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.
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.
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.
We have shortlisted five options for the route alignment in this section.
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.
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.
This section covers the area of the existing West Anglia Main Line railway that East West Rail will be using to get from the new Hauxton Junction to reach Cambridge station.

- We need to ensure that the existing railway is able to accommodate the increase in train services.
- Changes are also required at Cambridge station to help with the anticipated increase in passengers.

More information can be found in Section F of the consultation document.
What are our developing plans?

- Hauxton Road level crossing
- Shepreth Branch Junction
- The existing railway from Shepreth Junction to Addenbrooke’s Road bridge
- The existing railway from Long Road Sixth Form College to Cambridge station
- Cambridge station
Approaching Cambridge from the north

- 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

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

• **Next week** – A session to run you through in detail 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 twelve, 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.
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?
eastwestrail.co.uk