

What do the service concepts mean for communities along the Marston Vale Line?



Fenny Stratford

Currently people living or working in Fenny Stratford can get hourly stopping services to Bedford from Fenny Stratford, as well as a wide range of services from Blechley, which has better facilities. Fenny Stratford is only used by just over 80 people per day and has limited facilities. Under service concept 1 the hourly stopping service would continue to serve Fenny Stratford which would be provided with a new 2nd platform. Users would be able to use this service to travel to stations to Bedford or they could change at Ridgmont to a faster EWR service to Bedford and stations to Cambridge. They could also travel to Blechley and change for EWR services towards Oxford. Under service concept 2, Fenny Stratford station would close but Blechley, with better parking and facilities, would become more accessible thanks to a new eastern entrance. Blechley would have four hourly trains to Bedford taking between 22 and 27 minutes; Cambridge would be an hour away, with no changes.

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Bow Brickhill

Currently, Bow Brickhill residents can catch hourly services from Bow Brickhill station. The station has limited facilities and no parking, and while it's a short walk for some residents, other residents may be almost a mile away. The station is used by few people – just over 130 passengers per day on average. Under service concept 1 the hourly stopping service would continue to serve Bow Brickhill. Users would be able to use this service to travel directly to stations to Bedford or could change at Ridgmont to a faster EWR service to Bedford and stations to Cambridge. They could also travel to Bletchley and change for EWR services towards Oxford. Under service concept 2, we would close this station and rebuild nearby Woburn Sands in a new, more easily accessible location to the west of its current location, making it more convenient for Bow Brickhill residents, with new car parking, pedestrian routes and cycle links. Local people would benefit from much faster trains every 15 minutes - including direct trains to Cambridge taking less than an hour. Bletchley, which would also have the faster service, would be another option for people. Two direct trains to Oxford each hour would serve the relocated Woburn Sands station and four direct trains to Oxford would serve Bletchley each hour.

Browns Wood

Currently, Browns Wood residents can catch hourly services from Bow Brickhill station. The station is nearly two miles away and has limited facilities and no parking. The station is used by few people – just over 130 passengers per day on average. Under service concept 1 the hourly stopping service would continue to serve Bow Brickhill. Users would be able to use this service to travel directly to stations to Bedford or could change at Ridgmont to a faster EWR service to Bedford and stations to Cambridge. They could also travel to Bletchley and change for EWR services towards Oxford. Under service concept 2, we would close this station and rebuild nearby Woburn Sands in a new location making it more accessible from Browns Wood, with new car parking, pedestrian routes and cycle links. Local people would benefit from much faster trains every 15 minutes - including direct trains to Cambridge taking less than an hour. Bletchley, which would also have that faster service, would be another option for people.

Caldecotte

Currently, people living in Caldecotte or working in the adjacent business park can catch hourly services from Bow Brickhill station, which has limited facilities and no parking. It's a short walk for some of those, and around a mile for others. The station is used by few people – just over 130 passengers per day on average.

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Under service concept 1 the hourly stopping service would continue to serve Bow Brickhill. Users would be able to use this service to travel directly to stations to Bedford or could change at Ridgmont to a faster EWR service to Bedford and stations to Cambridge. They could also travel to Bletchley and change for EWR services towards Oxford. Under service concept 2, we would close this station and rebuild nearby Woburn Sands in a new location making it more accessible from Caldecotte, with new car parking, pedestrian routes and cycle links. Local people would benefit from much faster trains every 15 minutes - including direct trains to Cambridge taking less than an hour. Bletchley, which would also have that faster service, would be another option for people.

Walnut Tree

Currently, people living in Walnut Tree can catch hourly services from Bow Brickhill station, which is at least a mile away for residents, and has limited facilities and no parking. The station is used by few people – just over 130 passengers per day on average. Under service concept 1 the hourly stopping service would continue to serve Bow Brickhill. Users would be able to use this service to travel directly to stations to Bedford or could change at Ridgmont to a faster EWR service to Bedford and stations to Cambridge. They could also travel to Bletchley and change for EWR services towards Oxford. Under service concept 2, we would close this station and rebuild nearby Woburn Sands in a new location making it more accessible from Walnut Tree, with new car parking, pedestrian routes and cycle links. Local people would benefit from much faster trains every 15 minutes - including direct trains to Cambridge taking less than an hour. Bletchley, which would also have that faster service, would be another option for people.

