

Railfuture email to all members and to supporters with an expressed interest in East West Rail

From: east.anglia@railfuture.org.uk <east.anglia@railfuture.org.uk>

Sent: 07 December 2024

To:

Subject: A new railway for Britain: East West Rail - Public Consultation [Railfuture Number 09611]

Dear

A new mainline for Britain: East West Rail

Although the restoration of the railway between Oxford and Cambridge may seem relevant to just a region, it is actually a national scheme that has that potential to change how the rail network in Britain operates. This is because it links up so many places, not just from Bristol and Cardiff in the west to Norwich and Ipswich in the east — meaning that travellers can avoid going through London — but also because its route connects with the Great Western Mainline, West Coast Mainline, Midland Mainline, East Coast Mainline, West Anglia Mainline and Great Eastern Mainline.

As well as those who have previously registered their support for the scheme on our website, Railfuture is sending this email to every member in Britain because of the scheme's significance. We're doing so now, because the government's East West Railway Company is currently conducting a non-statutory consultation on its proposals, which ends in January.

Railfuture supports the proposals put forward in the Consultation.

We hope that you can write in and support the proposals too, please, by January 24th 2025.

This is very important as every message of support helps the Company to propose a railway that will us all far into the future and overcome those who are objecting to every aspect of the new railway.

Please consider getting your response into the EWR Company as soon as possible.

Here is a link to the Proposals / technical documents for the new railway:

<https://eastwestrail.co.uk/consultation2024>.

Note that the plans presented in the consultation are not final; your [feedback](#) from this consultation and at least one further round will be used to fine-tune the proposals ahead of final submission in 2026.

The **Consultation document** provides an outline of East West Rail Company's proposals for the new line, divided into route sections.

The **Technical document** goes into more detail regarding the choices made, other options evaluated, and the construction process, among other things.

Section 1 — About you

These are the simple questions about you (Q1-Q4) as a respondent; please ensure that you make sure that you do not mention Railfuture when you fill in this section:

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There are then sections 2 to 11 for you to fill in with your thoughts.

We have written a brief response (in italics) of Railfuture's thoughts that may be of help to you.

Section 2 — Oxford to Bletchley

Q5) Bicester London Road level crossing

Railfuture's preferred option for maintaining active travel access at London Road is as proposed.

Q6) Oxford to Bletchley route section

Railfuture recommends the addition of an eastern entrance at Bletchley station as a priority. This would greatly improve access to the station (including EWR platforms) for those living east of the railway and provide a quick link between the rail and bus stations.

Section 3 — Fenny Stratford to Kempston

Q7) Marston Vale Line stations and service concept

Railfuture's preference is for Concept 2 — Consolidated Stations Option. While we recognise the issues around closing stations, consolidating stations will allow for better facilities and improved journeys to be provided.

Q8) Ridgmont station

Railfuture agrees that the station should be rebuilt nearby should that be the result of the proposed analysis of the best site.

Q9) Stewartby station

Railfuture agrees that the station should be rebuilt nearby should that be the result of the proposed analysis of the best site including where best to serve the proposed Universal Studios development.

Q10) Marston Vale Line level crossings

Railfuture agrees that all level crossings should be abolished and replaced as proposed.

Q11) Fenny Stratford to Kempston route section

Railfuture agrees with the proposals.

Section 4 — Bedford

Q12) Bedford route section

Railfuture agrees with proposals for remodelling of the station and its approach tracks.

Section 5 — Clapham Green to Colesden

Q13) Clapham Green to Colesden route section

Railfuture agrees with the proposals.

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Section 6 — Roxton to east of St Neots

Q14) Tempsford alignment and station

Railfuture agrees with the proposals.

Q15) Roxton to east of St Neots route section

Railfuture agrees with proposals.

Railfuture proposes an additional station at St Neots.

Section 7 — Croxton to Toft

Q16) Croxton to Toft route section

Railfuture agrees with the proposals.

Section 8 — Comberton to Shelford

Q17) Newton to Harston connectivity

Railfuture agrees with the proposals.

Q18) Newton footbridge

Railfuture agrees with the proposals.

Q19) Hauxton Road level crossing closure

Railfuture agrees with the proposals.

Q20) Comberton to Shelford route section

Railfuture agrees with the proposals.

Section 9 — Cambridge

Q21) Cambridge route section

Railfuture agrees with the proposals.

Section 10 — Route-wide matters

Q22) Route-wide matters

Railfuture agrees with the preferred routing of the new railway from Cambourne to the Shepreth Branch Junction to Royston railway at junction to be called Hauxton Junction. This to enable EWR trains directly: serve at the key economic developments at the Cambridge Biomedical Campus served by Cambridge South station; continue on to Ipswich / Felixstowe and Ely / Norwich.

Railfuture does not agree with the proposal for discontinuous electrification. Railfuture proposed that the entire route should be continuously electrified from the outset.

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Railfuture agrees that loops should be constructed at the proposed intervals.

Railfuture proposes that all station platforms should be built for 12-car length trains.

Thank you.

Best wishes,

Ian Couzens

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Railfuture - run by volunteers to benefit rail users - Campaigning for a bigger better railway in Britain

How we spell Railfuture — singular, one word, one capital letter (can be abbreviated to Rf)



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