

Appendix 11: Table 7 - Section C (Bedford)

Matter Raised	EWR Co Response
<p>A few respondents noted that there are heritage sites and assets such as listed and historic buildings in the area and expressed concern about how these may be affected by the scheme. One respondent suggested that a fund could be created to help refurbish or reuse historic buildings and monuments, whilst another urged that protection of heritage assets is given proper weighting and consideration throughout all stages.</p>	<p>EWR Co understand the concerns about the impact of the proposals on local historic buildings and heritage. EWR Co will seek to avoid or reduce direct impacts on the most sensitive nationally and internationally designated heritage assets during the 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. Impacts of the scheme on historic buildings will be assessed in the Environmental Statement, which will be submitted alongside the Development Consent Order (DCO) application. EWR Co will also develop a Preliminary Environment Information Report (PEIR) to describe the likely environmental effects of the proposals, which will be presented at statutory consultation. Where there are opportunities to repurpose historic buildings, EWR Co will work with local stakeholders to explore potential uses.</p>
<p>A large number of respondents expressed their opposition to Route E and stated that this sentiment was shared by many residents in Bedford. Responses suggested that taking the railway line through Bedford town centre and then through north Bedford would negatively impact the area and provide little benefit to residents. Many responses questioned the council's support of the route, and some felt that there were other more viable options. Some of these respondents queried why a route using an established travel corridor (e.g. near A421) and / or through flatter terrain was not chosen, suggesting that this would be cheaper, shorter, and better for the environment. In addition to talking about impacts on Bedford and north Bedford in general, responses also specifically mentioned Clapham, Brickhill, Renhold, Carriage Drive, and the Poets estate. Specific reasons given for opposing Route E included increased congestion in Bedford (and resulting impact on air quality), increased noise and vibration, disruption to Bedford caused by construction (including demolition of houses), environmental impacts (including noise and impacts on wildlife), negative impacts on villages, and impacts on the landscape and heritage features. Some respondents also raised concerns about subsequent development in and around Bedford that might occur because of EWR, and the potential impacts on the environment and public services that this may cause. Others noted that strategic development is already</p>	<p>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 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 would pass and the environments affected by other Route Options were also considered. In particular, EWR Co had regards to the potential environmental impacts and opportunities of the route options presented</p>

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<p>planned for south Bedford and felt that it therefore didn't make sense to proceed with a northern route. Several responses also highlighted the cost of Route E and felt that Bedford would not get enough benefits to justify this cost. For example, some respondents highlighted that only 2 of the 6 projected trains per hour will stop at Bedford and felt that the improved connectivity to surrounding cities would encourage people to spend their money elsewhere, therefore negatively impacting Bedford's local economy. Many respondents felt that Route E would be the most expensive option due to factors such as the length of the route and the extent of engineering required to navigate the challenging topography to the north of Bedford. Some respondents explicitly stated their opposition to Route E on these grounds. There was also some confusion about the change in costs for each option between the 2019 and 2021 consultations. A large number of respondents suggested a southern route for Bedford with an in-out arrangement for EWR passenger trains as an alternative for Route E. Specific suggestions included references to Routes A, B, and C, BFARe's proposal, references to existing infrastructure and the old Varsity line, the A421 and A428 corridors, and the existing east – west corridor to St Neots and Cambridge. Respondents gave a variety of reasons for their support of a southern route. Some believed it to be a more practical option in comparison to the challenging topography of a northern route. Other perceived benefits of a southern route included less disruption to the town, homes, and communities (including disruption from freight), shorter route and journey times, reduced environmental impacts, lower capital and operating costs, use of brownfield sites, more space for parking at a southern station, and the potential to utilise or connect with existing infrastructure and stations. Some respondents also suggested that a southern route could allow for a station at Wixams or a parkway station with a shuttle service into Bedford.</p>	<p>during the 2019 consultation and undertook a more detailed assessment of these impacts when selecting the preferred route option in 2020. Based on this assessment, we concluded that Route Option E via Bedford town centre and Cambourne had the fewest problematic areas, alongside route option B. None of the feedback we have received in response to the 2021 consultation has provided any new information on the environmental impact of Route Option E which would cause us to re-open this decision. Route options passing to the south of Bedford were considered before the selection of a preferred route option in 2020. It was found that these routes have a significant number of sensitive or complex environmental constraints which are likely to be difficult and expensive to overcome, including either demolition of homes and commercial property in Wixams or crossing the former landfill site at Elstow. Bearing in mind the consultation feedback received, we have also revisited the case for promoting a route alignment to the south of Bedford in since close of the non-statutory consultation as part of the Economic and Technical Report – you can read about this in the Economic Technical Report on our website. We considered scheme options potentially including a station such as a Bedford South parkway. We found that when compared to central Bedford station locations, a Bedford South parkway station would not provide the same benefits from connection to existing population centres, nor would it enable a level of future housing growth and development that would be sufficient to outweigh the benefits of connectivity achieved by serving existing population centres. 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:</p> <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.

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	<p>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.</p>
<p>A large number of respondents were concerned about the effect the scheme would have on air quality and questioned whether this had been considered. Many respondents felt that the use of diesel trains would create more pollution, and several responses noted that Bedford has an active Air Quality Management Area which would be impacted by East West Rail. Some respondents highlight the potential negative impact of construction work on air quality in Bedford.</p>	<p>EWR Co have considered the potential effects of the scheme on air quality in its option selection process. Matters relating to air quality were specifically considered when the Preferred Route Option was selected in 2020. 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, the company is exploring how EWR Co can introduce new and emerging technologies in the long-term train fleet in order to reduce emissions during the operational stage of the railway. EWR Co recognises the importance of considering potential air quality impacts in Bedford (particularly in relation to the Air Quality Management Area) and a full environmental statement will be submitted as part of the development consent order application and 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 but will not be limited to 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 takes its commitment to delivering sustainable transport seriously and acknowledges that there will be some inevitable potential impact on air quality from construction of EWR. This impact will be managed through the Code of Construction Practice, or an equivalent document, which will be developed at later stages of EWR. These documents will detail EWR Co's framework for managing and mitigating construction impact where appropriate and provide site specific measures where required. 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.</p>

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<p>A number of respondents felt that the plans would be detrimental to habitats which would negatively impact on wildlife, and therefore feel the plans need to be revisited to reduce their environmental impact.</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. In selecting the preferred route option presented in the 2020 PROA, Route Option E, EWR Co considered potential impacts to habitats and wildlife, as well as other environmental considerations, and found that Route Option E performed well compared to the other shortlisted route options from an environmental perspective. In Section C, the preferred location for St Johns Station would result in the loss of some habitat to the south of car park area. As the project develops, EWR Co will consider ways of minimising any loss and explore opportunities for enhancement of the surrounding habitat, including the St. John's Station County Wildlife Site. To the north of Bedford station, EWR Co presented options which may result in the loss of some trees and habitat, including small areas of woodland, to the east of the rail corridor and to the south of the River Great Ouse. To the north of the River Great Ouse and east of the A6 Paula Radcliffe Way, the options presented would be on viaduct, which will reduce the potential for loss of habitat. Further to the east, where the Alignment presented recrosses the River Great Ouse and then crosses Clapham Road on viaduct. Whilst some further loss of habitat would be expected adjacent to Carriage Drive, generally the Alignment has been developed to avoid impacts on habitat in Section C, where the Alignment options have been developed to avoid impacting particularly sensitive habitats, such as ancient woodland. EWR Co will continue to develop its understanding of the natural environment, and is mapping where the new railway may cross and border habitats used by other wildlife (including any 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. It is the company's intention to build on the commitment of biodiversity net gain made in relation to</p>

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	<p>the part of the route between Bicester to Bletchley. 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 the statutory consultation with a full environmental statement being submitted as part of the development consent order application.</p>
<p>At Bedford, suggestions from the consultation included enhanced retail facilities, cycle parking, a cycle shop, a bigger ticket hall and better customer information provision. There was substantial feedback about passenger flows through the station and improving platform interchanges. There were also comments about how the station fits into the local area, the potential for a plaza entrance and the need to ensure the station design ensures passengers feel safe and secure.</p>	<p>The suitability of all existing station facilities will be considered during the development of the design. Any proposed station facilities will be designed to improve the customer experience by focussing on the areas that people have told us matter the most to them. This may include waiting areas, retail facilities, toilets, ticket halls, cycling facilities and car parking, as well as considering how passengers change platforms, move around the station and connectivity beyond the station. 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 regeneration and development proposals for the area, ensuring that accessibility and sustainability are key design considerations as EWR Co develop the design principles. Further information about the station design will be presented during the statutory consultation stage.</p>
<p>Consultation feedback included requests for an additional platform on the fast line at Bedford to allow 'fast' trains to call at Bedford. Respondents suggested that the introduction of additional platforms for non-EWR trains should be considered. Some respondents explained that this is because additional platforms could remove the need for the 6-track approach and others stated that this would allow Midland Mainline long distance services to stop.</p>	<p>EWR is predominately a scheme to introduce services between Oxford and Cambridge, utilising a corridor through Bedford that allows an interchange at Bedford station. In facilitating this interchange, the EWR proposals do not require any changes to the Midland Mainline Fast Lines therefore alterations associated with an additional platform are currently not included as part of the proposals. EWR Co is aware of Network Rail's Bedford Area Strategic Advice Report on this matter and associated benefits of the Up Fast Platform, but this is independent of</p>

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<p>Many respondents called for an out-of-town parkway station to be considered, mostly suggesting this could be located south of Bedford or near the A421 where there are fewer constraints and topographical challenges. It was felt that this solution would be cheaper, prevent further congestion in Bedford town centre, improve the environmental impact, avoid the need for demolition of houses, allow more space for parking, and improve connectivity for those living in villages outside of Bedford. It was also suggested that this station could be part of a transport hub with bus or tram links into town.</p>	<p>the EWR proposals. EWR Co will work closely with Network Rail to seek to align project remits and achieve all associated benefits as appropriate.</p> <p>There are benefits to a 'parkway' or out of town station when serving a clearly defined market and we've seen at Oxford Parkway that passenger numbers have been high. However, there are also drawbacks to 'parkway' stations; they can generate additional car trips and require a lot of land for parking, with associated visual and environmental impacts. Route options passing to the south of Bedford were considered before the selection of a preferred route option in 2020. It was found that these routes have a significant number of sensitive or complex environmental constraints which are likely to be difficult and expensive to overcome, including either demolition of homes and commercial property in Wixams or crossing the former landfill site at Elstow. Bearing in mind the consultation feedback received, we have also revisited the case for promoting a route alignment to the south of Bedford in since close of the non-statutory consultation as part of the Economic and Technical Report – you can read about this in the Economic Technical Report on our website. We considered scheme options potentially including a station such as a Bedford South parkway. We found that when compared to central Bedford station locations, a Bedford South parkway station would not provide the same benefits from connection to existing population centres, nor would it enable a level of future housing growth and development that would be sufficient to outweigh the benefits of connectivity achieved by serving existing population centres.</p>
<p>Many respondents had concerns about the impact of EWR proposals on their property or other properties in Bedford. There were many objections to the potential compulsory purchase or demolition of houses, with respondents citing the negative emotional impact this would have. Some respondents also highlighted that some of the properties impacted are historic buildings (e.g. Victorian era houses). Specific properties referenced included the Polish House, and the assisted living facility on Sidney Road, whilst Ashburnham Road, Poets area and northern villages were also frequently mentioned. A large number of respondents raised concerns around the compensation local people will receive for these works. There was concern around properties being acquired under CPO at below market price, with a number of people stating that the stress this scheme will cause them should also be compensated for in some way. They raised</p>	<p>EWR Co is aware that the proposals for the development of EWR may affect people's homes and businesses, particularly in the Poets area of Bedford. In developing the plans, EWR Co aim 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. 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. At every stage in the Project's development, EWR Co is committed to talking to all those potentially directly affected by the proposals. During the consultation EWR Co contacted all potentially affected landowners, and EWR Co also ran a separate consultation, which included specific consultation questions around land, including the proposed Need to Sell Property Scheme.</p>

