition and provide further information around the scope of the target during a phase of statutory consultation. EWR Co aims to deliver a net zero carbon railway, in line with existing and developing net zero carbon policy, legislation and commitments at a global, national and local level which requires the UK to reach net zero greenhouse gas emissions by 2050.
One respondent recommended realigning the railway away from villages and for improved access to Marston Moretaine and another respondent recommended tunnelling under Brickhills.	Realigning the railway along the MVL is not an option EWR are considering because it would be unaffordable compared with upgrading the current line. As well as significantly increasing the project costs, this would have considerable impacts on the local environment and would cause significant disruption to local communities during construction due to the amount of earthworks required. Tunnelling the railway at Brickhill would present significant engineering challenges and substantially increase costs, likely making the whole project unaffordable. The approach taken for the MVL aligns with one of the EWR project objectives; to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the 2021 Consultation Document).
A respondent suggested that trains should not stop on MVL stops. Others suggested alternative station locations.	The Marston Vale Line is integral to the delivery of the Oxford to Cambridge services EWR Co has been tasked with introducing by Government. EWR was set up by government as a once in a generation opportunity to provide frequent, fast and reliable rail links for communities between Oxford, Milton Keynes, Bedford and Cambridge, this includes the communities along the Marston Vale Line. By not stopping along the MVL EWR Co would not be able to provide rail links for the communities along the MVL. As a result, the proposal would mean we would not achieve three objectives for this section of the route. As a result, it is not a viable option.
Several respondents suggested alternative routes, specifying fast links to Oxford and Cambridge, and a line that runs through Bletchley to Milton Keynes. Several other respondents suggested improving access to local towns along the Bletchley-Bedford line, including to Stewartby, Calvert, Winslow, Newton Longville, Wixams, Kempston, and Aylesbury. Some consultation responses suggested alternatives to proposed station consolidations under	Realigning the railway along the MVL is not an option EWR are considering because it would be unaffordable compared with upgrading the current line. As well as significantly increasing the project costs, this would have considerable impacts on the local environment and would cause significant disruption to local communities during construction due to the amount of earthworks required. The approach taken for the MVL aligns with one of the

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<p>Concept 2. These suggestions included merging Lidlinton and Ridgmont stations, merging Fenny Stratford and Bow Brickhill stations and merging Woburn Sands with Aspley Guise. There were some calls in the consultation feedback for EWR Co to move the Marston Vale Line away from village centres, and some to build a completely new line further from existing settlements.</p>	<p>EWR project objectives; to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the Consultation Document). Although EWR Co is not responsible for providing onward transport links, access across the railway and access to the stations, for pedestrians, cyclists, vehicular traffic and bridleways, will be considered during the development of proposed options. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the access of the scheme with the 'Transport Hub Benefits' and 'Short Distance Connectivity' Assessment Factors. Further information will be presented at statutory consultation. Two concepts were provided at the Non-Statutory Consultation that provided for the demand expected between Bletchley and Bedford. Concept 1 was that the existing hourly stopping service would continue to serve all Marston Vale Line stations, with a new limited-stop EWR service calling at two stations – Woburn Sands and Ridgmont – four times an hour. Concept 2 would be five new merged stations on the Marston Vale Line – all five would benefit from at least two EWR services every hour, and some would have four. This would mean more communities have access to more frequent and faster services, direct to more locations. EWR Co will consider the station locations such as merging stations between locations as we continue to develop concept proposals as EWR Co undertake the option appraisal and selection process into the next level of design. Any proposed location or merging needs to consider the effect this will have on the rest of the route and the access the service will provide to communities along the MVL. Further information will be presented at statutory consultation. Moving the MVL line away from village centres is not a feasible option because it would not represent good value for money for the taxpayer, due to the increased amount of design, engineering works, materials and land take required to deliver. It would also have significantly higher environmental impacts than upgrading the current line. The purpose of East</p>

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	<p>West Rail is to provide new connectivity across the Oxford to Cambridge area, making it cheaper, easier and quicker for people to move around, and the new stations proposed will provide local people with the opportunity to experience that connectivity directly. The approach taken for the MVL aligns with one of the EWR project objectives; to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the Consultation Document). Moving the railway away from the communities would undermine the purpose that it serves and reduce its accessibility to potential rail users. The project is reviewing the various route alignments to determine which is the most appropriate scheme to deliver a value for money and cost-effective railway for the traveling public that meets its strategic goals. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the cost of the scheme with the 'Capital Cost' and 'Overall Affordability' Assessment Factors. Further information will be presented at statutory consultation.</p>
<p>A small number of respondents suggested an alternative station location at Wixams, Bedford South or Kempston Retail Park.</p>	<p>For the reasons set out below in relation to the alternatives suggested, EWR Co is not considering providing new stations for Bletchley and the Marston Vale Line other than those which have already been proposed in Concept 2 within the Non-Statutory Consultation, as the extra land take and cost of constructing new stations is not warranted at these locations. This is in line with our Project objective to improve east-west public transport connectivity by providing rail links between key urban areas (current and anticipated) between Oxford and Cambridge (as referenced on page 40 of the Consultation Document). The railway around Bedford has several complex interfaces that requires careful consideration as EWR Co develops its scheme. There are infrastructure works such as the sidings at Bedford that need to be relocated to ensure sufficient capacity on the lines in and out of Bedford to allow EWR and other rail services to operate reliably, that further impede the optionality of new stations within the area. The proposals for Wixams Station would require construction of a new connection between the Marston Vale Line and</p>

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	<p>the Midland Main Line. EWR Co is working on local connectivity proposals, with a focus on first/last mile travel to and from stations and will consider how EWR Co can provide access to EWR stations from Wixams, if the latter station is built. Route options passing to the south of Bedford were considered before the selection of a preferred route option in 2020. Different route options were presented including a Bedford South alignment; however Route Option E was selected in part because it would deliver higher transport user benefits by serving Bedford Midland and Bedford St Johns directly, providing convenient access to other rail services, transport modes, local homes and businesses and facilities such as Bedford Hospital. As a result, an alternative station location at Bedford South would not be feasible. The information that respondents have provided is either not new or would not change these conclusions. As such, a route alignment following Route Option E and passing through Bedford town centre remains preferable. All of the alignments proposed take this route, so it is not a differentiating factor between them. EWR Co has consulted on a scheme involving an upgrade to Bedford Midland and a relocation of Bedford St Johns station to provide an effective balance between connections to other rail services, meeting the needs of communities across Bedford, providing efficient rail operations and reducing the cost of the project. Although a station at Kempston would provide benefits to the Kempston area and retail park, it would not serve Bedford Hospital or communities south of the River Great Ouse.</p>
<p>A respondent suggested that a footbridge linking the Retail Park and Southfields Park of Kempston is necessary for safe pedestrian access and undisturbed train services.</p>	<p>A footbridge at Exchange Retail Park is not required to enable the delivery of EWR, as the existing links to the Retail Park are not affected by EWR proposals, such that the safety of pedestrians and train services do not change due to EWR. Therefore, EWR Co is currently not considering a bridge at this location.</p>
<p>There was some opposition to EWR's proposals overall and the Marston Vale Line more specifically. Respondents stated that they do not want EWR to go through the area due to the destruction and disruption it will cause.</p>	<p>EWR Co understand local concerns and will continue to work to mitigate the impacts of the project and the disruption caused during construction. The Marston Vale Line is integral to the delivery of the Oxford to Cambridge services EWR Co has been tasked with introducing by Government. EWR was set up by government as a once in a generation opportunity to provide frequent, fast and reliable rail links for communities between Oxford, Milton</p>

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	<p>Keynes, Bedford and Cambridge. The approach taken for the MVL aligns with the EWR project objectives; including the objective to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the Consultation Document).</p>
<p>Some respondents expressed concern about the closure of the level crossing and the station, with a few objecting in strong terms. Respondents were concerned about the impact of EWR works on the village. They requested that Aspley Guise station is kept as part of the proposals. One respondent suggested that a new road should be delivered between Salford Road and Bedford Road to avoid traffic moving through the village.</p>	<p>East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Disruption from construction EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment. Retaining Aspley Guise station and crossing EWR Co presented two options during the non-statutory consultation. Concept 1 proposes to retain Aspley Guise station which would address the respondents' concerns about closing it. Concept 2 proposes merging some of the existing stations to provide 5 new stations on the Marston Vale Line. The benefits of each option can be found in the Non-Statutory Consultation Section B: Bletchley and the Marston Vale Line – improvements to the existing railway and stations. EWR</p>

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	<p>Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Traffic impact The road proposals presented at Non-Statutory Consultation for Aspley Guise are for closing the level crossing and what options would be suitable at the location. A road connection between Salford Road and Bedford Road was not considered as providing access across the railway. EWR Co is only altering roads where necessary due to the new services EWR will provide to the area. EWR Co is not responsible for the wider road network in the area and potential new connections to them. As part of the Environmental Statement that will accompany the DCO application, EWR Co will also prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of the impact on Aspley Guise village traffic and the requirements for mitigation through alternative routes, such as Salford Road and Bedford Road. Further information and proposals for mitigation will be presented at statutory consultation.</p>
Respondents suggested that Aylesbury needs to be included in the proposals.	EWR Co is working on a cost-efficient plan to run a service from Aylesbury, to make the best case for Government to confirm whether the upgrade will be

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	included as part of the EWR scheme. Further information will be presented at statutory consultation.
Some respondents believe that barrier downtime would cause disruption to road users and pedestrians.	<p>There are several factors that influence barrier down times, including the protection and warning arrangements in place at the crossing. The configuration of the protection and warning arrangements are governed by legislation. The Non-Statutory Consultation presented solutions that would close crossings and remove downtime as an issue along the route. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open and reducing the barrier downtime these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. EWR Co is actively considering the end-to-end journey, including how stations can facilitate easy and simple connectivity for people. Providing easy to use, suitable walking routes to the station is part of how EWR Co is promoting active travel along with working with local authorities to understand how it can support local plans and improvements for footpaths around stations. As part of the Environmental Statement that will accompany the DCO application, EWR Co will also prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access</p>

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	restrictions), parking, and safety impacts. Further information and proposals for mitigation will be presented at statutory consultation.
A few respondents stated that infrastructure for a direct chord connecting to Milton Keynes Central Station should either be provided within this scheme or should be safeguarded as an option for the future.	EWR Co have been tasked by Government to deliver much-needed transport connections for communities between Oxford and Cambridge. A direct connection from Cambridge and Bedford to Milton Keynes Central does not currently form part of EWR Co's remit to provide these transport connections. There are no proposals to provide a Bletchley Chord as part of East West Rail, however the delivery of East West Rail does not preclude this option from being developed in the future.
Respondents stated that infrastructure for a direct chord connecting Milton Keynes Central Station should be either be provided as part of the EWR scheme or that the EWR scheme should safeguard this option for development in the future.	A direct connection from Cambridge and Bedford to Milton Keynes Central does not currently form part of EWR Co's remit from DfT. Network Rail have undertaken some early analysis of the feasibility of developing a connection from the Bedford direction at Bletchley onto the West Coast Main Line heading north, which has demonstrated that the options are limited and the costs likely to be very high. As a result, there are no proposals to provide a Bletchley Chord as part of East West Rail, however the delivery of East West Rail does not preclude this option from being developed in the future.
There was strong support for a new entrance to the eastern side of the station to improve access to and from the town centre and bus station, as well as retaining the existing entrance.	Specific issues about Bletchley eastern entrance are addressed in the Section B5 table.
A few respondents stated that there was not sufficient information about improvements and design of Bletchley Station e.g. Eastern entrance or pedestrian access. They suggested that more detailed long-term vision for the station should be provided before the next stage of consultation.	The 2021 Non-Statutory Consultation was undertaken at an early stage of design so that EWR Co could gather feedback from the local communities the proposals will affect. To accommodate East West Rail train services, additional works may be required at Bletchley to provide for the extra trains and the passengers that would use the station. EWR Co is reviewing the works already authorised by the 2020 Order for Connection Stage 1 of East West Rail and is considering the additional works that might be required, including in relation to an Eastern entrance and pedestrian access, to provide an improved customer experience throughout the station area and to provide for additional demand in the future. Further information and proposals will be presented at statutory consultation

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Respondent suggested an east-north chord connection at Bletchley for direct connections with Milton Keynes, both as a key destination in its own right and for its superior onward travel opportunities compared with the offer available if interchanging at Bletchley.	EWR Co have been tasked by Government to deliver much-needed transport connections for communities between Oxford and Cambridge. A direct connection from Cambridge and Bedford to Milton Keynes Central does not currently form part of EWR Co's remit to provide these transport connections. There are no proposals to provide a Bletchley Chord as part of East West Rail, however the delivery of East West Rail does not preclude this option from being developed in the future.
Respondents stated that if a new bridge is required at Caldecotte A5, it should be a landmark bridge rather than a plain concrete design.	EWR Co is developing options for the scheme and are still reviewing whether a new bridge is required at the A5 or whether to expand the existing bridge (as presented at non-statutory consultation). EWR Co recognise that the community are interested in how the railway and associated infrastructure will look in relation to its surroundings and want infrastructure to look attractive. These considerations are part of the detailed design process which is undertaken at a later stage of project development. EWR Co will continue to consider the aesthetics of the designs as they develop, taking the assessment factors into account, and will continue to discuss design with key stakeholders as proposals progress. Further information and proposals for possible new bridges and the design of new bridges will be presented at statutory consultation.
A small number of respondents raised general concerns that the MVL is underused and are concerned about whether the proposals are justified by passenger numbers.	East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge (as referenced on page 40 of the Consultation Document as part of the Project Objectives). These transport connections are much needed due to the economic success of the businesses in the Oxford to Cambridge and the resulting increase in housing demands. The high demand for housing and consequential high house prices diminishes the ability of companies to attract talent, which is further exacerbated by poor east-west transport connections. This problem was identified by the NIC in their 2017 report “Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc”. The need for EWR is also discussed in the ‘Alternative Solution’ section of this document. EWR is addressing a fundamental lack of connectivity in the region, as the underlying infrastructure has not seen significant investment for

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	<p>decades and the communities that it serves have changed and grown considerably over that time. As mentioned in the Consultation Technical Report, six of the ten are amongst the least used 20% of stations in the region (based on data from the Office of Rail and Road). During the Covid-19 pandemic, rail demand was significantly impacted as people preferred to avoid public transport for obvious reasons. However, since the end of the Covid-19 pandemic, rail passenger numbers have increased to nearly 80% of pre-pandemic levels. EWR Co continue to monitor these figures and to factor them into the iterative business case process. Further information will be presented at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Passenger numbers is considered as part of the 'Transport User Benefits' and 'Operating Costs' Assessment Factors. It is not possible to introduce a fast, reliable and frequent service between Oxford and Cambridge without making a significant investment in the Marston Vale Line. The East West Rail represents a once in a generation opportunity to provide a reliable, frequent train service for communities along the Marston Vale Line. EWR Co aims to provide a rail service that meets the needs of local people today and into the future. This opportunity would result in a railway line sitting at the heart of an integrated transport network, making journeys from door to door both quicker and more convenient.</p>
<p>A few respondents talked about station capacity and suggested either providing platforms enabling eight-carriage trains to stop or providing additional platforms to improve the effectiveness of the station and prepare for any potential future increase of train services.</p>	<p>EWR Co note respondents' suggestions for the provision of platforms enabling 8-carriage trains to stop, or the provision of additional platforms. EWR is conducting modelling to forecast and understand demand for the usage of each station, including Bletchley Station. EWR Co aims to future proof station capacity by considering the layout, design features including the positioning of shelters, waiting areas, information screens and customer behaviour to minimize potential future crowding. While 8-carriage platforms are not required for EWR services (based on the proposals presented at non-statutory consultation which utilise 4 carriage services), the new high-level platforms currently being constructed by Network Rail and the East West Rail Alliance</p>

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	have been designed such that in the future, if required, these could be extended to enable 8-carriage trains to stop at them. Further information and proposals will be presented at statutory consultation.
A respondent stated that car parking near small stations should be considered. Their concern is about the use of local roads to park impacting traffic in towns.	EWR Co is aware of space constraints at several small stations along the MVL, as well as limited parking facilities. At the next stage of design, EWR Co will be undertaking modelling work to further understand this issue and determine whether further parking is required. As part of this process, EWR Co will also consider electric vehicle charging points and passenger drop off and taxi facilities. EWR Co will also be looking at where improvements can be made to sustainable transport access to all EWR Co stations to encourage more passengers to travel to the station by walking, cycling or bus to reduce pressure on parking. Further information will be available at the statutory consultation stage.
Some consultation responses called for improvements at all the stations on the Marston Vale Line, such as for those which are not relocated.	EWR Co is considering where enhancements to stations would be needed to meet safety standards and to provide an appropriate level of service. East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
Respondents suggested that a strategic review is required to inform the concepts. Others stated that they had no preference for the concepts.	As EWR Co develop proposals for concepts, reviews will be undertaken as part of the process to determine the concept EWR Co will proceed with. This will

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	include strategic reviews to develop the concepts to meet the requirements of the service. EWR Co notes that some respondents stated that they have no preference between the concepts. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further information will be presented at statutory consultation.
Respondents proposed the following alternative concepts: • only Bedford St John's and Stewartby to be serviced each hour; • running a shuttle service between Bletchley and Bedford; • grade separation for Fenny Stratford junction between Bletchley and Fenny Stratford.	EWR is addressing a fundamental lack of connectivity in the region. EWR was set up by government as a once in a generation opportunity to provide frequent, fast and reliable links for communities between Oxford, Milton Keynes, Bedford and Cambridge. As concept proposals are developed, EWR Co is examining service and stopping patterns. Bedford St John's and Stewartby are two stations which would benefit with more services giving better connectivity to the south of Bedford and to the Stewartby area and Kimberley College than what is currently provided. The results of this assessment will inform the proposed concept for the MVL and will be presented at statutory consultation. The suggestion to run a shuttle service along the MVL, between Bletchley and Bedford, is included as part of Concept 1 for the MVL services (see consultation document page 114). These trains would take 22 minutes to travel from Bletchley to Bedford. There is already grade separation between the railway and highways between Bletchley Station and Fenny Stratford Station which is proposed to be retained.
Some respondents raised concerns about the options presented for the blockade strategy.	Specific issues about the blockade strategy are addressed in the Section B3 table.
A few respondents opposed Blockade Strategy Option 2, as they remarked that the proposed prolonged blockade would become normalised and cause continued disruption. Concerns about disruption focused on the impact on freight and road users, students, and emergency vehicles. Regarding alternative road transport, a few other respondents voiced concern over potential increased road congestion from a bus replacement service. However, a few other respondents supported bus services as these are already in use along the line, but these respondents remarked that such support is	EWR Co is currently considering the way forward with each level crossing and, with new service levels, whether there is potential to keep crossings open. However, if there is still a case where EWR Co have to close any crossings, these would not all be closed simultaneously. All works will be carefully planned and coordinated to ensure there is always a suitable diversion route open while each level crossing is closed. This is also why EWR Co have put forward 'offline' solutions in many places for the proposed level crossing closures because this would allow the existing roads and crossings to remain

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<p>conditional on a reliable, efficient service. Horse riders also recommended that numerous equestrian crossings should not be closed at the same time.</p>	<p>open for some of the construction period. As an example, EWR Co would carefully programme any required closure of the level crossings at Lidlington and Millbrook to ensure a diversion route is available between Ampthill and Flitwick. Replacement bus services will also be considered as part of the offline solution to level crossing closures. EWR Co recognise that horse riders have unique needs in crossing the railway and can be a more vulnerable group in using the road network. All works will be carefully planned and coordinated to ensure there is always a suitable diversion route open while each level crossing is closed, and diversion distances for non-motorised users. EWR Co acknowledge that Pony Level Crossing is the only bridleway crossing on the MVL and is of importance for horse riders because of this. EWR Co is working to ensure that proposals put forward are suitable for its usage. If there are requirements for closures of crossings, EWR Co will look to keep crossings open for as long as possible during the construction period and ensure that any diversions are suitable for the users. EWR Co will work with stakeholders and local users as proposals are developed and will provide further details about the plans for construction at statutory consultation. EWR Co invited emergency services to participate in the 2019 and 2021 Non-Statutory Consultations. Although they did not provide a response to these consultations, we will continue to seek feedback as the EWR design progresses. We will also invite the emergency services to provide feedback at the statutory consultation stage. Further information will be presented on any closures of level crossings at Statutory Consultation.</p>
<p>A small number of respondents express concern for cost, commenting that they prefer the lowest cost option.</p>	<p>EWR will follow government guidance, procedure and best practice in formulating its business case. This includes, but is not limited to, the HM Treasury's Green Book and DfT's Transport Analysis Guidance. The business case is an iterative process and EWR will strive to ensure not only a range of options have been appraised, but also that a broad range of evidence has been leveraged to provide decision makers with a good understanding of the costs, benefits and strategic merits of the scheme. This includes social and environmental impacts. EWR will deliver a range of benefits for businesses, communities and academia throughout the length of the railway, enabling</p>

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	<p>economic growth and supporting a range of public and private sector investments. EWR will use a range of techniques to monitor and manage risk, including risks associated with costs, for example by applying commonly used approaches such as sensitivity analysis and optimism bias, in the business case. Value engineering and innovative approaches to design, construction and operation of the railway will also help us to ensure the likelihood of overspend is minimised. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the cost of the scheme as part of the 'Capital Costs' and 'Overall Affordability' Assessment Factors.</p>
<p>A respondent suggested linking EWR Co with Midland Main Line in the Millbrook/Stewartby area.</p>	<p>EWR Co does not consider that the provision of a new connection with the Midland Main Line in the Millbrook/Stewartby area is necessary or viable. The railway around Bedford has several complex interfaces that requires careful consideration as EWR Co develops its scheme. There are also infrastructure works such as the sidings at Bedford that need to be relocated to ensure sufficient capacity on the lines in and out of Bedford to allow EWR and other rail services to operate reliably, that impede the optionality of new stations within the area. The route has been developed to ensure that EWR connects with the Midland Mainline at Bedford Station, helping to deliver rail passenger connectivity between the two rail lines. This connection at Bedford station means a connection in the Millbrook/Stewartby area is not required to meet the Project Objectives for EWR to contribute to improved journey times and inter-regional passenger connectivity by connecting with north-south routes and routes beyond Oxford and Cambridge (see page 40 of the Non-Statutory Consultation Document). Therefore, the proposal for a connection in the Millbrook/Stewartby area does not warrant the associated additional cost and land take requirements.</p>
<p>A respondent advised that potentially less disruption could be achieved via modern offsite methods of construction for wider span bridges and recommended that EWR Co considers what and how Highways England/National Highways have been built in this area.</p>	<p>To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment. EWR</p>

