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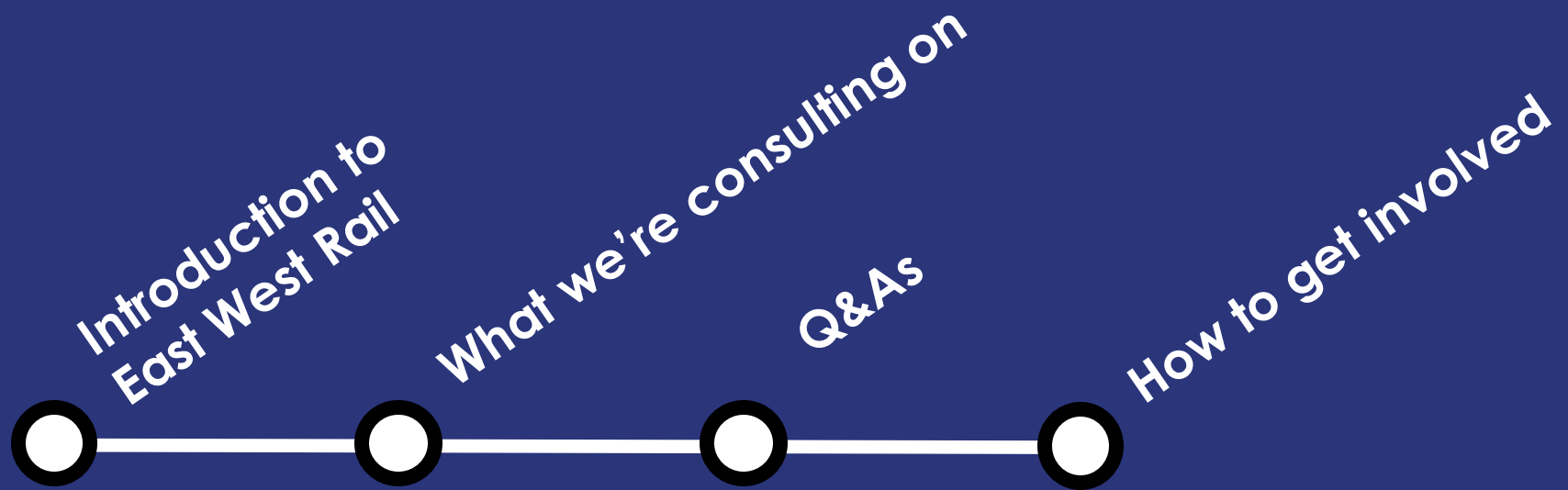
eastwestrail.co.uk

East West Railway Company

16 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

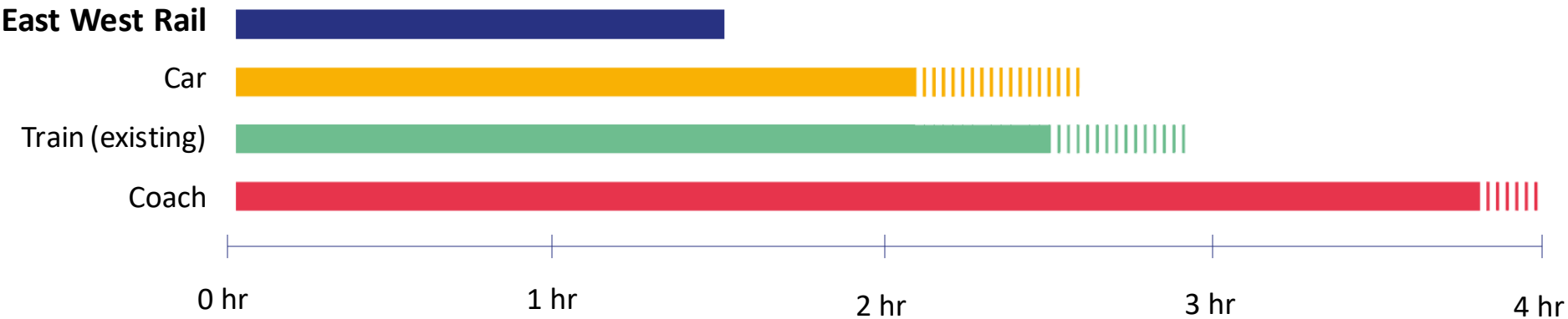
What are the benefits of East West Rail?



