



Unitary Councillors Report to Wavendon Parish Council – November 2024

Update from your Unitary Councillor – Cllr David Hopkins

**EWR Consultation Event - Woburn Sands, The Summerlin Centre,
17 January 2025, 2pm - 7pm**
<https://eastwestrail.co.uk/consultation2024>

East West Rail

The East West Rail Company has announced that it will launch a consultation in the coming weeks on its latest proposals. It has also revealed its electrification plans. The news followed the Autumn Budget, where the government gave its backing to the East West Rail project.

<https://www.youtube.com/watch?v=sf1-M2MH8lc>

The East West Railway Company (EWR Co) has also confirmed its preference for green traction power in the form of discontinuous electrification with hybrid battery-electric trains, after the Chancellor confirmed government support for the project in the Budget.

I will write a fuller account of options for Wavendon as described on the EWR call on 13/11 that I attended.

Oxford to Cambridge project is going ahead. Short version is two options for WS:

1. Everything stays as is for Marston Vale line and no stations shut along the line. There will be additional fast trains from Oxford to Cambridge stopping at Woburn Sands
2. Station at Woburn Sands is moved to opposite the proposed 'green space' which is currently the fishing lake with road access through the Swan Hill development and a large 250m x 125m car park. There would be only a few stations retained on Marston Vale (closing small stations inc Bow Brickhill, Aspley Guise and redeveloping retained stations to new locations to provide more services and accessibility. Trains would run from Oxford to Cambridge.

In theory, the level crossing would be retained and function as currently. This is a highly simplified summary, and the devil is in the detail. There will be opportunities to have public consultation in January, and to help design a potential new station, however the pros and cons are potentially finely balanced, and we need to consider how we support our parishioners to understand the options, and how it might change plans for the 'green space' which is likely to be a through route for the new station.

The positives locally are at first sight:

- The proposed station is not in the middle of SEMK, away from WS. It's about 600m along the line with potential walking access through Parklands, the Groves, and the footpath on Bow Brickhill Road - which will change walking routes to the station and potentially plans for the green space. We also need to consider the impact on level crossing, implications for roads and bridge at Woodley's Farm etc.
- It also appears that there is no longer a road proposed across allotments and Edgewick because EWR are no longer retaining a hold over that land (outlined in red on interactive map (see below) - however, I don't have confirmation of that. <https://eastwestrail.co.uk/consultation2024>

Please see best on interactive map here

<https://storymaps.arcgis.com/stories/8fab754ca7164d73b1ed0ed79c41f311>

for a picture of the Option 2 proposal. The EWR website with lots of information on consultation is here. I will attempt to summarise and pull out the key information which perhaps we need to collate for WSTC website.

I suggest that we have a detailed discussion about this at the December WPC meeting. This is potentially the biggest change to Wavendon since the SLA's were built out and I suggest it is important that we all understand this and plan how we are going to help our parishioners to understand it, alongside the planned EWR consultation in January in Summerlin. Both options will have significant consequences for WS and doing nothing is not an option put forward by EWR - and whatever our preference we will be part of decisions made along the whole Marston Vale line.

It also sets out the parameters that SEMK plans will need to work around.

SEMK Planning Applications

The agenda for Planning Committee, Thursday 7th November, 2024, 7.00 pm was circulated well in advance of the meeting and I will update the meeting verbally on Monday evening.

Meeting venue: Council Chamber, Civic, 1 Saxon Gate East, Milton Keynes, MK9 3EJ

The following items are included in the agenda:

6 Planning Applications

6(a) 22/00524/OUTEIS - Land forming part of the South East Milton Keynes Strategic Urban Extension, South of Milton Keynes, North of Bow Brickhill, North of Bow Brickhill Road and Woburn Sands Road, Milton Keynes

6(b) 22/02528/OUT - Land west of Woburn Sands and South of Wavendon, Newport Road, Wavendon, Milton Keynes

Both were approved by 7 votes to 4.

The recordings of the meetings can be viewed here.

