Making Meaningful Connections

Consultation Document: Clapham Green to The Eversdens

East West Rail Consultation: 31 March – 9 June 2021

This document contains the portions of the full Consultation Document which cover Clapham Green to The Eversdens. To access the full Consultation Document, please visit **www.eastwestrail.co.uk**

01.

Consultation Summary

The East West Railway Company (EWR Co) is asking communities, local representatives and stakeholders to give us comments and thoughts on our developing plans for East West Rail (EWR).

This non-statutory consultation is your opportunity to tell us what you think about the options for building the railway that we have identified, as well as your expectations for the customer experience on the new railway. We would like to hear from you while our plans are still at a formative stage, so we can create the best possible railway for the communities the line will serve and minimise any negative impacts. There will be a further opportunity for you to tell us your views as the Project develops.

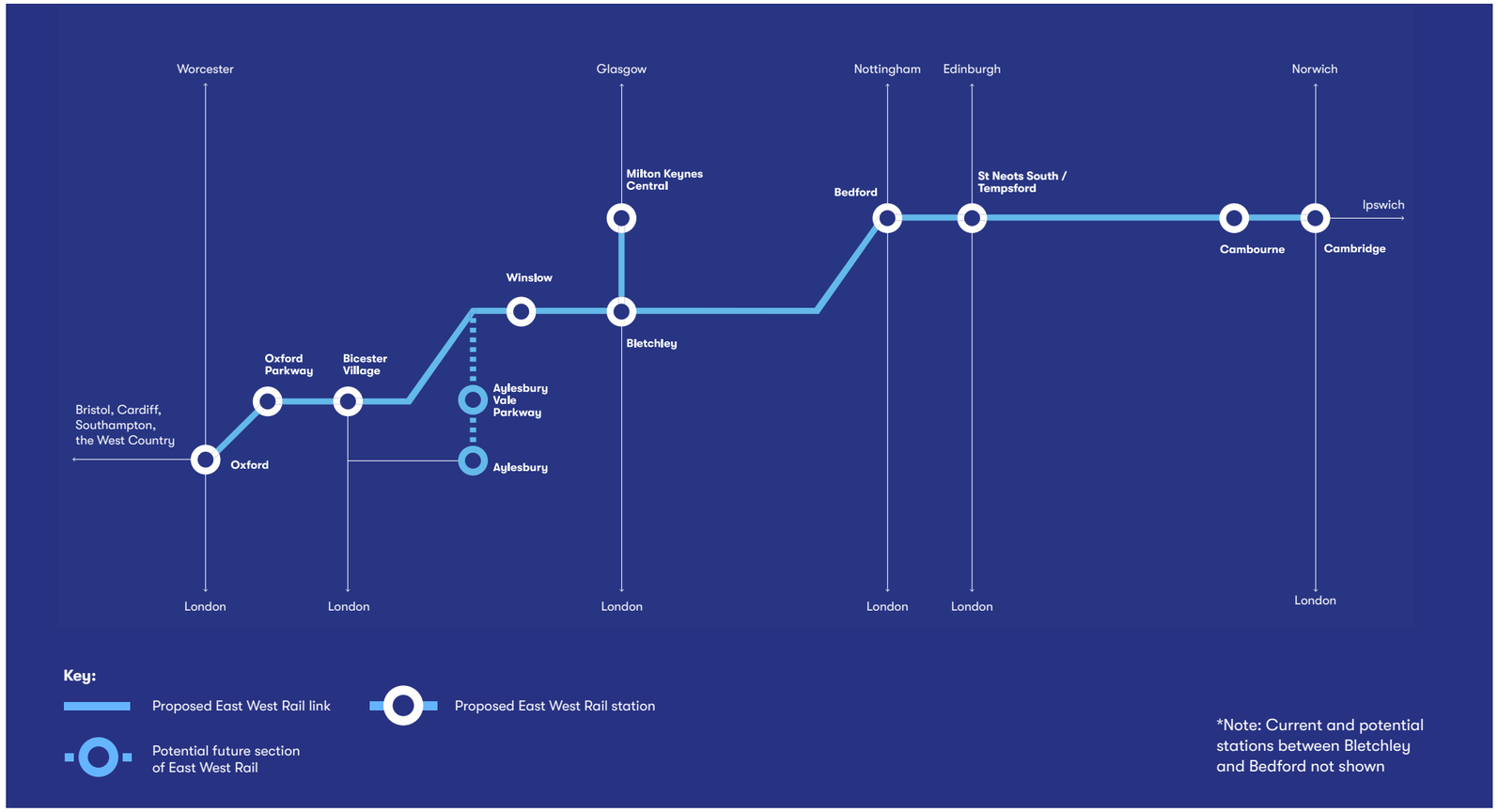
This summary document provides:

- An introduction to the East West Rail Project and EWR Co
- A summary of the developing plans on which we are consulting
- Where to find further information about our plans if you want to know more
- The ways you can respond to this consultation. Please note, the deadline for responses is 9 June 2021
- Next steps in the process, explaining how and when you will get further opportunities to share your thoughts.

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. By making it cheaper and quicker to get around, by boosting the local economy, creating jobs and supporting more affordable new homes locally, the new railway line would create a range of opportunities for people right across the area. It will also help spread prosperity across the UK by supporting opportunities for economic growth in towns and cities outside London.

The Project is being delivered in stages. Trains are already running between Oxford and Bicester, and we aim to have trains running the full length of the line between Oxford and Cambridge by the end of the decade.



EWR route between Oxford and Cambridge

The consultation process

This is the second public consultation we have carried out to share our Project plans. Following this consultation we will carefully analyse all your responses and publish a summary report in which will explain how we have taken them into account. We will use your consultation responses alongside continuing environmental, economic and technical studies to help us shape various aspects of the Project. We will have a further stage of consultation following which we will submit the application for powers to build the new railway to the Secretary of State for Transport.

Visit **www.communityhub.eastwestrail.co.uk** for previous consultation information and up to date Project information.

This Consultation Summary provides an overview of the proposals on which we are consulting. Other documents available which provide further information are set out in the table below.

Document	Description
Consultation Document	A document setting out all of our proposals that we are consulting you about, with more detail than this Summary.
Consultation Response Form	Please use this form to share your thoughts. We encourage you to respond online. If you do not have access to the Internet or would like to respond on paper, please let us know.
Consultation Technical Report	This contains detailed, technical information which supports the Consultation Document. It sets out how we have assessed options during design development, and how we have considered environmental factors.
Consultation Drawings	These drawings show the proposed alignment options between Bedford and Cambridge and the location of any proposed works between Oxford and Bedford.
Engineering Long Section Drawing	A Long Section Drawing is available for each route alignment option between Bedford and Cambridge, which shows its vertical alignment (height) relative to ground levels. These are draft and will change as design progresses.
You Said, We Did	This document refers to our previous consultation about the route option between Bedford and Cambridge and how your responses informed our proposals.
Appendices	There are several additional documents which provide further background information.
Guide to the proposed Need to Sell Scheme	A consultation guide to our proposed discretionary purchase scheme which aims to support owner occupiers who have a pressing need but are unable to sell their property, except at a substantially lesser value, due to the project following the announcement of the preferred route alignment for the railway. We are seeking your views on our proposal.

Please visit **www.eastwestrail.co.uk** for more information about East West Rail, and to hear more from the EWR Co team.

Summary of the consultation

We want to hear your views on developing plans for East West Rail. We are grateful for any thoughts you'd like to share, including on two particularly key themes:

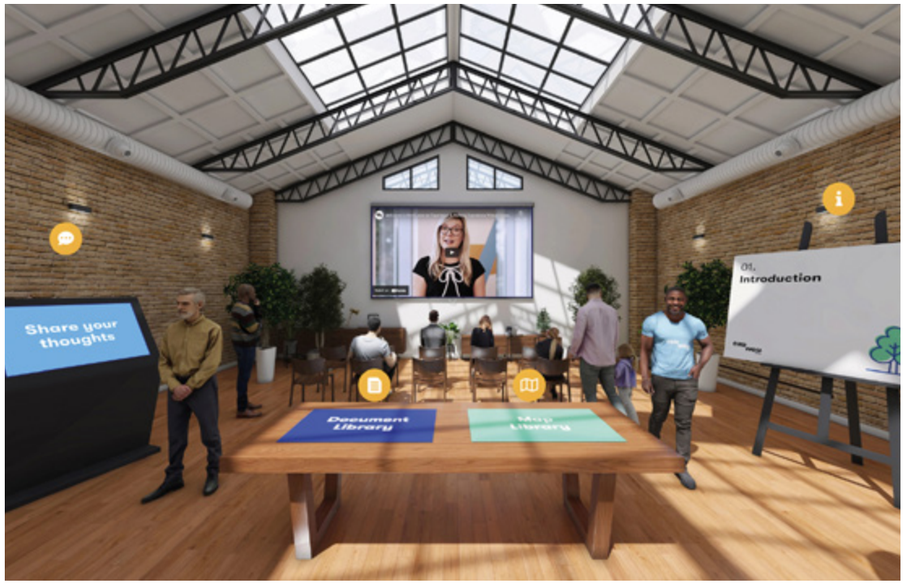
1. Customer experience and railway operations

2. Our infrastructure proposals – such as route alignments, stations and level crossings.

We are taking into careful consideration a number of important factors as we continue to develop plans for East West Rail. These include how we provide the right type of service for our customers, which route alignment works best for the communities we plan to serve and the overall plan for stations as the Project progresses.

We have used several assessment factors to assess and compare different options for the Project. You can find more information on these factors in the Consultation Document.

A local briefing on the Bedford to Cambridge Preferred Route Option (2020)



Virtual Consultation Room

Please let us know your views

Ahead of our programme of online meetings, we will be opening our Virtual Consultation rooms where you can learn more about the developing plans for East West Rail: **www.eastwestrail.co.uk/virtual**

Here you can:

- View and download detailed chapters from the Consultation Document and Technical Report
- Watch videos explaining key aspects of the consultation
- Take part in consultation events
- Respond to the consultation

Please respond by 9 June 2021.

For environmental and cost reasons, we urge as many people as possible to use the website to view materials and the online feedback form to share your views. If you are not able to get online to view the documents, please do get in touch. You can find our contact details at the end of this document.

Ongoing COVID-19 restrictions relating to people gathering together mean that we are unable to plan face to face events in the community during this consultation. However, we believe it's critical that as many people as possible are able to take part. We have made every effort to reach out to communities through town and parish councils, local authorities, rail user groups and other local groups, for whom we will be holding virtual briefing sessions during the consultation.

We have sent one of these summary documents to around 300,000 homes and businesses in the area, have arranged for adverts to be placed in local media, and will be holding online events for the public during the consultation. If you are unable to join online, call our team on 0330 134 0067 and discuss how you can join by phone. We hope you take the opportunity to share your views. There will be a further consultation so there will be another opportunity to tell us your views.

Thank you for helping create a great railway for your community.

1. Customer experience and railway operations

EWR Co has been created to develop a railway with customers and communities at its core.

Whether you plan to use the new rail service to get to work, for business, education, leisure activities or to visit family and friends, we want you to have the best possible experience. That includes not only frequent, punctual services that you can rely on, but the wider experience, such as:

How, when and where you receive information on train services

Your interactions with our colleagues

The on-train facilities

The design of new stations

We are keen to hear from potential future customers including people who live and work in the area. We want to hear your ideas and understand what's important to you. All feedback will help ensure we deliver an excellent rail service as well as a great customer experience for you and your community.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

2. Infrastructure development

East West Rail will connect communities between Oxford and Cambridge, improving parts of the existing rail network – and building a new section of line – to deliver a reliable service for passengers and communities.

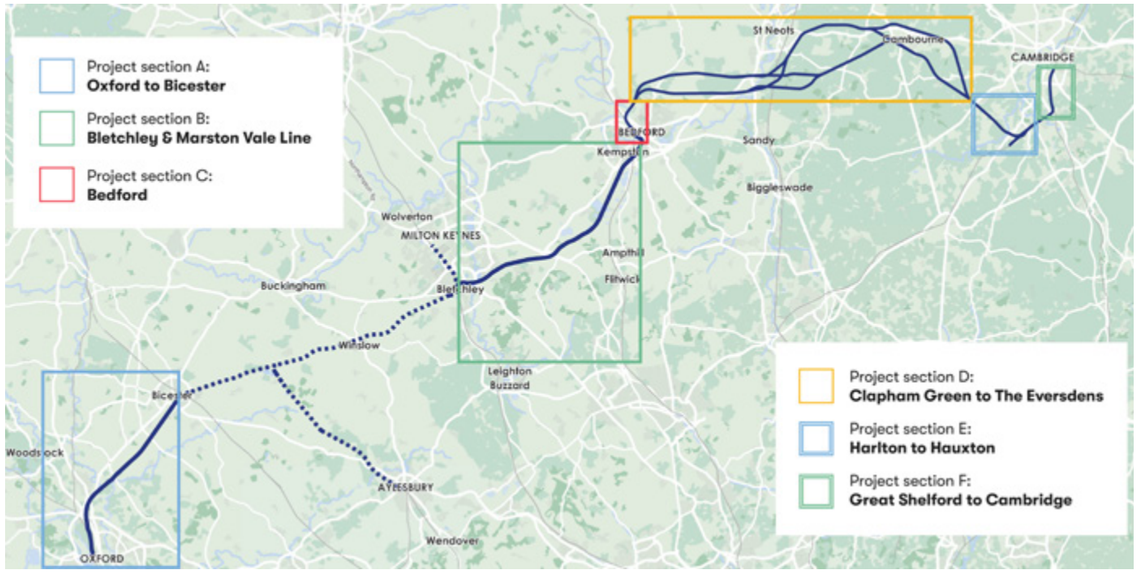
We have divided the East West Rail route into sections to help focus on the most important questions in each area.

- **Section A:** Oxford to Bicester - improvements to the existing railway and stations
- **Section B:** Bletchley and the Marston Vale Line - improvements to the existing infrastructure, stations and level crossings
- **Section C:** Bedford - a new Bedford Station, a new Bedford St Johns Station, improvements to the existing railway and a new section of railway
- **Section D:** Clapham Green to The Eversdens - the main section of new railway and new stations
- **Section E:** Harlton to Hauxton - new railway and a new railway junction
- **Section F:** The Shelfords to Cambridge station - improvements to the existing railway and Cambridge station.

Supporting property owners

In developing our proposals, we aim to minimise the negative impact this 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 or small business. We are consulting on a discretionary purchase scheme, the Need to Sell Scheme, that, if introduced, could support owner occupiers once the announcement of the preferred route alignment for the railway has been made. The proposals are set out in our Guide to the proposed Need to Sell Scheme which is available on our website **www.eastwestrail.co.uk**

Sections of the route which we are consulting on



Section A: Oxford to Bicester - improvements to the existing railway and stations

Why are we proposing this work?

The stations and railway lines between Oxford and Bicester do not have the capacity to run the four trains per hour service that is planned for East West Rail. Therefore, we need to create more capacity for these services.

The proposed changes would provide people living, working and visiting the area around Oxford and Bicester with fast and reliable train services to Bletchley, Cambridge and stations in between - as well as better connectivity to the wider rail network.

The changes would also seek to improve the customer experience at Oxford, Oxford Parkway and Bicester Village stations.

Section A
proposals map

London Road level crossing, Bicester

What are the developing plans for this section?

Improvements at Oxford, Oxford Parkway and Bicester Village stations to accommodate more trains and more customers

Proposals for one or more additional platforms at Oxford station

Improvements to the track in the Oxford area to increase capacity for EWR trains to approach Oxford

Alternative ways for vehicles and pedestrians to cross the railway at London Road in Bicester to improve safety, to enable a faster, more reliable train service, and to reduce traffic disruption.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

Section B: Bletchley and the Marston Vale Line - improvements to the existing railway and stations

Why are we proposing this work?

