

# Making Meaningful Connections

Consultation Document:  
Bletchley and the Marston Vale Line

**East West Rail Consultation:  
31 March – 9 June 2021**

This document contains the portions of the full Consultation Document which cover Bletchley and the Marston Vale Line. To access the full Consultation Document, please visit [www.eastwestrail.co.uk](http://www.eastwestrail.co.uk)







# 01. **Consultation Summary**

**The East West Railway Company (EWR Co) is asking communities, local representatives and stakeholders to give us comments and thoughts on our developing plans for East West Rail (EWR).**

This non-statutory consultation is your opportunity to tell us what you think about the options for building the railway that we have identified, as well as your expectations for the customer experience on the new railway. We would like to hear from you while our plans are still at a formative stage, so we can create the best possible railway for the communities the line will serve and minimise any negative impacts. There will be a further opportunity for you to tell us your views as the Project develops.

This summary document provides:

- An introduction to the East West Rail Project and EWR Co
- A summary of the developing plans on which we are consulting
- Where to find further information about our plans if you want to know more
- The ways you can respond to this consultation. Please note, the deadline for responses is 9 June 2021
- Next steps in the process, explaining how and when you will get further opportunities to share your thoughts.

## **What is East West Rail?**

East West Rail is a proposed new rail link, which would connect communities between Oxford, Milton Keynes, Bedford and Cambridge. By making it cheaper and quicker to get around, by boosting the local economy, creating jobs and supporting more affordable new homes locally, the new railway line would create a range of opportunities for people right across the area. It will also help spread prosperity across the UK by supporting opportunities for economic growth in towns and cities outside London.

The Project is being delivered in stages. Trains are already running between Oxford and Bicester, and we aim to have trains running the full length of the line between Oxford and Cambridge by the end of the decade.

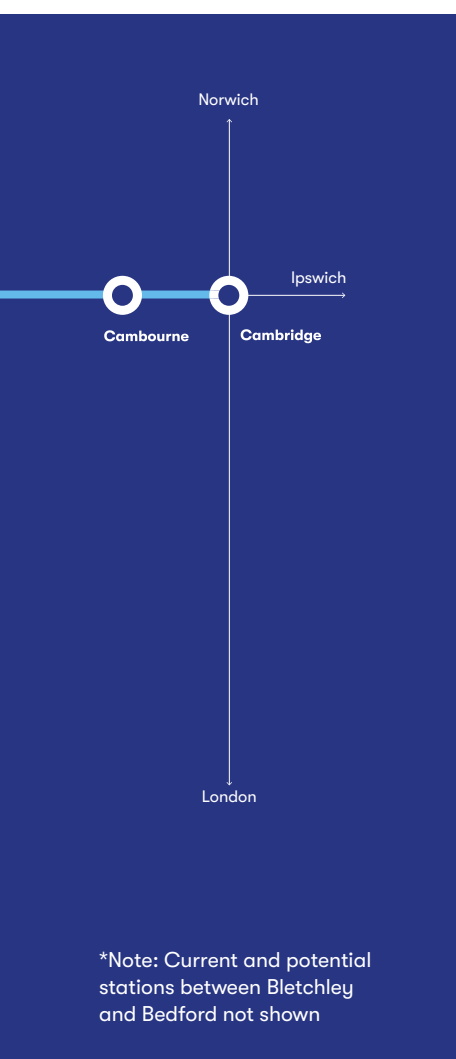


EWR route between  
Oxford and Cambridge

### The consultation process

This is the second public consultation we have carried out to share our Project plans. Following this consultation we will carefully analyse all your responses and publish a summary report in which will explain how we have taken them into account. We will use your consultation responses alongside continuing environmental, economic and technical studies to help us shape various aspects of the Project. We will have a further stage of consultation following which we will submit the application for powers to build the new railway to the Secretary of State for Transport.

Visit [www.communityhub.eastwestrail.co.uk](http://www.communityhub.eastwestrail.co.uk) for previous consultation information and up to date Project information.



This Consultation Summary provides an overview of the proposals on which we are consulting. Other documents available which provide further information are set out in the table below.

Document	Description
<b>Consultation Document</b>	A document setting out all of our proposals that we are consulting you about, with more detail than this Summary.
<b>Consultation Response Form</b>	Please use this form to share your thoughts. We encourage you to respond online. If you do not have access to the Internet or would like to respond on paper, please let us know.
<b>Consultation Technical Report</b>	This contains detailed, technical information which supports the Consultation Document. It sets out how we have assessed options during design development, and how we have considered environmental factors.
<b>Consultation Drawings</b>	These drawings show the proposed alignment options between Bedford and Cambridge and the location of any proposed works between Oxford and Bedford.
<b>Engineering Long Section Drawing</b>	A Long Section Drawing is available for each route alignment option between Bedford and Cambridge, which shows its vertical alignment (height) relative to ground levels. These are draft and will change as design progresses.
<b>You Said, We Did</b>	This document refers to our previous consultation about the route option between Bedford and Cambridge and how your responses informed our proposals.
<b>Appendices</b>	There are several additional documents which provide further background information.
<b>Guide to the proposed Need to Sell Scheme</b>	A consultation guide to our proposed discretionary purchase scheme which aims to support owner occupiers who have a pressing need but are unable to sell their property, except at a substantially lesser value, due to the project following the announcement of the preferred route alignment for the railway. We are seeking your views on our proposal.

Please visit  
[www.eastwestrail.co.uk](http://www.eastwestrail.co.uk)  
 for more information about  
 East West Rail, and to  
 hear more from the  
 EWR Co team.

## Summary of the consultation

**We want to hear your views on developing plans for East West Rail. We are grateful for any thoughts you'd like to share, including on two particularly key themes:**

1. Customer experience and railway operations
2. Our infrastructure proposals – such as route alignments, stations and level crossings.

We are taking into careful consideration a number of important factors as we continue to develop plans for East West Rail. These include how we provide the right type of service for our customers, which route alignment works best for the communities we plan to serve and the overall plan for stations as the Project progresses.

We have used several assessment factors to assess and compare different options for the Project. You can find more information on these factors in the Consultation Document.



A local briefing  
on the Bedford to  
Cambridge Preferred  
Route Option (2020)





Virtual  
Consultation Room

## Please let us know your views

Ahead of our programme of online meetings, we will be opening our Virtual Consultation rooms where you can learn more about the developing plans for East West Rail:  
**[www.eastwestrail.co.uk/virtual](http://www.eastwestrail.co.uk/virtual)**

Here you can:

- View and download detailed chapters from the Consultation Document and Technical Report
- Watch videos explaining key aspects of the consultation
- Take part in consultation events
- Respond to the consultation

Please respond by 9 June 2021.

For environmental and cost reasons, we urge as many people as possible to use the website to view materials and the online feedback form to share your views. If you are not able to get online to view the documents, please do get in touch. You can find our contact details at the end of this document.

Ongoing COVID-19 restrictions relating to people gathering together mean that we are unable to plan face to face events in the community during this consultation. However, we believe it's critical that as many people as possible are able to take part. We have made every effort to reach out to communities through town and parish councils, local authorities, rail user groups and other local groups, for whom we will be holding virtual briefing sessions during the consultation.

We have sent one of these summary documents to around 300,000 homes and businesses in the area, have arranged for adverts to be placed in local media, and will be holding online events for the public during the consultation. If you are unable to join online, call our team on 0330 134 0067 and discuss how you can join by phone. We hope you take the opportunity to share your views. There will be a further consultation so there will be another opportunity to tell us your views.

Thank you for helping create a great railway for your community.

# 1. Customer experience and railway operations

**EWR Co has been created to develop a railway with customers and communities at its core.**

Whether you plan to use the new rail service to get to work, for business, education, leisure activities or to visit family and friends, we want you to have the best possible experience. That includes not only frequent, punctual services that you can rely on, but the wider experience, such as:



How, when and where you receive information on train services



Your interactions with our colleagues



The on-train facilities



The design of new stations

We are keen to hear from potential future customers including people who live and work in the area. We want to hear your ideas and understand what's important to you. All feedback will help ensure we deliver an excellent rail service as well as a great customer experience for you and your community.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

## 2. Infrastructure development

East West Rail will connect communities between Oxford and Cambridge, improving parts of the existing rail network – and building a new section of line – to deliver a reliable service for passengers and communities.

We have divided the East West Rail route into sections to help focus on the most important questions in each area.

- **Section A:** Oxford to Bicester – improvements to the existing railway and stations
- **Section B:** Bletchley and the Marston Vale Line – improvements to the existing infrastructure, stations and level crossings
- **Section C:** Bedford – a new Bedford Station, a new Bedford St Johns Station, improvements to the existing railway and a new section of railway
- **Section D:** Clapham Green to The Eversdens – the main section of new railway and new stations

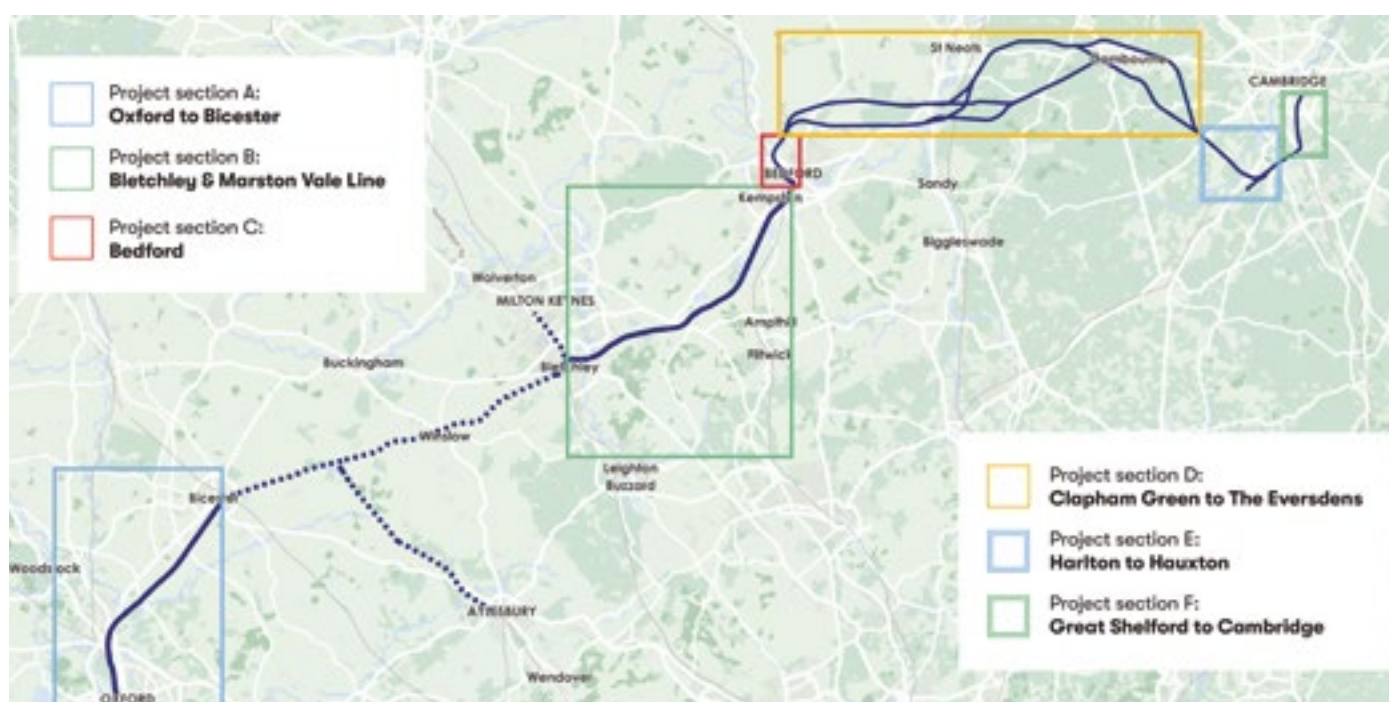
- **Section E:** Harlton to Hauxton – new railway and a new railway junction
- **Section F:** The Shelfords to Cambridge station – improvements to the existing railway and Cambridge station.

### Supporting property owners

In developing our proposals, we aim to minimise the negative impact this may have on people's land and property and mitigate any impacts we cannot avoid. While we don't yet know for certain which land or property will be needed, we know that publishing our plans could potentially affect people needing to sell their home or small business. We are consulting on a discretionary purchase scheme, the Need to Sell Scheme, that, if introduced, could support owner occupiers once the announcement of the preferred route alignment for the railway has been made. The proposals are set out in our Guide to the proposed Need to Sell Scheme which is available on our website

[www.eastwestrail.co.uk](http://www.eastwestrail.co.uk)

Sections of the route which we are consulting on



## Section A: Oxford to Bicester - improvements to the existing railway and stations

### Why are we proposing this work?

The stations and railway lines between Oxford and Bicester do not have the capacity to run the four trains per hour service that is planned for East West Rail. Therefore, we need to create more capacity for these services.

The proposed changes would provide people living, working and visiting the area around Oxford and Bicester with fast and reliable train services to Bletchley, Cambridge and stations in between - as well as better connectivity to the wider rail network.

The changes would also seek to improve the customer experience at Oxford, Oxford Parkway and Bicester Village stations.

Section A  
proposals map





London Road level crossing, Bicester



## What are the developing plans for this section?



Improvements at Oxford, Oxford Parkway and Bicester Village stations to accommodate more trains and more customers



Proposals for one or more additional platforms at Oxford station



Improvements to the track in the Oxford area to increase capacity for EWR trains to approach Oxford



Alternative ways for vehicles and pedestrians to cross the railway at London Road in Bicester to improve safety, to enable a faster, more reliable train service, and to reduce traffic disruption.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

## Section B: Bletchley and the Marston Vale Line - improvements to the existing railway and stations

### Why are we proposing this work?

It is not possible to introduce a fast, reliable and frequent service between Oxford and Cambridge without making a significant investment in the Marston Vale Line.

The line, which runs between Bletchley and Bedford, was first built in 1846 and continued to operate after the original Varsity Line closed in the 1960s. In recent years, the Marston Vale Line Community Rail Partnership has worked proactively to engage local people with the railway and promote the rail line. The underlying infrastructure however has not seen significant investment for decades, and the communities it serves have changed and grown considerably over that time.

Why investment is needed:

- The signalling system is obsolete and has, at times, been unreliable. This has led to train services having to be suspended on numerous occasions
- The existing infrastructure means the line is slow, with just one train an hour, taking 42 minutes to do 16 miles – an average speed of just 25mph.
- The stations are all unstaffed, and are very constrained in terms of the facilities and experience they can offer passengers, whether that's warm waiting areas, drop off points, or car and bike parking.
- Many of the stations have amongst the lowest usage on the national network. Indeed, three of the ten stations see fewer than 40 passengers on average each day.

Section B  
proposals map



East West Rail represents a once in a generation opportunity to provide a reliable, frequent train service for communities along the Marston Vale Line. Communities have an opportunity to protect the line, whilst making sure it meets the needs of local people today and into the future. This opportunity would result in a railway line sitting at the heart of an integrated transport network, making journeys from door to door both quicker and more convenient.

### What are the developing plans for this section?

We have identified two ways this part of the line could be upgraded:

**Concept 1:** The existing hourly stopping service would continue to serve all Marston Vale Line stations, with a new limited-stop EWR service calling at two stations – Woburn Sands and Ridgmont – four times an hour.

The hourly stopping service at intermediate stations would enable a change onto a faster EWR train at either Woburn Sands or Ridgmont, for connections to Oxford and Cambridge.

The ability to change to the faster EWR services at Ridgmont will make journeys from some intermediate stations to either Bletchley or Bedford quicker. Two EWR Oxford - Cambridge trains and two EWR Bletchley - Cambridge each hour would call at Woburn Sands and Ridgmont. These trains would take 22 minutes to travel from Bletchley to Bedford. The hourly-stopping service would need to wait in additional sections of track known as 'passing loops' to allow faster EWR trains to overtake so may need to run more slowly, and the timetable would be modified. Most of the stations would see minimal - if any - upgrades, but the station at Ridgmont would need to be relocated to enable

passing loops to be built and Bedford St Johns station would also be relocated.

**Concept 2:** There would be five new merged stations on the Marston Vale Line – all five would benefit from at least two EWR services every hour, and some would have four. This would mean more communities have access to more frequent and faster services, direct to more locations.

Two EWR stopping trains would run every hour between Bletchley and Cambridge calling at all five stations. These trains would take 27 minutes to travel from Bletchley to Bedford instead of 42 minutes today. In addition, two EWR Oxford-Cambridge trains would call at Woburn Sands and Ridgmont. These trains would take 22 minutes to travel from Bletchley to Bedford.

These services would replace the current hourly stopping service and the ten existing intermediate stations would be merged, creating five new modern stations with better facilities in locations more suitable for existing needs and to ensure that the right transport infrastructure is in place for the growth that is already starting to happen in the local area. Some residents would need to travel a little further to their nearest station, but EWR are developing plans for improved pedestrian and cycle routes, as well as working with local stakeholders on better public transport connections.

Given the increased frequency and speed of the service, even for those who do have to travel further to the station, overall journey durations are likely to be shorter or at least the same as they are today. Upgraded and new stations would be designed from the start to ensure that onward transport – whether by bike, car, bus or on foot – is convenient and minimises disruption by reducing traffic in constrained village centres.

Merged stations have been considered in the following locations:

- Woburn Sands station relocated a short distance to the west of the current station
- Ridgmont station relocated between the current Aspley Guise and Ridgmont stations (in a similar location to that required by Concept 1)
- Lidlinton station relocated a short distance to the east of the existing Lidlinton station
- Stewartby station relocated between the current Stewartby and Kempston Hardwick stations
- Bedford St Johns station relocated a short distance to the south or west

All of these stations on the line would benefit from direct connections east between Bedford and Cambridge. Woburn Sands and Ridgmont would have direct services to stations west – like Oxford or Bicester, whilst for the others this would be a short interchange.

Whilst we have identified these five locations by working with local stakeholders, we are open to your suggestions for alternative merged station options, provided the overall number does not increase beyond five in Concept 2.

Both of these concepts are viable options. We recognise that despite its reliability challenges and low usage, the existing service is important for some members of the community. It would though be a missed opportunity if we were not to at least consider the alternative, given the potential benefits it offers to local residents both today and for the future.

**Both of these concepts would require:**

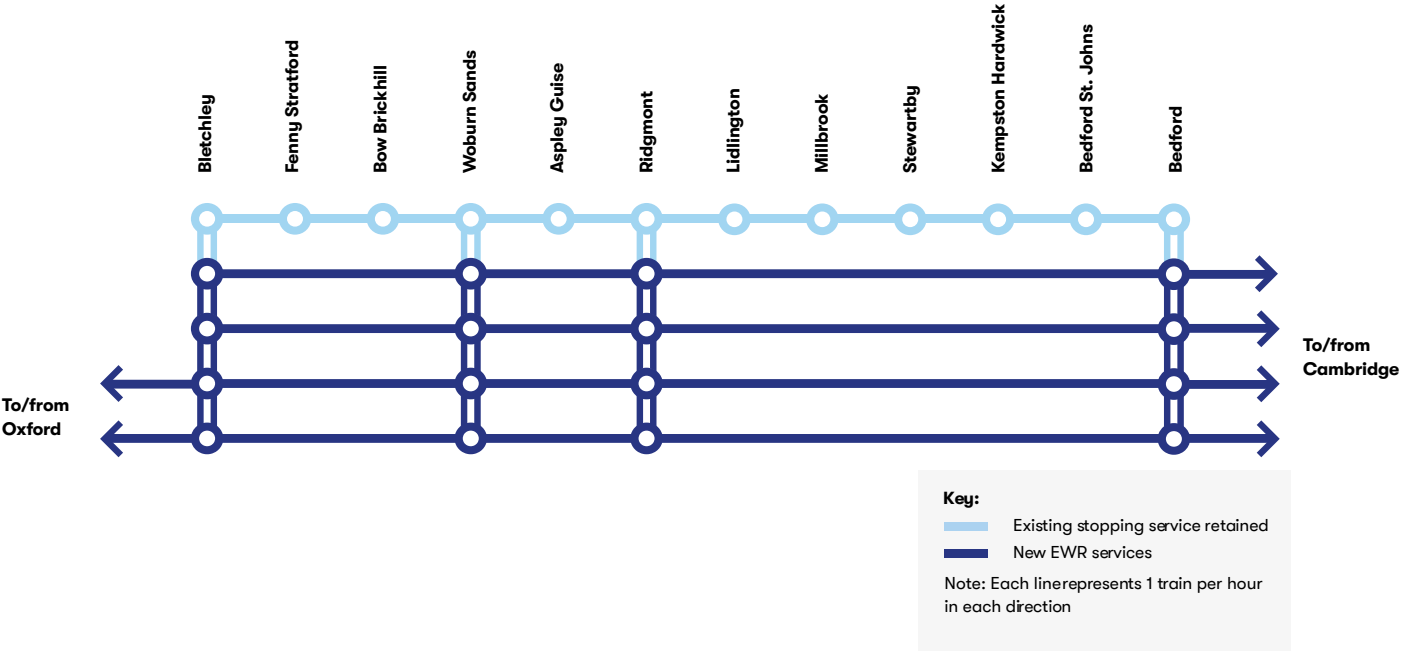
- Changes to the way vehicles and pedestrians cross the railway, replacing level crossings with safer alternatives to enable a faster, more frequent and more reliable train service
- Improvements to the track, including the reinstatement of a second track between Bletchley and Fenny Stratford
- A range of improvements to Bletchley station, which would become an important hub with the extension of East West Rail's services to Bedford and Cambridge
- Consideration of how to carry out the required upgrades, which could involve the suspension of the existing train service between Bletchley and Bedford, during the construction period.
- When we have reviewed responses in relation to these concepts, we will prepare designs in greater detail for each of them, along with assessments of their effects. We will share these at our statutory consultation.
- Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

When we have reviewed responses in relation to these concepts, we will prepare designs in greater detail for each of them, along with assessments of their effects. We will share these at our statutory consultation.

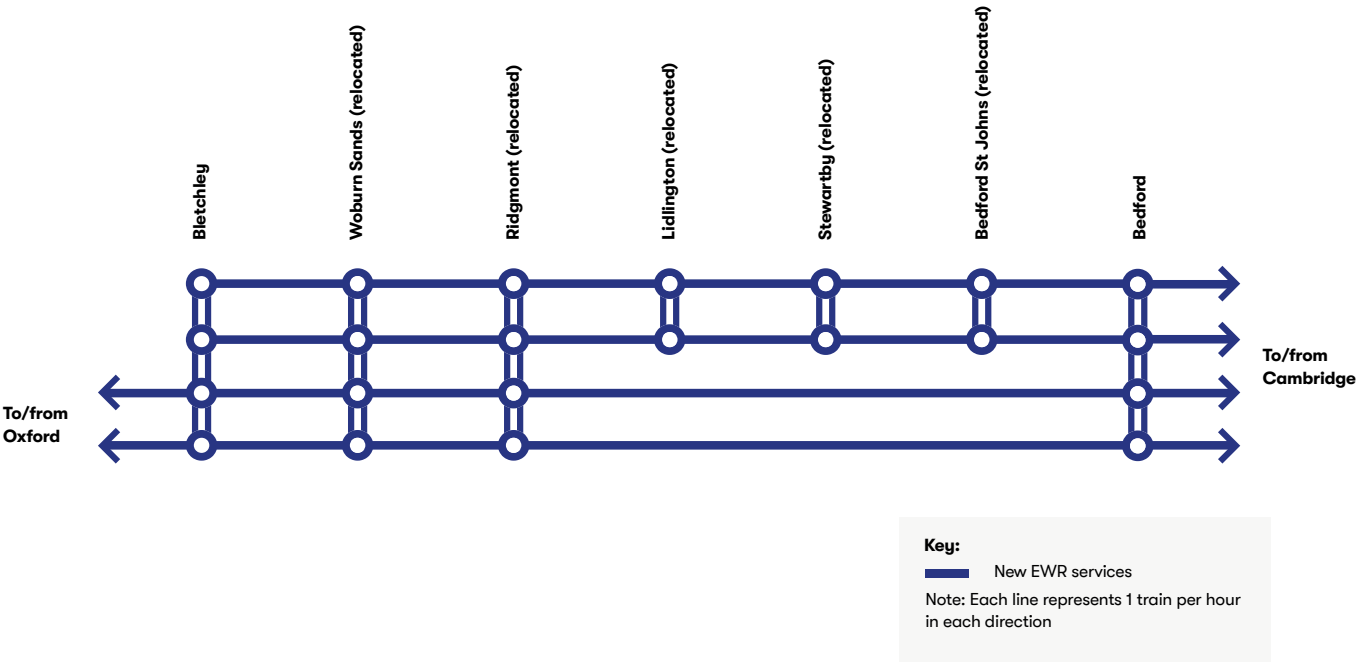


Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

**Concept 1: Retain the existing hourly service that stops at all current intermediate stations, and introduce fast limited-stop Oxford – Cambridge services alongside it.**



**Concept 2: Provide more people easier access to more frequent, faster and direct trains at five merged stations on the Marston Vale Line.**



## Section C: Bedford - improvements to the existing railway and a new section of railway

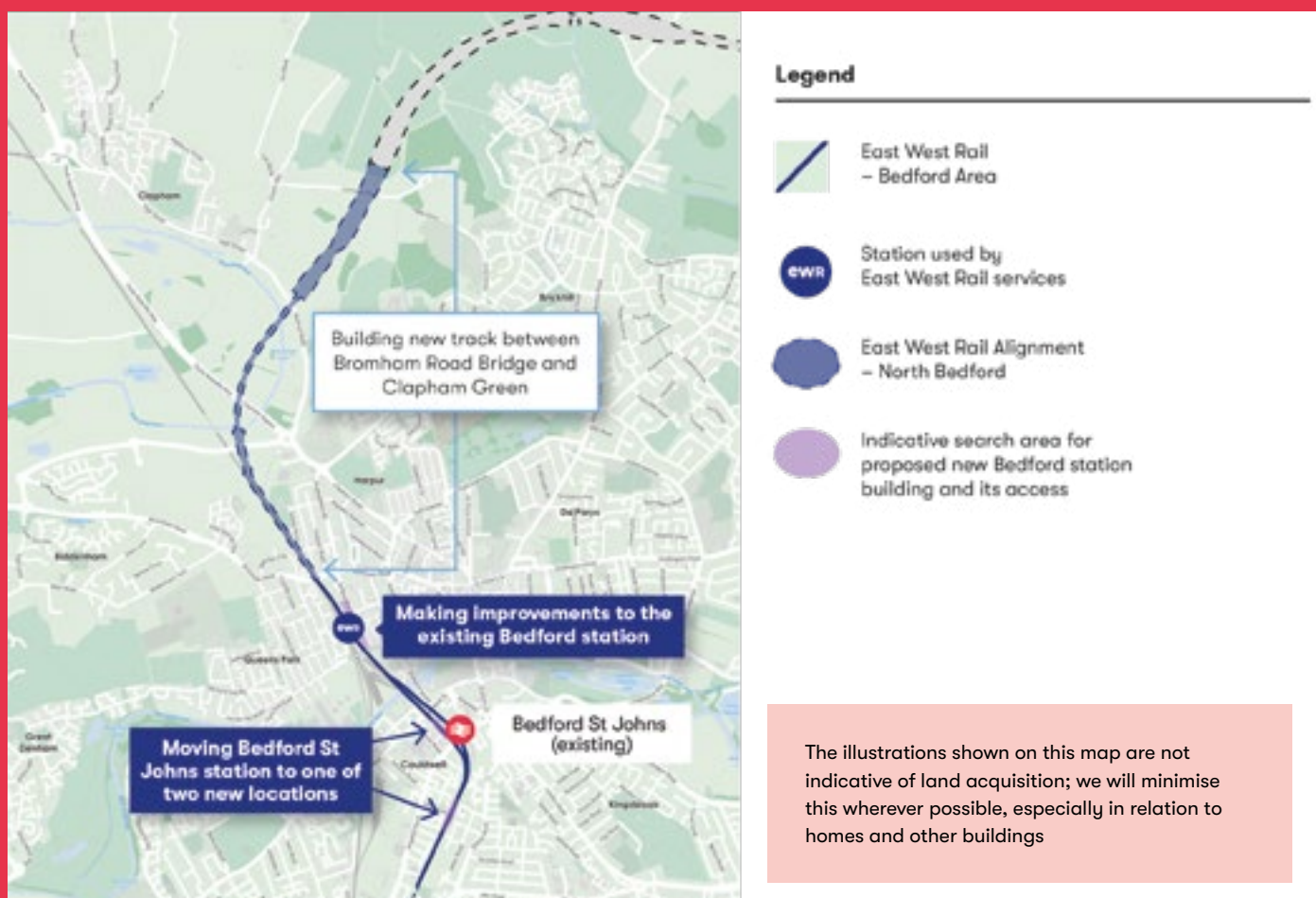
### Why are we proposing this work?

