East West Rail Co. Presentation

Longueville Hall, Newton Longville

Friday 6th March 2026

Agenda

- Overview of East West Rail
- East West Rail Operations
- Use of the Train Maintenance Depot
- Site Layout Description
- Site Selection Process
- Environment, Traffic and Transport Mitigations
- Next Steps for Design Development
- Q & A

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Overview of East West Rail

David Hughes and Natalie Wheble

What is East West Rail?

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About East West Rail

East West Rail (EWR) is a new railway connection linking communities between Oxford, Milton Keynes, Bedford and Cambridge.

It will transform regional travel by enabling easy, everyday journeys, reducing reliance on roads and supporting the UK's net zero ambitions.

EWR is more than a railway. By connecting people, places and jobs, it will unlock economic potential, provide greener travel choices and create stronger, better-connected communities.

About the region

3.5 million people and over **2 million** jobs

Oxford and Cambridge together generate **£143bn** a year and host world-leading research and innovation clusters

17 unicorn companies and **£2.4bn** in venture capital investment in 2025

What EWR unlocks

£6.7bn of additional economic growth every year by 2050

Improve access to jobs, education, healthcare and essential services

Support new communities and future growth locations

Drive regeneration around stations in Bicester, Bletchley and Bedford

Reduce congestion and **improve air quality** by providing an alternative to car travel

Cut carbon emissions through hybrid battery electric trains

Key facts

17 stations currently in scope

90 minutes end-to-end journey time

Up to **50% quicker** journeys vs car travel

fewer lorries on local roads

Nearly **100 miles** of new and upgraded railway

Over **3.5 million** people connected

71% of local community support

Supported by **every** local authority along the route

The Planning and Infrastructure Act 2025

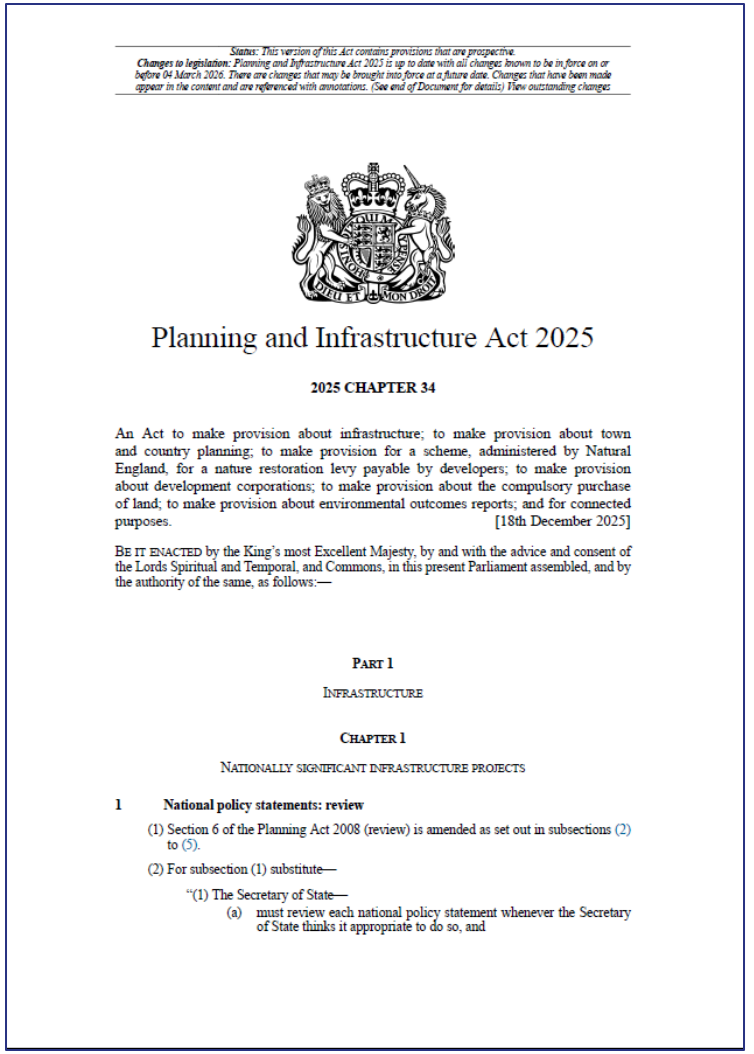
The Planning and Infrastructure Act presents a significant opportunity to modernise and streamline engagement for nationally significant infrastructure projects. East West Rail (EWR) is working closely with government to understand and respond to the Act's implications, particularly around consultation timing, stakeholder involvement, and iterative design development.

Our Engagement Vision

We see engagement under PIA as a strategic, iterative, and inclusive process designed to build trust, reduce risk, and improve outcomes.

Our approach is structured to:

- Align with government policy
- Enable meaningful two-way dialogue
- Plan for a consultation on final proposals before submission - lighter touch than a traditional statutory consultation.



Status: This version of this Act contains provisions that are prospective.
Changes to legislation: Planning and Infrastructure Act 2025 is up to date with all changes known to be in force on or before 04 March 2026. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Planning and Infrastructure Act 2025

2025 CHAPTER 34

An Act to make provision about infrastructure; to make provision about town and country planning; to make provision for a scheme, administered by Natural England, for a nature restoration levy payable by developers; to make provision about development corporations; to make provision about the compulsory purchase of land; to make provision about environmental outcomes reports; and for connected purposes. [18th December 2025]

BE IT ENACTED by the King's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

PART 1

INFRASTRUCTURE

CHAPTER 1

NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECTS

1 **National policy statements: review**

(1) Section 6 of the Planning Act 2008 (review) is amended as set out in subsections (2) to (5).

(2) For subsection (1) substitute—

"(1) The Secretary of State—

(a) must review each national policy statement whenever the Secretary of State thinks it appropriate to do so, and

East West Rail Operations

Ben Rule

Delivering Benefits Sooner

We're working to introduce services across the region as early as possible: This includes making use of the government's planning reforms to speed up the approvals process. The Department for Transport will confirm a start date for services between Oxford and Milton Keynes as soon as possible, once all the on-board staff are trained.