It is not possible to introduce a fast, reliable and frequent service between Oxford and Cambridge without making a significant investment in the Marston Vale Line.

The line, which runs between Bletchley and Bedford, was first built in 1846 and continued to operate after the original Varsity Line closed in the 1960s. In recent years, the Marston Vale Line Community Rail Partnership has worked proactively to engage local people with the railway and promote the rail line. The underlying infrastructure however has not seen significant investment for decades, and the communities it serves have changed and grown considerably over that time.

Why investment is needed:

- The signalling system is obsolete and has, at times, been unreliable. This has led to train services having to be suspended on numerous occasions
- The existing infrastructure means the line is slow, with just one train an hour, taking 42 minutes to do 16 miles – an average speed of just 25mph.
- The stations are all unstaffed, and are very constrained in terms of the facilities and experience they can offer passengers, whether that's warm waiting areas, drop off points, or car and bike parking.
- Many of the stations have amongst the lowest usage on the national network. Indeed, three of the ten stations see fewer than 40 passengers on average each day.

Section B
proposals map

East West Rail represents a once in a generation opportunity to provide a reliable, frequent train service for communities along the Marston Vale Line. Communities have an opportunity to protect the line, whilst making sure it meets the needs of local people today and into the future. This opportunity would result in a railway line sitting at the heart of an integrated transport network, making journeys from door to door both quicker and more convenient.

What are the developing plans for this section?

We have identified two ways this part of the line could be upgraded:

Concept 1: The existing hourly stopping service would continue to serve all Marston Vale Line stations, with a new limited-stop EWR service calling at two stations – Woburn Sands and Ridgmont – four times an hour.

The hourly stopping service at intermediate stations would enable a change onto a faster EWR train at either Woburn Sands or Ridgmont, for connections to Oxford and Cambridge.

The ability to change to the faster EWR services at Ridgmont will make journeys from some intermediate stations to either Bletchley or Bedford quicker. Two EWR Oxford - Cambridge trains and two EWR Bletchley - Cambridge each hour would call at Woburn Sands and Ridgmont. These trains would take 22 minutes to travel from Bletchley to Bedford. The hourly-stopping service would need to wait in additional sections of track known as 'passing loops' to allow faster EWR trains to overtake so may need to run more slowly, and the timetable would be modified. Most of the stations would see minimal - if any – upgrades, but the station at Ridgmont would need to be relocated to enable passing loops to be built and Bedford St Johns station would also be relocated.

Concept 2: There would be five new merged stations on the Marston Vale Line – all five would benefit from at least two EWR services every hour, and some would have four. This would mean more communities have access to more frequent and faster services, direct to more locations.

Two EWR stopping trains would run every hour between Bletchley and Cambridge calling at all five stations. These trains would take 27 minutes to travel from Bletchley to Bedford instead of 42 minutes today. In addition, two EWR Oxford-Cambridge trains would call at Woburn Sands and Ridgmont. These trains would take 22 minutes to travel from Bletchley to Bedford.

These services would replace the current hourly stopping service and the ten existing intermediate stations would be merged, creating five new modern stations with better facilities in locations more suitable for existing needs and to ensure that the right transport infrastructure is in place for the growth that is already starting to happen in the local area. Some residents would need to travel a little further to their nearest station, but EWR are developing plans for improved pedestrian and cycle routes, as well as working with local stakeholders on better public transport connections.

Given the increased frequency and speed of the service, even for those who do have to travel further to the station, overall journey durations are likely to be shorter or at least the same as they are today. Upgraded and new stations would be designed from the start to ensure that onward transport – whether by bike, car, bus or on foot – is convenient and minimises disruption by reducing traffic in constrained village centres.

Merged stations have been considered in the following locations:

- Woburn Sands station relocated a short distance to the west of the current station
- Ridgmont station relocated between the current Aspley Guise and Ridgmont stations (in a similar location to that required by Concept 1)
- Lidlington station relocated a short distance to the east of the existing Lidlington station
- Stewartby station relocated between the current Stewartby and Kempston Hardwick stations
- Bedford St Johns station relocated a short distance to the south or west

All of these stations on the line would benefit from direct connections east between Bedford and Cambridge. Woburn Sands and Ridgmont would have direct services to stations west – like Oxford or Bicester, whilst for the others this would be a short interchange.

Whilst we have identified these five locations by working with local stakeholders, we are open to your suggestions for alternative merged station options, provided the overall number does not increase beyond five in Concept 2.

Both of these concepts are viable options. We recognise that despite its reliability challenges and low usage, the existing service is important for some members of the community. It would though be a missed opportunity if we were not to at least consider the alternative, given the potential benefits it offers to local residents both today and for the future.

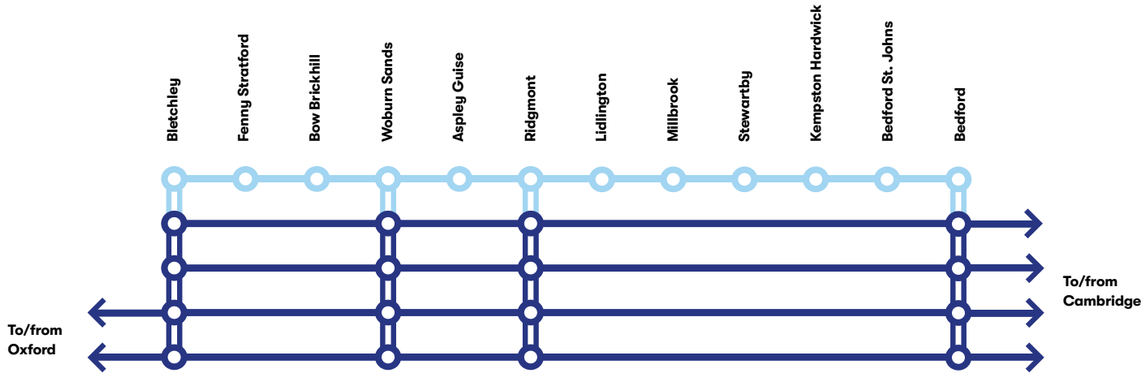
Both of these concepts would require:

- Changes to the way vehicles and pedestrians cross the railway, replacing level crossings with safer alternatives to enable a faster, more frequent and more reliable train service
- Improvements to the track, including the reinstatement of a second track between Bletchley and Fenny Stratford
- A range of improvements to Bletchley station, which would become an important hub with the extension of East West Rail's services to Bedford and Cambridge
- Consideration of how to carry out the required upgrades, which could involve the suspension of the existing train service between Bletchley and Bedford, during the construction period.
- When we have reviewed responses in relation to these concepts, we will prepare designs in greater detail for each of them, along with assessments of their effects. We will share these at our statutory consultation.
- Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

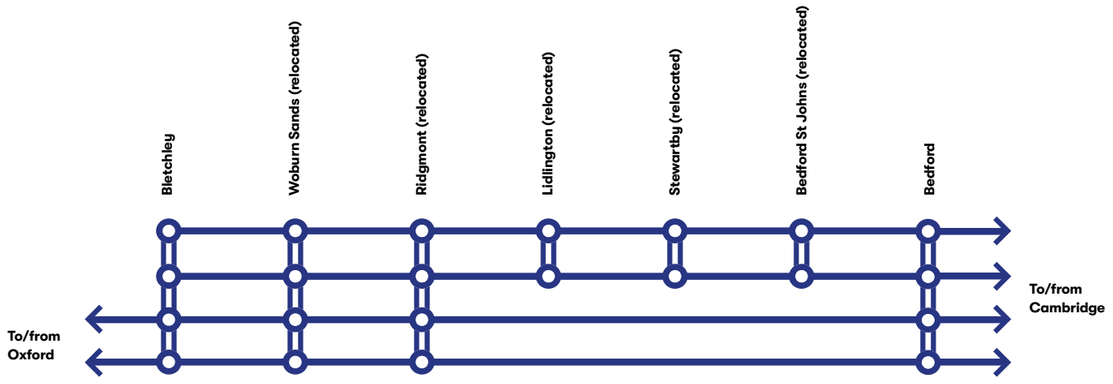
When we have reviewed responses in relation to these concepts, we will prepare designs in greater detail for each of them, along with assessments of their effects. We will share these at our statutory consultation.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

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



Section C: Bedford - improvements to the existing railway and a new section of railway

Why are we proposing this work?

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 for trains to be punctual, so that customers receive the service and experience they should expect.

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.

In particular, improvements to Bedford station would contribute to the regeneration of the area immediately around the station, and for the centre of Bedford.

Section C proposals map

The illustrations shown on this map are not indicative of land acquisition; we will minimise this wherever possible, especially in relation to homes and other buildings

Bedford St Johns station

This would need to be accompanied by changes to the track alignment around Bedford St Johns station, and the relocation of that station itself, as the existing track and station would currently be unable to accommodate proposed East West Rail services. In addition, new tracks are needed north of Bedford alongside the existing Midland Main Line to connect the new East West Rail platforms to the section of new railway that would connect Bedford to Cambridge.

What are the developing plans for this section?

- **Bedford St Johns station**: a new Bedford St Johns 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.

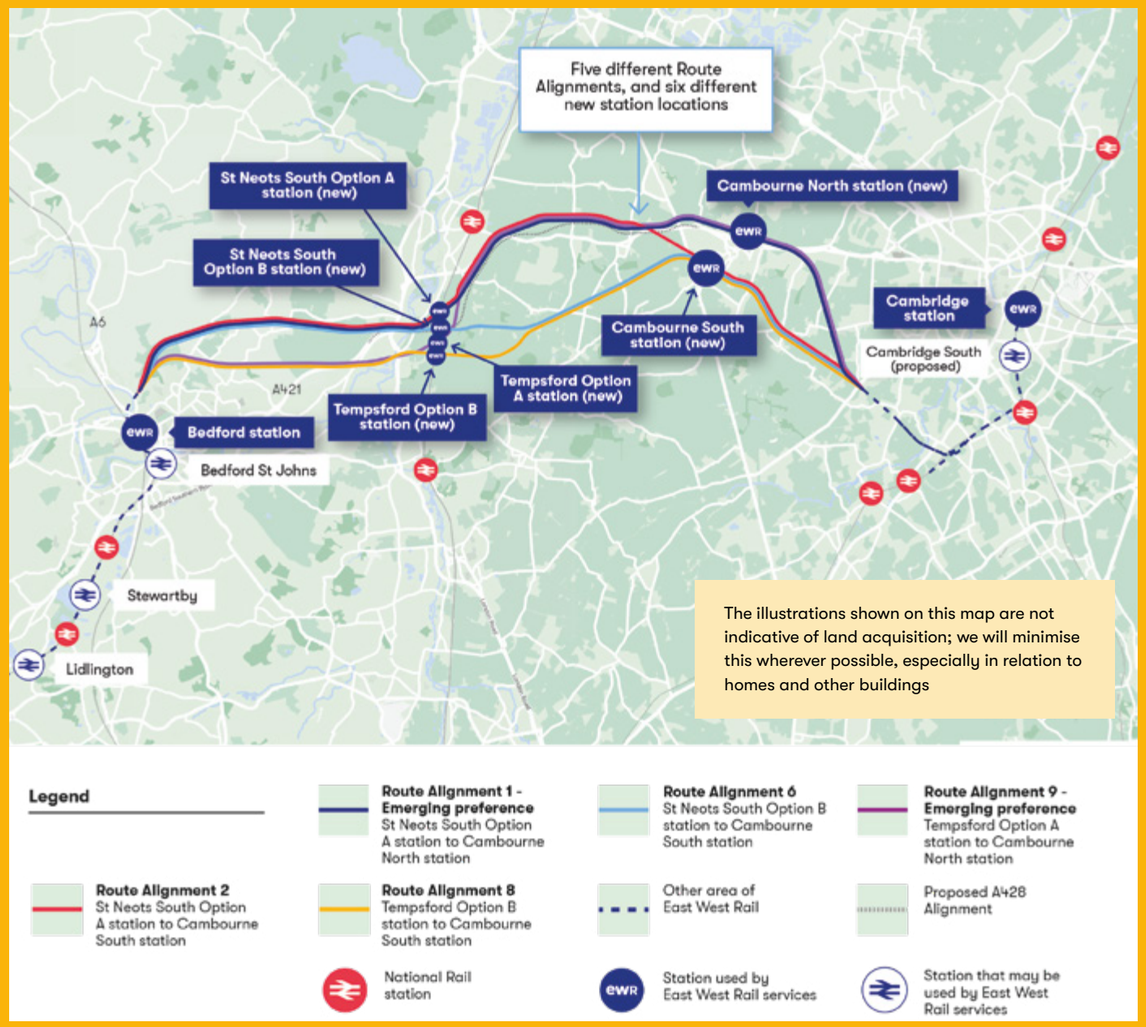
Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

Section D: Clapham Green to The Eversdens - new railway and new stations

Why are we proposing this work?

East West Rail would bring faster and better long term connectivity to communities between Bedford and Cambridge. People living in Cambourne and in the area between Sandy and St Neots would benefit from new stations and a potential new connection to the East Coast Main Line (London-Edinburgh).

Section D
proposals map



The new line would also support local aspirations to create more jobs and develop homes for people in areas along the route. Businesses would find it easier to start up and grow locally as they would benefit from better access to suppliers, customers, and skills as more people will be able to afford to live and work in the area.

For the benefits of East West Rail to be realised, a new section of railway needs to be built between Bedford and Cambridge. In early 2019 we consulted on five potential route options for this section of new railway.

In January 2020, following consideration of responses to our previous consultation, further design development and environmental assessment, the Government announced our preferred route option (route option E). The preferred route option defines the area within which the actual railway line maybe located.

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

Alignments 1 (dark blue) and 9 (purple) have been identified as emerging preferences for a number of reasons:

- Joined up infrastructure – they benefit from a shared 'travel corridor' with the proposed A428 Black Cat to Caxton Gibbet Improvement Scheme, meaning they already cover a route used regularly to connect people to places
- New housing and communities – we believe that there is more potential for new homes and communities in the area (particularly for Cambourne North compared to Cambourne South)
- Economic growth – alongside the development of new housing, a new station could bring economic growth to the community, creating more jobs and prosperity
- Value for money – they are expected to be less costly to deliver than other alignments connecting to the same station pairings.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

What are the developing plans in this area?

Construction of a new railway - nine options have been identified and we have shortlisted these to five options for the route alignment of East West Rail. Out of these five options, we have identified two emerging preferences

A new station in the area near Tempsford or St Neots, which could connect East West Rail with the East Coast Main Line

A new station either north or south of Cambourne

Section E: Harlton to Hauxton - new railway and a new railway junction

Why are we proposing this work?

We propose that the new railway between Bedford and Cambridge enters Cambridge from the south via the West Anglia Main Line.

We need to build a new railway junction to join the proposed new railway to the existing Shepreth Branch Royston line (the King's Cross line), which then connects to the West Anglia Main Line at the Shepreth Branch Junction to the north east.

Construction of the new junction would allow fast and reliable East West Rail services to run into Cambridge connecting communities and businesses across the Oxford to Cambridge Arc.

What are the developing plans in this area?

