

east
west
RAIL

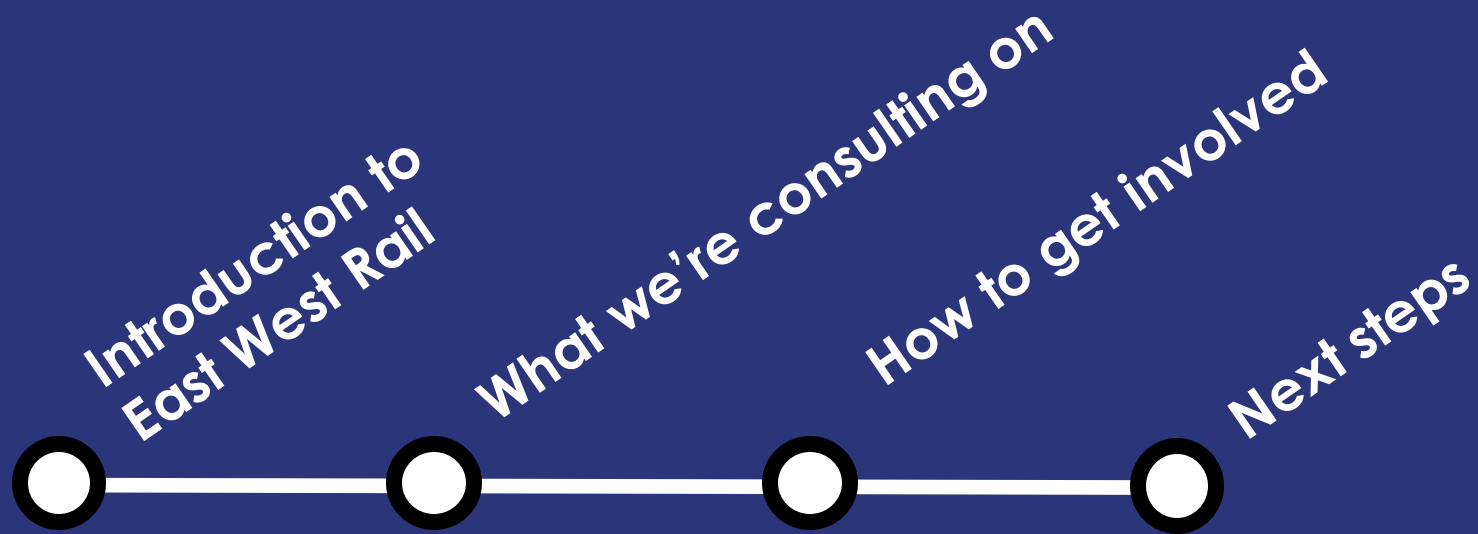
eastwestrail.co.uk

East West Railway Company

15 April 2021



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 is East West Rail?

East West Rail will create opportunities for people right across the area by:



Making it cheaper and quicker to get around – connecting people to their jobs, homes and families, as well as businesses to their employees, suppliers and customers



Supporting new homes to make it more affordable and help money go further – so people find it more affordable to live and work in the area, and businesses can afford to create more jobs and increase productivity



Aiming to deliver a net zero carbon railway and to achieve biodiversity net gain as part of our proposals



Making places more appealing for people wanting to start and grow businesses – attracting and retaining the best talent in the region, while encouraging new investment to support the local economy



Spreading prosperity across the UK – creating growth for towns and cities outside of London