Bedford station is already an important transport hub in the region. The introduction of East West Rail services means the station and supporting infrastructure need a range of improvements to make sure sufficient capacity is available for trains to be punctual, so that customers receive the service and experience they should expect.

In restoring a vital rail connection between Oxford, Bedford and Cambridge that was lost to local people in the last century, these improvements can support local stakeholders' future aspirations for more jobs, prosperity and growth in this lively, diverse town.

In particular, improvements to Bedford station would contribute to the regeneration of the area immediately around the station, and for the centre of Bedford.

Section C  
proposals map



Bedford St Johns station



This would need to be accompanied by changes to the track alignment around Bedford St Johns station, and the relocation of that station itself, as the existing track and station would currently be unable to accommodate proposed East West Rail services. In addition, new tracks are needed north of Bedford alongside the existing Midland Main Line to connect the new East West Rail platforms to the section of new railway that would connect Bedford to Cambridge.

### What are the developing plans for this section?

- **Bedford St Johns station:** a new Bedford St Johns station on a different section of track into Bedford, either closer to the hospital or to the south west of the existing station, close to the Ampthill Road – Elstow Road Pedestrian Link bridge.
- **Bedford station:** building new track to Bromham Road Bridge. The existing station building is proposed to be demolished and a new station building would be built.
- **North Bedford:** building new track in between Bromham Road Bridge and Clapham Green, creating the new connection to Cambridge.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.



## Section D: Clapham Green to The Eversdens - new railway and new stations

### Why are we proposing this work?

East West Rail would bring faster and better long term connectivity to communities between Bedford and Cambridge. People living in Cambourne and in the area between Sandy and St Neots would benefit from new stations and a potential new connection to the East Coast Main Line (London-Edinburgh).

Section D  
proposals map



The new line would also support local aspirations to create more jobs and develop homes for people in areas along the route. Businesses would find it easier to start up and grow locally as they would benefit from better access to suppliers, customers, and skills as more people will be able to afford to live and work in the area.

For the benefits of East West Rail to be realised, a new section of railway needs to be built between Bedford and Cambridge. In early 2019 we consulted on five potential route options for this section of new railway.

In January 2020, following consideration of responses to our previous consultation, further design development and environmental assessment, the Government announced our preferred route option (route option E). The preferred route option defines the area within which the actual railway line maybe located.

Following the announcement of the preferred route option, we have now identified and assessed potential route alignment options, as well as considering possible station locations on each of these route alignments.

Alignments 1 (dark blue) and 9 (purple) have been identified as emerging preferences for a number of reasons:

- Joined up infrastructure – they benefit from a shared ‘travel corridor’ with the proposed A428 Black Cat to Caxton Gibbet Improvement Scheme, meaning they already cover a route used regularly to connect people to places
- New housing and communities – we believe that there is more potential for new homes and communities in the area (particularly for Cambourne North compared to Cambourne South)
- Economic growth – alongside the development of new housing, a new station could bring economic growth to the community, creating more jobs and prosperity
- Value for money – they are expected to be less costly to deliver than other alignments connecting to the same station pairings.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

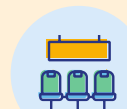
## What are the developing plans in this area?



Construction of a new railway - nine options have been identified and we have shortlisted these to five options for the route alignment of East West Rail. Out of these five options, we have identified two emerging preferences



A new station in the area near Tempsford or St Neots, which could connect East West Rail with the East Coast Main Line



A new station either north or south of Cambourne

## Section E: Harlton to Hauxton - new railway and a new railway junction

### Why are we proposing this work?

We propose that the new railway between Bedford and Cambridge enters Cambridge from the south via the West Anglia Main Line.

We need to build a new railway junction to join the proposed new railway to the existing Shepreth Branch Royston line (the King's Cross line), which then connects to the West Anglia Main Line at the Shepreth Branch Junction to the north east.

Construction of the new junction would allow fast and reliable East West Rail services to run into Cambridge connecting communities and businesses across the Oxford to Cambridge Arc.

### What are the developing plans in this area?

- New railway infrastructure south west of Cambridge including a new railway junction near Harston and Hauxton.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

The illustrations shown on this map are not indicative of land acquisition; we will minimise this wherever possible, especially in relation to homes and other buildings

Section E  
proposals map





## Section F: Great Shelford to Cambridge station - improvements to the existing railway and Cambridge station

### Why are we proposing this work?

To enable the existing railway between the new Hauxton Junction and Cambridge to accommodate the additional East West Rail services we need to make a number of changes to the railway. Changes are also required at Cambridge station to help with the anticipated increase in passengers.

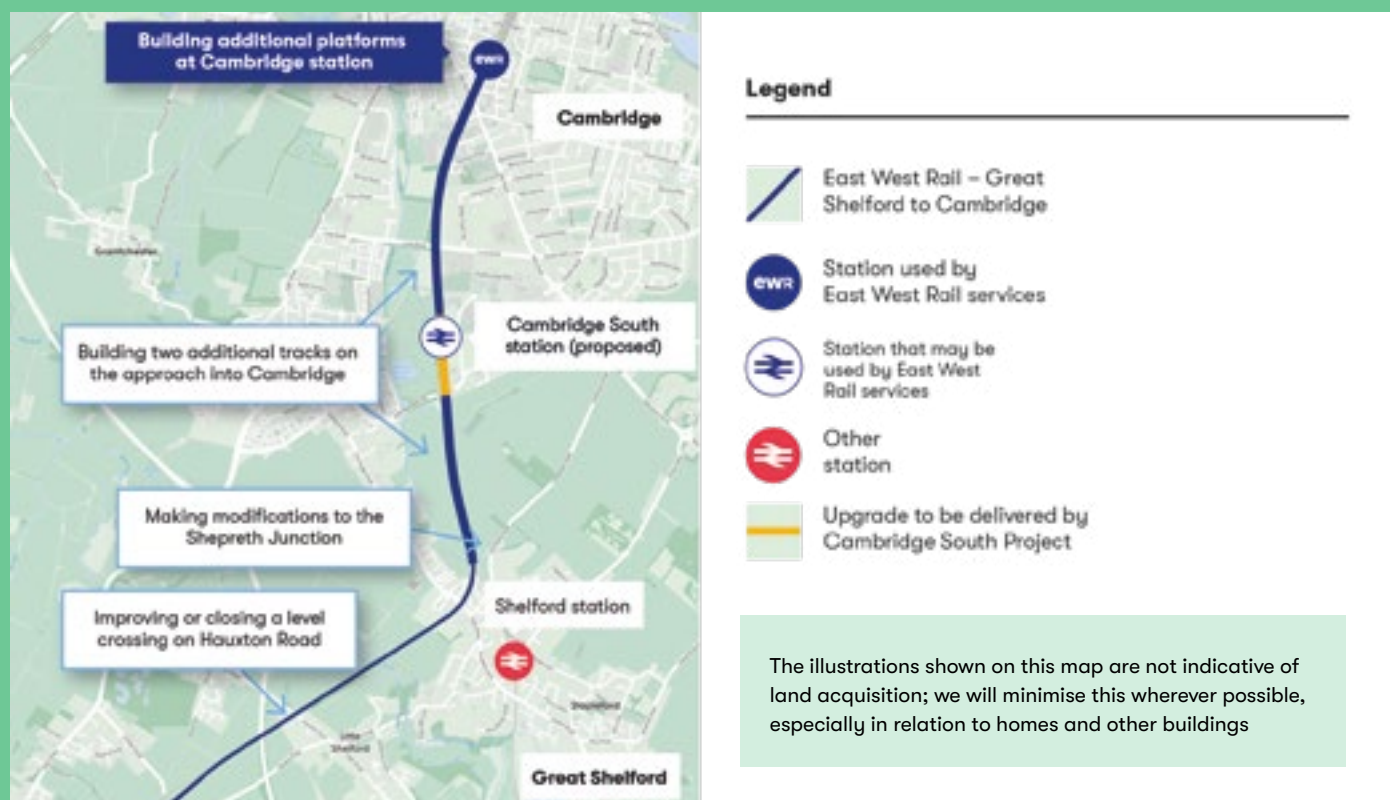
### What are the developing plans in this area?

- Improvements or closure of a level crossing on Hauxton Road, between Little Shelford and Hauxton

- Maintaining the existing two track railway of the Shepreth Branch Royston line (the King's Cross line) to Shepreth Branch Junction
- An additional two tracks in some areas to create four tracks on the West Anglia Main Line between Shepreth Branch Junction and Cambridge station, and modification of Shepreth Branch Junction
- Additional platforms at Cambridge station and the opportunity to stop at the proposed Cambridge South station.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

Section F  
proposals map



## The approach to Cambridge

Before we chose our preferred route option in January 2020, we assessed whether we should take a northern approach into Cambridge. At that stage, and taking into account the response to consultation, our assessment showed that a northern approach to Cambridge wouldn't perform as well as our options that approached Cambridge from the south.

Due to the fact that we are now looking at options with a station north of Cambourne, which could facilitate a northern approach to Cambridge, we have updated the information relating to our previous conclusion that the additional route length on the northern approach would lead to higher costs and lower passenger benefits.

Our updated information on approaching Cambridge from the north, including a station at Oakington and a junction at Milton, is contained in the Technical Report.

The updated information continues to show the reasons why a southern approach remains our preference in terms of value for money, benefits and impacts on communities, and in terms of operating the railway.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.





Cambridge





## 02. **Infrastructure development**

02.  
Infrastructure development

**East West Rail will connect communities using the railway between Oxford and Bedford, which will need improvements to deliver a reliable service, and an entirely new section of railway line between Bedford and Cambridge – the exact alignment of which has not been decided and which is covered in this consultation.**

We would like to understand what you think about the developing plans for this critical infrastructure and have divided the EWR route into sections to help focus on the most important questions in each area.

- **Section A:** Oxford to Bicester - improvements to the existing railway and stations
- **Section B:** Bletchley and the Marston Vale Line - improvements to the existing railway and stations
- **Section C:** Bedford -improvements to the existing railway and a new section of railway
- **Section D:** Clapham Green to The Eversdens - new railway and new stations
- **Section E:** Harlton to Hauxton - new railway and a new railway junction
- **Section F:** The Shelfords to Cambridge station - improvements to the existing railway and Cambridge station.



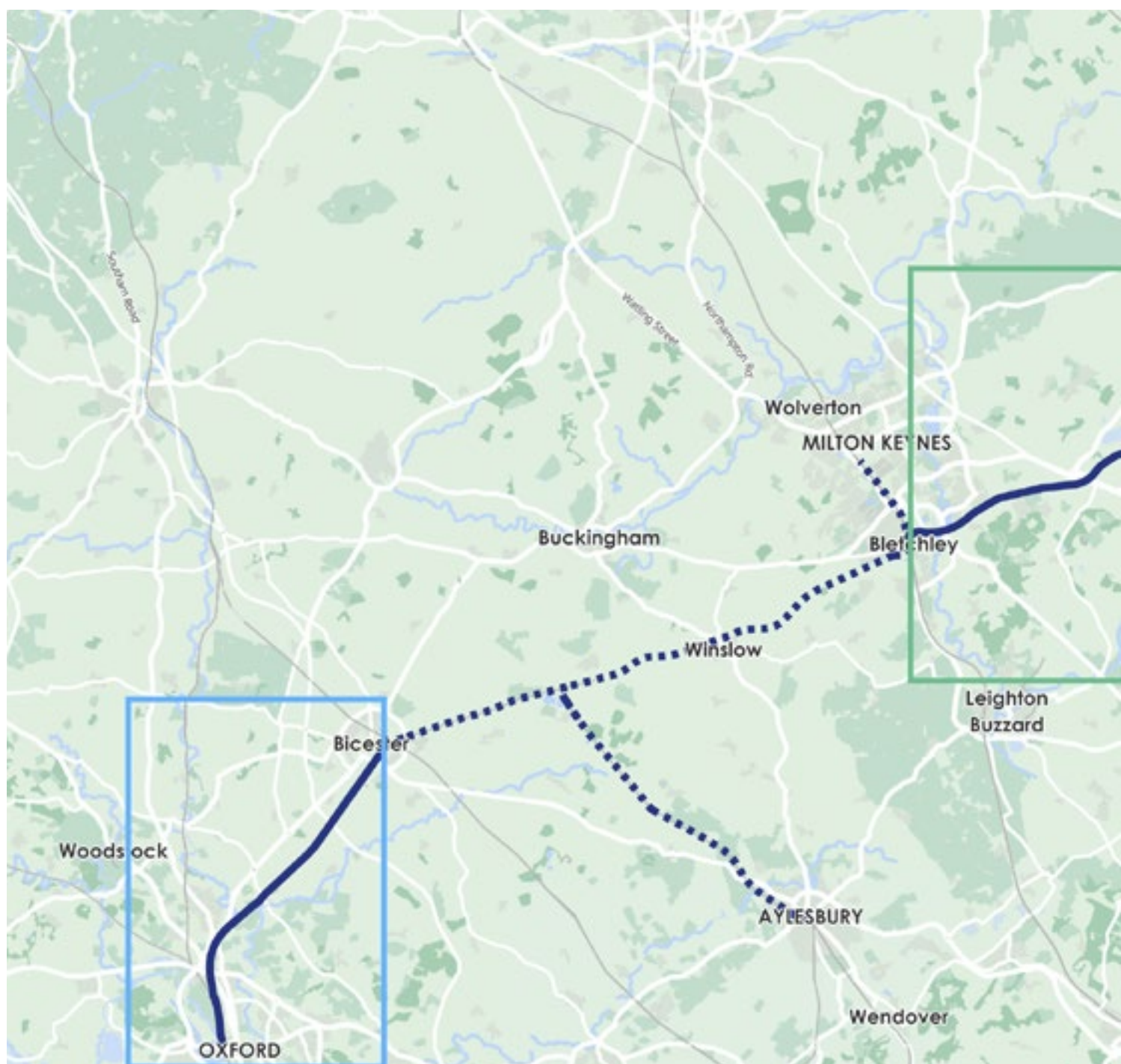
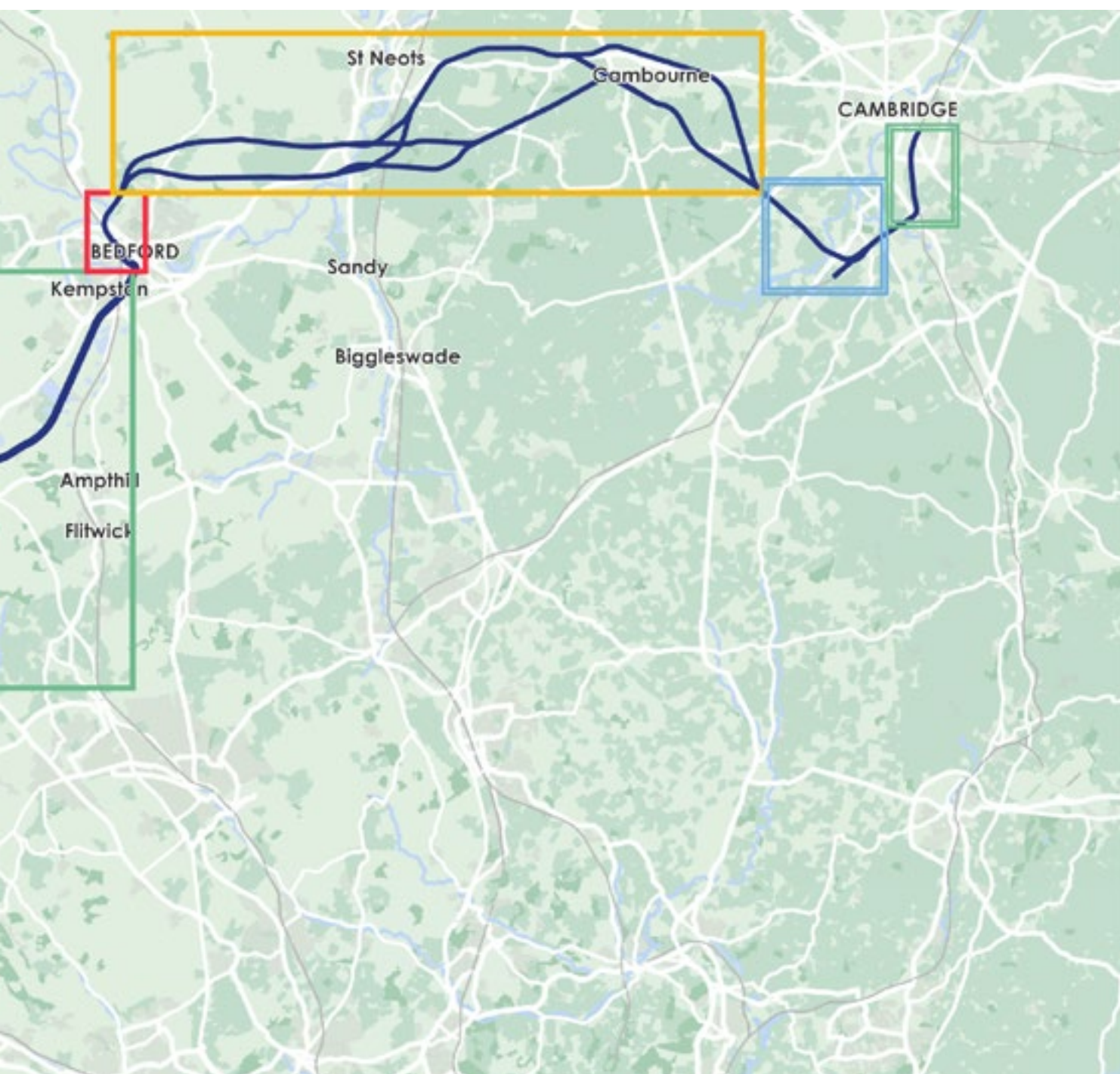


Figure: Sections of the route which we are consulting on



- Project section A:  
**Oxford to Bicester**
- Project section B:  
**Bletchley & Marston Vale Line**
- Project section C:  
**Bedford**

- Project section D:  
**Clapham Green to The Eversdens**
- Project section E:  
**Harlton to Hauxton**
- Project section F:  
**The Shelfords to Cambridge**



## Section B: Bletchley and the Marston Vale Line — improvements to the existing railway and stations

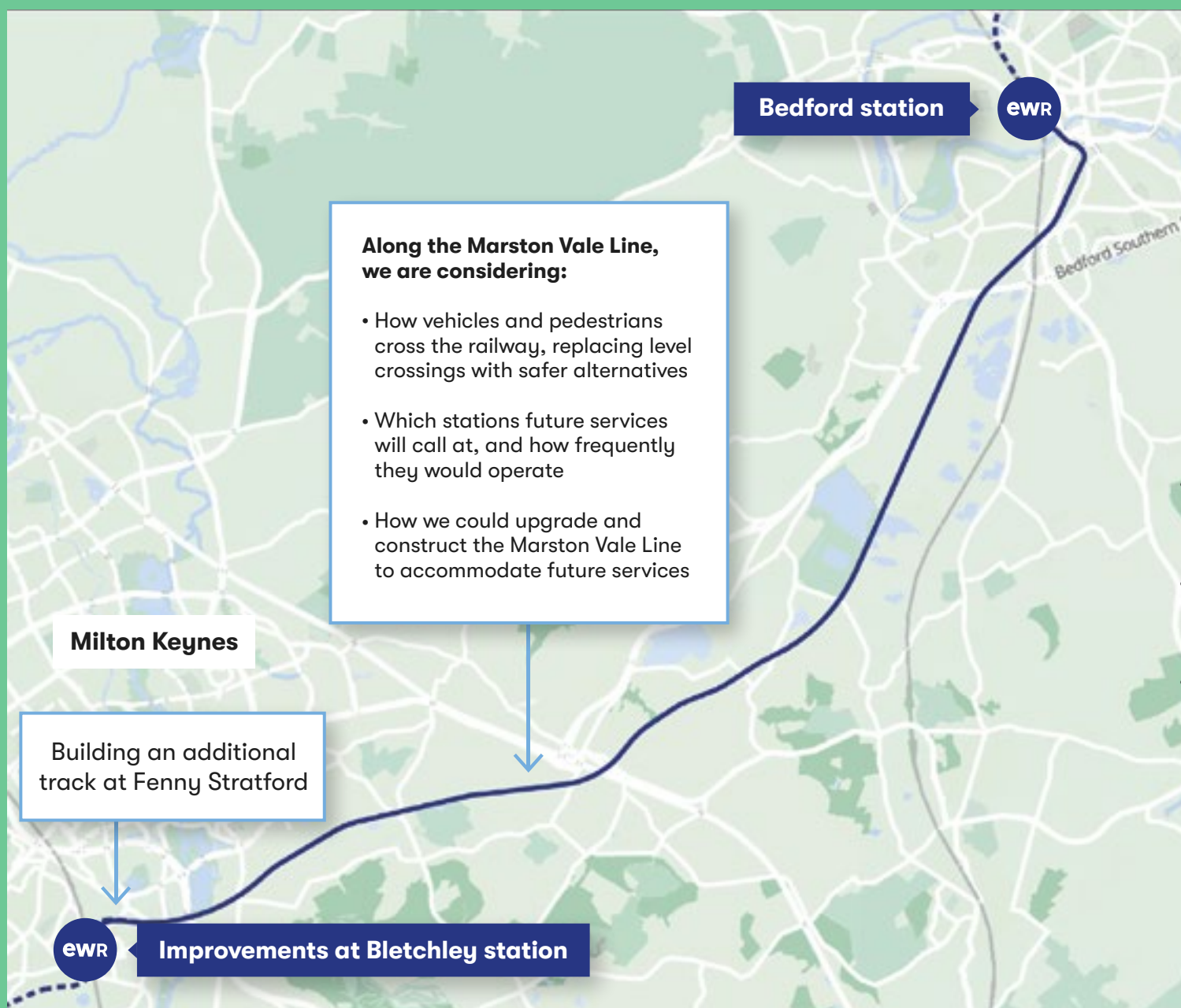


Figure: Section B: Bletchley and the Marston Vale Line



The map illustrations shown in this chapter are not indicative of the land acquisition. We will minimise this wherever possible, especially in relation to homes and other buildings.



Introduction

This section of the Consultation Document sets out proposals for the railway between Bletchley and Bedford, known as the Marston Vale Line. It includes our proposals for providing a more frequent and reliable service for communities in the area, specifically:

- Train services and stations on the Marston Vale Line
- Bletchley station
- Additional track at Fenny Stratford
- Level crossings on the Marston Vale Line
- Marston Vale Line upgrade and construction.

The section of the route through Bedford St Johns station and into Bedford station is covered separately in the next section of this document.

Legend

-  East West Rail – Bletchley & Marston Vale Line
-  Other area of East West Rail
-  Station used by East West Rail services

### Train services and stations on the Marston Vale Line

East West Rail presents a once in a generation opportunity to upgrade the Marston Vale Line, benefitting local communities with new rail services, as well as enabling trains to run between Oxford and Cambridge. The line, which runs between Bletchley and Bedford, was first built in 1846 and continued to operate after the original Varsity Line closed in the 1960s. In recent years, the Marston Vale Line Community Rail Partnership has worked hard to engage local people with the railway and promote the rail line. The underlying infrastructure, however, has not seen significant investment for decades, and the communities it serves have changed and grown considerably over that time.

Taking stock of the situation today:

- The signalling system is obsolete and has, at times, been unreliable. This has led to train services having to be suspended on numerous occasions
- The existing infrastructure means the line is slow, with just one train an hour, taking 42 minutes to do 16 miles – an average speed of just 25mph

Figure: Current stations on the Marston Vale Line



- The stations are all unstaffed, and are very constrained in terms of the facilities and experience they can offer passengers, whether that's warm waiting areas, drop off points, or car and bike parking
- Many of the stations have amongst the lowest usage on the national network. Indeed, three of the ten stations see fewer than 40 passengers on average each day.

Significant investment is therefore necessary if trains are to run along this line as part of their journey from Oxford to Cambridge. It is also important to ensure that when making this investment, we deliver the most benefit for both passengers and the communities that the railway serves. In this consultation we want your views on the best way to deliver the right railway, fit for both today and the future.

EW R Co has developed two alternative concepts for the train services and stations on the Marston Vale Line – which are set out in more detail later in this section.

We recognise that although the current service has suffered from poor reliability and low usage, it is important to some parts of the community. We have therefore prepared one concept that retains the existing hourly stopping service, whilst also introducing four new EWR fast services every hour – two of which run from Oxford to Cambridge, and two from Bletchley to Cambridge. These four EWR services would call at two of the 10 stations on the Marston Vale Line – namely Woburn Sands and Ridgmont. Woburn Sands and Ridgmont would therefore be served by five trains (in each direction) every hour.

We have also prepared a second concept, which considers whether the investment could be used more effectively, not only to better serve the existing communities, but also to ensure that improved transport infrastructure is provided for the growth already taking place in the area, as well as in the future. This concept merges a number of the existing intermediate stations together to provide five new stations on the Marston Vale Line, that would be easily accessible for more people, have improved facilities, and all benefit from more frequent and faster trains providing direct services to more destinations than are available today. All five merged stations would get two trains an hour, (in each direction). These trains would provide direct services between Bletchley and Cambridge; and Woburn Sands and Ridgmont would have a service approximately every 15 minutes, because they would also benefit from an additional two fast services (in each direction) every hour running between Oxford and Cambridge.

We are presenting both concepts in this consultation, and we are seeking your views on the merits of both, considering the benefits of maintaining the status quo versus the opportunities that might exist with a different configuration of stations and services. When considering the second concept, we are also open to your suggestions on the best locations for the potential five merged stations, whether those are locations we have proposed or alternatives.

Your responses to this consultation will help inform which concept we take forward to the next stage of design, and you will be able to comment on more detailed designs for this section of the railway at our next consultation.

**Concept 1:** retain the existing hourly service that stops at all current intermediate stations, and introduce fast limited-stop Oxford – Cambridge services alongside it.

