

**east**  
**west**  
**RAIL**

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

# East West Railway Company

13 May 2021



# East West Rail webinar

## Thank you for joining

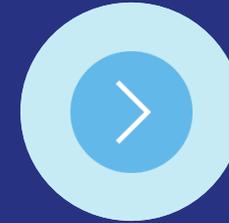
This hour-long webinar will:

- Provide information about this public consultation
- Address key themes, issues and questions that emerged from the first webinar when we spoke to you last month
- Highlight how to continue getting involved and where to find out more information

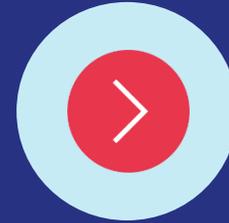
**For a live Q&A with the EWR Co team, our livechat sessions are a great opportunity to ask our experts anything: the team will be on standby to answer any questions you may have, live.**

**Dates for the next livechat sessions are on the right of this slide.**

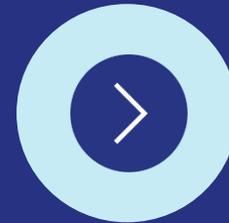
## Livechat sessions



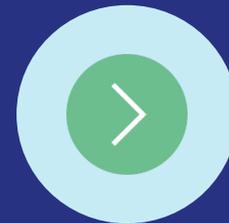
**Livechat sessions - Week 6**  
Saturday 15 May, 11am-1pm