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<p>concerns about the scale of the Compulsory Purchase Order (CPO). Respondents requested choosing the solution that will minimise land use/loss. Some respondents linked their concerns around demolition to the 6-track proposals and stated that they were not made aware of the potential impact on homes in previous consultations. A few responses suggested or advocated for an alternative route that would not involve as much disruption to housing.</p>	<p>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 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 Property Scheme introduced at Route Update.</p>
<p>Many respondents raised the issue of increased congestion in Bedford as a result of the scheme, and specifically as a result of routing EWR through Bedford Midland station. Some of these responses suggested that the road infrastructure cannot cope with current traffic volumes and that this should be addressed before or alongside the EWR scheme due to the additional traffic that the scheme and other planned development in Bedford may bring. Issues with parking were also raised, and several responses highlighted the impact this congestion would have on air quality in the area. Respondents voiced concerns over impact on road congestion in the town and area e.g. Around schools, train station, Bromham Bridge, Paula Radcliffe Road. They stated the traffic is already busy and are worried it will be worse in terms of congestion and air pollution due to scheme construction. A large number of respondents highlighted concern over the increased traffic that would be seen on the roads as a result of the construction works. They are concerned that the small roads are not adequate for the large machinery and vehicles that would come with the scheme.</p>	<p>EWR Co understand concerns around the local road network, including congestion around Bedford St Johns station, Bedford Station and the area north of Bromham Road. 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. This includes undertaking traffic surveys and modelling of the area to support the decision making and help us to mitigate any impacts from the chosen option. 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. The likely environmental impacts of the proposals will be described in the PEIR, which will be presented at statutory consultation. EWR Co will also be working with stakeholders to promote sustainable modes of transport to the station, to reduce demand on the local highway network 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. 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 reduced 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</p>

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	<p>mitigation and control measures will also be presented as part of the PEIR which will form elements to be considered at the 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), 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. 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, the company is exploring how EWR Co can introduce new and emerging technologies in the long-term train fleet. EWR Co will develop and work closely with local stakeholders, including Bedford Borough Council, to programme works alongside other projects in line with the CoCP, or equivalent document, which will be submitted to the Secretary of State as part of the DCO application. This will include consideration of which roads may not be suitable for construction traffic and how to avoid key community locations, such as schools. EWR Co will work hard to minimise disruption and consider innovative construction solutions, such as rebuilding bridges 'offline' (away from the construction area) to allow roads to remain open as much as possible. Compliance with the CoCP will be secured through the Requirements of the DCO itself.</p>
<p>Many respondents suggested that the service of buses from the current Bedford Midland Station is inadequate and very limited, especially bus routes to and from the suburbs. Respondents also suggested that the area surrounding the station becomes too congested during peak times. Respondents suggested that there be multiple entry and exits to the station's car park and easy access to the ring road. One respondent suggested a concern for safety when cycling around the station and another suggested that there was insufficient cycle storage at the station. There was significant support for building a high-quality intermodal transport interchange at Bedford Midland Station, to permit easy access between rail and</p>	<p>One of EWR Co's core priorities is to increase connectivity across the Oxford to Cambridge area, 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 pedestrian and cycling routes. As part of the station design, EWR Co will be exploring pedestrian and cycle access in and around the station, based on user needs. These proposals will consider both consultation feedback and the</p>

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<p>other modes of transport, particularly public transport and other sustainable modes. Respondents suggested that there should be good cycle and pedestrian access to the station with cycle links to the town centre. Respondents suggested that the safety of cyclists be prioritised in the plans of the station. Respondents also suggested that the station has safe storage of bikes within the station. There was also support for providing an additional entrance on the western side of the station, to help improve pedestrian access to the Queens Park area of Bedford.</p>	<p>assessment factors set out in the Technical Consultation Document. EWR Co will present proposals during the statutory consultation stage. We will also continue working with other organisations, including bus operators, to improve facilities, include interfaces and interchange with bus services at stations, and provide onward travel information. 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. Although sustainable modes will be prioritised, EWR Co recognise that access by car will still be required, so EWR Co is also considering the local road network around Bedford Station and any potential mitigations required, as well as how much parking the new station will need.</p>
<p>Many respondents suggested the location of the current station is poor, with the surrounding area being poorly maintained and high crime rates locally. Respondents also suggested that as the station is not in the centre of Bedford it is far away from key destinations. Respondents also highlighted that the Bedford Midland station and area surrounding it is space constrained, which will limit EWR proposals.</p>	<p>EWR Co acknowledges that the current Bedford Station is located to the west of the town centre and does not currently provide optimal connectivity. The feedback received by respondents on this matter has been factored in the development and comparison of options for Bedford Station presented at the 2021 non-statutory consultation. The consultation sought feedback on Bedford station North Concept and South Concept. With regards to respondents' feedback about the surrounding area at Bedford Station being poorly maintained and having high crime, EWR Co considers the latter factors as non-differentiating between Bedford Station North and South Concepts and does not affect its decision on a preferred choice for Bedford station. Going forward, as EWR Co develops more detailed designs for the station, EWR Co will look into opportunities to design out crime as part of its proposals for Bedford Station. The preference remains for a Bedford Station North Concept with a station building north of Ford End Road. The latter option performs better than the South concept against the EWR Assessment Factors relating to cost and affordability. In this regard, capital cost was determined as a key differentiator between the two options due to the significant cost saving that would be achieved compared to the South Concept. The North Concept would be more straightforward to construct, have a smaller impact on Network Rail and other users of the railway, makes better use of existing infrastructure and presents less risks to the overall EWR delivery programme. Although a Bedford station South Concept could be seen as more beneficial to local connectivity in certain respects, EWR Co's preferred</p>

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	<p>option to retain Bedford station north of Ford End Road would still mean that Bedford town centre is approximately 15 min walk away from both Bedford and Bedford St Johns stations. It is expected that the former will provide access to the town centre and other key destinations from the north of the River Great Ouse and the latter will provide connectivity for those to the south of the river. EWR recognises the aspirations of stakeholders for improved connectivity with Bedford town centre and will factor these considerations in the development of its designs for Bedford station.</p>
<p>Many respondents support electrification, and would be more in favour of trains passing through the area if they were not diesel trains. There is scepticism, however, that the network won't be fully electrified in time for this scheme. Some people are concerned that line electrification has been decided based on costs, which they feel is short sighted.</p>	<p>No commitment on the traction power type to be used has yet been made by Government, and electrification is only one of the options being considered. EWR Co will need to ensure the railway aligns with relevant policy and legislation for a net zero carbon UK by 2050. EWR Co is committed to running a sustainable railway in the long term, with an ambition to be a net zero carbon railway. This includes the use of sustainable traction power in the long term. Diesel trains are being used to enable the opening of the first part of the railway between Oxford and Milton Keynes sooner than would be possible with trains powered by other means, including electrification. Additional infrastructure, such as overhead line equipment, is required for electric trains to operate, and battery-powered trains are still being developed to improve their range. EWR Co is exploring how it can introduce new and emerging technologies, such as hydrogen power, in addition to electrification, into the long-term train fleet and infrastructure. EWR Co will be seeking input from rolling stock fleet bidders across the market to ensure they understand the company's environmental goals.</p>
<p>One response suggested a fund should be created to allow Parish Councils and communities to bid for funding for appropriate mitigation schemes.</p>	<p>EWR Co are planning to introduce a community fund. The details have not yet been confirmed, but this could potentially include opportunities for local communities, including parish councils, to bid for funding for mitigation schemes. EWR Co plan to set up this fund in advance of the submission of the DCO. More detailed information will be available following this Route Update Announcement.</p>
<p>Respondent concerned with having good access to MML and freight services. Respondents also felt that it would be beneficial to the scheme to interchange well with Thameslink.</p>	<p>EWR is working with rail industry partners to develop a service that is customer focused and provides as much interconnectivity between the various passenger services that operate at Bedford Station such as Thameslink. Our discussions with industry partners aim to develop a future timetable that would be acceptable to all railway operation stakeholders, including freight operators, before being published to the public.</p>

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Respondent expressed concern over landscape impact related to telecommunication masts.	There will be a need to have radio masts along the railway to provide safety critical and signalling communications to the operational railway. The location of these masts is defined by the ability to provide suitable and sufficient coverage along the route. 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. In terms of the visual impact, caring for landscapes along the route is one of EWR Co's core environmental guiding principles for EWR's Environmental Sustainability Policy (April 2022). EWR Co is carefully considering how the development can be designed to blend in with the local environment. Visual impacts of the scheme will be assessed as part of the Environmental Statement, which will accompany the DCO application, and further information will be available in the PEIR at statutory consultation.
Respondent raised concerns about the impact of construction on the road network at Bromham Road Bridge, Clapham Green and the A421. They requested assessments on the impact of the station proposals on the SRN. They also stated that EWR Co must consider all the cumulative impacts of the EWR proposals and their construction on the strategic road network, especially the A421, and with consideration also being given to potential economic impacts of disruption.	EWR Co acknowledge there will be traffic and transport impacts associated with building and operating EWR in the Bedford area. 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. If required, mitigation will be set out in the Code of Construction Practice (CoCP), or equivalent document, which will be submitted to the Secretary of State (SoS) as part of the DCO application. EWR Co also acknowledges there may be potential economic impacts of disruption during construction and these impacts have been factored in the economic impact of EWR's NSC 2021 proposals. Overall, the potential adverse economic impacts associated with construction of EWR are outweighed by the longer-term benefits of the scheme. In the next stage of the design work, EWR Co will be undertaking traffic surveys and further modelling of the Bedford area, building on existing traffic models developed by Bedford Borough Council, to support the decision making and to help us to mitigate any impacts from the chosen option.
Respondent suggested that a competitive journey time is important in order to attract users out of cars.	One to the strategic objectives for EWR is to contribute to improved journey times and inter-regional passenger connectivity by connecting with north-south routes and routes beyond Oxford and Cambridge. In general terms, the Oxford to Cambridge minimum journey time by car, existing train services and coach is