<https://www.youtube.com/@MiltonKeynesCouncil/streams>

Church Farm

Lots of activity on the Church Farm development site leading to numerous resident enquiries

The two contacts I have for dealing with enquiries are Jim Rawlings jim@roebuckland.co.uk and Carrick Casson-Crook Carrick@roebuckland.co.uk

MKCC is not proposing to begin the construction works on the H10 extension until the late Spring of next year. This is to avoid the worst of any particularly wet weather (whilst appreciating this can occur at almost any time of the year) given the experience we had over last winter on the construction of the temporary road and other projects across the city. This will allow for most of the 'muck' shifting to be done in largely drier weather.

In the meantime the Parks Trust are continuing to manage the Transport Corridor area for us so I will have to contact them to address the details of the works they are doing in the vicinity although I don't think the works around Rackstraw would be directly related. They are hopefully going to be doing some additional tree planting for us along the Gable Thorne boundary shortly but I know that thinning works have also taken place along the boundaries of the Transport Corridor at times.

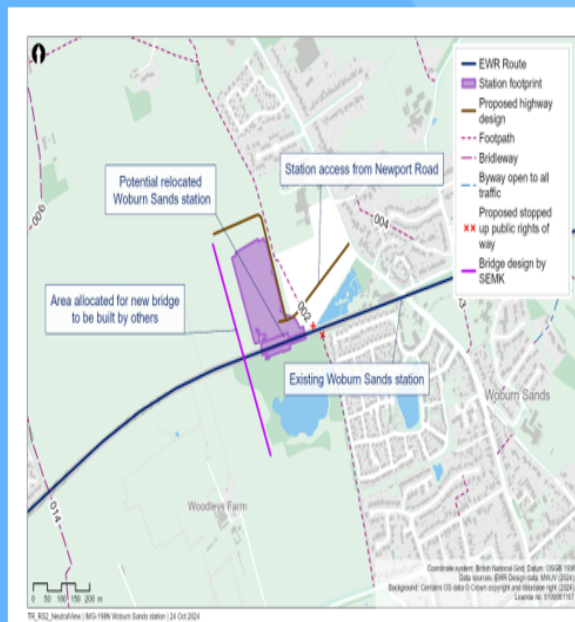
Woburn Sands station

east
west
RAIL

Moving Woburn Sands Station would allow us to build a new, less constrained station.

A relocated station would enable us to offer an improved passenger experience and offer more options for how to get to the station. It would support both Woburn Sands and the emerging South East Milton Keynes Extension (SEMK).

The existing station is in a built-up area and is next to a level crossing, meaning there is little room for improvement without impacting or demolishing existing properties.



Relocated Woburn Sands Station

Confidential

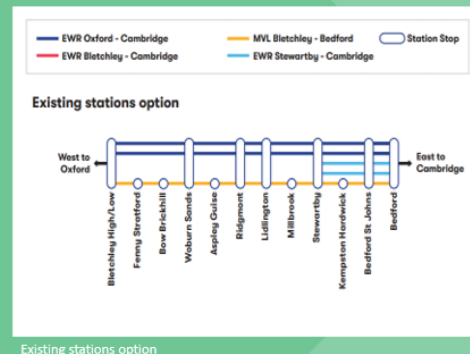
MVL – Existing stations option

east west
RAIL

Existing Stations Option

The existing hourly train service between Bletchley and Bedford would be largely unchanged and would stop at all the existing stations. In addition, two faster East West Rail trains an hour between Oxford and Cambridge would call at four of the stations – Woburn Sands, Ridgmont, Lidlington and Stewartby, before continuing to Bedford St Johns and onwards to Cambridge.

Under this option, minor upgrades to all existing stations would be carried out for safety purposes. More substantial works would be required at Stewartby station. Platform extensions would be required to accommodate longer EWR trains at Woburn Sands, Ridgmont, Stewartby and Lidlington.



Existing stations option

Confidential

Update from East West Rail.

A number of stations on the railway between Bletchley and Bedford could be closed under proposals for the East West Rail (EWR) line.

EWR said a number of stations may need to be consolidated or built to offer more services.