**Livechat sessions - Week 7**  
Thursday 20 May, 10am - 12pm  
Saturday 22 May, 10am - 12pm

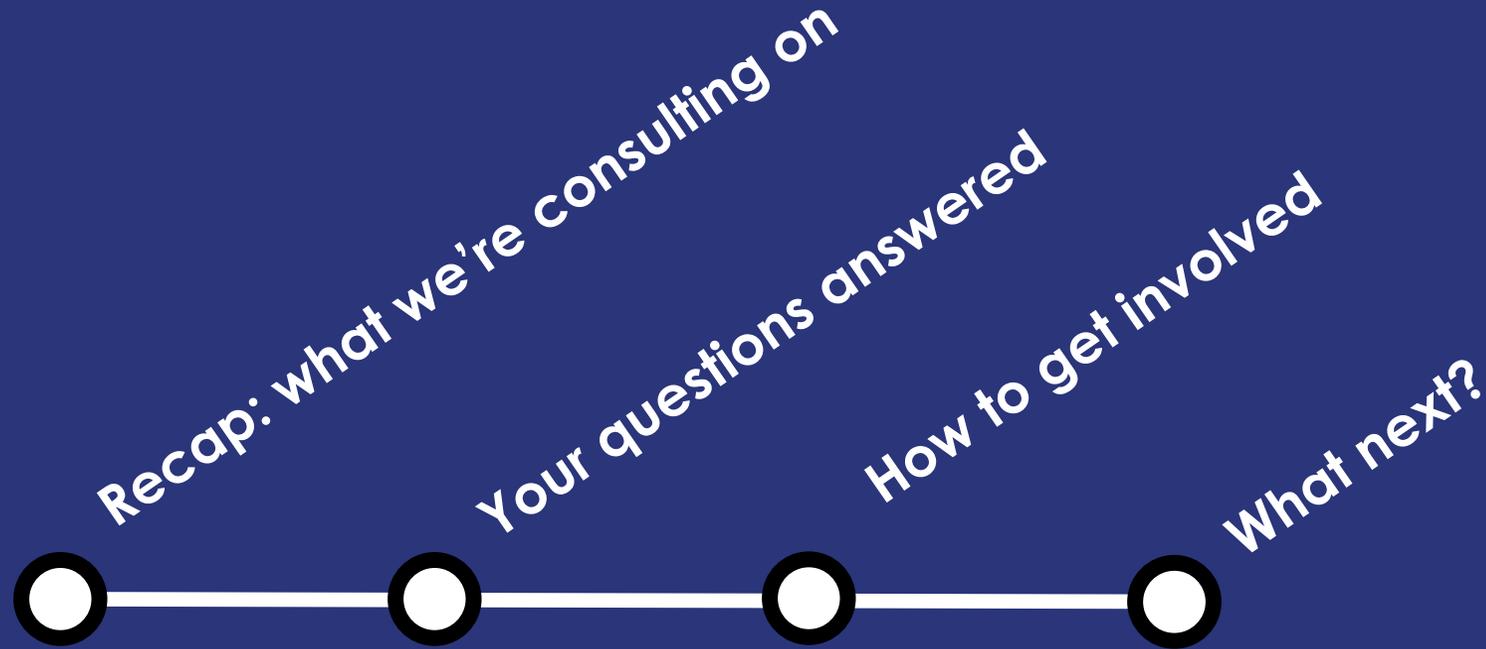


**Livechat sessions - Week 8**  
Monday 24 May, 2pm - 4pm  
Thursday 27 May, 6pm-8pm  
Saturday 29 May, 2pm-4pm



**Livechat sessions - Week 9**  
Monday 31 May, 2pm-4pm  
Tuesday 1 June, 6pm - 8pm  
Wednesday 2 June, 6pm-8pm

# What we'll cover today



# 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

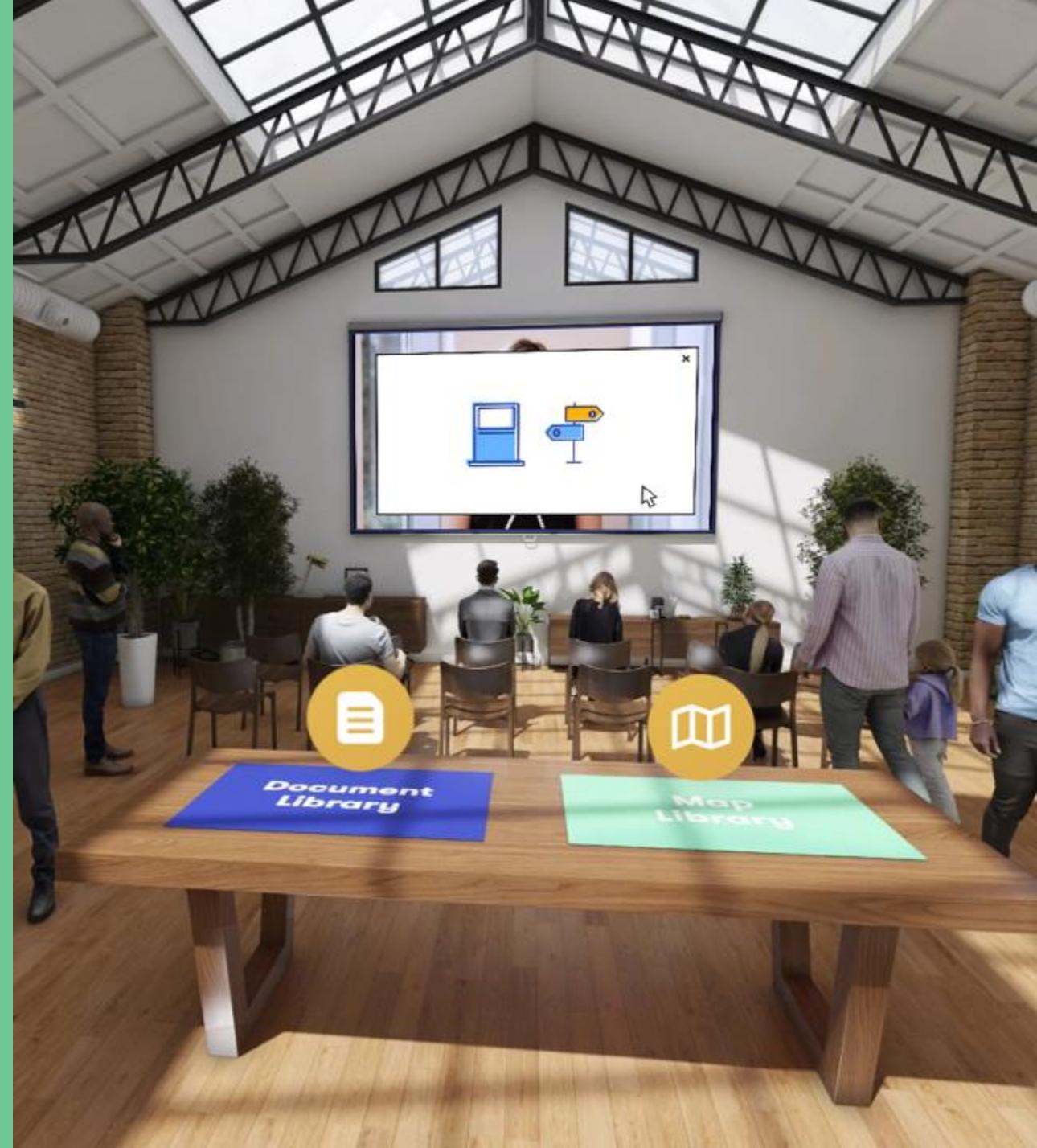


# What we are consulting on

This 10-week consultation is an opportunity for you to share your thoughts on emerging proposals for East West Rail and your views on the broader scheme.

The consultation document covers the following key sections:

- Customer experience and railway operations
- Proposed infrastructure development
  - Oxford to Bicester
  - Bletchley and the Marston Vale Line
  - Bedford
  - Clapham Green to The Eversdens
  - Harlton to Hauxton
  - The Shelfords to Cambridge station



# What we're consulting on

## Customer experience and railway operations

As part of developing the customer experience, we are keeping our minds completely open about what we might be able to offer.

We are looking for feedback on what our customers think would make positive differences to their customer travel experience.