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	<p>longer than the proposed EWR journey time. This trend is accentuated during peak hours when road congestion is at its highest. Consequently, it is expected that EWR will provide competitive journey times to its customers as well increased capacity to both offer a competitive mode of transport in terms of journey times and to accommodate future growth aspirations such as in the Cambridge area. We consider this continues to be the case even with upgrades to the road network proposed as part of the A428 Black Cat to Caxton Gibbet scheme. Although EWR Co notes that progress on the latter scheme has been delayed due to an application to the High Court for permission for a judicial review of the decision to grant the A428 Development Consent Order.</p>
<p>Respondent suggested that EWR do not need 3 platforms.</p>	<p>To develop the operational requirements for the platform and track capacity EWR Co has worked with Network Rail and other railway operators with an interest in Bedford Station understand the current and future plans. As a result of these assessments, EWR Co has presented options at Bedford for how the station and tracks will be designed. As the train service specifications evolves, EWR Co would need 3 platforms for EWR use but this is being further developed as part of further stages of design. Detailed information about the additional platform requirements is included in Section 8.4 of the Consultation Technical Report.</p>
<p>Respondents commented on the traffic around Bedford and Bedford St. Johns stations. Concerns regarding the amount of parking available and EWR plans for station access by car were also raised. A number of respondents feel the current infrastructure cannot deal with the levels of traffic in the area, and the movement of the station would exacerbate this. Some people also mentioned that they were concerned that the length of time the traffic would be disturbed for would be an issue.</p>	<p>EWR Co recognise that providing high-quality, intermodal interchange that supports both sustainable transport and people who have to drive to the station is one of the challenges with the emerging preferred concept for Bedford and Bedford St Johns stations. We're considering future transport trends and working with stakeholders including England's Economic Heartland to develop proposals for innovative first mile/last mile transport options as EWR Co develop the proposals for the station. EWR Co will also be undertaking traffic surveys and transport modelling to assist the design process. 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. The likely environmental impacts of the proposals will be described in the PEIR, which will be presented at statutory consultation. If required, mitigation will be set out in the CoCP, or equivalent document, which will be submitted to the</p>

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	Secretary of State as part of the DCO application. Compliance with the CoCP will be secured through the Requirements of the DCO itself.
Respondents expressed concern about accessibility, and whether these changes affect the hospital area or infrastructure around it including parking and pedestrian access.	EWR Co is aware of the importance of the hospital in the south Bedford area and will carefully consider the impact of the Project on the hospital's function. The emerging preferred option for a relocated Bedford St Johns station, is one within the car park adjacent to the Bedford Hospital which could potentially provide direct linkage between the hospital and the station. This emerging preference has considered which option would best serve patients and hospital staff as well as minimising disruption during construction. EWR Co is working with Bedford Borough Council and the NHS Trust to understand the impact on parking and to develop mitigation options. EWR Co will explore providing new opportunities for sustainable transport and maintaining good access for pedestrians, as the delivery of EWR will improve pedestrian access to the hospital from the railway at Bedford St Johns. Further information about the development of accessibility proposals as a result of continued design work and stakeholder engagement, will be published at the statutory consultation stage.
Respondents expressed support or agreement with 6 track solution for north of Bedford section.	EWR Co is pleased to see comments from respondents about their support for the EWR scheme, the route options, and the specific proposals.
Respondents highlighted that proposals should consider potential impact on the proposed Anglian Water Solar Farm.	EWR Co is working with local planning authorities, developers, businesses, landowners and local planning authorities to understand how the proposed development interacts with the EWR route, and will continue to do so throughout the development process to identify opportunities and mitigations from any impacts. More information will be available at the statutory consultation stage. EWR Co are aware of the proposed development of a Solar Farm by Anglian Water and the anticipated impact from EWR Co proposals has been considered in the development of the alignment proposal presented in NSC 2021. Based on current proposals, EWR Co anticipates acquiring the Anglian Water Solar Farm site to support construction of the proposed viaduct crossing the Great River Ouse near Clapham Road. EWR Co has explored an alternative alignment which would avoid crossing the Great River Ouse north of Bedford by lowering the proposed EWR vertical alignment passing under the A6 Paula Radcliffe Way and with an overbridge for Clapham Road, thus reducing impact on the Anglian Water Solar Farm site. However, this alignment alternative was not taken forward as it would result in an increase in journey times due to a tighter horizontal alignment and the

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<p>Respondents noted that no traffic surveys had been carried out to support the proposals.</p>	<p>potential introduction of a reverse curve, as well as requiring the acquisition and demolition of more community amenities and businesses than EWR Co's proposal.</p> <p>In the next stage of the design work, EWR Co will be undertaking traffic surveys and modelling of the Bedford Station area to support the decision making and to help us to mitigate any impacts from the chosen option. EWR Co, acknowledge there will be traffic and transport impacts associated with building and operating EWR in the Bedford St Johns area. As part of the Environmental Statement that will accompany the Development Consent Order (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 likely environmental impacts of the proposals will be described in the Preliminary Environment Information Report (PEIR), which will be presented at statutory consultation. If required, mitigation will be set out in the Code of Construction Practice (CoCP), or equivalent document, which will be submitted to the Secretary of State (SoS) as part of the DCO application. Compliance with the CoCP will be secured through the Requirements of the DCO itself.</p>
<p>Respondents opposed building two additional tracks and providing 6 tracks in total. The reasons mentioned included e.g., demolition of houses, no need for more tracks, cost issue, and impact on community. Respondents suggested considering a smaller number of tracks or alternative solutions e.g., platform changes.</p>	<p>In developing the options for EWR north of Bedford, several different track options were explored, as detailed in paragraphs 8.5.7 - 8.5.98 of the Non-Statutory Consultation Technical Report. The infrastructure in and around Bedford is recognised by the railway industry as being capacity constrained, which means it is extremely difficult to fit new services into the timetable on the current infrastructure. Consequently, integrating EWR services into the existing and proposed timetables and sharing the infrastructure for this section of route into the existing services that use the Midland Main Line is very challenging and has significant factors of operational risk associated with it. The operational risk is related to the knock-on delays and disruption on EWR by other service operators and vice versa. The difficulty is compounded by the fact that EWR services would have to be timetabled between other trains at Oxford and Cambridge and this restricts the times at which they could arrive at Bedford. Constraining the EWR timetable at Bedford also limits the options for integration with the national network across the route. EWR Co have extensively explored how to increase</p>

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	<p>capacity at Bedford station and in the surrounding area in order to accommodate the proposed EWR service pattern. This has resulted in proposals to build two additional tracks to the east of the existing MML tracks north of Bedford. EWR Co recognises that this emerging preferred option would have a significant impact on communities, property and land in north Bedford. These impacts will be further assessed and reported in the Environmental Statement to be submitted alongside a Development Consent Order (DCO) application. The environmental impacts of the scheme will also be summarised in the Preliminary Environment Information Report (PEIR), which will be presented at statutory consultation. If mitigation is required during construction, such mitigation will be undertaken in line with the Project's Code of Construction Practice (CoCP), or equivalent document. The CoCP will set out how EWR Co will monitor, control and manage construction impacts. Compliance with the CoCP will be secured through the Requirements of the DCO itself. EWR Co is aware of the report that Bedford Borough Council had produced that examines both four and six track options and concludes that four track is the option that should be delivered. EWR Co disagreed with the findings of the report due to fundamental differences in the scope and assumptions of the modelling remit. These differences include specification of trains and freight services and how Network Rail operate in the area. EWR Co analysis of the Bedford Borough Council report found that whilst the MML slow Lines north of Bedford appear to have low utilisation, the service structure of the MML timetable at Bedford and to the south defines the availability of paths on the slow Lines through Bedford and in terms of EWR defines availability between Bedford North Junction and Bedford Station. The ability to support EWR through utilisation of all or some of the MML slow Lines north of Bedford is therefore highly dependent on both the timings of EWR through Bedford and existing services on the MML. A further constraint to the times at which EWR services can be pathed through Bedford includes the time slots available for EWR services at other locations, particularly Oxford and Cambridge. In both of these locations, limited paths are available to EWR services and the paths that do exist, must link to the paths available at Bedford. Of key importance is the progress and timing of freight paths over the slow Lines to the north of Bedford station. There is limited opportunity to operate the required freight paths as the MML is congested and there is limited capacity to operate freight paths to the south of Bedford. Consequently, the timings of freight paths</p>

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	<p>for freight trains travelling southbound from the north of Bedford is tightly coordinated with timings along the rest of the MML route. These freight paths are required in order to transport aggregates used in the construction industry in London and there is no feasible alternative route by which to transport them. EWR Co undertook further timetable and performance modelling of the level of service that can be provided using the existing four-track railway north of Bedford Station. The modelling assumptions and scope were validated and agreed with various stakeholders including train operators and Network Rail. The findings indicate that a four-track option would constrain future growth of passenger and freight services on the MML in the Bedford area, requiring further substantial upgrades to the railway network in the future. The investment already made to increase capacity on the MML would be wasted as this growth would be precluded by the four-track option.</p>
<p>Respondents raised concerns over amount and time of disruption related to the scheme for the local residents. They worry it will take several years of disruption including noise, pollution, traffic congestion and building demolition. Several mentioned the massive disruption during electrification of bridge as their bad experience. Respondents requested to keep the disruption to minimum. For both Bedford stations, several respondents comment that both options will potentially cause disruption in the centre of Bedford specifically, which could increase congestion and pollution in an already busy area. A few respondents remark specifically on the possible disruption to roads and railways. Respondents made suggestions regarding construction, including considering constructability in design, optimising traffic, and access, reducing construction timescales and building a new bridge at Cauldwell Street and later demolishing the existing bridge in order to minimise disruption. They proposed phasing to minimise disruption and requested discussion about Poets area use.</p>	<p>EWR Co acknowledges that construction of EWR could cause disruption for local residents. This was factored into the option selection process when the Preferred Route Option was announced. Construction approach and mitigation 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. EWR Co will prepare a Code of Construction Practice for the Project (CoCP), or equivalent document, which will explain the steps EWR Co will take to reduce or mitigate disruption to local people, communities, and the environment during construction phases of the project. In particular, the CoCP will include consideration of constructability in design – and how demolitions will take place, optimising traffic, access and reducing construction timescales. EWR Co recognises that careful consideration will be needed when planning construction works in Bedford to minimise disruption to the local area. Mitigation that will be considered include how works can be phased, where possible, to minimise disruption and the development of a traffic management strategy. EWR Co will explain its approach</p>

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	<p>to construction and operation of the railway and provide further details of potential effects of this during a phase of statutory consultation. Environmental impact The environmental impact, including impact on noise and pollution, 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. Cauldwell Street Construction of a new offline bridge at Cauldwell Street has been considered as part of the development of the designs and has not been included in EWR's proposals due to the difficulty in building a parallel bridge which meets the existing road alignments. There would also be capital costs and disruption associated with extensive rebuilding of road intersection in the approaches to Cauldwell Street. Traffic EWR Co, acknowledge there will be traffic and transport impacts associated with building and operating EWR in the Bedford area. 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. Disruption to rail network Construction of EWR is likely to result in some disruption to the rail network. Impact on the rail network has been factored in the development and selection of options for Bedford Station. To this end the preferred option for a Bedford Station North Concept is likely to be less disruptive to deliver as it would be less disruptive to build new station buildings and demolish existing ones rather than moving the station further south as per the Bedford Station South Concept. Poets engagement EWR Co is aware that the proposals for the development of EWR may affect people's homes and businesses, particularly in the Poets area of Bedford. In developing the plans, EWR Co aim to minimise the negative impact on people's land and property, including those referred to by respondents, and mitigate any impacts EWR Co cannot avoid. At every stage in the Project's development, EWR Co is committed to talking to all those potentially directly affected by the proposals. During the consultation EWR Co contacted all potentially affected landowners, and EWR Co also ran a second consultation in parallel with the main 2021 non-statutory consultation, which included specific consultation questions around land, including the Need to Sell Scheme.</p>