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	Co will also consider engineering options, such as offsite construction, when preparing construction plans. More detail about the infrastructure requirements and proposals will be available at the statutory consultation stage.
Respondents requested that local views are considered in the development of the proposals. Some respondents also stated that more detailed information about the impacts of the proposals should be provided.	EWR Co will use consultation feedback alongside the assessment factors set out in the consultation materials to select emerging preferred options.
Respondents suggested that the view of local people and the local authority needs to be taken into consideration. There was also some confusion about terminology used, particularly the terms 'online' and 'offline'.	Consulting early on helps to identify any key issues and concerns and allows EWR Co to consider how they can potentially be avoided or reduced. There will be further opportunities to raise issues for consideration, including during a statutory consultation. Throughout the EWR project, EWR Co have been actively engaging with local authorities, representatives, councillors and stakeholders and are encouraging people to provide feedback so that EWR Co can deliver the right railway for local communities. EWR Co will continue this engagement as the design process progresses. 'Online' options are those that follow the existing road, while 'offline' options are those which deviate from the current route. Online options tend to be more disruptive during construction because they require the road to be closed for a significant period. Offline options can be less disruptive because they can be built largely off-network, with limited closures to tie in new and old infrastructure. EWR Co have taken this feedback into account during optioneering and will publish further detail at the statutory consultation stage.
Several respondents ask that EWR Co, and Milton Keynes Council consider the views of the community and respect their needs. Some respondents proposed further analysis and consultation involving the local community, Milton Keynes Council and Woburn Sands Town Council.	There are several stakeholders who may be affected by the proposals for the Marston Vale Line, including residents, businesses, rail users and others. EWR Co recognise local concerns and the importance of the service concepts and infrastructure changes to local people and that's why EWR Co encouraged people to respond to the consultation with their views. Regular stakeholder engagement is ongoing with key stakeholders, including local authorities and town councils. This engagement is taking place to help coordinate development plans and inform EWR proposals. The Development Consent Order process ensures that significant consultation is undertaken with a wide range of stakeholders throughout the project's development, including local

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	communities. EWR Co has already held two non-statutory consultations and will be holding a statutory consultation. This provides an opportunity for the public to comment and feedback on more developed proposals.
<p>Several respondents highlighted the importance of working alongside local people and businesses to decide on the best solution for replacing or improving level crossings in each place, to best meet local need. A few respondents also mentioned the importance of providing local people with advance information of diversions during the progress of works. A few respondents requested more information about the potential length of time of the blockade</p>	<p>The non-statutory consultation took place at an early stage in the development of proposals and, at that point, further information was not available regarding the potential length of time of the blockade and the construction approach, such as off-peak working hours. EWR Co recognise concerns and the importance of the service concepts and infrastructure changes to local people and that's why EWR Co encouraged people to respond to the consultation with their views. The Development Consent Order process ensures that significant consultation is undertaken with a wide range of stakeholders throughout the project's development, including local communities. EWR Co have held two non-statutory consultations and will be holding a statutory consultation to share further details with residents, stakeholders and service users. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment. The CoCP will provide further information about the approach to communicating construction works, including diversions, with the local community and impacted users. The Code of Construction Practice or an equivalent document will be submitted alongside a DCO application. Compliance with the CoCP will be secured through the Requirements of the DCO itself. More information about the CoCP including duration of blockade and working hours will be provided at the statutory consultation stage. EWR Co will also hold local drop-in events and talk with local representative groups as the project develops. This provides further opportunities for the public to find out more about the proposals as they develop. EWR Co already uses a number of ways to communicate with communities and individuals including a regular email newsletter, public information events, the project website and via local media. Direct engagement to individual property owners / occupiers is used to accompany</p>

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	major announcements. EWR Co will keep communications channels under review to ensure it is easy for people to receive updates on the company's work as the project progresses.
Some respondents felt there was too little detail in the consultation documents, including on environmental assessments, service during construction and the proposed location of relocated stations. Others felt EWR Co should provide more data on passenger forecasts to support its proposals.	The non-statutory consultation took place at an early stage in the development of proposals. As a result, further information was not available at that time, including regarding the potential duration of the blockade, the location of the relocated stations, and the construction approach, such as off-peak working hours. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment. More information about the CoCP will be provided at the statutory consultation stage. Environmental assessments EWR Co considers the importance of environmental sustainability in the activities and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts. EWR Co is determined to be an industry leader on environmental sustainability across the whole life cycle of the project. EWR Co aims not just to reduce impact but to realise opportunities to enhance the environment in line with the Government's 25 Year Environment Plan and EWR Co's own vision for the East West Rail scheme. EWR Co aims to protect and enhance the natural and historic environment; to be a net zero carbon railway; to ensure the resilience of the infrastructure; and to contribute to the wellbeing of communities and customers. The company will identify elements of the programme activities that could result in significant environmental effects, primarily by undertaking an Environmental Impact Assessment in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities. EWR Co. will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or

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	<p>reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application. This will be considered as part of the 'Environmental Impacts and Opportunities' Assessment Factor. Passenger forecasts East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge (as referenced on page 40 of the Consultation Document as part of our Project Objectives). EWR is addressing a fundamental lack of connectivity in the region and passenger forecasts will be generated to support the business case, following the submission of the DCO. While no consensus has formed about long-term rail demand in the UK, EWR Co has started testing the possible impact a long-run rise in working from home could have on the route. But this is a much longer-term project and will connect communities along the route for decades to come.</p>
<p>Respondents recommended that EWR Co need to coordinate proposals with local development, which is either proposed or already delivered.</p>	<p>EWR Co is aware of several development proposals along the Marston Vale Line, including Woburn Sands, Lidlington and Stewartby, and recognise the importance of coordinating housing and employment growth with the changes EWR Co is proposing. EWR Co is already in contact with several developers and are working with them and local authorities to align proposals as much as possible, while considering the different timescales and planning processes involved. More information will be presented at statutory consultation and engagement will continue throughout the development of the design.</p>
<p>Some respondents believed that local usage of the Marston Vale Line will be limited, and that this should be considered in decisions concerning station closures and service frequency. As a result, a few respondents suggested it may not be cost-effective to operate numerous smaller stations. Some respondents expressed general concern over cost of the scheme.</p>	<p>As stated in the project objectives (page 40 of the Consultation Document), EWR is addressing a fundamental lack of connectivity in the region by aiming to improve east-west public transport connectivity by providing rail links between key urban areas (current and anticipated) between Oxford and Cambridge. East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. This includes providing transport choices for the new</p>

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	<p>businesses and residents. EWR Co is undertaking demand modelling along the MVL as the concept proposals are developed. Respondents were concerned about the cost-effectiveness of Concept 1 (local stopping services). However, the Consultation Document also sets out a second concept for the MVL, Concept 2, which would rationalise the number of stations along the route. A comparison of the two concepts is set out on pages 126 to 129 of the Consultation Document, which addresses the issue of cost-effectiveness to operate numerous smaller stations by comparing operating costs for Concept 1 and Concept 2. This is one of the factors being considered as the proposals are developed. The project will go through the full financial and business case rigour of the HM Treasury's Green Book. This is used to appraise projects and programmes in a consistent, but holistic manner. This includes scope, cost, social and environmental impact, as well as value for money for the taxpayer. This will also be considered within the "Capital Costs", "Overall Affordability", and "Environmental Issues and Opportunities" Assessment Factors Further information will be presented at statutory consultation.</p>
<p>A few respondents stated that they do not feel safe at the current Bletchley Station in the evening/at night due to station building condition and lack of staff.</p>	<p>As EWR Co develop proposals for Bletchley Station to a greater level of detail, EWR Co will consider safety and security for passengers and the local community. Further information and proposals will be presented at statutory consultation.</p>
<p>Several respondents made suggestions about the stations and their general design. They mentioned using innovative and aesthetic design as a priority and suggested the use of local materials and design integration with surrounding areas.</p>	<p>Where new stations are provided, there is an opportunity to incorporate enhanced facilities. These considerations are part of the detailed design process which is undertaken at a later stage of project development. More detailed information will be presented at statutory consultation.</p>
<p>A few respondents worried about the negative impact of construction on whole villages, including noise, dust, and vibration.</p>	<p>EWR Co recognises noise and vibration from both the construction and operation of a railway is an important issue for local communities. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. EWR Co recognises concerns about the impact of noise and vibration and is committed to considering measures that will reduce noise and vibration. This includes: Choice of trains Track technology Noise barriers which form one of a</p>

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	<p>number of mitigations that may be appropriate where tracks may create noise and vibration. Comprehensive assessments will be carried out and will use industry-leading computer modelling, which can incorporate information on local geology to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information regarding the existing baseline noise environment, together with construction and operational noise limits having regard to the appropriate guidance and legislation. Construction and operational noise levels generated from the proposed works will also be presented as part of the PEIR which will form elements to be considered at the Statutory Consultation stage. A full environmental statement will then be submitted as part of the development consent order application. The PEIR will also present the likely risks from construction activities and potential impacts from operation, including identification of mitigation and control measures relating to dust. The PEIR and Environmental Statement will assess changes in nitrogen oxides (NOx), fine particulates (known as PM2.5 and PM10) and dust. This assessment will follow best practice and guidance such as the guidance set by the Institute of Air Quality Management and other recognised bodies. The team will seek to reduce the impact the new railway may have on air quality. This will include considering what vehicles and equipment will be used during the construction and operation of the railway, as well as how to manage work sites to avoid and reduce any dust creation.</p>
<p>Some consultation responses called for EWR to avoid the provision of additional infrastructure and to adopt options which retain the existing railway infrastructure and resources such as the bridge.</p>	<p>EWR Co notes that a small number of respondents oppose additional tracks or new bridges. However, between Bletchley and Bow Brickhill, there are four existing bridges that carry the railway line over the River Ouzel and local roads (the V7 Saxon Street dual carriageway in Bletchley (2 bridges) and the A5 dual carriageway east of Fenny Stratford). These bridges were built to carry only</p>

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	<p>one track. This section of single track would not be able to cope with the additional trains proposed as part of EWR without affecting other services on the route. Therefore, changes would be required to allow for reinstatement of the second track. One of the options presented at the non-statutory consultation was to retain the existing bridges and infrastructure which exists and have additional bridges installed next to the existing bridges, which would enable EWR co to retain as much of the existing infrastructure as possible. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the retention of existing railway as part of the ‘Environmental Impacts and Opportunities’, ‘Performance’ and ‘Safety Risk’ Assessment Factors. Further information and proposals for possible new bridges and the design of bridges will be presented at statutory consultation.</p>
<p>Some respondents expressed concern about the disruption caused by the construction. Respondents were especially concerned about the impact of construction on students at schools along the route, particularly Kimberley College at Stewartby.</p>	<p>The construction of the project involves relatively straightforward and well-understood construction practices. The environmental impact of and safety during construction and operation of EWR will be assessed to inform the development of the design and will be presented in an early stage in the Preliminary Environmental Impact Report (PEIR) at statutory consultation and followed with the development of the environmental statement (ES) that accompanies the Development Consent Order (DCO) application. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment. EWR Co is particularly conscious of the requirements of school and college children attending institutions like Kimberley College and EWR Co will work with stakeholders to tailor accessibility solutions for these key user groups and reduce and mitigate the impact of works as much as possible.</p>
<p>Some respondents suggested that construction is conducted as quickly as possible. A few other respondents suggest conducting construction work at</p>	<p>EWR Co understand that any construction work is likely to cause some disruption, both to train users and the local community. This is why EWR Co consulted on three potential construction options to understand what is most</p>

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weekends and during the evenings to reduce the disturbance to the local community.	important to local stakeholders to assist us in planning the works in a way that considers the impact of disruption. EWR Co will provide further information about the approach to construction at the statutory consultation stage. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment. Construction planning will consider the most efficient way for delivery the project whilst maintaining good levels of connectivity to address disruption from the project. This will include considering suggestions such as weekend and evening working. Further information on the potential impacts associated with construction will be presented at statutory consultation.
A small number of respondents voiced overall opposition to the options proposed. Some respondents expressed concern about potential disruption resulting from construction, including to existing rail and freight services, and to motorised and non-motorised users. A similar number of respondents voiced concern about the potential impact that construction would have on local residents and their localities, including Woburn Sands, Lidlinton, and Bow Brickhill. A few other respondents expressed concern over potential negative environmental impacts of the Project, in particular to wildlife, rural areas and air quality. A few other respondents suggested choosing the option that would be least detrimental to the environment.	Construction impact EWR Co understand local concerns and will continue to work to mitigate the impacts of the project and the disruption caused during construction. EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes consideration of the impact of construction on existing rail and freight services. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities (such as

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	<p>Woburn Sands, Lidlington and Bow Brickhill) and mitigating impacts on the wider environment. EWR Co will work closely with its supply chain to ensure that land used would be secured and maintained appropriately throughout construction. The CoCP will include information about how land would be properly managed during the construction phase, such as keeping compounds secure, avoiding contamination from worksites into neighbouring land, keeping areas near compounds tidy and free from mud or litter, along with other measures designed to reduce the impacts of construction on local communities. Compliance with the CoCP will be secured through the Requirements of the DCO itself. Environmental impact The environmental impact of and safety during construction and operation of the railway and its associated infrastructure will be assessed to inform the development of the design and will be presented in an early form within the PEIR at statutory consultation and within the Environmental Statement (ES) that accompanies DCO application. EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife including priority habitats such as woodland and ancient woodland as well as parks and greenspaces. As part of EWR Co's commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. EWR Co will seek to avoid direct impacts on the most significant nationally and internationally designated environmental assets including, National Nature Reserves (NNRs), Ramsar Sites, Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs) and candidate Special Areas of Conservation (cSACs), Special Protection Areas (SPAs) and candidate Special Protection Areas (cSPAs), Ancient Woodland and Veteran Trees. EWR Co is mapping where the new railway may cross and border habitats used by other important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate</p>

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	<p>for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate. EWR Co takes its commitment to delivering sustainable transport seriously and is developing the scheme in line with the policy and law of the UK Government, such as the Clean Air Strategy, and will continue to consider impacts on air quality (including CO2 emissions) throughout the design process. The project team will work with Local Authorities to understand the current situation in communities and how to consider relevant Air Quality Management Areas. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information regarding the baseline air quality environment and identification of the relevant air quality standards and targets. The likely risks from construction activities and potential impacts from operation, including identification of mitigation and control measures will also be presented as part of the PEIR which will form elements to be considered and will be presented at statutory consultation. A full Environmental Statement will then be submitted as part of the development consent order application and will assess changes in Nitrogen Oxides (NOx) and fine particulates (known as PM2.5 and PM10) and dust. This assessment will follow best practice and guidance such as the guidance set by the Institute of Air Quality Management and other recognised bodies. The preferred option will be selected following a rigorous process using a range of assessment factors, as outlined in the Consultation Technical Report on page 190. This will include consideration of the environmental impact of the scheme under the “Environmental Impacts and Opportunities” assessment factor.</p>
<p>A respondent stated that two new bridges close to each other (Bow Brickhill and Woodleys crossing) are excessive. They also mentioned that Woodleys</p>	<p>At Bow Brickhill, four options were presented at non-statutory consultation. Three options were bridges and one was an underpass. At Woodleys both options for the closure of the level crossing presented at non-statutory</p>

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crossing will impact the area as it is not used as a public road crossing currently.	consultation were bridges. However, since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Analysis has identified further potential options including keeping the crossing open at Bow Brickhill and. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. EWR Co will continue to discuss proposals with the local highway and planning authorities to align EWR Co's proposals with the plans for the local area, including wider developments. It is important that EWR Co do not cause community severance by not providing alternative crossings if EWR Co do close level crossings. These two bridges have been proposed to accommodate the closures of two different crossings. The proposed bridge at Bow Brickhill would be direct replacement for a closure of the level crossing at this location and the proposed bridge at Woodleys would be to accommodate a closure of Woburn Sands crossing and would become a public road crossing. The provision of a single bridge would not be in close proximity to one or the other of the existing crossings, which would negatively impact access to Bow Brickhill and Woburn Sands by extending journey distances.
A respondent is concerned about flooding possibilities in the Fenny Stratford area.	As part of the design process, EWR Co is gathering further information on issues that EWR Co need to factor into the proposals. This includes survey data and working with agencies to understand risks such as flooding. EWR Co takes climate change and the future risk of flooding seriously and will continue to develop its approach to understanding and mitigating any project-related risks linked to climate change. This includes considering changes to climatic conditions and extreme events within the design of the project. Work is ongoing in this area and the project has established and have ongoing and regular engagement with the Environment Agency, to share information, data

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	<p>and modelling to support this work. EWR Co is also looking at ways to reduce flood risk by considering appropriate flood protection measures and flood compensation. Additionally, in light of the increasing frequency and severity of extreme weather events associated with climate change, best industry practice and new standards, the condition and capacity of the railway drainage systems are also being reviewed with a view to reducing the future risk of the railway flooding. At this stage in the development of the proposals, the assessments for flood risk in the Fenny Stratford area have not yet been undertaken. EWR Co will develop flood risk assessments to help inform the design process, which will take account of the future requirements of a changing climate. Flood risk will also be considered in the selection of a preferred option, as part of the “Environmental Issues and Opportunities” Assessment Factor. Further information will be provided during a phase of statutory consultation, including in relation to the Fenny Stratford area.</p>
<p>Central Bedfordshire Council requested that engagement is undertaken with them prior to any decision on closures of the Marston Vale Line. They stated that this will enable them to help make sure that local communities and businesses are informed as early as possible and to help reduce disruption.</p>	<p>At this stage, the plans indicate options that could be developed further. EWR Co will use feedback from this consultation alongside the assessment factors set out in the consultation materials to choose which options to take forward. More detailed plans will be produced at the next stage of design and shared at the next consultation stage. EWR Co is committed to working with local authorities, including Central Bedfordshire Council to plan and coordinate construction works and to ensure local communities are well-informed about the changes to train services and local road networks.</p>
<p>Respondents raised concerns about the impact of proposals on the environment.</p>	<p>EWR Co considers the importance of environmental sustainability in the activities and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts. EWR Co is determined to be an industry leader on environmental sustainability across the whole life cycle of the project. EWR Co aims not just to reduce impact but to realise opportunities to enhance the environment in line with the Government’s 25 Year Environment Plan and EWR Co’s own vision for the East West Rail scheme. EWR Co aims to protect and enhance the natural and historic environment; to be a net zero carbon railway; to ensure the resilience</p>

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	<p>of the infrastructure; and to contribute to the wellbeing of communities and customers. The company will identify elements of the programme activities that could result in significant environmental effects, primarily by undertaking an Environmental Impact Assessment in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application. Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice or an equivalent document submitted alongside a Development Consent Order (DCO) application. This will include measures to control impacts related to construction noise and vibration, air quality, contaminated land, ecology, historic environment, construction traffic, tree protection, surface and groundwater management, waste management and general site operations. In addition, it will state permissible contractor working hours. EWR Co's teams will continue to engage with local people and communities to understand the arrangements which are least disruptive to people's lives and businesses and will ensure that appropriate measures are in place to protect the flora and fauna of the corridor through which construction works will take place. Often this will involve the use of physical barriers and occasionally will require the relocation of species to an alternative location. In addition to the measures which EWR Co will apply during the construction of the works, the longer-term environmental impacts will also be considered in the design solution. The design of the works, therefore, will consider specific measures to reduce the impact of the Project on the surrounding environment during operation. For example, the use of landscaping and screening to reduce visual intrusion, and</p>

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<p>Impact on the environment is a concern for a few respondents, who commented that they preferred whichever option will have the least environmental impact and that damage to the environment should be minimised. A few respondents expressed concern for trees located where the additional track would be built.</p>	<p>bunds or noise barriers to reduce railway noise and how new and emerging technologies can be used in a long-term train fleet to reduce impacts.</p> <p>EWR Co considers the importance of environmental sustainability in the activities and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts. EWR Co is determined to be an industry leader on environmental sustainability across the whole life cycle of the project. EWR Co aims not just to minimise impacts but to realise opportunities to enhance the environment in line with the Government's 25 Year Environment Plan and EWR Co's own vision for the East West Rail scheme. EWR Co aims to protect and enhance the natural and historic environment; to be a net zero carbon railway; to ensure the resilience of the infrastructure; and to contribute to the wellbeing of communities and customers. The company will identify elements of the programme activities that could result in significant environmental effects, primarily by undertaking an Environmental Impact Assessment in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application. EWR Co do anticipate an impact on trees along the footprint of the railway. Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice or an equivalent document submitted alongside a Development Consent Order (DCO) application. This will include measures to control impacts related to construction noise and vibration, air quality, contaminated land, ecology, historic environment, construction traffic, tree protection, surface and</p>

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	<p>groundwater management, waste management and general site operations. In addition to the measures which EWR Co will apply during the construction of the works, the longer-term environmental impacts will also be considered in the design solution. The design of the works, therefore, will consider specific measures to reduce the impact of the Project on the surrounding environment during operation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility as part of the ‘Environmental Impacts and Opportunities’ Assessment Factor. Further information will be presented at the statutory consultation stage.</p>
<p>Some respondents considered Fenny Stratford Additional Track Option 2 less disruptive to the environment. Other respondents would like to see minimal impacts during construction.</p>	<p>Fenny Stratford Additional Track Option 2 does not necessarily provide less disruption to the environment as the need to remove the existing bridges and installing larger bridges can cause more disruption than installing smaller new bridges alongside. The preferred option will be selected following a rigorous process using a range of Assessment Factors including the “Environmental Effects and Opportunities” Assessment Factor, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. The construction of the project involves relatively straightforward and well-understood construction practices. The environmental impact of and safety during construction and operation of EWR will be assessed to inform the development of the design and will be presented in an early stage in the Preliminary Environmental Impact Report (PEIR) at statutory consultation and followed with the development of the environmental statement (ES) that accompanies the Development Consent Order (DCO) application. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment.</p>
<p>Respondents recommended that equestrian access should be considered when developing level crossing proposals.</p>	<p>EWR Co recognise that horse riders have unique needs in crossing the railway and can be a more vulnerable group in using the road network. Temporary access during construction works will be carefully planned and coordinated to</p>

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	<p>ensure there is always a suitable diversion route open while each level crossing is closed, and diversion distances for non-motorised users put in place, subject to safety considerations Since the non-statutory consultation, and in response to Government’s request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Once an emerging preferred option has been identified, guidance provided by the British Horse Society will be considered in the development of the detailed design. Accessibility will also be considered in the selection of a preferred option as part of the “Transport User Benefits” Assessment Factor and further information will be presented at statutory consultation.</p>
<p>There was feedback that Newport/Station Road is an important local route, and that vehicle access should be maintained at the current crossing location. There were suggestions for a road bridge or underpass, as well as some calls for the railway to be raised or lowered to accommodate the road crossing.</p>	<p>EWR Co did not include the option of a bridge, underpass, raised or lowered railway at Newport/Station Road in the non-statutory consultation because the early design work demonstrated that this would cause significant disruption to the local community to construct, would leave lasting visual and other environmental impacts and would require EWR Co to purchase both homes and local businesses. However, following a meeting with the Town Council and feedback received during the consultation process many people asked EWR Co to revisit this issue. The feedback received will be considered as designs are developed and further information will be provided at Statutory Consultation.</p>
<p>The NFU requested that EWR Co engages landowners about the potential impact of level crossing closures. They also suggested that the impact on the road network must be assessed in relation to the impact this will have on</p>	<p>Ahead of the launch of the 2021 consultation, EWR Co identified, and wrote to, all potentially impacted landowners based on Land Registry records, inviting them to meetings with the EWR Co Land team. Landowners will also</p>

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<p>farming businesses. One respondent requested that level crossing alternative routes need to consider the high-level clearance required for farming machinery.</p>	<p>be invited to feedback at the statutory consultation. Throughout the development and delivery of the EWR scheme, landowners are encouraged to engage EWR Co via dedicated communication channels (land team email and phone number). EWR Co recognise that in some locations the proposals may impact farmland, including access which is currently via level crossings. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport and the access of different types of vehicles such as farming machinery. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. The PEIR will include information regarding the impact on the local economy in terms of employment and supply chain and land take, access impacts on agricultural land, and these will be presented at statutory consultation. A full environmental statement will then be submitted as part of the development consent order application and will assess employment</p>