Walton Park

Currently, people living in Walton Park can catch hourly services from Bow Brickhill station, which is at least a mile away for residents, and has limited facilities and no parking. The station is used by few people – just over 130 passengers per day on average. Under service concept 1 the hourly stopping service would continue to serve Bow Brickhill. Users would be able to use this service to travel directly to stations to Bedford or could change at Ridgmont to a faster EWR service to Bedford and stations to Cambridge. They could also travel to Bletchley and change for EWR services towards Oxford. Under service concept 2, we would close this station and rebuild nearby Woburn Sands in a new location making it more accessible from Walton Park, with new car parking, pedestrian routes and cycle links. Local people would benefit from much faster trains every 15 minutes - including direct trains to Cambridge taking less than an hour. Bletchley, which would also have that faster service, would be another option for people.

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Aspley Heath

For people living in Aspley Heath, the hourly services from Woburn Sands are either a short walk or a short drive away, but the station itself has limited facilities and no parking. Under both of our service concepts, people using the station would have access to more services to more places with shorter journey times, with four new, faster services to Bletchley, Bedford and beyond – including direct trains to Cambridge (53 minutes) and Oxford (40 minutes). The difference between service concepts 1 and 2 is that service concept 2 would remove the hourly stopping service, which would make the whole line more reliable for passengers. It would also mean relocating Woburn Sands station about 350m to the west, giving passengers better facilities and improved parking, pedestrian routes and cycle links.

Cross End

For people living in Cross End, the hourly services from Woburn Sands are generally a mile away or more, and the station itself has limited facilities and no parking. Under both of our service concepts, people using the station would have access to more services to more places with shorter journey times, with four new, faster services to Bletchley, Bedford and beyond – including direct trains to Cambridge (53 minutes) and Oxford (40 minutes). The difference between service concept 1 and service concept 2 is that service concept 2 would remove the hourly stopping service, which would make the whole line more reliable for passengers. It would also mean relocating Woburn Sands station 350m to the west, giving passengers better facilities and improved parking, pedestrian routes and cycle links.

Wavendon

For people living in Wavendon, the hourly services from Woburn Sands are as much as two miles away, and the station itself has limited facilities and no parking. Under both of our service concepts, people using the station would have access to more services to more places with shorter journey times, with four new, faster services to Bletchley, Bedford and beyond – including direct trains to Cambridge (53 minutes) and Oxford (40 minutes). The difference between service concepts 1 and 2 is that service concept 2 would remove the hourly service, which would make the whole line more reliable for passengers. It would also mean relocating Woburn Sands 350m to the west, giving passengers better facilities and improved parking, pedestrian routes and cycle links.

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Woburn Sands

People living in Woburn Sands currently have hourly services from a station with limited facilities and no parking. Under both of our service concepts, people using the station would have access to more services to more places with shorter journey times, with four new, faster services to Bletchley, Bedford and beyond – including direct trains to Cambridge (53 minutes) and Oxford (40 minutes). The difference between service concepts 1 and 2 is that service concept 2 would remove the hourly service, which would make the whole line more reliable for passengers. It would also mean relocating Woburn Sands 350m to the west, giving passengers better facilities and improved parking, pedestrian routes and cycle links.

Aspley Guise

For some Aspley Guise residents, the hourly services from Aspley Guise station are a short walk away, but for many it is less convenient. The station has no car or bike parking and very few people are using the station - just 30 passengers a day. Under service concept 1 the hourly stopping service would continue to serve Aspley Guise. Users would be able to use this service to travel directly to stations to Bedford or could change at Ridgmont to a faster EWR service to Bedford and stations to Cambridge. They could also travel to Bletchley and change for EWR services towards Oxford. Service concept 2 would mean closing Aspley Guise station, but new pedestrian and cycle routes would make it easier for local people to get to Woburn Sands and Ridgmont stations – Ridgmont's new station site would be little more than a mile from Aspley Guise. People could catch much faster Bletchley-Bedford services four times an hour and could get to both Cambridge and Oxford in less than an hour, on direct services.

