Thank you for joining

This hour-long event on Zoom will include information about this public consultation before a Q&A session.

We’d be grateful if you could display your full name on your username – this can be done through the ‘Participants’ section.

Please turn your camera on but be on mute unless you’re asking a question during the Q&A.

If you have questions during the presentations, please put these in the chat bar and address to ‘Questions’.

Please use the ‘Raise Hand’ function in Zoom to ask a question during the Q&A, found in the bottom ribbon (sometimes found under the ‘Reactions’ option).

Display full name in username

Please use the mute function

Questions can be submitted via the chat (address to ‘Questions’)

Use the ‘Raise Hand’ function to ask a question during the Q&A

Please do put your camera on if possible
Who have we invited today?

Parishes

- Blunham Parish Council
- Bolnhurst and Keysoe Parish Council
- Brickhill Parish Council
- Clapham Parish Council
- Colmworth Parish Council
- Everton Parish Council
- Great Barford Parish Council
- Little Barford Parish Council
- Oakley Parish Council
- Ravensden Parish Council
- Renhold Parish Council
- Roxton Parish Council
- Tempsford Parish Council
- Thurleigh Parish Council
- Wilden Parish Council
- Wyboston, Chawston and Colesden Parish Council
Who have we invited today?

**Bedford Borough Council**
- Brickhill
- Clapham
- Goldington
- Great Barford
- Oakley
- Putnoe
- Riseley
- Wyboston

**Central Bedfordshire Council**
- Sandy
- Potton
What we’ll cover today

Introduction to the consultation

What we’re consulting on

How to get involved

Next steps
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
Shaping customer experience and railway operations

This part of our consultation focuses on what future customers want from their railway experience.

We want to hear your views – from individuals and organisations – on the customer experience you would like from East West Rail.
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.
Section C

Bedford
Bedford
Improvements to the existing railway and a new section of railway

- 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
- 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.

More information can be found in Section C of the consultation document
Bedford
Our developing plans

- **Bedford St Johns station**: a new 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.
• There is only one track on this part of the railway that limits capacity and the 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
• This means moving the existing location of Bedford St Johns station
Option 1

Relocating Bedford St Johns to the west, closer to the hospital

- The new railway alignment 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.

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
Bedford station area

- Bedford station is simply not able to accommodate the new services which EWR would bring to the town.

- 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.
Bedford station area

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

• There is only one track from the Bletchley direction into the bay platform

• There is a bend on the track which restricts the speed to 15mph

• 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.
Bedford station area

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
North Bedford

• 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 growth and is already well used with both freight and passenger trains.

• 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 considering:
- Building two new tracks to the east of the existing railway
- Introducing a range of infrastructure interventions to support this, as shown on this map

Proposed viaduct over River Great Ouse and A6 Paula Radcliffe Way

Some properties in this area would be acquired (refer to technical report for more details)

Two additional tracks required in this section, to the east of the Midland Main Line
Section D

Clapham Green to The Eversdens
Clapham Green to The Eversdens

• This section of new railway from Bedford to Cambridge includes the area between Clapham Green, north of Bedford, to The Eversdens, south east of Cambourne.

• In early 2019 we consulted on five potential route options for this section of new railway.

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

More information can be found in Section D of the consultation document.
Clapham Green to The Eversdens

Five shortlisted options for the route alignment of East West Rail:

- **The yellow alignment (Alignment 8)** which includes a Tempsford station and a Cambourne South station
- **The dark blue alignment (Alignment 1)** which includes a St Neots North station and a Cambourne North station
- **The red alignment (Alignment 2)** which includes a St Neots North station and a Cambourne South station
- **The light blue alignment (Alignment 6)** which includes a St Neots South station
- **The purple alignment (Alignment 9)** which includes a Tempsford station and a Cambourne North station.
Route Alignment 1
St Neots South Option A station to Cambourne North station

Route alignment 1
The dark blue alignment

Legend
- Route Alignment 1
- Other station
- Proposed A428 Alignment
- Station used by East West Rail services
- Station that may be used by East West Rail services
- Other area of East West Rail
Route Alignment 6
St Neots South Option B station to Cambourne South station

Legend
- Route Alignment 6
- Other station
- Station used by East West Rail services
- Station that may be used by East West Rail services
- Proposed A1428 Alignment
- Other area of East West Rail

Route alignment 6
The light blue alignment
Route alignment 9
The purple alignment

Legend:
- Purple: Route Alignment 9
- Red: Station used by East West Rail services
- Blue: Station that may be used by East West Rail services
- Proposed A428 Alignment
- Other area of East West Rail
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.

• In developing our proposals, we aim to minimise the negative impact these 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, agricultural holding or small business.

• 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.
Public consultation

Working with you

Two meeting sessions with your neighbouring councillors during consultation:

• **Today** – A session to run you through all the elements we will be consulting on that are relevant to you

• **Late May** – A more discursive session – once you’ve had a chance to read through the documents and liaise with your constituents and residents - designed to raise any questions you might have.
How your communities can get involved

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

- **Virtual consultation rooms** – open from 12 April 2021 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.

- **Online public events** – we are holding twelve online events for communities right the way from Oxford to Cambridge. There will be two lots of six events covering geographical areas along the route.

- **Live chat events open to the public** – a series of ten, 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**.
Questions & Answers
Promoting the consultation

We’re promoting the consultation in different ways and are always grateful for your support in generating interest and engagement.

We encourage you to help us spread the word through your networks.

If you think there’s an organisation or individual we should speak to, tell us and we will contact them directly.
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 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 or by calling us on 0330 134 0067
What next?
Stay in touch

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