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.
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 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.

<table>
<thead>
<tr>
<th>Document</th>
<th>Description</th>
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<tbody>
<tr>
<td>Consultation Document</td>
<td>A document setting out all of our proposals that we are consulting you about, with more detail than this Summary.</td>
</tr>
<tr>
<td>Consultation Response Form</td>
<td>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.</td>
</tr>
<tr>
<td>Consultation Technical Report</td>
<td>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.</td>
</tr>
<tr>
<td>Consultation Drawings</td>
<td>These drawings show the proposed alignment options between Bedford and Cambridge and the location of any proposed works between Oxford and Bedford.</td>
</tr>
<tr>
<td>Engineering Long Section Drawing</td>
<td>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.</td>
</tr>
<tr>
<td>You Said, We Did</td>
<td>This document refers to our previous consultation about the route option between Bedford and Cambridge and how your responses informed our proposals.</td>
</tr>
<tr>
<td>Appendices</td>
<td>There are several additional documents which provide further background information.</td>
</tr>
<tr>
<td>Guide to the proposed Need to Sell Scheme</td>
<td>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.</td>
</tr>
</tbody>
</table>

*Note: Current and potential stations between Bletchley and Bedford not shown

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.
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.
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

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
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.

Legend

- East West Rail
- Other area of East West Rail
- Station used by East West Rail services

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.
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.
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)
- Lidlington station relocated a short distance to the east of the existing Lidlington 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.

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.

Legend

- East West Rail - Bedford Area
- Station used by East West Rail services
- East West Rail Alignment - North Bedford
- Indicative search area for proposed new Bedford station building and its access

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.
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).
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 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.

Legend

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.
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.
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
02. Infrastructure development

Consultation Document: Bedford

East West Railway Company | 31
Section C: Bedford — improvements to the existing railway and a new section of railway
Introduction

This section of the Consultation Document is about how we could improve the existing railway and stations in Bedford.

By introducing East West Rail services to Bedford, people in the town and surrounding area would benefit from direct connections east to Cambridge and west to Bletchley and Oxford, reinstating a vital route that was lost to local people in the last century.

New rail connections can bring many benefits such as growth, urban regeneration and less congestion on the roads. At EWR Co we are keen that the investment in the rail line brings lasting benefits to the town and surrounding areas. Supporting jobs and prosperity locally are important objectives for us and we are very interested to hear from you about how our proposals in the Bedford area can support the town and its residents.

This means looking at the rail network in the area again and making the changes that are needed to truly support the aspirations Bedford has for its future.

This section set out details for:

- **Bedford St Johns station**: a brand new Bedford St Johns station on a different section of track into Bedford
- **Bedford station**: building new track to Bromham Road Bridge and creating a new station, unlocking the potential for regeneration
- **North Bedford**: building new track in between Bromham Road Bridge and Clapham Green, creating the new connection to Cambridge.
Bedford St Johns

Why do we need to do something?

The railway at Bedford St Johns would be unable to accommodate the proposed EWR train services because:

- There is only one track on this part of the railway that limits capacity and Bedford St Johns station only has one platform
- The track is on a very tight curve, limiting the train speed to 15mph.

We expect to change the route alignment of the railway in this area, so that there is less of a curve, allowing trains to travel at a minimum of 30mph to achieve faster overall journeys along the route alignment. This means moving the existing location of Bedford St Johns station.

More details on how we have considered this area is available in section 8.3 of the Technical Report.

Bedford St Johns railway alignment and station location options

We have considered several potential solutions for the location of Bedford St Johns station and realigning the railway in this area. We are consulting you on two options which have the greatest merit:

- **Option 1**: a brand new station to the west of its existing location, using the existing railway bridge across the River Great Ouse
- **Option 2**: a brand new station to the south of its existing location and building a new railway bridge across the River Great Ouse.
Option 1: relocating Bedford St Johns to the west, closer to the hospital

The new railway alignment in this option would move to the west from its current location and run beneath Ampthill Road and Cauldwell Street. Cauldwell Street Bridge would need to be rebuilt, as is the case with option 2, as it isn’t high enough for our trains to pass under. This new railway alignment would use the existing railway bridge over the River Great Ouse.

Bedford St Johns station would be relocated to the west, between Ampthill Road and Cauldwell Street.