The train service



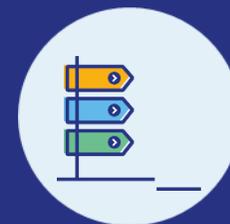
Station experience



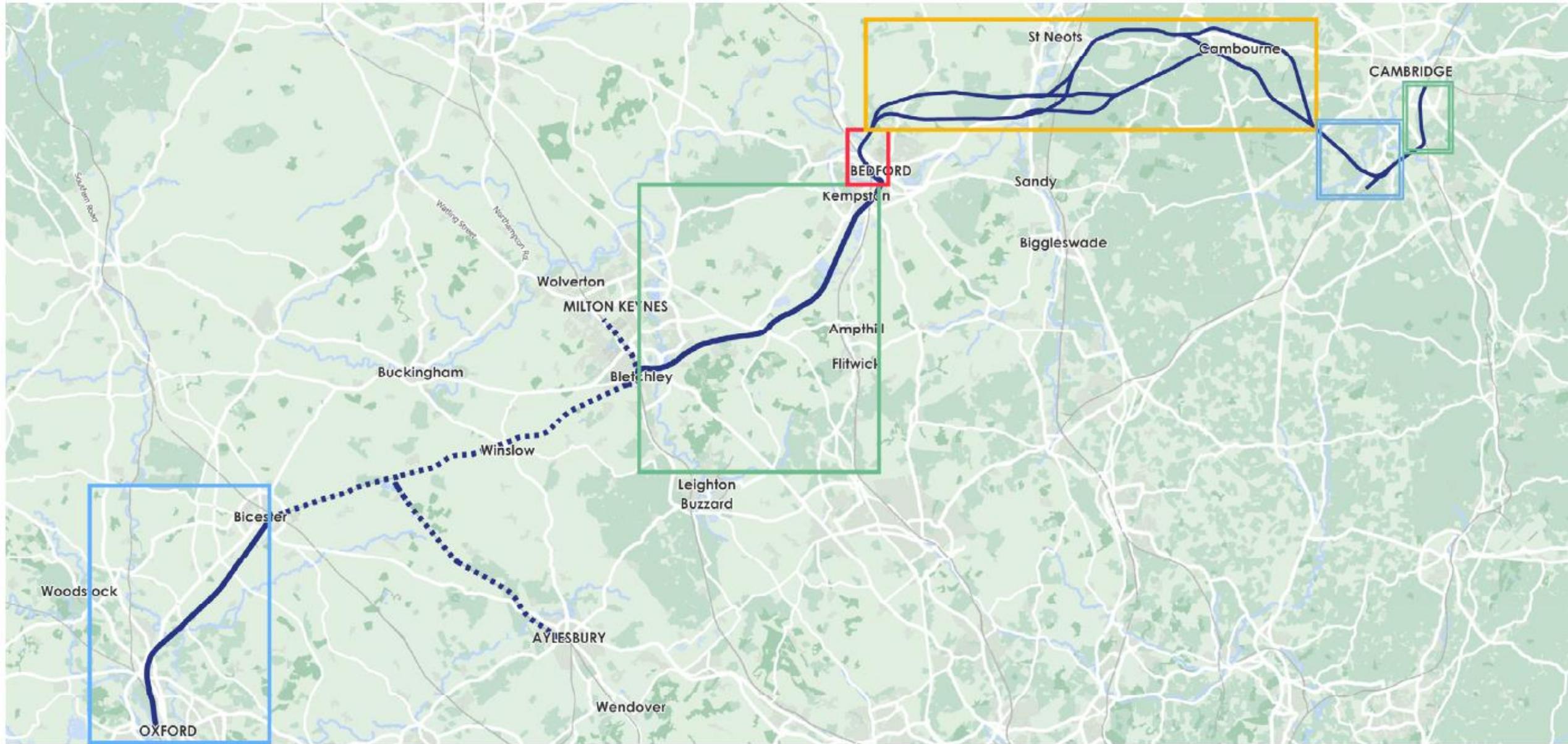
On train experience



Interaction with colleagues



Customer information



- |   |  |
|---|--|
| <span style="border: 1px solid lightblue; display: inline-block; width: 15px; height: 15px; vertical-align: middle;"></span> Project section A:<br>Oxford to Blicester            | <span style="border: 1px solid yellow; display: inline-block; width: 15px; height: 15px; vertical-align: middle;"></span> Project section D:<br>Clapham Green to The Eversdens |
| <span style="border: 1px solid lightgreen; display: inline-block; width: 15px; height: 15px; vertical-align: middle;"></span> Project section B:<br>Bletchley & Marston Vale Line | <span style="border: 1px solid blue; display: inline-block; width: 15px; height: 15px; vertical-align: middle;"></span> Project section E:<br>Harlington to Hauxton            |
| <span style="border: 1px solid red; display: inline-block; width: 15px; height: 15px; vertical-align: middle;"></span> Project section C:<br>Bedford                              | <span style="border: 1px solid green; display: inline-block; width: 15px; height: 15px; vertical-align: middle;"></span> Project section F:<br>The Shelfords to Cambridge      |

# Section B

## Bletchley and the Marston Vale Line



# Bletchley and the Marston Vale Line

- East West Rail represents a once in a generation opportunity to provide a reliable, frequent train service for communities along the Marston Vale Line
- We're considering:
  - How vehicles and pedestrians cross the railway, replacing level crossings with safer alternatives
  - Which stations future services will call at, and how frequently they would operate
  - How we could upgrade and construct the Marston Vale Line to accommodate future services

More information can be found in Section B of the consultation document



# Your questions answered

**This section covers a range of questions, themes and issues that we heard in the first webinar**



# Your questions answered

## Concepts 1 and 2



# What could concept 1 mean for local communities?



The existing hourly stopping service would be largely unchanged



Some shorter journeys on the route would take slightly longer – but end-to-end journeys would take roughly the same time as today



Woburn Sands and Ridgmont stations would benefit from an increase to five trains per hour



The four new EWR services would complete the journey between Bletchley and Bedford in around 22 minutes

# 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 1:  
indicative  
timetable

OXFORD	d	10:26			10:56	
Oxford Parkway	d	10:33			11:03	
Bicester Village	d	10:40			11:10	
Winslow	d	10:51			11:21	
BLETCHLEY High Level	a	10:59			11:29	
	d	11:00			11:30	
BLETCHLEY Low Level	d	↓	11:14	11:21	↓	11:44
Fenny Stratford	d	↓	↓	11:24	↓	↓
Bow Brickhill	d	↓	↓	11:27	↓	↓
Woburn Sands	d	11:06	11:21	11:31	11:36	11:51
Aspley Guise	d	↓	↓	11:33	↓	↓
Ridgmont (relocated)	a	11:09	11:24	11:35	11:39	11:54
	d	11:10	11:25	11:43	11:40	11:55
Lidlington	d	↓	↓	11:46	↓	↓
Millbrook	d	↓	↓	11:49	↓	↓
Stewartby	d	↓	↓	11:52	↓	↓
Kempston Hardwick	d	↓	↓	11:55	↓	↓
Bedford St Johns (relocated)	d	↓	↓	12:00	↓	↓
BEDFORD	a	11:20	11:35	12:02	11:50	12:05
	d	11:21	11:36		11:51	12:06
ECML Interchange	d	11:31	11:46		12:01	12:16
Cambourne Area	d	11:41	11:56		12:11	12:26
Cambridge South	d	11:54	12:09		12:24	12:39
CAMBRIDGE	a	11:57	12:12		12:27	12:42