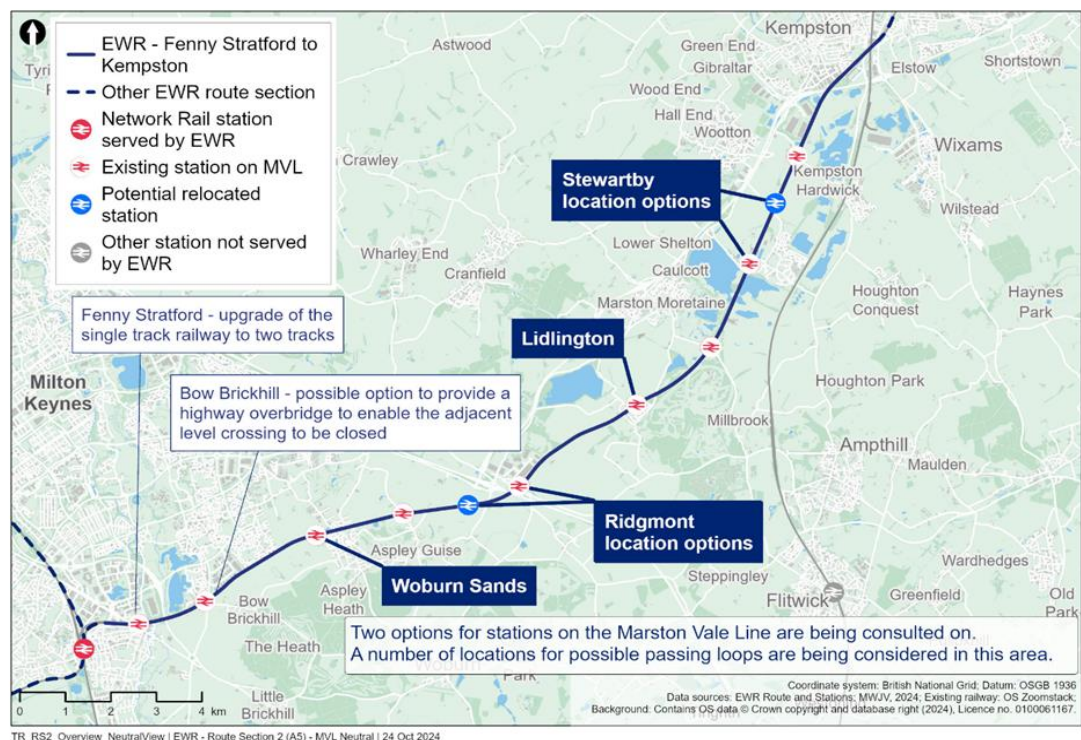
A new station at Woburn Sands

During the 2021 consultation, we explained that moving Woburn Sands station would allow us to build a bigger and better station, and this has subsequently been confirmed as outlined in the Consultation Document published on 14 November. The station would need to be expanded to accommodate the increased number of passengers that would use East West Rail and the longer trains that would carry them. This would not be possible to the same extent in its existing location.

For this reason, a relocated station a short distance to the west of the existing station is considered to offer a better passenger experience and more options for how passengers get to the station, including drop-off and parking facilities and bus stops.

The station and car park would be located to the west of the existing station and to the north of the railway within the area of the South East Milton Keynes Strategic Urban Extension proposal (SEMK). This location would continue to provide easy access for existing residential areas via Newport Road and direct access to the new housing development.

A new road bridge is planned to the west of the proposed station as part of the SEMK development in this area and is therefore not included in our proposals. We will continue to have further discussions with the developer and Milton Keynes City Council as the proposals are progressed. Under the current proposals, there would be up to four trains per hour



Car Cruise Statement - Chief Superintendent Emma Baillie has shared the following statement.

"I take no issue with genuine car enthusiasts who want to come to Milton Keynes and enjoy a hobby with friends and family.

However, to those who contribute to a public nuisance (through excessive noise and conduct), behave in an antisocial manner or drive recklessly or dangerously on our roads and car parks, my message is clear: You can expect to be dealt with firmly for any breaches in the law or the Public Safety Protection Order (PSPO).

This PSPO was instigated following a large number of local residents advising us and the City Council that the car cruise events were affecting their lives in a negative way. So, we will use the legislation now available to resolve this.