Option 2: relocating Bedford St Johns to the south

The new railway alignment in this option would run beneath Ampthill Road and Cauldwell Street. As with option 1, Cauldwell Street Bridge would need to be rebuilt, as it isn’t high enough for our trains to pass under. This new railway alignment would require a new railway bridge over the River Great Ouse.

Bedford St Johns station would be relocated to the south west on the existing railway alignment, close to the Ampthill Road – Elstow Road Pedestrian Link bridge.
02. Infrastructure development: Section C

We are considering:
• Moving Bedford St Johns station to the south west of its current location
• Adjusting its existing alignment
• Rebuilding Cauldwell Street Bridge
• Building a new railway bridge over the River Great Ouse

Legend

- East West Rail – Bedford area
- Indicative search area for new potential station
- Existing station

Bedford St Johns station (existing)
Bedford St Johns station (proposed)
Cauldwell Street Bridge (rebuilt)
New alignment
New railway bridge

Our considerations

We have carried out a preliminary assessment of these options and will use your response to the consultation to inform the next stage of design work. We have considered the options using factors including:

• The costs of building the new alignment and relocating the station
• How the options align with Bedford Borough Council’s Local Plan
• Potential environmental impacts
• The location of the station in relation to key sites in the area. For instance, the location of the station under option 1 is very close to the hospital; option 2 would move the station further from the hospital into a residential area.

Based on these considerations, we currently think that option 1 is better than option 2. The table below sets out the factors we have considered including advantages and disadvantages for each option. We are considering the following, along with your consultation feedback, as we develop our proposals. We will also assess the environmental impacts of the preferred option and report on its impacts at the next stage of consultation.
<table>
<thead>
<tr>
<th>Assessment Factors</th>
<th>Option 1: relocating Bedford St Johns to the west</th>
<th>Option 2: relocating Bedford St Johns to the south</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital costs</td>
<td>Option 1 would be less disruptive.</td>
<td>Option 2 would be significantly more complex and disruptive to construct than option 1, especially given the need for a new bridge over the River Great Ouse.</td>
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<tr>
<td></td>
<td>At Cauldwell Street, option 1 would be slightly less costly than option 2 to construct.</td>
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<tr>
<td></td>
<td>Option 1 would be a substantially less expensive option overall.</td>
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<tr>
<td>Transport user benefits</td>
<td>Option 1 would allow trains to travel at speeds up to 40mph. This is quicker than the existing railway and meets the key outputs required for the Project (30mph).</td>
<td>Option 2 offers the potential for trains to travel at up to speeds of 60mph, compared to the maximum 40mph delivered by option 1. However, this would not be achieved by trains stopping at the relocated Bedford St Johns station.</td>
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<tr>
<td></td>
<td>Option 1 would provide commuting opportunities to workplaces both in the St Johns area (including those to be developed under the new Local Plan) and at the nearby Bedford Hospital and local schools.</td>
<td>Option 2 would provide better access to the station from residential areas between Elstow Road and Ampthill Road, and therefore offer a commuting opportunity to central Bedford, especially if the area around Bedford station is developed for commercial use.</td>
</tr>
<tr>
<td>Short-distance passenger services and connectivity to support commuting travel into key employment hubs (current and future)</td>
<td>By making use of existing bridges, in addition to reducing the capital cost, option 1 increases the size of the development area to the north east of the alignment, which is included in the Local Plan. It also provides good access from the station to the hospital and offers integration opportunities with future developments.</td>
<td>Option 2 performs less well compared to option 1, as the relocation of Cauldwell Street Bridge and realignment of the local roads would reduce the land available for development. Relocating Bedford St Johns station to the south means it would be in a residential area and would not be as advantageous in supporting development in the Local Plan.</td>
</tr>
<tr>
<td>Consistency with Local Plan</td>
<td>Option 1 would mean the station could be integrated into new developments, potentially mitigating noise and visual impacts.</td>
<td>Option 2 would mean constructing the station in a residential area, which would be likely to have greater noise and visual impacts.</td>
</tr>
<tr>
<td>Environmental impacts and opportunities</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Bedford station

Why do we need to do something?

Bedford station is simply not able to accommodate the new services which EWR would bring to the town. In redesigning the station, there would also be an opportunity to support the kind of economic growth which best reinforces the aspirations of communities and local stakeholders.

To connect the town with both Oxford and Cambridge, we would run trains through the station, leading to far more trains and passengers using the station. To optimise the proposed journey times we would also need to ensure trains can operate at faster speeds in the Bedford area.