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<p>Respondents raised concerns over impact on local communities. They stated disruption, change of town character to more industrial, safety issues and dividing the community were community issues. They requested minimising the impacts on the local areas, particularly rural areas. Respondents specifically raised concerns over amount and time of disruption related to rebuilding the Bromham Road Bridge for the local residents. They stated the recent modification of bridge was very disruptive. Several of them mentioned high cost of these changes.</p>	<p>EWR Co understand local concerns in Bedford around the impact on local amenities and services such as the Alexander Sports Centre and Poets Area community garden. As EWR Co continue to develop the designs, EWR Co will work to minimise the land required to deliver the railway and where additional land is needed, EWR Co will engage with local stakeholders to first avoid and then mitigate potential impacts on community assets. The development of the design will consider and respond positively to the local character and context of the Bedford area where it is both rural and urban. EWR Co also recognise that Bromham Road is an important route for the community, and therefore aim to maintain current functionalities of the crossing and explore improved connectivity for pedestrians and cyclists in any proposed alterations. EWR Co is considering these 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 for the Project (CoCP), or equivalent document, 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 over impact on local communities. They stated disruption, change of town character to more industrial, safety issues, the impact of the scheme on people's wellbeing, concerns about how the changes could impact on the character of Bedfordshire, impact on heritage, how the damage to the environment and the disruption will negatively impact the community, and community severance. They requested minimising the impacts on the local areas, particularly rural areas. Respondents also spoke about the countryside in and around Bedford and the value of having accessible green spaces. Some people expressed concern that EWR proposals would negatively impact these areas and felt that the scheme maintain or improve access to such spaces.</p>	<p>All works and EWR Co services will be planned to minimise disruption wherever possible. EWR Co will focus on key groups including local residents, businesses and station users but also consider those who are more broadly impacted, such as road users and cyclists. This will include listening to views on how EWR Co carry out the work (i.e., the nature of any closures). EWR Co is also undertaking further work to understand the other impacts of the scheme on local people and will put forward proposals to eliminate, reduce and mitigate these impacts. EWR Co will also mitigate the effects on or loss of community facilities as a result of land required for the scheme and will seek to leave a positive impact from the scheme, working with local stakeholders to help communities derive maximum benefit from the project. 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</p>

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	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.
Respondents stated that Bedford Midland station has space constraints, raising concerns that there is no space for a new or extended station.	EWR Co is aware that the area around the station is in a built-up area and has space constraints. EWR Co is in the process of developing the proposals further and looking for innovative ways to use the space available to provide an enhanced passenger experience with good access to the station while minimising the land required. These proposals will be presented during statutory consultation.
Respondents stated that EWR Co need to ensure a safe environment is created for passengers and commuters. Respondent were concerned about accessibility and safety at night at the station. Recommendations included CCTV around the pickup area, combatting begging and mugging, and improved lighting. One respondent expressed concern over safety issues related to new crime spots near the railway.	The 2021 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, regeneration, and development proposals for the area. EWR Co is confident that the final design will be capable of including appropriate safety and security measures.
Respondents stated the need for a construction management plan. A number of respondents discussed the construction strategy, specifically requesting that construction be mindful of the disruption it will cause to pedestrians and people local to the scheme. Particular concerns were the noise, and whether the works will cause prohibited access to certain areas.	Construction-related impacts will be identified, assessed and managed, as far as reasonably practicable, by a Code of Construction Practice submitted alongside a Development Consent Order (DCO) application. The CoCP, or equivalent document, 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. EWR Co 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. With respect to access, during construction EWR Co will seek to reduce impacts on access to publicly available land including Public Rights of Way, as far as reasonably practicable. Where access may be affected, EWR Co may 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. EWR Co expects to set out impacts

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	at an early stage with a PEIR at statutory consultation with more detailed findings presented within the ES submitted as part of the DCO submission.
Respondents suggest cooperating with Bedford Borough Council and other key stakeholders in relation to road works, the Local Plan, and proposals for Bedford Midland Station. Some recommended that a multi-agency, collaborative and integrated approach could help to achieve wider benefits for Bedford.	EWR Co is committed to working with stakeholders, including Bedford Borough Council to maximise the benefits of EWR in Bedford. EWR Co is fully supportive of efforts to regenerate Bedford and see the station as a catalyst for that development. EWR Co will continue to work with stakeholders to develop the own proposals and align with others to deliver a multi-modal transport interchange at Bedford to support sustainable travel in and around the town.
Respondents suggest new station location near Wixams. Reasons for suggesting the location included the opportunity to miss the Bedford entirely and reduce disruption, as a replacement for Bedford St Johns or additional one for southern route. Respondents suggested that easy access to Wixams needs to be considered.	In the selection of Route Option E in 2020, EWR Co took into account whether EWR should by-pass Bedford to the south, such as the respondent's suggestion for EWR to connect to the Midland Mainlines at Ampthill Road/A6 or at Wixams station (the station being promoted by Bedford Borough Council). Route options passing to the south of Bedford were considered before the selection of a preferred route option in 2020. It was found that these routes have a significant number of sensitive or complex environmental constraints which are likely to be difficult and expensive to overcome, including either demolition of homes and commercial property in Wixams or crossing the former landfill site at Elstow. Bearing in mind the consultation feedback received, we have also revisited the case for promoting a route alignment to the south of Bedford in since close of the non-statutory consultation as part of the Economic and Technical Report on our website. We considered scheme options potentially including a station such as a Bedford South parkway. We found that when compared to central Bedford station locations, a Bedford South parkway station would not provide the same benefits from connection to existing population centres, nor would it enable a level of future housing growth and development that would be sufficient to outweigh the benefits of connectivity achieved by serving existing population centres. 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. Local connectivity is one of EWR Co's key considerations as EWR Co develop the proposals. EWR Co is aware of local authorities' aspirations for Wixams and will work with stakeholders to support connectivity between EWR services and the local area. EWR Co is already undertaking work with 'England's Economic Heartland' (EHH) on proposals for

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<p>Respondents suggested alternative solutions for Bedford Station platforms. Suggestions included removing the need for fast south-bound trains to cross over to the current platform 3, making MVL bay platform 1a a new through platform, introducing platform 1b a new bay platform, Down Fast Freight Loop between just north of the River Ouse to just north of the current platform 4, Platform 4, slew the Down Fast to the west and build an island platform between the current (bi-directional?) through line and the realigned line thus creating an Up Fast Platform 4 & Down Fast Platform 5, and extending platform 1 to create a platform 6.</p>	<p>first/last mile travel to support and encourage pedestrian and cycling access not just to EWR stations but in and around the local area.</p> <p>Suggestions by respondents to remove the need for fast southbound trains to cross over the current platform 3 would improve capacity and connectivity at Bedford station. This could be achieved through the delivery of an Up Fast platform which would enable the removal of EMR services from the slow lines on the Midland Mainlines. However, delivering an Up Fast Platform would be expensive and disruptive and whilst it does improve capacity and connectivity for all station operators at Bedford station, it is not required as part of the EWR scheme. Respondents suggested to introduce platform 1b as a new bay platform and extending platform 1 to create an additional through platform. This is in line with EWR Co's proposals, presented in 2021, for Bedford station. With regards to the provision of a Down Fast freight loop between platform 4 and the River Great Ouse, EWR Co proposals allow for holding freight capacity on the slow lines beyond Bedford North Junction, and consequently a freight loop in the latter location would not add capacity between Bedford North Junction and Bedford Station and is not required as part of the EWR scheme. Other suggestions by the respondents seeking to improve capacity at Bedford station included suggestions for both an Up Fast Platform 4 and Down Fast Platform 5. Proposals for this new platform arrangement were developed by Network Rail and presented in the Bedford Area Strategic Advice report (July 2022). The report recommended this option is not taken forward for further development as it was assessed as not cost effective. EWR Co's position recognises that these measures seek to enhance capacity and connectivity for all station operators at Bedford station however these suggestions are not required as part of the EWR scheme.</p>
<p>Respondents suggested alternative solutions for Bedford Station. Suggestions included connecting EWR to Midland Mainline at Ampthill Road/A6, moving Thameslink trains standing at the existing platforms to free capacity (some suggested moving these to Colworth), downgrading the existing station and building a more impressive station that links rail and road. One respondent suggested: a) Send Thameslink further north b) Create 2 sidings south of Lower Farm road Bromham for Thameslink to reverse c) Terminate half of the trains at Wixams south of Bedford when the station is built</p>	<p>Southern alternatives in the selection of Route Option E in 2020, EWR Co took into account whether EWR should by-pass Bedford to the south, such as the respondent's suggestion for EWR to connect to the Midland Mainlines at Ampthill Road/A6. Any route passing to the south of Bedford would need to overcome a significant number of sensitive and complex environmental constraints, including floodplain, the new Wixams development contaminated historic landfill sites, high quality agricultural land, heritage assets and ancient woodland. It would also require remediation of the former Elstow landfill site. This difficult, risky and costly work would not be required for the preferred route alignment, which passes</p>

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	<p>through Bedford station. Some respondents suggested that half of EWR services could serve Bedford station with others by-passing the town and stopping at Bedford Borough Council's proposed station at Wixams. This would significantly reduce the number of trains serving Bedford station, undermine the ability for passengers to interchange with EMR and Thameslink trains, reduce connectivity to Bedford town centre and consequently result in a significant reduction in project benefits. Additionally, an alignment option that would pass by Wixams would also require the demolition of property in the Bedford urban area in order to build additional tracks and junction to enable the new EWR trains to serve Bedford St Johns and Bedford stations. The need for EWR trains to enter the town centre and reverse direction before continuing their journeys to Cambridge would increase journey times for through passengers and make train operations and timetabling more difficult. Respondents suggested half of GTR services should terminate and turnaround at Wixams effectively reducing the number of GTR services turning around at Bedford station and reducing congestion of the through lines caused by the dwell times of 4 to 6 tph GTR trains. This is not a feasible because the proposed station at Wixams, as promoted by Bedford Borough Council, would not have the infrastructure for trains around on the MML nor the welfare facilities for crews and the crew diagrams. Even if this infrastructure was to be provided, and the capital costs incurred, GTR would only be providing half of the current level of service to Bedford station Bedford town centre which would be a significant worsening in terms of connectivity to and from London and would result in a significant loss of revenue for GTR.</p> <p>Upgrades to Bedford Station</p> <p>The railway corridor in the Bedford area has been identified as Nationally Congested Infrastructure by Network Rail. If EWR Co introduces an additional four passenger trains per hour into Bedford on the slow lines it would exacerbate the current capacity concerns. Particularly, sharing the existing four-track infrastructure with the Midland Mainlines north of Bedford would result in significant performance risk to EWR. Providing segregated tracks for EWR is therefore beneficial, as per the emerging preference presented in 2021, to provide a reliable service in and out of Bedford as relocating existing services to terminate at other locations or re-routeing traffic off the slow lines onto the fasts will not resolve the congestion issues within the existing railway corridor. EWR Co studies</p>