- New railway infrastructure south west of Cambridge including a new railway junction near Harston and Hauxton.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

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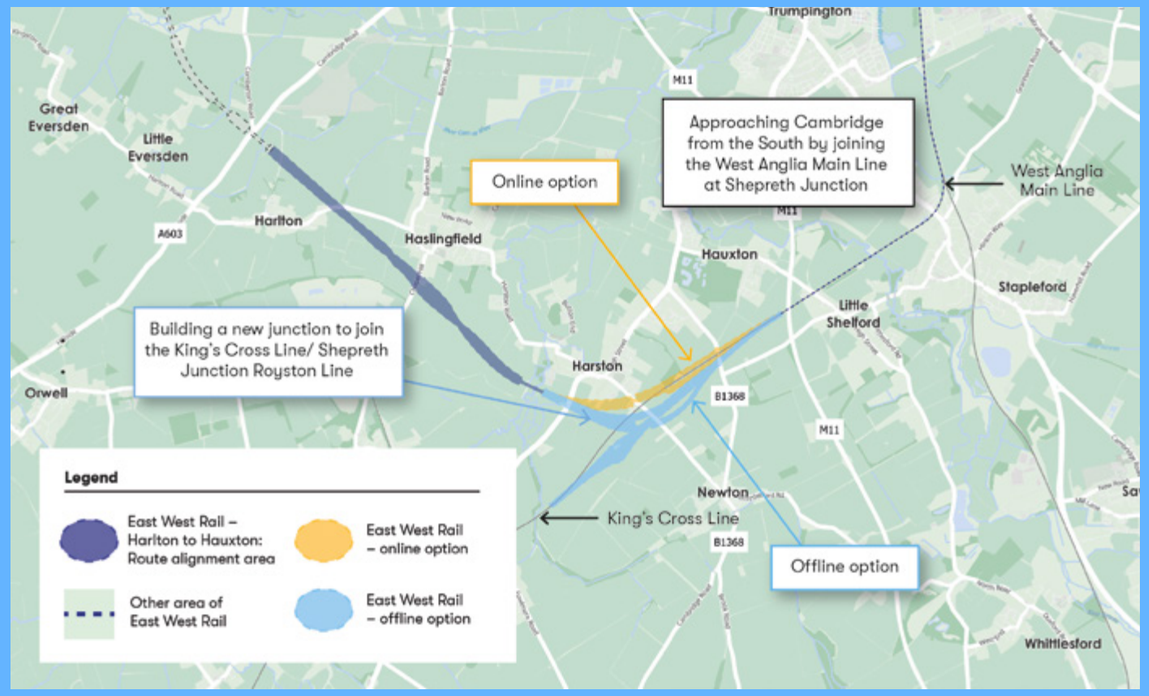
Section E
proposals map



Section F: Great Shelford to Cambridge station - improvements to the existing railway and Cambridge station

Why are we proposing this work?

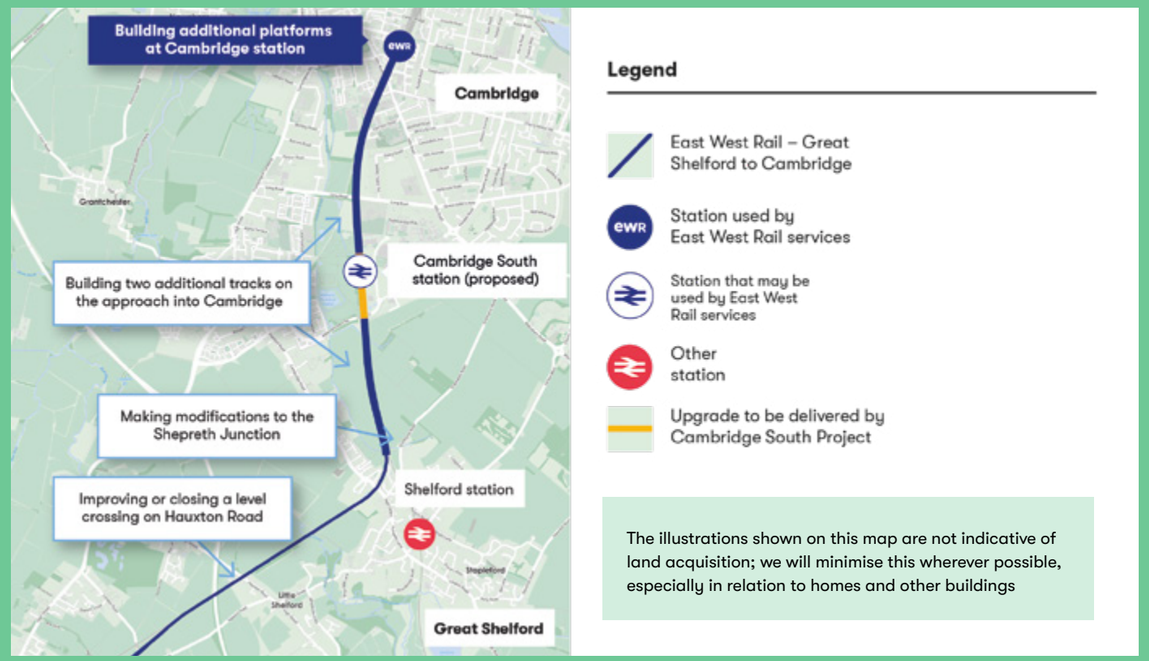
To enable the existing railway between the new Hauxton Junction and Cambridge to accommodate the additional East West Rail services we need to make a number of changes to the railway. Changes are also required at Cambridge station to help with the anticipated increase in passengers.

What are the developing plans in this area?

- Improvements or closure of a level crossing on Hauxton Road, between Little Shelford and Hauxton
- Maintaining the existing two track railway of the Shepreth Branch Royston line (the King's Cross line) to Shepreth Branch Junction
- An additional two tracks in some areas to create four tracks on the West Anglia Main Line between Shepreth Branch Junction and Cambridge station, and modification of Shepreth Branch Junction
- Additional platforms at Cambridge station and the opportunity to stop at the proposed Cambridge South station.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document.

Section F
proposals map



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The approach to Cambridge

Before we chose our preferred route option in January 2020, we assessed whether we should take a northern approach into Cambridge. At that stage, and taking into account the response to consultation, our assessment showed that a northern approach to Cambridge wouldn't perform as well as our options that approached Cambridge from the south.

Due to the fact that we are now looking at options with a station north of Cambourne, which could facilitate a northern approach to Cambridge, we have updated the information relating to our previous conclusion that the additional route length on the northern approach would lead to higher costs and lower passenger benefits.

Our updated information on approaching Cambridge from the north, including a station at Oakington and a junction at Milton, is contained in the Technical Report.

The updated information continues to show the reasons why a southern approach remains our preference in terms of value for money, benefits and impacts on communities, and in terms of operating the railway.

Details about where to access more information and how to respond to this consultation can be found in the final section of this document

01. Consultation Summary

Cambridge

02.

Infrastructure development

02.
Infrastructure development

East West Rail will connect communities using the railway between Oxford and Bedford, which will need improvements to deliver a reliable service, and an entirely new section of railway line between Bedford and Cambridge – the exact alignment of which has not been decided and which is covered in this consultation.

We would like to understand what you think about the developing plans for this critical infrastructure and have divided the EWR route into sections to help focus on the most important questions in each area.

- **Section A:** Oxford to Bicester - improvements to the existing railway and stations
- **Section B:** Bletchley and the Marston Vale Line - improvements to the existing railway and stations
- **Section C:** Bedford -improvements to the existing railway and a new section of railway
- **Section D:** Clapham Green to The Eversdens - new railway and new stations
- **Section E:** Harlton to Hauxton - new railway and a new railway junction
- **Section F:** The Shelfords to Cambridge station - improvements to the existing railway and Cambridge station.

02. Infrastructure development

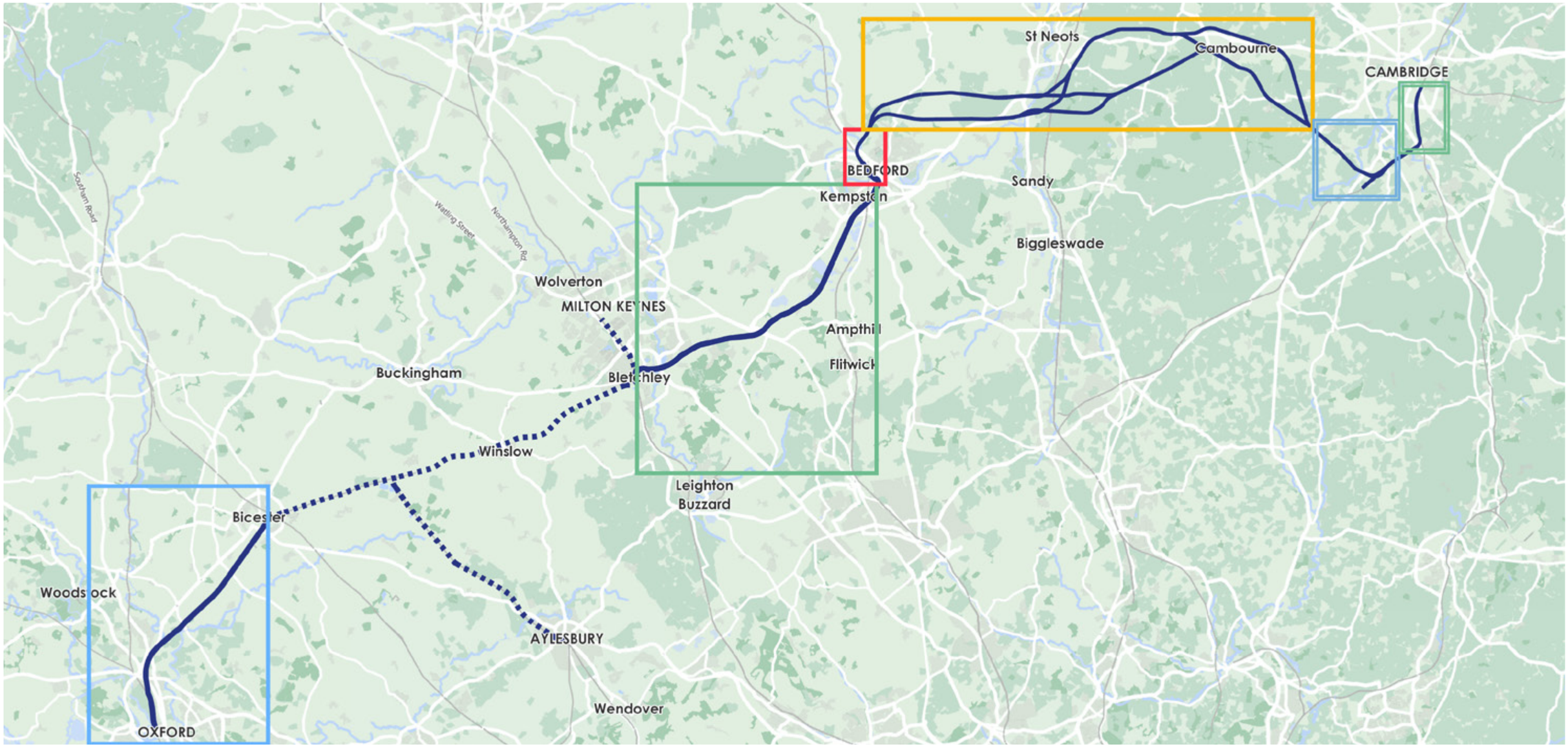


Figure: Sections of the route which we are consulting on

Section D:
Clapham Green to The Eversdens — new railway and new stations

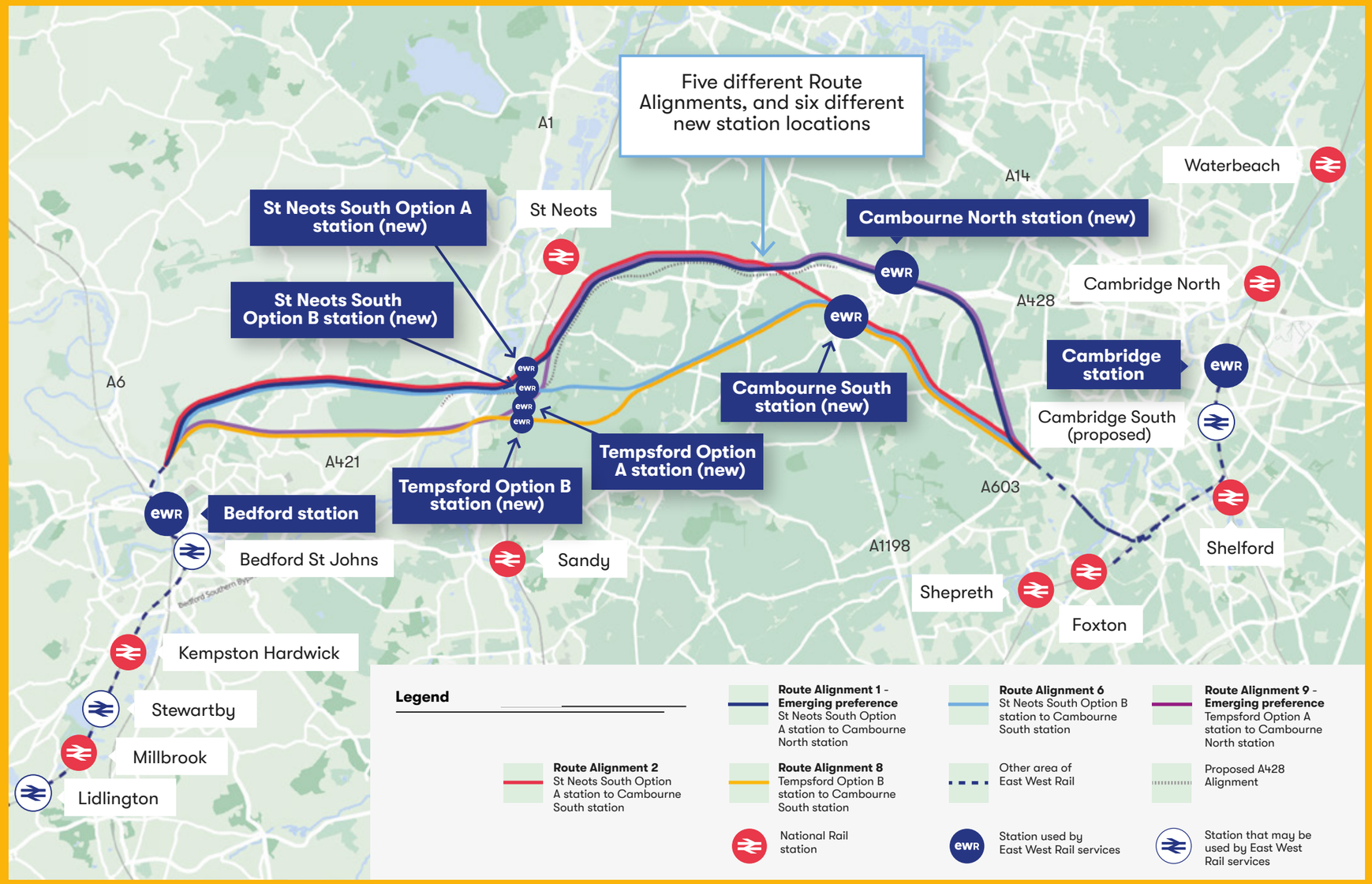


Figure: Section D: Clapham Green to The Eversdens

The map illustrations shown in this chapter are not indicative of the land acquisition. We will minimise this wherever possible, especially in relation to homes and other buildings.

Introduction

This section of East West Rail's new railway from Bedford to Cambridge includes the area between Clapham Green, north of Bedford, to The Eversdens, south east of Cambourne.

A wide range of factors have been considered to inform the appraisal of route alignment options (where the proposed railway line may be located). The possibility of developing alignments outside the preferred route option E, but within the same general area, were considered including as a result of stakeholder feedback.

We also considered the route of the proposed A428 Black Cat to Caxton Gibbet Improvement Scheme. Given the opportunities presented by the new road, we have considered some alignments that are slightly outside the area of route option E. Consequently, we identified and developed alignments where there was a prospect that they might offer better performance against the assessment factors.