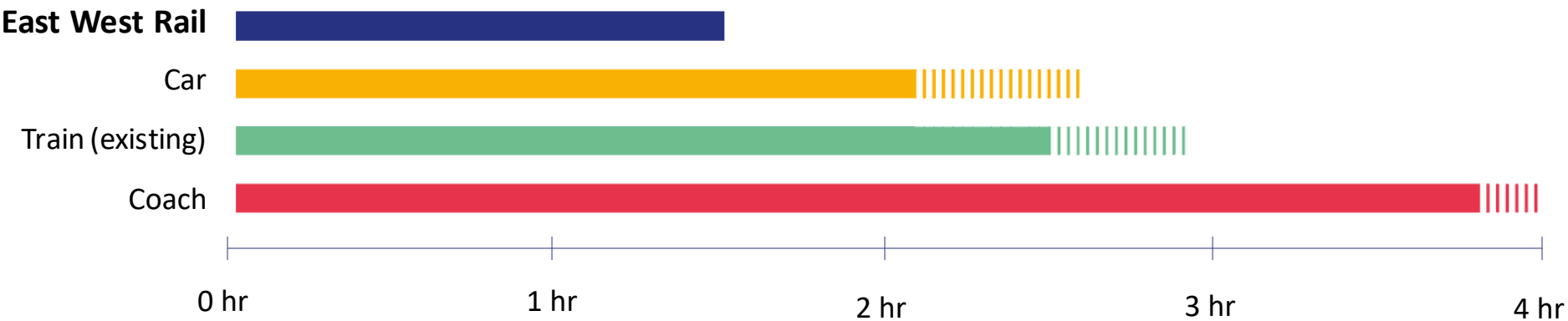
What are the benefits of East West Rail?



Providing quicker and cheaper travel for communities across the area



Improving connectivity between key towns and cities across the Oxford-Cambridge Arc and beyond, significantly reducing journey times



What are the benefits of East West Rail?



New job opportunities – in 2021/22, the delivery of the line between Oxford and Bletchley/Milton Keynes is expected to directly employ 980 people and support around another 500 in the wider supply chain, injecting an estimated £1.1bn into the local economy



Easing congestion – by offering rail travel as an alternative and ensuring rail travel is well connected to other modes of transport, we can help to ease congestion and reduce time spent in traffic jams.



Tackling pollution – By providing communities across the area with access to a cheap and quick rail service, we can help tackle pollution by allowing more people to switch from road to rail



Supporting the creation of new, affordable homes , by increasing connections across the Arc, we will support housing growth. This will increase affordable housing availability, allowing more people to live and work in the area.