The new railway will open in stages: The first passenger services will be from Oxford to Milton Keynes. Once the Marston Vale line is upgraded, we will run trains from Oxford and Bletchley to Stewartby for the Universal resort. These services will be extended to Bedford once the work to upgrade Bedford station is complete. We will deliver improvements around Cambridge and open a new station at Tempsford ready for the new railway to be completed from Bedford to Cambridge.

We expect an increase in demand: to provide the necessary seats we expect to run up to 5 trains per hour along the route plus freight and we expect passenger trains to be 5 carriages long.

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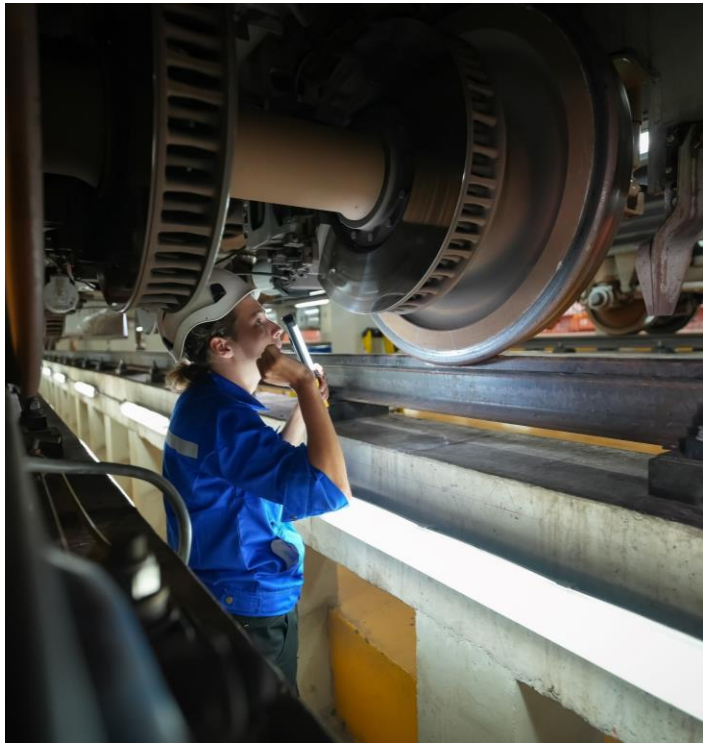
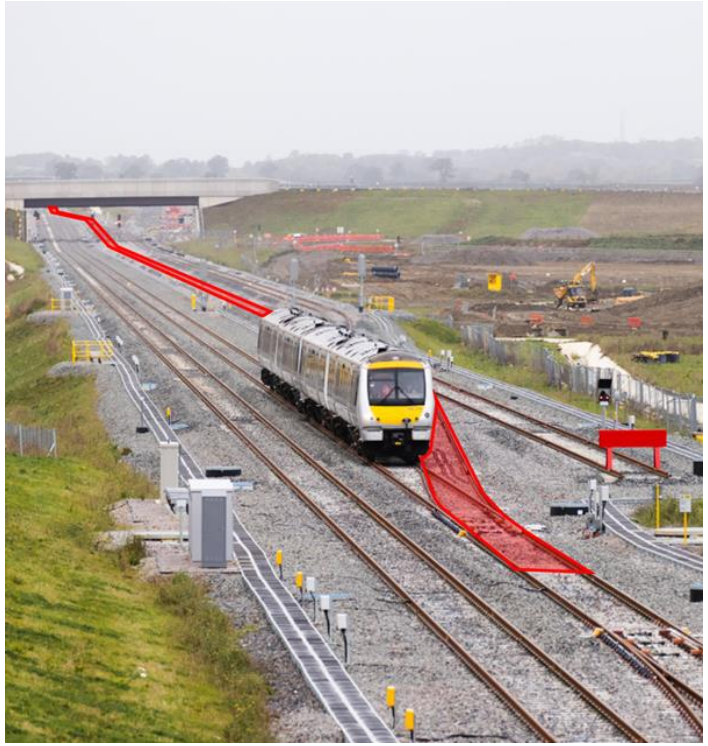
Providing A Reliable Railway

- Passengers place high value on reliability of the railway
- The reliability of rolling stock has a very significant effect on overall railway reliability
- Good train maintenance is critical for success
- On mixed freight and passenger route loops allow fast trains to overtake slower ones





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Use of the Train Maintenance Depot

Graham Dike

Use of the Train Maintenance Depot

The Train Maintenance Depot (TMD) is vital part of the overall depot and stabling strategy for the new passenger fleet serving the EWR route.

Activities at the site include:

- Stabling passenger trains predominantly at night
- Internal Cleaning
- External servicing and cleaning
- Inspection of trains
- Maintenance within the shed
- Parking spaces for daily use for staff and delivery of materials and parts.

Craigentinny TMD – Edinburgh, Scotland. Source: Google Earth

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Use of the Train Maintenance Depot

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Existing Depots on the Network

Bletchley TMD – Following an £80million investment into a key railway depot in Bletchley for 36 Class 730s, there is insufficient space at Bletchley Train Maintenance Depot for the number of East West Rail trains needed to be stabled and maintained.

Wolverton Works – Access to the site is via the West Coast Mainline and the availability of train paths for the number of East West Rail trains would make this location unsuitable for EWR passenger services.

HS2 Calvert Depot – This is a HS2 infrastructure maintenance depot. There is insufficient space within the site without removing the HS2 environmental mitigation areas.

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Site Layout Description

Laura Westaway and Myles Hudson

Updated Land Impact Map

This map was included in recent landowner engagement. It shows our latest thinking on the potential land impacts of the preferred TMD site and the proposed passing loops. This map outlines the total potential land impact based on the options that are being considered.