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

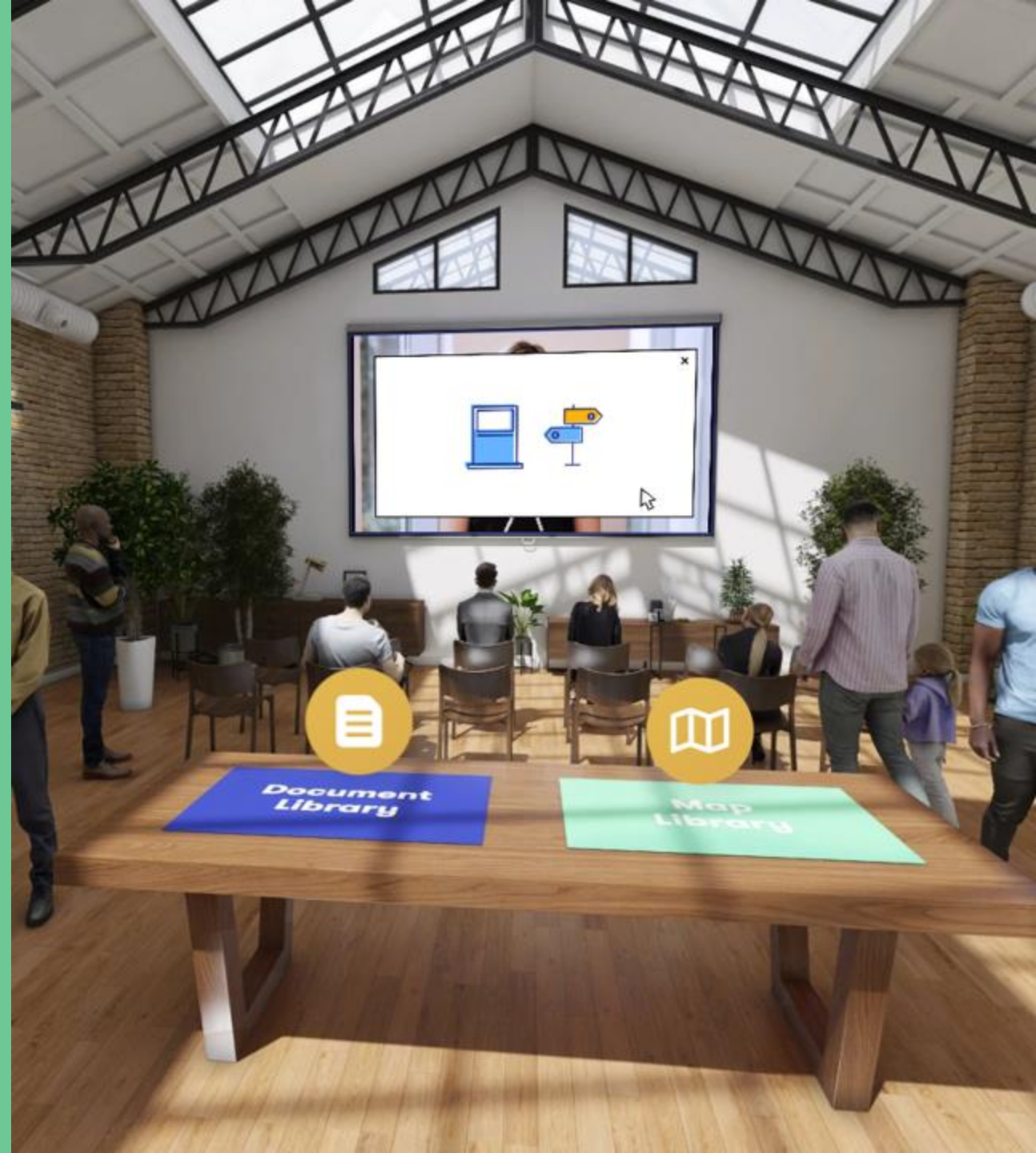


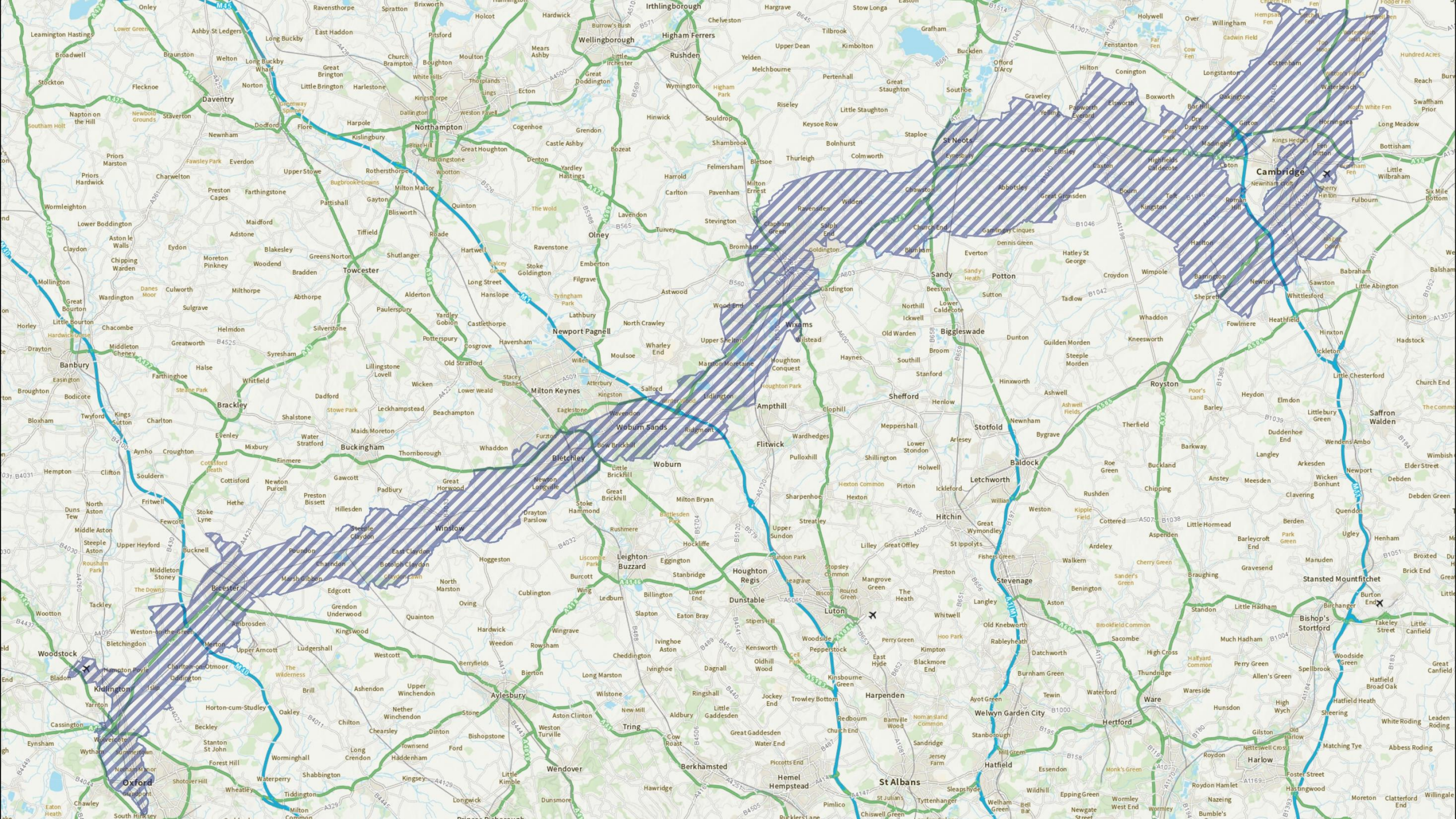