The current station and infrastructure can’t support all of this activity, because:

- There is only one track from the Bletchley direction into the bay platform (the platform at which the track terminates)
- There is a bend on the track which restricts the speed to 15mph (meaning that trains require more time to travel over this part of the route which increases overall journey times)
- The track terminates at platform 1A so trains couldn’t use it to go through to Cambridge
- Available platforms couldn’t accommodate EWR services as well as existing services

So, to deliver the benefits, we would have to relocate the station buildings and make a number of changes to the infrastructure around the station, including:

- The existing railway as it approaches Bedford station from Bedford St Johns
- The Thameslink sidings
- Bedford station Platform 1A and other platforms
- Ford End Road bridge, and road access to Bedford station
- The location of the station building and access to it.

More details on how we have considered these areas are available in the Technical Report.

In addition, there is the opportunity for the improvements at Bedford station to contribute positively to the regeneration of the area immediately around the station, and the centre of Bedford. This means that we have considered various concepts about what the new Bedford station could achieve, including:

- The location and how it supports the surrounding area
- How the station would connect with other forms of transport
- Car parking provision at the station.

We recognise the aspirations of key stakeholders to regenerate the town. We understand the need for growth and prosperity in the town and the potential for enhanced rail services to be a catalyst for regeneration in the area.
We understand there are proposals for an ambitious redevelopment south of Ford End Road, and the potential to include a station in this development. We are open to considering such a solution, but we are mindful that incorporating the station into such a significant redevelopment would rely on several factors, many of which are outside our control. Our analysis is that:

- The costs would be significantly higher than our emerging preferred option, requiring additional funding
- This scheme would extend the distance for people changing trains which may create difficulties for some passengers
- It would involve significant disruption to existing rail services and supporting railway depots during construction
- It may result in delaying the start date for EWR services at Bedford. This is because of the complexity of the redevelopment scheme and the additional time that it would take to gain the appropriate approvals for work to start.

Whilst we are keen to support and engage with potential redevelopment opportunities, there are several factors outside our control with this developing proposal which means it cannot be our emerging preferred option at the current time. We would propose an option that meets many of the same objectives and would enable wider redevelopment, whilst enabling EWR services to be introduced to Bedford at the earliest opportunity.

You can find more details about our considerations on the alternative for a station south of Ford End Road in the Technical Report. We will continue to work closely with stakeholders and the railway industry to ensure changes at Bedford station support prosperity and economic growth for the town.
Our emerging preferred option – a new Bedford station, as a catalyst for regeneration

Our emerging preferred option would provide passengers with a new and extended station at Bedford, unlocking the potential for further regeneration in the town and supporting the aspirations of Bedford Borough Council. This would be a very exciting and significant development for the town which would act as a catalyst for further regeneration. The rebuilt station would have more facilities for passengers. The station would have new platforms enabling EWR passengers to board and alight from trains.

The new station would be built at a new location on the existing railway estate, north of Ford End Road Bridge, however there are a number of commercial and residential properties adjacent to the existing station that may be affected by this proposed station location, and which may require demolition depending on the final design. A new public plaza would be created providing a much better link between the station and the town centre. We would consider building a new footbridge connection from the station to the Queens Park area to the west of the station.

A station in this location would have no impact on the land to the south of Ford End Road, thereby enabling the later development of this site towards the river by future proofing easy connections to that site.

Trains approaching Bedford station from the south would use the existing railway bridge across the River Great Ouse, assuming our emerging preferred option at Bedford St Johns is built. On the north side of the River Great Ouse, the railway tracks would split into three and the existing “Jowett” sidings used by Thameslink trains would be moved to another location. These three tracks would pass under three of the existing arches in Ford End Road bridge.

The three tracks would serve three new platforms at Bedford station, and retain the existing Thameslink platforms. These new platforms would be placed where the existing Bedford station building stands, meaning that we would rebuild the station entrance and concourse to the east of its current location.
The station

Our emerging preferred option is at an early stage of development. We will consider how the design can establish the station as a gateway to the town, improve the customer experience and support the needs of the local community. This could include car parking, retail and other facilities. We will use your feedback to the consultation as we consider proposals for the design of the station. Design proposals will be shared in the next consultation.
Our considerations

We are considering the following, along with your consultation feedback, as we develop our proposals. Redeveloping Bedford station would:

- Offer the opportunity to improve the presence of the station in the area, providing modern new facilities which would improve the relationship with the wider community, including the town centre
- Enable connectivity to the south of the station towards the riverside, enabling the provision of green space and a link to existing sustainable transport routes
- Enable connections between the east and west sides of the station
- Support the potential redevelopment south of Ford End Road, if it were to be brought forward, without EWR services being delayed
- Provide an improved customer experience and station for the future
- Require the closure and relocation of the Jowett sidings to the east of the Marston Vale Line.