Non-statutory public consultation

31 March – 9 June 2021

east
west
RAIL



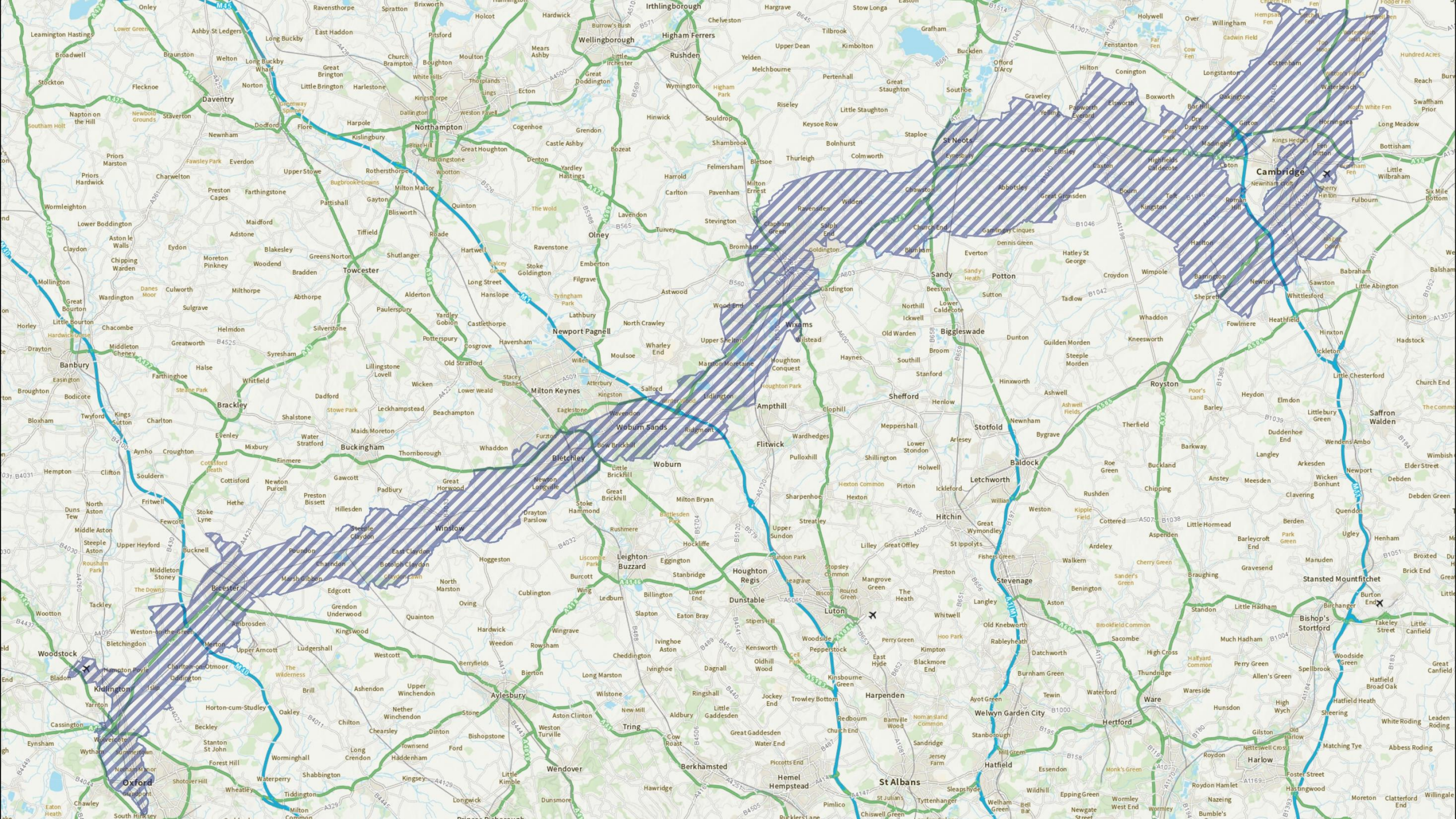
What we are consulting on

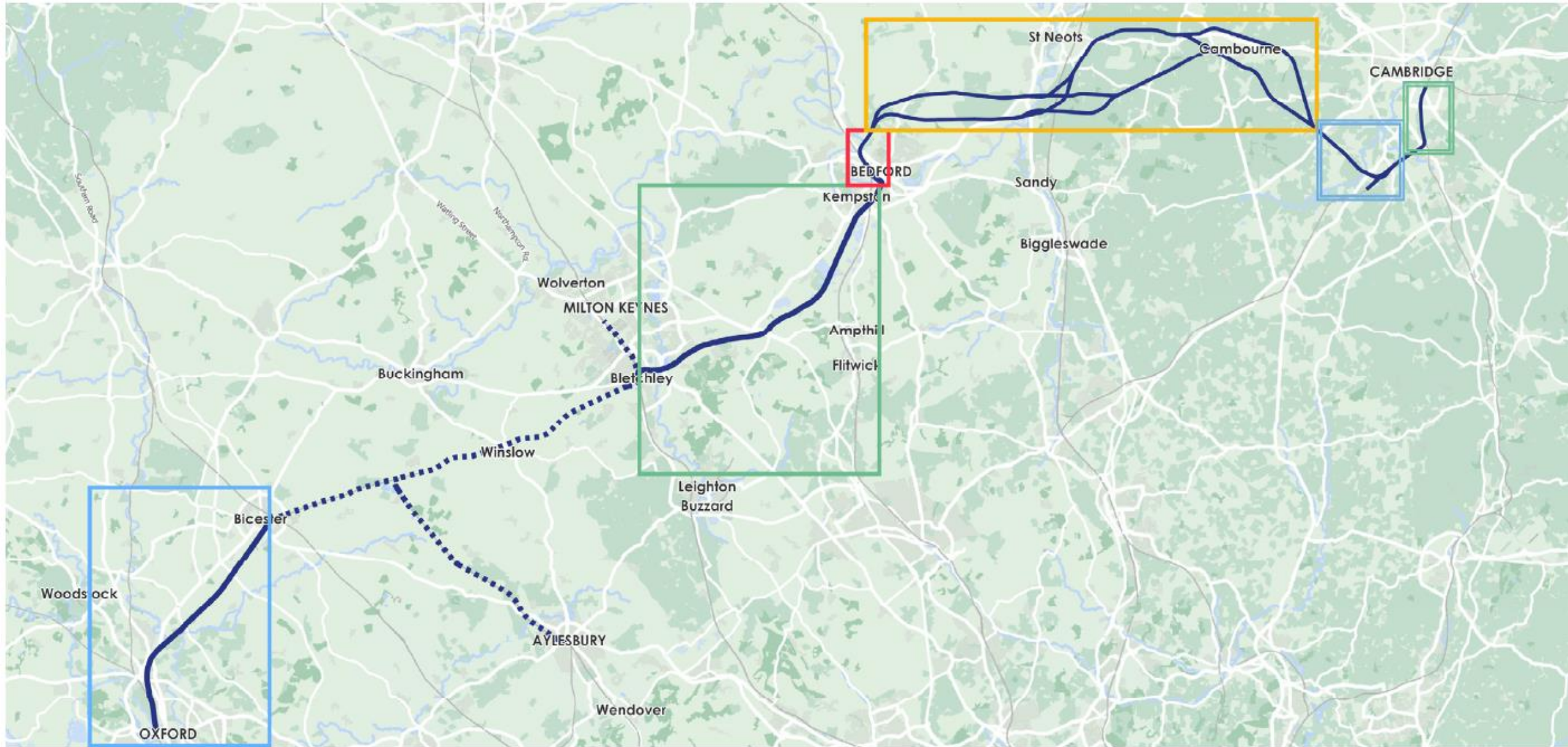
This 10-week consultation is an opportunity for you to share your thoughts on emerging proposals for East West Rail and your views on the broader scheme.