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	generation during construction and operation of the scheme and the associated economic investment within the region. Consideration of disturbance, changes to access, severance and land take on commercial businesses, development land and agricultural land will also be considered as part of this assessment.
<p>A few respondents suggested a second platform could be reinstated at Fenny Stratford station, high- and low-level platforms like Bletchley, and that passenger access could be provided at both ends of Fenny Stratford station. A few respondents suggested that redundant bridges be made into pedestrian and cycle paths, and that safety is consideration. Several consultation responses expressed support for the proposals to reinstate the second track between Fenny Stratford and Bletchley because it would support the future service capacity and reliability.</p>	<p>East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Platforms EWR Co is considering proposals for the stations on the MVL to understand where enhancements would be needed to meet safety standards and to provide an appropriate level of service. This includes the consideration of platform and access requirements at Fenny Stratford station. EWR Co will further develop the options for each individual station based on the service pattern to be provided and will present further information at statutory consultation. Active travel EWR Co is committed to the encouragement of active travel and is focused on integrating this with existing and future regional and local plans and planning strategies. EWR Co is committed to delivering a real step-change in the quality of active transport infrastructure throughout the EWR corridor, so that travelling by bike and on foot becomes a realistic and attractive choice for short journeys. Such facilities could then serve as a catalyst for greatly</p>

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	<p>improved active transport infrastructure nationwide and would bring the associated health and economic benefits to the communities that they serve. Options for active travel being considered as part of EWR include new and improved walking and cycling routes, new or altered bus services and on-demand services that could provide a door-to-door service between the station and a customer's destination, timed to connect with the train service. EWR Co is also considering the use of redundant bridges for active travel connections. Further information will be provided at statutory consultation.</p> <p>Safety The non-statutory consultation was undertaken at an early stage of design, with various proposals presented at a high level. As EWR Co develop designs to a greater level of detail EWR Co will engage with stakeholders to align the designs with wider aspirations, including regeneration and development proposals for the area. This development of design will include consideration of safety and security for passengers and the local community. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in the Consultation Technical Report. This will include consideration of safety as part of 'Safety Risks' Assessment Factor. Further information will be presented at statutory consultation.</p> <p>Second track EWR Co is aware of several respondents' support for reinstating the second track between Fenny Stratford and Bletchley to support future service capacity and reliability. Further information on the option of reinstating a second track at Fenny Stratford will be presented at statutory consultation.</p>
<p>Respondents suggested that the first mile/last mile proposals should build upon the existing work that has been undertaken by England's Economic Heartland and EWR Co.</p>	<p>England's Economic Heartland is one of EWR Co's key stakeholders for developing active travel and first mile/last mile solutions for the route. EWR Co will continue ongoing engagement with England's Economic Heartland on first and last mile travel and consider the EEH Report. More detailed information on these proposals will be presented at statutory consultation</p>
<p>A small number of respondents want to retain Millbrook station in its current location to maintain resident connectivity as well as access to leisure facilities such as The Forest Centre & Millennium Country Park, and the Forest of</p>	<p>Concept 1, which proposes to retain Millbrook station in its current position, would keep existing connectivity for residents and leisure facilities. EWR Co will use the Assessment Factors, including the "Short Term Connectivity" Assessment Factor, set out in the consultation materials to help inform which</p>

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<p>Marston Vale. A few respondents attributed current low passenger numbers to poor services.</p>	<p>options to take forward. EWR Co understand that the Marston Vale Forest Centre and Millennium Country Park are important ecological and community assets, as well as drivers for tourism and the local economy. As with any land along the route, EWR Co will seek to mitigate any impact from land acquisition, as well as to mitigate the impact from construction. EWR Co will take all consultation feedback into account as EWR Co continue to develop the proposals and will work with local stakeholders to identify impacts and mitigations. EWR Co is committed to supporting sustainable transport options to and from the stations and around the local communities the proposals will impact. EWR is addressing a fundamental lack of connectivity in the region. While no consensus has formed about long-term rail demand in the UK, EWR Co has started testing the possible impact a long-run rise in working from home could have on the route. But this is a much longer-term project and will connect communities along the route for decades to come. During the Covid-19 pandemic, rail demand was significantly impacted as people preferred to avoid public transport for obvious reasons. However, since the end of the Covid-19 pandemic, rail passenger numbers have increased to nearly 80% of pre-pandemic levels. EWR Co continue to monitor these figures and to factor them into the iterative business case process. EWR is a key component of the Oxford to Cambridge area Arc. The Government's vision of the Oxford to Cambridge area is based upon stimulating economic growth, making it easier for new businesses to start and grow as well as supporting new housing development. This includes providing transport choices for businesses and residents. More detailed information will be presented at statutory consultation.</p>
<p>A few respondents are concerned about the loss of walking and/or cycling routes between Stewartby and the Forest of Marston Vale Millennium Country Park.</p>	<p>The proposals that EWR Co detailed at non-statutory consultation would not lead to the loss of walking routes between Stewartby and the Forest of Marston Vale Millennium Country Park. Any temporary closures of Public Rights of Way such as during construction will include temporary alternative routes provided Further information will be presented at statutory consultation. EWR Co appreciate the concerns around the impacts on the countryside and will work to identify and reduce impacts and protect the</p>

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	<p>countryside and access to it wherever reasonably practicable. To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage EWR Co is primarily focused on trying to avoid and reduce impacts, by making decisions that help to 'design out' the potential for environmental impacts. EWR Co have also committed to delivering Biodiversity Net Gain , which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. This approach supports the Government's 25-year Environment Plan.</p>
<p>A respondent considered funding provision to be important, suggesting that the ERP and Millbrook Power should pay for the changes under development gain provisions.</p>	<p>EWR Co is open to discussions with stakeholders on opportunities for funding enhancements to deliver greater benefits to local communities from the project.</p>
<p>Respondents expressed concern about the proposed Ridgmont station relocation, highlighting potentially detrimental impacts on local businesses and the nearby heritage centre.</p>	<p>Relocating Ridgmont station could have an impact on local businesses, including the heritage centre. This is one of the potential negatives of moving the station from its current position. As EWR Co develop options, the impacts on local businesses will be reviewed and EWR Co will use feedback from this consultation alongside the Assessment Factors, including the "Contribution to Housing and Economic Benefits" Assessment Factor, set out in the Consultation Technical Report to help inform which options to take forward. Further information will be presented at statutory consultation. EWR Co will seek to avoid or reduce direct impacts on the most sensitive significant nationally and internationally designated heritage assets during construction activities. Consideration will be given to the setting and context of historic and cultural assets including conservation areas, archaeology, listed buildings and structures, historic views, and landscapes, including consideration of the impact on the Grade II listed heritage centre. As far as is reasonably practicable EWR Co will aim to avoid harm to the setting of designated heritage assets, prioritising those of the highest sensitivity such as Scheduled Monumentss, Grade I and Grade II listed buildings and parks and gardens. In order to do this, early identification and surveys of those assets most likely to be affected will be carried out so the scheme can be designed to avoid these</p>

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	and where this is not possible, incorporate appropriate mitigation measures into the design.
<p>Some respondents raised concerns on the retention of the current station at Ridgmont, remarking on its historical significance as part of the town's heritage.</p>	<p>East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. EWR Co will aim to avoid or reduce direct impacts on nationally and internationally designated heritage assets during construction activities. Consideration will be given to the setting and context of historic and cultural assets including conservation areas, archaeology, listed buildings and structures, historic views, and landscapes. As far as is reasonably practicable EWR Co will also aim to avoid harm to the setting of designated heritage assets, prioritising those of the highest sensitivity such as Scheduled Monumentss, Grade I and Grade II listed buildings and parks and gardens. In order to do this, early identification and surveys of those assets most likely to be affected will be carried out so the scheme can be designed to avoid these and where this is not possible, incorporate appropriate mitigation measures into the design. EWR Co recognises the work of the Marston Vale Community Rail Partnership at the Ridgmont Station Heritage Centre. The relocation of Ridgmont station would see the station move away from the heritage centre with a walking time between the two would be in the region of 10 to 15 minutes, depending on</p>

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	<p>walking speed and the final location of the new station. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the historic environment such as the heritage centre within the Contribution to housing and economic growth and environmental impacts and opportunities assessment factors. Further information will be presented at statutory consultation. If the station is relocated, as proposed in concept 2 of Section B the Non-Statutory Consultation Document, EWR Co will carefully consider access between the new station and the Heritage Centre to ensure they are linked and will work with stakeholders to reduce the impact of this aspect of the proposals. Further information will be presented at statutory consultation.</p>
<p>A few respondents stated that there should be high level platforms integrated into Bletchley Station as platform 7 and 8. They requested that it should provide easy and high-standard interchange between EWR and WCML services. Some requested easy and comfortable interchange between all platforms.</p>	<p>New 'high-level' platforms 7 and 8 at Bletchley station are already under construction by Network Rail and the East West Rail Alliance. These platforms are programmed to be completed in time for the start of services between Oxford and Milton Keynes Central, currently expected to be in 2025 and ahead of works starting on the next phase of East West Rail, east of Bletchley. These platforms will connect to the existing footbridge at Bletchley station and provide easy interchange between EWR services and other trains on the West Coast Main Line. Further information and proposals will be presented at statutory consultation</p>
<p>Some respondents preferred an underpass; reasons given included that an underpass would be less disruptive to local residents and less visually intrusive than a bridge. People also supported this option as preferable for pedestrians, cyclists and the disabled.</p>	<p>An underpass could provide a solution which is less disruptive and visually intrusive, however underpasses can require a large land take to obtain the gradients required and potentially need for pumping facilities which could then become more intrusive than a bridge. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility and connectivity for both vehicles and non-motorised users, safety, and visual impacts as part of the Transport User Benefits (AF1), Safety Risk (AF13), and Environmental Impacts and Opportunities (AF14) Assessment Factors.</p>

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Several consultation responses suggested hybrid or alternative concepts, combining elements of both Concept 1 and Concept 2. Several respondents suggested that fast services should also call at Stewartby.	Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report page/link TBC), EWR Co is reviewing and developing proposals and concepts for the MVL. This includes reviewing the timetabling for trains and where they would stop, considering hybrid / combined concepts, and which stations fast services will stop at, such as Stewartby. Further information will be provided at the statutory consultation stage.
A respondent requested that impact of the train maintenance depot should be considered.	EWR Co notes the respondent's concerns about the potential impacts of the train maintenance depot. As proposals develop the potential impacts of the depot will be considered both for EWR usage and the wider network usage. Work will be undertaken to ensure any proposals for the depot will best fit both these needs. Once EWR Co have considered the connection with the depot and assessed the impacts, these will be included in the PEIR to be presented at the next stage of consultation.
A few respondents expressed concern about the impact the proposals could have on the local community. This included concern about the level of noise from construction, any mitigation against the noise impacts and concerns about the impact the modifications could have on pedestrian routes near the station. A small number of respondents expressed concern that the proposals will make it more difficult for vehicle traffic to travel around Bletchley.	The construction of the project involves relatively straightforward and well-understood construction practices. The environmental impact of and safety during construction and operation of EWR will be assessed to inform the development of the design and will be presented in an early stage in the Preliminary Environmental Impact Report (PEIR) at statutory consultation and followed with the development of the environmental statement (ES) that accompanies the Development Consent Order (DCO) application. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice (CoCP) or an equivalent document will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment. This will include information about EWR Co's noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. EWR Co recognises concerns about the impact of noise and vibration and is committed to considering measures that will reduce noise and vibration. As part of the Environmental

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	<p>Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. EWR Co is actively considering the end-to-end journey, including how stations can facilitate easy and simple connectivity for people. Providing easy to use, suitable walking routes to the station is part of how EWR Co is promoting active travel along with working with local authorities to understand how it can support local plans and improvements for footpaths around stations. These proposals will be informed by ongoing engagement with England's Economic Heartland, Milton Keynes Council and other stakeholders on first and last mile travel and potential co-ordination with wider redevelopment plans. EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations. Further information will be provided at Statutory Consultation</p>
<p>A few respondents worried about the negative impact of construction on whole villages, including noise, dust, and vibration.</p>	<p>EWR Co recognises that noise, dust and vibration in respect of both the construction and operation of a railway is an important issue for local communities. As detailed below, assessments of noise, dust and vibration will be undertaken before any construction works will take place. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. EWR Co recognises concerns about the impact of noise and vibration and is committed to considering measures that will reduce noise and vibration. This includes: - Choice of trains - Track technology - Noise barriers – which form one of a number of mitigations that may be appropriate where tracks may create noise</p>

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	<p>and vibration. Comprehensive assessments will be carried out for noise, vibration and dust impacts. For noise and vibration EWR Co will use industry-leading computer modelling, which can incorporate information on local geology to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required. EWR Co will also seek to reduce the impact the new railway may have on air quality. This will include considering what vehicles and equipment will be used during the construction and operation of the railway, as well as how to manage work sites to avoid and reduce any dust creation. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information regarding the existing baseline noise environment, together with construction and operational noise limits having had regard to the appropriate guidance and legislation. Construction and operational noise levels generated from the proposed works will also be presented as part of the PEIR which will form elements to be considered at Statutory Consultation. The PEIR will include information regarding the baseline air quality environment and identification of the relevant air quality standards and targets including dust. The likely risks from construction activities and potential impacts from operation, including identification of mitigation and control measures for dust will also be presented as part of the PEIR and will be presented at statutory consultation. A full environmental statement will then be submitted as part of the development consent order application. Additionally, further detail will be provided on the freight strategy, and the approach to avoiding or reducing potential noise, vibration and dust impacts from freight trains which may run on EWR, during a phase of statutory consultation.</p>
A few respondents provided comments about the current construction on Connection Stage One (Bicester to Bletchley) where works are underway by	EWR Co recognise that construction on major infrastructure projects can be disruptive and are working with the Alliance to mitigate the impacts in this area. As with any major project, there are opportunities to learn from previous

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the East West Rail Alliance. They mentioned noise impact, dust and impact on local traffic. Some felt there were not enough mitigation measures provided.	experiences of similar projects and EWR Co is committed to working with Network Rail, National Highways, and other organisations to adopt methods and embed lessons learned.
A few respondents worried about the negative impact of the scheme on wider development of residential areas and decreasing number of green spaces.	EWR Co recognise that there are concerns among local people about the impact of additional development and will work closely with the local planning authorities and developers to align proposals as much as possible and identify opportunities where EWR Co can mitigate the impact of construction on the local area. East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. It is not the aim of EWR to provide wider development of residential areas at the detriment of existing green space. EWR Co aims to provide sustainable transport opportunities and rail connectivity to both existing and new communities in the Marston Vale, to help make new developments as sustainable as possible. EWR Co recognise that the countryside, parks, and green spaces and access to them is important, and will work to reduce the impact of the scheme on these places. To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and, where this isn't possible, seeking to reduce and mitigate impacts and if necessary, providing compensation where this is feasible.
A small number of respondents expressed concern about the impact of the proposals on the community and local people and commented that they preferred the option that would be least disruptive. These respondents commented on the potential impact of increased traffic and said that older residents would have less access to local facilities.	EWR Co is aware that the proposed changes to level crossings and accesses across the railway will impact the local communities along the Marston Vale line. EWR Co understand that severance is a significant concern to people living in villages in the vicinity of the railway. During the recent consultation EWR Co outlined several options for level crossings, which consider both vehicular access and access for pedestrians, cyclists and other non-motorised users. EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes minimising the impact to communities from any crossing closures by providing reasonable alternatives where possible. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they

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	<p>have to be temporarily diverted, including to key community facilities. Further information will be presented at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the community impact as part of the Environmental Impacts and Opportunities Assessment Factor. Further information will be presented at statutory consultation. Accessibility: EWR Co wants to provide a service that is accessible to a diverse range of end users and so EWR Co proposals will follow current rail legislation and modern standards, driven by a requirement to consider accessibility and users with reduced mobility. A draft Equality Impact Assessment (EqIA) will be submitted as part of the PEIR. It will aim to identify disproportionate and differential impacts on protected characteristic groups (PCGs) as a result of the project. The PEIR will be presented at statutory consultation. The EqIA will be further developed and submitted with the Environmental Statement as part of the DCO. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the accessibility as part of the Environmental Impacts and Opportunities Assessment Factor. Further information will be presented at statutory consultation. Traffic: As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. The preferred option will be</p>

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	selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the traffic and transport as part of the Environmental Impacts and Opportunities Assessment Factor (AF14). Further information will be presented at statutory consultation.
<p>Many respondents were concerned about the potential impact of the proposals on local people, particularly community division, disruption from construction and fast trains in the area, and general concerns about quality of life. A few respondents requested as little disruption as possible and suggested coordination with other major construction in the area would help to minimise disruption.</p>	<p>EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements. Where there are already development proposals published by developers and local authorities, EWR Co is working with local planning authorities, developers and other stakeholders to align and coordinate proposals as much as possible with other developments, while recognising that each project has its own timescales and constraints. EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation.</p>
<p>Respondents raised concerns about the impact on the community and local people and commented that they prefer the option that would be least disruptive. These respondents commented on the potential impact of increased traffic and local accessibility.</p>	<p>EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. EWR Co will continue to consider the impact of planned work as the options and proposals are developed, and work with affected communities and their representatives to ensure people impacted by</p>

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	<p>the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities, and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during statutory consultation. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation.</p>
<p>Respondents would like to see minimal impacts during construction. Disruption was a concern for a few respondents who said that consideration must be given to the impact on existing roads and railway, the environment and local residents when expanding or rebuilding the railway bridges.</p>	<p>EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. EWR Co will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment. EWR Co appreciate the concerns around environmental impact and will consider the importance of environmental sustainability in the activities and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental</p>

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	<p>impacts. This will include consideration of the impacts associated with expanding or rebuilding bridges. EWR Co. will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the impact on the community as part of the 'Environmental Impacts and Opportunities', 'Transport user benefits', 'Short distance connectivity' and 'Safety Risk' Assessment Factors. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation. Further information on the potential impacts of</p>

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	construction and operation on local communities will be presented at statutory consultation.
<p>Several respondents made suggestions about the Lidlington relocation. These concerns included that relocating the station could divide the village, that Millbrook Station be expanded instead, and that station access be considered. Such access considerations included suggestions from a few respondents that transport links to Marston Moretaine be provided, the station be situated between Lidlington and Marston Moretaine to serve both areas, bridleways be considered, and adequate access for pedestrians, cyclists, and vehicular traffic be provided.</p>	<p>Lidlington station If the location of Lidlington Station is to move then as part of the assessment of proposals EWR Co would consider access to the station from the existing community to check that it is accessible to the community and does not cause severance. This will be considered as part of the option selection process, under the “Short Distance Connectivity Assessment Factor Millbrook station expansion EWR Co will consider the feasibility of expanding Millbrook station along with other stations as we continue to develop concept proposals and undertake the option appraisal and selection process into the next level of detail in the design. Further information will be presented at statutory consultation regarding Lidlington and Marston Moretaine connectivity. To provide a station between Lidlington and Marston Moretaine would require relocating the railway at this location. Realigning the railway along the MVL is not an option EWR are considering because it would be unaffordable compared with upgrading the current line. As well as significantly increasing the project costs, this would have considerable impacts on the local environment and would cause significant disruption to local communities during construction due to the amount of earthworks required. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic.</p>
<p>Respondents raised concerns about the impact of the proposals on the local community at Woburn Sands</p>	<p>Needs to be checked</p>
<p>Many respondents rejected both proposed options. A small number worried about the possible negative impact on the countryside.</p>	<p>EWR Co will work to identify and reduce impacts and protect the countryside wherever reasonably practicable. We recognise that access to the countryside is important and will work to reduce impacts to public rights of way. To help reduce impacts, EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside and where</p>

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	<p>this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage EWR Co is primarily focused on trying to avoid and reduce impacts, by making decisions that help us 'design out' the potential for environmental impacts. EWR Co have also committed to delivering Biodiversity Net Gain, which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. This approach supports the Government's 25-year Environment Plan. EWR Co will seek to avoid direct impacts on the most significant nationally and internationally designated environmental assets including, National Nature Reserves (NNRs), Ramsar Sites, Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs) and candidate Special Areas of Conservation (cSACs), Special Protection Areas (SPAs) and candidate Special Protection Areas (cSPAs), Ancient Woodland and Veteran Trees. EWR Co. will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The potential impacts and likely effects of the proposals on the countryside will be presented as part of the PEIR and will be presented at statutory consultation. A full environmental statement will then be submitted as part of the development consent order application.</p>
<p>Respondents raised concerns that the proposal could lead to the severing of a footpath which connects Fenny Stratford to the wider countryside.</p>	<p>With the exception of Simpson Road, EWR Co is not proposing to permanently remove access to any existing rights of way in the Fenny Stratford area. EWR Co's proposals for alternative rights of way (both vehicular and pedestrian) to mitigate the proposed stopping up of Simpson Road at the site of the current Fenny Stratford Level Crossing are described in the Consultation Report on page 155. As a result of the provision of alternative rights of way, if Simpson Road level crossing is to be closed, there would not be a severance of Fenny Stratford from the wider countryside. It is possible that temporary diversions or closures of other rights of way may be required while construction activities</p>

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	are being undertaken. Further information on the impact on footpaths will be presented at statutory consultation.
<p>Respondents raised concerns about the delivery of the additional track and the impact on the canal, the towpath and the swing bridge. One respondent stated that the works would be required to comply with The Canal & River Trust Practices and Policies.</p>	<p>EWR Co recognises that the proposed additional track at Fenny Stratford may impact the Grand Union Canal and its users during construction. EWR Co will seek to maintain access to the Grand Union Canal and mitigate any impacts from the works, but some temporary disruption is likely. EWR Co do not anticipate any long term impact on the canal following the completion of the construction period. EWR Co. will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals, including an assessment of the impact of the proposals on the canal. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application. EWR Co will work with local stakeholders, including the Canal & River Trust, to plan minimising disruption as much as possible. EWR Co recognises that there are specific conditions and requirements in place for construction activity taking place around the river and canal network. In respect of EWR works at Fenny Stratford, and for all other works of this type, EWR Co will follow the processes mandated by DEFRA, The Canal & River Trust, and any other relevant statutory bodies. EWR Co will work with The Canal & River Trust as EWR Co develop the design and construction methodology to ensure EWR Co is compliant and mitigate any impacts to the canal and river network. EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities and the environment during construction.</p>
<p>Concerns were raised by a few respondents on the potential negative impacts of the new station design on existing equestrian routes, with some suggesting that noise pollution can scare horses, raising concerns on the safety of these designs.</p>	<p>EWR Co recognise that horse riders have unique needs in crossing the railway and can be a more vulnerable group in using the road network. All works will be carefully planned and coordinated to ensure there are suitable diversion routes open for any level crossings closed during construction, with the aim of minimising diversion distances for non-motorised users. EWR Co will explore construction methodologies which enable existing roads and crossings to remain open during construction periods. EWR Co will work with stakeholders</p>