There would be four fast East West Rail trains running on the Marston Vale Line every hour, which would stop at Woburn Sands and Ridgmont stations only. These trains would complete the journey between Bletchley and Bedford in approximately 22 minutes. There would also be the hourly stopping service, calling at all the current intermediate stations.

Concept 1 would look like this:

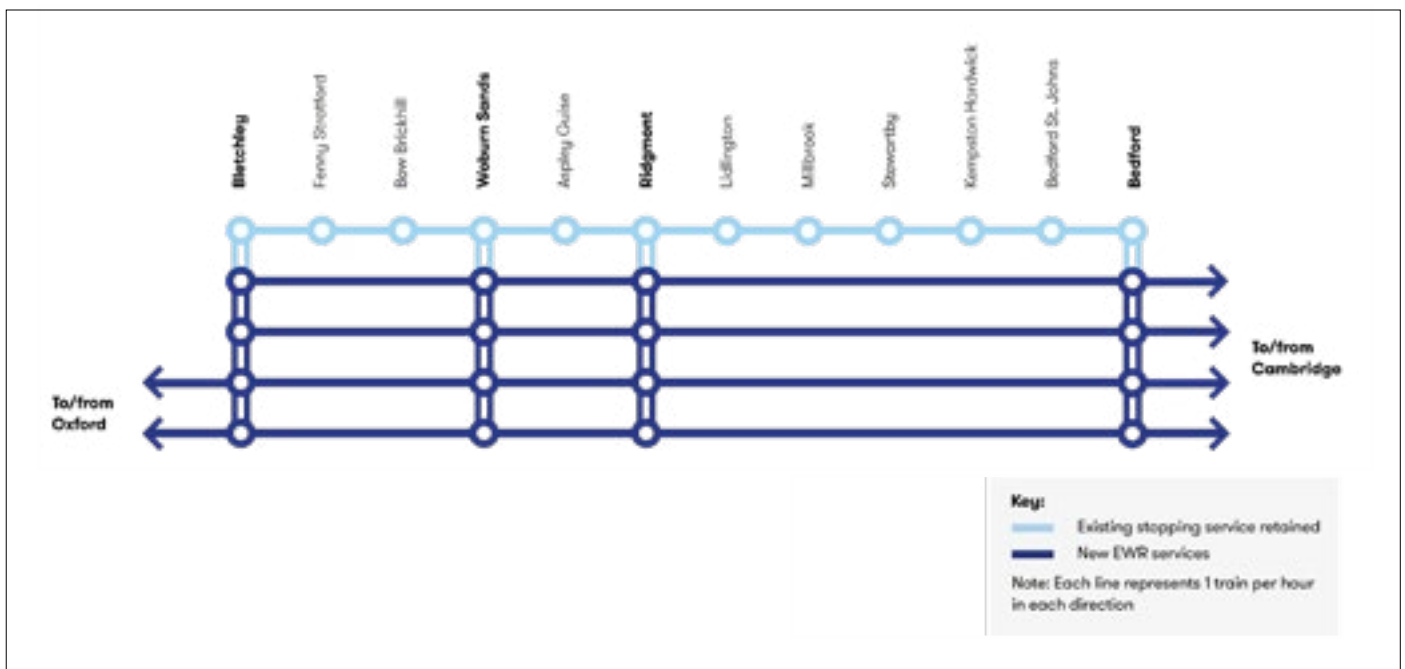


Figure and map: Marston Vale stopping services alongside EWR services



If you caught the one stopping train each hour at an intermediate station, you would be able to change onto a faster EWR train at either Woburn Sands or Ridgmont, for connections to Oxford and Cambridge. Journeys from some intermediate stations to either Bletchley or Bedford would also be quicker if you changed to the faster EWR services at Ridgmont. Because the fast limited-stop service would be calling at fewer stations, it would catch up with and need to overtake the stopping service. The stopping service would therefore need to wait in new additional sections of track known as 'passing loops' to allow faster trains to overtake. The time spent waiting in the passing loops would be offset by improvements elsewhere on the route, meaning the end-to-end journey time between Bletchley and Bedford for the stopping service would be largely unchanged. However, some shorter journeys between intermediate stations on the route would take slightly longer than they do today.

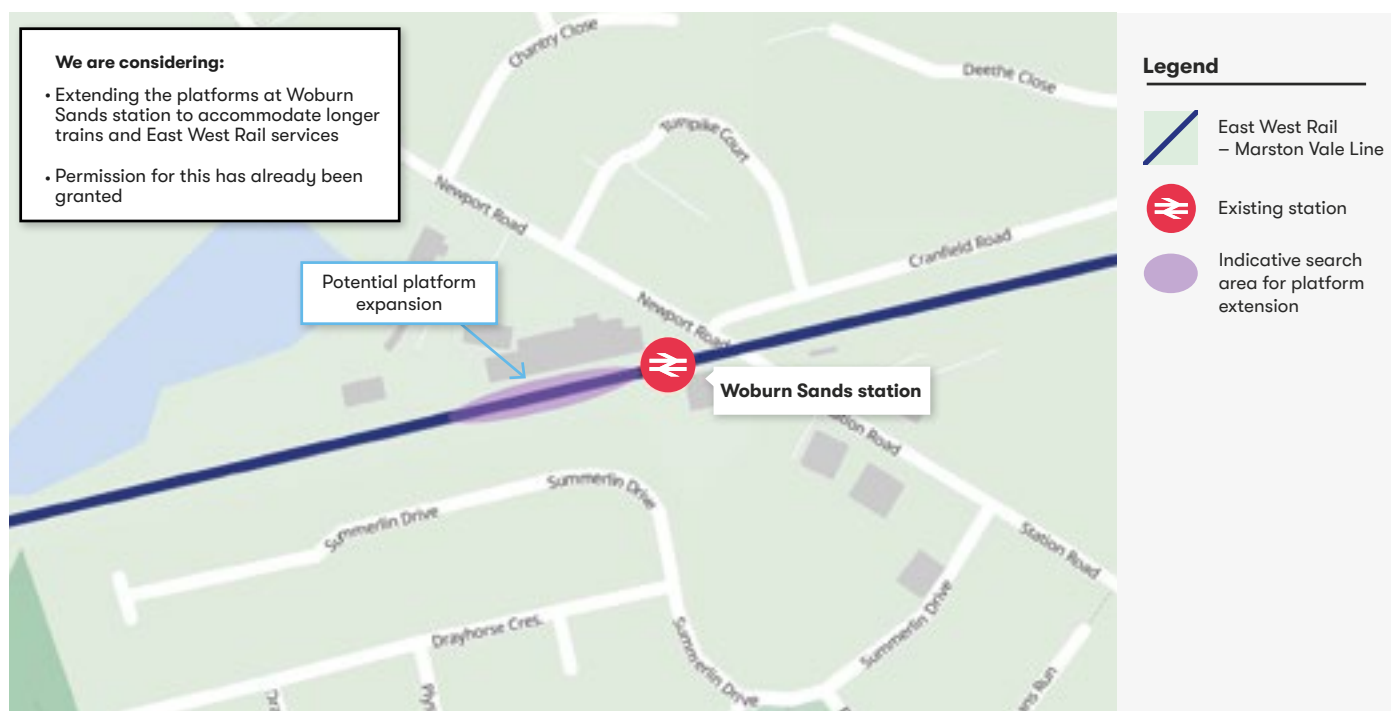
We recognise that a pattern of services in which trains need to overtake one another can lead to situations where one train, if it is delayed, can easily cause delays to other trains on the route. This can affect the overall reliability of the line.

We would need to make significant changes to the existing railway and some stations to allow the existing train service and the new EWR services to operate together. These changes are described below.

An additional platform may be needed at the existing 'low level' Bletchley station, where the services between Bletchley and Cambridge would start and end.

The platforms at Woburn Sands station would need to be extended to accommodate the longer trains that would be used for the fast EWR train service. Permission for this has already been granted.

Figure: Woburn Sands platform extensions



We would need to relocate Ridgmont station and build passing loops (track either side of the main railway that allows faster trains to overtake the slower ones). The new station would have longer platforms than the current one so that the longer EWR trains could call there.

We have examined potential locations, however there are several local factors that would need to be considered:

- The Grade II listed former station building, which is now used as Ridgmont Station Heritage Centre
- The bridges carrying the A507, M1 and Bedford Road over the existing railway

- The position of a pipeline that runs near the railway, which would need to be diverted
- The need to acquire new land not currently owned by EWR Co or Network Rail.
- The curvature of the railway, which affects the size of the gap between the train and the platform and therefore how easy it is to board and alight from trains.





Figure: Search area for Ridgmont station relocation and passing loops

We are proposing that Ridgmont station to be relocated to a site to the west of Bedford Road. Ridgmont station would become a four-platform station. New routes between the current and new station sites would be created for pedestrians and cyclists.

Bedford St Johns station would be relocated in connection with a proposed realignment of the railway in that area. This is described in more detail in Section C of this document which outlines our proposals in the Bedford area.

### What could concept 1 mean for local communities?

- The existing hourly stopping service would be largely unchanged
- Some shorter journeys between intermediate stations on the route would take slightly longer as the stopping service would need to stop and wait to allow East West Rail services to overtake – but end-to-end journeys would take roughly the same time as today due to other improvements we would make to the route
- Woburn Sands and Ridgmont stations would benefit from an increase in service frequency to five trains per hour (in each direction) – one slower stopping service and four faster East West Rail services.
- The four new East West Rail services would complete the journey between Bletchley and Bedford in around 22 minutes – almost half the time taken by today's stopping service
- Most communities excluding Woburn Sands and Ridgmont would not benefit from these increased fast services and direct

services to Cambridge as well as other destinations. The other intermediate stations on the route would not be served by EWR trains, but opportunities would exist for people from places like Aspley Guise and Stewartby to change and reach those destinations.

- Existing communities could continue to access the train service as they do today – although passenger use at some stations is some of the lowest in the country
- Most station facilities would remain largely as they are today – many of the stations are on constrained sites so they cannot easily be expanded to improve accessibility
- There is the possibility that some villages would experience increased traffic and additional cars being parked in the vicinity of stations as a result of people driving to reach the existing stations. The existing stations, with their limited parking and drop off facilities, would be unlikely to meet the future transport needs of the growing communities in the area, particularly as new developments proceed.

**Concept 2:** Provide more people easier access to more frequent, faster and direct trains at five merged stations on the Marston Vale Line.

The ten existing intermediate stations would be merged, creating five new modern stations with better facilities in locations more suitable for many existing needs and future travel patterns.

We are proposing that the five new stations would be:

- Woburn Sands station relocated a short distance to the west of the current station
- Ridgmont station relocated between the current Aspley Guise and Ridgmont stations (in a similar location to that required by Concept 1)
- Liddington station relocated between the current Liddington and Millbrook stations
- Stewartby station relocated between the current Stewartby and Kempston Hardwick stations
- Bedford St Johns station relocated a short distance to the south or west.

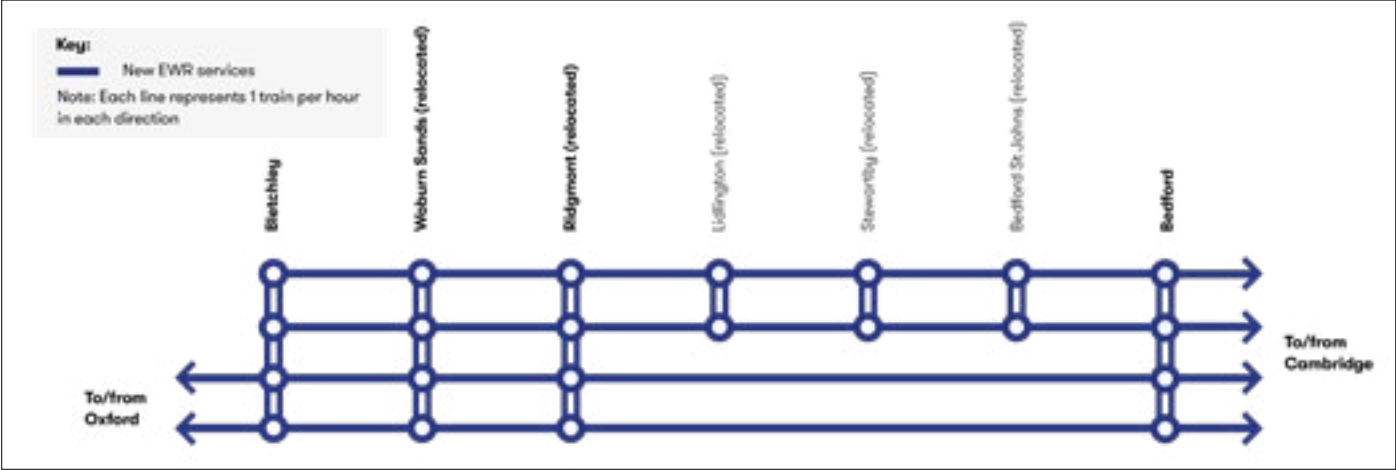
If concept 2 is selected, we would seek local residents' views on the eventual station names that may be used. The current hourly stopping service would be replaced with two EWR stopping trains every hour between Bletchley and Cambridge calling at all five new stations. These trains would take 27 minutes to travel from Bletchley to Bedford instead of 42 minutes today.



Two faster Oxford to Cambridge trains would also run each hour. These would stop at the relocated Woburn Sands and Ridgmont stations meaning there would be four trains per hour in total serving these two stations. These trains would take 22 minutes to travel between Bletchley and Bedford instead of 42 minutes today.

Figure and map: Train services at the new and/or relocated stations on the Marston Vale Line

Concept 2 would look like this:



### **What could concept 2 mean for local communities?**

- Local communities would benefit from having East West Rail services calling at all five new stations, rather than just two of the existing intermediate stations
- More people would have access to more frequent services – all five of the relocated stations on the route would have at least double the frequency they have today. (In concept 1, only Woburn Sands and Ridgmont have an increased frequency of service).
- The relocated Woburn Sands and Ridgmont stations would have four trains per hour in each direction – this is four times the current level of service but one fewer than the number of trains at these stations in concept 1.
- More people would have access to direct train services going further afield, including Cambridge.
- More communities would have access to faster services – two trains each hour would complete the journey between Bedford and Bletchley in around 22 minutes, the other two trains – that stop at all 5 stations – each hour would take 27 minutes. (In concept 1, all four East West Rail trains would complete this journey in around 22 minutes, because they all serve two stations).
- All journeys on the route would be quicker than they are today, without the need to change trains. In concept 1, some journeys are quicker than today, some are quicker only if you change trains and a small number would be slower. All journeys are quicker, or at least the same, in Concept 2 than in Concept 1.
- The services are likely to be more reliable in this concept than in concept 1, as there is no need for trains to overtake each other, which can cause delay.
- Communities and users would benefit from new stations which would be purpose built with improved facilities, including bike and car parking, to accommodate the expected increase in passengers
- Based on existing and emerging local development plans, concept 2 would help avoid the risk of village roads being adversely affected by additional traffic and rail users' cars being parked in streets close to the existing stations
- Some people would need to travel further to the station but, with the increased frequency, and speed of services and direct services to more destinations, many journeys would still be quicker overall – particularly with improved pedestrian, cycling and public transport access that we are exploring.

## The new or relocated stations

We have engaged with local stakeholders to identify possible areas for new or relocated stations, and have selected concepts which help us to achieve the following aims:

- Continue to serve communities that have an existing station, with an improved train service
- Improve local connectivity and provide direct services to a number of destinations including Oxford and Cambridge
- Increase passenger capacity to meet the demands of a growing population in the area, supporting local development plans
- Encourage economic growth by supporting existing and new businesses in the area
- Provide modern, customer and community focused facilities to encourage the stations to be used by people for more than just travel.

We are also working alongside local stakeholders to explore better and more sustainable ways of travelling to and from the stations, making people's end to end journeys simpler, easier and quicker, even if their local station is a little further away.

More detail on the potential new or relocated stations is shown below, along with a list of factors we are considering at this stage (a new station at Bedford St Johns is discussed in the following section of this document). We would like to hear your views about any other issues we should consider regarding concept 2, including any potential alternative options for station locations, provided this does not increase the number of stations beyond five.

## Woburn Sands (relocated)

This option would see 4 direct trains an hour in each direction to destinations like Cambridge and Oxford. We would propose relocating Woburn Sands station slightly to the west of its existing location.



Figure: Search area for Woburn Sands station relocation

We are considering the following, along with your feedback to this consultation, as we develop our proposals for Woburn Sands:

- The existing station is in a heavily developed area, meaning expansion of the station in its current location would be very challenging. The current station has limited facilities
- Moving the station approximately 500m, around 6 minutes' walk, to the west would allow us to build a larger station with more and better facilities
- The relocated station would be better positioned for access to and from the Milton Keynes South East development area, without disrupting the existing community. This development includes proposals for 3,000 new homes.

## Ridgmont (relocated)

This option would see 4 direct trains an hour in each direction to destinations like Cambridge and Oxford. A relocated Ridgmont station is proposed in place of the current Aspley Guise and Ridgmont stations. The proposed location for the new station, to the west of Bedford Road, is shown below:



Figure: Search area for relocated Ridgmont station

The proposed location for this station is similar to that proposed for the relocated Ridgmont station in concept 1.

We are considering the following, along with your feedback to this consultation, as we develop our proposals for Ridgmont:

- A station in this area would be well-located to provide passengers easy interchanges with other modes of transport, including:
  - convenient access from the M1 and A421 roads
  - potential for a park and ride facility
  - the development of designated pedestrian and cycle routes to the current Ridgmont station and Aspley Guise
- The new station would be on a straight part of the railway, which would be safer for passengers than the curved platforms at the existing Ridgmont station
- The station would be well located to support future new homes and employment sites
- Avoiding any potential impact on the setting of the Ridgmont Station Heritage Centre
- Minimising potential impacts to nearby green belt land, to the south of the railway.



## Lidlington (relocated)

This option would see 2 direct trains an hour in each direction to destinations like Cambridge. A relocated Lidlington station could replace the current Lidlington and Millbrook stations. The proposed location, to the west of Marston Road, is shown below:

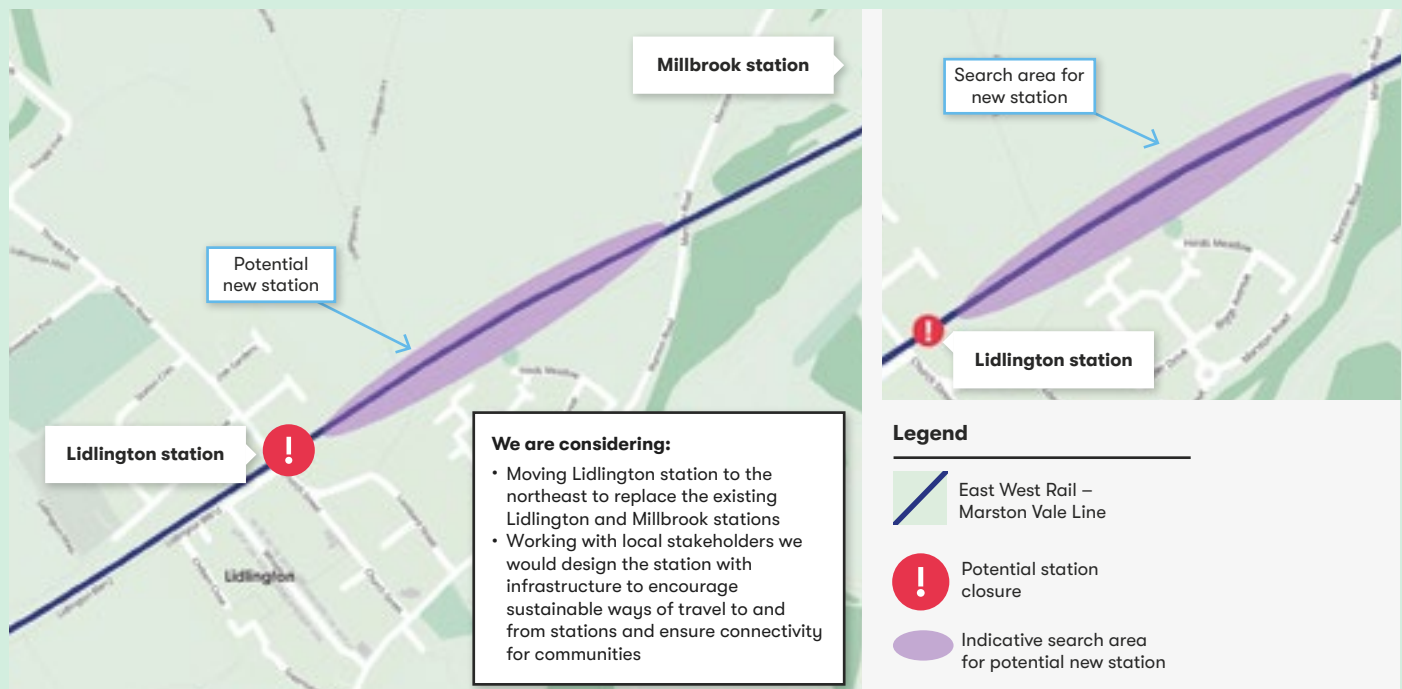


Figure: Search area for relocated Lidlington station

We are considering the following, along with your feedback to this consultation, as we develop our proposals for Lidlington:

- Relocating the station would allow us to build a larger modern station with more facilities than would be possible at the current Lidlington station
- A station in this location would be more easily accessible from the new homes planned as part of the Marston Valley development, while continuing to serve the existing village
- On the basis of current plans, access to the relocated station from the new development would be possible without passing through the existing village at Lidlington, thereby avoiding increased traffic flows
- Working with local stakeholders we would design the station with infrastructure to encourage sustainable ways of travel to and from station and ensure connectivity for communities
- We would look for ways to provide sustainable access to the new station from the village of Marston Moretaine. The proposed relocated Lidlington station would be about 700m further away than the current Millbrook station.

## Stewartby (relocated)

This option would see 2 direct trains an hour in each direction to destinations like Cambridge. A relocated Stewartby station would replace the current Stewartby and Kempston Hardwick stations. The proposed location, close to Broadmead Road, is shown below.



Figure: Search area for the relocated Stewartby station

We are considering the following, along with your feedback to this consultation, as we develop our proposals for Stewartby:

- The relocated station would be a similar distance to the centre of Stewartby as the existing station
- The relocated station would be easily accessible for the people living in the new homes which are planned for the former Stewartby Brickworks site
- The new location would provide easy access by rail to the anticipated 15,000 new jobs which could be created at the proposed Bedford Business Park, just to the north east of the new station
- We would look to provide sustainable access to this new station from the existing and the proposed new residential areas at Wootton and the west side of Bedford. This would help relieve pressure on the local road network, as we anticipate that people may use this station to access the railway instead of driving into Bedford station

- We would look for ways to provide convenient access to the relocated station from Kimberly Sixth Form College. The new station location would be around 10-12 minutes further walk (circa 1km) from the college, or a short mini-bus ride
- Working with local stakeholders, we will look to design high-quality walking and cycling routes connecting people to the station
- The station would make East West Rail more easily accessible from the Wixams area by using existing roads or new roads that could be built for Bedford Business Park
- We would also investigate options for demand-responsive services, for example mini-buses, or ultimately autonomous vehicles, to improve connectivity to the station from the surrounding area.



Wodburn Sands station

## Our considerations

We have started our assessment of the two Concepts for the Marston Vale Line, and will use your response to the consultation to inform our detailed assessment and decision.

Assessment Factors	Concept 1 – retain existing service (in a modified form) and introduce limited-stop Oxford to Cambridge services alongside it, calling at Woburn Sands and Ridgmont.	Concept 2 – provide a more frequent, faster service with some new and relocated stations, and improved community access.
Transport user considerations	<p><b>Slower journeys</b> – some journeys would take longer than in concept 2 and some shorter-distance journeys would take longer than they do today because the stopping train would need to wait for faster EWR trains to overtake.</p> <p><b>Less reliable</b> – because of the way in which the faster and slower trains interact.</p> <p><b>Some people would be closer to stations</b> – some existing users would have a shorter distance to travel to reach a station than in concept 2.</p>	<p><b>Better connections to Cambridge</b> – more stations would have direct services to Cambridge.</p> <p><b>Faster services</b> – some journeys would be shorter than in concept 1 and all would be faster than today.</p> <p><b>More reliable</b> – as passenger services do not need to overtake one another.</p> <p><b>Some people would be further from stations</b> – some train users would be further from an existing station; but others would be closer.</p>
Supporting housing and economic growth – such as serving areas suitable for development, encouraging regeneration, improving employment opportunities and productivity benefits from planned and existing development	<p><b>Less support for housing and growth</b> – as the existing stations are not in locations that increase opportunities for existing and future development.</p>	<p><b>Greater support for housing and growth</b> – because new or relocated stations have been located to consider existing and future development.</p>

Assessment Factors	Concept 1 – Retain existing service (in a modified form) and introduce limited-stop Oxford – Cambridge services alongside it, calling at Woburn Sands and Ridgmont.	Concept 2 – Provide a more frequent, faster service with some new and relocated stations and improved community access.
Capital costs (of the infrastructure needed for each option)	<b>Similar costs likely for both options</b> – there would be lower costs associated with station improvements, but these savings would be offset by the need to provide passing loops.	<b>Similar costs likely for both options</b> – there would be increased costs from relocating stations, but corresponding costs savings because passing loops would not be necessary.
Operating costs	<b>Higher costs likely</b> – this option could cost more to maintain due to the greater amount of track infrastructure required with passing loops and more stations and the need for more trains to provide the service.	<b>Lower costs likely</b> – this option could cost less to maintain as there would be less track infrastructure and fewer stations than concept 1. It would also need fewer trains to provide the service.
Short distance connectivity to support commuting travel into key employment hubs (current and future) – such as the impact on journeys that are currently undertaken on the route	<b>Travel to the station may be quicker</b> – the journeys that people currently take would be maintained.	<b>Travel to the station may take longer</b> – for some existing users, the journey to the station may take longer; for others it would be shorter. This concept could attract more people to use the railway as a whole if better stations are provided in suitable locations for existing and future development.
Short distance passenger services (regional journeys, station to station)	Some shorter journeys would be <b>slower</b> than they are today.	Short distance journeys from the new or relocated stations would be <b>faster</b> than they are today.
Long distance passenger services	<b>Long distance services may be less reliable</b> – as the faster long distance services are more likely be delayed by the slower services.	<b>Long distance passenger services would be more reliable</b> – because faster trains would not be delayed by the slower services.  <b>New services to Cambridge</b> would be available to more passengers.



Assessment Factors	<b>Concept 1</b> – Retain existing service (in a modified form) and introduce limited-stop Oxford – Cambridge services alongside it, calling at Woburn Sands and Ridgmont.	<b>Concept 2</b> – Provide a more frequent, faster service with some new and relocated stations and improved community access.
<b>Performance</b>	<b>This option could be less reliable</b> – as there would be more trains using the railway, the interactions between trains are more complex and there are more stations and track. This leads to an increased risk of an incident or infrastructure failure causing more widespread delay.	<b>This option could be more reliable</b> – with fewer trains using the railway, simpler interactions between trains and less infrastructure. This could reduce the risk of incidents or infrastructure failure causing delay.
<b>Environmental impacts and opportunities</b>	<p><b>Negative impacts</b> – may be associated with the new passing loops around Ridgmont but we would provide mitigation measures</p> <p><b>Maintain accessibility</b> – existing communities would retain existing stations, reducing the length of journey to the station for some users compared to concept 2</p>	<p><b>Negative impacts would be greater</b> – due to the development of stations on undeveloped land.</p> <p><b>Less accessible for some people in existing communities</b> – improvements would be made for existing and future communities by providing a better and faster service as well as improved access arrangements, but it could be less accessible for some existing communities.</p>

## Bletchley station

In February 2020, Network Rail was granted permission to expand Bletchley station with two new platforms (for trains to and from Oxford), and to create a new footbridge to link the new platforms with the rest of the station.