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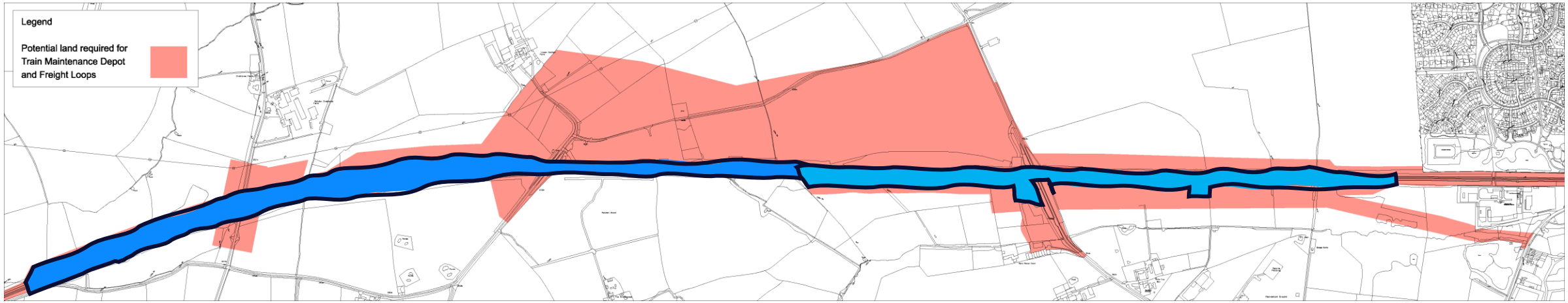
Site Layout Description – Loops



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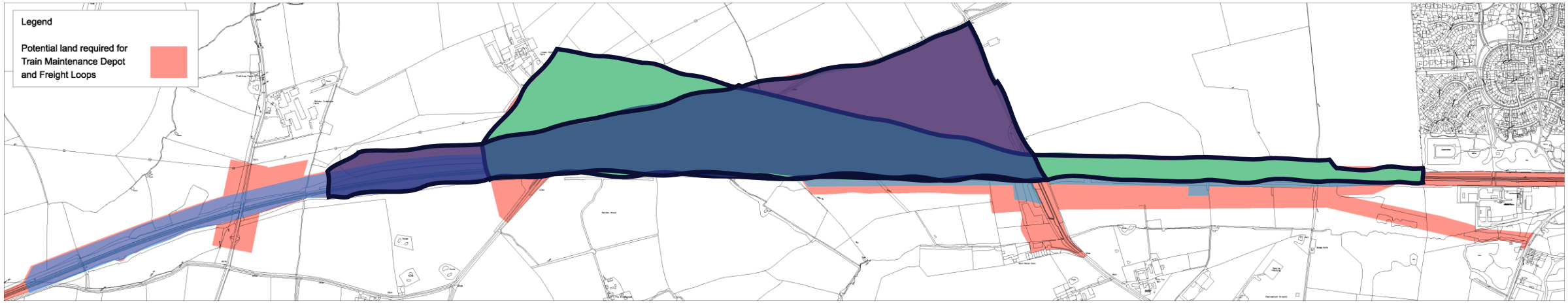
Site Layout Description – TMD options



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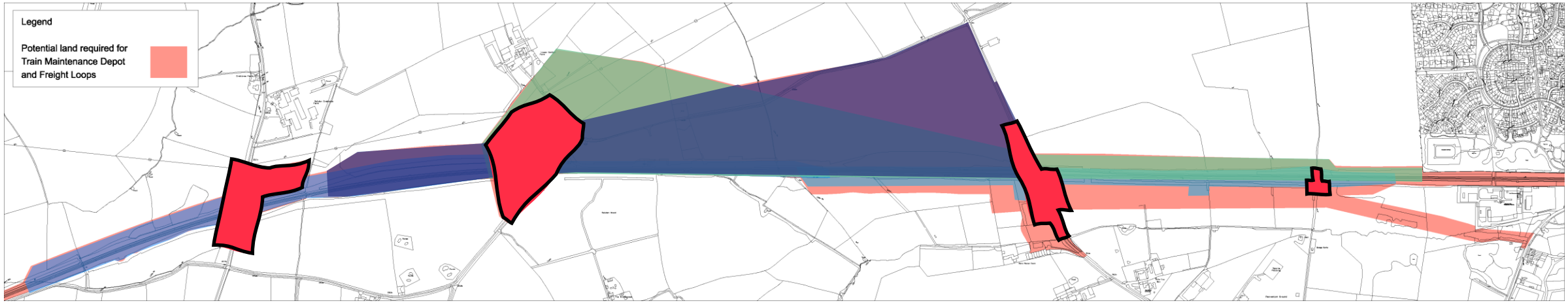
Site Layout Description – Bridge Modification



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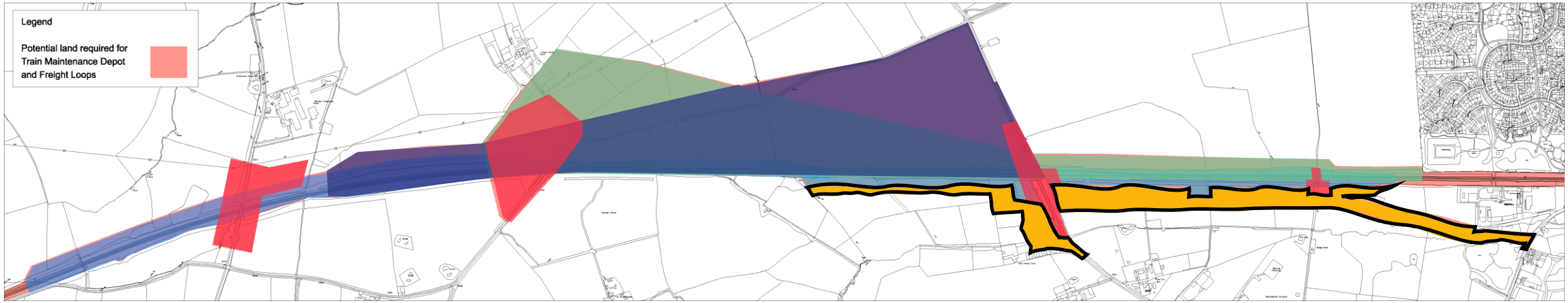
Site Layout Description – Access



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TMD Site Selection Process

Laura Westaway

Options Selection Process

The option selection process followed three stages:

- **Generating Long List**
- **Long List to Short List**
- **Short List to Preferred Option**

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Short List Assessment Factor Review

The five shortlisted locations were appraised using Assessments Factors.