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	<p>have shown that any additional paths created on the slow lines will be taken up by either EWR or freight traffic and would not resolve the issue of capacity in the Bedford area. Therefore, any permutations whereby existing services are relocated to terminate elsewhere will not resolve the fundamental capacity issues that exists within the Bedford area and at the existing Bedford station. EWR Co is not proposing alterations to existing service operators at Bedford Station, including respondents' suggested alterations to GTR services by moving them north to Colworth. Such proposals would worsen the existing capacity constraints north of Bedford, are disruptive to existing railway operators, increase GTR's operational cost due to increased mileage, and increase performance risk on both GTR and EWR. Additionally, creating two sidings south of Lower Farm Road Bromham for Thameslink trains to reverse would only be considered if GTR services were to be moved to the north, which would not be desirable for the reasons given above. EWR Co recognise that GTR (Thameslink) turnarounds are a key contributor in the capacity issue at Bedford Station and EWR Co is developing solutions which minimise land take outside of the railway corridor and minimise operationally complex and high-risk performance solutions. To that end, EWR Co is undertaking further work on relocating the GTR's Jowett Sidings to the Cauldwell Depot site south of Bedford Station. Additionally, EWR Co has looked at creating additional train paths via infrastructure changes by creating additional platform capacity.</p>
<p>Respondents suggested providing safe pedestrian and cyclist access to town centre. Respondents also suggested providing safe cycle track on the Bromham Road Bridge that will be a part of the scheme. Respondents request providing access to and between both stations, including safe link for NMU users and connections to public transport. Some people feel there is a lack of sustainable methods to access the station which would be detrimental to the success of the station. Several responses touched on active travel, suggesting that the scheme should include provision for or at least enable cycling, walking, and horse riding and, in some cases, that this should be a priority. One respondent requested that existing bridleways and country roads must be preserved with safe access across the railway and that any new cycling or walking routes should be made available to equestrians. A few respondents believe the station needs facilities for cycles, and hope that there will be improvements to cycling access to the station.</p>	<p>EWR Co has taken all consultation feedback into consideration during design development, including the request for providing a safe cycle track on the Bromham Road Bridge. EWR Co is committed to the encouragement of active travel and delivering a real step-change in the quality of active transport infrastructure throughout the EWR corridor, so that walking, wheeling and cycling become realistic and attractive choices for short journeys. More information on active travel arrangements will be provided at future phases of consultation. The preferred option for the relocation of Bedford St Johns Station within the Bedford Hospital car park factors would be closer to Bedford Station than the current site and is more likely to facilitate active travel to Bedford Station and Bedford Town Centre. Options for active travel could include new and improved walking and cycling routes leading to stations or between stations, new or altered bus services and on-demand services that could provide a door-to-door service between the</p>

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	<p>station and a customer's destination, timed to connect with the train service. This would also include, for example, associated cycle storage requirements at stations. EWR Co is proposing to provide modern cycle parking facilities as part of the station redevelopment, but detailed designs and specifications have not yet been confirmed. Further details will be available at the forthcoming statutory consultation. Although this is more likely to be relevant to rural areas, we recognise that horse riders have unique needs in crossing the railway and can be a more vulnerable group in using the road network. EWR Co will work with stakeholders and local users as EWR Co continue to develop the proposals.</p>
<p>Respondents suggested that EWR Co should not impact more green space and houses. Instead they should work within existing developments. Respondents also suggested that Bedford Midland station doesn't need to be rebuilt but should be upgraded.</p>	<p>EWR Co is aware that the proposals for the development of EWR may affect people's homes and businesses. Regardless of what option is selected some neighbouring homes and businesses in the Bedford area will be affected. Regarding the concern that Bedford station doesn't need to be rebuilt, Bedford station is simply not able to accommodate the new services which EWR would bring to the town. The current station and infrastructure can't support all of this activity, because:</p> <ul style="list-style-type: none"> • There is only one track from the Bletchley direction into the bay platform (the platform at which the track terminates); • There is a bend on the track which restricts the speed to 15mph (meaning that trains require more time to travel over this part of the route which increases overall journey times); • The track terminates at platform 1A so trains couldn't use it to go through to Cambridge; and • Available platforms couldn't accommodate EWR services as well as existing services at Bedford station. <p>So, to deliver the benefits, we would have to relocate the station buildings and make a number of changes to the infrastructure around the station, rather than simply improving the existing station, including:</p> <ul style="list-style-type: none"> • Twin-tracking and straightening the existing single-track section on the MVL that runs between Bedford and Bedford St Johns station; • Relocating the Thameslink sidings as the new EWR track alignment passes through the footprint of the sidings; • Extension of Platform 1A at Bedford Station to a 12-car platform to serve as a GTR (Thameslink) turnback facility;

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	<ul style="list-style-type: none"> • Reconstruction of Ford End Road bridge, and road access to Bedford Station • The relocation of the station buildings and access to it. <p>EWR will only acquire land that is required to construct and subsequently operate the proposed railway. The development of the proposals will consider the impact on local residents such as the physical separation of the railway from residential areas, the location of existing and future green space and additional planting to improve the aesthetics and to minimise noise.</p>
Respondents suggested that EWR platforms may need to be curved to link in with the existing infrastructure.	As part of the option development for Bedford station EWR Co will explore all credible options, including curved platforms, for the station.
Respondents suggested that the location of the stations should be close to where passengers live and work.	The station location options proposed provide benefits and connectivity to different areas of Bedford. Bedford station provides interchange opportunities with the wider railway network and serves communities north of the River Great Ouse. Options for Bedford St Johns would improve public transport connectivity with Bedford Hospital, Bedford town centre and will serve communities to the south of the river and town centre.
Respondents voiced concern over property impact, including how the scheme would affect homes and people living nearby, with some specific references to the impacts of noise, vibration, pollution, damage caused by the scheme and general disruption. People who will remain in their property but would come under the blight policy were also concerned about the wellbeing impacts of the scheme, with some making reference to the length of time until the scheme could be completed being a period of prolonged anxiety. A few respondents raised concern over property prices falling as a result of the scheme and worried that they may have issues selling their home in the future.	EWR Co is aware that the proposals for the development of EWR may affect people's homes and businesses. Regardless of what option is selected some neighbouring homes and businesses in the Bedford area will be affected. Further detail on how EWR Co would monitor, control and manage construction impacts will be provided in the Code of Construction Practice (CoCP), or equivalent document, which will be submitted to the Secretary of State as part of the DCO application. Such considerations include developing proposals that consider the impact on local residents, including the approach used to separate the railway from residential areas, the location of green space and additional planting to improve the aesthetic and to minimise noise. Compliance with the CoCP will be secured through the Requirements of the DCO itself. 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. EWR Co has introduced the Need to Sell Property Scheme aims to assist eligible property owners who have a compelling need to sell while the EWR Project is in development and delivery, but who have been unable to do so other than at a substantially reduced value because of the EWR Project. The proposed Need to Sell Property Scheme is separate to the statutory blight

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	notice process and (as the trigger for statutory blight is the submission of a DCO application) it provides early support for eligible property owners who can satisfy the criteria of the proposed Need to Sell Property Scheme.
<p>Respondents voiced the need for maintaining the access for pedestrians and cyclists, as well as providing drop off area and connectivity to public transport. Respondents suggested that accessibility should be considered as part of the planning for Bedford Station. This included access for a range of users including disabled people, people with mobility requirements, older people, carers, parents and cyclists. It also included recommendations for working lifts, step free access, design to benefit people with vision impairments, and an environment that is usable by a diverse range of users.</p>	<p>One of EWR Co's core priorities is to increase connectivity across the Oxford to Cambridge area, which includes consideration of local connectivity, bus services and customer experience while travelling to EWR stations within the station design work. EWR proposals for Bedford St Johns and Bedford stations will include consideration of the removal of barriers to access such stairs and steps, providing a visual impairment friendly design and the provision of step-free access and lifts (including appropriate maintenance arrangements), where required and reasonably practicable. 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 pedestrian and cycling routes. These proposals are likely to be provided in more detail in the next round of consultation.</p>
<p>Respondents were concerned about the environmental impact of the proposals for Bedford. Issues raised related to the impact on County Park, habitats, countryside, conservation areas, woodland and heritage. Respondents were also concerned about the lack of an Environmental Impact Assessment for the project. Other concerns related to carbon impacts, visual impact, particularly from concrete, dust, light, diesel, and the potential impact on flood risk. One respondent was concerned about historic landfill disturbance and another requested information about biodiversity net gain in the area.</p>	<p>Environmental impact assessment EWR Co recognises 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 where reasonably practicable. As part of the PROA in 2020 and NSC in 2021, EWR Co set out its analysis of the environmental impacts and opportunities of the route corridor options and the route alignment options. This analysis has supported the selection of Route Option E in 2020 and the emerging preferences set out in NSC 2021. This level of comparative assessment is appropriate for the option selection stage of the project. As EWR Co moves forward with a single option, more detailed environmental assessment of the option will be developed. This will involve an iterative process where focus is placed on avoiding significant adverse effects and where this isn't possible, seeks to reduce and mitigate impacts and if necessary, looking at environmental compensation measures. The Environmental Impact Assessment will culminate in the publication of the Environmental Statement, which will be submitted alongside EWR Co's application for Development Consent. Concerns on general environmental impacts</p>

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	<p>As part of developing alignment options for NSC, EWR Co focussed on following the environmental mitigation hierarchy by seeking to avoid significant adverse effects on the countryside, including County Parks, conservation areas and other important environmental sites, and where this isn't possible, seeking to reduce and mitigate impacts and if necessary, looking at environmental compensation measures. In Section C, the proposed alignment and options presented are not expected to impact any County Parks and direct impacts to listed heritage buildings or conservation areas are not anticipated. There will be some loss of habitats, including the potential loss of trees, particularly to the north of Bedford where the alignment crosses the River Great Ouse. However, at this stage EWR Co are 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 and reflects the requirements introduced by the Environment Act 2021, although these are not yet in force. Construction-related impacts on the environment will be identified and managed, as far as reasonably practicable, by a Code of Construction Practice, or similar document, submitted alongside 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 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 emerging technologies can be used in a long-term train fleet to reduce impacts. 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</p>

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	<p>information regarding the presence and likely extent of contamination, potential impacts and identification of possible mitigation measures, and will be presented at statutory consultation. A full environmental statement will then be submitted as part of the Development Consent Order (DCO).</p> <p>Historic landfill</p> <p>EWR Co recognises the importance of identifying and managing land contamination sources, such as historic landfills, to make sure that land is suitable for its intended use and does not pose a risk to human health or the environment. This is first done by seeking to avoid historic and active landfill sites as part of designing the railway where reasonably practicable, and then putting in place appropriate measures during construction to manage contamination risks. In Section C, for the proposed alignment options, EWR Co does not anticipate directly impacting any historic or active landfills, based on information currently held. Further investigation, including survey work, will be undertaken to identify any potential sources of contamination and EWRCo will report potential impacts arising in relation to landfill sites within the PEIR and then subsequent ES and measures to manage contamination will be described in the CoCP or equivalent document submitted as part of the DCO application.</p> <p>Biodiversity</p> <p>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 Arc. 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. EWR Co intends to build on the commitment of 10% biodiversity net gain made in relation to the part of EWR between Bicester to Bletchley. Further detail on BNG will be available at statutory consultation</p>
<p>Respondents were opposed to the idea of routeing freight trains through Bedford, particularly through the town centre and residential areas and during the night, mostly on the grounds of noise, vibration, and air quality impacts. The use of diesel rather than electric-powered freight trains was specifically considered to be an issue by some respondents, whilst others questioned the capacity for increased freight services. Some felt that the landscape was too challenging for use by</p>	<p>The existing Midland Main Line in Bedford currently operates freight traffic through the existing rail corridor. EWR Co's current proposals would maintain the existing freight route on the Midland Main Line and on the Marston Vale Line and would not preclude freight capability on the proposed new infrastructure. The type of traction power used by freight trains is based on the Freight Operating</p>