The main factors relevant to this assessment are:

- Transport user benefits such as improved journey times, lower fares and less road congestion
- The contribution that the new railway can make to encourage growth and prosperity in the area, such as the creation of jobs and the development of new homes, particularly so that today's young people can stay connected to friends and family locally in the future
- Capital and operating costs and overall affordability - some alignments may be more expensive than others, but could be justified if opportunities, including the potential to support additional growth and new homes, can be realised

- Performance and safety risk – although we would always build a safe railway which could be maintained, some route alignment options would have more risks to mitigate than others

- Environmental impacts and opportunities.

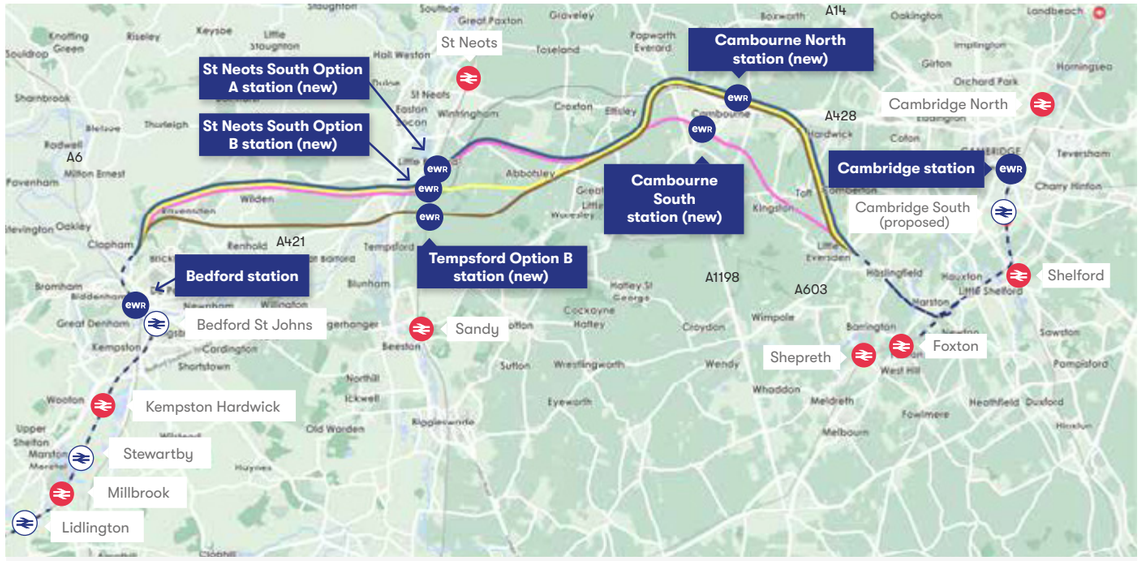
As part of our 2019 consultation to identify a preferred route option, what we now refer to as 'the yellow alignment' was designed as an initial alignment option for route option E. Once route option E had been announced as the emerging preferred option, we refined this alignment and have used it as a reference to assess the other alignments.

The yellow alignment is being used as the reference alignment because it most closely represented the path of route option E and has become the indicative alignment for that route. This means that we are able to show if an alignment option is an improvement on, the same as, or worse than the reference alignment. This then gives an indication of the relative performance of each option compared to the reference alignment (the yellow alignment).

Our options and consideration of these options

We produced a longlist of nine alignment options. These alignment options include two station options in the Tempsford area (Tempsford Option A and Option B), and two station options in the St Neots South area (St Neots South Option A and Option B). The alignments also include options for a station to the north of Cambourne, and a station to the south of Cambourne.

Figure: Proposed alignment options – discounted options



After an initial review based on the factors outlined above, we have produced a shortlist of five alignment options. Our reasons for discounting the other four options are set out in the Technical Report.

The shortlisted options are:

- The yellow alignment (known as Alignment 8 in the Technical Report) which includes a Tempsford Option B station and a Cambourne South station

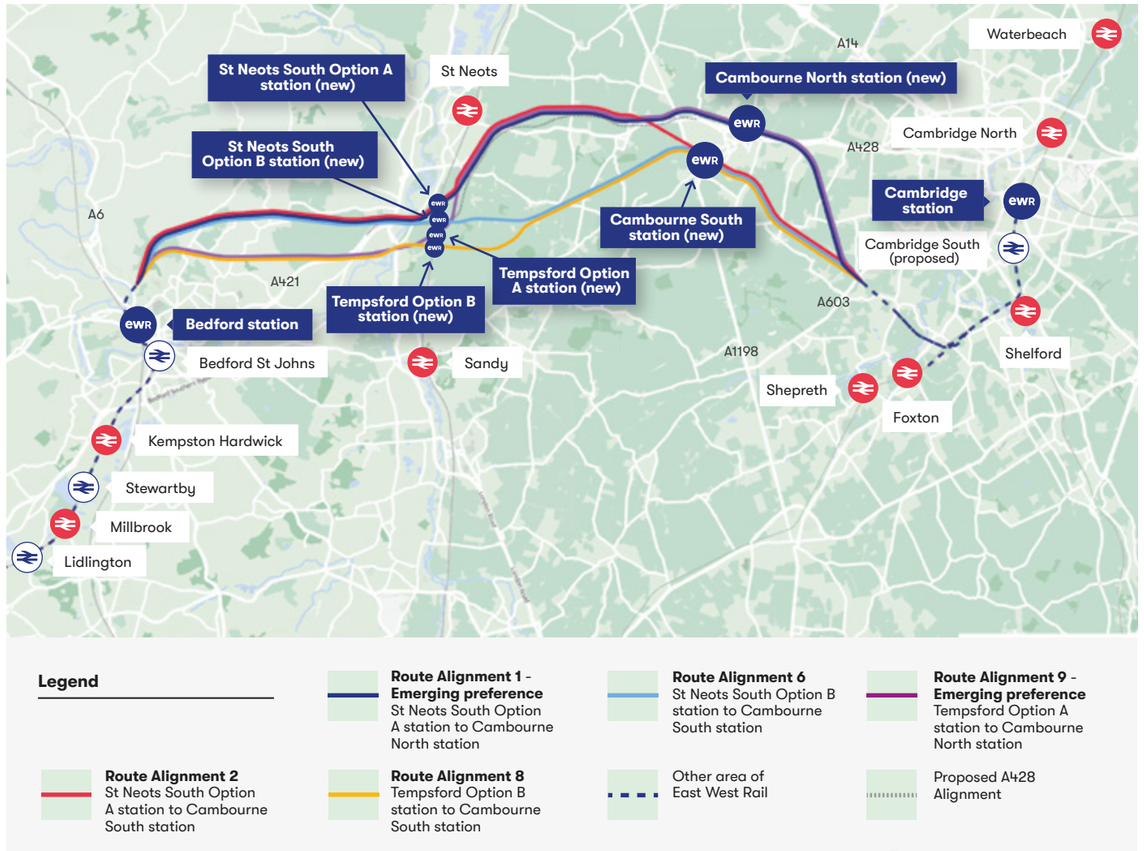
- The dark blue alignment (known as Alignment 1 in the Technical Report) which includes a St Neots South Option A station and a Cambourne North station

- The red alignment (known as Alignment 2 in the Technical Report) which includes a St Neots South Option A station and a Cambourne South station

- The light blue alignment (known as Alignment 6 in the Technical Report) which includes a St Neots South Option B station and a Cambourne South station

- The purple alignment (known as Alignment 9 in the Technical Report) which includes a Tempsford Option A station and a Cambourne North station.

Figure: Proposed alignment options – shortlisted options



These five options are described below with our initial thoughts on their respective key opportunities and challenges. Each proposed alignment has been given a colour to make it easier to describe and respond to our questions about them. The proposed route of the new A428 dual carriageway is also shown.

All five options meet the objectives for the Project, in the Project Summary of this document, and connect with the Bedford section close to Clapham Green and Hauxton Junction, which is explained in section E. Each allows a potential passenger interchange with the East Coast Main Line close to Tempsford or St Neots South and passes close to Cambourne where a station can be provided. The proposed St Neots South station is not a replacement of the existing St Neots station, it is in addition to it. All five options are located in or close to the preferred route option area, which was selected in January 2020 following public consultation. The Preferred Route Option Report on our website provides more detail.

The locations of stations are indicative at this stage. Detailed locations will be included in the next consultation after a preferred alignment has been selected.

Our emerging preferences

The dark blue and purple alignments (Alignment 1 and Alignment 9 in the Technical Report) have been identified as emerging preferences for a number of reasons:

- Joined up infrastructure – they benefit from a shared 'travel corridor' with the proposed A428 Black Cat to Caxton Gibbet Improvement Scheme, meaning they already cover a route used regularly to connect people to places

- New housing and communities – there is more potential for new homes and communities in the area (particularly for Cambourne North compared to Cambourne South)

- Economic growth – alongside the development of new housing, a new station could bring economic growth to the community, creating more jobs and prosperity

- Value for money – they are expected to be less costly to deliver than other alignments connecting to the same station pairings.

Work is ongoing to consider whether it is preferable for the railway alignment to serve a station at Tempsford or St Neots South. We currently understand that there could be substantial advantages to choosing to go via Tempsford but are awaiting further evidence to give us confidence in that judgement.

The Technical Report reflects our current understanding of opportunities, advantages and risks at Tempsford. We will take account of any further information that emerges in relation to potential for development close to Tempsford. Such information would accompany our next consultation to enable comments to be taken into account before an application for a Development Consent Order.

The performance of the alignment options is described in the following section, including references to the factors relevant to assessment that are described above, including environmental impacts and opportunities. Provided that the environmental impacts of the dark blue and purple alignments are appropriately mitigated, we believe that these two alignments can be identified as emerging preferences. It should be noted that these emerging preferred alignment options do not represent a final decision and are subject to change, for example should further evidence come to light that concludes that Cambourne South would be a better location.

All of our reasoning for these emerging preferred options is included in the Technical Report.

Clapham Green to Great Eversden the yellow alignment: Tempsford to Cambourne South

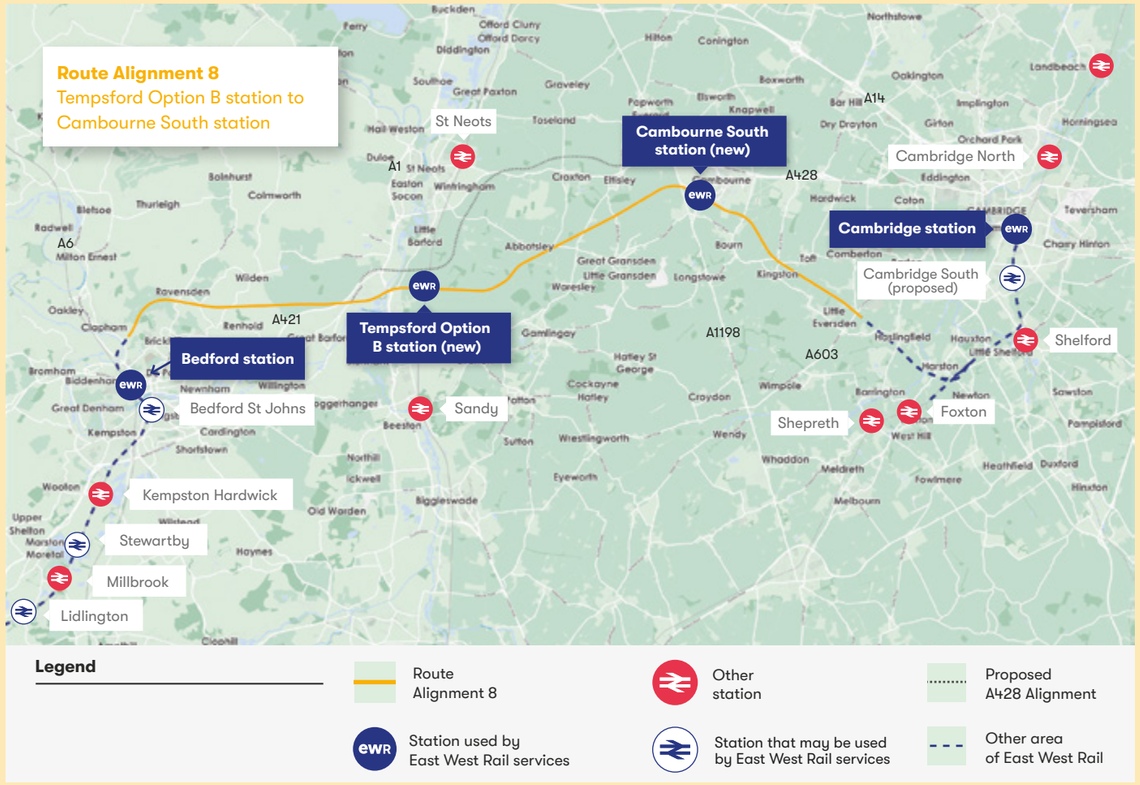
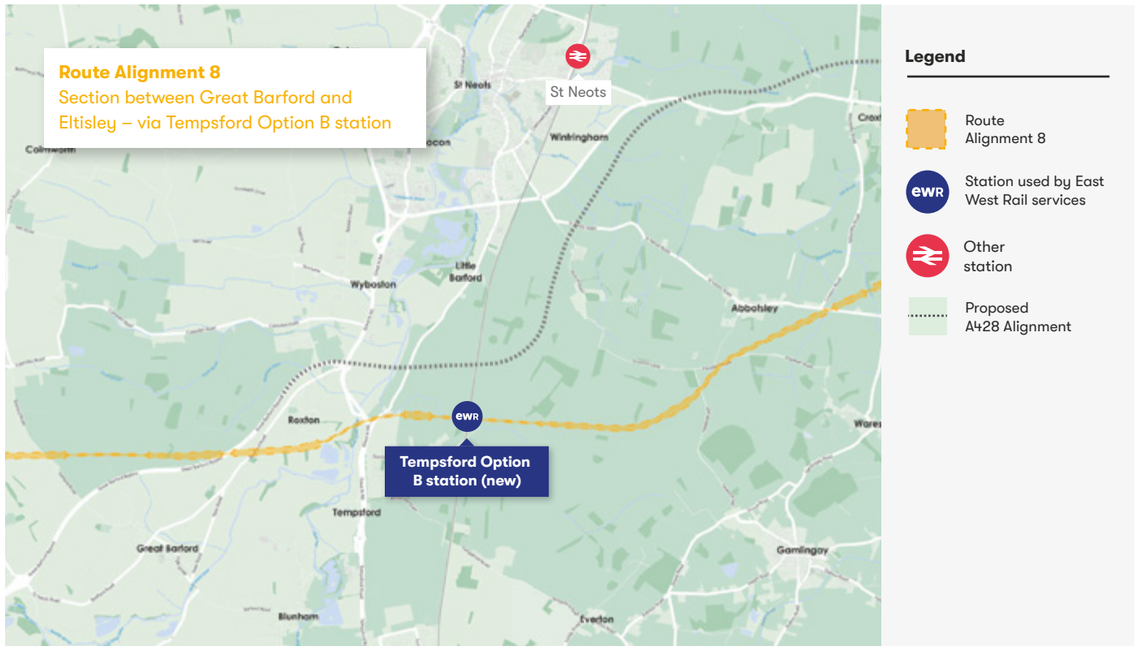
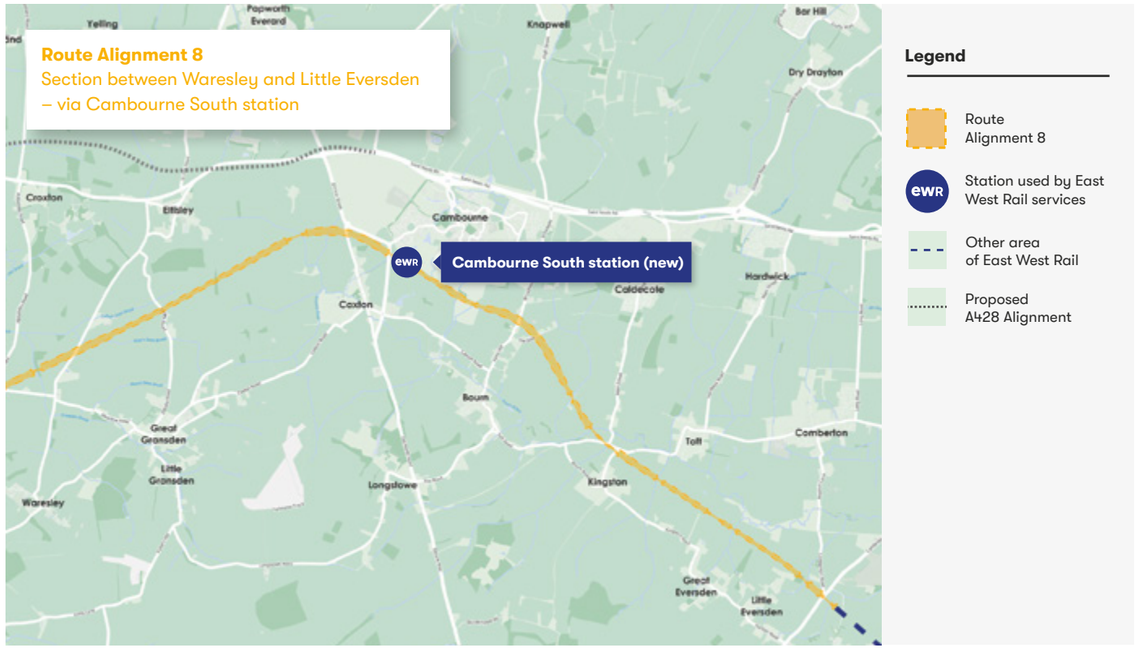