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	and local users to develop the proposals and will provide further details about the plans at the statutory consultation stage. The non-statutory consultation was undertaken at an early stage of design, with various proposals presented at a high level. Where equestrian routes may be affected by development of the railway alternate options will be shared through user groups and consultation for comments to be considered. EWR Co. are committed to considering all users and their specific needs, including sensitivity to noise in respect of equestrian routes such as at bridleways, to ensure that any impact from the development of the railway is minimal. The location and detailed design of the stations will be informed by the assessment factors and the feedback received. Further information about the station design will be presented during the statutory consultation stage.
Some respondents supported retaining Stewartby station in its present location, largely because of its use for those attending Kimberley College. Respondents suggested students at the college are currently the largest single user group on the Marston Vale Line.	Specific issues about the impact of proposals on Kimberley College have been addressed above in this table.
Respondents raised concerns about the impact of proposals on local roads and congestion. Some consultation responses expressed concern that under a proposed blockade, EWR Co would close all level crossings and roads simultaneously.	EWR Co understand concerns around the local road network and congestion in the areas affected. Although highway improvements not directly related to the scheme or impacts of the scheme are outside EWR Co's scope, EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations where required. This includes undertaking traffic surveys and modelling of the area to support the decision making and help to mitigate any impacts from the chosen option. EWR Co will also carefully plan construction to mitigate the impact of road closures and diversions. Further information will be presented at statutory consultation. Some consultation responses expressed concern that under a proposed blockade, EWR Co would close all level crossings and roads simultaneously. EWR Co can confirm this is not the case and that all works will be carefully planned and coordinated to ensure there is always a suitable diversion route open while each level crossing is closed. This is also why EWR Co have put forward 'offline' solutions in many places for the proposed level crossing closures. This would allow the existing roads and crossings to remain

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	open for some of the construction period. For example, EWR Co will carefully programme any required closure of the level crossings at Lidlington and Millbrook to ensure a diversion route is available between Ampthill and Flitwick. EWR Co also recognise that proposals for the crossings at Broadmead Road and Green Lane at Stewartby will need to be coordinated. Further information will be presented at statutory consultation
Some respondents opposed the proposed changes to level crossings, with particular concerns about the potential disruption that construction works could cause to public rights of way.	EWR Co's proposals at level crossings may impact public rights of way along the Marston Vale Line. EWR Co is working with England's Economic Heartland and other stakeholders to develop a 'First Mile, Last Mile' strategy to maintain and enhance local connectivity along the rail line. EWR Co will continue to work with the local authorities along the route, developers and other landowners to explore opportunities to provide new public rights of way or to join up existing parts of the network more effectively. EWR Co's proposals for Public Rights of Way (ProWs) will be designed to the latest standards that will maintain or increase safety for walkers, cyclists and horse riders. Information about the design standards will be provided at statutory consultation. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment.
Several respondents raised concerns about the impact on traffic levels due to increased journey times to relocated stations by bicycle or on foot. This was particularly an issue with Concept 2 (five new merged stations on the Marston Vale Line – all five would benefit from at least two EWR services every hour, and some would have four). Some respondents remarked that this would negatively impact congestion on already busy roads, negatively impact the environment, and contradict net-zero carbon goals.	EWR Co understand concerns around the local road network and congestion as a result of the proposals along the Marston Vale Line. Although highway improvements not directly related to the scheme are outside of EWR's scope, EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations where required as a result of impacts caused by EWR. This includes undertaking traffic surveys and modelling of the area, where required, to support the decision making and help EWR Co to mitigate any impacts from the chosen option. EWR Co considers that the best way to provide competitive journey times whilst also encouraging people to use our services without reliance on the private car is to use a combination of centrally located stations with good access to other transport modes and connecting train services as well as implementing

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	<p>measures to integrate the new EWR stations into the wider local transport network, including footpaths and cycle paths. The preferred option for MVL will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of short distance connectivity and rail passenger connectivity and environmental impacts and opportunities assessment factors. Further information will be presented at statutory consultation.</p>
<p>A small number of respondents expressed concern about impact on roads, footpaths, and cycleways, commenting that it would be preferable if more space is given for cyclists and pedestrians and that there could be increases in traffic or possible severance of footpaths. A few respondents commented that they cannot support the proposal unless it can ensure that spatial provision for future road widening requirements will not be impacted.</p>	<p>Impact on roads and footpaths As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations from the chosen option where required. With the exception of Simpson Road, EWR Co is not proposing to permanently remove access to any existing rights of way in the Fenny Stratford area. It is possible that temporary diversions or closures of other rights of way may be required while construction activities are being undertaken. Further details of these will be provided at the statutory consultation stage. EWR Co have noted support from a few respondents is dependent on proposals not impacting future road widening requirements. As EWR develop the options for Fenny Stratford, consideration will be given to the wider network requirements such as future road widening. This and the wider impacts on roads and footpaths will be considered as part of the “Environmental Impacts and Opportunities” Assessment Factor. Further</p>

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	<p>information will be presented at statutory consultation. Active travel One of EWR Co's core priorities is to increase connectivity across the Oxford to Cambridge Arc, which includes the consideration of local connectivity, bus services and customer experience while travelling to EWR stations within the station design work. EWR Co will work with local stakeholders to develop an integrated planning approach, promoting and prioritising both active and sustainable transport modes, including the provision of secure cycle parking facilities and safe walking and cycling routes. As part of the station design, EWR Co will be exploring pedestrian and cycle access in and around the railway, based on user needs. These options will be explored in more detail in the next round of consultation. Further information on the potential impacts on roads, footpaths and active travel during construction and operation will be presented at statutory consultation.</p>
<p>Respondents recommended that EWR Co minimises local traffic and some were concerned that closing level crossings would negatively impact traffic.</p>	<p>EWR Co understand concerns around the local road network and congestion in the areas affected. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. Although highway improvements not directly related to the scheme are outside of EWR's scope, EWR Co will continue to work with local highway authorities to understand any interdependencies and identify potential mitigations where required as a result of the scheme.</p>
<p>National Highways raised concerns on the impact of the proposal to the strategic road network (SRN). They requested information about the impact of the concepts on the number of vehicles using the SRN and the impact of</p>	<p>Interactions with the strategic road network will occur with crossings over the A5 and M1 along the MVL, locations that the MVL already interact with. In developing concepts and selecting a preferred concept on which to focus</p>

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<p>construction of EWR. They also recommended considerations for the traffic modelling,</p>	<p>further design work, EWR Co has had regard to potential interactions with the existing road network. EWR Co is committed to working with National Highways to understand impacts on the strategic road network from the proposals on the Marston Vale Line and the surrounding area, in the short-term from construction, or any long-term changes to traffic flows. This includes the impact of the service pattern which is selected for the Marston Vale line and the implications this has for station locations and traffic. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. National Highways will be invited to provide feedback on the approach to the Transport Assessment, including the traffic modelling, in order for EWR Co to better understand the potential impacts and identify mitigations.</p>
<p>Respondents suggested that a fundamental requirement of designing the A5 rail interface would be ensuring spatial provision (futureproofing) for future SRN widening, stating that a failure to provide additional space would permanently constrain National Highways' ability to provide additional capacity for future demand. Respondents recommended engaging National Highways ahead of statutory consultation.</p>	<p>EWR Co is committed to working with National Highways to understand and mitigate any impacts to the strategic road network from EWR proposals in and around Bletchley and Fenny Stratford, in the short-term from construction, or any long-term changes to traffic flows. EWR Co recognise the spatial issues around the A5 and will engage with National Highways on its plans for futureproofing this area moving forward. EWR Co will be undertaking further traffic surveys and modelling to better understand the potential impacts and identify mitigations. EWR Co is undertaking ongoing engagement with National Highways and will continue to engage, ahead of statutory consultation and as the scheme is developed. Further information on the interaction with the SRN will be presented at statutory consultation.</p>

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<p>Respondents raised concerns about the impact of proposals on Saxon Street.</p>	<p>EWR Co understand concerns around the local road network and congestion in the Bletchley station area, including Saxon Street. EWR Co is aware that certain station proposals (such as additional parking) could impact traffic in the local road network. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation.</p>
<p>The Forestry Commission responded that although the additional track would be on the site of a previous track, there are trees present within the footprint. Additionally, there is a 0.53ha conifer plantation to the south of the line adjacent to the A5.</p>	<p>EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage the project is primarily focused on trying to avoid and reduce impact, by making decisions that help 'design out' the potential for environmental impacts. So, for example, as a result, all alignments (including options in Section B) have avoided direct impacts on key national features including known ancient woodland. There is the potential for the individual trees and conifer plantation referred to by the Forestry Commission to be impacted by the proposals for the additional track. However, further assessment work and further work on the design is required in order to confirm the nature and extent of any impacts, along with any potential mitigation or compensation. EWR Co anticipate that there will be impacts on trees along the footprint of the railway including where the additional track will be required. Assessment is ongoing to determine the nature and extent of impacts and will be considered in the selection of a preferred option as part of the "Environmental Impacts and Opportunities" Assessment Factor. Construction-related impacts on the environment will also</p>

Matter Raised	EWR Co Response
	be identified and managed, as far as reasonably practicable, by a Code of Construction Practice or an equivalent document submitted alongside a Development Consent Order (DCO) application. This will include measures to control impacts related to tree protection. In addition, the project has committed to delivering Biodiversity Net Gain, which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development. This includes woodland. Further information on impacts on woodlands will be presented at statutory consultation.
A small number of respondents were concerned that local property values would decrease as a result of the proposals. A few respondents believed some properties would need to be demolished and would be disruptive to residents. A respondent is also concerned about possible house damage.	The Non-Statutory Consultation Document outlined the potential demolition impacts as a result of the EWR MVL options proposals (see Section B). Compensation would be payable for the land taken and reduction in value for the land retained, as explained in the in Guide to Compulsory Acquisition and Compensation on the EWR Co website. EWR Co will discuss the detailed design of the scheme with the landowners when the land requirements are known to seek to reduce the impact. Land requirements will be better known by Statutory Consultation and determined at the submission for the Development Consent Order. Compensation for acquired property (of all types including demolished properties) will be the full unaffected market value in accordance with the Compensation Code as explained in the Guide to Compulsory Acquisition and Compensation on the EWR Co website. In line with the Compensation Code, 'unaffected' refers to the market value of the property as if no proposals for EWR existed. Where no land is taken, under Part I of the Land Compensation Act 1973 compensation may be claimed for reduction in the value of the property due to physical factors caused by the use of a new or altered railway, which is explained further in the guide on the EWR Co website: Guide to Part 1 Claims
One respondent commented that the service on the existing Bedford to Bletchley line is very slow, almost too slow to be useful to commuters.	EWR Co understand the existing issues with the line. The EWR proposals present an opportunity that would result in a railway line sitting at the heart of an integrated transport network, making journeys from door to door both quicker and more convenient.
Some respondents raised concerns that local services on the Marston Vale Line would be slower than at present, with a small number of respondents	If Concept 1 is delivered, the hourly stopping service at intermediate stations would enable a change onto a faster EWR train at either Woburn Sands or

Matter Raised	EWR Co Response
<p>expressing concern that an already slow, inadequate, or unreliable service may worsen.</p>	<p>Ridgmont, for connections to Oxford, Bletchley, Bedford and Cambridge. This would, however, result in the hourly local stopping service being slower than at present to allow fast services to pass. If Concept 2 is delivered, this will not see any services slowed down because existing services would be replaced with a faster service at the new or retained stations. EWR Co will provide updated proposals for train services, including the effects on existing services, at the statutory consultation.</p>
<p>Some consultation responses expressed concern over service for Concept 1 (retaining all stations and stopping service). Respondents stated that Concept 1 would not deliver an improved journey time or service at most stations and therefore only provides limited benefits to communities along the Marston Vale line. They also suggested that Concept 1 would result in a less reliable service for communities and therefore lower patronage.</p>	<p>East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. If Concept 1 were to be delivered, local residents would have the ability to change to the faster EWR services at Woburn Sands and Ridgmont, which would make journeys to Bedford, Cambridge, Bletchley and Oxford quicker. However, local connectivity is one of the key considerations as EWR Co develop the plans. EWR Co will continue to work with stakeholders to coordinate connectivity between EWR services and the local area. EWR Co is already undertaking work with England's Economic Heartland on proposals for door-to-door connectivity to support and encourage walking, wheeling and cycling not just to EWR stations but in and around the local area. This includes consideration of emerging modes such as e-bikes and scooters as well as demand responsive transport options. Concept</p>

Matter Raised	EWR Co Response
	<p>1 would not result in a less reliable service for communities, as both concepts presented at non-statutory consultation have been chosen so that EWR Co can provide reliability on all the services along the line to ensure that communities have the benefits of a reliable service. Concept 1 ensures this by providing residents the ability to change to faster services at Woburn Sands and Ridgmont.</p>
<p>Some consultation responses wanted Millbrook station to be retained. Respondents felt that the station was important to residents of Marston Moretaine and visitors to the local attractions at the Forest of Marston Vale, Community Park and Centre Parcs.</p>	<p>East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. While Concept 1 would retain the Millbrook station, EWR CO recognises that Concept 2 would close Millbrook station, and this would affect local communities and businesses. If Concept 2 were to be delivered, some residents would need to travel a little further to their nearest station, and part of the development of this proposal would be developing plans for improved pedestrian and cycle routes such as to the Forest of Marston Vale as well as working with local stakeholders on better public transport connection. There is currently no direct connection to Centre Parcs from Millbrook and EWR Co will continue to work with stakeholders to coordinate connectivity between EWR services and the local area. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the</p>

Matter Raised	EWR Co Response
	Non-Statutory Consultation Technical Report. This will include consideration of short distance connectivity and rail passenger connectivity. Further information will be presented at statutory consultation.
A respondent felt that it is important to keep Fenny Stratford station as it is, feeling that the provision of more passing places could easily cope with maintaining a service that would ensure that the Marston Vale Line service continues with the EWR Line alongside it.	Matter raised responded to in the Section B1 table.
There was considerable support for EWR Co's proposals to upgrade the Marston Vale Line.	EWR Co notes comments from respondents about their support for the proposals to upgrade the Marston Vale Line.
Some consultation responses called for new parking facilities at stations on the Marston Vale Line, including Fenny Stratford, Ridgmont, Lidlington, Stewartby and Kempston Hardwick.	As EWR Co develop the concepts for the MVL, service pattern and station usage EWR Co will develop what requirements each station will have and what facilities EWR will provide and upgrade such as parking spaces.
Some respondents supported retaining Stewartby station in its present location, largely because of its utility for those attending Kimberley College. Respondents suggest students at the college are currently the largest single user group on the Marston Vale Line. Respondents also suggested that if Stewartby station was to move, the connectivity between the station and the college would need to be considered.	Kimberley College is a key stakeholder on the Marston Vale Line, as well as one of the significant drivers of current and future rail patronage. There were some concerns about EWR's proposal to merge Stewartby and Kempston Hardwick stations at a relocated site slightly further away from the college. EWR Co is aware of these concerns and are carefully considering how the proposed service pattern could affect students travelling to and from the college, both during construction and once EWR services are introduced. EWR Co will work closely with the college and other local stakeholders to reduce the impact from construction, particularly exploring how to provide safe, uninterrupted, and consistent access to the college while works are ongoing, and trains are unable to run. Further information will be presented at the statutory consultation stage.
Some respondents stated that there was no sufficient information provided by either the Consultation Document or the Consultation Technical Report to make an informed decision and that their views on proposals can change if more details appear. They requested more information about blockades and closures of roads, station locations.	The plans shared during the non-statutory consultation indicated options that could be developed further. EWR Co will use feedback from this consultation alongside the assessment factors set out in the consultation materials to choose which options to take forward. This includes the infrastructure the project delivers as well as the way EWR Co undertake construction activity and the service provided during and after construction. More detailed plans will be produced at the next stage of design and shared at the statutory consultation.

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<p>Some respondents were concerned by the lack of detail in the consultation documents – particularly in relation to Fenny Stratford bridges, including the A5, the Grand Canal and River Ouzel.</p>	<p>At this stage, the plans shared during the consultation indicate options that could be developed further. EWR Co will use feedback from this consultation alongside the assessment factors set out in the consultation materials to choose which options to take forward. This includes the infrastructure the project delivers as well as the way EWR Co undertake construction activity and the service provided during and after construction. More detailed plans will be produced at the next stage of design and shared at the next stage of public consultation.</p>
<p>A few respondents stated that some arguments in the materials did not have enough evidence provided. These included predicted traffic demand and impact on jobs and economy.</p>	<p>In Project Sections A, B and the Bedford St Johns and Bedford station parts of Project Section C, designs are at an early stage of development. Although there are emerging options and a narrative is provided around potential performance against differentiating Assessment Factors (or what the differentiating Assessment Factors may be where options are far enough advanced to do this) a full appraisal against Assessment Factors has not yet been completed. This will take place in continuing design of the Project, with the outcomes being presented for consultation when the Statutory Consultation takes place. In respect of those options, consultation presents information that is available, the initial thinking developed by EWR Co and the Considerations and Assessment Factors likely to inform differentiation and decision-making between emerging options. The outputs from the further development of the options will be presented at the Statutory Consultation. Traffic demand As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. This will include consideration of traffic demand. Traffic demand impact will be considered as part of the “Transport User Benefits” and “Environmental Impacts and Opportunities” Assessment Factors. Further information and proposals for mitigation will be presented at statutory consultation. Jobs and economy EWR Co expects the new rail link to support significant local economic growth that will benefit individuals, communities, educational and research establishments, and businesses, with EWR providing increased connectivity to</p>

Matter Raised	EWR Co Response
	<p>households and businesses across the route. When businesses become closer in effective proximity (e.g., you can travel between businesses quicker than you previously could), then productivity gains can be made through closer links to suppliers, a more dynamic and specialised labour market, and an increased opportunity for knowledge sharing. Furthermore, businesses would be able to attract an increased pool of labour due to the reduction in journey time from areas along the EWR route. For households, residents would benefit from decreased journey times to areas along EWR, and workers would be better connected to additional job opportunities along the route. Jobs and economy impact will be considered as part of the “Contribution to Enabling Housing and Economic Growth” Assessment Factor, and further information on this will be presented at statutory consultation. Further information about the impact on jobs and the economy will be presented in the EWR business case, an early version of which will be submitted as part of the Development Consent Order.</p>
<p>Respondents requested accessibility between the northern and southern sides of Lidlington. One respondent suggested that this was required for emergency vehicle access.</p>	<p>All works will be carefully planned and coordinated to ensure there is always a suitable diversion route open while each level crossing is closed. EWR Co recognises that the Lidlington level crossing connects the north and south of Lidlington, if EWR Co is to move forward with Lidlington Option 1 that closes the crossing, the crossing would be kept open for as long as possible while works are undertaken. The actual closure of the crossing will be carefully planned and coordinated to ensure there is always a suitable diversion route open while each level crossing is closed. EWR Co invited emergency services to participate in the 2019 and 2021 Non-Statutory Consultations. Although they did not provide a response to these consultations, we continue to seek feedback as the EWR design progresses. We will also invite the emergency services to provide feedback at the statutory consultation stage. Accessibility during construction is considered as part of the “Safety” Assessment Factor and further information on accessibility between northern and southern sides of Lidlington will be presented at statutory consultation.</p>
<p>Many respondents were concerned about the impact of relocating Lidlington Station. Some respondents stated that Lidlington is in a convenient location and shouldn't be moved outside of the village. Some respondents were</p>	<p>EWR Co recognises that moving the station within Concept 2 is a concern for some people. Concept 1 retains the station in its current location and feedback received will be considered as the proposals are developed for the concepts.</p>

Matter Raised	EWR Co Response
<p>concerned that the station relocation would lead to community severance and others were concerned about the speed of trains passing through Lidlington.</p>	<p>East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government’s request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Accessibility A relocated station would be more easily accessible from the new homes planned as part of the Marston Valley development, while continuing to serve the existing village. Working with local stakeholders we would design the station with infrastructure to encourage sustainable ways of travel to and from the station and ensure connectivity for communities. We would look for ways to provide sustainable access to the new station from the village of Marston Moretaine. The proposed relocated Lidlington station would be approximately 700m further away from the village than the current Millbrook station. Access across the railway and access to the station, businesses, and residents in close proximity will be considered during the development of proposed options. These proposals will be informed by ongoing engagement with England’s Economic Heartland on first and last mile travel. EWR Co will also endeavour to provide ongoing access during construction, subject to safety considerations. Community severance We understand that severance is a significant concern to people living in villages in the vicinity of the railway. EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme.</p>

Matter Raised	EWR Co Response
	<p>EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements. EWR Co. will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRoW. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report and will be considered as part of the environmental impacts and opportunities assessment factor. EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation. Speed of services EWR Co is considering the service patterns for the MVL,</p>

Matter Raised	EWR Co Response
	including how stations and level crossings might affect line speed. Further information, including the potential impacts of relocating the station and the speed of services, will be available at the statutory consultation stage.
A few respondents offered suggestions for diverting traffic, including retaining the level crossing and building a railway bypass, and diverting road traffic via the A507.	EWR Co previously explored the possibility of creating a rail 'bypass' at Lidlington as part of the non-statutory consultation, whereby the line could be re-routed away from the village centre. As explained in the non-statutory consultation materials, this option was not taken forward because the preliminary design work demonstrated this had significant cost and environmental implications that could not be justified by the benefits that the option would deliver. Following feedback received during the consultation, EWR Co is revisiting the work on this to ensure the conclusion remains valid. We understand that closing level crossings raises concerns for local residents, which is why we have proposed several options at each crossing location. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Diverting traffic along the A507 will not provide connectivity between the north and south of Lidlington which is an important consideration for any proposals at this location, traffic assessments will be undertaken to inform this review and further information will be provided at the statutory consultation stage.