We believe this aligns well with the aspirations of key stakeholders for the regeneration of the area. Redeveloping the station at Bedford supports many of the ambitions of the Bedford Master Plan, including creating jobs, supporting new and existing businesses, and creating growth.
North Bedford

Why do we need to do something?

Re-establishing a direct rail link between Bedford and Cambridge would bring many benefits for the town and surrounding areas. In order to enable EWR services to run through Bedford and connect people with Cambridge, some significant infrastructure improvements would be required. The existing Midland Main Line track north of Bedford station has seen substantial capacity growth and is already well used with both freight and passenger trains. We have looked carefully to understand what is required and how it could be achieved.

We have considered different ways to connect the service from Bedford with the new railway to Cambridge. Currently we believe that there is one emerging preferred option which we explain below. You can read more information about the work that has been carried out and our considerations in the Technical Report.

Our emerging preferred option

We have explored a range of alternatives before coming to our emerging preferred option, which are set out in the Technical Report. Our emerging preferred option is to build two new tracks to the east side of the existing railway through Bromham Road Bridge and following the existing railway as far as the UK Power Networks substation at Fairhill. We are very mindful that proposals to add infrastructure to existing built up areas can have a significant impact locally. We have considered the potential impact very carefully. This option would mean we would need to acquire and demolish some residential and business properties to the east of the existing railway in this area. Below we provide more information on this as well as a wide range of factors we have been considering.

In a reasonable worst case scenario, a total of 97 properties located near the existing railway are potentially affected as a result of the need to acquire land outside the existing railway corridor, including residential properties. Of these, 28 have been identified where demolition is likely to be needed, 25 are identified as at-risk because they are attached to properties which are likely to require demolition, and 44 are identified where partial loss of garden or parking areas may result.
After the departure from the existing railway at Fairhill, the new railway would pass under The Great Ouse Way. It would then pass over the River Great Ouse, Paula Radcliffe Way and Clapham Road on a single viaduct, and then pass under Carriage Drive.
We have carried out a preliminary assessment of the options using the assessment factors as set out in the Technical Report and we will consider your consultation feedback to inform the next stage of design work.

We consider this to be our emerging preferred option because of the following factors:

Reliable and punctual services for passengers:

- It enables EWR to provide passengers with a reliable and punctual service by avoiding the risk of too many trains using the existing busy main line north from Bedford which could result in delays.

- It maintains and enhances the ability of the railway network as a whole to respond to incidents and unplanned events.

- It ensures that it would possible to undertake routine maintenance and inspections of infrastructure safely on each line, without affecting the other. For example, a closure of the Midland Main Line would not mean that EWR would also need to close, and vice versa.

- It would mean we can provide a frequent and regular service to meet the initial forecasts for passenger numbers.

- It would allow for longer term increases in passenger demand for services on EWR or the Midland Main Line to be met.

- It provides the potential to meet future freight demand on EWR or Midland Main Line.

- It enables EWR and Network Rail to be able to innovate independently such as deploying strategies and new technologies as required to meet operations and customer expectations.
**Taking account of existing train services:**

- It ensures no detrimental effect on the performance of existing services used by passengers of trains running on the Midland Main Line

- It ensures that we take account of the impact of potential EWR services on the existing rail network, in particular on the busy Midland Main Line

- It ensures that our services do not constrain existing freight demand on the Midland Main Line

- It minimises the need to replace, relocate or enhance existing Midland Main Line infrastructure (such as track junctions and the recently installed structures supporting the overhead line equipment) thereby avoiding any associated disruption to Midland Main Line services and the associated risks to the cost and duration of the Project

- It avoids the need for complex integration of signalling and train control systems in this area with the associated risks to the cost and length of the Project.