Figure: the yellow alignment - Tempsford station to Cambourne South station

Our options:

The yellow alignment heads north east from Bedford to the location where all alignment options split. It passes south of Ravensden, Wilden and Roxton and would continue east to serve a new station at Tempsford, where the alignment crosses the East Coast Main Line. The alignment would continue east, running to the south of Abbotsley and north of Great Gransden, to reach a new station at Cambourne South. The alignment then runs south east; north of Bourn and south of Toft; to the location where the different route alignment options rejoin. It would then continue south east, passing south of Haslingfield and Harston to Hauxton Junction.





Transport user benefits

The journey time for the yellow alignment is shorter than the journey time for the dark blue, light blue and purple alignments. Alignments which serve a Cambourne North station (the dark blue and purple alignments) or follow the A428 (the dark blue, red and purple alignments) are longer than other alignment options and consequently have longer journey times. A shorter journey time may increase the likelihood that people will use the train and other transport methods instead of the car. The journey times for the yellow and light blue alignments are similar.

Housing and economic growth

The yellow alignment forgoes the opportunity to serve a Cambourne North station location, which could make it less preferable than the dark blue and purple alignments. This is because around Cambourne North there is more available land capable of development to the north of the A428, with fewer constraints. We expect that new homes and communities could be built to the north of Cambourne without causing Papworth Everard, Knapwell and Elsworth to join up, and a site in this area is already identified in

the emerging Greater Cambridge Local Plan. There are also fewer heritage assets and areas of woodland and habitat in the area to the north of Cambourne.

This option provides opportunities to unlock housing potential around Tempsford, although further information is needed to be sure of the extent of any difference compared to opportunities for new homes unlocked at St Neots.

Cost and affordability

Alignments that serve a Tempsford station location (the yellow and purple alignments) are expected to have greater capital costs than alignments with a station at St Neots. The yellow alignment is expected to be the most expensive to construct compared to the other shortlisted alignment options. This is because it would require a longer length of bridges and viaducts than the other alignment options and would need more material to be brought to site for the earthworks.

Performance and safety

No significant safety risks have been identified that would prevent any of the alignments from progressing. The yellow alignment is expected to be the least well performing alignment for performance and safety from the shortlisted options. The risk to construction safety is only greater because a longer alignment means that there would be more activities like working at height and moving earth. So, although these activities are safe, the fact they would be repeated more times means the risk increases.

Environment

The yellow reference alignment would be likely to include the following adverse environmental impacts:

- The demolition of eight residential properties; seven properties located around Broadway, Bourn and a rural property north of Sandy
- Air quality impacts such as construction dust and emissions from construction vehicles for residential properties in Roxton, Tempsford, Abbotsley, Caxton, Great Cambourne and Crow End
- Residual noise impacts caused by construction traffic and plant for residential properties in Ravensden Church End, Woodend Lane, Bedford Road and Crow End

- Potential noise impact during operation from train movement (such as wheel noise) and an increase in traffic around stations would cause adverse noise impacts
- This alignment would pass through the complex heritage resource area of the Bourn Valley, which may result in the loss/ disturbance of buried archaeology and would impact on the setting of listed buildings and scheduled monuments and the Conservation Areas of Bourn, Caldecote and Kingston. This alignment is located in close proximity to the greatest number of designated assets in comparison to all other alignments
- Relatively high adverse impacts upon landscape character, due to impacts on woodland and changes to the character of Brickhill Country Park, the River Great Ouse valley and Roxton Park. This alignment would also be likely to result in visual impacts on residential properties in Renhold, Roxton, Crow End, Caxton, Caldecote, Great Cambourne, Lower Cambourne and Kingston
- Impacts on approximately 50 farm holdings including the loss or severance of land and disruption to farming practices, as a result of construction or operation of the railway
- This alignment would encroach within the Impact Risk Zone (IRZ)[4] of the Weaveley and Sand Woods Site of Special Scientific Interest (SSSI), resulting in the potential for indirect impacts to the interests of the SSSI. The alignment is also likely to result in indirect impacts to a high number of confirmed and potential ancient woodland sites (where these woodlands are within 50m of the alignment)[5]. The alignment results in a relatively low loss of mapped priority habitat areas[6], both in terms of extent of impact and number of sites
- This alignment has a relatively long crossing of the River Great Ouse flood plain, crosses an area of flood risk at Tempsford and crosses a groundwater Source Protection Zone (SPZ) south of Cambourne. Adverse impacts on water resources would result from loss of the flood plain and the potential for contamination of the SPZ.

[3] A SSSI IRZ is a defined area around a SSSI which reflects the sensitivities for which the SSSI has been designated for

[4] An ancient woodland is a woodland that has existed continuously since 1600 or before in England, Wales and Northern Ireland (or 1750 in Scotland).

[5] Priority habitats are those included on Section 41 of the Natural Environment and Rural Communities Act (2006). These are a range of habitat types identified as being the most threatened and requiring conservation action.

Clapham Green to Great Eversden the dark blue alignment: St Neots South Option A to Cambourne North via A428 corridor

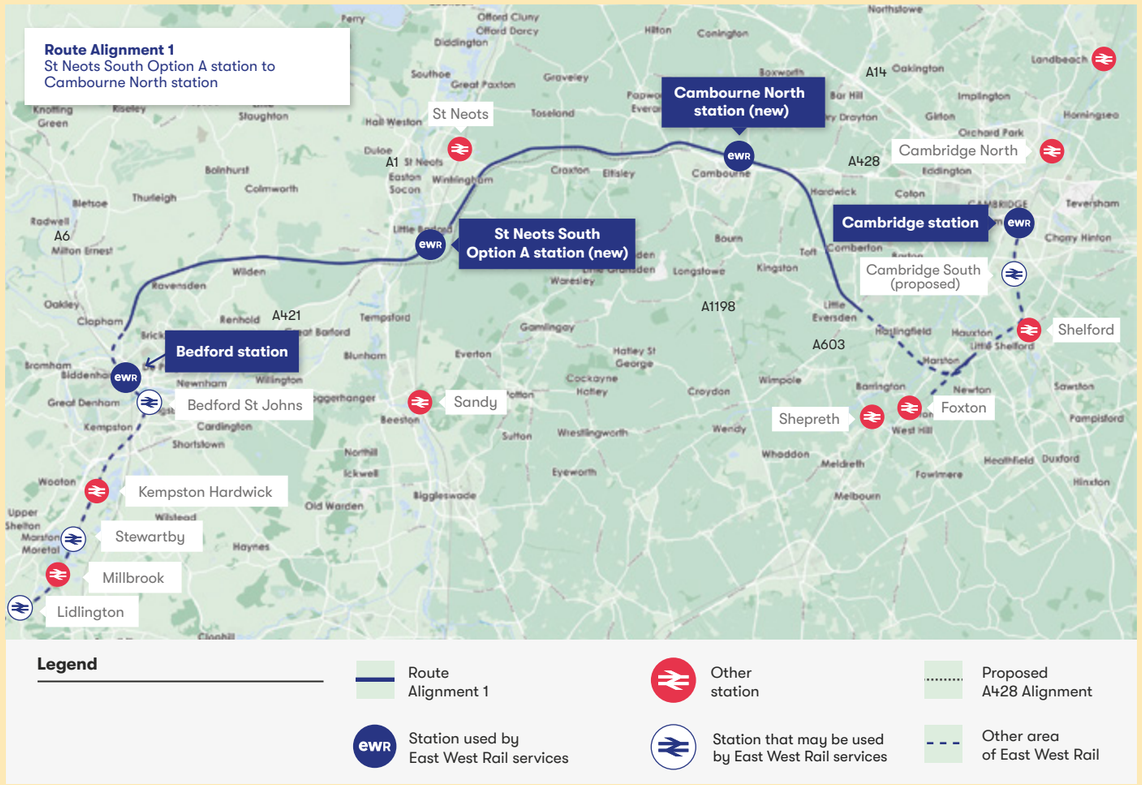
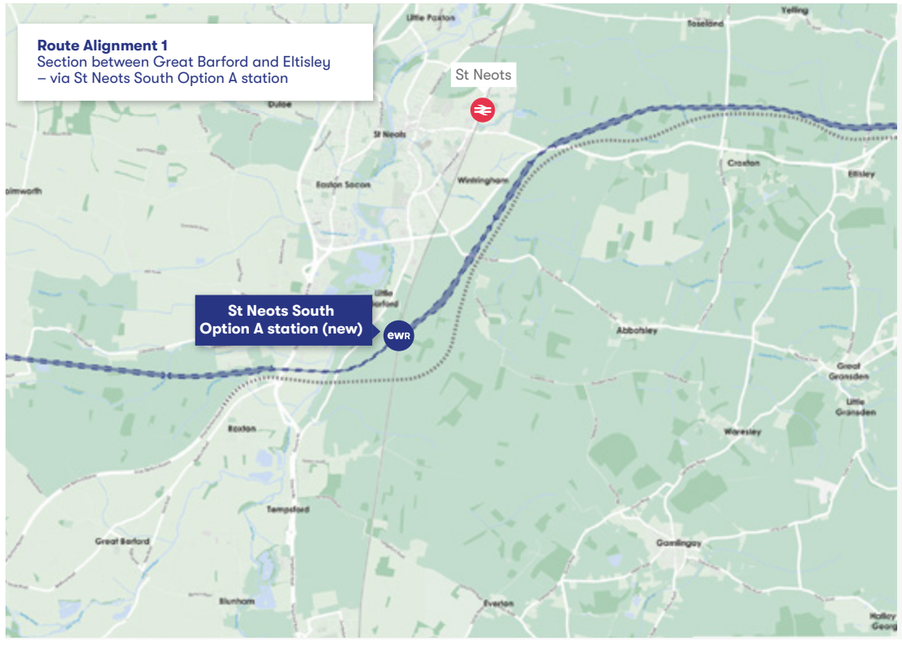


Figure: the dark blue alignment: St Neots South Option A station and a Cambourne North station

The dark blue alignment heads north east from Bedford to the location where all alignment options split. It passes north of Ravensden, Wilden and Roxton and serves the northernmost station location at St Neots South, where the alignment crosses the East Coast Main Line. From the northern St Neots South station location, the alignment would follow the proposed A428 improvement scheme on the north side, passing north of Croxton and Eltisley, to reach a station location at Cambourne North. East of Cambourne, the proposed alignment would turn south east towards Great Eversden and the location where the route options rejoin. It would then continue south east, passing south of Haslingfield and Harston to Hauxton Junction.

Legend

- Route Alignment 1
- Station used by East West Rail services
- Other area of East West Rail
- Proposed A428 Alignment
- Other station



Legend

- Route Alignment 1
- Station used by East West Rail services
- Proposed A428 Alignment
- Other station

Legend

- Route Alignment 1
- Station used by East West Rail services
- Other area of East West Rail
- Proposed A428 Alignment

Transport user benefits

The dark blue alignment has a longer journey time compared to the red, light blue and yellow alignments. The alignments which serve a Cambourne North station (the dark blue and purple alignments) are longer in distance than those which serve a Cambourne South station and consequently have longer journey times.

Housing and economic growth

The dark blue alignment could be more likely to stimulate housing growth due to the potential availability of land for development around a Cambourne North station compared to alignment options that serve Cambourne South. We expect that new homes and communities could be built to the north of Cambourne without causing Papworth Everard, Knapwell and Elsworth to join up, and a site in this area is already identified in the emerging Greater Cambridge Local Plan. There are also fewer heritage assets and areas of woodland and habitat in the area to the north of Cambourne.

This option forgoes opportunities to unlock housing potential around Tempsford, although further information is needed to be sure of the extent of any difference with unlocking new homes to the south of St Neots.

Cost and affordability

The dark blue alignment is expected to be the cheapest to construct compared to the other shortlisted alignment options. This is because it has the shortest length of structures such as bridges and viaducts compared to the other shortlisted alignment options and it would need less earth to be moved to construct it than some of the other options.

A key feature of the dark blue, red and purple alignments is their proximity to the A428. At this stage the cost estimate assumes that no integration would be possible between the A428 and EWR as the A428 project is at a more advanced stage. Costs could be reduced if some integration is possible between the two schemes, for example if we were able to share moving earth at the same time.

Performance and safety

The dark blue alignment is expected to have better performance than the light blue, yellow and purple alignments because it avoids an area of weaker geology that would require more maintenance. It also crosses a shorter length of flood plain, which decreases costs associated with flooding events.

No significant safety risks have been identified that would prevent any of the alignments from progressing. The dark blue alignment is expected to perform slightly better for safety than the yellow and purple alignments. This is predominantly because there is less earth to move and fewer structures.

Environment

Compared to the yellow reference alignment, the dark blue alignment has the following improvements:

- Four fewer residential homes would need to be demolished
- It would be closer to fewer residential properties, and therefore there would be less adverse air quality and noise impacts
- This alignment is in close proximity to fewer listed buildings and scheduled monuments, therefore there would be less impact on these assets. This alignment would also avoid the complex heritage resource area of the Bourn Valley
- This alignment would avoid impacts on the landscape character of Brickhill Country Park, the River Great Ouse valley and Roxton Park
- This alignment would not encroach into the Weaveley and Sand Woods Sites of Special Scientific Interest Impact Risk Zones and would not impact confirmed and potential ancient woodland sites
- This alignment comprises of a shorter crossing of the River Great Ouse flood plain and routes via St Neots South Option B and then via the A428, therefore lowering flood risk. This alignment would also avoid the groundwater Source Protection Zone south of Cambourne
- There is a decrease in the number of structures associated with this alignment and therefore a lower carbon footprint.

Compared to the yellow reference alignment, the dark blue alignment has the following disadvantages:

- There would be a greater loss of mapped priority habitat areas
- There would be greater areas of woodland loss, though none of this would be ancient woodland.