Figure: Works already consented at Bletchley station

### Why do we need to do something?

With the extension of East West Rail services to Bedford and Cambridge, Bletchley station will become an important hub on the East West Rail route. It is expected that the station will provide an important interchange between different East West Rail services, and with trains to London Euston, the West Midlands, and the north west of England.

The station is expected to see increased use from local people and by those accessing Bletchley from locations newly connected to the town via East West Rail. Building on the work to date we want to ensure the best possible customer experience given the increase in trains and passengers since the last time the station was designed.

### Our proposals

We are considering a range of improvements to ensure the station is fit for the future. Improvements to the station and passenger experience are being consulted on - if you are interested in how you can use the station, please refer to the **customer experience and railway operations section of this consultation**. We are keen to hear your views on customer experience and station facilities. Please also see Chapter 3 for more details.



Figure: Search area for station works

To accommodate the East West Rail train service, we may need to carry out the following works:

- Altering or replacing the current station footbridge
- Providing step-free access to platform 6
- Improving or replacing the current station building on Sherwood Drive
- Improving and enlarging the station car park
- Altering the proposed design of the new platforms for trains to and from Oxford
- Providing a further additional platform, next to the current platform 6. This platform would be used by Bedford or Cambridge trains that start or terminate at Bletchley, and would provide additional platform capacity to allow more trains to operate in the future
- Creating a new station entrance on the east side of the station near the Saxon Street / Buckingham Road roundabout. This new entrance would be more convenient for access to and from the bus station, the town centre and Fenny Stratford.

## Our considerations

We are considering the following, along with your consultation feedback, as we develop our proposals:

- Improving overall benefits for transport users
- Enabling housing and economic growth, for example serving areas with developable land
- Contributing to the regeneration of the surrounding area
- Overall affordability, capital costs and operating costs
- Ensuring good connections for passengers to existing main lines
- Environmental impacts and opportunities
- Consistency with local authority plans.

# Fenny Stratford additional track

## Why do we need to do something?

Between Bletchley station and the A5 trunk road near Fenny Stratford there is a section of single track. This section of single track would not be able to cope with the additional two trains per hour which would run between Oxford and Cambridge, and the two trains per hour between Bletchley and Cambridge, without affecting other services on the route.

A second track is needed to increase capacity in this area. Because a second track has previously existed on this section, we are confident we can build this within the existing railway boundary. However, we may need more land to repair and improve the existing embankments. We will consult further on this as part of our next consultation.



Figure: Proposed works near Fenny Stratford

There are four bridges that carry the railway line over the River Ouzel and local roads (the Saxon Street dual carriageway and the A5 east of Fenny Stratford). These bridges were built to carry only one track; therefore changes would be needed to allow for both tracks.

### **Our options**

We are considering the following options for these bridges:

- Building new bridges next to the existing bridges to carry the new tracks, or
- Replacing the existing bridges with wider bridges that would carry both tracks.

We are considering the following, along with your consultation feedback, as we develop our proposals:

- Whether we need to acquire any land next to the existing railway (either permanently or temporarily) for construction
- Whether we need to close roads and footpaths, for how long and the impact this could have on local people
- Any potential impacts on the environment, particularly ecology around the River Ouzel
- How the design for the new track would connect into the nearby railway depot and train stabling locations – also known as sidings.

### **Our considerations**

We are considering the following, along with your consultation feedback, as we develop our proposals:

- Transport user benefits – particularly the impact of each option on journey times
- Overall affordability, capital costs and operating costs
- Meeting current and future demand for freight
- Performance
- Safety risk (during both construction and operation)
- Environmental impacts and opportunities.



## Level crossings on the Marston Vale Line



Figure: Level crossings which are subject to closure

### Why do we need to do something?

There are currently 31 level crossings on the Marston Vale Line. These level crossings are rights of way allowing people to cross the railway and include public highways, private access roads, public footpaths, bridleways and agricultural access routes for farms divided by the railway. We fully recognise the importance of maintaining vital connections for people whilst balancing the need to make the railway safer for everyone.

Network Rail gained permission to close 11 of the 31 level crossings on the Marston Vale Line as part of its previous proposal for the introduction of an hourly Oxford to Bedford service. Network Rail has also recently closed three further crossings on the line. The EWR Project would increase the number of trains beyond what was previously planned, and we would need to close more level crossings to ensure a safe and reliable service.

Given the safety concerns associated with level crossings, it is a primary objective of the Office of Rail and Road (which regulates the railways) to close level crossings permanently. We need to consider carefully what happens with the existing level crossings on this line. The Project would result in at least four times as many trains using the Marston Vale Line than is currently the case, with trains running faster than the current services. This would make the existing level crossings on the Marston Vale Line unworkable in their current format. Level crossings can also cause delays for passengers and users due to equipment failures, accidents and other incidents. These delays would make it harder to deliver the Project's objectives for a good quality and reliable Oxford to Cambridge service.

Whilst level crossings provide connectivity for local people, retaining the current level crossings would cause inconvenience to the local communities and other traffic that use them. Although it is too early to have precise timings for each crossing, it is reasonable to assume that, if there were five trains per hour (in line with concept 1), some level crossings could be closed for as much as 40 minutes per hour.

We aim to close level crossings on the Marston Vale Line and replace them with alternative access. We would provide between 16 and 19 new bridges over or under the railway together with new links to existing bridges. The aim of our proposals is to achieve:

- Convenience for users of the local rights of way
- Improved safety for all, given the new more frequent, faster services
- Increased reliability for those services, minimising delays caused by incidents or equipment failures.

To achieve this, we would close and replace with alternative access, the following level crossings:

- Fenny Stratford (Simpson Road)
- Bow Brickhill (V10 Brickhill Street)
- Browns Wood
- Pony
- Woodleys Farm\*
- Fisherman's Path\*
- Woburn Sands (A5130 Newport Road / Station Road)
- Mill Farm
- Sewage Farm
- Aspley Guise (Salford Road)
- Old Manor Farm
- Berry Lane\*
- Long Leys\*
- Husborne Crawley Footpath No. 6
- Matey Boys\*
- Husborne Crawley Footpath No. 10\*
- Ridgmont (Station Road)
- Broughton End
- Forty Steps
- Playing Field
- Lidlington
- Pilling Farm South\*
- Marston (Marston Road)\*
- Millbrook
- Green Lane (Stewartby)
- Stewartby Brickworks\*
- Wootton Broadmead (Broadmead Road)
- Wootton Village
- Kempston Hardwick (Manor Road)\*
- Woburn Road\*
- Bedford carriage sidings.

\* These crossings already have permission for closure. We intend to implement the closure of these crossings but, in some cases, we would propose improved alternative access routes to take account of the closure of adjacent crossings. Our proposals would be an improvement to permission previously obtained by Network Rail. We have included further details about these level crossings in the Technical Report.

We have undertaken some initial design development work to identify a number of potential options for alternative access for each level crossing we propose to close. This would be via a new road, footbridge, underpass, or diversion to an alternative crossing. We would like to hear from you whether there are any further issues we should consider for these level crossings, and whether you have any comments on the potential options presented or alternatives you would like us to consider.

A typical design of a road, footbridge or underpass is shown below. At this stage we are only looking at suitable locations for these. We will consult again on more detailed designs at our next consultation along with information about any alternatives considered, environmental and amenity impacts.

Figure: Typical design of a footbridge with steps only

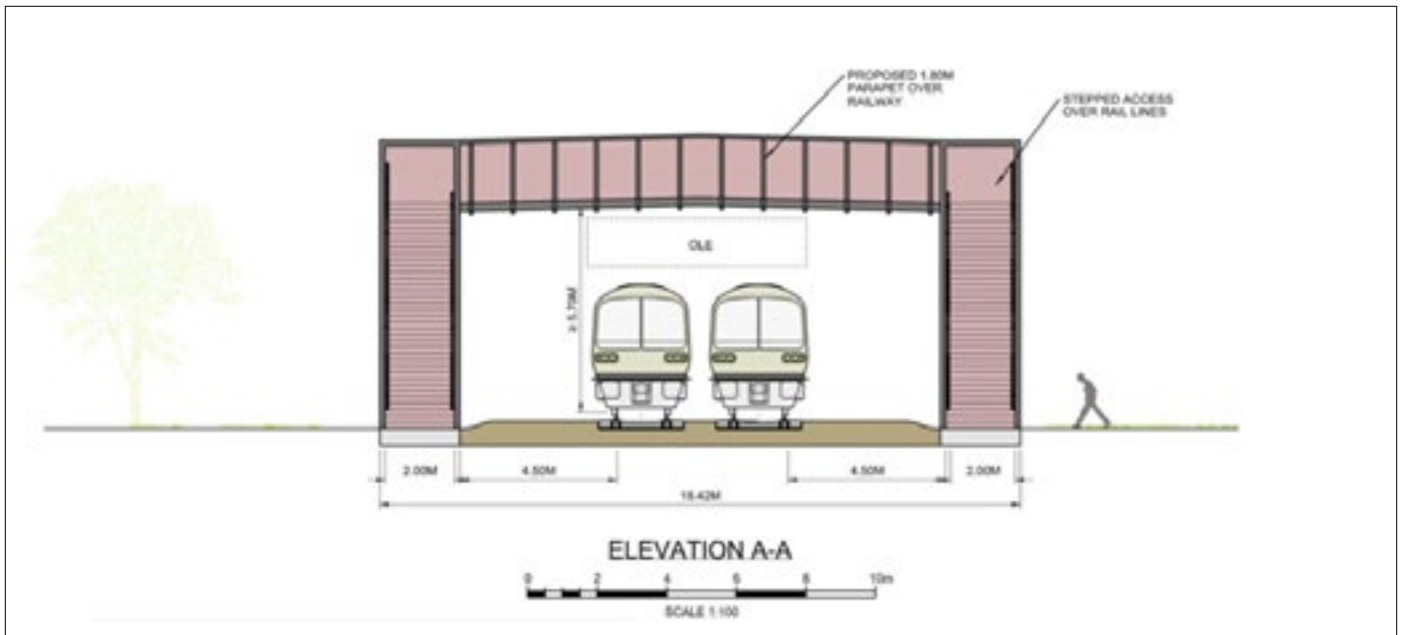


Figure: Typical design of a footbridge with steps and a ramp

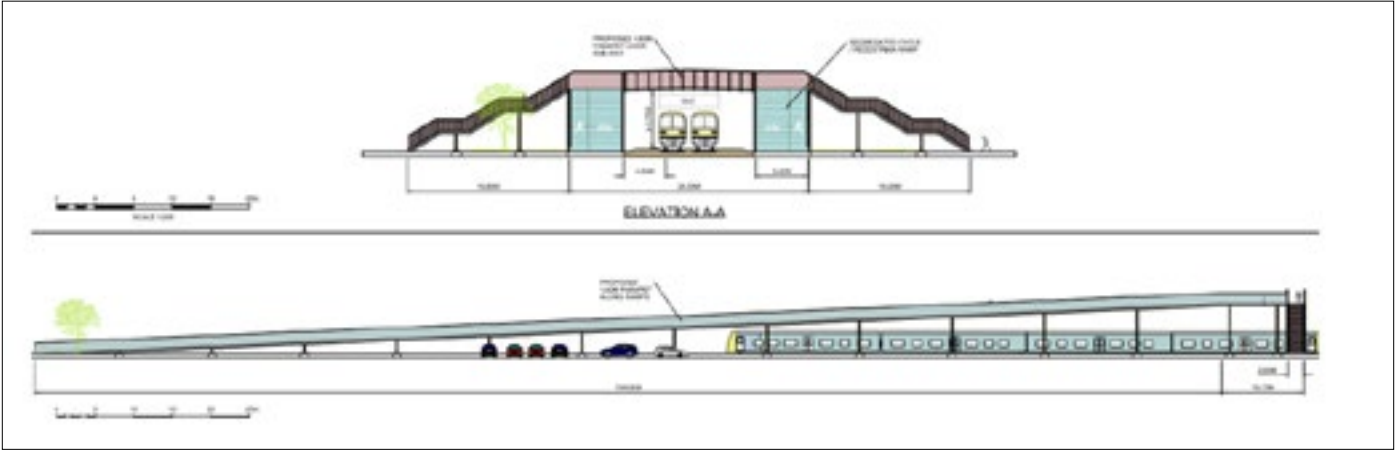


Figure: Typical pedestrian underpass

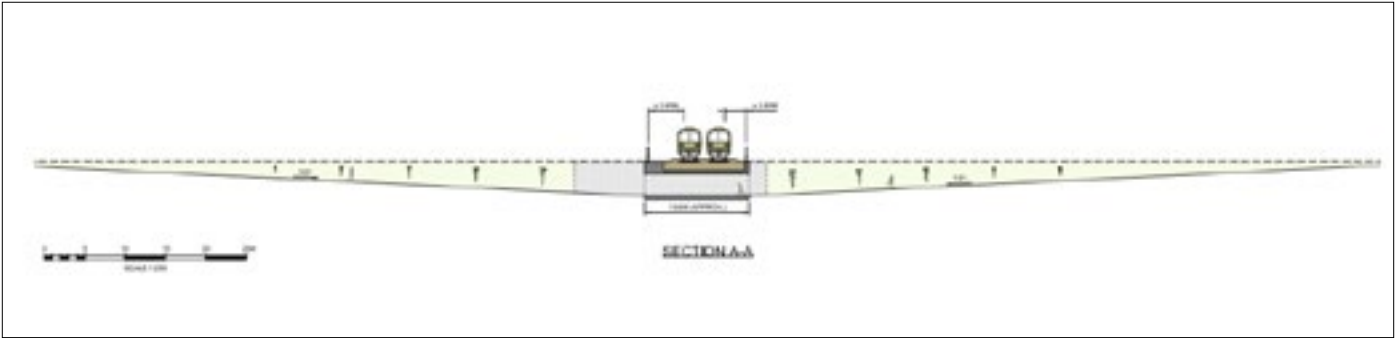
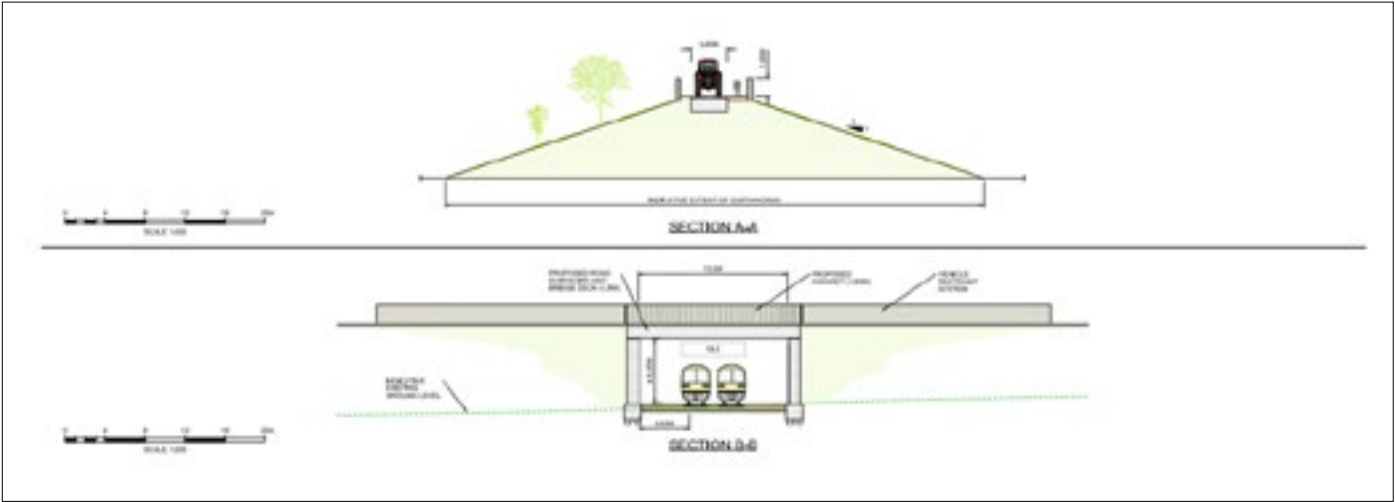


Figure: Typical road overbridge



# Fenny Stratford (Simpson Road)

## Our options

Fenny Stratford level crossing is located on Simpson Road, to the north of Fenny Stratford and adjacent to Fenny Stratford station. Simpson Road connects the village of Simpson with Fenny Stratford and Bletchley.



Figure: Location of Fenny Stratford level crossing

We would need to permanently close this level crossing. There are three options for vehicular traffic and three options for pedestrians and other non-vehicular road users.



**Vehicular traffic option 1: no new road**

Under this option, no new road would be built, and all vehicles would be diverted to use Watling Street and Staple Hall Road, which is a quiet residential road. This would include large vehicles and lorries.

Under the options 2 and 3, cars and smaller vehicles would be diverted to use Watling Street and Staple Hall Road, while a new link would be created between Bletcham Way and Simpson Road, meaning larger vehicles and lorries do not need to use Staple Hall Road.



Figure: Proposed options for the diversion of vehicular traffic

**Vehicular traffic option 2:** the southern option

A new link road would connect a new junction on the southern side of Bletcham Way to a new junction on Simpson Road.



Figure: Vehicular traffic option 2: southern option

**Vehicular traffic option 3: the northern option**

A new link road would connect a new exit on the Fenny Lock roundabout to a new junction on Simpson Road.



Figure: Vehicular traffic option 3: northern option

We are considering the following, along with your consultation feedback, as we develop our proposals for the Fenny Stratford crossing:

- The current and future levels and types of access needed to Simpson Road
- Potential traffic increases on Staple Hall Road as a result of the level crossing closure, and the impact of this on people living in this quiet residential road
- Ecology and other environmental impacts from the construction of a new link road
- Land that may need to be acquired to build the new link road.

## Pedestrian and other non-vehicular road user options

For pedestrians and other non-vehicular road users, we have three options for maintaining access across the railway:

### Pedestrians and others option 1: no new construction/works

Following the level crossing closure, non-vehicular traffic could instead make use of existing pedestrian routes along Staple Hall Road, Watling Street or the Grand Union Canal towpath.



Figure: Proposed options for the diversion of pedestrians and other non-vehicular road users

**Pedestrians and others option 2: the footbridge option**

The footbridge option would provide access across the railway at the location of the existing level crossing. The footbridge would include stairs and a ramp for access, north and south of the railway. There is not currently enough space to build a footbridge here, so we may need to acquire and demolish a commercial building to the north of the railway.

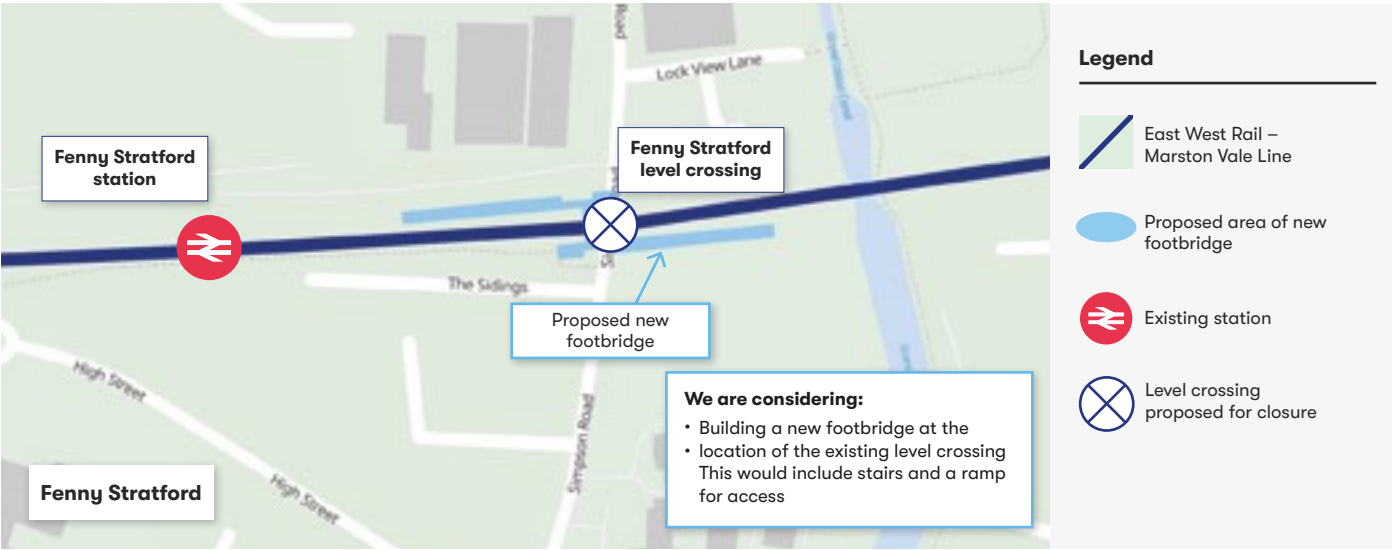


Figure: Pedestrians and others option 2: footbridge option



### Pedestrians and others option 3: the diversion option

The diversion option re-routes a pedestrian route to run from Simpson Road along the south of the railway, underneath the railway bridge which goes over the Grand Union Canal using the canal towpath to connect to Lock View Lane and Simpson Road.

The new section of path from Simpson Road to the canal would be located on land already owned by Network Rail. We would upgrade and provide new lighting on the section of the canal towpath that would be used for the diversion.

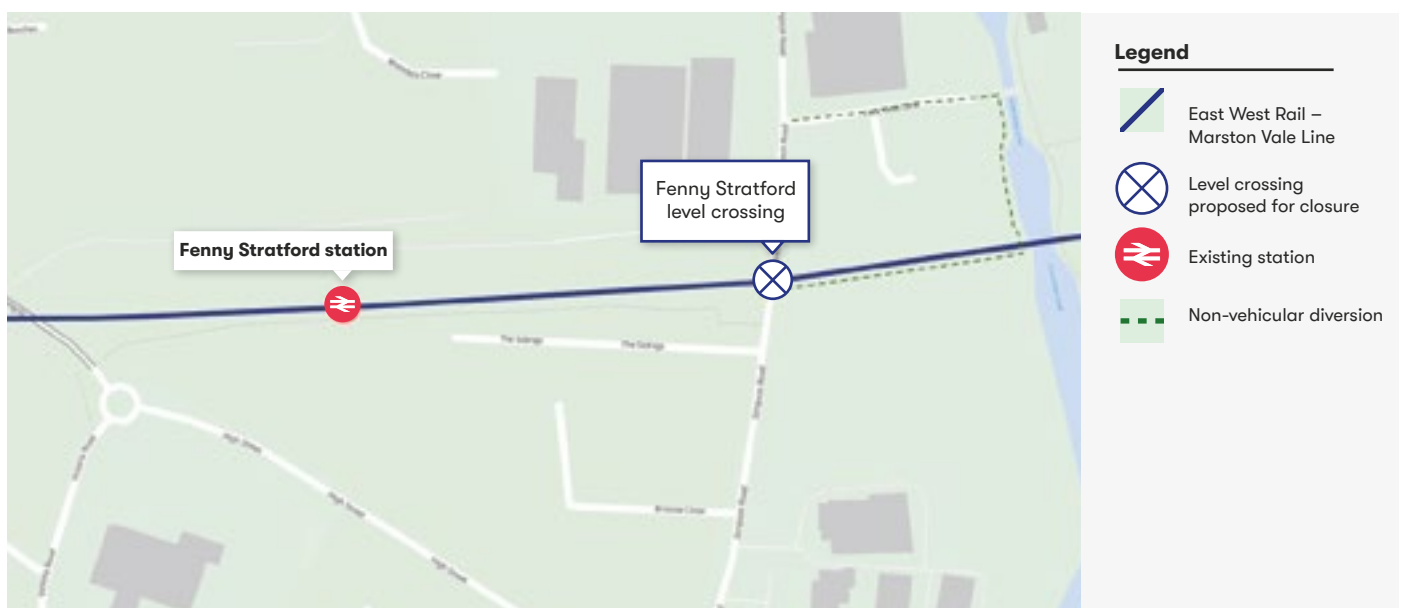


Figure: Pedestrians and others option 3: diversion option

We are considering the following, along with your consultation feedback, as we develop our proposals:

- Any potential visual impacts of a new footbridge
- The need to acquire and demolish commercial property to create space to build a new footbridge
- Any potential impact on canal-side properties from increased lighting and foot traffic if the footpath is diverted along the canal towpath.

## Bow Brickhill (V10 Brickhill Street)

Bow Brickhill level crossing is located on the south side of Milton Keynes, immediately to the south of Caldecotte and Tilbrook. This is an important road for connecting areas south of Milton Keynes to the A5 and A4146 Walton Park roundabout.

We would close the existing level crossing. There are four options for a new road and bridge across the railway for V10 Brickhill Street.

