

# EastWestRail



Connecting People, Connecting Business



East West Rail is a scheme to re-establish a rail link between Cambridge and Oxford to improve rail services between East Anglia, Central and Southern England with enhanced connections to national mainline rail services.

The 'Western Section' involves upgrading and re-constructing underused and disused sections of the former railway between Bedford and Oxford, Milton Keynes and Aylesbury. This is a committed scheme that is being funded by the Department for Transport and the East West Rail Consortium and is being delivered by Network Rail.





Oxford



Diamond Light Source at Harwell Oxford



Aylesbury Waterside Theatre



Photo courtesy of Destination Milton Keynes



Bedford

## Why do we need East West Rail?

East West Rail will deliver significant economic, social and environmental benefits to Bedfordshire, Buckinghamshire, Oxfordshire and beyond.

The rail link will:

- create 12,000 new jobs (forecast), boost annual regional GDP by up to £38m per annum and support planned economic and housing growth;
- create more journey possibilities with reduced journey times and better connections to mainline services (avoiding the need to travel via London);
- enhance connections to major centres of economic activity and growth including Aylesbury, Milton Keynes, Bedford, Bicester, Oxford, Reading and Science Vale UK in South Oxfordshire;
- give local businesses and employers access to a wider base of labour, talent and skills and gives individuals improved access to employment;
- make the region it serves more attractive, boosting business growth and attracting new business and inward investment;
- respond to growth in demand for rail travel which has doubled in twenty years;
- offer an alternative to journeys by road, thus helping to reduce traffic congestion and CO<sub>2</sub> emissions;

Ultimately, the East West Rail link between Bedford and Oxford will be electrified, enabling the most modern, clean and efficient electric trains to operate on the route.

## Value for money and return on investment

The Western Section has an exceptional Benefit to Cost (BCR) ratio of 6.3 to 1 meaning that every £1 of money invested will return £6.30 financial benefit. The scheme is being funded by the Department for Transport and a local contribution of £50m from East West Rail Consortium members.



# National connections

## Bedford

Midland Mainline to Derby, Nottingham and Sheffield (and London St Pancras via Luton)

## Milton Keynes and Bletchley

West Coast Mainline to Birmingham and North West England (and London Euston via Watford)

## Bicester Town

Chiltern Mainline to London Marylebone and from Bicester North, to Birmingham

## Oxford

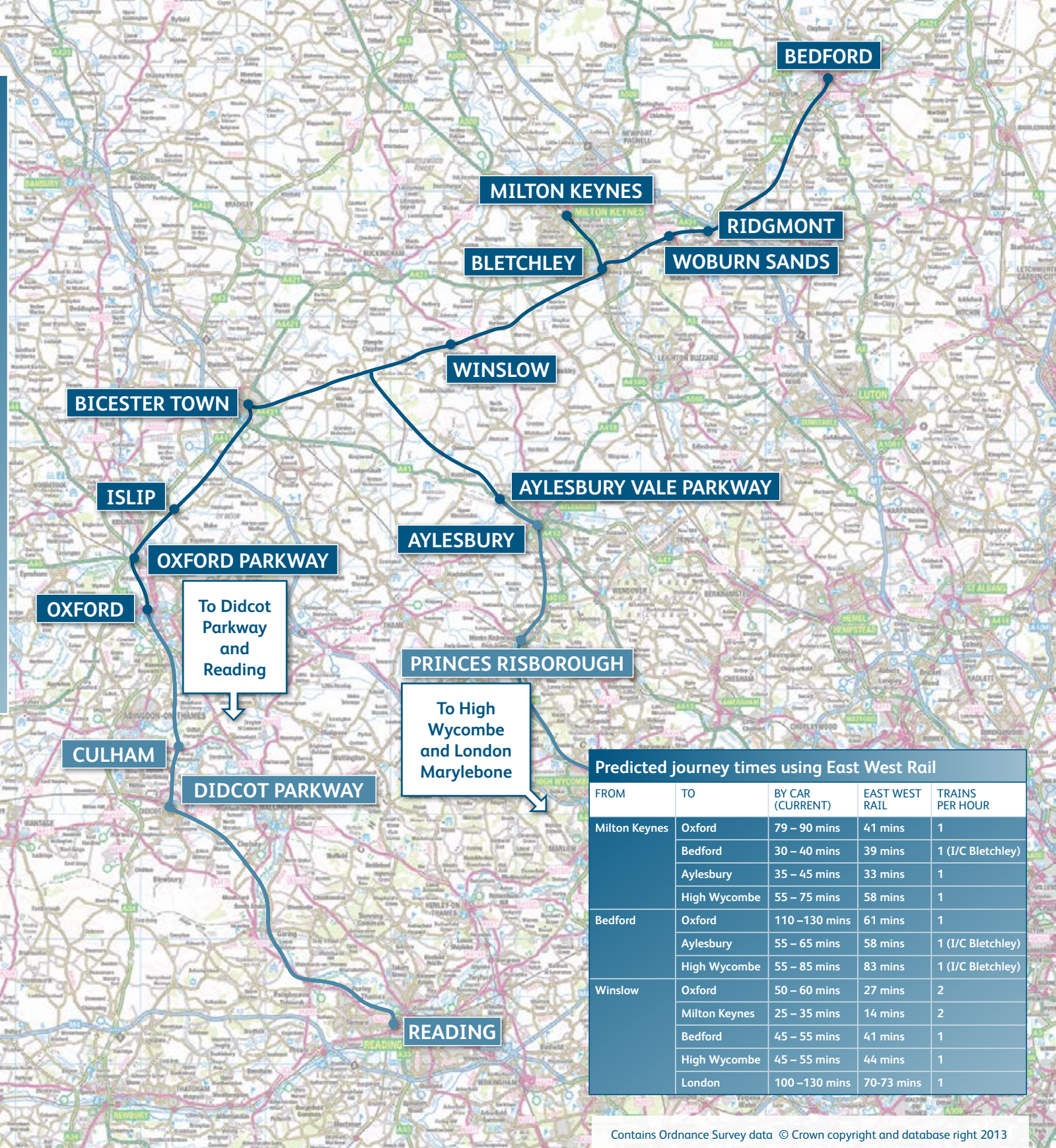
Cotswolds and Malverns Line to Worcester and Hereford