On balance, it is considered that the dark blue alignment represents a major improvement on the reference alignment in terms of environment. Further detail is available in Environmental Impacts and Opportunities in the Technical Report.

Clapham Green to Great Eversden the red alignment: St Neots South Option A to Cambourne South via A428 corridor

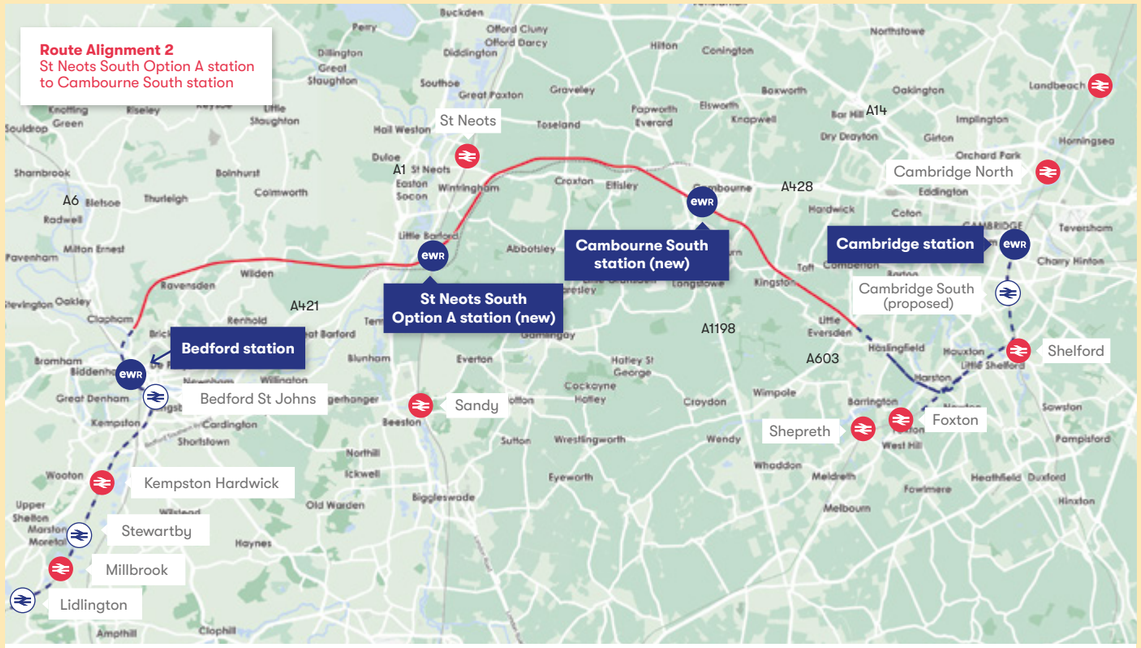
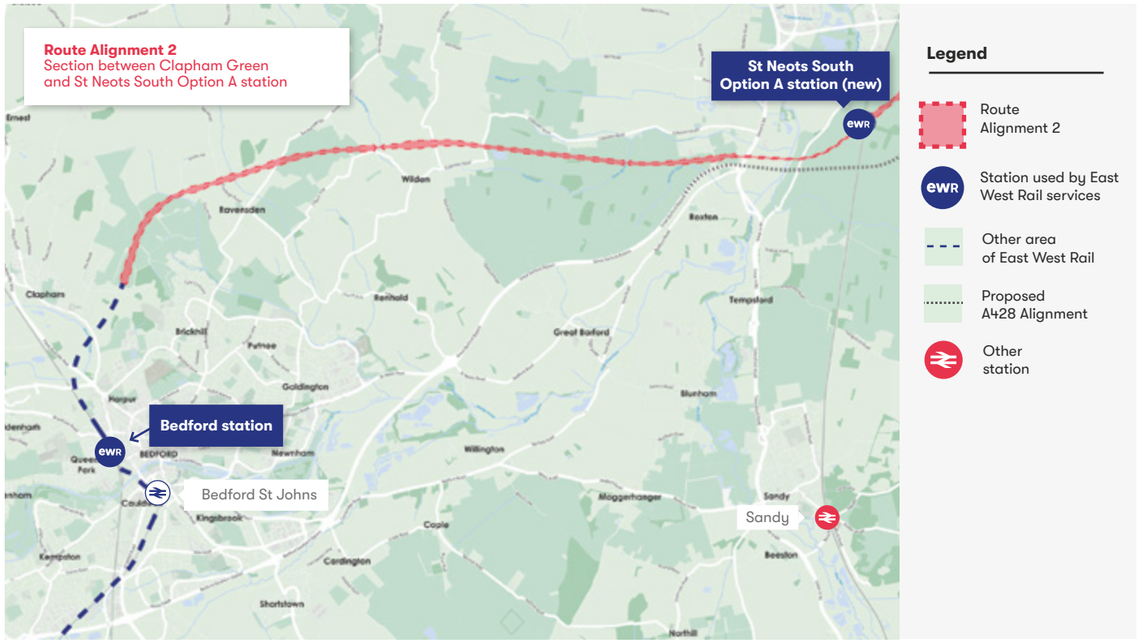
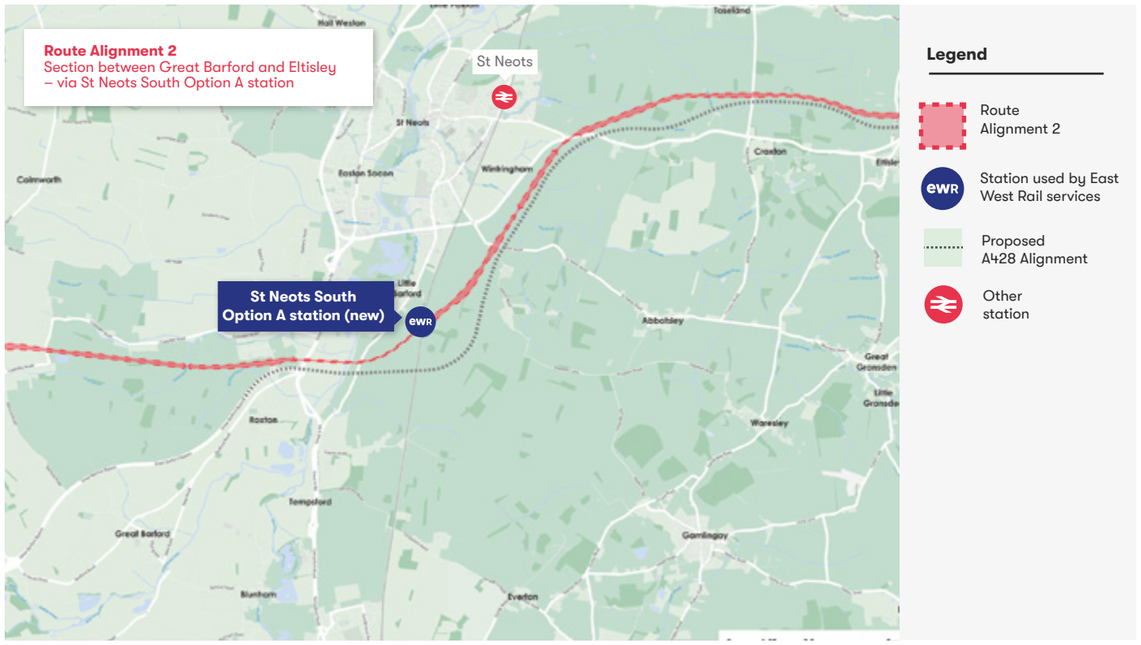


Figure: the red alignment: St Neots South Option A station and a Cambourne South station

The red alignment heads north east from Bedford to the location where all alignment options split. It passes north of Ravensden, Wilden and Roxton and serves the northernmost station location at St Neots, where the alignment crosses the East Coast Main Line. From the northern St Neots South station location, the alignment would follow the A428 improvement scheme on the north side. The alignment passes north of Croxton and Eltisley, before curving south to provide a Cambourne South station. The alignment then runs south east; north of Bourn and south of Toft; to the location where the different route alignment options rejoin. It would then continue south east, passing south of Haslingfield and Harston to Hauxton Junction.





Transport user benefits

The journey time for the red alignment is shorter than the journey time for the dark blue and purple alignments. The alignments which serve a Cambourne North station (the dark blue and purple) are longer than those which serve a Cambourne South station and consequently have longer journey times. A shorter journey time may increase the likelihood that people will use the train and other transport methods instead of the car.

The journey time for the red alignment is greater than for the yellow and light blue alignments because it follows the A428 improvement scheme resulting in a longer alignment length.

Housing and economic growth

The red alignment is less likely to stimulate housing growth compared to the dark blue and purple alignments, that serve a Cambourne North station location. There are more heritage assets, woodland and habitats to the south of Cambourne which would make it harder to place new homes. The A1198 would also affect placemaking, as it would sever the east and west sides of a new community. There would be fewer homes capable of being built to the south of Cambourne if the development avoided the villages of Caxton, Caxton End and Crow End to join up.

This option forgoes opportunities to unlock housing potential around Tempsford, although further information is needed to be sure of any difference with unlocking new homes to the south of St Neots.

Cost and affordability

The red alignment is expected to cost more to build than the dark blue and light blue alignments but would be cheaper than the yellow and purple alignments. This is because the red alignment, like the dark blue alignment, has a shorter total length of structures and would need less material to be brought to site for the earthworks, compared to the yellow and purple alignments.

A key feature of the dark blue, red and purple alignments is their proximity to the A428. At this stage the cost estimate assumes that that no integration would be possible between the A428 and EWR as the A428 project is at a more advanced stage. Costs could be reduced if integrationis possible between the two schemes.

Performance and safety

The red alignment is expected to have better performance than the light blue, yellow and purple alignments because it avoids an area of weaker geology that would require more maintenance. It also crosses a shorter length of flood plain.

No significant safety risks have been identified that would prevent any of the alignments from progressing. The red alignment is expected to perform slightly better for safety than the yellow and purple alignments. This is predominantly because there is less earth to move and fewer structures.

Environment

Compared to the yellow reference alignment, the red alignment has the following improvements:

- This alignment would be closer to fewer residential properties and therefore there would be fewer adverse air quality and noise impacts
- Overall, this alignment is in close proximity to fewer listed buildings and scheduled monuments, therefore there would be fewer impacts on the setting of these assets
- There would be a lower impact on farm holdings
- There would be fewer losses of mapped priority habitat areas
- This alignment has a shorter crossing of the River Great Ouse flood plain and routes via St Neots South Option B and then via the A428, therefore lowering flood risk
- There is a decrease in the number of structures associated with this alignment and therefore a lower carbon footprint.

Compared to the yellow reference alignment, the red alignment has the following disadvantages:

- One additional property would need to be demolished
- At Eltisley there is the potential for an indirect impact to a scheduled monument
- Also, as with the yellow reference alignment, the red alignment would cross the Bourn Valley, cross a groundwater Source Protection Zone (SPZ) and result in high visual impacts.

On balance it is considered that the red alignment represents a major improvement on the reference alignment in terms of environment. Further detail is available in Environmental Impacts and Opportunities in the Technical Report.

Clapham Green to Great Eversden the light blue alignment: St Neots South Option B to Cambourne South

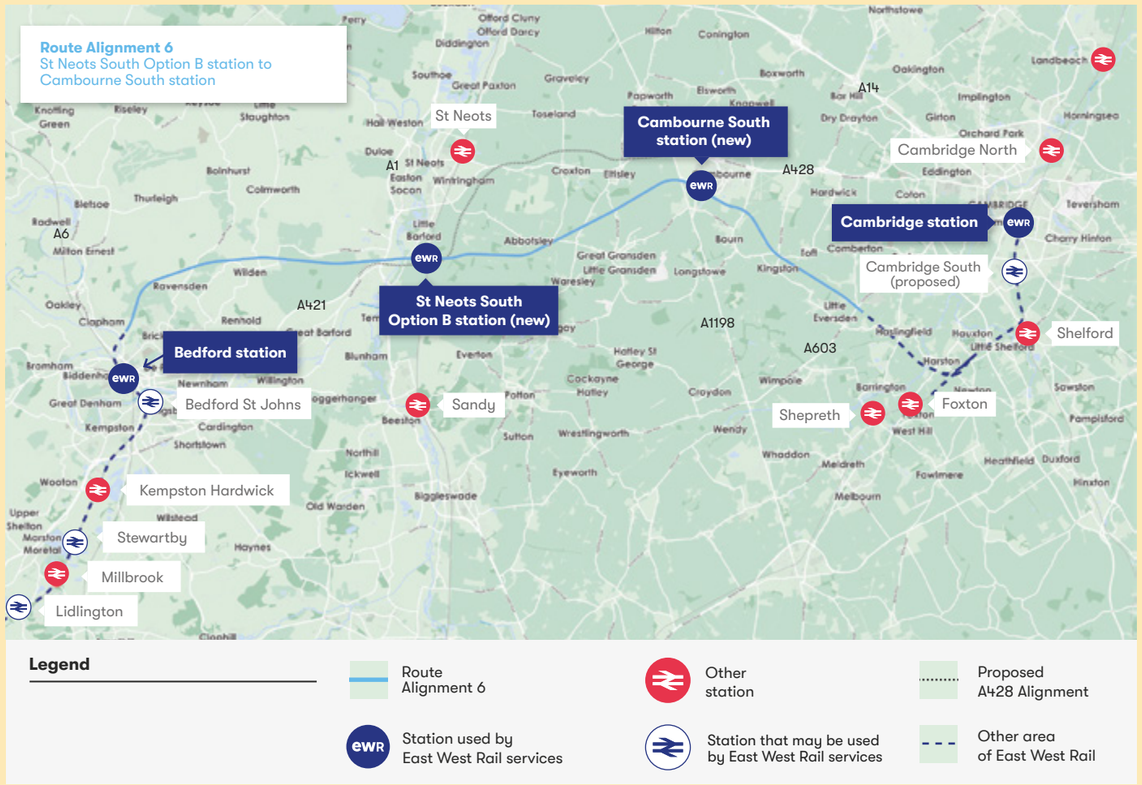
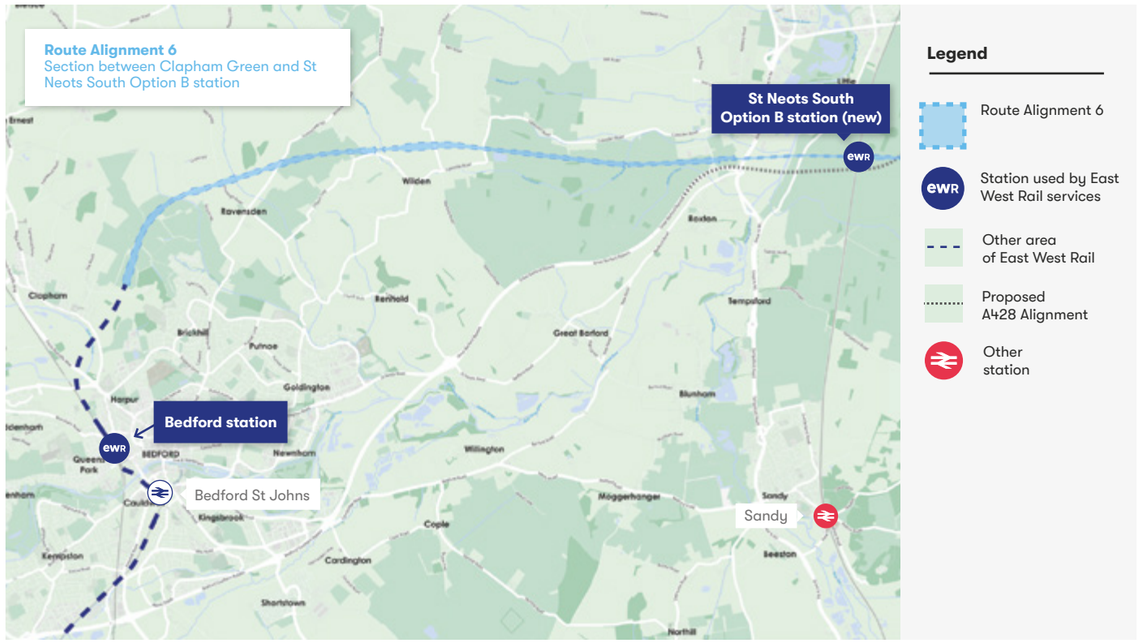
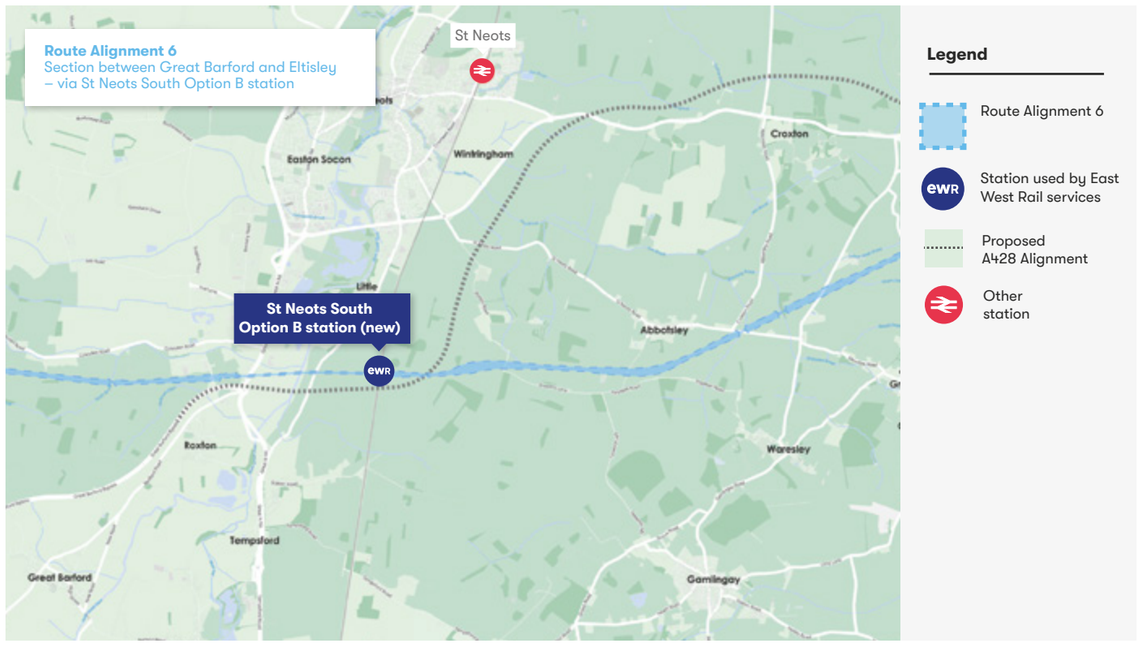