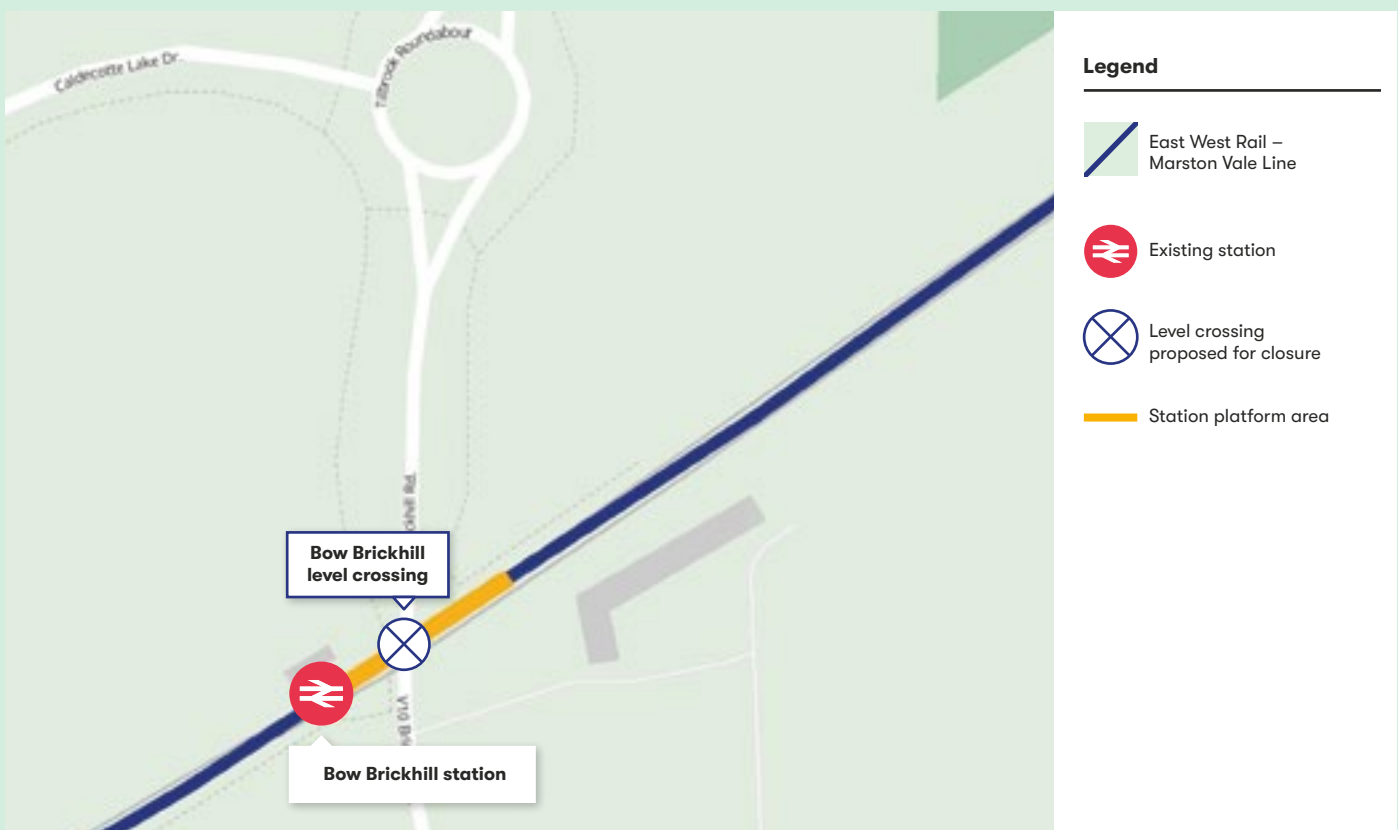


Figure: Proposed diversion options at Bow Brickhill level crossing

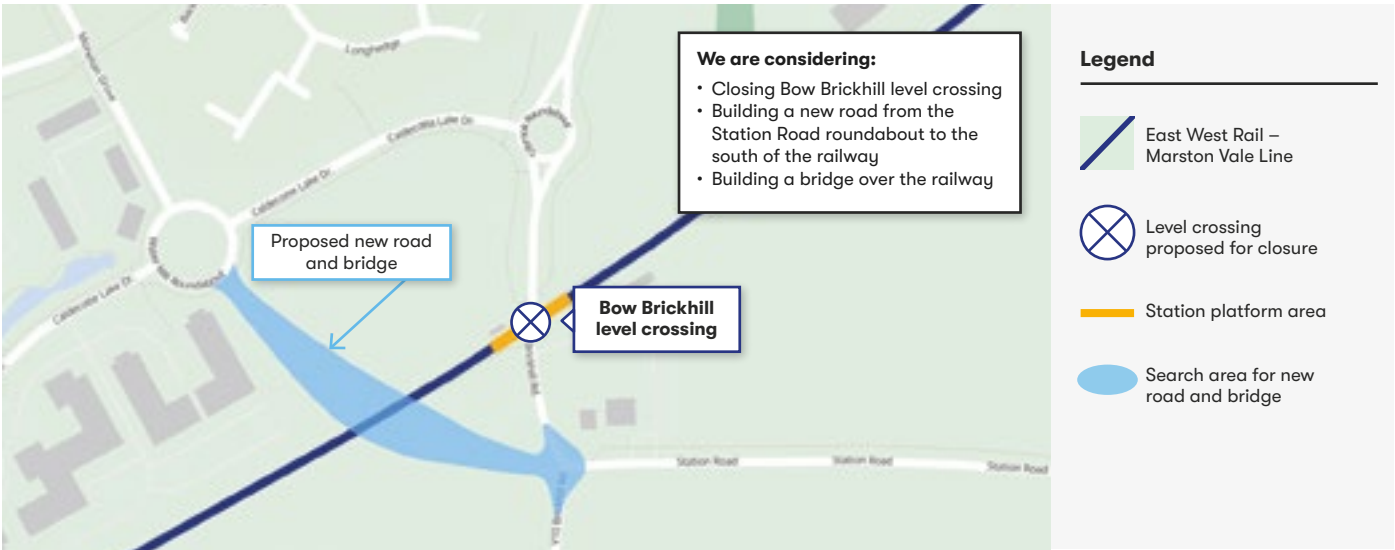


Figure: Bow Brickhill  
option 1



Figure: Bow Brickhill  
option 2

**Option 1:**

Bow Brickhill option 1 would involve a new road from Station Road roundabout, to the south of the railway, to the Water Mill roundabout on Caldecotte Lake Drive. The new bridge over the railway would be to the west of the existing level crossing.

**Option 2:**

Bow Brickhill option 2 would provide a new road between Station Road and Tillbrook roundabout. There would be a new junction on Station Road, and a new exit would be added to Tillbrook roundabout. The new road bridge would go over the railway to the east of the existing roundabout.

**Option 3:**

Bow Brickhill option 3 would provide a new road between Station Road and Tillbrook roundabout. There would be a new junction on Station Road, and a new exit would be added to Tillbrook roundabout. The new railway would be on a bridge over that new road, to the east of the existing level crossing.

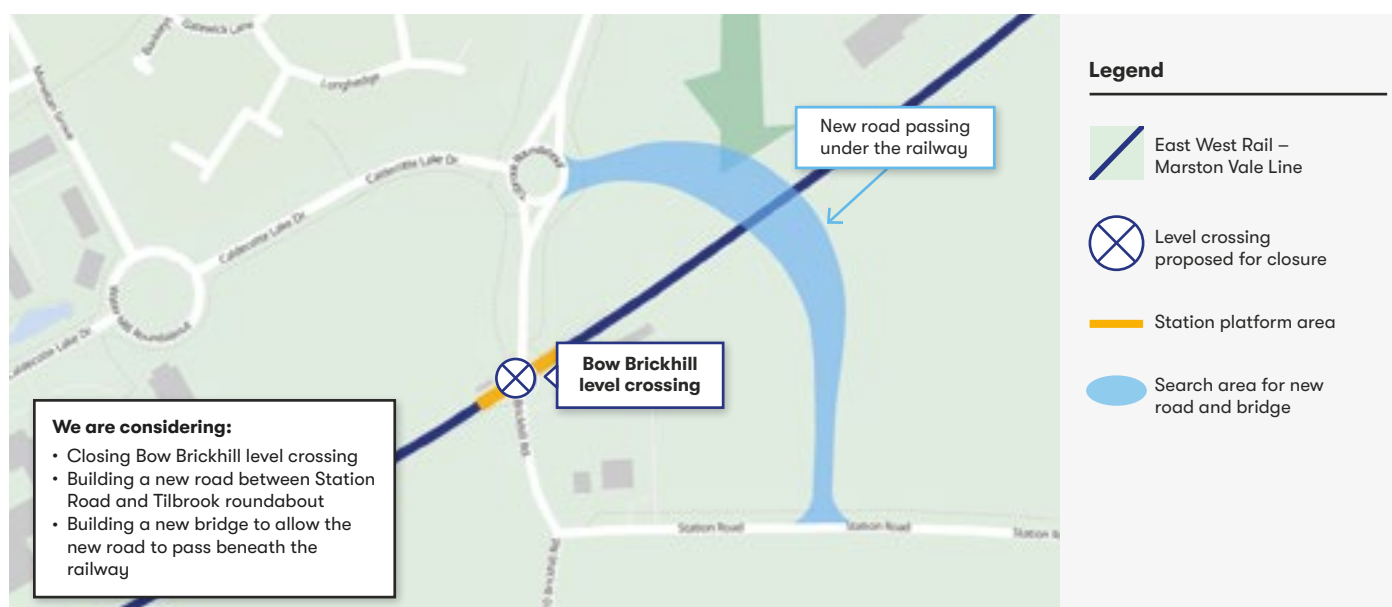


Figure: Bow Brickhill option 3

### Option 4:

Bow Brickhill option 4 would provide a new road bridge over the railway immediately adjacent to the existing level crossing. Changes would need to be made to the junction between Brickhill Street and Caldecotte Lake Drive and the junction between Brickhill Street and Station Road. This could mean closing V10 Bow Brickhill Road for a period of time.

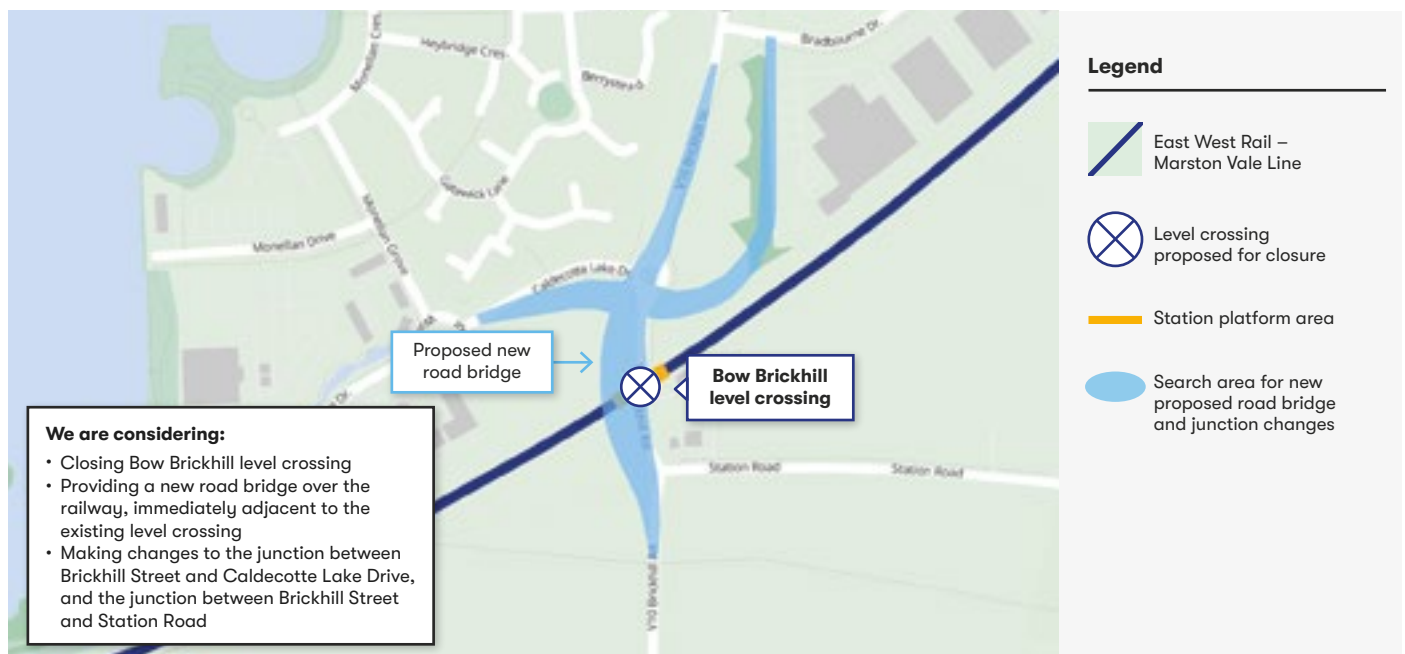


Figure: Bow Brickhill option 4

We are considering the following, along with your consultation feedback, as we develop our proposals:

- Land that may need to be acquired. For options 1 and 4 there is existing planning permission to build a commercial building on the land we would need
- Ecology and other environmental impacts for the new road that would need to be built
- Options 1, 2 and 3 involve gradients and road curvatures that may not meet the standards that usually apply to this type of road
- For option 3, drainage and flooding need to be considered as the road passes under the railway and would be lower than the existing road.

# Browns Wood

Browns Wood level crossing is a foot crossing which connects an area of open space to Station Road for Bow Brickhill village. We understand consideration has been given to extending the V11 Tongwell Street to cross the railway at the location of the existing Browns Wood foot level crossing, which would allow pedestrians (and other traffic) to cross the railway. Should firm proposals be brought forward we will consider how they can be integrated with our Project. For now, we would propose three options for crossing the railway at Browns Wood.



Figure: Location of Browns Wood level crossing



### Option 1:

Browns Wood option 1 would provide a new stairs-only footbridge at the location of the existing crossing, which is appropriate as the existing footpath which provides access to the bridge is not suitable for people with limited mobility. We might not need to purchase any land and could use existing railway land for this option.

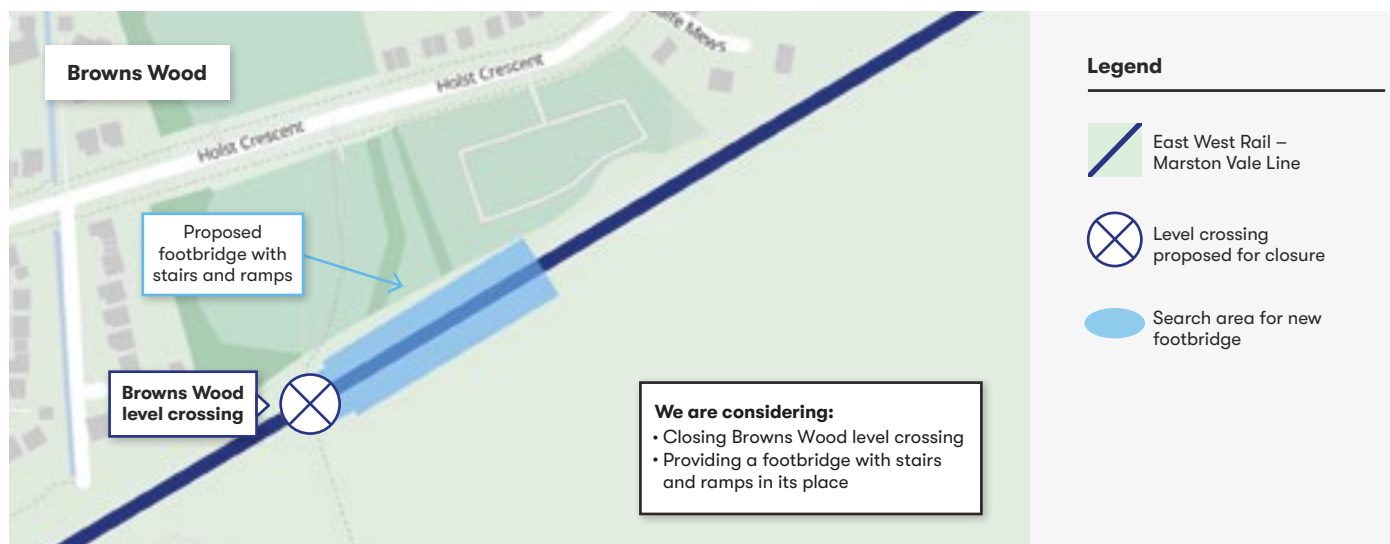
Figure: Browns Wood option 1



### Option 2:

Browns Wood option 2 would provide a crossing in the same location as the existing level crossing, but this option would include ramps to allow people with limited mobility to access the footbridge. We would need to purchase neighbouring land for this option.

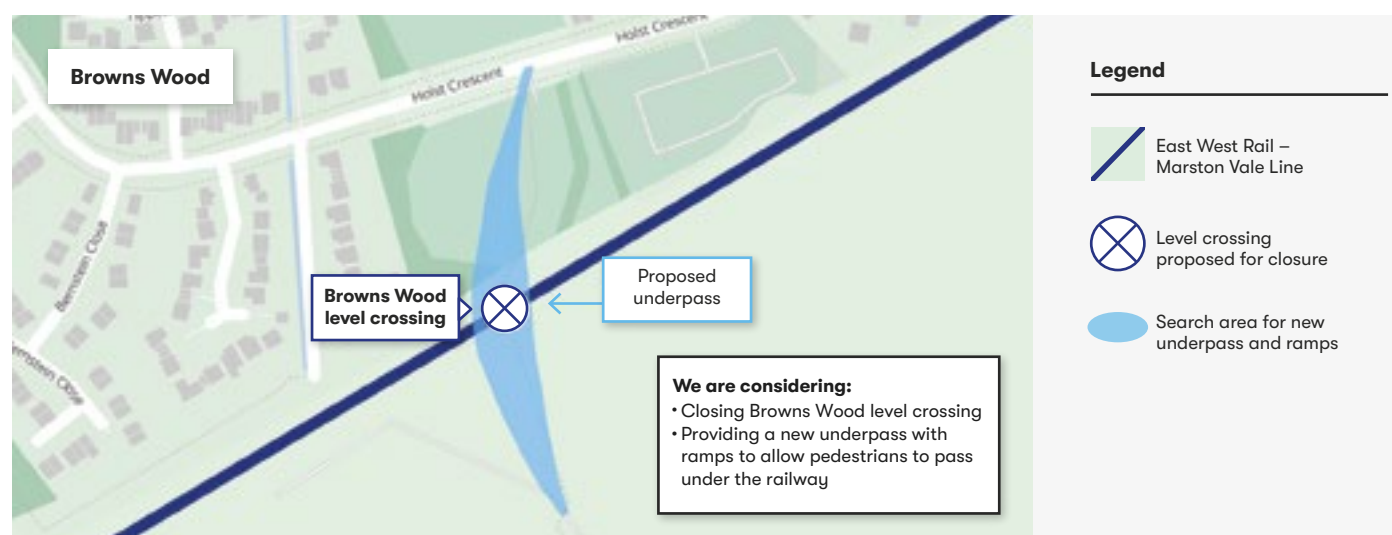
Figure: Browns Wood option 2



### Option 3:

Browns Wood option 3 involves a new footpath under the railway at the location of the existing level crossing. We would need to purchase land outside of the existing railway boundary, including an area of open space land to the north of the railway.

Figure: Browns Wood option 3



We are considering the following, along with your consultation feedback, as we develop our proposals for Browns Wood:

- Option 1 would not be accessible to people with limited mobility
- Option 2 would require more vegetation removal, with more visual impacts than option 1
- Option 3 would have the least visual impact, but would have a greater impact on the use of the open space land
- Option 3 would also need to consider drainage arrangements for the underpass that would be built under the railway
- Option 3 requires more land and includes an underpass and therefore could be more expensive.

# Pony

Pony Crossing is a foot crossing and bridleway that connects the Old Park Farm residential area with bridleways through the rural land to the south. The area to the south of the railway is identified in the Milton Keynes Local Plan as an area for future development. We have identified three options for Pony crossing.



Figure: Location of Pony crossing

## Option 1:

Pony option 1 would involve a new bridge over the railway at the site of the current crossing. The bridleway would be ramped to the north and south to allow for all forms of non-vehicular use. To the north of the railway this ramp would be made up of a steel structure, with a sound-deadening non-slip surface.

To the south of the railway, we would use an earth embankment to build the ramp to the bridge over the railway; we would need to purchase land either side of the bridleway.



Figure: Pony option 1

**Option 2:**

Pony option 2 is very similar to Pony option 1, except the bridleway ramp to the north of the railway would be moved away from residential properties by placing it in agricultural land to the east. We would need to purchase part of that agricultural land.



Figure: Pony option 2

### Option 3:

Pony option 3 would provide an underpass in the same position as the current crossing. The underpass would be of sufficient height to accommodate horse riders.

Figure: Pony option 3



We are considering the following, along with your consultation feedback, as we develop our proposals:

- Options 1 and 2 would have visual impacts for adjacent residential properties
- Options 2 and 3 would be quieter than option 1 for the residents in the adjacent properties, with option 3 being the quietest option
- Option 3 involves siting the bridleway much deeper than its current level and would require drainage solutions, such as pumps
- We would need to purchase more agricultural land for options 2 and 3.

## Woburn Sands: existing crossings

There are a number of crossings in Woburn Sands that would need to close. The existing rights of way are close together and we would propose options which would replace the crossings below, while maintaining connectivity across the railway.

- Woodleys Farm private crossing: to the west of Woburn Sands enabling access between two parts of a farm
- Fisherman's Path footpath: immediately to the west of Woburn Sands, where Woburn Sands Footpath No. 2 leads from Bow Brickhill Road (south of the railway) towards Wavendon (north of the railway)
- Woburn Sands road crossing: where the A5130 Station Road / Newport Road crosses the railway
- Mill Farm footpath: immediately to the east of Woburn Sands where a public footpath (Aspley Guise Footpath No. 3) links Vandyke Close on the north of the railway to a network of paths leading to Aspley Guise to the south of the railway. This path forms part of the Milton Keynes Boundary Walk
- Sewage Farm footpath: to the east of Woburn Sands where a public footpath (Aspley Guise Footpath No. 13) crosses the railway. This footpath connects into the wider footpath network to the south of the railway, but to the north of the railway the footpath ends in a field after around 300m.

Figure: Locations of level crossings in Woburn Sands



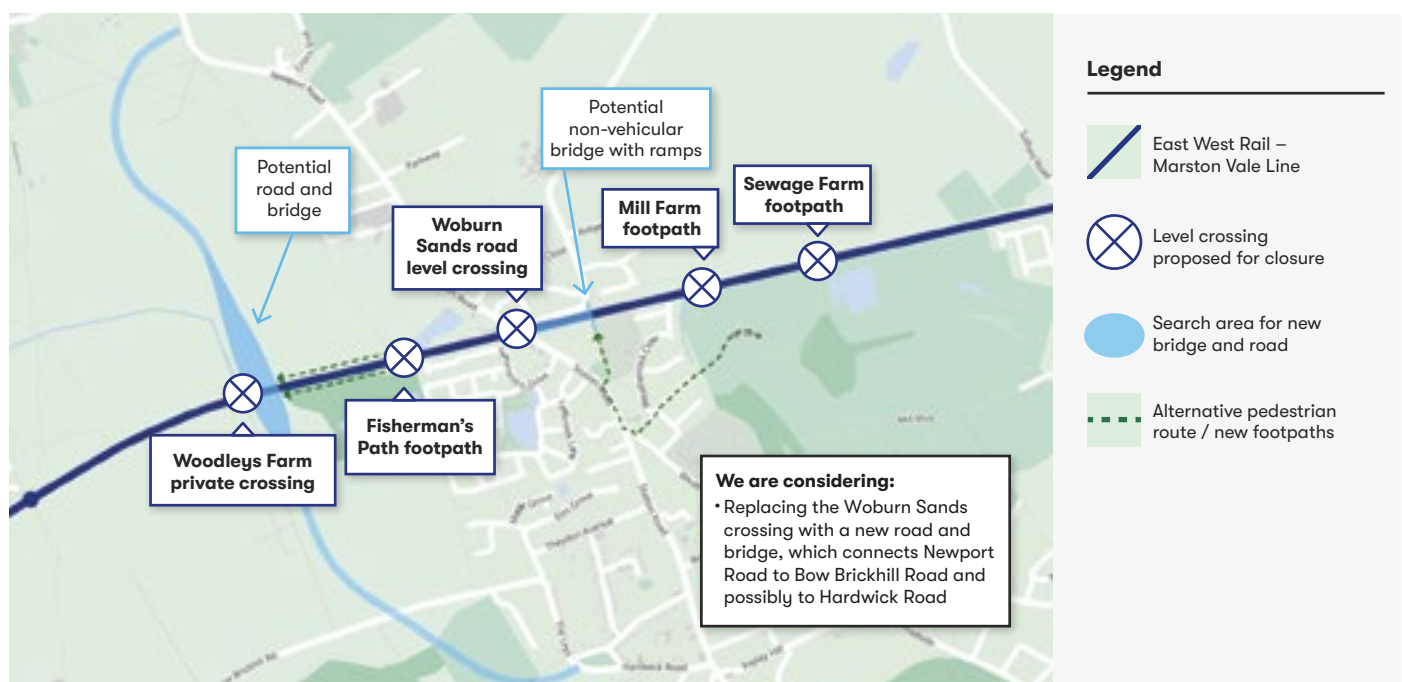


**Option 1:** new road around Woburn Sands and new School Crossing bridge.

This would replace the Woburn Sands crossing with a new road to the west of Woburn Sands connecting Newport Road and Bow Brickhill Road. We would build a new bridge over the railway near the existing Woodleys Farm level crossing.

There is also an opportunity to extend the new road south of Bow Brickhill Road to connect to The Leys south of Woodland Way.

Figure: Option 1: Woburn Sands new road



The following crossings would be closed and diverted to cross the railway using the new bridge:

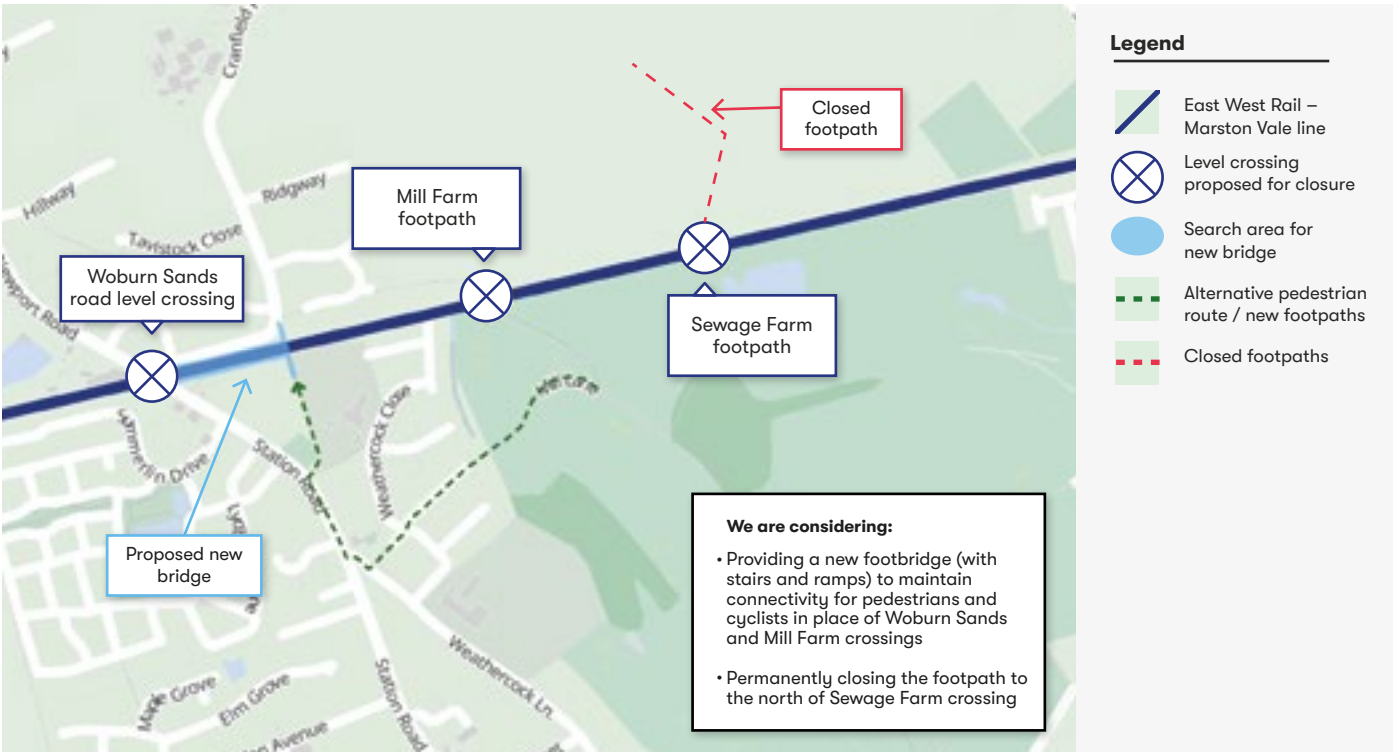
- Woburn Sands (Newport/ Station Road)
- Woodleys Farm private crossing
- Fisherman's Path footpath.

A new bridge would be created at the former School Crossing location, connecting Cranfield Road with the footpath adjacent to the school which connects to Station Road. This would include accessible ramps for all non-vehicular users of the crossing. The bottom end of the ramps would be close to Woburn Sands level crossing. Mill Farm foot crossing to the east of Woburn Sands would be redirected to use this bridge.