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<p>freight trains, with one respondent suggesting alternatives such as opting for a southern route with existing infrastructure or using a tunnel rather than cutting to navigate the steep gradients. There were also concerns about the schedules of freight trains, particularly during off-peak hours.</p>	<p>Companies fleet. EWR Co does not control the type of traction power of private train fleets.</p> <p>Environment impact – air quality</p> <p>EWR Co takes its commitment to delivering sustainable transport seriously and is developing the scheme in line relevant UK Government policy, such as the Clean Air Strategy, and in accordance with all applicable legal requirements. The project team will work with Local Authorities to understand the current situation in communities and how to consider potential dust pollution impacts from freight operations, including (where relevant) in designated Air Quality Management Areas. The team will seek to reduce the impact the new railway will have on air quality where this can reasonably be achieved. This will include considering what vehicles and equipment will be used during operation of the railway. As the scheme develops, EWR Co will assess changes in pollutants including nitrogen oxides (NOx) and fine particulates (known as PM2.5 and PM10) as part of the Environmental Impact Assessment (EIA), which will be set out in an Environmental Statement (ES) submitted alongside the Development Consent Order (DCO). In carrying out this assessment EWR Co will have regard to best practice guidance such as the guidance set by the Institute of Air Quality Management and other recognised bodies. Freight itself can help decrease overall emissions by removing freight from the road. The Rail Delivery Group estimates that one freight train can remove up to 76 Heavy Goods Vehicles (HGV) from the road, reducing congestion, delivering environmental benefits (as a tonne of rail freight emits 76% less CO2 than a tonne of road freight) and safety benefits Further detail will be provided on the freight strategy, and the approach to avoiding or reducing potential air quality impacts from freight trains which may run on EWR, during statutory consultation.</p> <p>Environment impact – noise and vibration</p> <p>EWR Co recognises that noise and vibration impacts arising from the operation of the railway – including freight operations – are an important issue for local communities. To reduce noise and vibrations as much as possible, EWR Co will carry out comprehensive assessments using industry-leading computer modelling. The models produced incorporate information on local topography and geology to model potential noise and vibration impacts along the whole route. The modelling software is critical in the examination of appropriate mitigation along the route. The findings from this assessment work will be set out in more detail by EWR Co at</p>

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	<p>statutory consultation within the Preliminary Environmental Impact Report (PIER). At the statutory consultation EWR Co will also provide more detail on its approach to a noise policy. EWR Co's noise policy 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 and will include information on the types of mitigation measures that may be used, which may include:</p> <ul style="list-style-type: none"> - Track structure design; through the use of specific track structure designs to minimise the generation of noise and vibration at source. - Noise barriers – which form one of a number of mitigations that may be appropriate where tracks may create noise and vibration. <p>At the point EWR Co submits its Development Consent Order application, the assessments and any mitigation measures will also form part of the accompanying Environmental Statement (ES).</p> <p>Operating hours</p> <p>EWR Co proposed operational hours for passenger services in Appendices A and B of the 2021 Consultation Technical Report, which referred to a potential public facing timetable (planned trains in passenger service), to provide some initial guidance. There will also be less intensive train movements as required outside these hours for infrastructure maintenance, inspection, freight, and other activities as part of the national rail network. We will continue to work on the concept of operation to inform the operational timetable.</p> <p>Alternative suggestions</p> <p>EWR Co is satisfied that the preferred route alignment through Bedford would not preclude freight operation in the future and, accordingly, does not consider that an alternative route is necessary on this ground EWR Co acknowledges there are benefits to the construction of tunnels notably in terms of impact on local residents. Whilst tunnels may offer some environmental benefit through avoiding the introduction of infrastructure at surface level nearby to receptors, tunnelled construction techniques are more complex and expensive to build, operate and maintain than above ground structures, and also require additional surface structures for ventilation and exit in case of emergency. Additionally, construction of underground stations is expensive and complex, as it requires the excavation of a large area below ground to accommodate passenger and emergency access and ventilation equipment. Structures would also still need to be installed above</p>

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	ground for access and ventilation. In the Bedford area, EWR Co does not consider that the improvements in environmental impacts from building a tunnel would justify the additional cost.
Several comments regarding the existing Bedford St Johns Station stated that it is poorly located, space constrained and with poor access. Respondents also noted that the station is not well-used.	EWR Co notes and understands these responses. The proposals to relocate and improve Bedford St Johns station will help to address these existing issues.
Several consultation responses offered suggestions on the design of Bedford St Johns station. There were comments regarding platform alignment and provision of access between the platforms and suggestions that EWR Co should incorporate sustainable design principles into the design. Some respondents request improving the station facilities such as covered platforms for passengers, toilets, information tables. There were also suggestions that EWR Co should incorporate Bedford's heritage into the design and that the design of both Bedford stations should be uniform.	EWR Co considers that the proposals presented contain a sufficient level of detail for the non-statutory consultation stage. Detailed designs, including station facilities, will be developed during the detailed design stage, which will commence after the submission of the DCO. EWR Co will consider platform alignment, accessibility, sustainable design principles, the potential to improve station facilities and the design styling during the design process.
Several consultation responses questioned whether Bedford St Johns is needed and indicated that only a single Bedford station is required. Some respondents suggested that because Bedford St Johns and Bedford Midland are already within walking distance of each other, and Bedford St Johns has lower usage levels, that the station should be closed. Others suggested a potential cost saving from removing Bedford St Johns and that journey times could be improved by removing a stop on the line. Other respondents suggested that Bedford St Johns should be the only Bedford stop for EWR services.	Although some respondents have deemed Bedford and Bedford St Johns station locations to be too close to one another, both stations provide benefits and connectivity to different areas of Bedford. The former provides interchange opportunities with the wider railway network and serves communities north of the River Great Ouse. The latter improves public transport connectivity with Bedford Hospital and serves communities to the south of the river. In response to the suggestion to close Bedford St Johns station, paragraph 8.3.10 of the Consultation Technical Report explained that an option with no station at Bedford St Johns was considered but was ultimately felt to be unacceptable because removing the station would degrade public transport services in this part of Bedford. It can be noted that this would also make the Bedford Hospital less accessible from a railway station. In response to the suggestion for EWR not to call at Bedford station, EWR Co considers that the idea of EWR not stopping at Bedford would lose the benefits achieved from retaining that stop in the service pattern in providing connectivity to other national rail services, which is fundamental to the Project.
Several consultation responses supported the EWR scheme and the proposals to upgrade Bedford St Johns to improve the passenger experience and improve facilities. Many respondents felt that the upgrades would also help support efforts to regenerate the local area.	EWR Co is pleased to see comments from respondents about their support for the EWR scheme, the route options, and the specific proposals.

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<p>Several respondents spoke about the countryside in and around Bedford and the value of having accessible green spaces. Some people expressed concern that EWR proposals would negatively impact these areas and felt that the scheme maintain or improve access to such spaces. Respondents raised concerns over loss of access to footpaths in the countryside and permanent or temporary loss of rights of way.</p>	<p>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 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 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.</p>
<p>Several responses highlighted the need for improved access to Bedford St Johns, including access from Ampthill and Kempston Roads and easy access between Bedford St Johns and Bedford Midland Stations.</p>	<p>One of EWR Co core priorities is to increase connectivity across the Oxford to Cambridge area. This includes consideration of local connections, 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, including the provision of secure cycle parking facilities and safe and accessible walking and cycling routes from Ampthill and Kempston Roads to the new Bedford St Johns station. EWR Co will continue working with other organisations, including bus operators on considerations relating to interchange with bus services at stations and providing onward travel information.</p>
<p>Some consultation respondents suggested alternative locations for Bedford St Johns, including several suggesting a station around the Kempston area and retail park. Suggestions included moving BSJ south of Ford End Bridge, move BSJ to the old location and one respondent suggested an underground station. One respondent also stated that the Bedford stations are too close together.</p>	<p>EWR Co has consulted on a scheme involving retaining a station with two options in the area of the current Bedford St Johns station to provide an effective balance between serving local communities to the south of the town centre and reducing the cost of the scheme. Although some respondents have suggested that Bedford and Bedford St Johns station locations are too close to one another, EWR Co considers that both stations provide benefits and connectivity to different areas of Bedford. The former provides interchange opportunities with the wider railway network and serves communities north of the River Great Ouse. The latter improves public transport connectivity with Bedford Hospital and serves communities to the south of the river. Although a station at Kempston would provide benefits to the Kempston area and retail park, it would not serve communities south of the River Great Ouse, such as the Bedford Hospital. Moving Bedford St Johns station south of Ford End Bridge would bring it very close to</p>

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	<p>Bedford station so is not being considered on that basis. Additionally, two Bedford stations north of the River Great Ouse would reduce connectivity to EWR services south of the river and move the station further away from facilities such as the Bedford Hospital. Moving Bedford St Johns station to its former location on the Varsity Line alignment would not fit with the planned track layout where the line toward Cambridge leaves the Midland Main Line to the north of Bedford. An underground station is not under consideration as, based on engineering advice it has received, EWR Co considers that this is likely to be unaffordable. This is partly because tunnels and underground structures are more complex and expensive to build, operate and maintain than above ground structures. They also require additional surface structures for ventilation and exit in case of emergency.</p>
<p>Some consultation respondents suggested interchange requirements, including several suggesting a station around the Kempston area and retail park.</p>	<p>EWR Co has consulted on a scheme involving an upgrade to Bedford station 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>Some consultation responses called for ambitious architecture and attractive design for Bedford Midland Station, while others called for local heritage to be incorporated into the station design. Respondents suggested that the station should be enlarged for ease of passenger use. The new station should be built with high quality materials which will last for a long time. Many respondents suggested that the appearance of the station and the area surrounding it should be improved.</p>	<p>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, regeneration and development proposals for the area. The detailed design will be informed by the assessment factors and the feedback received. Some further information about the station design will be presented during the statutory consultation stage. Other, more detailed designs, including use of materials, will be developed during the detailed design stage, which will commence after the submission of the DCO.</p>
<p>Some consultation responses highlighted that the Bedford Midland Station building is small and feels crowded and congested, particularly at peak times, and supported enhancing capacity to resolve these issues. Respondents recommended that proposals for Bedford Midland Station should consider increased passenger numbers and increased capacity because the existing station is already congested. Specific safety concerns related to issues with small passenger spaces, particularly</p>	<p>EWR Co is focused on increasing capacity and improving the way passengers move around Bedford station, including considering how many platforms are required, footbridges, sizing of ticket hall and station entrance and how these station components can operate efficiently and safely.</p>

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on the bridge and steps, queuing, and overcrowding. Some raised concerns that additional passengers will negatively impact the local area.	
Some consultation responses raised concerns about work required to Bromham Road bridge, including costs, given recent works in the area. Respondents suggested providing safe cycle track on the Bromham Road Bridge that will be a part of the scheme.	A new span of Bromham Road Bridge, north of Bedford station, would be required to make provision for a wider railway corridor to pass underneath the bridge. EWR Co recognise concerns about the disruption that this may cause and will undertake a Transport Assessment to inform the development of proposals. The assessment will help to inform our approach to reducing and mitigating the disruption, impact and duration of any works to the bridge and highways network. EWR Co recognise that Bromham Road is an important route for active travel as well as vehicles, and therefore aim to maintain current functionalities of the crossing and explore improved connectivity for pedestrians and cyclists in any proposed alterations.
Some consultation responses raised concerns around Option 1 for the relocated Bedford St Johns. This included concern around road congestion in the area and the impact to the hospital, including any loss of parking and the cost associated with the changes.	EWR Co acknowledge there will be traffic and transport impacts associated with building and operating EWR in the Bedford St Johns area. EWR Co will require that impacts on the local community are reduced where reasonably practicable. As part of the Environmental Statement that will accompany the Development Consent Order (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 likely environmental impacts of the proposals will be described in the Preliminary Environment Information Report (PEIR), which will be presented at statutory consultation. If required, mitigation will be set out in the Code of Construction Practice (CoCP), or an equivalent document, which will be submitted to the Secretary of State (SoS) as part of the DCO application. Compliance with the CoCP will be secured through the Requirements of the DCO itself. EWR Co is in the process of developing the proposals further to make a final decision on the option. The factors identified in the consultation response will be taken into account, along with all other relevant factors, in EWR Co's decision on the preferred route option. This, includes considering road congestion in the Bedford St Johns area, working with the hospital to understand the impact, including parking, and considering the overall costs of the scheme.
Some consultation responses raised concerns around Option 2 for the relocated Bedford St Johns (to the south). Concerns were raised regarding access,	The factors identified here have contributed to the Hospital Station option (option 1) being presented as the emerging preferred option for the relocation of Bedford