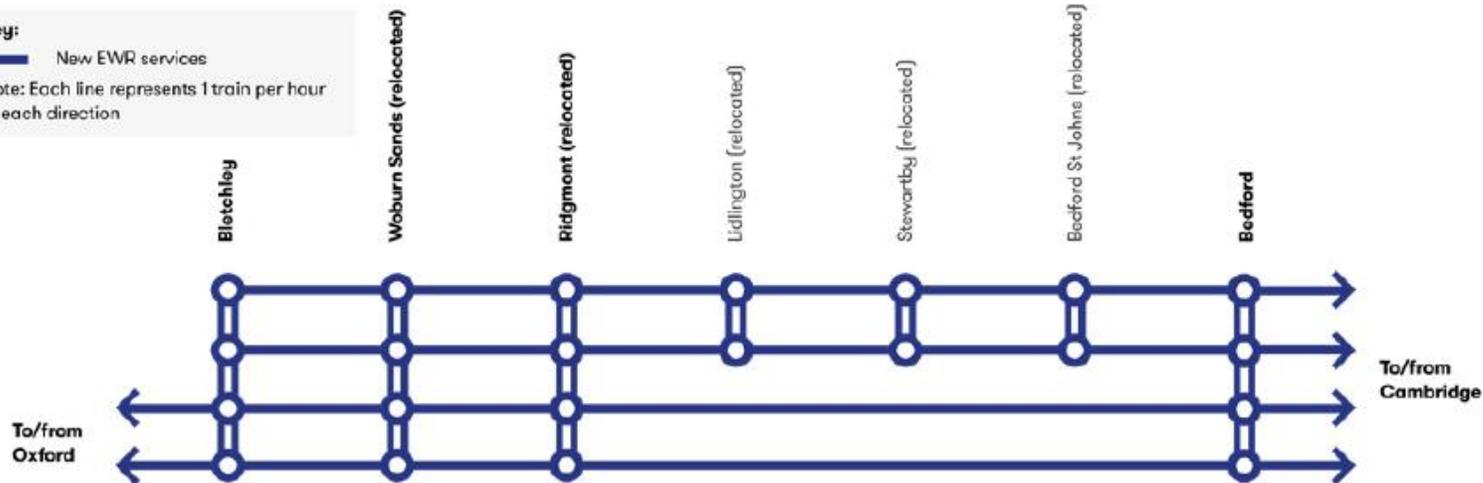
# Concept 2

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

**Key:**

— New EWR services

Note: Each line represents 1 train per hour in each direction



## What could concept 2 mean for local communities?



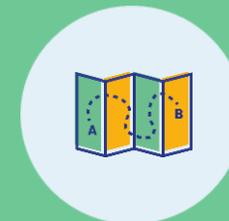
Local communities would benefit from having East West Rail services calling at all five new stations, rather than just two of the existing intermediate stations



More people would have access to more frequent services



The relocated Woburn Sands and Ridgmont stations would have four trains per hour in each direction