This crossing would replace the following existing rights of way:

- School Crossing footpath (already closed)
- Mill Farm footpath
- The pedestrian route over Woburn Sands crossing.

Figure: Option 1: new School Crossing bridge



Sewage Farm crossing (to the east of Mill Farm crossing) and the footpath to the north of the crossing would be closed. The footpath does not lead anywhere and we haven't established any reason for its use.

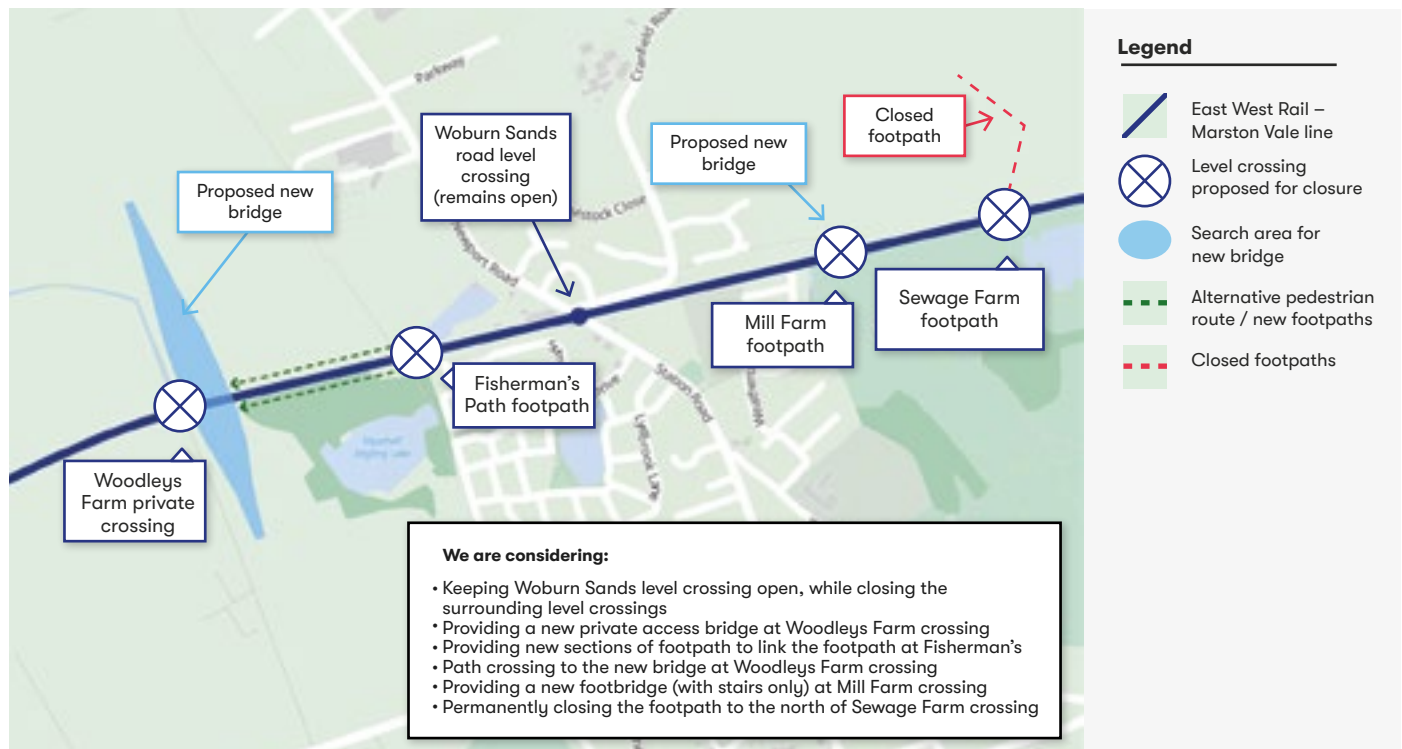
**Option 2:** keeping Woburn Sands crossing with a new Woodleys Farm bridge.

This option would retain the existing level crossing on Station Road. The level crossing would be closed, and traffic stopped, for as much as 40 minutes in an average hour because of the increased frequency of trains. A bridge would not be provided at the site of School Crossing. People who previously used this crossing would be diverted via Woburn Sands crossing (as is currently the case).

As part of this option, we would provide a bridge close to Woodleys Farm to replace that crossing and the public footpath from Fisherman's Path would also be diverted over this bridge. We would provide a footbridge with steps at the site of Mill Farm crossing.

As with option 1, Sewage Farm crossing (to the east of Mill Farm crossing) and the footpath to the north of the crossing would be closed.

Figure: Option 2:  
retention of Woburn  
Sands crossing and new  
Woodleys Farm bridge



We are considering the following, along with your consultation feedback, as we develop our proposals:

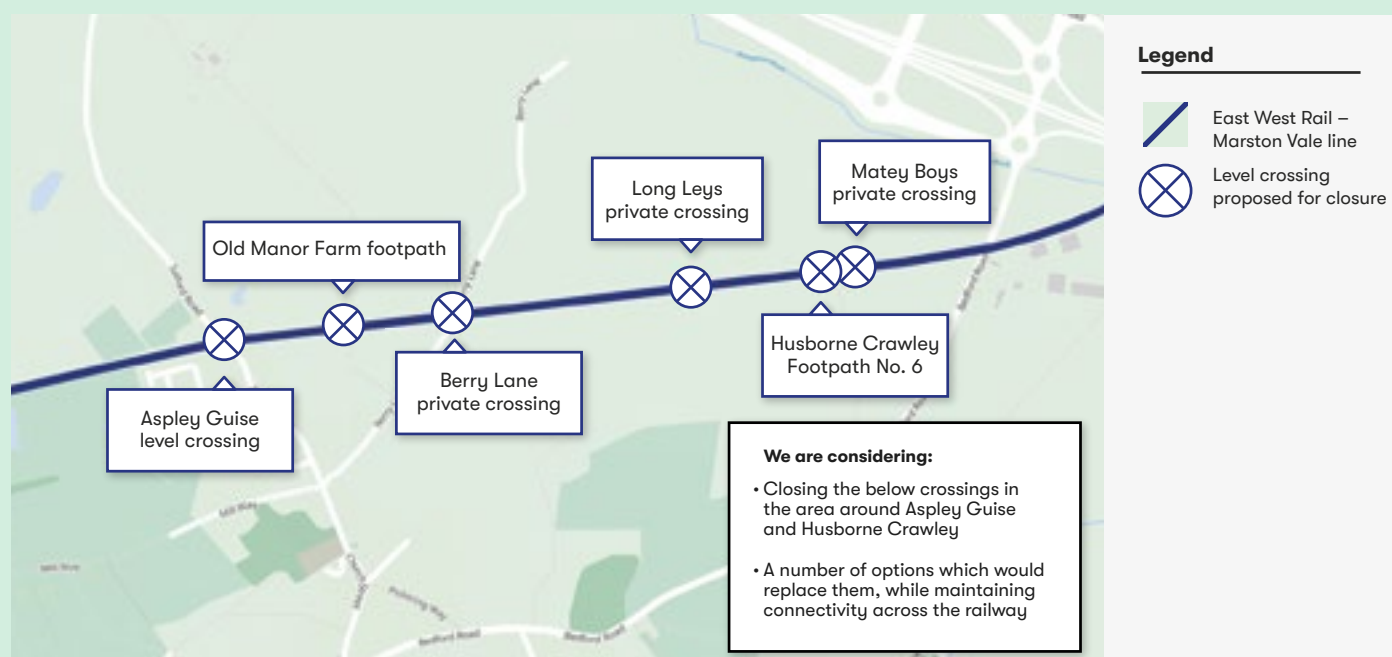
- We would need to acquire a large area of agricultural land for option 1, but much less for option 2
- For option 1, we would also need to acquire an area of land adjacent to the railway that forms part of a business
- Option 1 would provide a new connection that could support future development proposed as part of the Milton Keynes south east expansion area
- Option 1 would likely reduce traffic through Woburn Sands on Newport Road/Station Road and High Street. However, it is likely to increase traffic on Hardwick Road and on The Leys south and east of Woodland Way. If the additional section of new road south of Bow Brickhill Road was not provided, traffic would also be increased on the eastern part of Bow Brickhill Road and the remainder of The Leys north of Woodland Way
- An extended option 1 that connects to The Leys could require the acquisition of allotments
- Option 2 may result in significant transport impacts for Woburn Sands as traffic and pedestrians on Newport Road/Station Road would be delayed by the more frequent closing of the level crossing.

## Aspley Guise and Husborne Crawley level crossings

There are a number of crossings in the area around Aspley Guise and Husborne Crawley that would need to close. These crossings are close together and we would propose options which would replace the crossings listed below, while maintaining connectivity across the railway.

- Aspley Guise, Salford Road: a public highway where Salford Road crosses the railway. Aspley Guise station straddles the crossing, which provides the sole means of access between the station's two platforms
- Old Manor Farm footpath: linking Aspley Guise, to the south of the railway, across the railway to a network of paths to the north of the railway connecting to Lower End, Salford and a range of other destinations (Aspley Guise Footpath No. 12)
- Berry Lane private crossing: where a private vehicle access road (known as Berry Lane) crosses the railway
- Long Leys private crossing: to the north east of Aspley Guise, connecting two parts of a farm
- Husborne Crawley Footpath No. 6: where a public footpath linking Husborne Crawley to Salford Road, to the north of the M1, crosses the railway
- Matey Boys private crossing: to the west of Bedford Road, connecting two parts of a farm.

Figure: Locations of level crossings in Aspley Guise and Husborne Crawley



**Option 1:** new road around Aspley Guise village to the east.

There would be a new junction to the north of the existing level crossing, where the new road would join Salford Road. To the south of the existing level crossing, the new road would join Salford Road south of Berry Lane. A new bridge over the railway would be built at the location of the existing Manor Farm crossing.

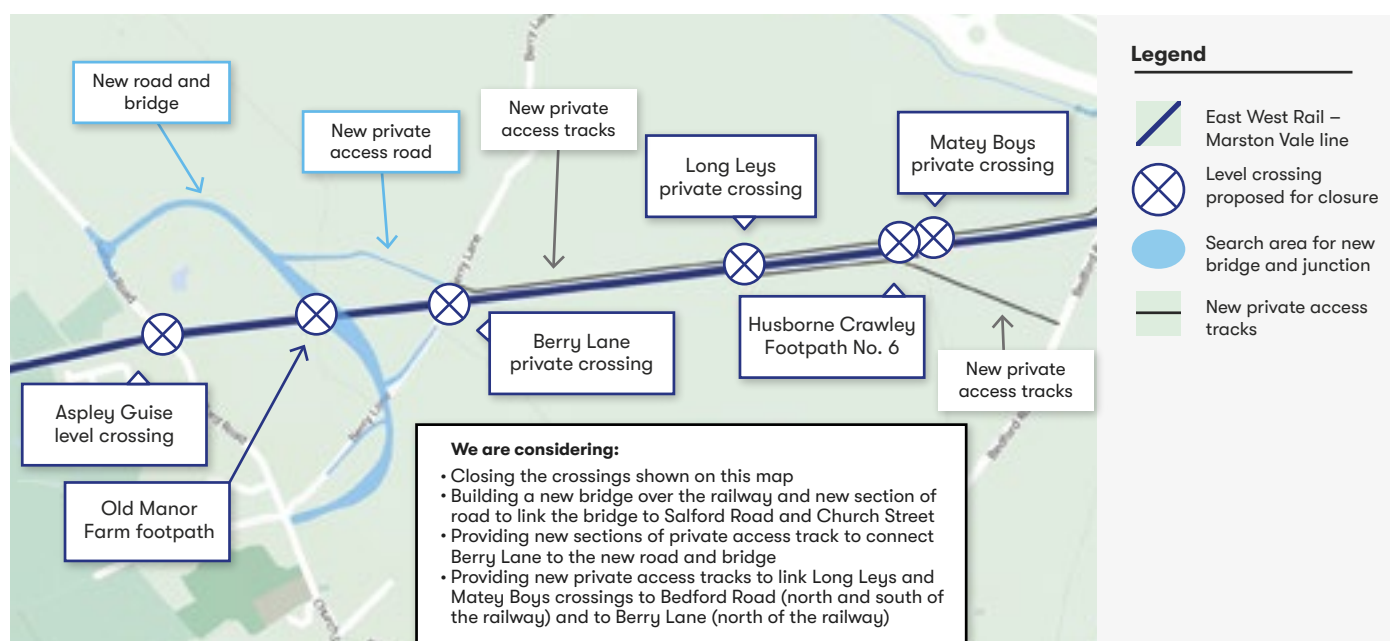
The following crossings would be closed and redirected to use facilities on the new road:

- Aspley Guise (Salford Road)
- Old Manor Farm footpath (Aspley Guise Footpath 12)
- Berry Lane private crossing
- Long Leys private crossing.

A new footbridge would replace Husborne Crawley Footpath No. 6 foot crossing. Given that the footpath leading to this crossing is unsurfaced and runs across agricultural land, we would provide stairs to the new footbridge and no ramps.

The Matey Boys private crossing would be closed, with a private access track provided to Bedford Road for users to cross the railway.

Figure: Option 1: Aspley Guise new road





### Option 2: Aspley Guise closure with no replacement.

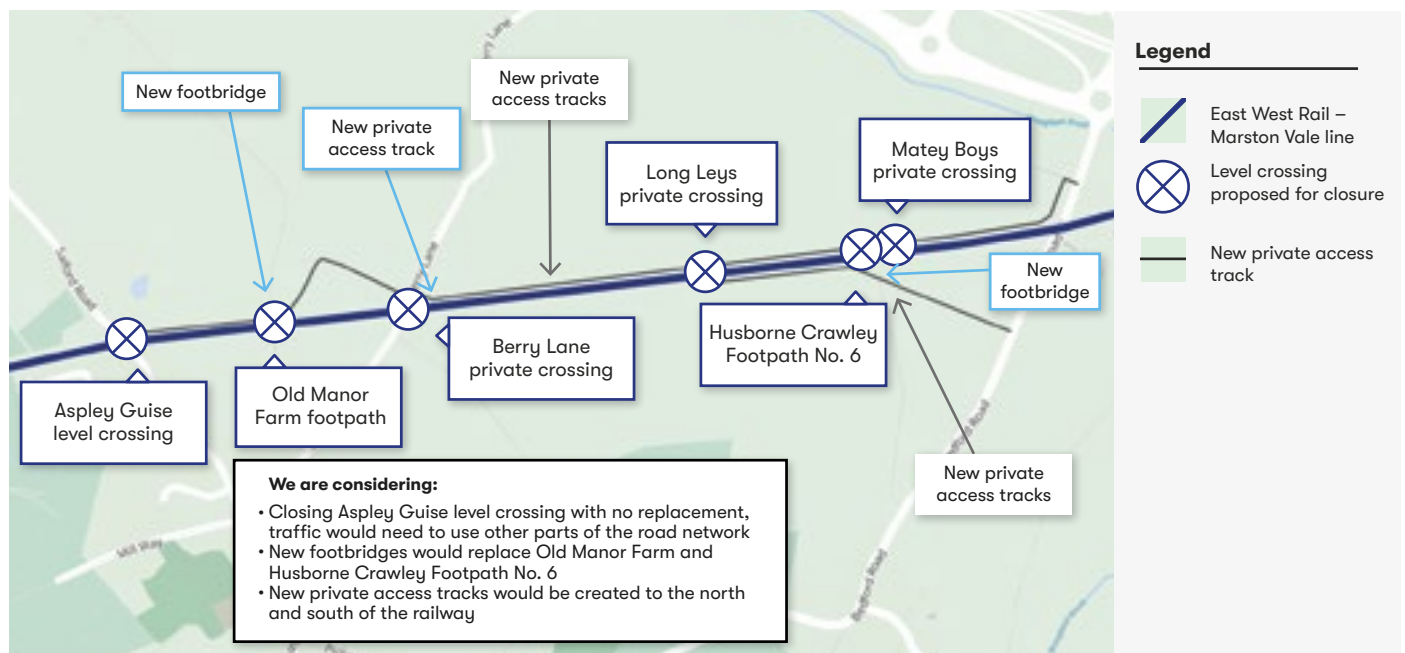
Traffic would need to use other parts of the road network to cross the railway away from Aspley Guise, such as in Woburn Sands or at Bedford Road.

New footbridges would replace Old Manor Farm and Husborne Crawley Footpath No. 6 foot crossing. Given that the footpath leading to these crossings are unsurfaced and run across agricultural land, we would provide stairs to the new footbridge and no ramps.

Berry Lane, Long Leys and Matey Boys private crossings would be permanently closed, and new private access tracks would be provided:

- Linking Berry Lane to Salford Road on the north side of the railway
- Running between Berry Lane and Bedford Road on the north side of the railway
- Running between Bedford Road and the field from which Long Leys level crossing is accessed on the south side of the railway.

Figure: Option 2: Aspley Guise closure with no replacement on Salford Road



We are considering the following factors, along with your consultation feedback, as we develop our proposals:

- Option 1 would require us to purchase more agricultural land than option 2, and we may also need to acquire some land from up to two residential properties
- Option 1 is partly located in the green belt; this means we would need to demonstrate that it preserves the openness of the green belt and that this location is required owing to very special circumstances. We would also have to demonstrate this for option 2, although this is likely to have less impact
- Option 2 would mean that local people would have further to travel to cross the railway, but many car journeys would take no longer via the alternative routes
- If Apsley Guise station is retained a new footbridge would be required at the station to provide access between the two platforms. The precise location and arrangement of the footbridge would be considered at the next stage of design development and would be set out in the next consultation.

# Husborne Crawley Footpath No. 10 and Station Road in Ridgmont level crossings

Husborne Crawley Footpath No. 10 crosses the railway on the west side of the M1 bridge. This footpath links Husborne Crawley, to the south of the railway, with Station Road and Ridgmont station to the north. A further footpath (Brogborough Footpath No. 4) provides an onward link to the village of Brogborough via the Prologis Park Marston Gate industrial area.

Ridgmont level crossing takes Station Road across the railway next to Ridgmont station and the Ridgmont Station Heritage Centre. The A507 road runs parallel to Station Road and provides an alternative bridge over the railway. Both of our proposed options would close the level crossing on Station Road and vehicles would be redirected to use the A507 bridge.

Figure: Location of Husborne Crawley Footpath No. 10 and Ridgmont (Station Road) level crossings



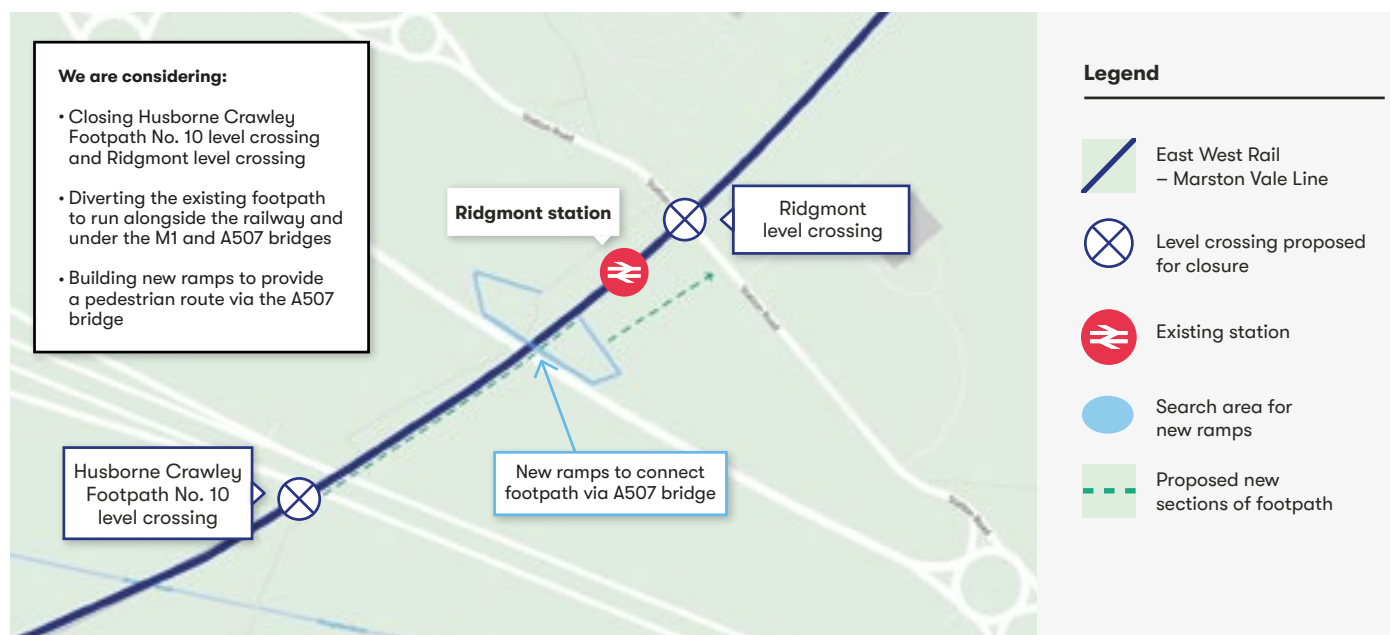
**Option 1: Husborne Crawley Footpath No. 10 diversion via A507.**

Husborne Crawley Footpath No. 10 diversion via A507 would divert the footpath to use the A507 bridge and close the existing level crossing.

On the south side of the railway, the footpath would be diverted to run alongside the railway, under the M1 and A507 road bridges. Ramps would be provided to get up to the level of the A507 and down to the redirected footpath on the north side of the railway.

A new section of footpath would be created on the south side of the railway linking Station Road to the new ramp up to the A507 bridge, providing an alternative route over the railway for pedestrians that currently use Ridgmont crossing.

Figure: Option 1:  
Husborne Crawley  
Footpath No. 10 diversion  
via A507



### Option 2: new footbridge at Husborne Crawley Footpath No. 10

A new stairs-only footbridge at the location of the existing crossing, which is appropriate as the footpath either side is not suitable for limited mobility users.

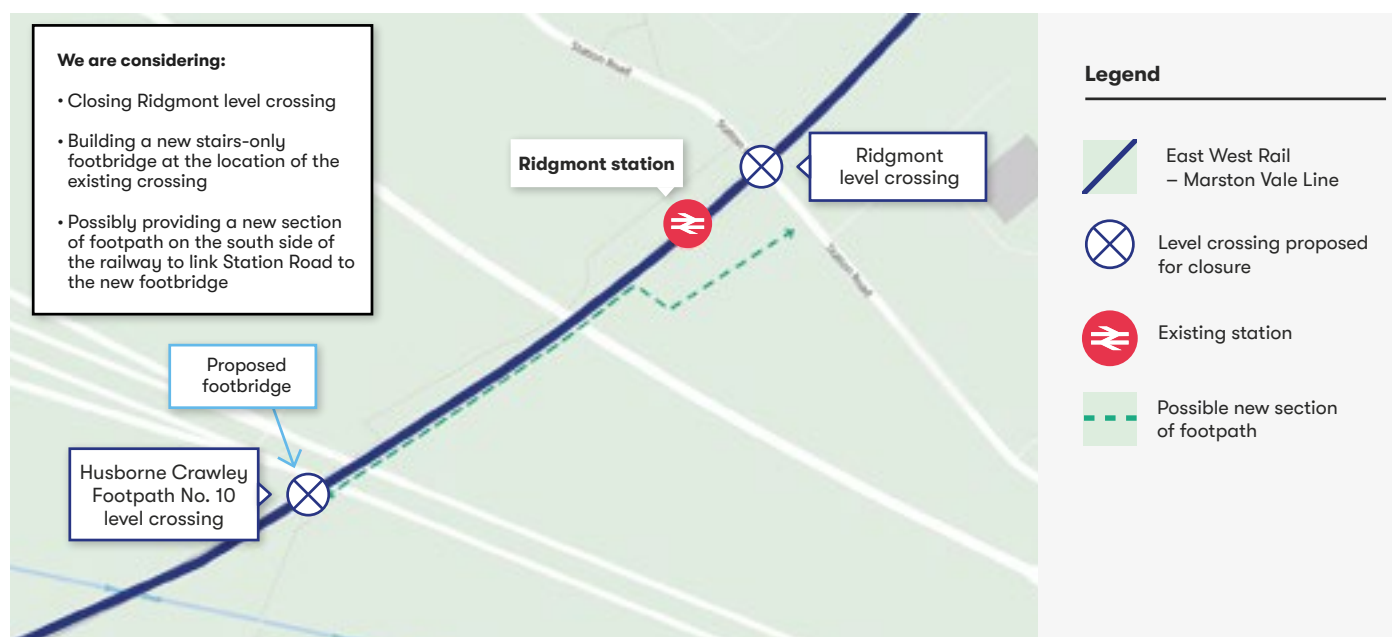


Figure: Option 2: new footbridge at Husborne Crawley Footpath No. 10

### Option 3: Husborne Crawley Footpath No.10 diversion via Ridgmont Station Road

A new footbridge across the railway would divert the footpath under the M1 and A507 road bridges on the north and south side of the railway to Ridgmont Station Road. The new bridge would include stairs and ramps and could be used by pedestrians and other non-vehicular users of Station Road.

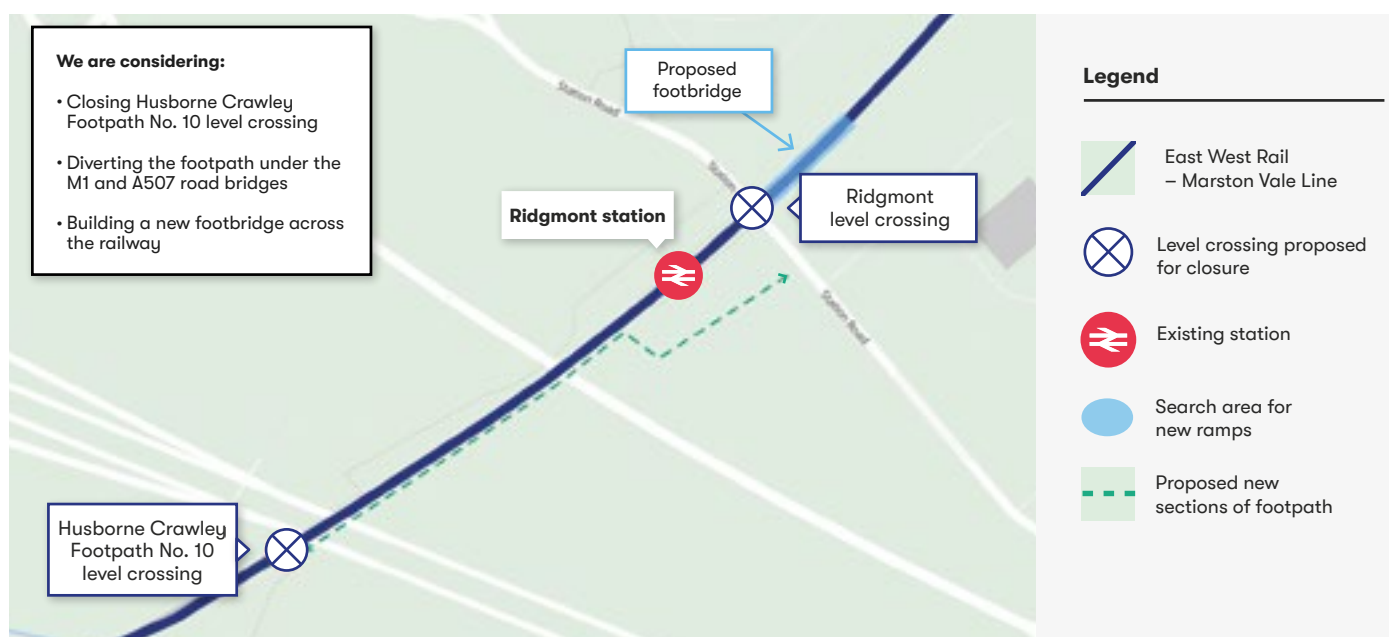


Figure: Option 3:  
Husbourne Crawley  
Footpath No.10 diversion  
via Ridgmont Station  
Road new footbridge

We are considering the following, along with your consultation feedback, as we develop our proposals:

- We would need to purchase a small amount of agricultural land for all three options.
- Options 1 and 2 would result in a longer diversion for pedestrians who currently use Ridgmont crossing rather than Option 3.