Figure: the light blue alignment: St Neots South Option B station and a Cambourne South station

The light blue alignment heads north east from Bedford to the location where all alignment options split. It passes north of Ravensden, Wilden and Roxton and would continue east to serve a new station at St Neots South Option B, where the alignment crosses the East Coast Main Line. The alignment would continue east, running to the south of Abbotsley and north of Great Gransden, to reach a new station at Cambourne South. The alignment then runs south east, north of Bourn and south of Toft, to the location where the different route alignment options rejoin. It would then continue south east, passing south of Haslingfield and Harston to Hauxton Junction.





Transport user benefits

The journey time for the light blue alignment is shorter than the journey time for the dark blue, red and purple alignments. The alignments which serve a Cambourne North station (the dark blue and purple alignments) and follow the A428 (the dark blue, red and purple alignments) are longer in distance than other alignment options and consequently have longer journey times. A shorter journey time may increase the likelihood that people will use the train and other transport methods instead of the car. The journey times for the light blue and yellow alignments are similar.

The existing Cambourne community would not have to cross the A428 to access the Cambourne South station. This may result in a greater number of people switching from car use to other methods of transport, such as walking and cycling, to access the station.

Housing and economic growth

The light blue alignment is less likely to stimulate housing growth compared to the dark blue and purple alignments, that serve a Cambourne North station location. There are more heritage assets, woodland and habitats to the south of Cambourne which would make it harder to place new homes. The A1198 would also affect placemaking, as it would sever the east and west sides of a new community. There would be fewer homes capable of being built to the south of Cambourne if the development avoided the villages of Caxton, Caxton End and Crow End to join up.

This option forgoes opportunities to unlock housing potential around Tempsford, although further information is needed to be sure of any difference with unlocking new homes to the south of St Neots.

Cost and affordability

The light blue alignment is expected to be slightly more expensive to build than the dark blue alignment but would be cheaper to build than the other alignment options.

Performance and safety

The light blue alignment is expected to have slightly better performance than the yellow and purple alignments, because it crosses a shorter length of flood plain.

No significant safety risks have been identified that would prevent any of the alignments from progressing. The light blue alignment is expected to perform slightly better for safety than the yellow and purple alignments. This is predominantly because there is less earth to move and fewer structures.

Environment

Compared to the yellow reference alignment, the light blue alignment has the following improvements:

- This alignment would be close to fewer residential properties and therefore there would be less adverse air quality and noise impacts
- This alignment is in close proximity to fewer listed buildings and scheduled monuments therefore there would be fewer impacts on the setting of these assets

- This alignment would avoid impacts on the landscape character of Brickhill Country Park, the River Great Ouse valley and Roxton Park
- There would be a lower impact on farm holdings, a smaller indirect impact on confirmed and potential ancient woodland and the Sites of Special Scientific Interest Impact Risk Zones, and fewer losses of mapped priority habitat areas
- This alignment comprises a shorter bridge span of the River Great Ouse and routes via St Neots South Option B, reducing flood risk
- There is a decrease in number of structures associated with this alignment and therefore a lower carbon footprint.

Compared to the yellow reference alignment, the light blue alignment has the following disadvantages:

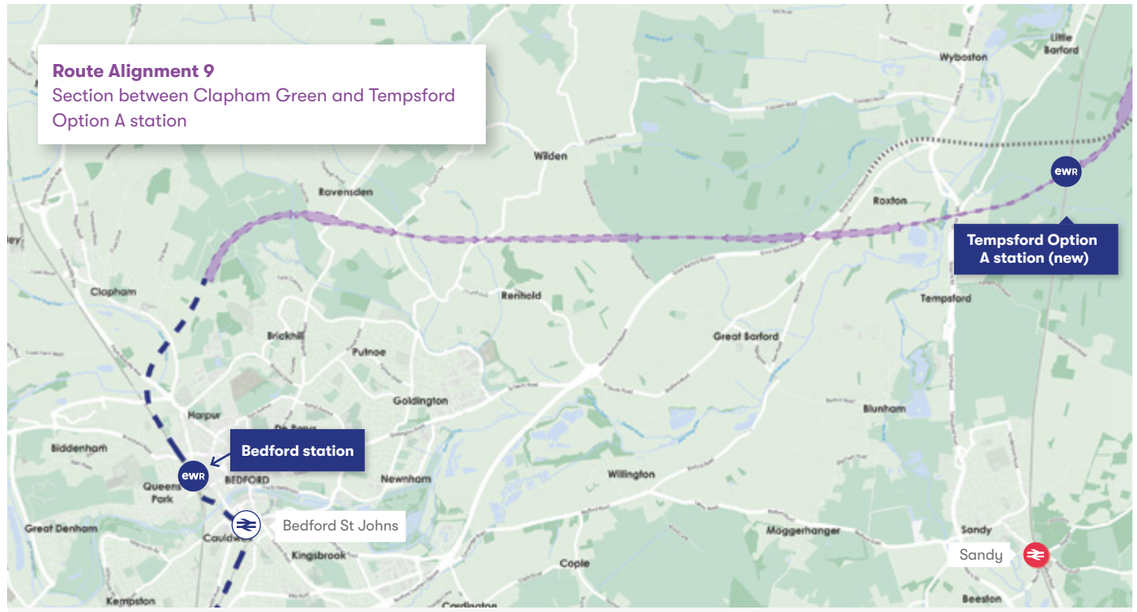
- One additional residential home would need to be demolished
- It would result in high visual impacts on residential properties in Chawston and Crows End.

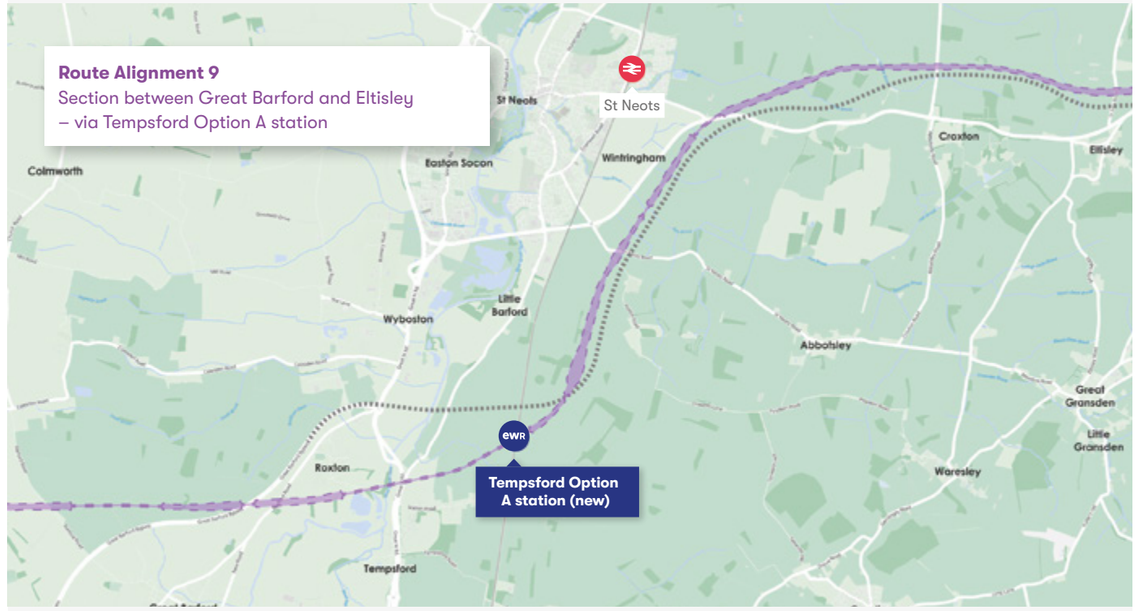
On balance it is considered that the light blue alignment represents a major improvement on the yellow reference alignment in terms of environment. Further detail is available in Environmental Impacts and Opportunities in the Technical Report.

Clapham Green to Great Eversden the purple alignment: Tempsford to Cambourne North, via the proposed A428

Figure: the purple alignment: Tempsford to Cambourne North station

The purple alignment heads north east from Bedford to the location where all alignment options split. It passes south of Ravensden, Wilden and Roxton and would continue east to serve a new station at Tempsford, where the alignment crosses the East Coast Main Line. From the Tempsford station location the alignment would follow the A428 improvement scheme on the north side, passing north of Croxton and Eltisley, to reach a station location at Cambourne North. East of Cambourne, the proposed alignment turns south east towards Great Eversden and the location where the route options rejoin. It would then continue south east, passing south of Haslingfield and Harston to Hauxton Junction.





Legend

Route Alignment 9

EWR Station used by East West Rail services

Other area of East West Rail

Proposed A428 Alignment

Transport user benefits

The purple alignment has a longer journey time compared to the red, yellow and light blue alignments. The alignments which serve a Cambourne North station (the light blue and purple alignments) are longer than those which serve a Cambourne South station and consequently have longer journey times. A shorter journey time may increase the likelihood that people will use the train and other transport methods instead of the car.

Housing and economic growth

The purple alignment could be more likely to stimulate housing growth due to the potential availability of land for development around a Cambourne North station compared to alignment options that serve Cambourne South. We expect that new homes and communities could be built to the north of Cambourne without causing Papworth Everard, Knapwell and Elsworth to join up, and a site in this area is already identified in the emerging Greater Cambridge Local Plan. There are also fewer heritage assets and areas of woodland and habitat in the area to the north of Cambourne.

On the choice of East Coast Main Line station location, while further information is needed to be sure, there could be greater potential for housing delivery around a Tempsford station compared to one south of St Neots.

Cost and affordability

Alignments that serve a Tempsford station location (the yellow and purple alignments) are expected to have greater capital costs than alignments with a station at St Neots South. Tempsford alignments have the longest lengths of bridges and viaducts and require more material to be brought to site for the earthworks. The purple alignment is expected to be slightly less expensive than the yellow alignment, despite it being a longer alignment, because it has a shorter length of structures and a smaller requirement for material to be brought to site for the earthworks.

A key feature of the dark blue, red and yellow alignments is their proximity to the A428. At this stage the cost estimate assumes that no integration would be possible between the A428 and EWR as the A428 project is at a more advanced stage. Costs could be reduced if integration is possible between the two schemes.

Performance and safety

The purple alignment is expected to have worse performance than the dark blue, red and light blue alignments because it crosses a longer length of flood plain. It avoids an area of weaker geology but pumped drainage could be needed at one location which would require additional maintenance.

No significant safety risks have been identified that would prevent any of the alignments from progressing. The purple alignment is expected to perform slightly better for safety than the yellow alignment, but worse than the dark blue, red and light blue alignments. This is predominantly because it is shorter than the yellow alignment but has more complex structures that would need to be built.

Environment

Compared to the yellow reference alignment, the purple alignment has the following improvements:

- Five fewer residential homes would need to be demolished
- This alignment would be closer to fewer residential properties and therefore there would be fewer adverse air quality and noise impacts
- This alignment is in close proximity to fewer listed buildings and scheduled monuments, therefore there would be fewer impacts on these assets
- This alignment would also avoid the complex heritage resource area of the Bourn Valley. This alignment would not encroach into the Weaveley and Sand Woods Site of Special Scientific Interest Impact Risk Zone and there would be a smaller indirect impact on confirmed and potential Ancient Woodland
- This alignment avoids the groundwater Source Protection Zone south of Cambourne
- There is a decrease in the number of structures associated with the purple alignment and therefore a lower carbon footprint.

Compared to the yellow reference alignment, the purple alignment has the following disadvantage:

- There would be a greater loss of mapped priority habitat areas.

On balance it is considered that the purple alignment represents a minor improvement on the yellow reference alignment in terms of environment. Further detail is available in Environmental Impacts and Opportunities in the Technical Report.

Share your views

38. Please rank your preference for the proposed Clapham Green to The Eversdens alignment options.

Alignment 8 – yellow: Tempsford Option B station to Cambourne South station

Alignment 1 – dark blue: St Neots South Option A station and a Cambourne North station

Alignment 2 – red: St Neots South Option A station and a Cambourne South station

Alignment 6 – light blue: St Neots South Option B station and a Cambridge South station

Alignment 9 – purple: Tempsford Option A station to Cambourne North station

39. Please tell us why you have ranked the proposed alignment options above as you have and provide any other comments:

You can share your thoughts with us on this question by filling in our online feedback form at **www.eastwestrail.co.uk/feedback.** You can also send us your views by emailing us at **consultation@eastwestrail.co.uk** or writing to us at **Freepost EAST WEST RAIL.**

Alternatively, you can request a paper copy of the feedback form to be sent to you by:

- Ordering it online at **www.eastwestrail.co.uk/documents**
- Emailing us at **contact@eastwestrail.co.uk**
- Calling us on **0330 134 0067**.