In recent weeks we have increased our policing presence at these meets to ensure that those who want to meet can do so safely and those who want to commit offences are dealt with robustly. We will not allow our residents to feel unsafe or be put in danger on our roads.

In partnership with the MK City Council, we are developing ways to use more technology to recognise breaches of the law and prosecute the more minor offences via the postal system, as well as via police attendance at the events. So, several people have discovered fines waiting for them on their doorstep in recent weeks. We have also taken immediate action with those using their vehicle in an anti-social way, through unnecessary noise or 'displaying'. The action in Milton Keynes forms part of a wider plan across Thames Valley with our Joint Operations Unit and we will use all the tactics and options available to make our roads and car parks safer."

MKCC held a Q&A Session for Demand Responsive Transport MK Connect (DRT)

Notes

- Data from Last 12 months of MK Connect

- 449,907 rides
- 115, 261 driver hours
- 88.2% met demand (number of requests that have had an offer first time)

- New Contract

- New service for April 2025- tight timeline.
- Fixed budget for 2 years (+1)
- Have the funding for two years, less definite about a third year.
- Funding has come mostly from capital grant funding and S106.
- 25% less budget than currently
- 106 provision towards MK Connect is reducing
- Minimum specification
- Specification is not completed yet, will not be complete until out to tender.
 - **Broad headlines- Budget, collection times, operational times etc.**
- Last procurement, MKCC set specific parameters and requirements.
-

This procurement, MKCC are going out with a set price, with some minimum parameters and then want to see what bidders come back with.

- All about what bidders are offering for the money
- E.g have set minimum hours of Monday-Saturday 6:30am-8pm. If bidders offer more, off course will take it but have to see what they come back with.
- Want to see bidders come back with clear ideas of hours, fares , how they will manage peak times etc.
 - Not being stringent on form of service- whether zonal or as is currently.
 - It is unlikely that the service will expand beyond what is now.
 - Ensuring that feedback from surveys and trip data are being used to ensure those who need the service the most will still have it.

- Zonal Trial

- Did not collect as much data as wanted so hard to draw solid conclusions.
- Attracted new users to the service but also lost users.
- Changing vehicles did not impact the journey times too much

- Fleet

- 30 fleet vehicles and some drivers who own their own vehicles that supplement the fleet.
- AW did not know how many rivers on the service
- Accessible vehicles

5% of passengers wheelchair users, about 30% of fleet has to be accessible for wheelchair users to ensure there is not extensive wait times for those in wheelchairs.

- Misuse- Believe there has been some limited misuse of all in one cards, numbers being shared. Clamping down on this at the moment.

- Service believe it is positive that able to go to market with something. At one point wasn't sure if they had a budget. _____

Walton High

On 17 October I met with Jez BENNETT J -O- jbennett@MKET.org.uk the interim head at Walton High. Walton High, which under the new MAT now in charge of that school is keen to reestablish links with the local community including Woburn sands where an increasing number of its students originate.

EWK Services to Oxford

Modern Railways (11/24)

Confirms Calvert waste site is due to be rail connected from Claydon Junc by early 2028 with track bed prep underway. 2 tracks to be installed at the site. Space for 2 tracks for EWR is provided and one track will be re-laid to Quainton Rd. It is hoped the 5 further miles to Aylesbury will be relaid to save costs.

Chiltern Rlys has initial DfT approval to refurb their Mk3 stock but final business case is needed. They would, however, prefer to use the ex TPE Mk5 stock. Decision needed by early 2025.

Two of six Class 195 units have arrived although their contract for EWR is not yet confirmed!

EWR is now due to start in 8/25 with an hourly service going half hourly in 12/25.

21/10/25 test runs seem to have gone well with few delays (or disruption to other trains). Chiltern used units 168323 and 168328. GW ran a class 800 unit. Bletchley to Winslow took 8 mins and a further 11 mins to Bicester Village -try that in a car or bus! MKC to Oxford 48 to 58 mins while target was 44 mins, most test trips were non-stop and some ran early. 14 services ran inc 4 Bletchley-Bicester, more due to run on 22/10.

It is unclear if Bicester MoD services ran on 21st, (Mod sites are served as required by GBRF with six paths allocated). Likewise, the stone depot at Oxford Parkway was not served.