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<p>particularly road congestion and lack of parking in the area and that this option would have a greater impact on the community in terms of disruption to homes, and the impact of construction and railway operations. There were also concerns about the need to rebuild the bridge over the river and the associated costs.</p>	<p>St Johns Station. EWR Co is in the process of developing the proposals further to make a final decision on the option. The factors set out in the consultation response will be taken into account, along with all other relevant factors, in EWR Co's decision on the preferred route option. This includes considering access, traffic, parking, community impact and the construction strategy, taking account of the disruption of any bridge works.</p>
<p>Some consultation responses raised concerns that the existing parking facilities at Bedford St Johns and Bedford Station may not be sufficient to meet demand. Many respondents suggested that the parking at the station should be increased, with some suggesting a multi-storey car park be built. Respondents also suggested that long stay parking should be made available to those using the rail services, as car drop off areas and electric charging should be introduced. Furthermore, respondents suggested that additional disabled persons parking bays were created. Respondents expressed that the parking should be well lit and should be cheaper than it currently is.</p>	<p>At the next stage of design, EWR Co will be undertaking modelling work to further understand this issue and 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 also be looking at where EWR Co can improve sustainable transport access to Bedford and Bedford St Johns stations to encourage more passengers to travel to the station by walking, cycling or bus to reduce pressure on parking and road 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 the impact of construction on the road network, including changes to existing traffic patterns because of predicted construction traffic. The likely environmental impacts of the proposals will be described in the PEIR, which will be presented at statutory consultation. We will continue to consider how parking can be optimised at the station. For example, we will be undertaking traffic surveys and modelling work to understand future capacity requirements – further information will be made available at the statutory consultation. We will also consider how to provide suitable parking facilities for motorcycles and charge points for electric vehicles, as well as parking for disabled people. We will also engage with other transport organisations, such as bus operators, to understand how we will interface with other public transport and opportunities to provide onward travel information.</p>
<p>Some consultation responses raised the prospect of regeneration and development of the areas around Bedford Station, Bedford St Johns and the wider Bedford area. They suggested that EWR Co should provide funding to improve the areas around the stations. Respondents also suggested that EWR Co will need to consider local development projects, including hospital upgrades and development plans for Ford End Road. Some responses also suggested that the</p>	<p>EWR Co has been set a specific remit by Government, so the direct regeneration of the wider area and housing development is outside of EWR's scope. However, EWR Co is committed to working with Bedford Borough Council and other stakeholders to help derive maximum benefits from the station improvements and that the project supports regeneration of the local area, aligned to local plans. EWR Co is aware, for example, of proposals for development south of Ford End</p>

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<p>regenerated stations should aim to encourage new housing in the immediate area or within the railway corridor. One respondent felt that routing rail and freight services through Bedford would restrict future development opportunities around the station, as the impact of poorer air quality, noise and vibration would make the areas unsuitable for residential development.</p>	<p>Road, so will continue to engage with the local authority to align plans for the area as much as possible. EWR Co will also consider how the proposals can help support wider efforts to encourage greater uptake of sustainable transport modes and encourage modal shift. EWR Co recognises concerns regarding the impact of the railway and 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 reduces negative environmental impacts as far as reasonably practicable. 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 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 and will be published alongside statutory consultation. An Environmental Statement will then be produced and submitted as part of the DCO.</p>
<p>Some consultation responses suggested alternative station locations, particularly relocating the station to the north of the town in areas such as Great Barford, Priory county park, Tempsford, Colworth, or a south station. Relocating in the town centre was also recommended, including moving it nearer to County Hall, Bedford College and Bedford South Wing Hospital, and some suggested moving the station north out of Bedford Town. Specific relocation recommendations included Paula Radcliffe Way, Midland Road, Colworth, Prebend Road/Ford End Road, between Bromham Road Bridge and Fairhill, moving to the original station location at Ashburnham Road/Midland Road or moving it adjacent to the bus station.</p>	<p>Through the EWR Project, Bedford Station is being redeveloped to drive increased benefit to wider rail users, provide interchange opportunities and increase resilience on other services. A station to the north or south of the town would not provide the same level of accessibility as a Bedford town centre station because they would be out of town and away from the town centre amenities.</p>
<p>Some consultation responses suggested that the benefits of the line through Bedford are limited or unclear. Some referenced the need for evidence of benefits, including economic, tourism and retail impacts. Others questioned the</p>	<p>EWR Co is working to update the business case for the project in line with the project development and will need to demonstrate clear benefits to government and the planning inspectorate in order to secure permission to build the scheme. Further analysis will be presented at the next stage of public consultation. EWR Co</p>

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need for EWR services through Bedford and suggested that there would be insufficient demand for travel to and from Bedford to justify the project.	selected Route E after the 2019 consultation partly on the basis that Bedford would receive more benefits from trains stopping in the town centre.
Some consultation responses suggested that there is no need for improvements to Bedford St Johns, or that upgrades should be kept to a minimum.	The current location is space-limited, with only one track and one platform and located on a bend requiring trains to limit their speed. Moving the station would allow improved station facilities and allow trains to travel faster, reducing journey times.
Some respondents are concerned about the costs associated with this scheme, and feel the preferred scheme should be discounted. There is also some concern that the costs will become significantly more than is forecast. A number of responses suggest that the costs outweigh the benefits, and that the economic benefits associated have been exaggerated. Respondents feel the project is too expensive, and costs will ultimately be higher than predicted	EWR Co is committed to provide value for money for the proposed scheme and for public spending having regard to both cost and benefits. To this end, the project will go through the full financial and business case rigour of the HM Treasury's Green Book and the Department for Transport's guidelines to appraise transport projects, Transport Analysis Guidance (TAG). This is used to appraise projects and programmes in a consistent, but holistic manner. In order to determine the overall affordability of the scheme, EWR Co has included contingency arrangements for overspends as part of the project's capital cost estimation. Additionally, EWR Co will be utilising a robust methodology which aims to assist in forecasting the overall project budget to reduce the likelihood of project overspend. This methodology has received a Nobel Prize demonstrating the high level of confidence attributed to it by the wider industry. Indicative estimates of upfront capital costs suggest that the cost to deliver EWR's preferred route option as presented in the 2020 PROA would cost £3.7 billion. The costs likely to be incurred by going through the town centre are justified by the higher benefits of serving Bedford town centre such as serving communities in Bedford town centre, both north and south of the river, by calling at both Bedford St Johns and Bedford, providing fast and reliable services, maximising connectivity to employment and leisure opportunities in Bedford town centre and across the route all the way to Cambridge and Oxford, supporting plans to regenerate Bedford and provide sustainable public transport links for new housing and maximising rail-based interchange opportunities with Thameslink and MML. The EWR scheme is a once in a generation opportunity to connect communities between Oxford and Cambridge and provides several transport users benefits such as reduced journey and more frequent services as well as wider connectivity and economic benefits such as easing congestion on roads, agglomeration benefits and increased labour supply due to widening of the catchment area for labour. It is important to note that some benefits to a scheme like EWR are not constrained to monetary benefits

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	such as delivering a wider policy objectives or alignment with government and local policy.
Some respondents are concerned about the proximity of the viaduct to other buildings and are particularly concerned with the impact of the building works to construct it both environmentally and for the impact it will have visually.	In Section C, we are proposing a viaduct which would start north of Bedford near the existing A6 and would go over Paula Radcliffe Way and connect to the proposed earthworks east of Clapham Road. The height of the viaduct is yet to be determined but would be required to provide sufficient clearance heights over the A6 and Paula Radcliffe way. EWR will assess the environmental impact of our proposals, including visual impacts from during construction. Further details of the viaduct are going to be shared at statutory consultation. It should be noted that the proposed alignment is located at a sufficient distance from local buildings that they should not be affected by construction.
Some respondents are worried about the 'high-grade' farmland that the scheme would run through and how this will impact local farmers, and potentially reduce their ability to farm. There were some concerns that picked up on the devaluation to surrounding farmland as a result of the scheme, and degradation of the farmland quality	The area to the north of Bedford, to the east of the A6 Paula Radcliffe Way, is farmland considered to be Best and Most Versatile (BMV) which is classed as Agricultural Land Classification (ALC) 1 to 3a. Based on current information, the area to the north of Bedford generally consists of ALC 2 or 3, rather than the highest Grade, ALC 1. EWR Co has only proposed one option for the alignment between the A6 Great Ouse Way and Carriage Drive due to the presence of other environmental features, such as ancient woodlands and residential properties, and engineering constraints. EWR Co acknowledges that this would result in the loss of some BMV agricultural land in this area, although the proposed use of a viaduct will reduce the overall amount of BMV land that would otherwise be needed compared to building the railway on an embankment. 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 negative impacts to farmland. At each stage of the planning and development process, the company will assess the environmental impacts on important areas such as farmland and countryside. As part of this, EWR Co is exploring ways to reduce the impact of the railway on agricultural practices and soil resources. To better understand how the land is used, EWR Co will continue to work with landowners and managers to gather information that will help inform the design process. Where land needs to be acquired or is proposed to be acquired, the Compensation Code sets out the circumstances in which compensation is payable, EWR Co provided a guide to compulsory purchase compensation - Guide to Compulsory Acquisition and Compensation.