Brogborough

Residents of Brogborough can catch hourly services from Ridgmont station, which is less than a mile away. However, the station has limited parking and is used by very few people - around 85 passengers per day. Under our two service concepts, residents would be able to catch faster, more frequent Bletchley-Bedford services – there would be four an hour, with greatly reduced journey times to Bedford and Bletchley – as well as direct services to Cambridge in 49 minutes and Oxford in 50 minutes. These would run from a rebuilt and relocated station, nearer to the area known as Aspley Triangle that has been identified as being potentially suitable for development in the future. Under service concept 1, the hourly stopping service would remain, but under service concept 2 it would be removed to help ensure the line is more reliable for passengers.

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Church End

Residents of Church End can catch hourly services from Ridgmont station, which is more than a mile away, but the station has limited parking and is used by very few people - around 85 passengers per day. Under our two service concepts, residents would be able to catch faster, more frequent Bletchley-Bedford services - there would be four an hour, with journey times halved - as well as direct services to Cambridge in 49 minutes and Oxford in 50 minutes. These would run from a rebuilt and relocated station, around half a mile from Church End, and closer to the proposed 3,000-home Aspley Triangle development. Under service concept 1, the hourly stopping service would remain, but under service concept 2 it would be removed to make the line more reliable for passengers.

Hulcote

Residents of Hulcote can catch hourly services from Ridgmont station, which is about two miles away, but the station has limited parking and is used by very few people - around 85 passengers per day. Under our two service concepts, residents would be able to catch faster, more frequent Bletchley-Bedford services - there would be four an hour, with journey times halved - as well as direct services to Cambridge in 49 minutes and Oxford in 50 minutes. These would run from a rebuilt and relocated station, a similar distance from Hulcote, and closer to the proposed 3,000-home Aspley Triangle development. Under service concept 1, the hourly stopping service would remain, but under service concept 2 it would be removed to make the line more reliable for passengers.

Husborne Crawley

Residents of Husborne Crawley can catch hourly services from Ridgmont station, which is nearly two miles away, but the station has limited parking and is used by very few people - around 85 passengers per day. Under our two service concepts, residents would be able to catch faster, more frequent Bletchley-Bedford services - there would be four an hour, with journey times halved - as well as direct services to Cambridge in 49 minutes and Oxford in 50 minutes. These would run from a rebuilt and relocated station, nearly half a mile nearer to Husborne Crawley, and closer to the proposed 3,000-home Aspley Triangle development. Under service concept 1, the hourly stopping service would remain, but under service concept 2 it would be removed to make the line more reliable for passengers.

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Ridgmont

Residents of Ridgmont can catch hourly services from Ridgmont station, which is more than a mile away, but the station has limited parking and is used by very few people - around 85 passengers per day. Under our two service concepts, residents would be able to catch faster, more frequent Bletchley-Bedford services – there would be four an hour, with journey times halved – as well as direct services to Cambridge in 49 minutes and Oxford in 50 minutes. These would run from a rebuilt and relocated station, and closer to the proposed 3,000-home Aspley Triangle development. Ridgmont residents would only have a few minutes added to their journey to the rebuilt station, and would enjoy improved pedestrian and cycle links. Under service concept 1, the hourly service would remain, but under service concept 2 it would be removed to make the line more reliable for passengers.

Lidlington

If you live in Lidlington, you've currently got hourly services from a station in a convenient location – but there is no car or bike parking for residents in rural locations nearby. Currently, only around 60 people per day use those hourly services. Under service concept 1 the hourly stopping service would continue to serve Lidlington. Users would be able to use this service and change at Ridgmont to a faster EWR service to Bletchley and Oxford. They could also use it to travel directly to stations to Bletchley or Bedford. Service concept 2 would mean residents could catch half-hourly services from Lidlington to Bletchley or Bedford with much shorter journey times, and Cambridge would be a direct, 50-minute journey away. Local people would benefit from a newly-built station close to its existing site, in a better location to meet demand from people moving into planned new housing to the north of the village. Access to the relocated station from the new development would be possible without passing through the existing village at Lidlington, thereby avoiding increased traffic.