## Didcot

Great Western Mainline to Bristol and South Wales and London Paddington

## Reading

Great Western Mainline to Bristol and South Wales and London Paddington, and South West Trains to London Waterloo. Connect to Heathrow Western Access expected in 2021.



**Predicted journey times using East West Rail**

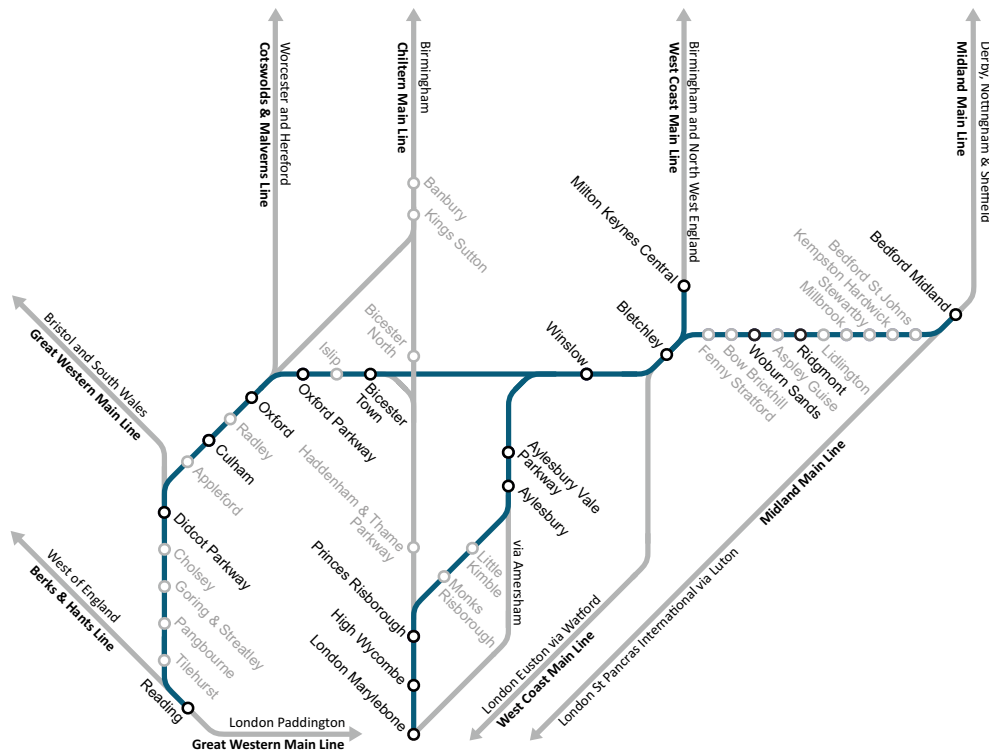
FROM	TO	BY CAR (CURRENT)	EAST WEST RAIL	TRAINS PER HOUR
Milton Keynes	Oxford	79 – 90 mins	41 mins	1
	Bedford	30 – 40 mins	39 mins	1 (I/C Bletchley)
	Aylesbury	35 – 45 mins	33 mins	1
	High Wycombe	55 – 75 mins	58 mins	1
Bedford	Oxford	110 – 130 mins	61 mins	1
	Aylesbury	55 – 65 mins	58 mins	1 (I/C Bletchley)
	High Wycombe	55 – 85 mins	83 mins	1 (I/C Bletchley)
Winslow	Oxford	50 – 60 mins	27 mins	2
	Milton Keynes	25 – 35 mins	14 mins	2
	Bedford	45 – 55 mins	41 mins	1
	High Wycombe	45 – 55 mins	44 mins	1
	London	100 – 130 mins	70-73 mins	1