Matter Raised	EWR Co Response
A few respondents suggested bypassing Lidlington village with building new line outside the centre of the town.	EWR Co understands that the proposed changes to services along the Marston Vale Line may impact the local communities along the route and EWR Co is exploring ways to mitigate any impacts. EWR Co did explore a possible 'bypass' at Lidlington, where the line could be re-routed away from the village centre. This was not included in the non-statutory consultation because the preliminary design work demonstrated this had significant cost and environmental implications. However, EWR Co is undertaking further work to revisit this option following the consultation. This work is ongoing and more information will be presented at statutory consultation
A respondent suggested a speed limit for trains going through Lidlington.	EWR Co is still considering the service patterns for the MVL and how stations and level crossings might affect things like line speed. Further information about the speed of the services through the villages will be shared at the statutory consultation stage.
Many consultation responses raised the issue of local connectivity, particularly in relation to the potential consolidation of stations under Concept 2. Concerns were raised about the accessibility of the new stations for local residents along the Marston Vale Line and some respondents offered their support for Concept 2 only on the condition of broad improvements to walking and cycling routes, bus routes and other means of station access.	East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Local connectivity is one of the key considerations as EWR Co develop the plans for the Concept 2 proposals. Proposed options will be developed to consider the access across the railway and access to the station and businesses in close proximity will be considered. EWR Co will continue to work with stakeholders to coordinate connectivity

Matter Raised	EWR Co Response
	<p>between EWR services and the local area. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel and will consider the NMU crossing integration opportunities throughout the option appraisal and selection process. Although EWR Co is not responsible for bus routes and infrastructure, EWR Co note requests for consideration of expanding responsive bus services and will consider this when engaging bus operators about the proposals.</p>
<p>Respondents recommended that EWR Co should aim to minimise disruption during construction and ensure that connectivity is not impacted, particularly for school access.</p>	<p>The construction of the project involves relatively straightforward and well-understood construction practices. The environmental impact of and safety during construction and operation of EWR will be assessed to inform the development of the design and will be presented in an early stage in the Preliminary Environmental Impact Report (PEIR) at statutory consultation and followed with the development of the environmental statement (ES) that accompanies the Development Consent Order (DCO) application. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment. EWR Co is particularly conscious of the requirements of school and college children attending institutions like Kimberley College and EWR Co will work with stakeholders to tailor accessibility solutions for these key user groups and reduce and mitigate the impact of works as much as possible.</p>
<p>A respondent suggested that land take should be minimised.</p>	<p>EWR Co is aware that the proposals for the development of East West Rail may affect homes and businesses. In developing plans, EWR Co aim to reduce negative impact on people's land and property and mitigate any impacts EWR Co cannot avoid. EWR Co is still in the early stages of developing the designs for the railway. The Project will move through further development stages and approvals before the plans are finalised and EWR Co can confirm the need to acquire any land. EWR Co will only acquire the amount of land needed for the construction and operation of the railway and in so doing will seek to minimise the extend of the land required. Further information will be presented at statutory consultation.</p>

Matter Raised	EWR Co Response
A respondent suggested that the Bedford – Milton Keynes Waterway proposals for future development should be considered and aligned with the scheme to make sure both are possible to develop in the most sensible way.	EWR Co is aware of the proposed Milton Keynes to Bedford Waterway Park in this area and will carefully consider how the EWR proposals interact with this new facility. EWR Co will work with local stakeholders throughout the development process to identify opportunities and mitigations from any impacts.
A small number of respondents suggested relocating the railway route away from the villages.	Moving the MVL line away from village centres is not a feasible option because it would not represent good value for money for the taxpayer, due to the increased amount of design, engineering works, materials and land take required to deliver. It would also have significantly higher environmental impacts than upgrading the current line. The approach taken for the MVL aligns with the EWR project objectives; including the objective to provide a sustainable and value for money transport solution to support economic growth in the area (see page 40 of the Consultation Document).
There was considerable support for EWR's proposals to upgrade the Marston Vale Line.	EWR Co note respondents' support for the MVL proposals presented.
Several respondents stated that they did not have a preference for either Concept 1 or Concept 2.	No response required.
Some respondents stated that they had no preference for the blockade strategy but would prioritise cost and speed of the works.	EWR Co recognise that there will be impacts on current users in undertaking upgrade works along the route. EWR Co is investigating different ways to undertake this work, including the options set out in the consultation. The ability to undertake the work in a timely and efficient way whilst also considering current users of the railway, including passengers and freight is being considered as part of the "Affordability", "Capital Costs" and "Operating Costs" Assessment Factors. EWR Co will provide updated proposals at the statutory consultation stage.
Some respondents stated that they didn't have a preference for Fenny Stratford Additional Track Option 1 or Fenny Stratford Additional Track 2. Suggestions included choosing the lowest cost option, the option with the best environment impact, the least disruptive option or the option which is quickest and involves the least amount of construction.	These issues are all important factors that EWR Co will consider throughout the option selection process, with reference to the Assessment Factors, including "Capital Cost" and "Environmental Impacts and Opportunities" and further capacity analysis, to determine the preferred option. EWR Co will provide further information during the statutory consultation stage.
A respondent opposed closing of Fenny Stratford station. One respondent suggested that Fenny Stratford station should be double ended, allowing	EWR Co is developing the options and concepts for the stations along the MVL including at Fenny Stratford. If a station is to be retained at Fenny Stratford

Matter Raised	EWR Co Response
<p>passenger access to the Watling Street overbridge and the (present) Simpson Road level crossing end of the platforms. The respondent stated that the new platform arrangements should be DDA/Access for All compliant.</p>	<p>access to and from the station will be considered, including a consideration of both existing entrances at Simpson Road and Watling Road. Station access is a key consideration for EWR Co at all the stations. Local connectivity, bus services and customer experience while travelling to EWR stations will be considered within the station design work, with proposals informed by ongoing engagement with England's Economic Heartland on first and last mile travel. Access will be considered in the selection of a preferred option as part of the "Transport User Benefits" Assessment Factor and further information will be presented at statutory Consultation. EWR Co is considering the proposals for the stations to understand where enhancements would be needed to meet safety standards such as DDA compliance and to provide an appropriate level of service. EWR Co will further develop the options of each individual station, including pedestrian access, based on the service pattern to be provided. Further information will be available at the statutory consultation stage. EWR Co. has a dedicated Head of Inclusion role ensuring its' inclusion strategy 'East West Rail for All' and its commitments are followed. As part of EWR Co providing 'Travel for All' an Accessibility Advisory Panel has been launched to support EWR Co. to find accessible solutions and make inclusive decisions with a "critical friend" approach. This is advertised and joining options given on our website Join our Accessibility Advisory Panel East West Rail Community Hub EWR Co recognises the need to ensure access to the whole station, including getting on and off trains, is easy and safe for all users. New stations will be built to meet industry standards and guidance including the Office for Rail Regulations' 'Accessible travel policy – Guidance for train and station operators (March 2021). Accessible Travel Policy (orr.gov.uk) Step free access is one part of the Accessible Travel Policy for designing a station which is accessible and inclusive. Solutions to achieving this including achieving easy access to ramps for wheelchairs, bikes and pushchairs, wide gates, accessible ticket machines, wayfinding and signage and inclusive seating are all comments which EWR Co acknowledges are important for customers and will incorporate into the development of stations. More information on station designs will be made available at statutory consultation.</p>

Matter Raised	EWR Co Response
Respondents opposed all level crossing closures.	EWR recognises that closing the level crossing raises concerns for local residents. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government’s request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) EWR Co have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping certain crossings open these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
Respondents opposed Route E. They state that Bedford residents do not want or need EWR.	EWR Co consulted with people in 2019 about five route options. The decision to choose this route, labelled Route E in the public consultation, was firmly rooted in feedback EWR Co received from local communities. 7,000 people responded to the consultation and Route E was identified as the most popular option in the feedback received. Route E received the highest score on four of the five key assessment criteria: benefits for transport users, environmental considerations, supporting economic growth and supporting new homes. EWR Co also undertook detailed economic modelling which indicates the Preferred Route Option (Route E) would provide the greatest benefits for transport users and, by connecting key areas of economic activity, will contribute to wider economic benefits. For these reasons EWR will not be revisiting the decision to select Route E. Route options passing to the south of Bedford were considered before the selection of a preferred route option in 2020. Route Option E was selected in part because it would deliver higher transport user benefits by serving Bedford Midland and Bedford St Johns directly, providing convenient access to other rail services, transport modes, local homes and businesses and facilities such as Bedford Hospital. However, the environment through which it

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	<p>would pass and the environments affected by other Route Options were also considered. In particular, EWR Co had regard to information about the area south and southeast of Bedford which contains a significant number of sensitive or complex environmental constraints which would be difficult and expensive to overcome, including:</p> <ul style="list-style-type: none"> • large areas of floodplain which would require significant stretches of viaducts in order to prevent the exacerbation of flood risk in the area and detrimental impacts on the water environment downstream; • large areas of best grade agricultural land, which respondents told us EWR Co should seek to avoid – this category of land is also more expensive to acquire in order to not only build the railway but also if it needs to be acquired to provide replacement flood water storage areas; • designated and undesignated heritage assets and areas of ancient woodland, which the public told us EWR Co should avoid where possible; and • either demolition of homes and commercial property in Wixams or crossing the former landfill site at Elstow – building on this contaminated land would be risky, complex and more expensive for the remediation costs alone, exclusive of any new infrastructure required. In addition, a route alignment to the south of Bedford would mean that EWR would not be able to serve Bedford Midland or Bedford St Johns stations directly, thus reducing the overall benefits for the town and the scheme as a whole. Whilst BFARe has suggested that the provision of new connecting lines south of Bedford to allow some EWR services to serve the town centre would be possible, this would still have the following disadvantages: <ul style="list-style-type: none"> • Bedford town centre would see a significant reduction in services per hour to Cambridge, Bletchley and Oxford, reducing the attractiveness and convenience of the new railway for prospective passengers; • a significant amount of additional infrastructure would be needed, including a complex viaduct over the River Great Ouse and the A421 dual carriageway south of Bedford; and • timetabling would be more complex due to the existence of multiple junctions in close proximity which would adversely affect performance and reliability of the new services. The information that respondents have provided is either not new or would not change these conclusions. As such, a route alignment following Route Option E and passing

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	through Bedford town centre remains preferable. All of the alignments proposed take this route, so it is not a differentiating factor between them.
Some consultation responses firmly opposed blockades as a potential construction strategy. Some felt that the impact of long-term road replacement services and the loss of regular rail services could impact rail usage and encourage more people to use their cars. There was also concern that the work would be less visible to the public under a prolonged blockade.	EWR Co recognise that there will be impacts on current users in undertaking upgrade works along the route. EWR Co is investigating different ways to undertake this work, including the options set out in the consultation. The ability to undertake the work in a timely and efficient way whilst also considering current users of the railway, including passengers and freight is being considered as part of the “Minimising Impact on Customers and Communities” Assessment Factor. EWR Co will provide updated proposals at the statutory consultation stage.
Respondents expressed concern over service Concept 2. Respondents raised concerns that: • the consolidated stations would not adequately serve communities along the line, which may be more disruptive to local communities and may encourage increased car use. • it would present challenges for station access and local connectivity, including parking. • it may not be a cost-effective investment; and • it would block a north exit from Woburn Sands town and would negatively impact the economy of the local high street.	East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government’s request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. If Concept 2 were to be delivered, some residents would need to travel a little further to their nearest station compared to Concept 1, and part of the development of this proposal would be developing plans for improved pedestrian and cycle routes, as well as working with local stakeholders on better public transport connection. EWR Co will continue to work with stakeholders to coordinate connectivity between EWR services and the local area. EWR Co is already undertaking work with England's Economic Heartland on proposals for first/last mile travel to support

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	<p>and encourage walking and cycling not just to EWR stations but in and around the local area. This includes consideration of emerging modes such as e-bikes and scooters as well as demand responsive transport options. EWR Co will follow government guidance, procedure and best practice in formulating its business case. This includes, but is not limited to, the HM Treasury’s Green Book and the Department for Transport’s Transport Analysis Guidance. The business case is an iterative process and EWR Co will strive to ensure not only that a range of options have been appraised, but also that a broad range of evidence has been leveraged to provide decision makers with a good understanding of the costs, benefits and strategic merits of the scheme. This includes social and environmental impacts. EWR will 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. EWR Co will using a range of techniques to monitor and manage risk, including risks associated with costs, for example by applying commonly used approaches such as sensitivity analysis and optimism bias, in the business case. Value engineering and innovative approaches to design, construction, and operation of the railway, will help us to ensure that the likelihood of overspend is minimised. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Cost will be considered as part of the Capital Cost and Overall Affordability Assessment factors. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. It is unclear what the ‘north exit’ from Woburn Sands is from the feedback, however the Transport Assessment will include consideration of the impact of the proposals on Woburn Sands, the high street and the wider area. Where new stations are provided, there is an opportunity</p>

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	to incorporate enhanced facilities. EWR Co will undertake an analysis to determine how much parking might be required at the new stations. Further information will be available at the statutory consultation stage.
Some consultation responses expressed concern over service Concept 2 (consolidated stations). Concerns included: • that consolidated stations would not adequately serve communities along the line • disruption to local communities • challenges for station access and local connectivity, including parking • that due to the increased distance between stations, more people would choose to drive.	Specific issues about Concept 2, included all issues stated in this matter such as community impact and accessibility are addressed in the Section B1 table.
A small number of respondents opposed the proposal for dual tracking. Concerns included: • there is no need for an additional track or new bridge(s); • level of disruption, particularly over the canal; and • impact this might have on the local community and environment, including heritage buildings and railway.	EWR Co notes opposition to additional tracks or new bridges. However, between Bletchley and Bow Brickhill, there are four bridges that carry the railway line over the River Ouzel and local roads (the V7 Saxon Street dual carriageway in Bletchley (2 bridges) and the A5 dual carriageway east of Fenny Stratford). These bridges were built to carry only one track. This section of single track would not be able to cope with the additional trains proposed without affecting other services on the route. Therefore, changes would be needed to allow for reinstatement of the second track to help EWR Co to achieve the project Objectives of improved journey times and inter-regional passenger connectivity by connecting with north-south routes and routes beyond Oxford and Cambridge, and to improve east-west public transport connectivity by providing rail links between key urban areas (current and anticipated) in the Oxford to Cambridge area (see page 40 of the Non-Statutory Consultation Document). EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities, the environment, and heritage buildings. The company is considering how to avoid significant adverse impacts on health and quality of life. EWR is also considering a range

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	<p>of matters including potential impacts on public rights of way (PRoWs) and land and property requirements. EWR Co recognises that the proposed additional track at Fenny Stratford may impact the Grand Union Canal and its users during construction. EWR Co will seek to maintain access to the Grand Union Canal and mitigate any impacts from the works, but some temporary disruption is likely. EWR Co do not anticipate any long-term impact on the canal following the completion of the construction period. EWR Co will work with local stakeholders, including the Canal & River Trust, to plan reducing disruption as much as possible. EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation. EWR Co will seek to avoid or reduce direct impacts on the most sensitive nationally and internationally designated heritage assets during construction activities. Consideration will be given to the setting and context of historic and cultural assets including conservation areas, archaeology, listed buildings and structures, historic views, and landscapes. As far as is reasonably practicable EWR Co will aim to avoid harm to the setting of designated heritage assets, prioritising those of the highest sensitivity such as Scheduled Monumentss, Grade I and Grade II listed buildings and parks and gardens. In order to do this, early identification and surveys of those assets most likely to be affected will be carried out so the scheme can be designed to avoid these and where this is not possible, incorporate appropriate mitigation measures into the design. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals, including the impact on the canal, the local community and environment, including heritage buildings and railway. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely</p>

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	<p>beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRoW. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further information on dual tracking will be presented at statutory consultation.</p>
<p>Some respondents opposed the proposed additional track at Fenny Stratford, with some expressing concern about the impact this might have on the local community and environment.</p>	<p>The second track is required at Fenny Stratford to increase capacity on the railway in this area. Between Bletchley station and the A5 trunk road near Fenny Stratford there is a section of single track. This section of single track would not be able to cope with the additional EWR trains which would run between Oxford and Cambridge, without affecting other services on the route. EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements. EWR Co considers the importance of environmental sustainability in the activities and the decisions made in order to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that minimises negative environmental impacts. EWR Co is determined to be an industry leader on environmental sustainability across the whole life cycle of the project. EWR Co aims not just to reduce impact but to realise opportunities to enhance the environment in line with the</p>

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	<p>Government's 25 Year Environment Plan and EWR Co's own vision for the East West Rail scheme. EWR Co aims to protect and enhance the natural and historic environment; to be a net zero carbon railway; to ensure the resilience of the infrastructure; and to contribute to the wellbeing of communities and customers. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRoW. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application.</p>
<p>Many respondents opposed the closure of level crossings along the MVL, with some expressing concern that the closure would split the community north and south of the track. Respondents also suggested that by reducing access journey times would increase for both pedestrians and road users.</p>	<p>EWR Co understand that closing level crossings raises concerns for local residents, which is why we have proposed several options at each crossing location. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. If the level crossings are to be closed, EWR Co is committed to minimising the impact to communities from any crossing closures by providing reasonable alternatives where possible. During construction, provision will be made to maintain</p>

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	<p>connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. This approach will help to address concerns regarding community severance. During the recent non-statutory consultation EWR Co outlined options for level crossings as referenced in chapter 4 of the 2021 Non-Statutory Consultation report which considered both vehicular access and access for pedestrians, cyclists, and other non-motorised users. Reasonably practicable measures to keep the impact on journey times to a minimum will be considered during the next phase of the option selection and design process and considered as part of the transport user benefits assessment factor. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>Many respondents were concerned about the potential impact of the proposals on local people, particularly community division, disruption from construction and fast trains in the area, and general concerns about quality of life. A few respondents requested as little disruption as possible and suggested coordination with other major construction in the area will help to minimise disruption.</p>	<p>Community impact EWR Co is committed to ensuring so far as reasonably practicable that the project can mitigate disruption during the planning, construction, and operation of the scheme. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities, and the environment and how to avoid significant adverse impacts on health and quality of life. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements. EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities, and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation. Disruption from construction The construction of the project involves relatively straightforward and well-understood construction practices. The environmental impact of and safety during construction and operation of</p>

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	<p>EWR will be assessed to inform the development of the design and will be presented in an early stage in the Preliminary Environmental Impact Report (PEIR) at statutory consultation and followed with the development of the environmental statement (ES) that accompanies the Development Consent Order (DCO) application. To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. The CoCP will contain provisions aimed at reducing disruption to local communities and mitigating impacts on the wider environment. EWR Co is particularly conscious of the requirements of school and college children attending institutions like Kimberley College and EWR Co will work with stakeholders to tailor accessibility solutions for these key user groups and reduce and mitigate the impact of works as much as possible. Speed through villages EWR Co is still considering the service patterns for the MVL and how stations and level crossings might affect things like line speed. Further information about the speed of the services through the villages will be shared at the statutory consultation stage. Level crossing closures EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping crossings open, these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Further information will be presented at statutory consultation.</p>

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<p>Several respondents voiced concern about the possible adverse impact of the closure of Woburn Sands level crossing on the local community. Some expressed concern about the negative impact of closing the school crossing by Network Rail as they feel this creates a safety risk for local school children.</p>	<p>Specific issues about Woburn Sands are addressed in the Section B2 table.</p>
<p>Respondents stated that they did not support either concept and some stated that they opposed the MVL upgrade. Respondents gave the following reasons for their opposition: • EWR should not go through the towns and villages, as it will destroy and sever them. • EWR is a waste of money and passenger numbers do not justify the cost. • Environmental impact.</p>	<p>East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government’s request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Village and town impacts EWR Co is committed to ensuring so far as reasonably practicable that the project can mitigate disruption during the planning, construction, and operation of the scheme. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities, and the environment and how to avoid significant adverse impacts on health and quality of life. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements. EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to</p>

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	<p>reduce or mitigate disruption to local people, communities, and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation. EWR Co is committed to providing a safe means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government’s request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Passenger Numbers East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. These transport connections are much needed due to the economic success of the businesses in the Oxford Cambridge Arc and the resulting increase in housing demand. The high demand for housing and consequential high house prices diminishes the ability of companies to attract talent, which is further exacerbated by poor east-west transport connections. This problem was identified by the NIC in their 2017 report “Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc”. The need for EWR is also discussed in the ‘Alternative Solution’ section of this document. EWR is addressing a fundamental lack of connectivity in the region, as the underlying infrastructure has not seen significant investment for decades and the communities that it serves have changed and grown considerably over that time. As mentioned in the Consultation Technical Report, six of the ten are amongst the least used 20%</p>

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	<p>of stations in the region (based on data from the Office of Rail and Road). During the Covid-19 pandemic, rail demand was significantly impacted as people preferred to avoid public transport for obvious reasons. However, since the end of the Covid-19 pandemic, rail passenger numbers have increased to nearly 80% of pre-pandemic levels. EWR Co continue to monitor these figures and to factor them into the iterative business case process. Further information will be presented at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Passenger numbers is considered as part of the 'Transport User Benefits' and 'Operating Costs' Assessment Factors.</p> <p>Environmental impact EWR Co considers the importance of environmental sustainability in the activities and the decisions made to ensure that the scheme is designed, constructed, operated and maintained in an environmentally responsible manner that reduces negative environmental impacts. EWR Co is determined to be an industry leader on environmental sustainability across the whole life cycle of the project. EWR Co aims not just to reduce impact but to realise opportunities to enhance the environment in line with the Government's 25 Year Environment Plan and EWR Co's own vision for the East West Rail scheme. EWR Co aims to protect and enhance the natural and historic environment; to be a net zero carbon railway; to ensure the resilience of the infrastructure; and to contribute to the wellbeing of communities and customers. The company will identify elements of the programme activities that could result in significant environmental effects, primarily by undertaking an Environmental Impact Assessment in accordance with UK legislation, which will be informed by associated environmental assessment and environmental survey activities. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial</p>

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	effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application. This will be considered as part of the Environmental Impacts and Opportunities Assessment Factor.
A respondent suggested building bridges over railway instead of new road constructions.	The nature of the level crossings on the Marston Vale Line is that many are in the centre of villages, with homes and businesses located close by. Where possible, EWR Co have proposed a bridge or underpass at the location of the existing crossing. However, in many village-centre locations constructing a bridge or underpass would result in the loss of homes, gardens or community facilities, with a significant impact on residents during construction. Where this is the case, EWR Co has proposed to divert the road away from the current crossing location to reduce the disruption to the community.
A few respondents opposed Blockade Strategy Option 1, suggesting it is not a feasible option. Some respondents expressed concern over potential disruption, lack of certainty over the length of the proposed blockade, potential disruption from weekend closures, and the potential costs. A respondent also stated that traffic already builds up very quickly and this could cause further issues.	EWR Co understands that railway upgrades can be disruptive, both in terms of the wider effects of construction and the impact on existing rail services. Work is ongoing to determine EWR Co's preferred construction and blockade strategy for the Marston Vale Line and what will be an efficient methodology in terms of time and cost effectiveness, as there is potential that some works cannot be done in weekend possessions. EWR Co recognises that all the options will cause disruption to the public though potentially in different ways with Blockade Strategy Option 1 causing weekend disruption while Blockade Strategy Option 2 will cause disruption everyday over a set period but work would be undertaken quicker than compared to Blockade Strategy Option 1. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access

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	<p>and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. EWR Co will focus on a positive customer experience, drawing on best practice and lessons learned from similar schemes to provide high-quality, reliable services while the railway is closed. EWR Co will provide further details of the proposed construction plans, including rail replacement services at the statutory consultation stage. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of cost and disruption to roads as part of the 'Environmental Issues and Opportunities' and 'Capital Costs' Assessment Factors. Further information on any blockades will be presented at statutory consultation.</p>
<p>A few respondents opposed Fenny Stratford Additional Track Option 1, saying that they did not favour two bridges and that it would have a more negative visual and environmental impact on the local area.</p>	<p>Assessing the impact of the project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. EWR Co is looking to ensure that landscape mitigation measures are closely integrated with the ecological requirements of both the project and the wider area to ensure that the environmental legacy of the works is positive and to support EWR Co's commitment to Biodiversity Net Gain. EWR Co is developing the options for Fenny Stratford additional track and the preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include visual and environmental impact as part of the 'Environmental Impacts and Opportunities' Assessment Factor. Further information will be presented at statutory consultation.</p>
<p>A few respondents opposed Blockade Strategy Option 2, suggesting it is not a practical option. Respondents suggested that Blockade Strategy Option 2 would lead to greater inconvenience, disruption to residents and commuters, and disruption to roads. There were also concerns that a longer blockage may impact long term passenger numbers and growth.</p>	<p>EWR Co understands that railway upgrades can be disruptive, both in terms of the wider effects of construction and the impact on existing rail services. Work is ongoing to determine EWR Co's preferred construction and blockade strategy for the Marston Vale Line and what will be an efficient methodology in terms of time and cost effectiveness, as there is potential that some works</p>