What we are consulting on

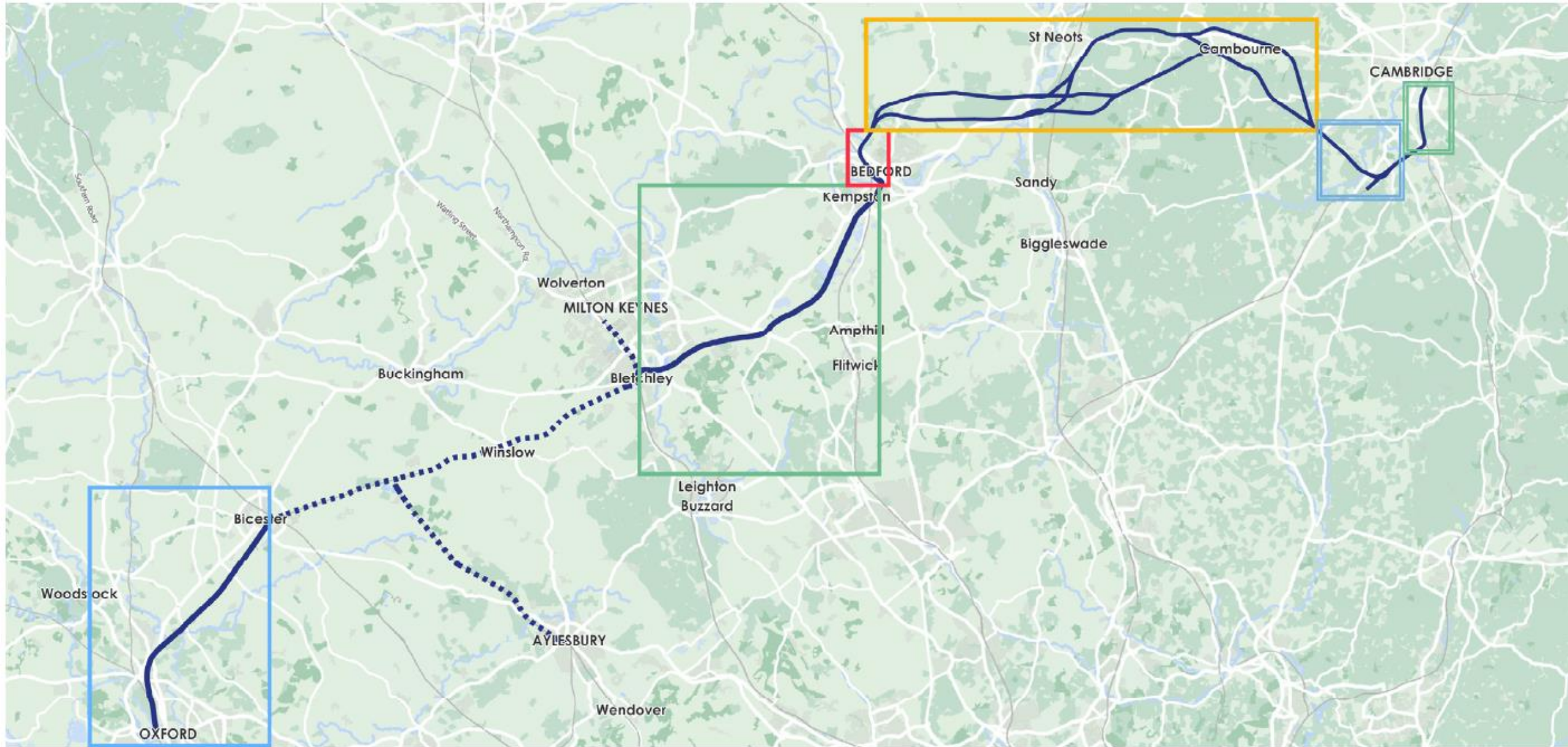
This 10-week consultation is an opportunity for you to share your thoughts on emerging proposals for East West Rail and your views on the broader scheme.