Caulcott and Lower Shelton

If you live in Caulcott or Lower Shelton, you're likely to be nearly two miles or more from either Millbrook or Stewartby station, both of which have hourly stopping services, but neither have any parking. Under service concept 1 the hourly stopping service would continue to serve Millbrook and Stewartby. Users would be able to use this service and change at Ridgmont to a faster EWR service to Bletchley and Oxford. They could also use it to travel directly to stations to Bletchley or Bedford. Under service concept 2, Millbrook station – which is currently used by less than 40 people per day – would close. Local residents would be able to catch much quicker, half-hourly services to Bletchley and Bedford,

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and direct trains getting to Cambridge in under an hour, from either Lidlington or Stewartby. Both of those stations would relocate to locations around two miles from Caulcott and Lower Shelton.

Marston Moretaine

If you live in Marston Mortaine, you're likely to be more than a mile from Millbrook station and its hourly services, but there is no parking nor any pavement on roads leading to it. Under service concept 1 the hourly stopping service would continue to serve Millbrook. Users would be able to use this service and change at Ridgmont to a faster EWR service to Bletchley and Oxford. They could also use it to travel directly to stations to Bletchley or Bedford. Under service concept 2, Millbrook station – which is currently used by less than 40 people per day - would close. From nearby Lidlington, Local residents would be able to catch much quicker, half-hourly services to Bletchley and Bedford, and direct trains getting to Cambridge in 50 minutes. Marston Moretaine residents would have services from the relocated Lidlington station.

Millbrook

If you live in Millbrook, you're likely to be more than a mile from Millbrook station and its hourly services, but there is no parking nor any pavement on roads leading to it. Under service concept 1 the hourly stopping service would continue to serve Millbrook. Users would be able to use this service and change at Ridgmont to a faster EWR service to Bletchley and Oxford. They could also use it to travel directly to stations to Bletchley or Bedford. Under service concept 2, Millbrook station – which is currently used by less than 40 people per day - would close. From nearby Lidlington, local residents would be able to catch much quicker, half-hourly services to Bletchley and Bedford, and direct trains getting to Cambridge in 50 minutes. Millbrook residents would be able to get to a relocated Lidlington station which would have parking available.

Cranfield

If you live, study or work in Cranfield, you can currently catch hourly stopping services from Ridgmont station or Millbrook station, which are both around a five mile, 10-minute drive away. The same services are also available at Lidlington station, which is closer to a 12-minute drive. On weekdays, five buses a day connect the village and Cranfield University to these stations. Each station has limited or no parking and are used by few people - around 85 a day for Ridgmont, 63 for Lidlington and fewer than 40 for Millbrook.

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Under our two service concepts, Cranfield residents, staff and students would be able to catch faster, more frequent Bletchley-Bedford. There would be four trains every hour, with much faster journey times to Bedford and Bletchley – as well as direct services to Cambridge in 49 minutes and Oxford in 50 minutes.

Under service concept 1, the hourly stopping service would continue to serve the Ridgmont, Lidlington and Millbrook stations and four faster EWR services every hour would stop at Ridgmont station, which would be relocated to a site to the west of Bedford Road. Under service concept 2, the hourly stopping service would be replaced by more frequent, faster and direct trains at five merged stations on the Marston Vale Line. Passengers in Cranfield could access these services from a new, modern and relocated Lidlington station to the west of Marston Road, which could replace the current Lidlington and Millbrook stations, or a new relocated Ridgmont station, relocated between the current Aspley Guise and Ridgmont stations.

Stewartby

Stewartby residents currently have hourly services from a station on the edge of the village. Stewartby station has very limited facilities and no car park. It's less than half a mile from Kimberley Sixth Form College but further away for some residents. Under service concept 1 the hourly stopping service would continue to serve Stewartby. Users would be able to use this service and change at Ridgmont to a faster EWR service to Bletchley and Oxford. They could also use it to travel directly to stations to Bletchley or Bedford. Under service concept 2, residents, students and college staff would benefit from much quicker, half-hourly Bletchley-Bedford services, with Cambridge a direct, 45-minute journey away. Those would run from a new station with better facilities to the northeast of Stewartby, the same distance to the village centre and still less than a mile to the college. Importantly, it would still be close to the Brickworks and another new housing development in Wootton, as well as near the proposed Bedford Business Park.