Matter Raised	EWR Co Response
	<p>cannot be done in weekend possessions. EWR Co recognises that all the options will cause disruption to the public though potentially in different ways with Blockade Strategy Option 1 causing weekend disruption while Blockade Strategy Option 2 will cause disruption everyday over a set period but work would be undertaken quicker than compared to Blockade Strategy Option 1. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. EWR Co will focus on a positive customer experience, drawing on best practice and lessons learned from similar schemes to provide high-quality, reliable services while the railway is closed. EWR Co will provide further details of the proposed construction plans, including rail replacement services at the statutory consultation stage. A long blockade is not expected to have an impact on long term growth along the Marston Vale Line as the improved services that will be provided once works are completed will facility long term growth more than the current services. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of commuters and disruption to roads as part of the ‘Environmental Issues and Opportunities’ and ‘Safety Risk’ Assessment Factors. Further information on any blockades will be presented at statutory consultation.</p>
<p>A few respondents raised concerns about the potential disruption caused by the construction of Fenny Stratford Additional Track Option 2.</p>	<p>EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme, including in respect of replacement bridges under</p>

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	<p>Fenny Stratford Additional Track Option 2. The company will continue to consider the impact of planned work as the project progresses and work with affected communities and their representatives to ensure people impacted by the work are kept up to date with activity and progress. EWR Co is considering potential impacts on the community and how to reduce or mitigate disruption to local people, communities and the environment and how to avoid significant adverse impacts on health and quality of life. The company is considering a range of matters including sound, noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements. EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation. EWR Co is developing the options for Fenny Stratford additional track and the preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include disruption during construction as part of the ‘Safety Risk’ and ‘environmental Impacts and Opportunities’ Assessment Factors. Further information will be presented at statutory consultation.</p>
<p>Respondents opposed Blockade Strategy Option 3 because it was confusing and would be difficult to adapt.</p>	<p>EWR Co understands that railway upgrades can be disruptive, both in terms of the wider effects of construction and the impact on existing rail services. Work is ongoing to determine EWR Co’s preferred construction and blockade strategy for the Marston Vale Line and what will be an efficient methodology in terms of time and cost effectiveness, as there is potential that some works cannot be done in weekend possessions. Blockade Strategy Option 3 would be complicated to plan and deliver because of weather and other third-party influences however can provide other benefits of targeted blockades to help reduce overall disruption of the line while EWR Co undertake construction works (page 190 of the Non-Statutory Consultation Document). This will be considered as part of the “Minimising Impact on Customers and Communities”</p>

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	Assessment Factor. Further information on any blockades will be presented at statutory consultation.
Respondents opposed both Blockade Strategy Option 1 and Blockade Strategy Option 3 due to cost and lack of certainty for passengers.	EWR Co understands that railway upgrades can be disruptive, both in terms of the wider effects of construction and the impact on existing rail services. Work is ongoing to determine EWR Co's preferred construction and blockade strategy for the Marston Vale Line and what will be an efficient methodology in terms of time and cost effectiveness, as there is potential that some works cannot be done in weekend possessions. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include the cost, assessed in the "Capital Cost" Assessment Factor, while the "Minimising Impact on Customers and Communities" Assessment Factor will consider the effects on passengers. Further information on any blockades will be presented at statutory consultation.
Many respondents expressed concern about the proposed Ridgmont station relocation. Concerns included: • potentially detrimental impacts on local businesses and the nearby heritage centre. • local roads could become congested and that the proposed relocation is not pedestrian or cyclist friendly, necessitating new paths. • bus routes would need to be rerouted or developed to serve the new relocated station; and • potential negative impacts on local conservation areas. A few respondents suggested that alternative passing loop locations would remove the need to relocate the station. A few respondents also questioned the inclusion of Ridgmont on the faster route, given its perceived inaccessibility and the distance from current and future housing developments.	East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Heritage and conservation areas EWR Co will seek to avoid or minimise direct impacts on the most sensitive nationally and internationally designated heritage assets during construction activities. Consideration will be given to the setting and context of historic and

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	<p>cultural assets including conservation areas, archaeology, listed buildings and structures, historic views, and landscapes. As far as is reasonably practicable EWR Co will aim to avoid harm to the setting of designated heritage assets, prioritising those of the highest sensitivity such as Scheduled Monumentss, Grade I and Grade II listed buildings and parks and gardens. In order to do this, early identification and surveys of those assets most likely to be affected will be carried out so the scheme can be designed to avoid these and where this is not possible, incorporate appropriate mitigation measures into the design. EWR Co recognises the work of the Marston Vale Community Rail Partnership at the Ridgmont Station Heritage Centre. The relocation of the Ridgmont station would see the station move away from the heritage centre as presented in the Non-Statutory Consultation. This heritage centre has been considered as one of several local factors to be taken into account when relocating the station, as mentioned in the Non-Statutory Consultation document. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the historic environment such as local businesses with the contribution to enabling economic growth and environmental impacts and opportunities assessment factors. Further information will be presented at statutory consultation. If the station is relocated, as proposed in concept 2 of Section B the Non-Statutory Consultation Document, EWR Co will carefully consider access between the new station and the Heritage Centre to ensure they are linked and will work with stakeholders to reduce the impact of this aspect of the proposals. Further information will be presented at statutory consultation. The relocation of the Ridgmont station has both positive and negative factors, with the potential effect on local businesses such as the heritage centre being a potential negative. This heritage centre has been considered as one of several local factors to be taken into account when relocating the station, as mentioned in the Non-Statutory Consultation document. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in C. Congestion As</p>

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	<p>part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts on the local roads around Ridgmont Station. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. Accessibility and inclusion Proposed options will be developed to consider the access to Ridgmont Station, including for pedestrians and cyclists, and businesses in close proximity will be considered. EWR Co will continue to work with stakeholders to coordinate connectivity between EWR services and the local area. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel and will consider the NMU crossing integration opportunities throughout the option appraisal and selection process. EWR Co want to provide a service that is accessible to a diverse range of end users and so EWR Co proposals will follow current rail legislation and modern standards, driven by a requirement to consider accessibility and users with reduced mobility. A draft Equality Impact Assessment (EqIA) will be submitted as part of the PEIR. It will aim to identify disproportionate and differential impacts on protected characteristic groups (PCGs) as a result of the project. The PEIR will be presented at statutory consultation. The EqIA will be further developed and submitted with the Environmental Statement as part of the DCO. Station access is a key consideration for EWR Co at all the stations. This includes consideration of local connectivity, bus services and customer experience while travelling to EWR stations within the station design work. EWR Co will continue working with other organisations, including bus operators, to improve facilities, including interfaces and interchange with bus services at stations and</p>

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	<p>providing onward travel information. . The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in the Consultation Technical Report. This will include consideration of accessibility as part of ‘Environmental Impacts and Opportunities’ Assessment Factor. Further information will be presented at statutory consultation.</p> <p>Passing Loops The passing loops and station are connected as it allows EWR Co to provide both integrated together. The need for passing loops is not the only consideration for moving Ridgmont station as the loops could be relocated but the option may still relocate Ridgmont station. EWR Co is considering the service patterns on the Marston Vale Line and how passing loops could be configured to support this including the location along the MVL. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report which the loops and station will be considered as part of the Transport User Benefits and Performance assessment factors. While, where possible, EWR Co will seek to avoid the additional construction associated with passing loops, EWR Co will provide updated proposals at the statutory consultation. Ridgmont Faster Route Services The ability to change to the faster EWR services at Ridgmont will make journeys from some intermediate stations to either Bletchley or Bedford quicker, while also providing a location to build a station of suitable size and accessible to the local area.</p>
A few respondents opposed Route E.	No specific issues relating to the MVL were raised by respondents who stated their opposition to Route E, therefore these issues are not addressed in the Section B tables. See Chapter 5 for Route E in the Consultation Feedback Report for further information.
Several consultation responses called for stations to be located close to existing villages to support accessibility.	EWR Co is exploring potential locations for relocated stations and are considering both existing residential areas and planned future developments to support accessibility of the stations. EWR Co will further develop the options for each individual station, including the location of each station, based on the service pattern to be provided and will provide further information at the statutory consultation stage.

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<p>Many respondents' expressed objections towards the relocation of Woburn Sands station. Many of them did not provide any specific reasons for that, but some of them mentioned: • safety risk for school children. • negative impact of village character. • train speed in village causing noise and disruption to residents. • existing possibilities to use brownfield spaces adjacent to current station for its development and upgrade. • amount of land taken for building the station. • limited access for non-motorised users. • increase in car travels to reach the new station. • need for bus routes to serve the new housing developments outside village centre; and • increase in pedestrian journey times.</p>	<p>East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Safety The non-statutory consultation was undertaken at an early stage of design, with various proposals presented at a high level. The detailed design will be carried out in accordance with recognised industry standards published at the time of detailed design to provide a high level of safety. EWR Co will continue to adapt the design to incorporate advances in design and technology that emerge in the future. EWR Co has considered safety of the public, including school children and workers at all stages of design, and this will continue during construction and into operation and maintenance. The safety of workers, road users, non-motorised users (NMUs), supply chain and local people has been prioritised and considered so that risks are identified and reduced wherever possible. During construction, EWR Co will ensure that health, safety, and wellbeing performance meets and exceeds minimum legal requirements and industry best practise. The Code of Construction Practice or an equivalent document (CoCP) will set out additional standards to maintain safety and security. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report with safety being considered as</p>

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	<p>part of the safety risk assessment factor. Community impact EWR Co is aware that the proposed changes to the Woburn Sands Station will impact the local community. We understand that severance is a significant concern to people living in villages in the vicinity of the railway. During the recent consultation we outlined options for Woburn Sands station which considered both vehicular access and access for pedestrians, cyclists, and other non-motorised users. EWR Co is committed to ensuring so far as reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. This includes reducing the impact to communities from any crossing closures by providing reasonable alternatives where possible. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities such as the school. Further information will be presented at statutory consultation. EWR Co is considering potential impacts on the village character and how to reduce or mitigate the impacts the project may have. The company is considering a range of matters including noise and vibration, air quality, as well as potential impacts on public rights of way (PRoWs) and land and property requirements. EWR Co recognises noise and vibration from both the construction and operation of a railway is an important issue for local communities. At a later stage in the planning and development process, EWR Co will develop a noise policy, which will set out a plan designed to establish and mitigate noise and vibration to avoid any significant adverse impacts on health and quality of life. EWR Co recognises concerns about the impact of noise and vibration and is committed to considering measures that will reduce noise and vibration. Comprehensive assessments will be carried out and will use industry-leading computer modelling, which can incorporate information on local geology to simulate potential noise and vibration impacts along the whole route as part of the assessments on any mitigations required. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the</p>

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	<p>proposals, allowing them to be avoided or minimised where possible, as well as identifying any potential beneficial environmental impacts. The PEIR will include information regarding the existing baseline noise and vibration (where there were already vibration generating sources) environment, together with construction and operational noise limits having had regard to the appropriate guidance and legislation. Construction and operational noise levels generated from the proposed works will also be presented as part of the PEIR which will form elements to be considered at. Statutory Consultation. A full environmental statement will then be submitted as part of the development consent order application. Additionally, further detail will be provided on the freight strategy, and the approach to avoiding or reducing EWR Co will prepare a Code of Construction Practice or an equivalent document for the Project, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities and the environment during construction. Additionally, EWR Co will explain its approach to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation. Existing Location The proposals at Woburn Station have been 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. EWR Co is developing designs for the station and reviewing the potential location of the station, including having it retained in its current location and extending (such as into brownfield locations adjacent). EWR are considering moving the Woburn Sands station to the west in order to provide easy access to new areas of development. Specifically, it is being considered to move 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. This development includes proposals for 3000 new homes. Further information will be provided at the statutory consultation. Land Take The location proposed within the non-statutory consultation for the relocation is an area which is part of the South</p>

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	<p>East Milton Keynes development area. Any land take EWR Co undertake will be for necessary infrastructure or environmental purposes and EWR Co is working with Milton Keynes Council to align plans for the area and are committed to working with affected stakeholders and landowners as the proposals are developed in order to limit the impact of the scheme. Traffic & Transport EWR Co is aware that the relocation of the station will impact traffic in the local road network. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. Although EWR Co is not responsible for bus routes, EWR Co note requests for consideration of access to the station from rural areas and surrounding villages, including Clapham and Great Barford, and will consider this feedback as EWR Co develop discussions with operators. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of short distance connectivity and rail passenger connectivity as part of the Transport User Benefits assessment factors. Further information will be presented at statutory consultation. Accessibility One of EWR Co's core priorities is to increase connectivity across the Oxford to Cambridge Arc, which includes consideration of local connectivity, bus services and customer experience while travelling to EWR stations within the station design work. EWR Co will work with local stakeholders to develop an integrated planning approach, promoting and prioritising both active and sustainable transport modes,</p>

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	including the provision of secure cycle parking facilities and safe walking and cycling routes. EWR Co. will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRow. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application. Accessibility will also be considered in the selection of preferred options, as part of the “Short Distance Connectivity” Assessment Factor. As part of the station design, EWR Co will be exploring pedestrian and cycle access in and around the railway, based on user needs. These options will be explored in more detail at Statutory Consultation.
Some respondents stated the need for proper parking at Bletchley station as the current infrastructure is insufficient.	EWR Co has considered these responses carefully during optioneering and will continue to consider how parking can be optimised during future design phases. Although sustainable modes will be prioritised, EWR Co recognise that access by car will still be required and are considering the local road network around Bletchley Station and any potential mitigations required, as well as how much parking the new station will need. EWR Co will be undertaking traffic surveys and modelling work to understand future capacity requirements. EWR Co will also consider how to provide suitable parking facilities for motorcycles and charge points for electric vehicles, as well as disabled persons parking bays as part of this work. Further information on proposals for parking at Bletchley Station will be presented at statutory consultation.
A small number of respondents believe that passing loops could improve overall service speed and reliability.	EWR Co notes respondents’ support for passing loops. EWR Co is considering the service patterns on the Marston Vale Line and how passing loops could be configured to support this and passing loops are proposed for all concepts. While, where possible, EWR Co will seek to avoid the additional construction

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	associated with passing loops, EWR Co will provide updated proposals at the statutory consultation.
	EWR Co notes respondents' support for passing loops. EWR Co is considering the service patterns on the Marston Vale Line and how passing loops could be configured to support this. As described in the Consultation Document (page 115), passing loops are being considered to allow faster trains to overtake local stopping services as part of Concept 1 for the MVL. While, where possible, EWR Co will seek to avoid the additional construction associated with passing loops. An update will be provided at the statutory consultation stage.
A respondent suggested additional platforms may not be needed due to the current usage of Platform 5 at Bletchley Station only during peak times.	Platform 5 at Bletchley is currently used by trains on the Euston line (the West Coast Main Line) that start or finish at Bletchley. These trains come from or go to the sidings to the north of the station. Platform 5 is the only platform at Bletchley that can be accessed from the sidings. Although this currently only happens on a relatively small number of occasions each day, the platform would not be available for EWR services at the times when it is being used by a train moving to or from the sidings. EWR Co is still determining the service requirements at Bletchley but if further platform requirements are identified then providing an additional platform adjacent to platform 6 would avoid any conflict between EWR services and those that currently use platform 5 and would provide greater ability to amend train timings in future. It also removes the risk of EWR services being delayed by the late running of the trains on the Euston line that use platform 5 (and vice versa), which would avoid the risk of delays being spread across the wider rail network. This is particularly important because EWR trains would interface with services operating on several radial routes to/from London. Further information and proposals for any additional platforms at Bletchley Station will be presented at statutory consultation.
Many respondents expressed support for Blockade Strategy Option 1, with several remarking that it offers the least disruption. Some of these supporters praise the option for retaining continued service throughout construction, and a few other respondents argued that it is the most convenient option.	EWR Co notes comments from respondents about their support for Blockade Strategy Option 1. The benefits and challenges of this option are set out in the Consultation Document on pages 189 to 190. EWR Co is investigating different ways to undertake this work, including the options set out in the consultation. The ability to undertake the work in a timely and efficient way whilst also

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	considering current users of the railway, including passengers and freight is being considered. EWR Co will provide updated proposals at the statutory consultation stage. Further information on any blockades will be presented at statutory consultation.
<p>Respondents supported Blockade Strategy Option 2 because:</p> <ul style="list-style-type: none"> • it would be better to get all works done in one go, with minimal change during construction. • works could be completed quicker, with a shorter period of disruption. • it would be more efficient and cost effective. • it enables better communication to the local community and easier planning for rail users with greater certainty of service levels. • a high quality bus replacement service would be sufficient to support local people. • a prolonged approach facilitates consistency and enables users to plan around the blockade. • a prolonged blockade will cause minimal disruption. • it would be the most efficient, economic and environmental method. 	<p>EWR Co notes comments from respondents about their support for Blockade Strategy Option 2. The benefits and challenges of this option are set out in the Consultation Document on pages 189 to 190. EWR Co is investigating different ways to undertake this work, including the options set out in the consultation. The ability to undertake the work in a timely and efficient way whilst also considering current users of the railway, including passengers and freight is being considered. EWR Co will provide updated proposals at the statutory consultation stage. Further information on any blockades will be presented at statutory consultation.</p>
<p>Reasons people gave for supporting Blockade Strategy Option 3 (a mix of short and long blockades) included:</p> <ul style="list-style-type: none"> • that it would be less disruptive to local communities. • that it would be more efficient and cost effective. • that it enables greater flexibility and would enable residents to continue to use the line at certain times, as well as enabling the most disruptive work to be undertaken off-peak. • that it provided the best compromise between efficient delivery and balancing the needs of the community. 	<p>EWR Co notes comments from respondents about their support for Blockade Strategy Option 3. The benefits and challenges of this option are set out in the Consultation Document on pages 189 to 190. EWR Co is investigating different ways to undertake this work, including the options set out in the consultation. The ability to undertake the work in a timely and efficient way whilst also considering current users of the railway, including passengers and freight is being considered. EWR Co will provide updated proposals at the statutory consultation stage. Further information on any blockades will be presented at statutory consultation.</p>
<p>A small number of respondents claimed the proposals could have an adverse impact on their property and land. This includes impacting potential future property sales, a reduction in property values and the possible loss of houses and adjoining land.</p>	<p>EWR Co is aware that the proposals for the development of EWR may affect peoples homes and businesses. In developing the plans, EWR Co aim to reduce the negative impact on peoples land and property, including those referred to by respondents, and mitigate any impacts EWR Co cannot avoid. EWR Co is still in the early stages of developing designs for the railway and the Project will move through further development stages and approvals before the plans are finalised and EWR Co can confirm the need to acquire any land. Where land is acquired or proposed to be acquired, the Compensation Code sets out the circumstances in which compensation is payable. More information is</p>

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	<p>available in the Guide to Compulsory Acquisition and Compensation on the EWR Co website. If an individual is unable to sell their property due to the proposed scheme, they could be eligible to sell their property to EWR Co in accordance with the proposed Need to Sell Scheme introduced at Route Update. In developing EWR Co proposals, there has been an aim to reduce the negative impact this may have on people's homes and land but, inevitably with an infrastructure project of this size, there will be some people who could be directly and indirectly affected. EWR Co will continue to work to mitigate any impacts EWR Co cannot avoid and work closely with people who could be affected. EWR Co understand that publishing EWR Co proposals could affect people needing to sell their property and EWR Co published proposals for a discretionary purchase scheme when EWR Co held the Non-Statutory Consultation. EWR Co has set up the Need to Sell (NTS) property scheme to support property owners who have a compelling reason to sell their property but due to EWR are unable to do so other than at a substantially reduced value or, if they are unable to sell their property, would face an unreasonable burden in the next three years. Applicants will need to satisfy five criteria including evidencing that they currently have a compelling need to sell. The NTS scheme reflects non statutory consultation feedback and NTS consultation feedback, both received in 2021. More information can be found in the NTS Property Scheme Guidance and Application Form [Link to be added]</p> <p>Compensation for when the railway is in operation falls under Part 1 of the Land Compensation Act 1973. This is for the possible devaluation of a property due to a number of physical factors such as noise. Part 1 compensation is explained in EWR's Guide to Part 1 Claims on EWR Co website. EWR Co will continue seek to reduce the impact as EWR Co design progresses. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a</p>

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	<p>preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRoW. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application. Any preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the land and property of the scheme as part of the Environmental Impacts and Opportunities Assessment Factor.?</p>
<p>A small number of respondents were concerned that local property values would decrease and highlight the potential noise from trains. A few respondents believe some properties would need to be demolished and would be disruptive to residents.</p>	<p>Properties where no part is required for the scheme may be entitled to compensation when the railway is in operation under Part 1 of the Land Compensation Act 1973. This is for devaluation due to a number of physical factors such as noise. Part 1 compensation is explained in the guide on the website. EWR Co will seek to reduce the impact. As outlined above, EWR Co has set up the Need to Sell (NTS) property scheme to support property owners who have a compelling reason to sell their property but due to EWR are unable to do so other than at a substantially reduced value or, if they are unable to sell their property, would face an unreasonable burden in the next three years. Applicants will need to satisfy five criteria including evidencing that they currently have a compelling need to sell. The NTS scheme reflects non statutory consultation feedback and NTS consultation feedback, both received in 2021. More information can be found in the NTS Property Scheme Guidance and Application Form [Link to be added]. Compensation for acquired property (of all types including demolished properties) will be the full unaffected market value in accordance with the Compensation Code as explained in the Guide to Compulsory Acquisition and Compensation on the EWR Co website. In line with the Compensation Code, 'unaffected' refers to the market value of the property as if no proposals for EWR existed.</p>
<p>A respondent expressed concern about the potential disruption that construction works could cause to public rights of way.</p>	<p>EWR Co's proposals at level crossings, may impact public rights of way along the Marston Vale Line. However, any temporary closures of Public Rights of Way during construction will include provision for temporary alternative routes. Further information will be presented at statutory consultation. EWR</p>

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	Co is working with England's Economic Heartland and other stakeholders to develop a 'First Mile, Last Mile' strategy to maintain and enhance local connectivity along the rail line. EWR Co will continue to work with the local authorities along the route, developers and other landowners to explore opportunities to provide new public rights of way or to join up existing parts of the network more effectively.
Some respondents called for the railway to be tunnelled or put in a cutting through villages.	To provide a cutting or tunnel, the railway would need to be lowered over a length of several kilometres to provide acceptable gradients as part of British Standard BS6031. The environmental impacts of such works such as the earthworks would be far larger than the proposals presented at Non-Statutory Consultation and have a far higher cost. To provide adequate width within the railway corridor for emergency evacuation routes and to accommodate the necessary retaining structures on each side of the railway, it is likely that EWR Co would need to acquire additional land on either side of the railway, potentially including land within the gardens of houses neighbouring the railway. The cutting or tunnel would form a low point in the local topography and would therefore be prone to flooding. It is likely that a pumped drainage system would be required to remove water from the cutting or tunnel, which would incur on-going maintenance costs and may require additional land to accommodate the pumping equipment and possibly an attenuation facility (which might be required to avoid the risk of overwhelming the local drainage network). Therefore, while a cutting or tunnel may deliver some benefits to the community such as being visually less intrusive, there would also be extensive negative impacts and additional cost. EWR Co do not consider these benefits are great enough to justify the considerable cost and adverse impacts.
General disruption is a concern for a few respondents, as are trains coming through the villages at high speed.	Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report), EWR Co is considering the service speed along the MVL and what speeds are required to deliver the benefits of an EWR service. EWR Co considers both the safety of those using the railway and those who will be affected by EWR Co proposals