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Some respondents did not express a preference between the two options for the relocation of Bedford St Johns station.	EWR Co is in the process of developing the proposals further to make a final decision on the option and note that some respondents do not have a preference between the options.
Some respondents expressed concern over noise pollution and impact on the local residents. The noise caused by constructing and operating the scheme was mentioned by many respondents, with some raising concerns that this would ruin the tranquillity of surrounding rural areas and villages. Several respondents wanted to know whether or how EWR assessed the impacts of increased noise and urged that mitigation should be put in place. One respondent also requested that in order to minimise wheel noise from trains, the maximum use is made of continuously-welded rail construction and, where this is not possible, that noise damping methods are employed.	<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:</p> <ul style="list-style-type: none"> - Choice of trains - Track technology – such as continuous welded track - Noise barriers – which form one of a number of mitigations that may be appropriate where tracks may create noise and vibration. <p>Comprehensive assessments will be carried out including noise modelling, which can incorporate information on local geography 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 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.</p>
Some respondents expressed support for the scheme. Reasons for this included the benefits this connection would provide for people in Bedford, as well as the potential environmental benefits that could come from shifting travel to rail. Some also mention their support due to the long-term positive impacts this will have on the social and economic profile of the area.	EWR Co notes comments from respondents about their support for the EWR scheme, the route options, and the specific proposals. By introducing East West Rail services to Bedford, people in the town and surrounding area would benefit from direct connections east to Cambridge and west to Bletchley and Oxford, reinstating a vital route that was lost to local people in the last century. New rail

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	connections can bring many benefits such as growth, urban regeneration and less congestion on the roads. At EWR Co we are keen that the investment in the rail line brings lasting benefits to the town and surrounding areas. Supporting jobs and prosperity locally are important objectives for us and we are very interested to hear from you about how our proposals in the Bedford area can support the town and its residents.
Some respondents feel that the impact on biodiversity is too large to be justifiable to facilitate this scheme. Some respondents are concerned that mitigation efforts will not be effective, due to previous experience on other projects. They feel that this means the project will therefore struggle to achieve biodiversity net gain.	EWR Co acknowledges that its proposals may adversely impact biodiversity and is committed to protecting the environment by finding approaches to delivery that avoid, reduce or mitigate negative environmental impacts. This includes learning from experience on other projects. For example, evidence from other infrastructure projects shows that ‘bat gantries’ are not effective at maintaining bat routes and so EWR Co will adopt alternative mitigation solutions. In addition, the project has committed to delivering biodiversity net gain along the Arc. 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. EWR Co intends to build on the commitment of 10% biodiversity net gain made in relation to the part of EWR between Bicester to Bletchley. To achieve this, the company will continue to prioritise avoiding high value and priority habitats. EWR Co will also 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 the statutory consultation.
Some respondents felt it was vital for Bedford to be served by EWR directly, rather than by a southern route.	EWR Co is pleased to see comments from respondents about their support for the EWR scheme, the route options, and the specific proposals.
Some respondents raised concerns about the requirement to reconstruct the Cauldwell Street Bridge and the impact this work might have on traffic and the community. It was suggested that a new bridge could be constructed 'offline' (away from the construction area) to reduce the time the road must be closed.	EWR Co is proposing to rebuild Cauldwell Street Bridge in order to safeguard the line for electrification in the future. Electrification requires overhead equipment, which would not fit under the current structure. Undertaking the building work during the construction works would save further construction and associated disruption later, should electrification of the line become government policy. EWR Co is carefully considering how this bridge could be rebuilt to minimise disruption in the area in line with the CoCP (or similar document) which will be submitted to the Secretary of State as part of the DCO application. Compliance with the CoCP will be secured through the Requirements of the DCO itself.

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<p>Some respondents raised issues with the current Bedford Midland Station. Many felt the existing building is small and congested with poor facilities such as a lack of parking and ticket machines. Respondents also referred to poor access to the station by bus and a lack of parking. One respondent expressed their concern of a lack of a permanent food outlet nearby. However, others felt the current station is adequate and improvements are not needed.</p>	<p>Although some respondents do not consider that the station needs improvements, Bedford station is simply not able to accommodate the new services which EWR would bring to the town. Issues with the existing station include: only one track from the Bletchley direction into the bay platform, a bend on the track which restricts the speed to 15mph, the track terminates at platform 1A so trains couldn't use it to go through to Cambridge and available platforms couldn't accommodate EWR services as well as existing services. The Non-Statutory Consultation Document (page 200) provides further information about why the station cannot accommodate the EWR scheme needs and why a new station is required. At this stage of project development, EWR has progressed designs up to a level that allows comparing, sifting and selecting different options. During later stages of design, EWR Co will consider how the design can establish the station as a gateway to the town, improve the customer experience and support the needs of the local community. Additionally, EWR Co notes comments about access by public transport and lack of food outlets in the station area. EWR Co will consider retail, parking and other facilities as EWR Co develop the design. These design proposals will be shared in the next consultation.</p>
<p>Some respondents shared concerns that the EWR proposals and the construction would disrupt current rail users and / or their commute. Specific issues raised included, the potential impact on the MML, the potential disruption of increased freight services on existing services and the stabling location of Thameslink stock.</p>	<p>EWR Co will design services with rail passengers in mind. This will include working with the wider rail industry. We will seek to minimise disruption from construction as far as possible, however, on a project this scale, some disruption is inevitable. EWR Co will carefully plan the works to minimise the impact to existing train services and passengers. EWR Co will work with train operators and Network Rail to plan the works and to communicate any changes clearly to enable people to plan their journeys. More detailed plans will be produced at the next stage of design and shared at the next consultation stage. EWR Co is engaging with Govia Thameslink Railway (GTR) to understand the impact of the proposals for the Jowett sidings, level crossing and Bedford station on their operation and to identify mitigations. More detailed plans will be produced at the next stage of design and shared at the next consultation.</p>
<p>Some respondents supported the proposals for segregated platforms for EWR services at Bedford to support the wider operational resilience of the railway and to allow for extra space at the station.</p>	<p>EWR Co is pleased to see comments from respondents about their support for the EWR Project, the route options, and the specific proposals.</p>
<p>Some responses felt that the documents provided through the consultation lacked detail on issues including services, construction and the impact on traffic.</p>	<p>At this stage, the plans provided as part of the non-statutory consultation indicate options that could be developed further. EWR Co will consider the Assessment</p>

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	Factors appraisal process set out in the consultation materials, feedback received during consultation and all other relevant factors to choose which options to take forward. EWR Co will also be undertaking traffic surveys and modelling to inform the proposals. More detailed plans will be produced at the next stage of design and shared at the next stages of development. This includes further details of the likely train service, calling patterns and timetables, as well as how EWR Co propose to undertake construction activity.
Some responses opposed relocating Bedford St Johns or expressed a preference for keeping Bedford St Johns in its current location, which serves local schools and the hospital.	The current location is space-limited, with only one track and one platform and located on a bend requiring trains to limit their speed. Moving the station would allow improved station facilities and allow trains to travel faster, reducing journey times. EWR Co will also consider how the proposals might change access to other local destinations like schools, as EWR Co is aware that Bedford St Johns is used by students to get to school. EWR Co will explore providing new opportunities for sustainable transport and maintaining good access for pedestrians and bus links and work with local stakeholders as EWR Co continue to develop the proposals.
Some responses wanted transparency around funding, particularly how much Bedford Borough Council will be expected to put towards the build of the scheme	EWR Co and the EWR project are funded by the government. The Department for Transport (DfT) is EWR Co's sole shareholder and is responsible for monitoring the governance and performance. As is common with a lot of infrastructure projects of this nature, funding is allocated in tranches to ensure proper financial controls. It is not intended for Local authorities such as Bedford Borough Council to fund EWR.
There was some opposition to EWR Co's proposals to relocate the Jowett Sidings (used by Thameslink to stable their trains), including concerns over the environmental impact of the move. One respondent stated that the new sidings are not needed and suggested that existing sidings at Cricklewood could be used.	The railway around Bedford has several complex interfaces that require careful consideration as EWR Co develops its Project. EWR Co has been engaging with Govia Thameslink Railway (GTR) and Network Rail to understand the impact of the proposals for the Jowett sidings, level crossing, and Bedford Station on their operation and to identify mitigations. It is likely that Jowett Sidings will 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. If the sidings do have to be relocated, EWR Co has no reason to believe that cannot be successfully accomplished. Construction-related impacts of the relocation of the sidings 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

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	quality, contaminated land, ecology, historic environment, construction traffic, tree protection, surface and groundwater management, waste management and general site operations. More detailed plans will be produced and shared during the statutory consultation.
<p>There was some opposition to the redevelopment of Bedford Midland Station. Some respondents felt the current station facilities are acceptable and redevelopment is therefore not required. Others did not want EWR services to serve Bedford Midland Station due to the potential disruption this would cause and the negative environmental impact.</p>	<p>Due to the increase in train services and passenger numbers as a result of additional EWR services, Bedford station will experience capacity issues that will need to be addressed by the redevelopment of the station. The current railway and platform configuration in the station is limited in flexibility and insufficient to allow an increase in service levels and through service opportunities for EWR. Detailed information about the redevelopment requirements is included in Section 8.4 of the Consultation Technical Report. This is also an opportunity to improve the station facilities and for Bedford Borough Council to use the redevelopment as a catalyst for the regeneration of the surrounding area. 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 as far as reasonably practicable. 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. 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.</p>
<p>There was support for a relocated Bedford St Johns to the south. Reasons given included the view that this site would be easier to access and suffers less from traffic congestion. Others felt that this location is closer to residential areas, providing a bigger catchment area to the railway, as well as being located further from Bedford Midland Station. Some also felt that this option would be less</p>	<p>The station located between Ampthill Road and Cauldwell Street (option 1 – Hospital Station) compared more favourably than option 2, station relocated south to Ampthill Road/Elstow Road pedestrian Link bridge, on capital costs, consistency with local plans and environmental impacts. This is explained in Section 8.3 of the Consultation Technical Report. EWR Co acknowledge there will</p>

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<p>disruptive and that the overall Project would benefit from faster journey times due to the faster line speed that could be achieved.</p>	<p>be traffic and transport impacts associated with building and operating EWR in the Bedford St Johns area. EWR Co will require that impact on the local community is minimised where reasonably practicable. 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 likely environmental impacts of the proposals will be described in the PEIR, which will be presented at statutory consultation. If required, mitigation will be set out in the CoCP (or similar document) which will be submitted to the SoS as part of the DCO application. Compliance with the CoCP will be secured through the Requirements of the DCO itself. EWR Co is pleased to see comments from respondents about their support for the EWR scheme, the route options, and the emerging preferred option for the relocated Bedford St Johns station.</p>
<p>There was support for Option 1 (relocation to the west) for Bedford St Johns. Reasons given included that the site is better connected, close to existing bus routes and within walking distance of the town centre and Bedford Station. Many expressed support for locating the station close to the hospital for easier access for staff and patients and the town centre. This site was also preferred as a brownfield location which would have less impact on residential areas and homes and has the potential to allow greater redevelopment in the area.</p>	<p>EWR Co is pleased to see comments from respondents about their support for the EWR scheme, the route options and the emerging preferred option to relocate Bedford St Johns station to the Bedford Hospital car park location.</p>
<p>There was support for the EWR project, including for the route through Bedford Midland Station. Many respondents felt that redevelopment of the station would support wider regeneration of the area and town centre. There was also support for connectivity with the Midland Main Line at Bedford Midland Station to support broader interchange opportunities to other services and for additional platform capacity to support EWR and other services. Some respondents were supportive of Route E and the plans for EWR Bedford. Specific reasons given included it being the fastest route, improved connectivity and integration with the Oxford-Cambridge Arc, welcome improvements to the stations, providing opportunities for regeneration and development, and giving economic benefits for Bedford. A small number of these respondents felt that Route E would have less negative impact, including environmental impact, than other routes.</p>	<p>EWR Co is pleased to see comments from respondents about their support for the Project, the route options, and the specific proposals.</p>

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<p>There was support for the redevelopment of Bedford Midland Station, which was seen by many as no longer fit for purpose. Many respondents felt that this would support wider regeneration of the area and is an opportunity to rethink the public space in the town centre. Many people felt that modernisation and an enhanced design would also support these efforts. There was also considerable support for upgraded and improved facilities, including enhanced retail, a bigger concourse and better passenger flows around the station building.</p>	<p>EWR Co is pleased to see comments from respondents about their support for the Project, the route options, and the specific proposals.</p>
<p>There was support in the consultation responses to future proof Bedford Midland Station with upgrades to capacity, in terms of track, platforms and station buildings.</p>	<p>EWR Co recognise the challenges associated with integration and therefore EWR Co is not looking at only solutions for EWR but also for all operators. EWR Co is considering the capacity required for EWR and other train services and future passenger projections for Bedford Station. Further information will be presented at the statutory consultation.</p>