We welcome your views on this option and whether you think alternatives may be viable. Further information about the emerging preferred option with details against each assessment factor and the discounted option are set out in the Technical Report.
Our considerations

We have looked at several different ways to ensure we can run trains to Cambridge effectively and all involve disruption and demolishing some properties. We fully recognise that the emerging preferred option would have a significant impact on the local community. We are considering the following factors, along with your consultation responses, as we develop our proposals.

Along with your response to this consultation, we expect we will need to consider the following matters at the next stage of design:

• Improved certainty regarding the extent of land and property acquisition required, including residential properties, the Alexander Sports Centre playing fields and the UK Power Networks substation at Fairhill
• The remaining properties both during and after construction
• The temporary and permanent works needed to Bromham Road Bridge
• The effect of train services and construction on the Bedford Town Centre Air Quality Management Area
• The extent of works required to The Great Ouse Way
• The location and size of the viaduct and any temporary land acquisition required for its construction.

You can find further information in the Technical Report.
Share your views

33. What do you think is important to consider when developing our proposals for the Bedford area? In particular, what do we need to take account of:

a. Regarding changes to Bedford St Johns station and the area around it
b. Regarding changes to Bedford station and the area around it
c. Regarding our emerging preferred option for the area to the north of Bromham Road bridge (North Bedford).

34. Please rank your preference for the proposed options for Bedford St Johns station.

Option 1: relocating Bedford St Johns station to the west
Option 2: relocating Bedford St Johns station to the south

35. Please tell us why you have ranked the proposed Bedford St Johns options and provide any other comments.

36. What do you think is important to consider when developing our emerging preferred option for Bedford station?

37. What do you think is important to consider when developing our emerging preferred option for the area north of Bromham Road bridge (North Bedford)?
Bedford St Johns station
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.
03. How to respond to this consultation

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 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:

<table>
<thead>
<tr>
<th>Document</th>
<th>Description</th>
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<tbody>
<tr>
<td>Consultation Summary</td>
<td>A summary of the Consultation Document</td>
</tr>
<tr>
<td>Consultation Document</td>
<td>This document setting out all of our proposals we are consulting you about, with more detail than the Consultation Summary.</td>
</tr>
<tr>
<td>Consultation Response Form</td>
<td>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.</td>
</tr>
<tr>
<td>Consultation Technical Report</td>
<td>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.</td>
</tr>
<tr>
<td>Consultation Drawings</td>
<td>These drawings show the proposed alignment options between Bedford and Cambridge and the location of any proposed works between Oxford and Bedford.</td>
</tr>
<tr>
<td>Engineering Long Section Drawing</td>
<td>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.</td>
</tr>
<tr>
<td>You Said, We Did</td>
<td>This document refers to our previous consultation about the route option between Bedford and Cambridge and how your responses informed our proposals.</td>
</tr>
<tr>
<td>Appendices</td>
<td>There are several additional documents which provide further background information.</td>
</tr>
<tr>
<td>EWR Virtual Consultation</td>
<td>An interactive, online exhibition where all the of the consultation materials can be viewed.</td>
</tr>
<tr>
<td>Guide to the proposed Need to Sell Scheme</td>
<td>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.</td>
</tr>
</tbody>
</table>
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.

Alternatively, you can send us your views by emailing us at 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 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 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
04. Glossary
# Glossary