Here's some updates regarding various 20mph schemes in the D&W ward:

1. Old Farm Park – TRO has been created and MKCC is awaiting costs from Ringway for the scheme
2. Woburn Sands- design still underway, once completed it will go out to a statutory public consultation for delivery in early 2025.
3. Caldecotte - statutory consultation by MKCC is planned to start in November
4. Eagle Farm South and Glebe Farm – will proceed as soon as the all the roads are adopted by MK City Council.

Double Yellow Line options

MKCC has a process for requesting double yellow lines that the parish council can initiate. The link to that information is pasted below. It would also be a good way to raise awareness of the issue via the school to those coming to this area to drop off children.

Usually, the MKCC Road Safety Officer would liaise with the school on some options but in the meantime, (due to the absence of a Road safety Officer at present) your ward councillor can attempt to get a highways officer to visit during a drop off or pick up time to assess the issues.

<https://www.milton-keynes.gov.uk/parking/double-yellow-line-requests>

Bedfordshire, Luton and Milton Keynes (BLMK) Integrated Care Board launch their 2024 Winter Communications Campaign.

I know you have incredibly good links into the communities that you serve and BLMK is hoping that you will help it to reach your constituents by sharing the messages it has prepared.

This year, for the first time BLMK is producing a toolkit with social media assets, press releases and videos all in one place, so you can pick the messages you want to share easily. By utilising these materials, you can help ensure that our core messaging reach a broader audience with consistency and impact. All the information is uploaded onto the BLMK website and is easily accessible and can be accessed via the toolkit.

Any support that you are able to provide to share these messages will be so appreciated.

The toolkit provided is for the first three weeks of November – we will send the next edition out in a few weeks' time. If you have any comments or suggestions on how we could continue to build upon the toolkit, please do not hesitate to let us know. Please click here to access the toolkit.

<https://blmkhealthandcarepartnership.org/publications/keeping-well-this-winter/winter-toolkit-04-22-nov/?layout=default>



This year's Milton Keynes White Ribbon White Ribbon UK & International Day for the Elimination of Violence against Women Vigil will once again be at the Milton Keynes Rose Home - Milton Keynes Rose on International White Ribbon Day Monday 25 November 2024 at 5.30 pm – 19.30.

I have attached a link to the Milton Keynes vigil website Annual Vigil Webpage we have added the logos to the carousel of organisations that are White Ribbon accredited or supporter organisations.

The 2024 White Ribbon campaign theme is 'It starts with men' so, in line with this and the ethos of White Ribbon we are focusing on male speakers and asking them to speak to the importance of men and boys acting as allies and challenging the cultural norms which support VAWG in all its forms.

Thames Valley Police ACC Dennis Murray QPM has kindly agreed to attend and speak at the vigil, as has the Leader of MKCC Pete Marland, please find attached list of guest speakers. The spoken contributions will take place inside at MK Gallery Sky Room, register on Eventbrite <https://www.eventbrite.co.uk/e/vigil-at-mk-gallery-milton-keynes-rose-tickets-1036802242417?aff=VigilWebPage> followed by a torchlit procession to The Rose where a commemorative act of tying a white ribbon around the pillars will take place.

You can view a YouTube playlist which contains the speeches from the last two years to give you a sense of the event.

MKCC together with Bletchley & Fenny Stratford Town Council and Community Action: MK collaborate with the Voices of Women Milton Keynes, MK Soroptimists and the local Fawcett Society group who lead on the vigil. The Milton Keynes event grew from the anti-misogyny campaign led by Citizens Milton Keynes and is now supported by a wide range of local organisations and people.

Milton Keynes City Council will also be holding a professional's drop in event on International White Ribbon Day, Monday 25th November 2024, between 12.00- 14.00 in suite 1.02 at MKCC civic offices. Cllr Amber McQuillan has kindly agreed to open the event.