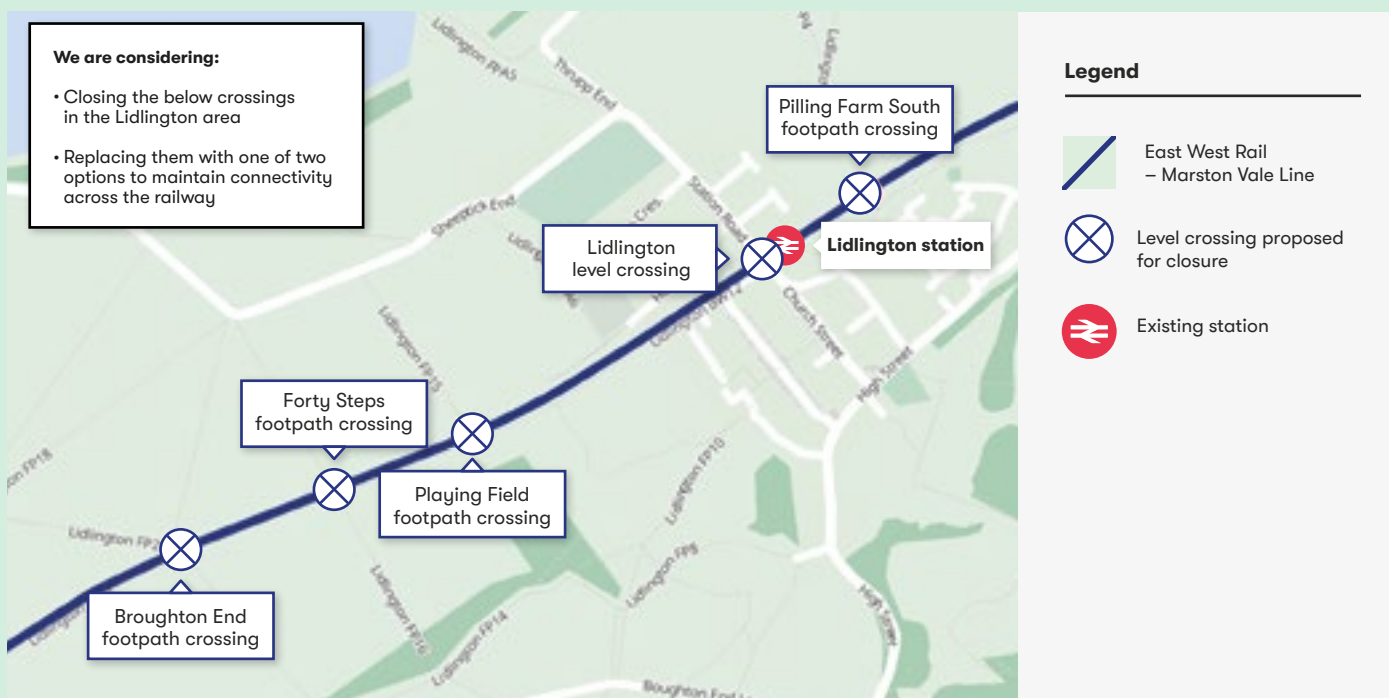


## Lidlington level crossings

There are a number of crossings in Lidlington and the surrounding area that would need to close. These crossings are close together and we would propose options which would replace the crossings listed below, while maintaining connectivity across the railway.

- Broughton End footpath: to the west of Lidlington where Lidlington Footpath No. 20 crosses the railway
- Forty Steps footpath: to the west of Lidlington where Lidlington Footpath No. 16 crosses the railway
- Playing Field footpath: to the west of Lidlington where Lidlington Footpath No. 15 crosses the railway
- Lidlington (Station Road / Church Street) public highway: where the main north-south road through the village of Lidlington crosses the railway
- Pilling Farm South footpath: on the northern edge of Lidlington, to the east of the current Lidlington station, where Lidlington Footpath No. 1 crosses the railway. This footpath forms part of the Marston Vale Trail.

Figure: Location of level crossings in Lidlington



**Option 1:** new road around Lidlington immediately to the west of Lidlington

The new road would run from Sheeptick End on the north side of the railway to Greensand Ridge to the south of the railway. The road would use a new bridge to cross the railway and the existing level crossing at Station Road / Church Street would be closed. There would be provision for walkers, cyclists and horse riders.

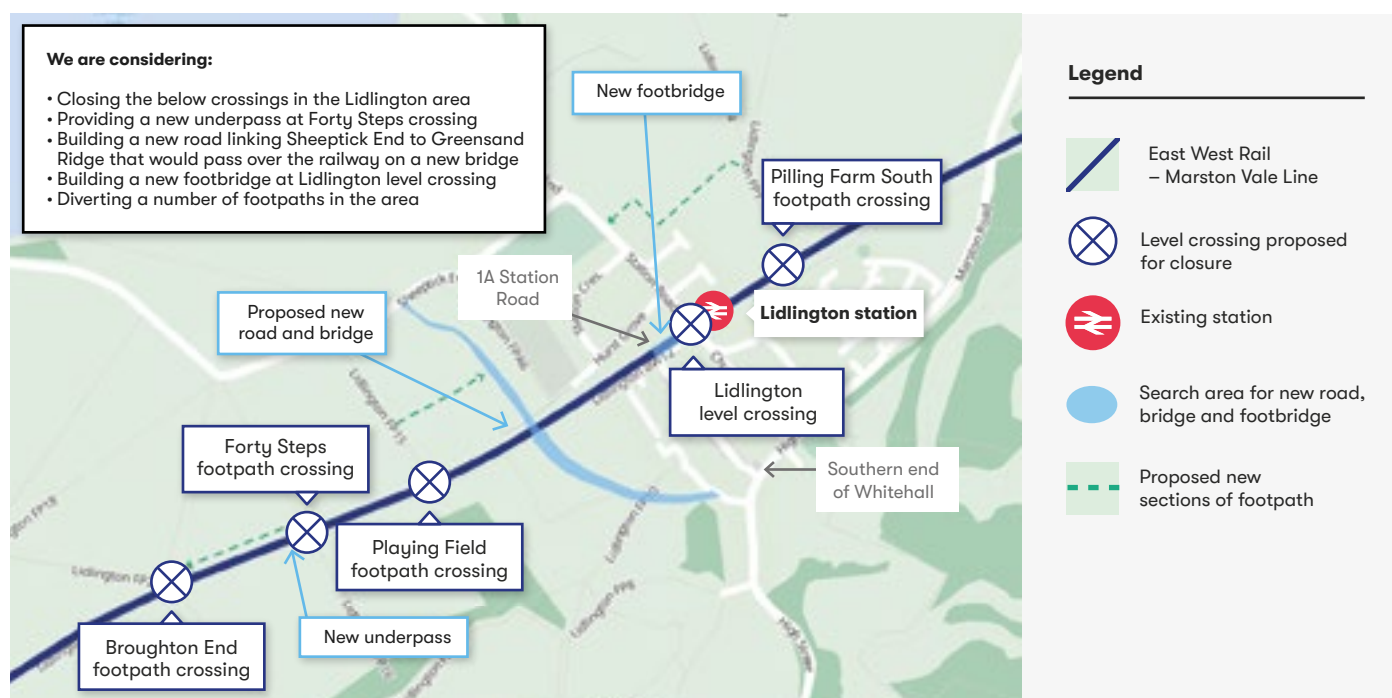
A new underpass beneath the railway would be provided for walkers at the site of Forty Steps crossing. Lidlington Footpath No. 16 would be diverted through this underpass. Lidlington Footpath No. 20 would be diverted along the north side of the railway from Broughton End crossing to the use the new underpass.

A new footbridge would be provided at the Lidlington (Station Road / Church Street) crossing to maintain a pedestrian route between the areas of Lidlington on either side of the railway.

To accommodate this bridge, we would need to:

- Demolish the house at 1A Station Road
- Reduce the width of Bye Road, and make it a one-way street between Church Street and Whitehall
- Carry out improvements to the southern end of Whitehall as it joins High Street.

Figure: Option 1: new road around Lidlington



We would propose a number of footpath diversions to reflect the change in location of crossing points on the railway:

- Lidlington Footpath No. 15 would be diverted on the north side of the railway to connect with the new road bridge
- Lidlington Bridleway No. 12 would be diverted to connect with the new road bridge and provide a link back to the south side of the Playing Field crossing
- We would consider closing Lidlington Footpath No. 17 from Sheeptick End to the Broughton End crossing
- Lidlington Footpath No. 1 would be diverted on the north side of the railway from a point close to the junction with Lidlington Footpath No. 4 to Station Road.

### **Option 2:** retention of Lidlington Station Road level crossing

**This option** would mean that the existing level crossing on Station Road would remain where it is, and we would close all other crossings in the Lidlington Area.

A new underpass would be provided in place of the existing Forty Steps crossing.

Another new underpass would be provided roughly halfway between Playing Field crossing and the recently closed School Crossing. Lidlington Footpath No. 1 would be diverted on the north side of the railway from a point close to the junction with Lidlington Footpath No. 4 to Station Road.

We would propose a number of footpath diversions to reflect the changes of locations of crossing points on the railway:

- Lidlington Footpath No. 16 would be diverted through the new underpass at Forty Steps Crossing, and Lidlington Footpath No. 20 would be diverted along the north side of the railway from the site of Broughton End crossing to the use this new underpass
- We would consider closing Lidlington Footpath No. 17 completely from Sheeptick End to the Broughton End crossing

- To the north of the railway, Lidlington Footpath No. 15 would be diverted along the field boundary to the north of the playing fields and then via Lidlington Footpath 6A and the diverted section of Lidlington Footpath 6 to reach the new underpass between Playing Field crossing and the former School crossing
- To the north of the railway, Lidlington Footpath No. 6 would be diverted to run along the side of the railway to reach the new underpass between Playing Field crossing and the former School crossing
- Lidlington Footpath No. 1 would be diverted on the north side of the railway from a point close to the junction with Lidlington Footpath No. 4 to Station Road.



Figure: Option 2:  
retention of Lidlington  
Station Road level  
crossing

We are considering the following, along with your consultation feedback, as we develop our proposals:

- We would need to demolish a residential house and acquire more agricultural and other land in option 1, than option 2
- Option 1 would have greater environmental impacts due to the construction of the new road
- As option 2 involves keeping an existing level crossing, we would not meet our objective to improve safety
- Option 2, combined with the new train services, would mean the time the level crossing is closed could be as much as 40 minutes in every hour, causing delays to pedestrians and road users.

We have also considered an alternative solution that would divert the Marston Vale Line to the north of the village. This option would require up to 4km of new railway that would require the purchase of land and would entail the construction of a significant length of new cutting. There would be impacts on the environment and the potential loss of allotments in the area as well as changes to existing roads. More details on why we are not currently proposing this as an option are set out in section 7.6 of the Technical Report.

# Millbrook (Station Lane)

Station Lane runs from Marston Moretaine, north of the railway, to Millbrook, south of the railway. Millbrook level crossing is next to Millbrook station and is used to cross between platforms. We propose closing Millbrook, with options for alternative access across the railway.



Figure: Location of Millbrook (Station Lane) crossing

**Option 1:** new road bridge over the railway south west of Millbrook station

Station Lane diverted via this bridge. This option would retain access to the residential and agricultural properties on the east and west of the railway.

Marston Moretaine Footpath No. 13, used for accessing Millennium Country Park prior to the recent closure of nearby Millennium Park crossing, would be diverted to the new road bridge.





Figure: Option 1: new road bridge south west of Millbrook station

**Option 2:** a new road underpass south west of Millbrook station

A new road underpass south west of Millbrook station would provide a road crossing for Station Lane under the railway immediately south west of the current location. This option would retain access to the residential and agricultural properties on the east and west of the railway.

Marston Moretaine Footpath No. 13, used for accessing Millennium Country Park prior to the recent closure of nearby Millennium Park crossing, would be diverted to the new underpass.

Figure: Option 2: new road underpass south west of Millbrook station



**Option 3:** new road bridge over the railway to the north east of Millbrook station

A new road bridge over the railway to the north east of Millbrook station diverting Station Lane behind Pilling Cottages and Station House to reach the new bridge. Access to residential and agricultural properties would be retained on the existing Station Lane. Access to the south of Pilling Farm would be provided from the new road.

Marston Moretaine Footpath No. 13, used for accessing Millennium Country Park prior to the recent closure of nearby Millennium Park crossing, would be diverted to the new road bridge.



Figure: Option 3: new road bridge to the north east of Millbrook station

We are considering the following, along with your consultation feedback, as we develop our proposals:

- Options 1 and 2 require demolition of a derelict house next to Millbrook crossing
- Option 2 would require enhanced drainage as the road would be lower than its current level
- Option 3 requires more land to be purchased, including a small part of the Millennium Country Park.

## Green Lane level crossing

Green Lane crosses the railway south west of Stewartby village. Green Lane is one of two roads (the other being Broadmead Road) that connect Stewartby to Bedford Road (the former A421).

The former Stewartby Brickworks site is located either side of the railway to the north and north east of the crossing, and a development of approximately 1,000 houses is proposed for the site.

We have developed two options which take into account the possibility that Stewartby station is moved.

**Option 1: new bridge to the north of Green Lane**

We would provide a new bridge a short distance to the north of the current level crossing, and Green Lane would be realigned to pass over the new bridge.

So far, this option has been designed to work if Stewartby station were relocated (see concept 2 of train services and stations on the Marston Vale Line) but it could be modified to work if the station were retained.

Some existing accesses to Green Lane would need to be amended:

- The Water Sports Club would be accessed using a new road on the current Green Lane alignment
- The junction that provides access to Kimberley College would be changed
- The energy recovery plant would be accessed via a new road on the north side of the realigned Green Lane, which would pass under the new bridge to reach the plant.



Figure: Option 1: new bridge to the north of the relocated Stewartby station

### Option 2: alternative new bridge to the north of Green Lane.

We would build a new public highway bridge over the railway to the north of the current crossing, with the east end of the realigned road slightly further to the north than option 1.

This option has been designed to work if Stewartby station were retained in its current location (see concept 1 of train services and stations on the Marston Vale Line) but it would also work if the station were relocated.

As with option 1, some existing accesses to Green Lane would need to be amended:

- Access to the Water Sports Club
- Access to Kimberley College
- Access to the energy recovery plant.



Figure: Option 2: new bridge to the north of the retained Stewartby station

We are considering the following along with your consultation feedback, as we develop our proposals:

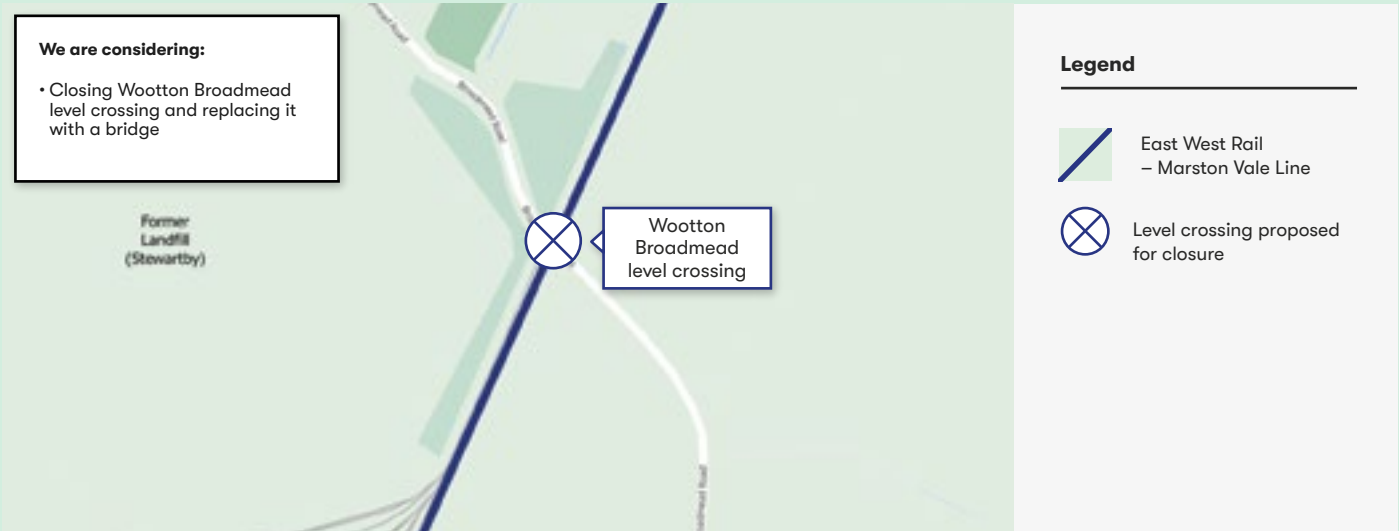
- Both options would require the acquisition of part of the former brickworks and a small area of Kimberley College grounds
- Option 2 would mean we would have to remove a small area of mature vegetation that would be retained with option 1.

# Wootton Broadmead (Broadmead Road)

Wootton Broadmead crossing is a public highway level crossing north west of Stewartby. Broadmead Road is one of two roads (the other being Green Lane) that connect Stewartby to Bedford Road (the former A421).

Figure: Location of Wootton Broadmead (Broadmead Road) level crossing

We would close Wootton Broadmead level crossing and replace it with a bridge over the railway, and have developed two potential options.



## Option 1:

Broadmead Road bridge to the north east would provide a new public highway bridge just to the north east of the existing level crossing. Broadmead Road would be realigned to pass over the new bridge.

Figure: Option 1: Broadmead Road bridge to the north east





### Option 2:

Broadmead road bridge to the south west would provide a new public highway bridge just to the south west of the existing level crossing. Broadmead Road would be realigned to pass over the new bridge.



Figure: Option 2:  
Broadmead Road bridge  
to the south west

We are considering the following, along with your consultation feedback, as we develop our proposals:

- Option 1 would require the demolition of buildings at Randall's Farm which would be avoided in option 2
- Both options would require the removal of vegetation
- Option 2 would require construction within the former landfill site; this would be more hazardous and cost more than option 1
- Both options have been developed to be compatible with keeping the existing Stewartby station location or with a relocated Stewartby station.

# Wootton Village

Wootton Village foot crossing is in a rural location to the north of Stewartby. A footpath (Stewartby Footpath No. 1) crosses the railway at the crossing.

We are only proposing one option to replace the existing foot crossing, which involves building a new footbridge at the same location as the existing crossing and diverting the footpath over the bridge. The bridge would have stairs, which is appropriate as the footpath either side is not suitable for limited mobility users, however we would ensure the new footbridge could accommodate ramps if these would be needed in the future.

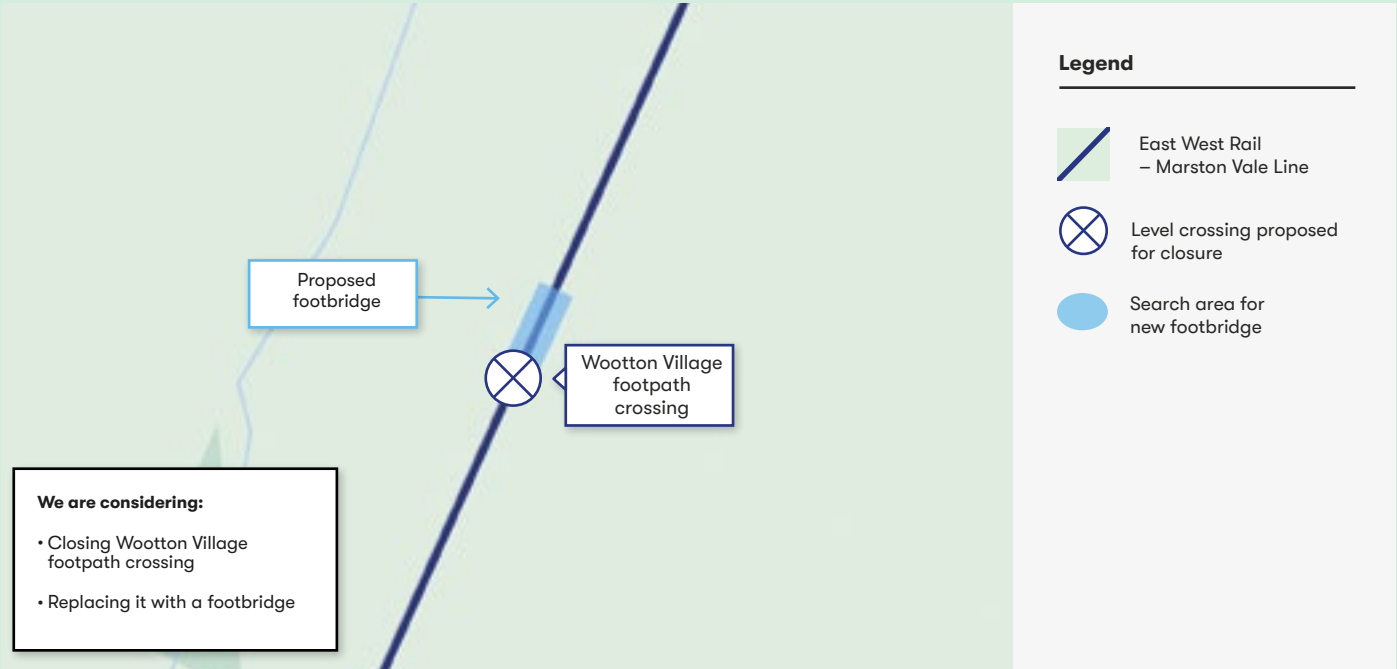


Figure: Option for Wootton Village foot crossing

We are considering the following, along with your consultation feedback, as we develop our proposals:

- The visual impact of the bridge on the flat landscape
- The need to acquire adjacent agricultural land.

# Kempston Hardwick

Kempston Hardwick crossing is a public highway level crossing at Manor Road, south west of Bedford. Manor Road is a single carriageway road linking Woburn Road (former A421) to Ampthill Road (B530) via the hamlet of Kempston Hardwick.

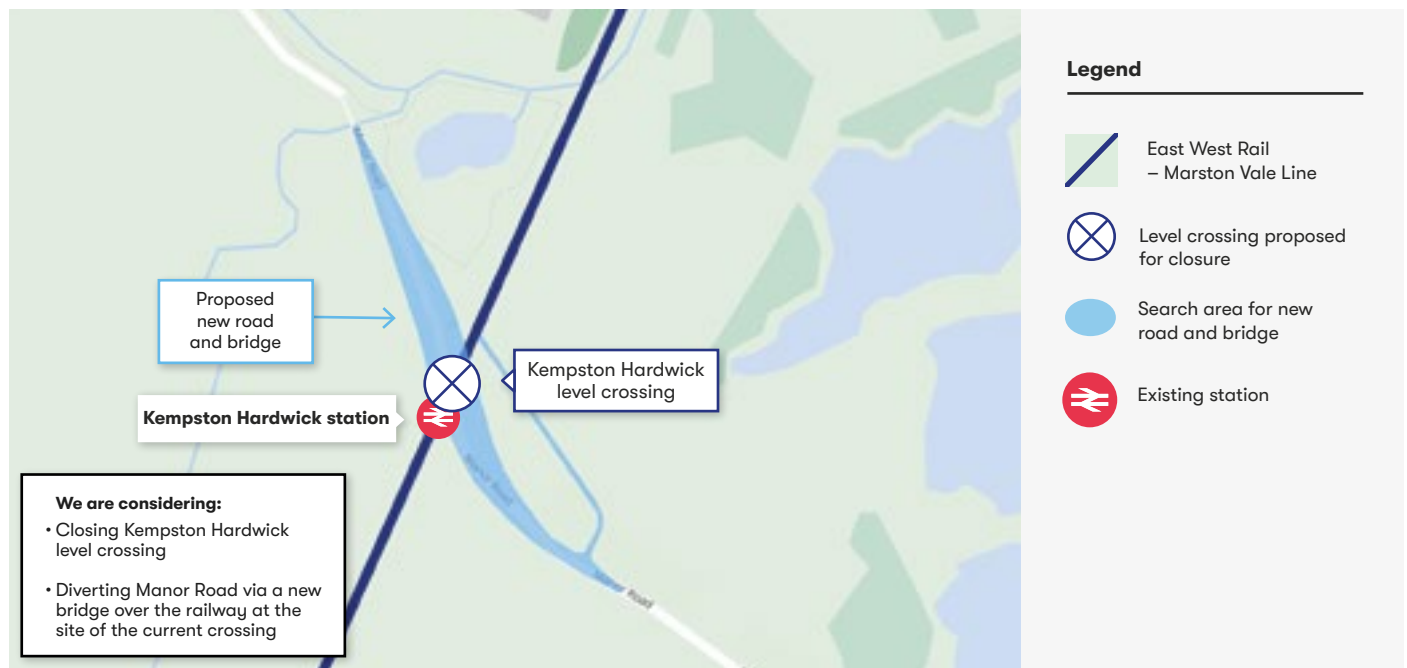
In February 2020, permission was given to Network Rail to close the level crossing and replace it with a bridge over the railway at the site of the crossing, however this has not yet taken place.

We have considered this option, plus two further options for this level crossing.

## Option 1:

Previously consented bridge at the level crossing, diverting Manor Road over this bridge. This is the option that has already been given permission.