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:
Hariton to Hauxton
- Project section F:
The Shelfords to Cambridge



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.



The train service



Station experience



On train experience



Interaction with colleagues



Customer information

Section F

The Shelfords to Cambridge



The Shelfords to Cambridge

- 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



Legend

- East West Rail – Great Shelford to Cambridge
- Station used by East West Rail services
- Station that may be used by East West Rail services
- Other station
- Upgrade to be delivered by Cambridge South Project

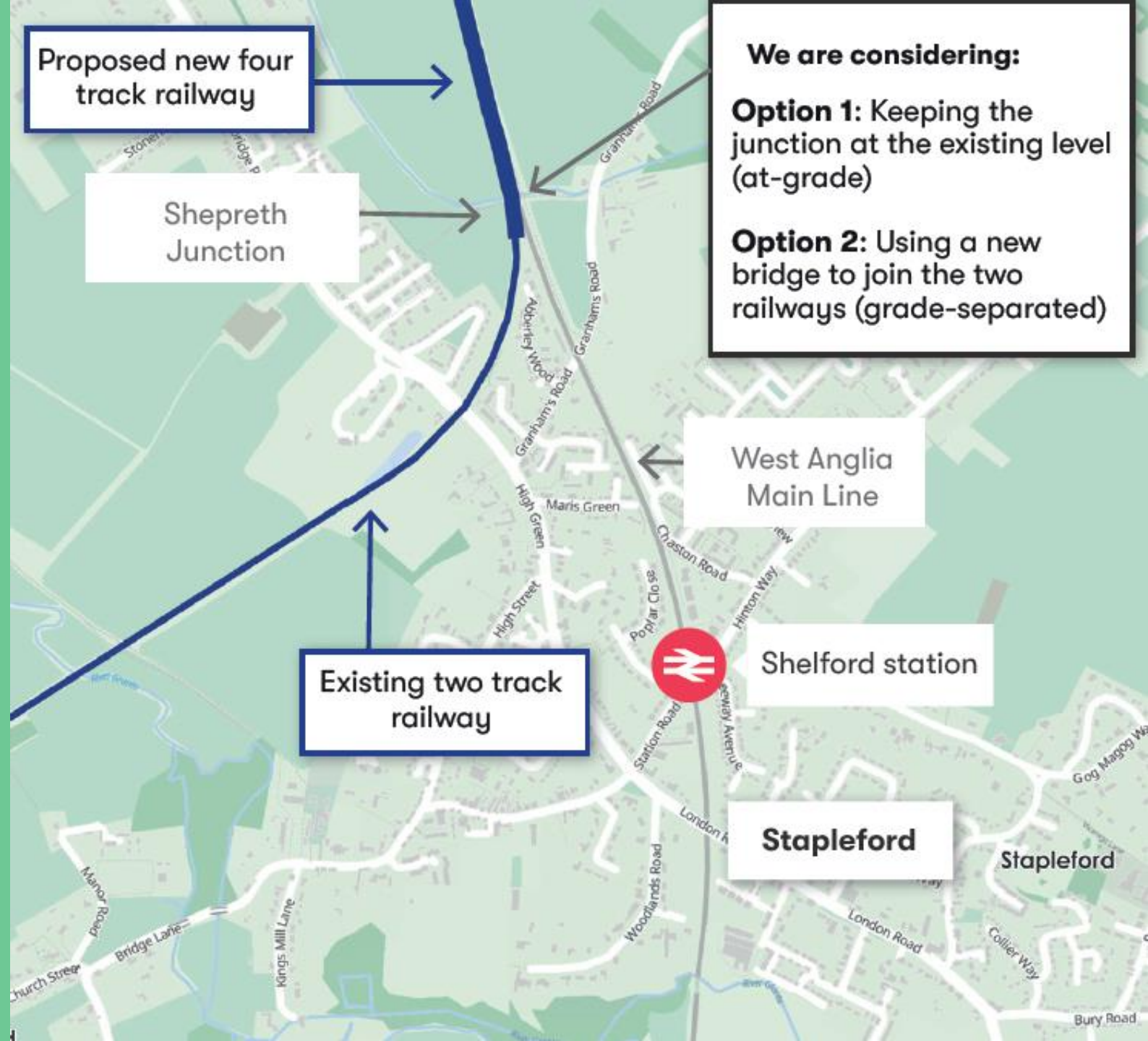
Hauxton Road level crossing

- There is an existing level crossing at Hauxton Road which provides a link between the villages of Hauxton and Little Shelford
- This crossing of the railway would be assessed at the next stage of design to establish whether it is safe to retain as a level crossing.