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	and understand there are concerns of safety for an increased line speed. A line speed risk assessment would take place prior to uplifting the line speed to check adequate controls are in place and what improvements may be required, the level crossing risk assessment will consider line speed when assessing the safety of the crossing. A potential reduction in speed would reduce the impact of general disruption experienced by local communities from train services and speed. Further information about the speed of the services will be shared at the statutory consultation stage.
There were some calls in the consultation feedback for EWR Co to rename stations. Alternative names for Ridgmont were Husborne Crawley or Cranfield Parkway. Others suggested that if stations are consolidated in Concept 2, that the new station name should reflect the communities it serves – for example, Stewartby Hardwick.	EWR Co is open to renaming stations where there are good reasons for change, and these reflect community aspirations. EWR Co will work with local communities and their representatives to identify these stations and potential names later in the project's development. Renaming stations will not be part of the scope of the DCO application, therefore this will be considered at the detailed design stage.
A few respondents suggested rerouting of MVL to a route following the A421 that respondents stated would allow higher speed.	EWR Co understands that the proposed changes to services along the Marston Vale Line may impact the local communities along the route and EWR Co is exploring ways to mitigate any impacts. Some consultation responses suggested that EWR should re-route the line away from villages to reduce these impacts. However, this is not a viable option for the Marston Vale Line, where a useable railway corridor already exists. Diverting the railway would involve the creation of a new railway corridor, which would be very costly to the taxpayer, cause disruption for communities in the vicinity of a relocated corridor and have a significant environmental impact.
Some respondents stated that Bow Brickhill station should be retained, particularly because of its current use by local workers. A few of those respondents believe that more local workers could be encouraged to use the railway if the service was improved, and that closing the station would increase car use and exacerbate current congestion problems. A few respondents raised concerns about the potential impact of closing Bow Brickhill station on the connectivity of planned developments, notably nearby housing and warehouses. A few respondents commented on the lack of alternative public transport options, stating that the one bus per hour	East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed

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<p>currently available would not be close enough for workers at the planned warehouse development, as well as raising concerns about potential severance of residents from neighbouring towns. A few respondents also mentioned the station's use for access to local leisure opportunities, such as Caldecotte Lake.</p>	<p>within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. EWR Co recognises that Concept 2 would close Bow Brickhill station, and this would affect local communities and businesses. If Concept 2 were to be delivered, some residents would need to travel a little further to their nearest station, and part of the development of this proposal would be developing plans for improved pedestrian and cycle routes, as well as working with local stakeholders on better public transport connection. EWR Co will continue to work with stakeholders to coordinate connectivity between EWR services and the local area. Concept 1 would retain the current station which would be accessed by the local workers. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Station access and travelling to and from the station will be considered as part of 'Transport User Benefits' Assessment Factor. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion of the local area, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. We understand that severance is a significant concern to people living in villages in the vicinity of the railway and to local businesses such as Caldecotte Lake leisure services. EWR Co is committed to ensuring so far as</p>

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	<p>reasonably practicable that the project is able to mitigate disruption during the planning, construction and operation of the scheme. During construction, provision will be made to maintain connections that are intended to be retained after the Project is completed, even if they have to be temporarily diverted, including to key community facilities. This approach will help to address concerns regarding community severance. Further information will be presented at statutory consultation. Although EWR Co is not responsible for bus routes, EWR Co note requests for consideration of lack of alternative public transport options and will consider this feedback as EWR Co develop discussions with operators. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of short distance connectivity and rail passenger connectivity. Further information will be presented at statutory consultation.</p>
<p>Some respondents stated that Fenny Stratford station should be retained. People felt that the station was important for local access, commuting and connectivity and would serve new developments as well as existing communities.</p>	<p>East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. While Concept 1 would retain the Fenny Stratford Station, EWR CO recognises that Concept 2 would close Fenny Stratford station and this would affect local communities and businesses. If Concept 2 were to be delivered, some residents would need to travel a little</p>

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	<p>further to their nearest station, and part of the development of this proposal would be developing plans for improved pedestrian and cycle routes, as well as working with local stakeholders on better public transport connection. EWR Co will continue to work with stakeholders to coordinate connectivity between EWR services and the local area. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of short distance connectivity and rail passenger connectivity. Further information will be presented at statutory consultation.</p>
<p>Some respondents stated that Kempston Hardwick station should be retained. These respondents pointed to the station's proximity to local employment sites and use for the communities of Wilton and Wootton Villages.</p>	<p>East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. While Concept 1 would retain Kempston Hardwick station, EWR CO recognises that Concept 2 would close Kempston Hardwick station and this would affect local communities and businesses. If Concept 2 were to be delivered, some residents would need to travel a little further to their nearest station, and part of the development of this proposal would be developing plans for improved pedestrian and cycle routes, as well as working with local stakeholders on better public transport connection. EWR Co will continue to work with stakeholders to coordinate</p>

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	connectivity between EWR services and the local area. The preferred option will be selected following a rigorous process using a range of assessment factors, which are outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of short distance connectivity and rail passenger connectivity. Further information will be presented at statutory consultation.
A small number of these respondents also raised concerns about access for motorised vehicles, cyclists, and pedestrians. They remarked that local roads could become congested.	<p>Accessibility One of EWR Co's core priorities is to increase connectivity across the Oxford to Cambridge Arc, which includes consideration of local connectivity, bus services and customer experience while travelling to EWR stations within the station design work. EWR Co will work with local stakeholders to develop an integrated planning approach, promoting and prioritising both active and sustainable transport modes, including the provision of secure cycle parking facilities and safe walking and cycling routes. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRow. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application. Accessibility will also be considered in the selection of preferred options, as part of the "Short Distance Connectivity" Assessment Factor. As part of the station design, EWR Co will be exploring pedestrian and cycle access in and around the railway, based on user needs. These options will be explored in more detail in the next round of consultation.</p> <p>Traffic and Congestion As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out</p>

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	<p>the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the traffic and transport of the scheme within the ‘Environmental Impacts and Opportunities’ Assessment Factor.</p>
<p>Some responses raised concerns about wider development in the Ridgmont area, including the impact of relocating the station on green belt land.</p>	<p>Assessing the impact of the project on the environment is a fundamental part of the design of the scheme’s development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. EWR Co is looking to ensure that landscape mitigation measures are closely integrated with the ecological requirements of both the project and the wider area to ensure that the environmental legacy of the works is positive and to support EWR Co’s commitment to Biodiversity Net Gain . EWR Co is also aware of the proposed Milton Keynes to Bedford Waterway Park in this area and will carefully consider how the proposals interact with this new facility.</p>
<p>There were some suggestions that Ridgmont could be moved to the east, which would allow retention of the Heritage Centre.</p>	<p>As EWR Co develop the proposals for Ridgmont, the potential relocation or the station remaining in its current location is being reviewed and EWR Co is considering how land is currently used, such as the Heritage Centre. Currently there are no proposals to move the station east as moving the station in that direction would not benefit the local community compared with options proposed due to the proximity to Liddington station, the distance from Aspley Guise with which the station is consolidated if the station is moved west, and the land constraints of the distribution park to the northeast. The heritage centre would still be retained with the options provided for Ridgmont and</p>

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	access will be considered about any relocation. This will be considered as part of the Environmental impacts and opportunities assessment factor. Further information will be presented at statutory consultation.
Some respondents suggest the development of a Parkway station to take traffic off the roads, using Ridgmont station as a park and ride option. Respondents stated that this would support access via M1 J13.	The proposals at non-statutory consultation did not allow for a full parkway station as the concepts would still retain other stations given people in the area many different options on what stations to use. However, under Concept 2, the site would have more space for interchange with bus or other sustainable transport services, as well as convenient access to the M1 and A421 via J13. Alongside EWR Co is undertaking forecasting and modelling work to understand likely future demand for car parking and to size any parking facilities appropriately for those who need to drive, while promoting sustainable transport options. Ridgmont would be used as an interchange enabling people to access the fast service trains by interchanging from other stations as well as using the station directly. EWR Co will work with the local authorities and National Highways to explore this opportunity and how EWR Co could help support other sustainable travel initiatives to create a transport hub in this area. Further work is required to assess how the potential options could affect both the local highway network and the strategic road network and how to link the new station to communities in Aspley Guise and the employment sites at Marston Gate for cycle and pedestrian access.
Some respondents suggested that the fast services do not need to stop at Ridgmont. They mentioned it is not accessible for most of potential users and do not think the new location of the station outside town centre would encourage use.	This station was selected as a stop because it presents an opportunity to create a multimodal interchange from various villages across the Marston Vale Line, as well as people accessing the station by car from the M1. EWR Co is 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.
Respondent recommended a cross platform station design, such as Birmingham New Street.	At the next stage of design, EWR Co will be looking at how the proposed services would operate at each station, including how platforms are designed to facilitate easy interchange between services. More information will be made available at the statutory consultation stage.
Respondents expressed concern over accessibility to the stations and the impact of road and level crossing closures on local traffic in residential areas.	EWR Co is actively considering the end-to-end journey, including how stations can facilitate easy and simple connectivity to existing modes of transport.

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	<p>Providing easy to use walking and cycle routes around the station is important to encouraging people to use the train and reduce car usage. This will be considered in the selection of preferred options as part of the “Short Distance Connectivity” Assessment Factor. As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation..</p>
<p>Respondents preferred replacing level crossings along the Marston Vale Line with a road bridge across the railway. Some of these highlighted the need for the bridge to also serve pedestrians and other non-motorised users. Reasons given included that an underpass would be challenging to construct and more expensive than a bridge and that a bridge would feel safer and more attractive for pedestrians and cyclists.</p>	<p>The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of accessibility and connectivity for both vehicles and non-motorised users, safety and cost as part of the Transport User Benefits, Safety Risk and Capital Cost Assessment Factors.</p>
<p>Some felt a bridge or underpass would be acceptable for the replacement of level crossings along the MVL route.</p>	<p>The preferred option for each option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report.</p>
<p>A few respondents suggested that Rookery South Energy Recovery Facility should be consulted on detailed designs of new road layouts, as the new access road on the north side of the realigned Green Lane would encompass a 90 degree left-turn that could form a turning circle for vehicles.</p>	<p>EWR Co recognises that the level crossing at Stewartby is the main access point to the Rookery South site and that the site has specific requirements. EWR Co is also aware of the restrictions on HGV traffic through the village of Stewartby and will consider this carefully as the proposals are developed. EWR Co is engaging with stakeholders along the route and Rookery South are being consulted with regarding any bridge proposals and the effects to the access to their site. The proposed bridge replacement options may impact development land and EWR Co will work with landowners and stakeholders to mitigate the</p>

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	<p>impact to both areas as EWR Co proceed through the appraisal process. EWR Co is also aware of the potential for a railhead to be developed at Rookery South and, while this is out of the scope of the EWR scheme, EWR Co will work with stakeholders to ensure EWR Co's works do not preclude this being delivered in future.</p>
<p>Some respondents stated that safety of level crossings should be priority.</p>	<p>Safety and security is a key priority for EWR Co and this will be a primary consideration in all option selection and design, not only for the railway but for all other users, including drivers and non-motorised users. EWR Co is committed to providing a safe and secure means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to the Government's request that EWR Co explores opportunities for a more affordable railway while still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping the crossing open these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the safety and security at level crossings within the Safety Risk Assessment Factor</p>
<p>Respondents suggested that impact on train services should be minimised during construction. They suggested a regular timetable for bus replacement services.</p>	<p>The level of service to be provided during construction is yet to be determined and will depend on the construction strategy adopted. EWR Co expects to tailor the services (trains or bus replacements) provided to meet the needs of existing users and the local community. EWR Co will work closely with stakeholders as the proposals are developed. EWR Co is particularly conscious of the requirements of school and college children attending institutions like</p>

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	<p>Kimberley College and EWR Co will work with stakeholders to tailor solutions for these key user groups and reduce and mitigate the impact of works as much as possible. Further information on the service pattern for trains and bus replacement services during construction will be presented at public consultation.</p>
<p>One respondent would like to explore single line working for the blockade based on their understanding that this has been done successfully elsewhere.</p>	<p>To set out how EWR Co will manage the construction of the East West Rail project a Code of Construction Practice or an equivalent document (CoCP) will be developed. As part of this, EWR Co will consider whether there are any opportunities to maintain a reliable and useful train service for some of the construction period by using single line working. However, the scale and nature of many of the construction activities EWR Co need to undertake means they cannot be undertaken safely while trains are running on any line. EWR Co will also need to balance the need to maintain connectivity for existing users with the need to carry out the works in an efficient and timely manner. Although single line working may be technically possible in certain instances, it is likely that for some activities the benefits will be outweighed by the loss of efficiency, increased costs and longer duration of the works. Further information about the construction approach will be provided at the statutory consultation stage.</p>
<p>Some respondents expressed worry over impact on their houses and lands providing detailed issues. Specific issues include: • the proposals will use some of their garden and object to this (Woburn Sands). • Concerns regarding the security of the vehicles at respondents property. • They have incidences of youths throwing stones/rocks at their vehicles. • With a raised footbridge, this could provide an even greater opportunity for these occurrences and asks what provisions will be put into place to mitigate this happening. (Woburn Road).</p> <p>• Consultation information is incorrect – the land at Millbrook is not agricultural, it is a garden. It is the garden of Millbrook Station House and has been since the mid-1980s. (Millbrook). • The construction site will also lead to the loss of four paddocks that are adjacent to an historically important Medieval Moat at South Pilling Farm. The loss of the grain barn and access to</p>	<p>Woburn SandsEast West Rail is a large infrastructure project, projects such as this often result in both permanent and temporary land take. Where land is required permanently, compensation will be paid in accordance with the Compensation Code. Where land is required temporarily EWR Co. will endeavour to minimise the impacts for both the land required for temporary use and the land adjacent to this. Woburn Road EWR Co appreciate this concern being brought to EWR Co attention and note the potential risks. If this option is taken forward, EWR Co will look to mitigate against the concerns raised within the design stage. Millbrook The proposals under Option 1 and 2 do see some land take of the agricultural land to the South of Station Lane and west of the crossing but do not make any proposals over Station House which sits North of Station Lane and East of the crossing. If the option is taken forward where there is potential a loss of the grain barn and access to the</p>

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<p>these paddocks will have a catastrophic effect on the livelihood of the farm tenants at South Pilling Farm. • There is also no mention of the Grade II status of either Station House or South Pilling Farmhouse. (Millbrook). • Oppose use of farmland for compound, tree planting and flood mitigation due to impact on farmer and industry. Suggests that all ground that is used in this way must be returned at the end of the Project in as good if not better condition and adequate compensation paid. (Millbrook).</p>	<p>paddocks, EWR Co would look to engage with the property/landowner in order to mitigate against these risks. EWR Co will seek to avoid or minimise direct impacts on the most sensitive nationally and internationally designated heritage assets during construction activities. As far as is reasonably practicable EWR Co will aim to avoid harm to the setting of designated heritage assets, prioritising those of the highest sensitivity such as Scheduled Monumentss, Grade I and Grade II listed buildings and parks and gardens. In order to do this, early identification and surveys of those assets most likely to be affected will be carried out so the scheme can be designed to avoid these and where this is not possible, incorporate appropriate mitigation measures into the design. For land being required for temporary construction compounds, EWR Co have not yet identified where these would be. If land is required temporarily for this basis the land has to be returned in the manner that will be set out as part of the Development Consent Order (DCO). Land where there is a permanent change such as tree planting or flood mitigation can sometimes have the opportunity to be handed back the landowner, and EWR Co would look to engage further with the landowner in future if there is this opportunity.</p>
<p>Respondents suggested that EWR Co need to carry out engagement with stakeholders, including Central Bedfordshire Council and the Hayfield Consortium, in order to align proposals and share information. Respondents also suggested that EWR Co work with the local authority to align plans for traffic surveys and assessments.</p>	<p>EWR Co is engaging the local authorities and developers, including Central Bedfordshire Council and Hayfield Consortium to align proposals and share information and will continue to do so as the proposals develop.</p>
<p>Respondents were keen to be engaged and would appreciate if designs for track layout options and bridges could be shared at the earliest opportunity, to allow time to consider factors such as environmental impacts of the works.</p>	<p>Regular stakeholder engagement is ongoing with key stakeholders, including local authorities. This engagement is taking place to help coordinate development plans and inform EWR proposals. The Development Consent Order process ensures that significant consultation is undertaken with a wide range of stakeholders throughout the project's development, including local communities. EWR Co has already held two non-statutory consultations and will be holding a statutory consultation. This provides an opportunity for the public to comment and feedback on more developed proposals, including in relation to the designs for track options and bridges.</p>

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<p>A few respondents expressed concern that the current station is inadequate from an accessibility perspective and feel that this should be addressed as part of the proposed works. They requested improvements to pedestrian access and crossings near the station and improvements to taxi and bus ranks which will help to link the station with other forms of transport.</p>	<p>EWR Co understands that accessible stations are important for communities. EWR Co is actively considering the end-to-end journey, including how stations can facilitate easy and simple connectivity for people. Providing easy to use, accessible walking routes to the station is part of how EWR Co. is promoting active travel along with working with local authorities to understand how it can support local plans and improvements for footpaths around stations. These proposals will be informed by ongoing engagement with England's Economic Heartland on door to door connectivity. EWR Co will also continue working with other organisations, including bus operators and the local authority, to understand facility requirements and accessibility in relation to interchange with bus services and taxis at stations and providing onward travel information. Further information and proposals will be presented at statutory consultation</p>
<p>Respondents raised concerns about limited access to the stations, particularly for active travel and multi-modal journeys and the need for improvement.</p>	<p>Station access is a key consideration for EWR Co at all the stations. This includes consideration of local connectivity, active travel needs, bus service integration and customer experience while travelling to EWR stations within the station design work. EWR Co will also continue working with other organisations, including bus operators, to improve facilities, including interfaces and interchange with bus services at stations and providing onward travel information. EWR Co is particularly considering opportunities to improve first and last mile connectivity to new stations. These proposals will be informed by ongoing engagement with England's Economic Heartland on first and last mile travel. Although sustainable modes will be prioritised, EWR Co recognise that access by car will still be required, so EWR Co is also considering the parking requirements and available space at each station. More information will be presented at statutory consultation.</p>
<p>Several respondents made suggestions about the existing station and the general design of Bletchley station. Some of these make comment in general terms that EWR Co should invest in 'improvements' to the station. Some respondents made more specific suggestions about what the improvements should be, these included easy and comfortable interchange possibilities, toilets, lighting, improvements to refreshments areas and waiting areas, retail</p>	<p>EWR Co is considering consultation feedback as EWR Co continue to develop our proposals for the station. Any station facility upgrades EWR Co propose will be designed to improve the customer experience by focussing on the areas that people have told us matter the most to them. EWR Co would not be the station operator, so would not be responsible for delivering changes to existing facilities, including toilets, lighting, refreshments areas, waiting areas,</p>

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<p>shops and ticketing areas. Some mentioned that the current station is unpleasant and they have had a bad experience. Some suggested design of the improved station could include artwork and elements related to local heritage. A respondent stated that the station should be integrated with Queensway and provide an attractive and inviting entrance to the town.</p>	<p>retail shops and ticketing areas. However, EWR Co is engaging London Northwestern Railway as proposals are developed and consultation feedback can be shared with them. EWR Co recognise the heritage of the local area, particularly around Bletchley Park and the significance of the codebreakers in WW2. At this stage in design, EWR Co is still determining the correct infrastructure interventions, but as the Project reaches later stages of more advanced design work EWR Co will work with local stakeholders to explore opportunities to highlight and celebrate this heritage in the station. EWR recognises the ongoing work by local stakeholders on development plans for Bletchley and the wider Milton Keynes area. EWR Co is working with Milton Keynes Council to take into account plans for the area and are committed to working with affected stakeholders and landowners as proposals are developed in order to understand and limit the impact of the scheme where reasonably practicable. To accommodate the East West Rail train service, EWR Co is reviewing the option of creating a new station entrance on the east side of the station near the Saxon Street / Buckingham Road roundabout. This new entrance would be more convenient for access to and from the bus station, the town centre and Fenny Stratford. In addition to the Bletchley Town Deal proposals, these improvements would help to provide the attractive and inviting entrance to town the respondent suggests. Further information and proposals will be presented at statutory consultation</p>
<p>There was some feedback in the consultation responses about facilities at the existing Marston Vale Line stations, as well as some calls for new and enhanced station facilities including car parking and bike parking. There was also support for enhanced accessibility for people with reduced mobility and the potential of creating new community facilities at stations.</p>	<p>Customer experience EWR Co is collating examples of best practice in the railway and other industries in order to inform the concept of operation and customer proposition, as they are developed for EWR. Any station facility upgrades EWR Co propose will be designed to improve the customer experience by focussing on the areas that people have told us matter the most to them. EWR Co will continue to conduct both qualitative and quantitative research to ensure customer needs are collated, considered and areas for improvement are prioritised. Facilities Where new stations are provided, there is an opportunity to incorporate enhanced facilities. EWR Co have undertaken an analysis to determine how much parking might be required at the new stations, but EWR Co is also focusing on door-to-door connectivity</p>

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	<p>opportunities to encourage sustainable travel to and from stations. Any station facility upgrades EWR Co propose will be designed to improve the customer experience by focussing on the areas that people have said matter the most to them. More information will be presented at statutory consultation. Accessibility and parking EWR Co is actively considering the end-to-end journey, including how services can connect to existing modes of transport. Provision of facilities to encourage use of active travel modes including cycling is a key consideration to the customer proposition as station designs are developed, as well as looking at opportunities to improve infrastructure and facilities in and around stations. EWR Co is including the provision of CCTV covered secure cycle parking at each of its new station which will be best placed to ensure optimum security for the cycles and a safe easy passage into the station for users. There are multiple options for cycle racks which EWR Co will consider for installation based on suitability, space required, demand, ease of use and feedback from representative groups as the options are assessed. EWR Co will consider the feedback for the provision of charging points for electric bikes in designs assessing local requirements and considering future proofing facilities for future changes in demand. EWR Co will design sufficient parking to be provided at stations to meet future customer demand preventing a need to park on local streets. However, we will strike a balance to meet our environmental and sustainability objectives by providing EV charging facilities, rewarding customers for car-sharing, promoting public transport and active travel, and ensuring car park facilities are not detrimental (aesthetically or functionally) to the community. EWR Co recognises the need to ensure access to the whole station, including getting on and off trains, is easy and safe for all users. New stations will be built to meet industry standards and guidance including the Office for Rail Regulations' 'Accessible travel policy – Guidance for train and station operators (March 2021). Accessible Travel Policy (orr.gov.uk). Step free access is one part of the Accessible Travel Policy for designing a station which is accessible and inclusive. Solutions to achieving this including achieving easy access to ramps for wheelchairs, bikes and pushchairs, wide gates, accessible ticket machines,</p>

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	wayfinding and signage and inclusive seating are all comments which EWR Co acknowledges are important for customers and will incorporate into the development of stations. More information on station designs will be made available at statutory consultation.
Several respondents supported the addition of an eastern entrance, as they feel this will better connect the station to the town, the bus station, and the college.	To accommodate the East West Rail train service, EWR Co is considering the option of creating a new station entrance on the east side of the station near the Saxon Street / Buckingham Road roundabout. This new entrance would be more convenient for access to and from the bus station, the town centre and Fenny Stratford. Further information and proposals for station facilities at Bletchley Station will be presented at statutory consultation.
Several respondents supported the retention of the current western entrance. A few respondents support retaining the current station building, with some interior refreshment.	EWR Co note respondents' support for the retention of the western entrance and retention of the current station building. EWR Co is developing proposals for Bletchley station and required interventions to enable the services proposed. However, EWR Co would not be the station operator, so would not be responsible for delivering changes to existing facilities, including toilets, lighting, refreshments areas, waiting areas, retail shops and ticketing areas. EWR Co is engaging London Northwestern Railway as proposals are developed and consultation feedback can be shared with them. Further information and proposals will be presented at statutory consultation
Respondents suggested that a railhead at Covanta is required.	Providing a railhead at Stewartby Covanta does not form part of EWR Co scope as the facilities are not required for the service proposals or to mitigate any impacts from the project. However, the construction of EWR would not preclude a potential for a railhead at Stewartby Covanta in the future.
A respondent stated that sidings should be retained in current shape or lengthen, if possible, to accommodate freight.	EWR Co is not proposing to provide any enhancement to Stewartby Sidings as it is not required for the EWR service concepts or installation of new freight facilities or services. As a result, enhancements to Stewartby Sidings, do not form part of EWR Co's scope. However, EWR Co recognises the role the project can provide in providing capacity for freight movement regionally and nationally and will continue to work with the government and the wider industry as the design is developed.