Assessment Factors;

- provide a means of ensuring that the scheme meets its overall objectives.
- provide a consistent framework for decision making on design options and a robust basis for identifying preferred options.
- enable the location options to be compared against a design baseline or comparator.

Business case and customers
1. Transport user benefits
2. Potential to unlock economic growth
3, 4 and 5. Cost and affordability
Network Capability
6. Short distance connectivity to support commuting travel into key employment hubs (current and future)
7. Short distance passenger services.
8. Rail passenger connectivity to existing main lines
9. Long distance passenger services
10. Satisfying existing and future freight demand
Railway Operations
11. Performance and reliability
12. Alignment with wider railway strategy/infrastructure
13. Deliverability
14. Environment and Society
15. Local Plans

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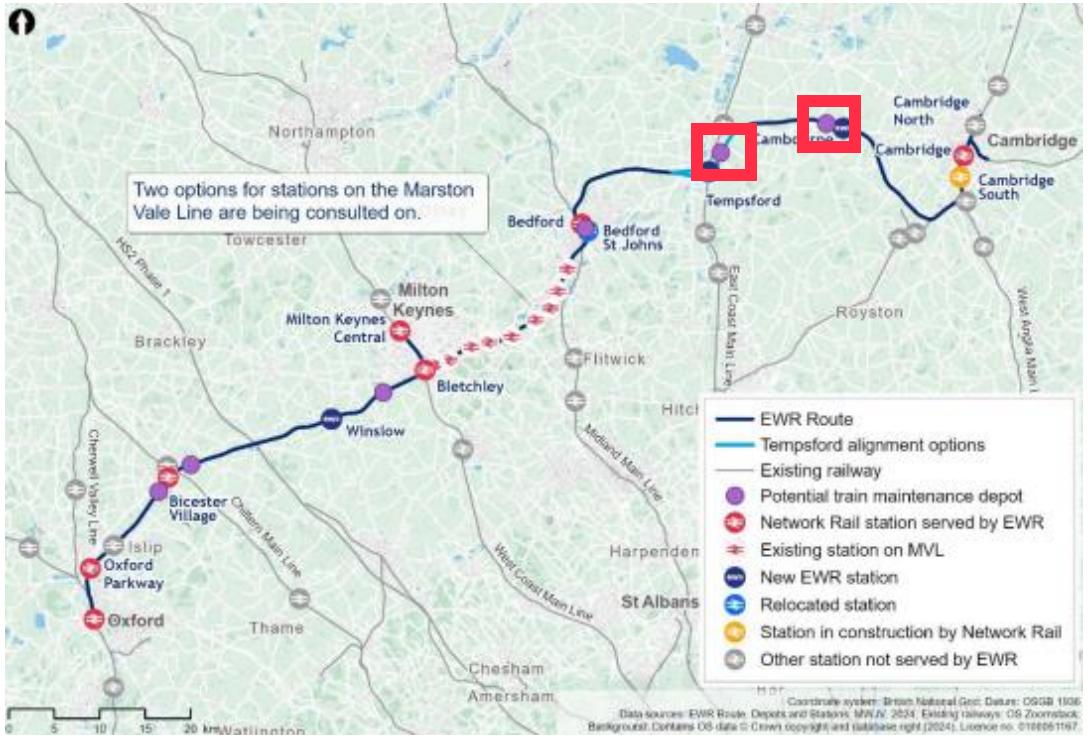
How was the preferred site selected?

Eastern Sites (1)

- The long list search commenced across the entire length of the route. Operation requirements are to have a TMD and LMD facilities, as far as possible positioned at opposite ends of the route.
- The current construction phasing of the project is that Oxford-Bedford infrastructure will be completed first, before the new railway between Bedford and Cambridge is constructed.



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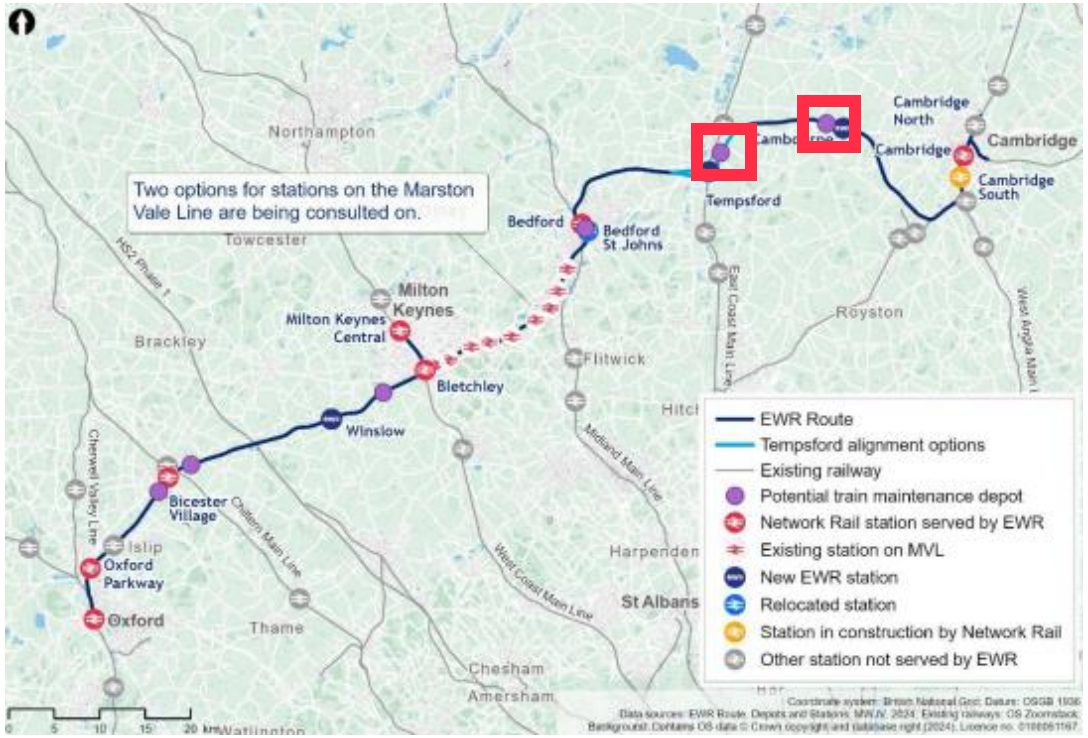
How was the preferred site selected?