03.

How to respond to this consultation

03.
How to respond to this consultation

Who can take part?

Everybody is welcome to take part in our consultation and we are keen to hear all views.

Why are we consulting now?

We are committed to early and ongoing engagement with the communities we serve.

Consulting on the Project thoroughly at this formative stage will help us to:

- Inform the communities we serve about the development of the Project and make information as widely available as possible
- Gather feedback from stakeholders and the community to help inform the Project design and influence decisions around the further development of the proposals
- Identify key issues and concerns about the impacts and effects of the Project and identify potential ways to avoid or reduce them.

New ways of working during Covid-19

We continue to follow government advice around Covid-19 and the safety of the public and our team is paramount.

It has not been possible to hold large scale public events during this consultation period. In response to this, our approach includes:

- Providing a comprehensive range of accessible information about the proposals
- Engaging through virtual methods.

Each activity has been reviewed in line with:

- Government guidelines
- Comments from local authorities
- Comments from parish councils.

Get all the information you need to respond

If you have questions about anything in the Consultation Document, the topics covered, or would like more information before responding, you can:

- Visit our virtual public exhibition – an online space open throughout the consultation period displaying our full range of consultation materials in accessible and downloadable formats, and ways for you to respond to the consultation
- Join one of our virtual community briefings – a series of online events being held at the beginning of the consultation, hosted by a team of EWR Co experts and members of the design team who can talk to you about key elements of the consultation
- Join one of our virtual expert sessions – our experts will run sessions on specific topics of interest to our communities. These will provide a more detailed look at areas like environmental considerations and station locations. Our experts will answer questions submitted by you, and the sessions will also be made available as videos to download
- Visit our Community hub – a new online platform enabling you to get involved. You can access all of the Consultation materials here and submit your response as well.
- Speak to the team by emailing us at contact@eastwestrail.co.uk or by calling us on 0330 134 0067.

List of consultation materials

This **document** provides the proposals on which we are consulting.
Other documents available which provide further information include:

Document	Description
Consultation Summary	A summary of the Consultation Document
Consultation Document	This document setting out all of our proposals we are consulting you about, with more detail than the Consultation Summary.
Consultation Response Form	Please use this form to share your thoughts. We encourage you to respond online. If you do not have access to the Internet or would like to respond on paper, please let us know.
Consultation Technical Report	This contains detailed, technical information which supports the Consultation Document. It sets out how we have assessed options during design development, and how we have considered environmental factors.
Consultation Drawings	These drawings show the proposed alignment options between Bedford and Cambridge and the location of any proposed works between Oxford and Bedford.
Engineering Long Section Drawing	A Long Section Drawing is available for each route alignment option between Bedford and Cambridge, which shows its vertical alignment (height) relative to ground levels.
You Said, We Did	This document refers to our previous consultation about the route option between Bedford and Cambridge and how your responses informed our proposals.
Appendices	There are several additional documents which provide further background information.
EWR Virtual Consultation	An interactive, online exhibition where all the of the consultation materials can be viewed.
Guide to the proposed Need to Sell Scheme	Consultation guide to our proposed discretionary purchase scheme which aims to support owner occupiers who are unable to sell their property, except at a substantially lesser value, due to the project following the announcement of the preferred route alignment for the railway. We are seeking your views on our proposal.

St Neots level crossing

03. How to respond to this consultation

The impact of Covid-19 on EWR

The team at EWR Co is committed to doing the right thing for the communities we serve: this includes taking account of the impact of Covid-19 while also planning connections for local communities which will last for the next hundred years. Covid-19 undoubtedly generated immediate changes to working practices, but no consensus has formed about the long-term effect this might have on rail demand and we will remain open to new information on this topic

As the area looks to recover from the pandemic, EWR Co's planning will continue to develop and construction will start. Billions of pounds will pour into the local economy through our supply chain and thousands of jobs will be created.

Longer term, EWR will create an unrivalled knowledge arc by linking internationally renowned science parks and world-beating universities, in an environment where high-tech industries cluster, and organisations such as AstraZeneca are at the cutting edge of medical collaboration between private research and academia.

Please give us your views

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

For environmental and cost reasons, we urge as many people as possible to use the online feedback form to share your views. Just go to **www.eastwestrail.co.uk/feedback**.

Alternatively, you can send us your views by emailing us at **consultation@eastwestrail.co.uk** or writing to us at **Freepost EAST WEST RAIL**

For further information, or to request a paper copy of the feedback 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**.

Accessibility:

If you or somebody you know requires copies of our consultation materials in accessible formats or an alternative language, please contact us at **contact@eastwestrail.co.uk** or by calling us on **0330 134 0067.**

Closing date for responses

The consultation lasts for 10 weeks and closes on **9 June 2021.**

Please make sure your comments reach us on or before this date.

What happens next?

After the consultation an independent company will:

- Record and analyse all the responses received
- Summarise the responses in a report.

This report will be published on our website.

All of the feedback we receive will be carefully considered as we continue to progress our designs.

The feedback received from all rounds of consultation will be summarised in a consultation report which will be submitted as part of the DCO application.

Data protection

We will collect and process the information you provide to us in order to record and analyse any feedback or questions you raise during the Consultation. If you give us personal information about other people you must first make sure that you have obtained all necessary permission from that person for you to pass this information on to us. We may need to share personal information with third parties which could include public bodies and third parties working with us on the project. You have the right to object to the processing of your personal data in certain circumstances and you may ask us to delete your personal information if you believe that we do not have the right to hold it.

For further information in relation to how we process personal data, please see our Personal Information Charter at **www.eastwestrail.co.uk/personal-information-charter**

04.

Glossary

Glossary

	Term	Description
A	**A428 Improvement Scheme**	The scheme promoted by Highways England to upgrade the A428 between Black Cat roundabout east of Bedford and Caxton Gibbet roundabout west of Cambourne
	Air Quality Management Area	An area designated by a local authority, where it believes the Government's objectives for air quality will not be achieved without additional interventions
	Assessment factors	The factors used to assess and compare different options for the Project
	At-grade junction	A railway junction where tracks cross at the same level. Also known as a flat junction
B	**Biodiversity net gain**	An approach to development that leaves biodiversity in a better state than before the development took place
	Blockade	The closure of a rail route for an extended period (typically more than two to three days)
	Bridleway	A route over which the public have rights to pass on foot, cycle and on horseback
C	**Cambourne North station**	Option for a new station to the north of Cambourne
C	**Cambourne South station**	Option for a new station to the south of Cambourne
	Capital costs	Cost incurred during delivery of a project in purchasing buildings, land, construction works, and equipment as opposed to the costs of operating, maintaining or decommissioning the project
	Clock-face timetable	A timetable arranged so that trains arrive or depart at the same times in the hour, every hour (for instance at 10, 30 and 50 minutes past the hour)
	Code of Construction Practice (COCP)	A public document which will provide contractors and suppliers with details of the measures, controls, and standards of work that they must follow
	Connection stage	Work will be divided into three connection stages which relate directly to a full journey and not just a piece of track: Connection Stage One (CS1): Oxford - Bletchley and Milton Keynes (services may be first opened to Bletchley in a two-phased approach) Connection Stage Two (CS2): Oxford - Bedford Connection Stage Three (CS3): Oxford - Cambridge
	Conservation area	An area of notable architectural or historic interest or importance in relation to which change is managed by law
D	**Development Consent Order (DCO)**	Order made by the relevant Secretary of State to authorise the construction, operation and maintenance of a nationally significant infrastructure project (NSIP). In relation to East West Rail, this would be the Secretary of State for Transport.
	Department for Environment, Food & Rural Affairs (Defra)	UK government department responsible for safeguarding our natural environment, supporting our world-leading food and farming industry, and sustaining a thriving rural economy.
	Department for Transport (DfT)	Government department responsible for the English transport network and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.

04. Glossary

	Term	Description
E	**Earthworks**	General term for the excavation and placement of soil, rock and other material; or for existing cuttings and embankments
	East Coast Main Line (ECML)	Railway line running from London King's Cross to Edinburgh through Sandy and St Neots.
	East West Rail (EWR)	A proposed new rail link, which would connect communities between Oxford, Milton Keynes, Bedford and Cambridge
	East West Railway Company Ltd (EWR Co)	Company set up by the Secretary of State for Transport to develop East West Rail.
	Embankment	A construction that allows railway lines to pass at an acceptable level and gradient through the surrounding ground that is composed entirely of soil or rock.
F	**Flood plain**	An area of low-lying ground adjacent to a river, which is subject to flooding
G	**Grade-separated junction**	A railway junction where tracks cross at different levels
	Govia Thameslink Railway (GTR)	Govia Thameslink Railway, a train operating company
H	**Highways England (HE)**	The Government body responsible for managing the Strategic Road Network in England

	Term	Description
H	**HS2**	High Speed 2, the new railway line under construction between London and the West Midlands, and beyond.
I	**Impact Risk Zone (IRZ)**	A zone around a Site of Special Scientific Interest used to make an initial assessment of the potential risks posed to that Site by development proposals
	Indicative alignment	The indicative, concept alignment within each Route Option used for the comparison of Route Options A to E in the previous stage of design
	Infrastructure maintenance depot	A depot at which staff and equipment involved in maintaining rail infrastructure are based and from which maintenance operations are coordinated
	Interchange	A station at which passengers may change between trains serving different routes and destinations
K	**km**	kilometres
L	**Level crossing**	A location at which vehicles and pedestrians may cross railway tracks at grade (at ground level). This definition includes accommodation crossings which provide access to specific properties; and crossings which are operated by their users rather than automatically
	Listed building	A building placed on a statutory list, because of its architectural or historical interest, in relation to which change is managed by law
	London & North Western Railway (LNWR)	Historic British railway company, an ancestor of the West Coast Main Line

	Term	Description
M	**m**	Metres
	Marston Vale Line (MVL)	The existing line and services operating between Bletchley and Bedford
	Ministry of Housing, Communities & Local Government (MHCLG)	UK government department responsible for housing, community and local government matters in England
	Midland Main Line (MML)	The main railway route between London St Pancras, Nottingham and Sheffield
	mph	Miles per hour
N	**National Infrastructure Commission (NIC)**	Executive agency responsible for providing the government with impartial, expert advice on major long-term infrastructure challenges facing the UK
	National Networks National Policy Statement (NN NPS)	Sets out the need for, and the Government's policies to deliver, development of nationally significant infrastructure projects (NSIPs) on the national road and rail networks in England, and will be the primary basis against which the Secretary of State for Transport will assess and determine a DCO application for a new railway pursuant to section 104 of the 2008 Act
	Nationally Significant Infrastructure Project (NSIP)	A large-scale development (relating to energy, transport, water, or waste) of national significance that meets the thresholds set in Part 3 of the Planning Act 2008
	Network Rail (NR)	Network Rail Infrastructure Limited, the organisation which owns the majority of the railway infrastructure in England

	Term	Description
N	**Net zero carbon**	The approach of balancing greenhouse gas emissions, offsets or carbon sequestration (for example tree planting or carbon capture schemes), to achieve a net zero state
	Non-motorised users	People travelling on foot, by cycle or on horseback; or by any other means which is not motorised
O	**Office of Rail and Road (ORR)**	A non-ministerial Government department which is the economic and safety regulator for Britain's railways
	Overhead Line Equipment (OLE)	The wires, known as catenary, suspended above railway lines to provide electrical power to trains, and their supporting structures
	Operating costs	Costs incurred in the day-to-day running of the railway
	Option	In this report, 'option' is used to refer to a possible solution that has been considered and is being taken forward for further design and/or assessment
	Oxford-Cambridge Arc (the Arc)	A region defined by the Government and the National Infrastructure Commission covering local authorities across the counties of Northamptonshire, Cambridgeshire, Buckinghamshire and Oxfordshire and the unitary authorities of Bedford, Central Bedfordshire, Luton, and Milton Keynes
P	**PA 2008**	Planning Act 2008
	Passing loop	A section of track used to allow one train to be passed by another train travelling behind it in the same direction

	Term	Description
P	**Permitted Development Rights**	Development that may be carried out by certain categories of (for example) statutory undertaker (such as Network Rail) under deemed planning permission ("Permitted Development Rights"), for certain types of work. Permitted Development Rights also benefit other statutory undertakers
	Points	A junction between two railway lines, that can be set to guide a train to or from either of those lines. Can also be referred to as a switch
	Possession	Restriction of access to a section of railway for the purposes of maintaining or renewing infrastructure, at a particular location and for a particular period of time
	Preferred route option E	The Route Option previously selected as the preferred area between Bedford and Cambridge in which to seek alignments in this phase of developing the Project
	Programme-Wide Output Specification (PWOS)	A document containing detailed requirements for the Project, agreed with the Department for Transport
	The Project	The infrastructure, systems, rolling stock and organisational arrangements which need to be created or modified to deliver East West Rail and its intended outcomes
	Project section	One of six geographical areas used to present infrastructure proposals for consultation
	Public Rights of Way (PRoWs)	A way over which the public have a right to pass and repass.
R	**Reference alignment**	The alignment option against which the performance of other alignment options is assessed

	Term	Description
R	**Rolling stock**	Any vehicle which can run on a railway track
	Route corridor, Route option and Route alignment	Route Corridors are the broad areas within which the new railway might be located, identified as part of the initial 'sift' of possibilities in 2016. Within the preferred Route Corridor, several narrower Route Options were identified and a Preferred Route Option was announced in 2020. The Project is now at the stage of selecting a Route Alignment
S	**Safety risk**	The risk of unsafe practices or situations occurring on the railway that may lead to accidents
	Scheme	A project or a group of projects being promoted or undertaken by a party or parties other than EWR Co with objectives which do not directly facilitate, but may be related to, East West Rail
	Scheduled Monument	A historic building or site considered to be of national importance, placed on a list kept by the Government and requiring Government approvals for any works which might affect the Scheduled Monument
	Shepreth Branch Royston (SBR) Line	The line that connects Cambridge to Hitchin via Shepreth
	Siding	A short track at the side of and opening on to a railway line. They are usually used for stabling trains
	Source Protection Zone (SPZ)	SPZs are defined around large and public potable groundwater abstraction sites. The purpose of SPZs is to provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact upon a drinking water abstraction

	Term	Description
S	**Site of Special Scientific Interest (SSSI)**	The land notified as an SSSI under the Wildlife and Countryside Act 1981, as amended. SSSI include the most important sites for wildlife and natural features in England, supporting many characteristic, rare and endangered species, habitats and natural features
	Statutory consultation	A stage of consultation which a promoter of a nationally significant infrastructure project is required to undertake, under section 42 the Planning Act 2008
	St Neots Option A station	Option for a new station in the St Neots area. Both St Neots station options would be located to the south of St Neots. This would be in addition to the existing St Neots station
	St Neots Option B station	Option for a new station in the St Neots area. Both St Neots station options would be located to the south of St Neots. This would be in addition to the existing St Neots station
T	**Tempsford station**	Option for a new station in the Tempsford area. Both Tempsford station options would be located to the north-east of Tempsford
	Thameslink	Train operator running services between the south coast of England, Bedford and Cambridge
	TWA 1992	Transport and Works Act 1992
	Transport and Works Act Order (TWAO)	A Transport and Works Act Order made by the Secretary of State under the TWA 1992 alongside a deemed planning permission, allowing works to a railway or other transport project to be undertaken
U	**Utility company**	A company that owns equipment which carries and distributes water, electricity, gas or telecommunications. These commodities are collectively known as ‘utilities’

	Term	Description
W	**West Anglia Main Line (WAML)**	The main railway route between London Liverpool Street and Cambridge
	West Coast Main Line (WCML)	The main railway route between London Euston and Glasgow

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