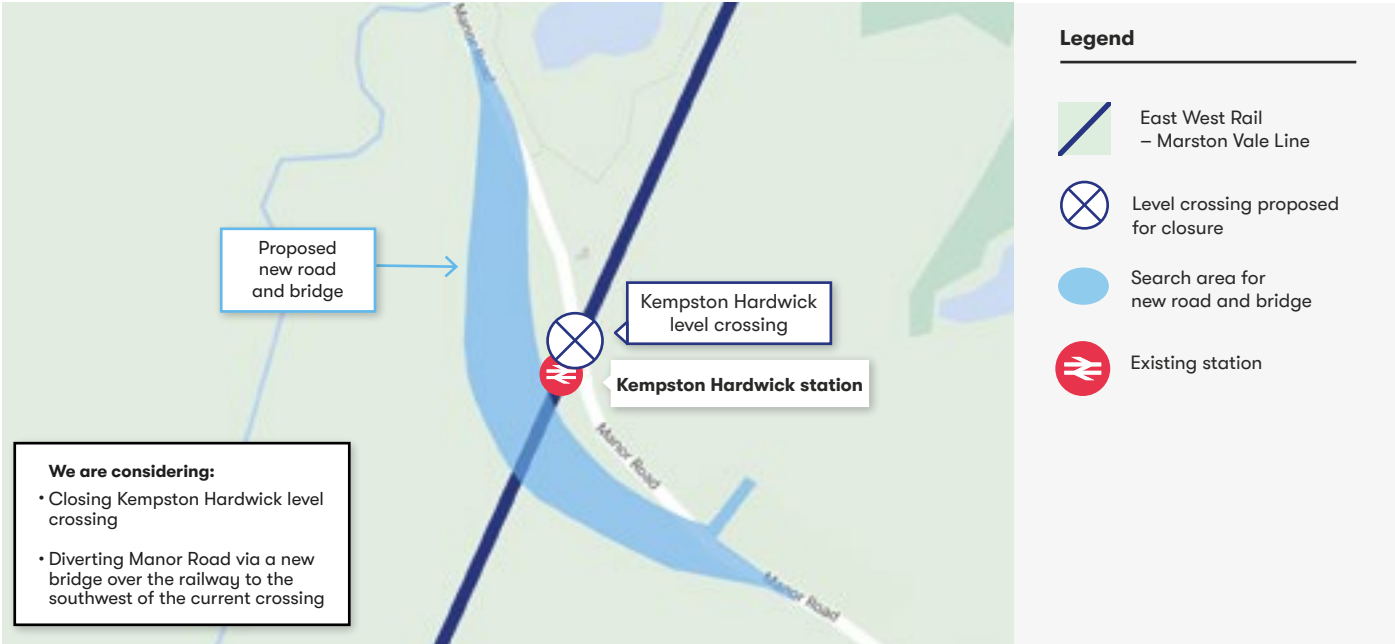
Figure: Option 1: Works already consented at the Kempston Hardwick level crossing



**Option 2:** bridge to the south west of the crossing.

Figure: Option 2: new road bridge to the south west of Kempston Hardwick level crossing

A new road bridge would be provided to the south west of Kempston Hardwick level crossing. We would divert Manor Road over this new bridge.



**Option 3:** bridge to the north east of the crossing.

Figure: Option 3: new road bridge to the north east of Kempston Hardwick level crossing

A new road bridge would be provided to the north east of Kempston Hardwick level crossing. We would divert Manor Road over the new bridge.



We are considering the following, along with your consultation feedback, as we develop our proposals:

- Both options 2 and 3 would need us to purchase more land than option 1
- Option 3 might have a slightly greater impact on residential properties due to the proximity of the new road
- Options 2 and 3 would allow Manor Road to remain open for most of the time the new bridge was being built.

# Woburn Road

Woburn Road foot crossing is located on the south side of Bedford, where Kempston Footpath No. 1 crosses the railway. This footpath starts at the end of Chantry Road on the north west side of the railway and runs south west alongside the railway to reach the site of the crossing. On the south east side of the railway, it connects to Amptill Road to the south of Bedford (via Footpaths Nos. 1A and 8, which form a continuation of Footpath No. 1).

In February 2020, Network Rail was granted permission to replace the level crossing with a footbridge over the railway and the watercourse at the end of Chantry Road, however this has not yet taken place.

We would propose an additional option for this crossing.

### Option 1:

The previously consented footbridge would provide a new footbridge at the end of Chantry Road. The footpath would be diverted over this bridge.

Figure: Works already consented at Woburn Road level crossing





Option 2:

The alternative footbridge would shorten the length of diversion required for the footpath by turning the stairs on the south east side of the railway to face in the opposite direction.



Figure: New alternative proposal for Woburn Road level crossing

Both options require a similar amount of land.

We would like to know if you think we should implement our alternative proposal.

# Bedford Carriage Sidings

Bedford Carriage Siding crossing is a private crossing just to the south of Ford End Road that is used for access to the railway sidings in this area.

We would propose some changes to the railway in Bedford that are described in the next chapter. These changes will affect this crossing and options for the crossing will be developed later.



Figure: Bedford Carriage Sidings private crossing

# Construction options for the upgrade of the Marston Vale Line



Figure: Proposed upgrades to the Marston Vale Line

## Why do we need to do something?

The railway line between Bletchley and Bedford needs significant modernisation to enable the faster and more frequent trains connecting Oxford to Bedford and Cambridge. The duration and extent of the construction work that is required would be similar for any of the concepts and options that we have explained above.

Major improvements are needed over the full length of the railway between Bletchley and Bedford, irrespective of the precise concepts and options selected, and we would need to close parts or all of the railway line during construction and testing. Closing the railway for an extended period is known as a blockade. We have considered the existing plans that have been developed for this section of the railway and looked at whether it is possible to minimise the disruption of construction work on local communities.

## Our options

### **Option 1:** a series of short blockades

The first option could include the use of short blockades (up to 54 hours in length) to undertake defined work packages across a set period of time, which would vary depending on the works to be undertaken. The operational railway would be put back into service at the end of each of these blockades.

This approach is extremely labour and machinery intensive, inefficient, and generally requires weekend day and night working to maximise the time available, with associated effects on those who live nearby.

It also carries the risk of late return to service on a Monday morning. It is unlikely that the complete upgrade could be carried out in this way due to the complexity and level of works that need to be undertaken. The piecemeal approach would lead to an overall longer programme than other options and therefore prolong the period over which local residents would be subjected to construction-related disruption. This would also mean that services couldn't be introduced until much later.

It would require the substitution of rail services with road transport for each blockade, which may apply every weekend. The pattern of train and replacement bus services would change during the course of the works, which could be less easy for users to understand and be a deterrent to using the services.

### **Option 2:** a prolonged blockade

The second option could include a full blockade of the Marston Vale Line which would, in effect, make the impacted railway line available as a safe construction site whilst the upgrade works are undertaken. This approach would improve overall efficiency through not having to close and open a railway after each short blockade, and it would also allow a more consistent approach to work hours. The majority of works would take place in the day, meaning less noise during nights and at weekends. There would be benefits in construction methodology, time and costs in this approach being taken relative to other options.

In this option there would be no rail services for the duration of the works, which would require alternative road transport to be provided for the duration of the closure. This would facilitate the provision of an easy-to-understand pattern of replacement services that would remain the same through most of the works. This is also likely to be the quickest and most efficient way to carry out the construction works to upgrade the railway.

### **Option 3:** a mix of short and long blockades

The third option would be to undertake a mix of options 1 and 2, based on the elements of work required. This option could be inefficient and have a negative impact on time, cost and construction efficiency. It would be complicated to plan and deliver because of weather and other third-party influences. It would also require weekend works.

The times when blockades are applied would require alternative road transport, which would need to be different for each blockade. Weekend possessions could lead to an overall extension of the programme compared with option 2 and therefore an extension of the period over which local residents would be subjected to construction-related disruption.

We will include more detail on the proposals for constructing the enhanced railway in our next consultation.

## **Our considerations**

We are considering the following, along with your consultation feedback as we develop our proposals:

- Minimising impact on customers and communities
- The long term benefits for transport users
- Overall affordability, capital costs and operating costs
- Ensuring current freight services can continue to operate
- Alignment with the wider railway strategy and other infrastructure
- Safety risk (during both construction and operation) – including the safety of staff accessing equipment for the purposes of servicing and repair
- Environmental impacts and opportunities – including any impacts on land and property (primarily in connection with the need to repair and improve the existing earthworks).



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Bow Brickhill platform



## Share your views

**10. What do you think is important to consider when developing our proposals for the Bletchley and the Marston Vale Line area? In particular, what do we need to take account of:**

- a. In relation to the existing stations on the Marston Vale Line and whether they should be kept open or consolidated through closure and relocation
- b. When we provide alternatives to existing level crossings
- c. In delivering the improvements to the Marston Vale Line
- d. In delivering works to Bletchley station
- e. In relation to the impact of reinstating a second track between Bletchley and Fenny Stratford.

**11. Please rank your preference for the proposed options for the existing stations on the Marston Vale Line:**

Option 1: retain existing service (in a modified form) and introduce limited-stop Oxford to Cambridge services alongside it, calling at Woburn Sands and Ridgmont.

Option 2: provide a more frequent, faster service with some new and relocated stations, and improved community access.

**12. Please tell us why you have ranked the proposed options for the existing stations above as you have and provide any other comments:**

- a. In relation to option 1, please provide any comments on the search area for the relocation of Ridgmont station and the new passing loops.
- b. In relation to option 2, please provide any comments on the search areas for the relocated stations:
  - i. Woburn Sands (relocated)
  - ii. Ridgmont (relocated)
  - iii. Lidlington (relocated)
  - iv. Stewartby (relocated)

**Please provide us with your view on the options for the level crossings on the Marston Vale Line.**

Please provide us with your view on these options and let us know if there are any other issues that need to be considered:

- 13. Fenny Stratford:** vehicular traffic – three options
- 14. Fenny Stratford:** pedestrians and other non-vehicular road users – three options
- 15. Bow Brickhill (V10 Brickhill Street) –** four options
- 16. Browns Wood –** three options
- 17. Pony –** three options
- 18. Woburn Sands existing crossings –** two options
- 19. Aspley Guise and Husborne Crawley level crossings –** two options
- 20. Husborne Crawley Footpath No. 10 and Station Road in Ridgmont level crossings –** three options
- 21. Lidlington level crossings –** two options
- 22. Millbrook (Station Lane) –** three options
- 23. Green Lane –** two options
- 24. Wootton Broadmead (Broadmead Road) –** two options
- 25. Wootton village –** one option
- 26. Kempston Hardwick –** three options
- 27. Woburn Road –** two options
- 28. Bedford Carriage Sidings –** options to be developed at the next stage

**29. Please rank your preference for the proposed options for the Marston Vale Line upgrade:**

Option 1: series of short blockades

Option 2: a prolonged blockade

Option 3: a mix of short and long blockades

**30. Please tell us why you have ranked the proposed Marston Vale Line upgrade options above as you have and provide any other comments**

**31. Please rank your preference for the proposed options for the Fenny Stratford additional track:**

Option 1: building new bridges next to the existing bridges to carry the new track

Option 2: replacing the existing bridges with wider bridges that would carry both tracks

**32. Please tell us why you have ranked the proposed Fenny Stratford additional track options above as you have and provide any other comments.**

You can share your thoughts with us on this question by filling in our online feedback form at [www.eastwestrail.co.uk/feedback](http://www.eastwestrail.co.uk/feedback). You can also send us your views by emailing us at [consultation@eastwestrail.co.uk](mailto:consultation@eastwestrail.co.uk) or writing to us at **Freepost EAST WEST RAIL**.

Alternatively, you can request a paper copy of the feedback form to be sent to you by:

- Ordering it online at [www.eastwestrail.co.uk/documents](http://www.eastwestrail.co.uk/documents)
- Emailing us at [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk)
- Calling us on **0330 134 0067**.





# 03. **How to respond to this consultation**

03.  
How to respond to this consultation

## Who can take part?

**Everybody is welcome to take part in our consultation and we are keen to hear all views.**

## Why are we consulting now?

**We are committed to early and ongoing engagement with the communities we serve.**

Consulting on the Project thoroughly at this formative stage will help us to:

- Inform the communities we serve about the development of the Project and make information as widely available as possible
- Gather feedback from stakeholders and the community to help inform the Project design and influence decisions around the further development of the proposals
- Identify key issues and concerns about the impacts and effects of the Project and identify potential ways to avoid or reduce them.

#### **New ways of working during Covid-19**

We continue to follow government advice around Covid-19 and the safety of the public and our team is paramount.

It has not been possible to hold large scale public events during this consultation period. In response to this, our approach includes:

- Providing a comprehensive range of accessible information about the proposals
- Engaging through virtual methods.

Each activity has been reviewed in line with:

- Government guidelines
- Comments from local authorities
- Comments from parish councils.



## Get all the information you need to respond

If you have questions about anything in the Consultation Document, the topics covered, or would like more information before responding, you can:

- Visit our virtual public exhibition – an online space open throughout the consultation period displaying our full range of consultation materials in accessible and downloadable formats, and ways for you to respond to the consultation
- Join one of our virtual community briefings – a series of online events being held at the beginning of the consultation, hosted by a team of EWR Co experts and members of the design team who can talk to you about key elements of the consultation
- Join one of our virtual expert sessions – our experts will run sessions on specific topics of interest to our communities. These will provide a more detailed look at areas like environmental considerations and station locations. Our experts will answer questions submitted by you, and the sessions will also be made available as videos to download
- Visit our Community hub – a new online platform enabling you to get involved. You can access all of the Consultation materials here and submit your response as well.
- Speak to the team by emailing us at [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk) or by calling us on 0330 134 0067.

## List of consultation materials

This **document** provides the proposals on which we are consulting.

Other documents available which provide further information include:

Document	Description
<b>Consultation Summary</b>	A summary of the Consultation Document
<b>Consultation Document</b>	This document setting out all of our proposals we are consulting you about, with more detail than the Consultation Summary.
<b>Consultation Response Form</b>	Please use this form to share your thoughts. We encourage you to respond online. If you do not have access to the Internet or would like to respond on paper, please let us know.
<b>Consultation Technical Report</b>	This contains detailed, technical information which supports the Consultation Document. It sets out how we have assessed options during design development, and how we have considered environmental factors.
<b>Consultation Drawings</b>	These drawings show the proposed alignment options between Bedford and Cambridge and the location of any proposed works between Oxford and Bedford.
<b>Engineering Long Section Drawing</b>	A Long Section Drawing is available for each route alignment option between Bedford and Cambridge, which shows its vertical alignment (height) relative to ground levels.
<b>You Said, We Did</b>	This document refers to our previous consultation about the route option between Bedford and Cambridge and how your responses informed our proposals.
<b>Appendices</b>	There are several additional documents which provide further background information.
<b>EWR Virtual Consultation</b>	An interactive, online exhibition where all the of the consultation materials can be viewed.
<b>Guide to the proposed Need to Sell Scheme</b>	Consultation guide to our proposed discretionary purchase scheme which aims to support owner occupiers who are unable to sell their property, except at a substantially lesser value, due to the project following the announcement of the preferred route alignment for the railway. We are seeking your views on our proposal.



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St Neots level crossing

### **The impact of Covid-19 on EWR**

The team at EWR Co is committed to doing the right thing for the communities we serve: this includes taking account of the impact of Covid-19 while also planning connections for local communities which will last for the next hundred years. Covid-19 undoubtedly generated immediate changes to working practices, but no consensus has formed about the long-term effect this might have on rail demand and we will remain open to new information on this topic

As the area looks to recover from the pandemic, EWR Co's planning will continue to develop and construction will start. Billions of pounds will pour into the local economy through our supply chain and thousands of jobs will be created.

Longer term, EWR will create an unrivalled knowledge arc by linking internationally renowned science parks and world-beating universities, in an environment where high-tech industries cluster, and organisations such as AstraZeneca are at the cutting edge of medical collaboration between private research and academia.

#### Please give us your views

We're keen to understand what you think about the emerging proposals for the Project, and your views on the broader scheme.

For environmental and cost reasons, we urge as many people as possible to use the online feedback form to share your views. Just go to **[www.eastwestrail.co.uk/feedback](http://www.eastwestrail.co.uk/feedback)**.

Alternatively, you can send us your views by emailing us at **[consultation@eastwestrail.co.uk](mailto:consultation@eastwestrail.co.uk)** or writing to us at **Freepost EAST WEST RAIL**

For further information, or to request a paper copy of the feedback form to be sent to you, speak to the team by emailing us at **[contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk)** or by calling us on **0330 134 0067**.

#### Accessibility:

If you or somebody you know requires copies of our consultation materials in accessible formats or an alternative language, please contact us at **[contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk)** or by calling us on **0330 134 0067**.

#### Closing date for responses

The consultation lasts for 10 weeks and closes on **9 June 2021**.

Please make sure your comments reach us on or before this date.

## What happens next?

After the consultation an independent company will:

- Record and analyse all the responses received
- Summarise the responses in a report.

This report will be published on our website.

All of the feedback we receive will be carefully considered as we continue to progress our designs.

**The feedback received from all rounds of consultation will be summarised in a consultation report which will be submitted as part of the DCO application.**

## Data protection

We will collect and process the information you provide to us in order to record and analyse any feedback or questions you raise during the Consultation. If you give us personal information about other people you must first make sure that you have obtained all necessary permission from that person for you to pass this information on to us. We may need to share personal information with third parties which could include public bodies and third parties working with us on the project. You have the right to object to the processing of your personal data in certain circumstances and you may ask us to delete your personal information if you believe that we do not have the right to hold it.

For further information in relation to how we process personal data, please see our Personal Information Charter at **[www.eastwestrail.co.uk/personal-information-charter](http://www.eastwestrail.co.uk/personal-information-charter)**







## 04. **Glossary**

# Glossary

	Term	Description
A	<b>A428 Improvement Scheme</b>	The scheme promoted by Highways England to upgrade the A428 between Black Cat roundabout east of Bedford and Caxton Gibbet roundabout west of Cambourne
	<b>Air Quality Management Area</b>	An area designated by a local authority, where it believes the Government's objectives for air quality will not be achieved without additional interventions
	<b>Assessment factors</b>	The factors used to assess and compare different options for the Project
	<b>At-grade junction</b>	A railway junction where tracks cross at the same level. Also known as a flat junction
B	<b>Biodiversity net gain</b>	An approach to development that leaves biodiversity in a better state than before the development took place
	<b>Blockade</b>	The closure of a rail route for an extended period (typically more than two to three days)
	<b>Bridleway</b>	A route over which the public have rights to pass on foot, cycle and on horseback
C	<b>Cambourne North station</b>	Option for a new station to the north of Cambourne

	Term	Description
C	<b>Cambourne South station</b>	Option for a new station to the south of Cambourne
	<b>Capital costs</b>	Cost incurred during delivery of a project in purchasing buildings, land, construction works, and equipment as opposed to the costs of operating, maintaining or decommissioning the project
	<b>Clock-face timetable</b>	A timetable arranged so that trains arrive or depart at the same times in the hour, every hour (for instance at 10, 30 and 50 minutes past the hour)
	<b>Code of Construction Practice (COCP)</b>	A public document which will provide contractors and suppliers with details of the measures, controls, and standards of work that they must follow
	<b>Connection stage</b>	Work will be divided into three connection stages which relate directly to a full journey and not just a piece of track:  Connection Stage One (CS1): Oxford - Bletchley and Milton Keynes (services may be first opened to Bletchley in a two-phased approach) Connection Stage Two (CS2): Oxford - Bedford Connection Stage Three (CS3): Oxford - Cambridge
	<b>Conservation area</b>	An area of notable architectural or historic interest or importance in relation to which change is managed by law
D	<b>Development Consent Order (DCO)</b>	Order made by the relevant Secretary of State to authorise the construction, operation and maintenance of a nationally significant infrastructure project (NSIP). In relation to East West Rail, this would be the Secretary of State for Transport.
	<b>Department for Environment, Food &amp; Rural Affairs (Defra)</b>	UK government department responsible for safeguarding our natural environment, supporting our world-leading food and farming industry, and sustaining a thriving rural economy.
	<b>Department for Transport (DfT)</b>	Government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.

	Term	Description
E	<b>Earthworks</b>	General term for the excavation and placement of soil, rock and other material; or for existing cuttings and embankments
	<b>East Coast Main Line (ECML)</b>	Railway line running from London King's Cross to Edinburgh through Sandy and St Neots.
	<b>East West Rail (EWR)</b>	A proposed new rail link, which would connect communities between Oxford, Milton Keynes, Bedford and Cambridge
	<b>East West Railway Company Ltd (EWR Co)</b>	Company set up by the Secretary of State for Transport to develop East West Rail.
	<b>Embankment</b>	A construction that allows railway lines to pass at an acceptable level and gradient through the surrounding ground that is composed entirely of soil or rock.
F	<b>Flood plain</b>	An area of low-lying ground adjacent to a river, which is subject to flooding
G	<b>Grade-separated junction</b>	A railway junction where tracks cross at different levels
	<b>Govia Thameslink Railway (GTR)</b>	Govia Thameslink Railway, a train operating company
H	<b>Highways England (HE)</b>	The Government body responsible for managing the Strategic Road Network in England

	Term	Description
H	<b>HS2</b>	High Speed 2, the new railway line under construction between London and the West Midlands, and beyond.
I	<b>Impact Risk Zone (IRZ)</b>	A zone around a Site of Special Scientific Interest used to make an initial assessment of the potential risks posed to that Site by development proposals
	<b>Indicative alignment</b>	The indicative, concept alignment within each Route Option used for the comparison of Route Options A to E in the previous stage of design
	<b>Infrastructure maintenance depot</b>	A depot at which staff and equipment involved in maintaining rail infrastructure are based and from which maintenance operations are coordinated
	<b>Interchange</b>	A station at which passengers may change between trains serving different routes and destinations
K	<b>km</b>	Kilometres
L	<b>Level crossing</b>	A location at which vehicles and pedestrians may cross railway tracks at grade (at ground level). This definition includes accommodation crossings which provide access to specific properties; and crossings which are operated by their users rather than automatically
	<b>Listed building</b>	A building placed on a statutory list, because of its architectural or historical interest, in relation to which change is managed by law
	<b>London &amp; North Western Railway (LNWR)</b>	Historic British railway company, an ancestor of the West Coast Main Line

	Term	Description
M	<b>m</b>	Metres
	<b>Marston Vale Line (MVL)</b>	The existing line and services operating between Bletchley and Bedford
	<b>Ministry of Housing, Communities &amp; Local Government (MHCLG)</b>	UK government department responsible for housing, community and local government matters in England
	<b>Midland Main Line (MML)</b>	The main railway route between London St Pancras, Nottingham and Sheffield
	<b>mph</b>	Miles per hour
N	<b>National Infrastructure Commission (NIC)</b>	Executive agency responsible for providing the government with impartial, expert advice on major long-term infrastructure challenges facing the UK
	<b>National Networks National Policy Statement (NN NPS)</b>	Sets out the need for, and the Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England, and will be the primary basis against which the Secretary of State for Transport will assess and determine a DCO application for a new railway pursuant to section 104 of the 2008 Act
	<b>Nationally Significant Infrastructure Project (NSIP)</b>	A large-scale development (relating to energy, transport, water, or waste) of national significance that meets the thresholds set in Part 3 of the Planning Act 2008
	<b>Network Rail (NR)</b>	Network Rail Infrastructure Limited, the organisation which owns the majority of the railway infrastructure in England



	Term	Description
N	<b>Net zero carbon</b>	The approach of balancing greenhouse gas emissions, offsets or carbon sequestration (for example tree planting or carbon capture schemes), to achieve a net zero state
	<b>Non-motorised users</b>	People travelling on foot, by cycle or on horseback; or by any other means which is not motorised
O	<b>Office of Rail and Road (ORR)</b>	A non-ministerial Government department which is the economic and safety regulator for Britain's railways
	<b>Overhead Line Equipment (OLE)</b>	The wires, known as catenary, suspended above railway lines to provide electrical power to trains, and their supporting structures
	<b>Operating costs</b>	Costs incurred in the day-to-day running of the railway
	<b>Option</b>	In this report, 'option' is used to refer to a possible solution that has been considered and is being taken forward for further design and/or assessment
	<b>Oxford-Cambridge Arc (the Arc)</b>	A region defined by the Government and the National Infrastructure Commission covering local authorities across the counties of Northamptonshire, Cambridgeshire, Buckinghamshire and Oxfordshire and the unitary authorities of Bedford, Central Bedfordshire, Luton, and Milton Keynes
P	<b>PA 2008</b>	Planning Act 2008
	<b>Passing loop</b>	A section of track used to allow one train to be passed by another train travelling behind it in the same direction

	Term	Description
P	<b>Permitted Development Rights</b>	Development that may be carried out by certain categories of (for example) statutory undertaker (such as Network Rail) under deemed planning permission (“Permitted Development Rights”), for certain types of work. Permitted Development Rights also benefit other statutory undertakers
	<b>Points</b>	A junction between two railway lines, that can be set to guide a train to or from either of those lines. Can also be referred to as a switch
	<b>Possession</b>	Restriction of access to a section of railway for the purposes of maintaining or renewing infrastructure, at a particular location and for a particular period of time
	<b>Preferred route option E</b>	The Route Option previously selected as the preferred area between Bedford and Cambridge in which to seek alignments in this phase of developing the Project
	<b>Programme-Wide Output Specification (PWOS)</b>	A document containing detailed requirements for the Project, agreed with the Department for Transport
	<b>The Project</b>	The infrastructure, systems, rolling stock and organisational arrangements which need to be created or modified to deliver East West Rail and its intended outcomes
	<b>Project section</b>	One of six geographical areas used to present infrastructure proposals for consultation
	<b>Public Rights of Way (PRoWs)</b>	A way over which the public have a right to pass and repass.
R	<b>Reference alignment</b>	The alignment option against which the performance of other alignment options is assessed

	Term	Description
R	<b>Rolling stock</b>	Any vehicle which can run on a railway track
	<b>Route corridor, Route option and Route alignment</b>	Route Corridors are the broad areas within which the new railway might be located, identified as part of the initial ‘sift’ of possibilities in 2016. Within the preferred Route Corridor, several narrower Route Options were identified and a Preferred Route Option was announced in 2020. The Project is now at the stage of selecting a Route Alignment
S	<b>Safety risk</b>	The risk of unsafe practices or situations occurring on the railway that may lead to accidents
	<b>Scheme</b>	A project or a group of projects being promoted or undertaken by a party or parties other than EWR Co with objectives which do not directly facilitate, but may be related to, East West Rail
	<b>Scheduled Monument</b>	A historic building or site considered to be of national importance, placed on a list kept by the Government and requiring Government approvals for any works which might affect the Scheduled Monument
	<b>Shepreth Branch Royston (SBR) Line</b>	The line that connects Cambridge to Hitchin via Shepreth
	<b>Siding</b>	A short track at the side of and opening on to a railway line. They are usually used for stabling trains
	<b>Source Protection Zone (SPZ)</b>	SPZs are defined around large and public potable groundwater abstraction sites. The purpose of SPZs is to provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact upon a drinking water abstraction

	Term	Description
S	<b>Site of Special Scientific Interest (SSSI)</b>	The land notified as an SSSI under the Wildlife and Countryside Act 1981, as amended. SSSI include the most important sites for wildlife and natural features in England, supporting many characteristic, rare and endangered species, habitats and natural features
	<b>Statutory consultation</b>	A stage of consultation which a promoter of a nationally significant infrastructure project is required to undertake, under section 42 the Planning Act 2008
	<b>St Neots Option A station</b>	Option for a new station in the St Neots area. Both St Neots station options would be located to the south of St Neots. This would be in addition to the existing St Neots station
	<b>St Neots Option B station</b>	Option for a new station in the St Neots area. Both St Neots station options would be located to the south of St Neots. This would be in addition to the existing St Neots station
T	<b>Tempsford station</b>	Option for a new station in the Tempsford area. Both Tempsford station options would be located to the north-east of Tempsford
	<b>Thameslink</b>	Train operator running services between the south coast of England, Bedford and Cambridge
	<b>TWA 1992</b>	Transport and Works Act 1992
	<b>Transport and Works Act Order (TWAO)</b>	A Transport and Works Act Order made by the Secretary of State under the TWA 1992 alongside a deemed planning permission, allowing works to a railway or other transport project to be undertaken
U	<b>Utility company</b>	A company that owns equipment which carries and distributes water, electricity, gas or telecommunications. These commodities are collectively known as ‘utilities’

	Term	Description
W	<b>West Anglia Main Line (WAML)</b>	The main railway route between London Liverpool Street and Cambridge
	<b>West Coast Main Line (WCML)</b>	The main railway route between London Euston and Glasgow

## Notes



## Notes