Eastern Sites (2)

- To support the Entry into Service for EWR locating a TMD West of Bedford would enable new trains to be phased into service on existing infrastructure and maximise the infrastructure available for testing and staff training as soon as possible.
- Therefore, a strategic decision made that TMD would be positioned West of Bedford. The Eastern sites were taken forward as part of a review for LMD locations, now going through a further round of review.



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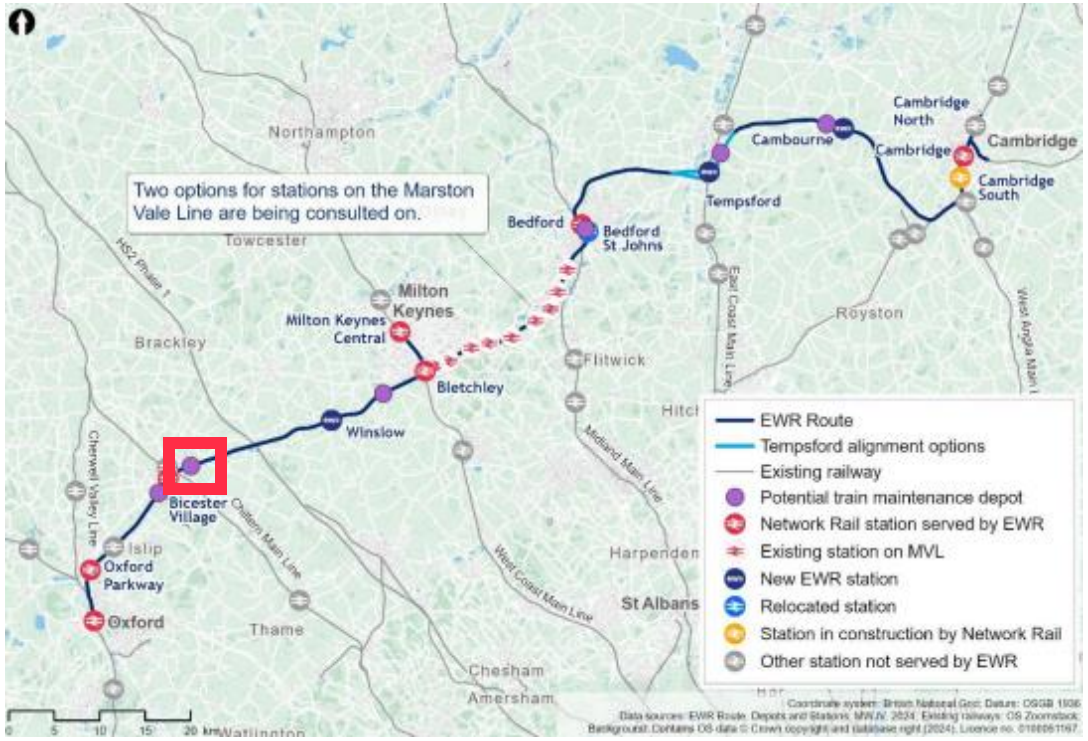
How was the preferred site selected?

The Site Assessed in the area East of Bicester:

- This site scored worse than the preferred location in the assessment factor process as it would require in the demolition/prevention of residential houses.
- Its proximity to a nearby primary school was also contributing factor
- As a result, for environment, this option scored poorly compared to the preferred option for communities, equalities, health and noise & vibration.



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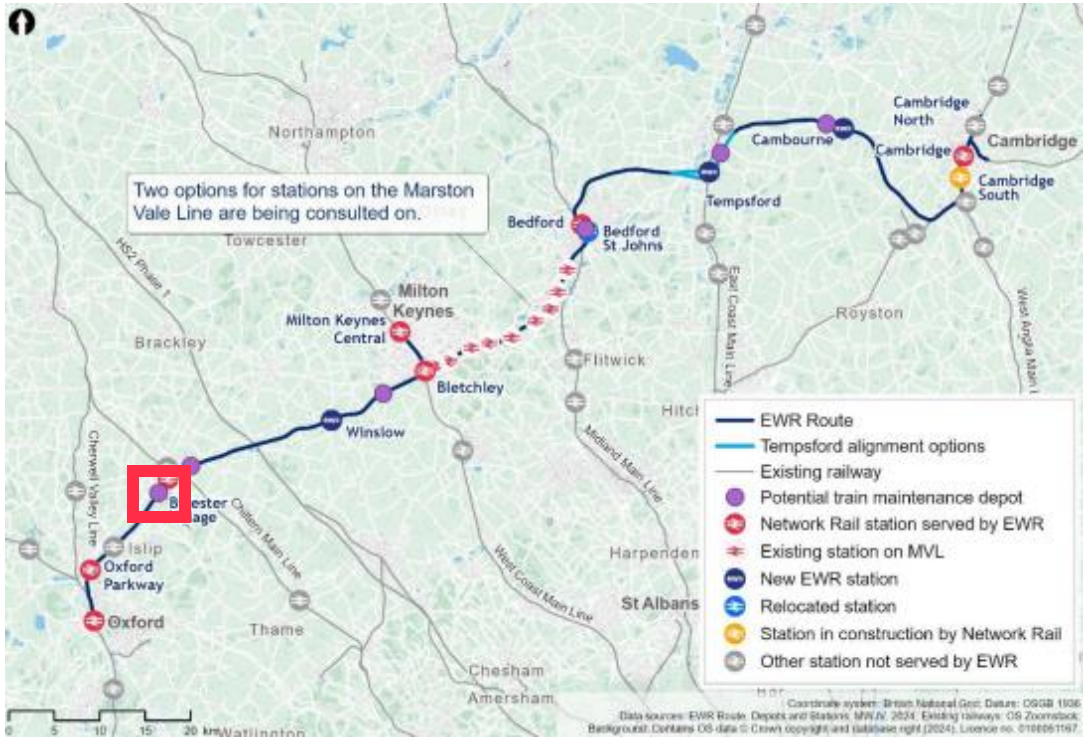
How was the preferred site selected?