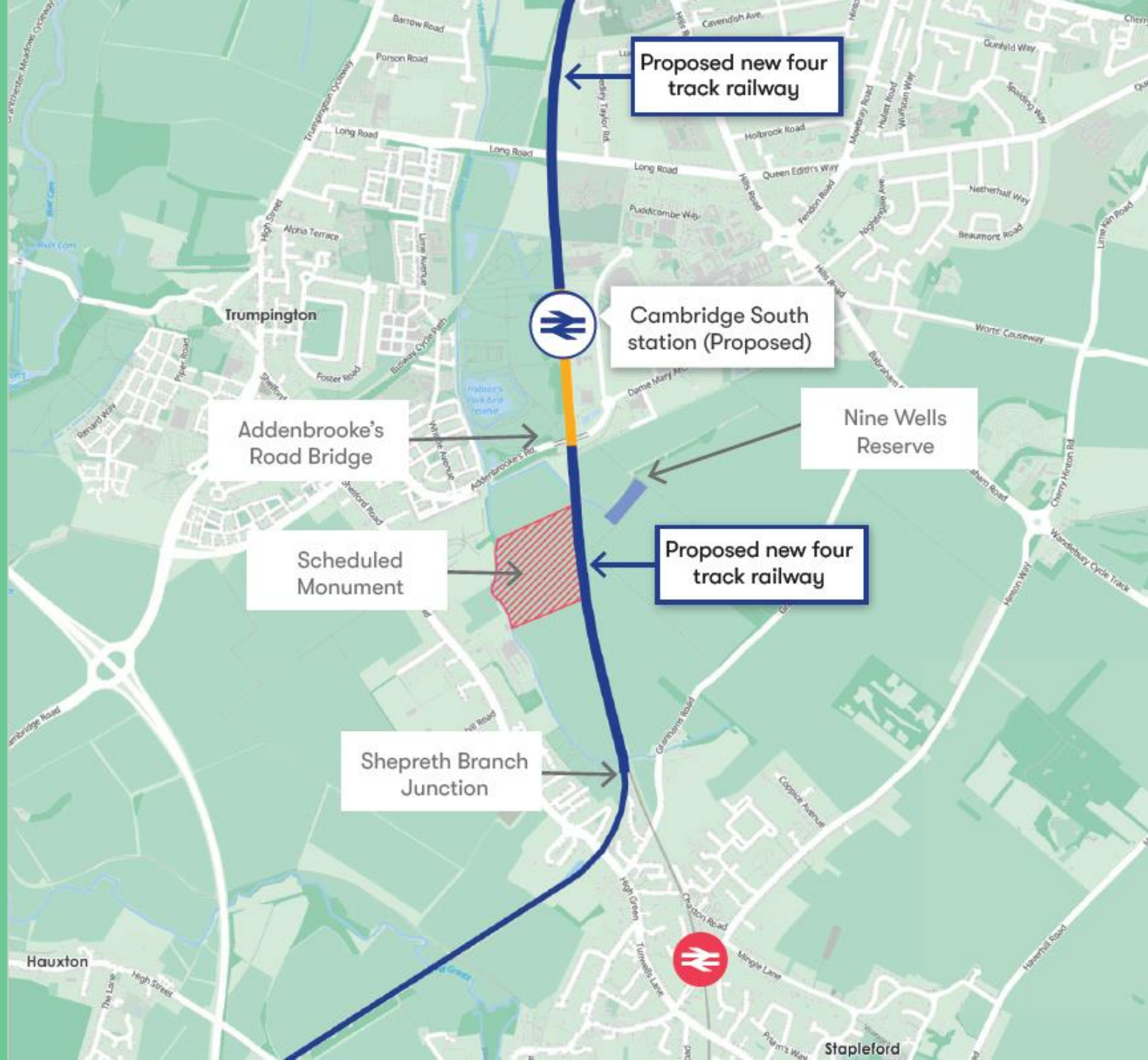
Shepreth Junction

- Shepreth Junction joins the Shepreth Branch Royston railway to the West Anglia Main Line
- Our train services would join the West Anglia Main Line to reach Cambridge station at this location
- We need to modify the Shepreth Branch Junction to accommodate the extra train services, and because we would be changing the railway from the junction as it approaches Cambridge.



The existing railway from Shepreth Junction to Addenbrooke's Road bridge

- This stretch of existing railway is currently two tracks as it approaches Cambridge.
- We would need to increase the capacity of the railway between Shepreth Junction and Addenbrooke's Road bridge.
- In order to deliver this increased capacity, we propose to increase this area of railway to four tracks.
- Addenbrooke's Road bridge is the point where our new tracks will join the new four tracks that the Cambridge South station project will have already built.








The existing railway from Long Road Sixth Form College to Cambridge station

- This stretch of the existing railway is currently two tracks as it approaches Cambridge station
- Just north of the A1134, this area of the railway becomes a three-track railway. This area of the existing railway is approximately 1.5km
- Our assessment indicates that we would need to increase the capacity of the railway between Long Road Sixth Form College to Cambridge station.



Legend

-  East West Rail – Great Shelford to Cambridge
-  Major station used by East West Rail services
-  Search area for rebuilt bridge
-  Four tracking (Cambridge South project)
-  Station that may be used by East West Rail services






Our emerging preferred option

To deliver this increased capacity, we propose increasing this area of railway to four tracks, which would require the following:

- The length of the A1134 bridge over the railway next to Long Road Sixth Form College would need extending to accommodate the extra two tracks
- An extra track to be added to the three-track railway north of the A1134 bridge
- The remodelling of the southern part of the railway as it approaches the platforms at Cambridge station



Legend

-  East West Rail – Great Shelford to Cambridge
-  Major station used by East West Rail services
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Cambridge station

- Cambridge is an important national station. It is estimated that in 2018/19 a total of 10.95 million journeys started or finished at Cambridge station. In addition, a further 0.56 million journeys involved changing train at Cambridge station
- Cambridge station currently features four terminating platforms and four through platforms (two of which are joined together)
- The additional EWR services will mean that there will be insufficient platform space in the current arrangement.