By 2021, East West Rail will provide an alternative route to Heathrow via Reading

# Proposed NEW Semi-Fast Passenger Services on the East West Rail Western Section



## Proposed rail services

Three passenger trains per hour in each direction are proposed:

- Reading to Oxford and Milton Keynes**  
Stopping at Didcot Parkway, Oxford Parkway, Bicester, Winslow and Bletchley
- Reading to Oxford and Bedford**  
Stopping at Didcot Parkway, Culham, Oxford Parkway, Bicester, Winslow, Bletchley, Woburn Sands and Ridgmont.
- Milton Keynes to Aylesbury and London Marylebone**  
An extension of the existing service between Marylebone and Aylesbury Vale Parkway with stops anticipated at Bletchley, Winslow, Princes Risborough and High Wycombe.

East West Rail will become part of the national strategic infrastructure that may ultimately be used by long-distance cross-country passenger and freight trains.

### Approximate journey times

- Bedford to Oxford..... 61 minutes
- Bedford to Winslow..... 41 minutes
- Bedford to Aylesbury..... 58 minutes
- Milton Keynes to Oxford ..... 41 minutes
- Milton Keynes to Winslow ..... 14 minutes
- Milton Keynes to Aylesbury ..... 33 minutes

No change to the existing hourly stopping service on the Marston Vale Line between Bedford and Bletchley is envisaged.

By 2021 there will also be access to London Heathrow Airport via the Heathrow Western Access.

Actual service patterns are expected to be announced by Department for Transport in 2016.



# Bedford to Cambridge Rail Link

It remains an aim of the Consortium to re-establish a rail link between Bedford and Cambridge. Work is ongoing to explore feasibility and to identify potential routes and to develop a business case based on future transport requirements to support the regional economy.

## Construction

The East West Rail project involves re-constructing and upgrading disused and underused rail track between Bedford and Oxford via Bletchley and Bicester; and Milton Keynes and Aylesbury via Winslow.

### What's involved?

- Upgrading and doubling track between Oxford and Bicester
- Upgrading and doubling track between Bicester and Claydon Junction (currently only used by freight trains)
- Upgrading track between Aylesbury and Claydon Junction (currently only used by freight trains)
- Reconstructing and doubling the disused track between Claydon Junction and Bletchley
- Building a new station at Winslow

### Next steps

Construction work will be delivered in phases. Before then, the following work is taking place:

- Environmental Impact Assessments (including impact on traffic, noise, vibration, visual impact, wildlife etc)
- Review of crossings and rights of way
- Structural surveys
- Production of detailed designs
- Obtaining planning consent
- Public consultation

The Consortium is pro-actively engaging with stakeholders to raise awareness of the project and to help shape plans prior to formal consultation by Network Rail.

For further information and project updates, please refer to the website [www.EastWestRail.org.uk](http://www.EastWestRail.org.uk)



The Butterfly Bridge, Bedford



Kings College, Cambridge

## About the East West Rail Consortium

The East West Rail Consortium was formed in 1995 between local authorities and strategic private sector partners with the sole aim of re-introducing a rail link between East Anglia, Central and Southern England. The Consortium is led by Cambridgeshire County Council.

There is a Joint Delivery Board for the Western Section, with senior representatives from the eight local authorities along the route and the Department for Transport, who are co-funding the scheme; and Network Rail who are responsible for delivering the scheme.



Information in this leaflet is presented in good faith based on expected works and services as at October 2013 and may be subject to change.



## Further information, news and updates:

[EastWestRail.org.uk](http://EastWestRail.org.uk)

You can also subscribe to receive news alerts and project updates by email

Twitter: [@EastWestRail](https://twitter.com/EastWestRail)

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