The Site Assessed in the area West of Bicester (1)

- This site and the preferred location were subject to two rounds of assessment factors to a greater level of detail.
- For Railway operations this locations scored a worse than the preferred location. This is due to the constrained site requiring making it operationally inefficient.
- Compared to the preferred location the assessment identified increased maintenance costs due to its more complex track layout.



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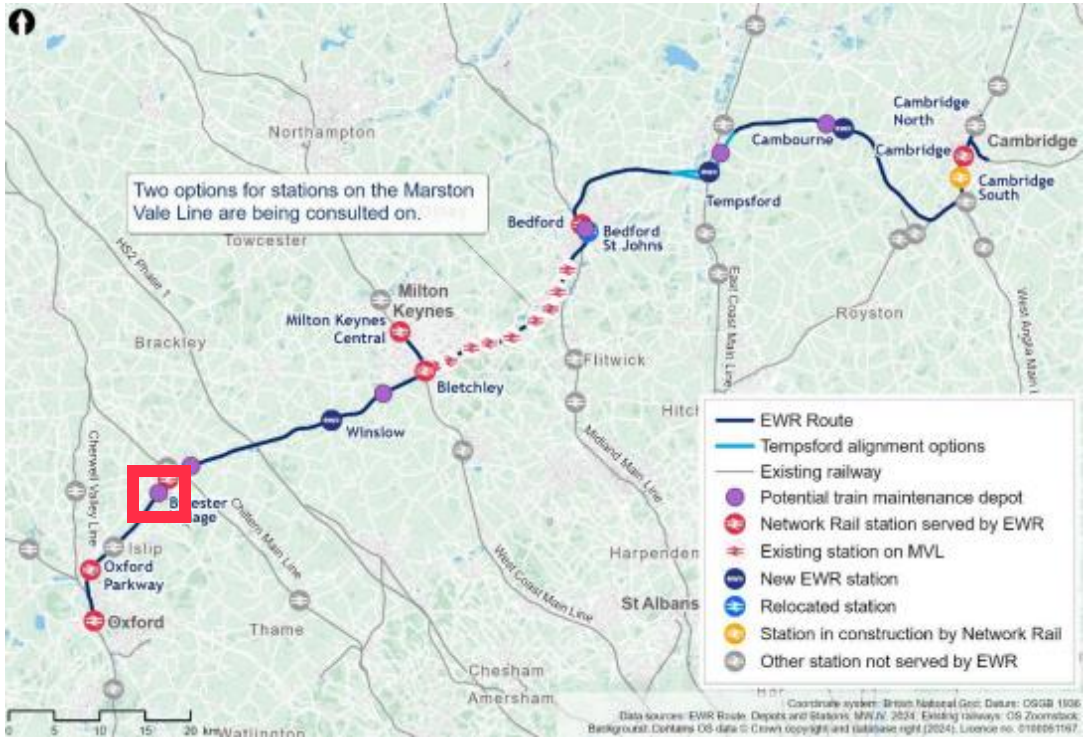
How was the preferred site selected?

The Site Assessed in the area West of Bicester (2)

- Third party utilities as this location would require diversions of a high-pressure gas main and an overhead powerline to enable depot construction. This location has some benefits over the preferred option due to a reduced quantity of work to the existing mainline, but was worsening for delivery programme due to the risk associated with the diversions.
- For environment, this option scored poorly compared to the preferred option for Heritage (impact to historic remains associated with Alchester Scheduled Monument) and Flood Risk.