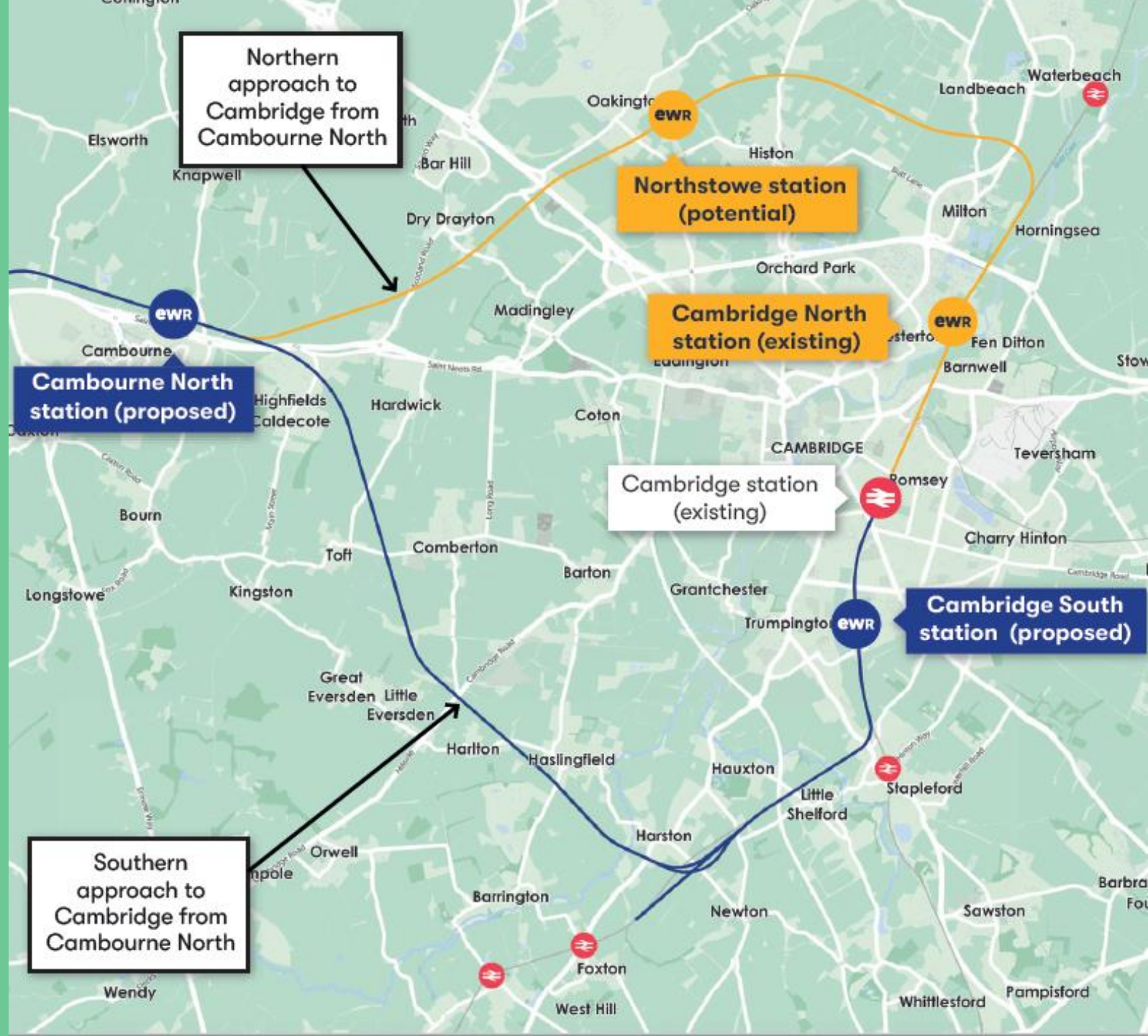
Our proposals

- Two new through platforms will be required to accommodate EWR services
- The two new through platforms will most likely be located on the east side, where the current sidings are situated. The facilities that these sidings provide will need to be re-located elsewhere on the network
- EWR services will call into different platforms depending upon whether the EWR and Thameslink tracks are on the west side of the four tracking (at grade segregation at Shepreth Junction) or on the east side (if Shepreth Junction is grade separated)
- A possible third new platform may be required if EWR services call into the east side of Cambridge station. This is due to EWR services terminating on a through platform and the need to maintain through lines open. This will be confirmed in the next stage of design.



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?

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Stay in touch

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or by calling us on 0330 134 0067.



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