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







- Project section A:
Oxford to Bicester
- Project section B:
Bletchley to Marston Vale Line
- Project section C:
Bedford
- Project section D:
Clapham Green to The Eversdens
- Project section E:
Harlington to Hauxton
- Project section F:
The Shelfords to Cambridge

Section E

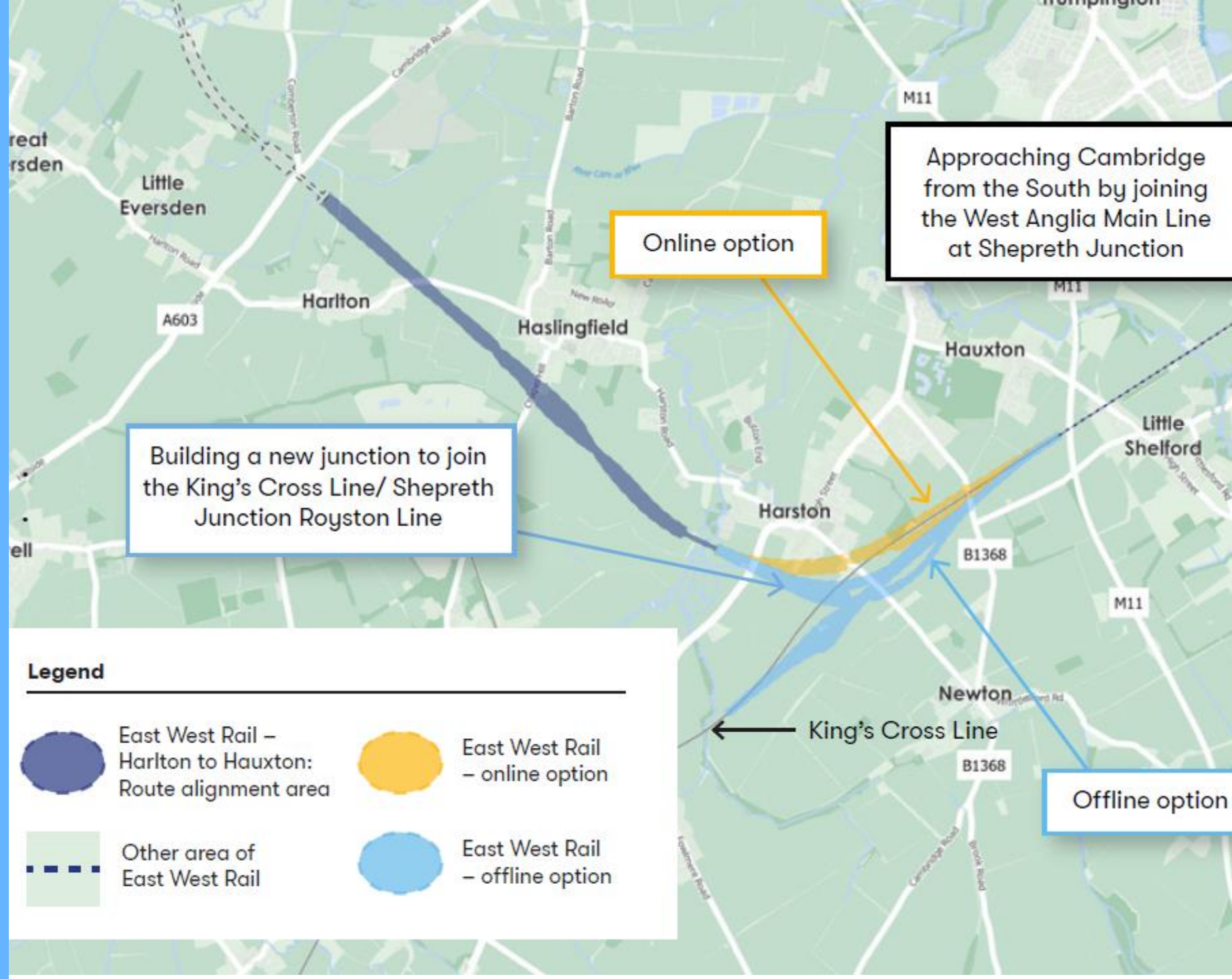
Harlton to Hauxton



Harlton to Hauxton

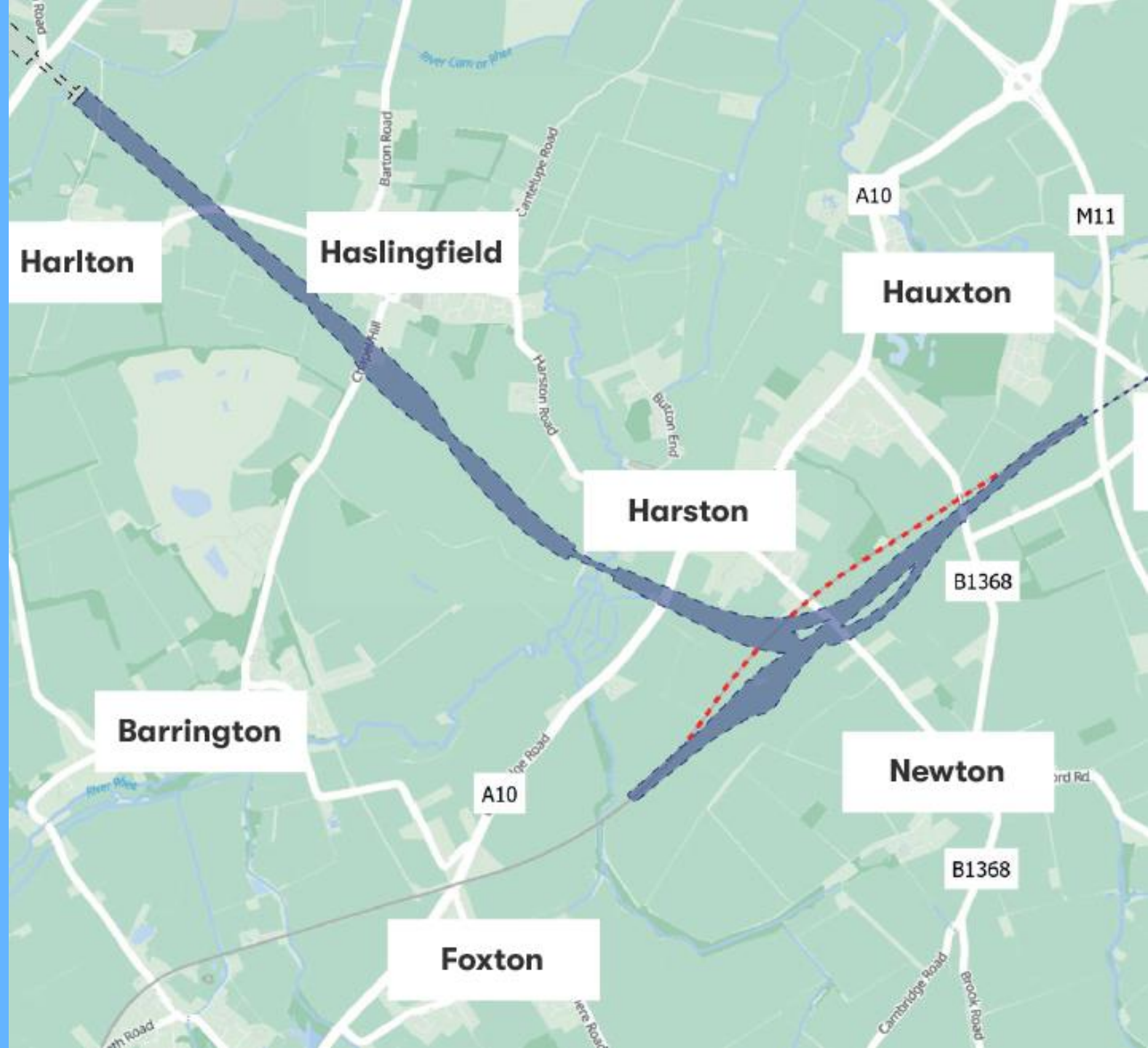
- We propose that the new railway between Bedford and Cambridge enters Cambridge from the south via the West Anglia Main Line
- To connect to the West Anglia Main Line, we need to build a railway junction. The railway junction would join our new railway to the King's Cross Line, which is also known as the Shepreth Branch Royston Line. This line connects to the West Anglia Main Line at the Shepreth Branch Junction to the north east