Keeley Green and Keeley Lane

People living in Keeley Green and Keeley Lane have hourly services from Kempston Hardwick station, which is three miles away and has no car or bike parking. Under service concept 1 the hourly stopping service would continue to serve Kempston Hardwick. Users would be able to use this service to reach Bedford or could change at Ridgmont to a faster EWR service to Bletchley and Oxford. Under service concept 2, Kempston Hardwick station – which is used by very few people, around 34 passengers a day – would close. Local residents would be able to catch

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much faster, half-hourly trains from Stewartby, which would be relocated, making it a similar-length journey as it is currently to Kempston Hardwick. The new station would have parking and drop-off facilities. Journey times to Bletchley would nearly halve, and Cambridge would be a direct, 45-minute journey away.

Kempston

People living in Kempston have hourly services from Kempston Hardwick station, which is two miles away and has no car or bike parking. Under service concept 1 the hourly stopping service would continue to serve Kempston Hardwick. Users would be able to use this service to reach Bedford or could change at Ridgmont to a faster EWR service to Bletchley and Oxford. Under service concept 2, Kempston Hardwick station – which is used by very few people, around 34 passengers a day – would close. Local residents would be able to catch much faster, half-hourly trains from Stewartby, which would be relocated, making it three miles from Kempston. The new station would have parking and drop-off facilities. Journey times to Bletchley would nearly halve, and Cambridge would be a direct, 45-minute journey away. Under either service concept, some residents may prefer to use the new Bedford St Johns station, just over two miles away – but its service would only improve under service concept 2.

Kempston Hardwick

People living in Kempston Hardwick have hourly services from Kempston Hardwick station, which is half a mile away along a road with no pavement, and has no car or bike parking. Under service concept 1 the hourly stopping service would continue to serve Kempston Hardwick. Users would be able to use this service to reach Bedford or could change at Ridgmont to a faster EWR service to Bletchley and Oxford. Under service concept 2, Kempston Hardwick station – which is used by very few people, around 34 passengers a day – would close. Local residents would be able to catch much faster, half-hourly trains from Stewartby, which would be relocated, making it two miles from Kempston Hardwick. The new station would have parking and drop-off facilities. Journey times to Bletchley would nearly halve, and Cambridge would be a direct, 45-minute journey away.

Wixams

People living in the community of Wixams have hourly services from Kempston Hardwick station, which is currently around three miles away, and has no car or bike parking. Under service concept 1 the hourly stopping service would continue to serve Kempston Hardwick. Users would be able to use this service to reach Bedford or could change at Ridgmont to a faster EWR service to Bletchley and Oxford. Under service concept 2, Kempston Hardwick station – which is used by very few people,

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around 34 passengers a day – would close. Wixams residents would be able to catch much faster, half-hourly trains from Stewartby, which would be relocated, making it accessible from the Wixams once new roads are built. The new station would have parking and drop-off facilities. Journey times to Bletchley would nearly halve, and Cambridge would be a direct, 45-minute journey away. Under either service concept, some residents may prefer to use the new Bedford St Johns and Bedford stations although the faster service under service concept 2 from Stewartby avoids the need to travel into the town centre if preferred.

Wootton

People living in Wootton have hourly services from Kempston Hardwick station. The station is around two miles away and has no car or bike parking. Under service concept 1 the hourly stopping service would continue to serve Kempston Hardwick. Users would be able to use this service to reach Bedford or could change at Ridgmont to a faster EWR service to Bletchley and Oxford. Under service concept 2, Kempston Hardwick station – which is used by very few people, around 34 passengers a day – would close. Local residents would be able to catch much faster, half-hourly trains from Stewartby, which would be relocated, making it around two miles from Wootton. The new station would have parking and drop-off facilities. Journey times to Bletchley would nearly halve, and Cambridge would be a direct, 45-minute journey away.

Communities in south Bedford

People living and working in Bedford, especially those visiting or working in the hospital, currently have hourly trains to Bletchley from Bedford St Johns station, which is a mile from the main Bedford station. However, Bedford St Johns has poor pedestrian access, a lack of parking and a dark platform under a road bridge. Regardless of the two service concepts, we would create a new modern station, with potential for better access to the hospital, and more direct connections. Under service concept 1 the hourly stopping service would continue to serve Bedford St Johns. Users would be able to use the current service and change at to a faster EWR service to Bletchley and Oxford. Service concept 2 would mean the trains would be every thirty minutes, providing quicker, direct journeys to Bletchley in 25 minutes and Cambridge in 40 minutes.

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