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td><strong>A428 Improvement Scheme</strong> The scheme promoted by Highways England to upgrade the A428 between Black Cat roundabout east of Bedford and Caxton Gibbet roundabout west of Cambourne</td>
</tr>
<tr>
<td><strong>Air Quality Management Area</strong></td>
<td>An area designated by a local authority, where it believes the Government’s objectives for air quality will not be achieved without additional interventions</td>
</tr>
<tr>
<td><strong>Assessment factors</strong></td>
<td>The factors used to assess and compare different options for the Project</td>
</tr>
<tr>
<td><strong>At-grade junction</strong></td>
<td>A railway junction where tracks cross at the same level. Also known as a flat junction</td>
</tr>
<tr>
<td><strong>B</strong></td>
<td><strong>Biodiversity net gain</strong> An approach to development that leaves biodiversity in a better state than before the development took place</td>
</tr>
<tr>
<td><strong>Blockade</strong></td>
<td>The closure of a rail route for an extended period (typically more than two to three days)</td>
</tr>
<tr>
<td><strong>Bridleway</strong></td>
<td>A route over which the public have rights to pass on foot, cycle and on horseback</td>
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<tr>
<td><strong>C</strong></td>
<td><strong>Cambourne North station</strong> Option for a new station to the north of Cambourne</td>
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<td>Term</td>
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<tr>
<td>Cambourne South station</td>
<td>Option for a new station to the south of Cambourne</td>
</tr>
<tr>
<td>Capital costs</td>
<td>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</td>
</tr>
<tr>
<td>Clock-face timetable</td>
<td>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)</td>
</tr>
<tr>
<td>Code of Construction Practice (COCP)</td>
<td>A public document which will provide contractors and suppliers with details of the measures, controls, and standards of work that they must follow</td>
</tr>
<tr>
<td>Connection stage</td>
<td>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</td>
</tr>
<tr>
<td>Conservation area</td>
<td>An area of notable architectural or historic interest or importance in relation to which change is managed by law</td>
</tr>
<tr>
<td>Development Consent Order (DCO)</td>
<td>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.</td>
</tr>
<tr>
<td>Department for Environment, Food &amp; Rural Affairs (Defra)</td>
<td>UK government department responsible for safeguarding our natural environment, supporting our world-leading food and farming industry, and sustaining a thriving rural economy.</td>
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<tr>
<td>Department for Transport (DfT)</td>
<td>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.</td>
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<td>Term</td>
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<tr>
<td><strong>E</strong> Earthworks</td>
<td>General term for the excavation and placement of soil, rock and other material; or for existing cuttings and embankments</td>
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<tr>
<td><strong>East Coast Main Line (ECML)</strong></td>
<td>Railway line running from London King’s Cross to Edinburgh through Sandy and St Neots.</td>
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<tr>
<td><strong>East West Rail (EWR)</strong></td>
<td>A proposed new rail link, which would connect communities between Oxford, Milton Keynes, Bedford and Cambridge</td>
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<tr>
<td><strong>East West Railway Company Ltd (EWR Co)</strong></td>
<td>Company set up by the Secretary of State for Transport to develop East West Rail.</td>
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<tr>
<td><strong>Embankment</strong></td>
<td>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.</td>
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<tr>
<td><strong>F</strong> Flood plain</td>
<td>An area of low-lying ground adjacent to a river, which is subject to flooding</td>
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<tr>
<td><strong>Grade-separated junction</strong></td>
<td>A railway junction where tracks cross at different levels</td>
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<tr>
<td><strong>Govia Thameslink Railway (GTR)</strong></td>
<td>Govia Thameslink Railway, a train operating company</td>
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<tr>
<td><strong>H</strong> Highways England (HE)</td>
<td>The Government body responsible for managing the Strategic Road Network in England</td>
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<td>Term</td>
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<td>H</td>
<td><strong>HS2</strong></td>
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<td>I</td>
<td><strong>Impact Risk Zone (IRZ)</strong></td>
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<td></td>
<td><strong>Indicative alignment</strong></td>
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<td><strong>Infrastructure maintenance depot</strong></td>
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<td><strong>Interchange</strong></td>
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<td><strong>km</strong></td>
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<td>L</td>
<td><strong>Level crossing</strong></td>
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<td><strong>Listed building</strong></td>
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<td><strong>London &amp; North Western Railway (LNWR)</strong></td>
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<td>Metres</td>
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<td>Marston Vale Line (MVL) The existing line and services operating between Bletchley and Bedford</td>
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<td></td>
<td>Ministry of Housing, Communities &amp; Local Government (MHCLG) UK government department responsible for housing, community and local government matters in England</td>
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<tr>
<td></td>