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



Our emerging preferred option

- To build a grade separated junction to connect our new railway to the Shepreth Branch Royston Line. Grade separation means constructing a bridge to carry one line over the other rather than connecting the two railways at ground level
- To move the existing Shepreth Branch Royston railway in the area where our new junction joins it. The existing railway would move further to the east, slightly further away from Harston
- To create a permanent diversion for vehicles using Station Road via London Road.



Harlton to Hauxton: new railway and a new railway junction

Please tell us what you think is important to consider when developing our proposals for the Harlton to Hauxton area.

In particular, what do we need to take account of:



- a. in relation to building a new railway junction which would join our new railway to the Shepreth Branch Royston existing railway



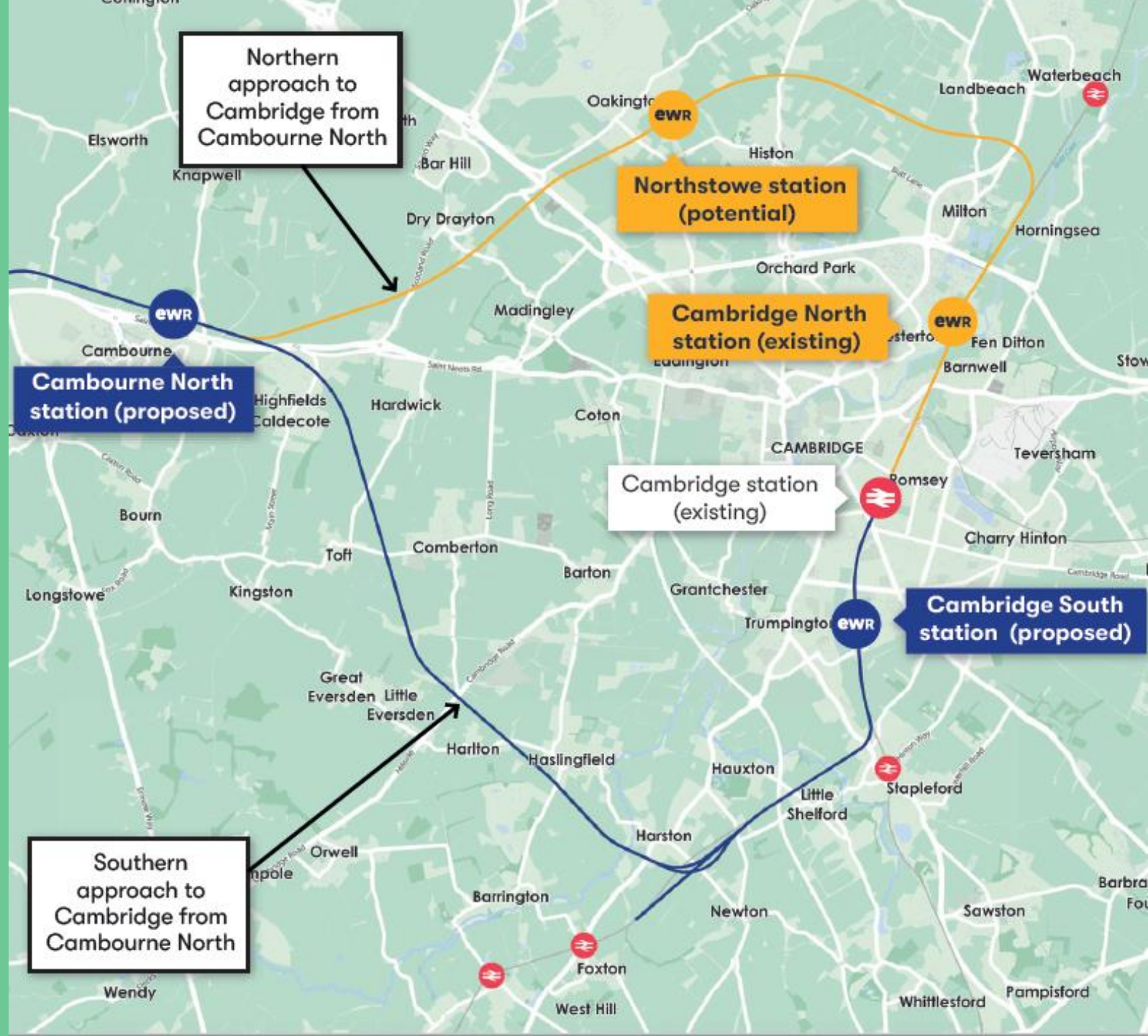
- b. in relation to our preferred option to build a new junction which uses a bridge to connect the railways (a grade separated junction) and to extend the existing railway to connect to the new junction (using an offline construction)

Approaching Cambridge



Approaching Cambridge

- Longer distance and journey times
- Duplicating existing public transport
- More infrastructure on flood plains, requiring additional embankments and viaducts that would likely need substantial foundations and increased earthwork stabilisations
- 39-84 property acquisitions and demolitions required, compared to 5 approaching from the south



Comparison of factual data

Cambourne station to Cambridge station	Southern approach	Northern approach
Operational alignment length	23.7km	24.6km
Built length in flood zone	830m	4735m
Total length of viaduct	1.1km	3.4km
Number of built-up areas intersecting 500m buffer of alignment	9	4
Length of railway in Cambridge wards	2.8km	4km
Number of properties within 200m of alignment	3,800	4,600
A road crossings (new infrastructure required)	4	5
B road crossings (new infrastructure required)	2	1
Minor road crossings	11	9
Guided busway crossings (new infrastructure required)	0	1
Properties	5	39-84

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.



Consultation document
and technical report



Consultation summary
document (sent to every
household in the
consultation zone)



Community hub and
resource centre



Virtual consultation
rooms and community
events

Public consultation

Working with you

Two meeting sessions during consultation:

- **Today** – A session to run you through all the elements we will be consulting on that are relevant to you
- **May** – A more discursive session – once you've had a chance to read through the documents designed to raise any questions you might have

How you 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



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?

east
west
RAIL

Stay in touch

For further information, speak to the team by emailing us at contact@eastwestrail.co.uk

or by calling us on 0330 134 0067.



east
west
RAIL

eastwestrail.co.uk