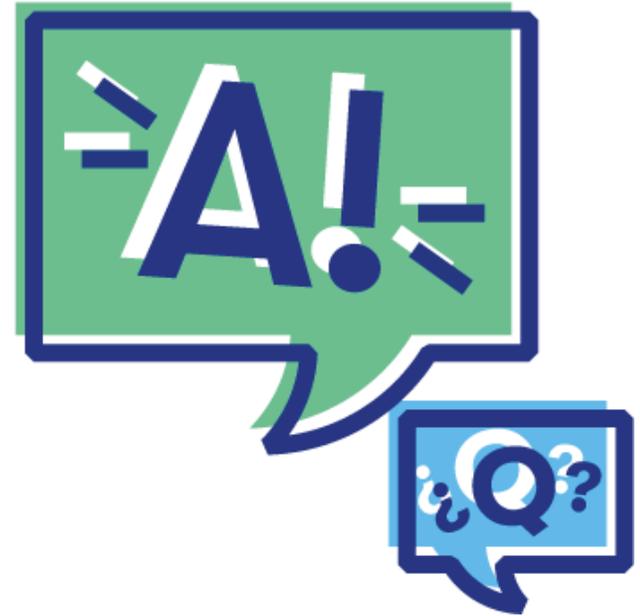
More people would have access to direct train services going further afield, including Cambridge.

OXFORD	d		10:53		11:23
Oxford Parkway	d		11:00		11:30
Bicester Village	d		11:07		11:37
Winslow	d		11:18		11:48
BLETCHLEY High Level	a		11:26		11:56
	d		11:27		11:57
BLETCHLEY Low Level	d	11:05	↓	11:35	↓
Woburn Sands (relocated)	d	11:12	11:33	11:42	12:33
Ridgmont (relocated)	d	11:16	11:37	11:46	12:37
Lidlington (relocated)	d	11:20	↓	11:50	↓
Stewartby (relocated)	d	11:25	↓	11:55	↓
Bedford St Johns (relocated)	d	11:30	↓	12:00	↓
BEDFORD	a	11:32	11:47	12:02	12:17
	d	11:33	11:48	12:03	12:18
ECML Interchange	d	11:43	11:58	12:13	12:28
Cambourne Area	d	11:53	12:08	12:23	12:38
Cambridge South	d	12:06	12:21	12:36	12:51
CAMBRIDGE	a	12:09	12:24	12:39	12:54

Concept 2:  
indicative  
timetable

# Your questions answered – Concepts 1 and 2

- What is your estimate of the capital cost difference between MV Concept 1 and Concept 2? It can't be cost-neutral given Concept 2 involves 5 brand new stations, whereas Concept 1 involves 2 revamped stations and 1 new (Bedford St Johns).
- Do you know how many passengers walk from their village to their station without using a car? They may now have to travel by car to their new station which seems counter productive.
- How were the 5 proposed stations decided under Option 2?
- How can a meaningful traffic assessment be done around Lidlington and Ridgemont when the triple impacts of: the new town; expanded Marston Gate; and operation of Covanta are yet to be known. Surely this should be delayed until at least some of these impacts become clear?



# Your questions answered

## Level crossings on the Marston Vale Line



# Our proposals

Given safety concerns, it is a primary objective of the Office of Rail and Road to close level crossings permanently.

We would provide between 16 and 19 new bridges over or under the railway together with new links to existing bridges.

More information about our plans for each of the 31 level crossings is available in Section B of the Consultation Document



# Your questions answered – level crossings on the Marston Vale Line

- I'm concerned that if the level crossing on Simpson Road (Fenny Stratford) near Lock View Lane is closed for vehicles, vehicle access to and from the lock for businesses and residents will be restricted to Staple Hall Road which is a narrow residential road
- Are EWR in discussions with the local councils regarding potential options - eg for mitigations for closure of level crossings?
- I'm concerned about Aspley Guise level crossing. What will happen for foot traffic/road traffic if closed.
- I am a resident in Lidlington and want to understand exactly where the new road crossing would go



# Your questions answered

## Line upgrades



# Your questions answered – line upgrades

- I'm concerned about the possible widening of the railway bridge at Fenny Stratford, which might result in residential properties being knocked down
- Which option for construction blockades will cause the least disruption?



# Your questions answered

What are the  
plans for freight?