<td>Midland Main Line (MML) The main railway route between London St Pancras, Nottingham and Sheffield</td>
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<td>mph</td>
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<td></td>
<td>Miles per hour</td>
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<td>N</td>
<td>National Infrastructure Commission (NIC) Executive agency responsible for providing the government with impartial, expert advice on major long-term infrastructure challenges facing the UK</td>
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<td></td>
<td>National Networks National Policy Statement (NN NPS) 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</td>
</tr>
<tr>
<td></td>
<td>Nationally Significant Infrastructure Project (NSIP) 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</td>
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<tr>
<td></td>
<td>Network Rail (NR) Network Rail Infrastructure Limited, the organisation which owns the majority of the railway infrastructure in England</td>
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<td>Term</td>
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<tr>
<td><strong>Net zero carbon</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>Non-motorised users</strong></td>
<td>People travelling on foot, by cycle or on horseback; or by any other means which is not motorised</td>
</tr>
<tr>
<td><strong>Office of Rail and Road (ORR)</strong></td>
<td>A non-ministerial Government department which is the economic and safety regulator for Britain’s railways</td>
</tr>
<tr>
<td><strong>Overhead Line Equipment (OLE)</strong></td>
<td>The wires, known as catenary, suspended above railway lines to provide electrical power to trains, and their supporting structures</td>
</tr>
<tr>
<td><strong>Operating costs</strong></td>
<td>Costs incurred in the day-to-day running of the railway</td>
</tr>
<tr>
<td><strong>Option</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>Oxford-Cambridge Arc (the Arc)</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>PA 2008</strong></td>
<td>Planning Act 2008</td>
</tr>
<tr>
<td><strong>Passing loop</strong></td>
<td>A section of track used to allow one train to be passed by another train travelling behind it in the same direction</td>
</tr>
<tr>
<td>Term</td>
<td>Description</td>
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<tr>
<td><strong>Permitted Development Rights</strong></td>
<td>Development that may be carried out by certain categories of (for example) statutory undertaker (such as Network Rail) under deemed planning permission (&quot;Permitted Development Rights&quot;), for certain types of work. Permitted Development Rights also benefit other statutory undertakers</td>
</tr>
<tr>
<td><strong>Points</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>Possession</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>Preferred route option E</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>Programme-Wide Output Specification (PWOS)</strong></td>
<td>A document containing detailed requirements for the Project, agreed with the Department for Transport</td>
</tr>
<tr>
<td><strong>The Project</strong></td>
<td>The infrastructure, systems, rolling stock and organisational arrangements which need to be created or modified to deliver East West Rail and its intended outcomes</td>
</tr>
<tr>
<td><strong>Project section</strong></td>
<td>One of six geographical areas used to present infrastructure proposals for consultation</td>
</tr>
<tr>
<td><strong>Public Rights of Way (PRoWs)</strong></td>
<td>A way over which the public have a right to pass and repass.</td>
</tr>
<tr>
<td><strong>Reference alignment</strong></td>
<td>The alignment option against which the performance of other alignment options is assessed</td>
</tr>
<tr>
<td>Term</td>
<td>Description</td>
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<tr>
<td>R</td>
<td><strong>Rolling stock</strong>&lt;br&gt;Any vehicle which can run on a railway track</td>
</tr>
<tr>
<td></td>
<td><strong>Route corridor, Route option and Route alignment</strong>&lt;br&gt;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</td>
</tr>
<tr>
<td>S</td>
<td><strong>Safety risk</strong>&lt;br&gt;The risk of unsafe practices or situations occurring on the railway that may lead to accidents</td>
</tr>
<tr>
<td></td>
<td><strong>Scheme</strong>&lt;br&gt;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</td>
</tr>
<tr>
<td></td>
<td><strong>Scheduled Monument</strong>&lt;br&gt;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</td>
</tr>
<tr>
<td></td>
<td><strong>Shepreth Branch Royston (SBR) Line</strong>&lt;br&gt;The line that connects Cambridge to Hitchin via Shepreth</td>
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<td></td>
<td><strong>Siding</strong>&lt;br&gt;A short track at the side of and opening on to a railway line. They are usually used for stabling trains</td>
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<td></td>
<td><strong>Source Protection Zone (SPZ)</strong>&lt;br&gt;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</td>
</tr>
</tbody>
</table>
### 04. Glossary

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>S</strong></td>
<td><strong>Site of Special Scientific Interest (SSSI)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Statutory consultation</strong></td>
</tr>
<tr>
<td><strong>St Neots Option A station</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>St Neots Option B station</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>T</strong></td>
<td><strong>Tempsford station</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Thameslink</strong></td>
</tr>
<tr>
<td><strong>TWA 1992</strong></td>
<td>Transport and Works Act 1992</td>
</tr>
<tr>
<td><strong>Transport and Works Act Order (TWAO)</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>U</strong></td>
<td><strong>Utility company</strong></td>
</tr>
<tr>
<td>Term</td>
<td>Description</td>
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</tr>
<tr>
<td>WAML</td>
<td>The main railway route between London Liverpool Street and Cambridge</td>
</tr>
<tr>
<td>WCML</td>
<td>The main railway route between London Euston and Glasgow</td>
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</tbody>
</table>