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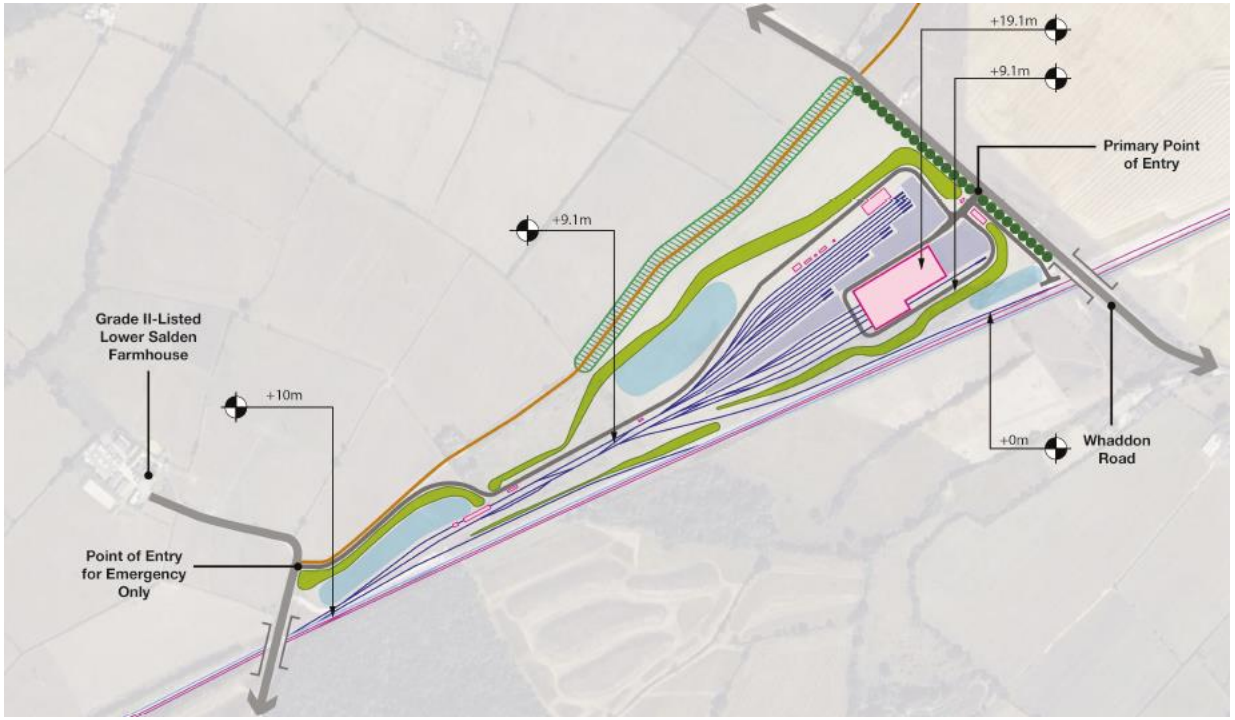
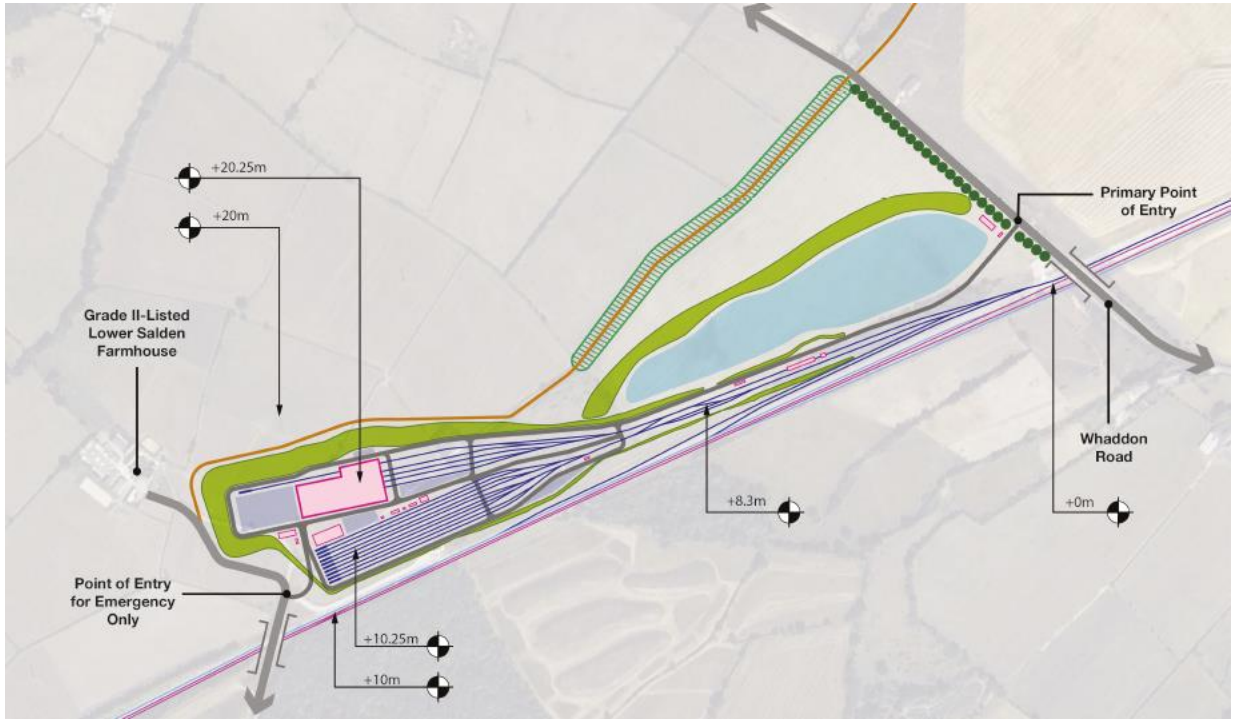
Next Steps Design Development





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Environment, Traffic and Transport Mitigations

Tristan Lincoln-Gordon

Environmental Sustainability

- Nature and communities are a **key consideration** in our decision making
- Focus on **avoidance of impacts** through good design before mitigating. Key commitments include:
  - 10% Biodiversity Net Gain
  - net zero passenger services
  - Protect the health and wellbeing of communities
- Formal assessment of impacts will be presented within the **Environmental Statement** and **Transport Assessment** submitted alongside the DCO
- Technical engagement ongoing with Local Authorities and Statutory bodies