# What are the plans for freight?

**Rail freight can be a quick and sustainable way to carry goods around the country:**

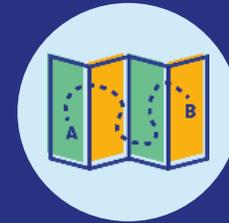
- it reduces CO2 emissions by up to 76 per cent compared to transporting freight by road
- it reduces congestion on local roads, as each freight train removes up to 76 lorries from the roads
- it improves safety; by taking lorries off the roads, rail freight prevents an estimated 600 casualties per year
- it brings benefits to the UK economy estimated at £1.6 billion each year
- in productivity gains for UK businesses



# What are the plans for freight?

- **Government has set us an objective of supporting existing freight services and making provision for potential future demand**
- **We need to balance any benefits of freight and our obligations to the Government with the views of local communities**
- **We are carrying out a study to understand what the capacity and demand would be on EWR for freight.**

## Key considerations



Available freight paths



Demand from the freight industry



Infrastructure



Additional changes to the railway network



Mitigating potential negative impact

# Your questions on freight

- How many hours in 24 will you be expecting trains to be running?
- There has been a lot of concern about freight traffic - is this a passenger railway or a freight railway?



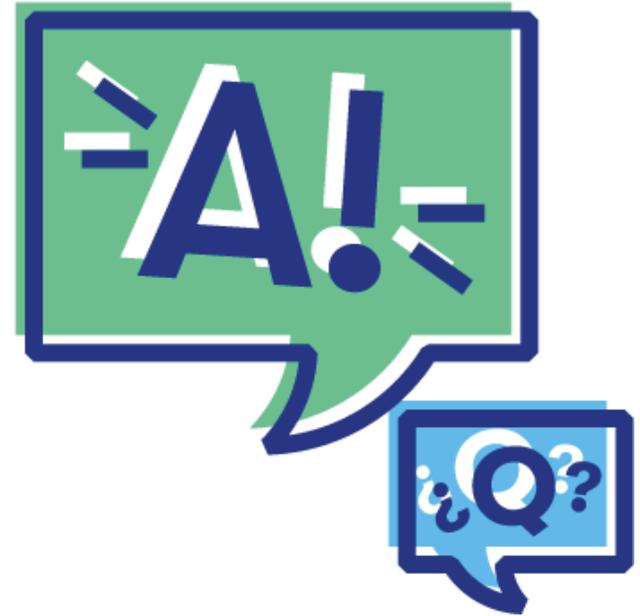
Your questions  
answered

Won't this  
damage the  
environment?



# Your questions on the environment

- The trains are planned to be diesel. Is there consideration/openness to electric trains given climate emergency?
- How will the line benefit the environment?



# Information for landowners

**To construct and operate the new East West Rail line, some of the proposals put forward for consultation will affect people's homes, businesses and farms.**

- During this consultation period, the EWR Land and Property team has been consulting with those landowners whose land could be potentially required for our proposals
- Meetings have been held in order to provide further information on the consultation process, the wider project, indicative timeframes and next steps
- We are engaging with the wider community to understand how we can reduce our negative impact and determine what mitigation measures can be implemented
- We are consulting on a discretionary purchase scheme, the Need to Sell Scheme, that, if introduced, would support owner occupiers once the announcement of the preferred route alignment for the railway has been made
- We have a dedicated team in place who are focused on how the proposals will affect people's homes, businesses and farms. More information on how to contact them is available on our website at [eastwestrail.co.uk](http://eastwestrail.co.uk)

# How you can get involved

There are lots of different ways to get involved in the consultation, including:



**Virtual consultation rooms** – open until 9 June 2021 which provide more information on each section of the consultation, including a full list of documents and maps available via the central table



**Livechat events open to the public** – a series of 16, two-hour live chat sessions held via the virtual consultation rooms, where participants will be able to discuss key topics directly with members of the project team



**Dedicated phone line** – the EWR Co telephone line will be available throughout the consultation period to enable those not wanting or able to engage online or in writing to speak to members of the Project team. The telephone number is **0330 134 0067**



**Feedback form** – we encourage you to use the online feedback form to share your views by 9 June 2021.

# How to respond to this consultation

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

Feedback forms can be submitted online by emailing us at [consultation@eastwestrail.co.uk](mailto:consultation@eastwestrail.co.uk) or sent by post to **Freepost EAST WEST RAIL**

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



**What next?**

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# Stay in touch

For further information, speak to the team by emailing us at [contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk)

or by calling us on 0330 134 0067.



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