Matter Raised	EWR Co Response
<p>A few respondents expressed concern over possible structural damage to houses due to increased trains services (including freight) and increased HGV traffic (even if not allowed).</p>	<p>EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include available baseline data and a preliminary construction and operation assessment of impact on residential properties, community facilities, recreational facilities, open space and PRow. This will be presented at statutory consultation with a full Environmental Statement being submitted as part of the development consent order application. Properties where no part is required for the scheme may be entitled to compensation when the railway is in operation under Part 1 of the Land Compensation Act 1973. This is for devaluation due to a number of physical factors such as noise. Part 1 compensation is explained in EWR Cos Guide to Part 1 Claims on the website. Construction-related impacts will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice (CoCP) or an equivalent document submitted alongside a Development Consent Order (DCO) application. This will include measures to control impacts related to construction noise and vibration, air quality, contaminated land, ecology, historic environment, construction traffic, tree protection, surface and groundwater management, waste management and general site operations. In addition, it will state permissible contractor working hours. EWR Cos teams will continue to engage with local people and communities to understand the arrangements which are least disruptive to peoples lives and businesses and will ensure that appropriate measures are in place to protect the flora and fauna of the corridor through which construction works will take place. Often this will involve the use of physical barriers and occasionally will require the relocation of species to an alternative location.</p>
<p>Respondents suggested that a proposed new chord and 2 through tracks across the low-level bridge would greatly increase the capacity in the area and would remove the need to build new bridges over Saxon Street or expand the existing ones, thus reducing costs.</p>	<p>EWR Co have investigated several options over Saxon Street to find a solution that works for both EWR, the wider rail network, and the communities affected. Using just the existing bridges is not compatible with the EWR proposed concepts of service, as it would leave a section of rail bi-directional</p>

Matter Raised	EWR Co Response
	and create clashes with the Vale sidings, which are in close proximity. EWR Co have been tasked by Government to deliver much-needed transport connections for communities between Oxford and Cambridge. As detailed in the Objectives listed at page 40 of the Consultation Document presented at non-statutory consultation, we are focused on developing services that meet customers' expectations and are integrated with other rail operators and between other transport modes. The capacity of the railway line (how many services can run on the lines), will be designed to support customers expectations as the Project develops. The suggested track design would cause capacity issues and potential safety risks with train movements.
Respondents stated their support for proposals to use Bletchley train maintenance depot.	EWR Co notes comments from respondents about their support for the use of Bletchley Depot.
A few respondents expressed support for Concept 1.	EWR Co notes respondents' support for Concept 1.
Respondents expressed support for proposals to include a second track between Bletchley Station and the A5 trunk road near Fenny Stratford to increase capacity.	EW notes respondents' support for proposals to include a second track. As part of the ongoing development of options EWR Co will undertake capacity analysis to confirm the requirements for the track that is required to operate the services. This analysis will inform the options that EWR Co present at the statutory consultation stage.
There was considerable support for EWR Co's proposals to upgrade the Marston Vale Line. Some people supported both service concepts, while others expressed a preference for either Concept 1 or Concept 2. Several responses argued that improved services would lead to greater use of the rail services and believed that the improved line would support sustainable transport and journeys around the area. There was also support for the Project on the basis that improved transport infrastructure would support the local economy, jobs and new housing in the Oxford to Cambridge Arc.	EWR Co notes respondents' support for the MVL upgrade. Since the non-statutory consultation, EWR Co have done further work to understand the potential future level of demand for EWR services and how these changes as the number timetabling of trains changes, which may impact the two concepts proposed at the non-statutory consultation stage. EWR Co believe that the optimum train service for travellers between Bletchley and Bedford can be met by up to three trains per hour. EWR Co is looking again at the timetable for trains and where they would stop, and further information will be provided at the statutory consultation stage.
Several consultation responses said that they felt Aspley Guise station could close with minimal impact on the local community. There was support for enhanced connectivity to the relocated Ridgmont location for Aspley Guise to ensure local people can continue to access the railway.	EWR Co notes respondents' support for the closure of Aspley Guise station as part of the Concept 2 proposals. East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore

Matter Raised	EWR Co Response
	<p>opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. EWR Co aims to provide sustainable transport opportunities and rail connectivity to both existing and new communities in the Marston Vale this would include connectivity to relocated stations for the existing communities to enable them to continue to have access to the route and the new benefits EWR Co is looking to bring with the improvements. Further information will be presented at statutory consultation.</p>
<p>Many respondents highlighted that they supported level crossing closures. Most of those supporting crossing closures cited safety reasons, while others supported the closures to reduce road traffic delays due to barrier down-time and to improve the operational reliability of the railway. Some expressed a preference for a bridge or underpass, and some commented that any connectivity mitigations should be kept close to the current crossing site. Several responses supporting closures also highlighted the need to consider maintaining access across the railway for non-motorised users.</p>	<p>EWR Co notes comments from respondents about their support for level crossing closures. EWR Co is committed to providing a safe, secure and accessible means to cross the railway and, where diversions are essential, minimising their impact on local communities as far as is practicable. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis at each level crossing. Where analysis has identified further potential options including keeping a crossing open these are confirmed within the Technical Summary. Before preferred options can be confirmed safety risk assessments and traffic assessments need to be completed. This work will be carried out at the next stage and presented for comment at a statutory consultation. Where crossings are to be closed consideration is being made on what proposals will be undertaken considering</p>

Matter Raised	EWR Co Response
	<p>what maintaining access across the railway including for non-motorised users. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of safety and security within the Safety Risk Assessment Factor, connectivity and traffic and transport as part of the Environmental Impacts and Opportunities Assessment Factor. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>Some respondents expressed general support for EWR Co’s proposals for Bletchley station, with a few of these respondents commenting that they expect the proposals to be a boost to the local economy. Several respondents emphasised the widespread use of local stations by students, while some respondents emphasised commuter usage. A small number of respondents highlighted the potential importance of local stations in maintaining rural connectivity, particularly for older people and in areas where alternative modes of local transport are often poor or non-existent. A small number of respondents suggest that accessibility is more important than journey speed.</p>	<p>EWR Co notes respondents’ support for the proposals for Bletchley Station. EWR Co is committed to putting people at the heart of East West Rail. Stations must be accessible in their design and easy for people to use to deliver a railway that is inclusive and a positive experience for everyone. EWR Co note several respondent’s preference for accessibility over the journey speed. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. Accessibility is considered with the “Transport User Benefits” Assessment Factor, while journey time is considered within the “Short Distance Passenger Services” Assessment Factor. Further information and proposals will be presented at statutory consultation.</p>
<p>There was significant support for keeping existing stations along the Marston Vale Line. Some respondents felt that consolidating the stations would impact local people's access to the railway and could result in an increase in car journeys and traffic as a result of people driving to the stations or choosing to travel by car. As a result, some felt that retaining existing stations provided a more sustainable solution, as well as having a reduced impact on communities. Some also argued that proposed development in the area justifies maintaining the existing stations to serve the new residents as a result of new housing in the area. Respondents also argued that communities want to keep their heritage station buildings, as well as maintain the historic nature of the Marston Vale Line. Others felt that it would be less disruptive and less costly to keep the existing stations.</p>	<p>EWR Co notes respondents’ support for the MVL proposals for Concept 1. East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government’s request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided.</p>

Matter Raised	EWR Co Response
	<p>This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation. Respondent's perceived negative impact on car journeys is not yet known, however these will be considered as part of the Transport Assessment, which will be considered as part of the Environmental Statement that will accompany the DCO application. EWR Co will also prepare a Transport Assessment to consider the impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of the impact on Aspley Guise village traffic and the requirements for mitigation through alternative routes, such as Salford Road and Bedford Road. Some of the benefits Concept 1 provide are less disruption and reduced cost. The heritage station buildings are privately owned and will remain in place for both concepts and would not be affected by the EWR proposals. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of heritage and construction impacts as part of the 'Environmental Impacts and Opportunities' Assessment Factor, as well as consideration of the costs as part of the Capital Costs Assessment Factor. Further information will be presented at the statutory consultation stage.</p>
<p>A substantial number of respondents voiced general support for Concept 2, with some commenting that usage of the current line is low and fewer stations could be more optimally located. A few respondents believe it is sensible to concentrate new stations in populous areas. Some respondents highlighted specific stations they supported consolidation, and many highlighted the need to provide enhanced access to the relocated stations. Reasons given for supporting service Concept 2 included that it would deliver faster journey times and better connectivity between Oxford and Cambridge. Some respondents remarked that Concept 2 would attract new rail users, and a few</p>	<p>EWR Co notes respondents' support for the MVL proposals for Concept 2 East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options</p>

Matter Raised	EWR Co Response
<p>respondents claimed that although some people would have to travel further to a station, many rail users would still see a reduction in their overall journey time. Concept 2 was seen as supporting the proposed development, especially housing developments and expected population growth for the area. In turn, a few respondents remarked that improved connectivity could spur further housing and economic growth. Respondents welcomed improved station facilities, including enhanced pedestrian and cycle access to stations, parking and enhanced accessibility and connectivity to public transport. Others felt Concept 2 would result in lower operational costs, a better service and enhanced reliability when compared to Concept 1.</p>	<p>including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation</p>
<p>Respondents support the proposals for additional track, stating that it would increase train capacity and help mitigate delays.</p>	<p>EWR Co notes respondents' support for the additional track proposals. EWR Co is developing the proposals for the twin tracking at Fenny Stratford and will provide further information at the statutory consultation.</p>
<p>There was some support for relocating Lidlington station. It was felt a new station would support proposed development in the local area and welcomed new, modern facilities and strategic infrastructure.</p>	<p>EWR Co notes respondents' support for the relocation of stations as part of the Concept 2 proposals. EWR will continue to develop and review the proposals presented and further information will be released at Statutory Consultation. EWR Co notes respondents' support for the MVL proposals for Concept 2 East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>

Matter Raised	EWR Co Response
<p>Respondents provided their support for the proposals and stated that EWR Co need to 'get it done'.</p>	<p>EWR Co notes respondents' support for the proposals.</p>
<p>There was considerable support for EWR's proposals to upgrade the Marston Vale Line. Some people supported both service concepts, while others expressed a preference for either Concept 1 or Concept 2. Several responses argued that improved services would lead to greater use of the rail services and believed that the improved line would support sustainable transport and journeys around the area. There was also support for the project on the basis that improved transport infrastructure would support the local economy, jobs and new housing in the Oxford to Cambridge Arc.</p>	<p>EWR Co notes respondents' support for the MVL proposals for Concept 1 and Concept 2. East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation</p>
<p>There is support for Fenny Stratford Additional Track Option 1 from some respondents who say that it will cost less to build a second bridge than to change the existing bridge. There is a similar level of support from respondents who feel that building another bridge would be quicker and easier and that it is better to have a new bridge than an older one. Many respondents supported Fenny Stratford Additional Track Option 1 because they see it as the less disruptive option, several commenting that it would involve less construction and avoid demolishing the existing bridge, and that services can continue to run while a second bridge is being built.</p>	<p>EWR Co notes respondents' support for Fenny Stratford Additional Track Option 1. EWR Co is developing the proposals for the twin tracking at Fenny Stratford and will provide further information at the statutory consultation.</p>
<p>Some respondents supported Fenny Stratford Additional Track Option 2. They commented that it would be the most sensible option, it would be easier and more efficient to implement, and it would provide new modern bridges. Other reasons for supporting Fenny Stratford Additional Track Option 2 include: • one new bridge would have a stronger visual appeal than two bridges. • it will</p>	<p>EWR Co notes respondents' support for Fenny Stratford Additional Track Option 2. EWR Co is developing the proposals for the twin tracking at Fenny Stratford and will provide further information at the statutory consultation.</p>

Matter Raised	EWR Co Response
<p>cost less to implement and it will have lower costs going forward as it would require less maintenance than Fenny Stratford Additional Track Option 1. • building wider bridges could use less land. • wider bridges will support electrification. • it would be easy to put new bridges in place if there is a blockade.</p>	
<p>Some respondents supported the proposals for the Ridgmont station relocation, suggesting the new location would better enable a transport interchange.</p>	<p>EWR Co notes respondents' support for the relocation of stations as part of the Concept 2 proposals. EWR will continue to develop and review the proposals presented and further information will be release at Statutory Consultation. EWR Co notes respondents' support for the MVL proposals for Concept 2 East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.</p>
<p>There was support for relocating Stewartby station and merging it with Kempston Hardwick. Consultation responses suggested this would provide enhanced infrastructure to support the proposed housing and employment developments in the area by providing better facilities and faster services.</p>	<p>EWR Co notes respondents' support for the relocation of stations as part of the Concept 2 proposals. EWR will continue to develop and review the proposals presented and further information will be release at Statutory Consultation. EWR Co notes respondents' support for the MVL proposals for Concept 2 East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more</p>

Matter Raised	EWR Co Response
	affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
There was support for relocating Woburn Sands station. Responses to the consultation supported the relocation to serve the new proposed housing to the west of Woburn Sands and the opportunity for a new, modern station.	EWR Co notes respondents' support for the relocation of stations as part of the Concept 2 proposals. EWR will continue to develop and review the proposals presented and further information will be release at Statutory Consultation. EWR Co notes respondents' support for the MVL proposals for Concept 2 East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge. Since the non-statutory consultation, and in response to Government's request that EWR Co explore opportunities for a more affordable railway whilst still delivering the identified benefits (please see the Economic and Technical Report published with this Consultation Feedback Report) we have carried out further options analysis of the concepts and station proposals. Where analysis has identified further potential options including what services will be provided at which stations these are confirmed within the Technical Summary. EWR Co will further develop the options for service pattern and each individual station, including the provision of station improvements where required, based on the service pattern to be provided. This work will be carried out at the next stage and presented for comment at a statutory consultation. Further information and proposals for mitigation will be presented at statutory consultation.
A few respondents specified the need for traffic surveys and landscape drawings.	As part of the Environmental Statement that will accompany the DCO application, EWR Co will prepare a Transport Assessment to consider the

Matter Raised	EWR Co Response
	<p>impact on the strategic and local highway network, road safety and local sustainable modes of transport, including public transport. It will also set out the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. This will include consideration of congestion, access (including access restrictions), parking, and any health and safety impacts. The Preliminary Environmental Information Report will include information regarding the baseline for transport, access and non-motorised users, together with a preliminary assessment of impacts and will be published at statutory consultation. The proposals presented at the non-statutory consultation are still in early stages of development and would not be suitable for more detailed drawings (such as landscape drawings). Once proposals are more developed, detailed drawings will be provided to view as part of the Statutory Consultation and Development Consent Order application.</p>
<p>A respondent expressed concern about the potential negative visual impact on the local area and landscape from the construction of bridges and underpasses.</p>	<p>Assessing the impact of the project on the environment is a fundamental part of the design of the scheme's development, including possible mitigations. This includes consideration of landscape and visual impacts. EWR Co is carefully considering how the development can be designed to blend in with the local environment. This includes the consideration of where to create embankments and where viaducts are potentially required. Further examples of where visual impacts are being considered are the use of landscape earthworks to soften the appearance of embankments and integrate them into the wider landscape context or using sensitive placement of appropriate planting to either screen views from sensitive receptors, or to soften the appearance and presence of engineering earthworks. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the landscape and visual baseline, preliminary construction and operation assessment of impact on</p>

Matter Raised	EWR Co Response
	<p>landscape character and views. Zone of Theoretical Visibility will be produced to inform extent of views. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application. EWR Co is looking to ensure that landscape mitigation measures are closely integrated with the ecological requirements of both the project and the wider area to ensure that the environmental legacy of the works is positive and to support EWR Co's commitment to Biodiversity Net Gain . Landscape and visual impacts will be considered during the development of proposals as part of the Assessment Factors, within the "Environmental Issues and Opportunities Assessment Factor. More information will be provided at statutory consultation.</p>
<p>A few respondents expressed concern that stations relocation could encourage new housing developments, which they believe could negatively impact on the local culture and identity.</p>	<p>EWR will, where possible, quantify the impact of East West Rail on the wider economy, specifically its impact on economic growth, investment, jobs, housing and connectivity across both the region and the country. This will form part of the strategic and economic case for the scheme and will be included within the Business Case process. East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and Cambridge (as referenced on page 40 of the Consultation Document as part of the Project Objectives). . It is not the aim of EWR to provide wider development of residential areas which at the detriment of local culture and identity. However, EWR Co is already working with developers, landowners and local planning authorities to understand how the various developments interact and will continue to do so throughout the development process to identify opportunities and mitigations from any impacts.</p>
<p>Respondents felt that more detail is needed about the impact on the Cemex plant.</p>	<p>EWR Co is aware of the Cemex plant to the northeast of the station and that any proposals for the station would need to consider any potential impacts on the plant. EWR Co is committed to working with affected stakeholders and landowners as EWR Co develop the proposals in order to limit the impact of the scheme and, as EWR Co develop proposals for Bletchley station, EWR Co will engage with Cemex along with other relevant stakeholders. Further information will be provided at Statutory Consultation.</p>

Matter Raised	EWR Co Response
<p>Several respondents raised general concerns about potential negative impact on wildlife and their habitats.</p>	<p>EWR Co recognises the importance of biodiversity and protecting the habitats of local wildlife including priority habitats such as woodland and ancient woodland as well as parks and greenspaces. As part of EWR Co's commitment to changing the environment for the better, the company is thinking carefully about protected species and their habitats when designing the railway. EWR Co is mapping where the new railway may cross and border habitats used by other important protected species, such as badgers, great crested newts and bird species, in order to consider how best to avoid impacting them altogether or to mitigate impacts upon them. A programme of habitat surveys and species-specific surveys is designed to help understand where species and habitats are in the landscape and how they are used, enabling the project to avoid, reduce, mitigate and if necessary, compensate for identified impacts throughout the design of the railway. For example, EWR Co will consider where to enhance or create wildlife corridors and green infrastructure where appropriate. It is the company's intention to build on the commitment of Biodiversity Net Gain made as part of the 2020 Order between Bicester to Bletchley as detailed within the Non-Statutory Consultation Technical Report. The company will consider enhancing some existing habitats and look at opportunities to create new habitats. Further information on plans for achieving Biodiversity Net Gain will be provided during future phases of consultation. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data, preliminary construction and operation assessment of impact on designated sites, habitats and species. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application.</p>

Matter Raised	EWR Co Response
A few respondents suggested creating travel links with Wixams.	Specific issues about the impact of suggestions for links with Wixams are addressed in the Section C4 table.
Respondents recommended that EWR services should call at Wixams.	A response to recommendations for EWR services to call at Wixams is included in Section C.
A few respondents expressed general concern over loss of woodlands and damage of rural landscape.	EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage the project is primarily focused on trying to avoid and reduce impact, by making decisions that help design out the potential for environmental impacts. So, for example, as a result, all alignments have avoided direct impacts on key national features including known ancient woodland. The project has committed to delivering Biodiversity Net Gain which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development which includes woodland. The preferred option will be selected following a rigorous process using a range of assessment factors, outlined in Chapter 5 and Appendix C of the Non-Statutory Consultation Technical Report. This will include consideration of the woodland as part of the Environmental Impacts and Opportunities Assessment Factor. EWR Co will develop a Preliminary Environment Information Report (PEIR) to describe the likely adverse and beneficial environmental effects of the proposals. This process involves identifying potentially significant adverse impacts resulting from the proposals, allowing them to be avoided or reduced where possible, as well as identifying any potential beneficial environmental impacts and likely beneficial effects. The PEIR will include information regarding the ecology and biodiversity baseline supported by survey data, preliminary construction and operation assessment of impact on designated sites, habitats and species. This will be presented at statutory consultation with a full environmental statement being submitted as part of the development consent order application.

Matter Raised	EWR Co Response
<p>Concerns were raised by a few respondents about the potential negative impacts on nearby woodlands and conservation areas. Some suggested replanting any trees that are destroyed.</p>	<p>EWR Co is following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on woodland and ancient woodland and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at compensation. At this stage the project is primarily focused on trying to avoid and reduce impact, by making decisions that help 'design out' the potential for environmental impacts. So, for example, as a result, the proposals along the Marston Vale Line have avoided direct impacts on key national features including known ancient woodland. The project has also committed to delivering Biodiversity Net Gain which requires that habitats for wildlife are enhanced and left in a measurably better state than they were pre-development which includes woodland. EWR Co will seek to avoid or minimise direct impacts on the most sensitive conservation areas during construction activities. Consideration will be given to the setting and context of historic and cultural assets including conservation areas, archaeology, listed buildings and structures, historic views, and landscapes. As far as is reasonably practicable EWR Co will aim to avoid harm to the setting of designated heritage assets, prioritising those of the highest sensitivity such as Scheduled Monumentss, Grade I and Grade II listed buildings and parks and gardens. In order to do this, early identification and surveys of those assets most likely to be affected will be carried out so the scheme can be designed to avoid these and where this is not possible, incorporate appropriate mitigation measures into the design. EWR Co do anticipate an impact on trees along the footprint of the railway. As part of the Environmental Statement that will accompany the DCO application and the Preliminary Environmental Information Report will include information regarding the environmental impact on woodland and conservation areas, together with a preliminary assessment of impacts and will be published at statutory consultation. Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice (CoCP) or an equivalent document submitted alongside a Development Consent Order (DCO) application. This will include measures to control impacts related to construction noise and vibration, air quality, contaminated land,</p>

Matter Raised	EWR Co Response
	ecology, historic environment, construction traffic, tree protection, surface and groundwater management, waste management and general site operations.
A respondent suggested that EWR Co and MKC should work together on the transport review in this area before committing to the scheme.	EWR Co is committed to working with key stakeholders, including Milton Keynes Council as EWR Co develop the proposals to factor in and align local development plans as much as possible.