East West Rail Environmental Sustainability Strategy

Our 6 Pillars

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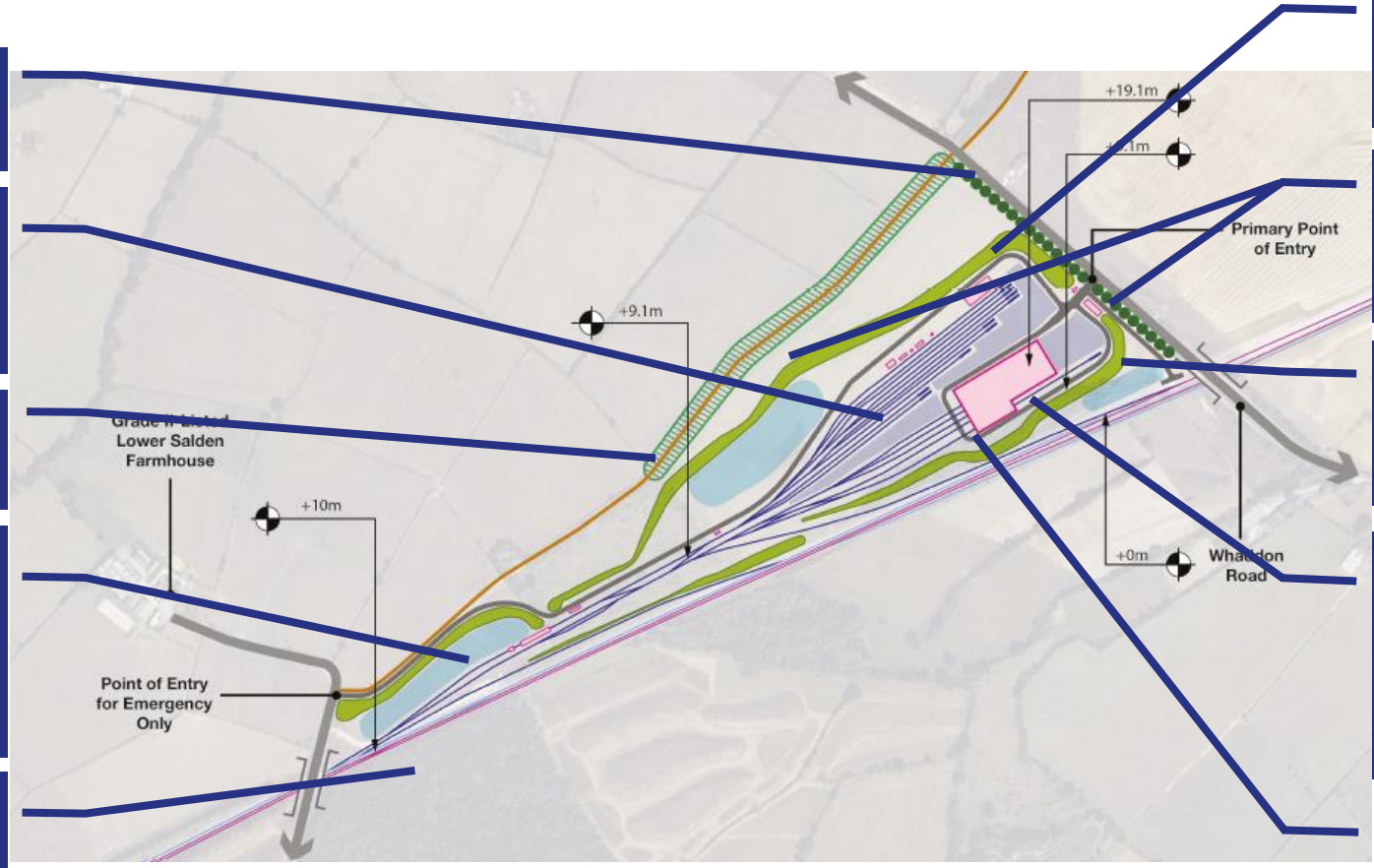
Environment & Community Mitigation

- Delivery Access
- Lighting design to be sensitive to rural area and minimise light-spill
- Maintain and enhance NCR51 and bridleway
- Drainage and attenuation ponds to manage flood on site and to nearby communities
- Designed to avoid direct impacts to Salden ancient woodland and ECS



Note: this is an indicative layout based on one option, and mitigations may vary depending on the final design of the TMD site

- Reuse of excavated material to support screening
- Woodland planting and landscaping to screen visual appearance
- Potential perimeter noise mitigation to reduce levels at nearby communities
- Building designs to include acoustic management to ensure noise meets government policy
- Modern design standards – high energy efficient and sustainability

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Approach to construction

We recognise that construction during the project would have an impact on local communities, businesses and the environment.

Engagement - We are committed to regular engagement with communities and businesses potentially affected by the construction.

Control Measures - We will develop and submit a draft Code of Construction Practice as part of our DCO application.

The CoCP will set out a range of mitigation measures and principles which contractors would be required to follow.

Construction Traffic	Noise & Air Quality	Community Engagement	Archaeology and Ecology	Roads and Access
• Agreed traffic routes • Active monitoring • Safety requirements for vehicles • Use of rail for construction materials where appropriate	• Controlled working hours • Dust suppression and control measures • Air quality standards for HGVs and machinery	• Process for notifying communities on construction updates • Community helpline to get updates and raise issues	• Preconstruction surveys • Archaeological investigations	• Sequencing of works to minimise disruption to communities • Advance notice • Minimise impact to NCR51/bridleway

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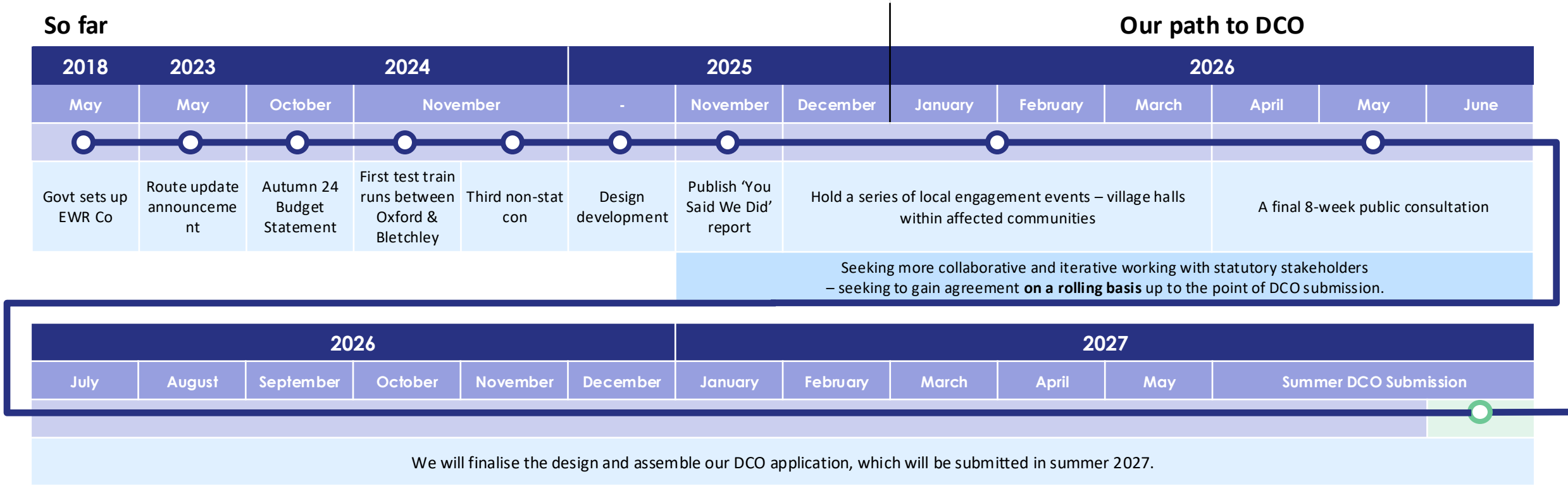
EWR Timelines



Q&A Section

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