



BEDFORD BOROUGH COUNCIL

Borough Charter granted in 1166



Chief Executive: P. J. Simpkins

Mr Chris Nicholson,
Central Section Delivery,
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(Sent by email to:
chris.nicholson@eastwestrail.co.uk)

Please ask for: Chris Pettifer
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Your Ref:
Our Ref:
Date: 25 March 2019

Dear Chris

As agreed, please find attached our technical paper supplement to our initial response to the East West Rail Bedford to Cambridge route option consultation. The Council's original response was forwarded on 11 March 2019 (attached), and the extension was agreed so that the Council could review and respond to the additional information provided by East West Rail Company on 1 March 2019.

In the time provided, the Council has engaged Kilborn Consulting to undertake an initial analysis of the additional information. This technical analysis supplements our initial findings that Option E is not only desirable on an economic and connectivity case, but is also technically deliverable at significantly reduced cost from that put forward in EWR Company's consultation.

Therefore the Council's view can be summarised as follows,

- That EWR should connect with the centre of Bedford and that any Bedford south station does not achieve this objective
- That any proposed interchange with the Wixams is significantly more complex than has been presented in the consultation documents and in our opinion, is undeliverable in the available footprint
- That a connection into Bedford Midland is deliverable with significantly reduced costs to those put forward by EWR Company, and given the improved economic performance and connectivity, that this should be the preferred route.

In addition, we would like to reiterate the following comments which were addressed in our original response,

- The opportunity to create a national and regional transport hub which has the potential to benefit the Oxford Cambridge Arc and the East Midlands will be missed if there is no connection to Bedford Midland
- A connection to Bedford Midland will deliver 12% more economic benefits to Bedford, and EWR generally than a southern route, and that by contrast a southern option would damage the town's competitiveness and future development
- A connection which directly serves the centre of Bedford meets the DfT's strategic aim to 'provide rail links between key urban areas'
- A station serving the centre of Bedford would support regeneration in the town and the delivery of the Town Centre Masterplan, including the area around the station
- A station in central Bedford provides access to jobs and leisure opportunities for people within existing and expanded settlements served by the railway
- The new rail market provided by EWR Western Section between Oxford and Bedford will be lost if a southern option is selected
- A route serving Bedford Midland will best support additional new growth. Developments to the south of Bedford are already committed and have been factored into current service patterns.

In conclusion, I would reiterate the Council's commitment to East West Rail and our offer to work with you, and would be happy to provide further details on any aspect of our responses.

Yours sincerely



Chris Pettifer
Chief Officer for Transport