There will be a range of agencies and partners in attendance providing information and available support for victims/survivors of domestic abuse and violence against women and girls (VAWG)



Ref: Meeting with Arriva regarding bus availability – including the X4 Service Diversion and serving remote communities

I was contacted by Arriva to set up a meeting to discuss local bus services across the patch and have set up a meeting for early December with

Matt King
Network Manager – Luton & Milton Keynes | Arriva UK Bus
E: kingm@arriva.co.uk
A :4 Westmoreland Avenue | Thurmaston | Leicester | LE4 8P

Local Plan – MK2050

Thank you to the many who copied me in on their responses to MK City Council and its future plans for further expansion as set out in its Plan MK2050. These include plans for 1500 homes in South Bow Brickhill and 1250 in Levant Gate, in Little Brickhill parish. I particular thank you to the resident groups who led a number of supportive formal responses from the village and the other (expert planning) resident who penned the detailed response that followed.

The overall tone of your responses in relation to the proposed expansion site at east of Newport Road was that the site is illogical and inappropriate for development. It performs poorly against the Council's own sustainability appraisal, does not meet its own planning objectives, and is contrary to national planning guidance, not least because the proposed development cannot conceivably contribute to or enhance the natural local environment or protect and enhance valued landscapes (in fact, it would positively detract from them). The negative impact of this and other sites close to Bow and Little Brickhill on the Greensand Ridge was also highlighted.


Let's hope MK City Council is listening.

Street Lighting Repairs

Whilst I am always happy to report a faulty or broken streetlight the quickest way to report the fault is to use the Report It option on the MK Council website homepage <https://www.milton-keynes.gov.uk/faulty-or-damaged-street-lights> to report any issue to us. You can also call 01908 252353.

Remember to include the reference number from the lamppost so we can find it easily to inspect it.

Also include a description of the fault such as light flickering, light on during the day, damaged street light column, wires exposed, column door missing or damaged. It helps the MK City Council inspectors to find and log the repairs.

**UK Government**

Help for Households

HOUSEHOLD SUPPORT FUND

As you know the Government have announced the extension of the Household Support Fund. The additional funds over winter will help with continued support for food and fuel, whilst the team also continue to work on proactive benefit take up, including pension credit. There is not a specific funding route for pensioners facing hardship, they can use the 'Local Welfare application form' that can be found here: Household support fund | Milton Keynes City Council

<https://www.milton-keynes.gov.uk/benefits/household-support-fund>

Proactive benefit take-up campaigns continue. Working with Policy in Practice, the MKCC team are working on a database script that will help us to identify those that missed out on the Winter Fuel Allowance due to earning 1p to £1,000 over the threshold to qualify. This report will assist the council to contact customers to support them with energy vouchers that can be paid direct to their supplier.



Marston Vale Community Rail partnership

Following discussion with the Friends of Woburn Sands Station the £23K balance spend is currently planned for an additional Next Bike docking station. MRCRP had hoped to use it to complete the footpath from the Parklands Estate, but unfortunately the new tenant of the Station House is unwilling to enter discussions over removal of the gate in the car park (photo attached).



**Here's a
bright idea...**

Leave a light on!

As the nights draw in
is your home secure?

- Close and lock all your doors and windows when going out or to bed
- Keep valuables out of sight
- Don't advertise that you're out invest in a light timer switch
- Register your valuables with www.immobilise.com
- For crime updates sign up to www.thamesvalleyalert.co.uk



**THAMES VALLEY
POLICE**

www.thamesvalley.police.uk

<https://www.gov.uk/government/consultations/enabling-remote-attendance-and-proxy-voting-at-local-authority-meetings/enabling-remote-attendance-and-proxy-voting-at-local-authority-meetings>

Enabling remote attendance and proxy voting at local authority meetings

Topic of this consultation

This short consultation seeks views on the detail and practical implications of allowing remote and hybrid attendance and proxy voting at local authority meetings in England.

Government is consulting on introducing powers for local authority members to apply to the relevant authority for a dispensation to attend formal council meetings remotely and vote by proxy in certain circumstances.

If any changes to legislation are made as a result of this consultation would apply to England only local authorities meaning:

- a county council
- a unitary authority
- a London borough council
- a district council
- the Common Council of the City of London
- the Greater London Authority
- the Council of the Isles of Scilly
- a parish council
- a joint board continued in being by virtue of section 263(1) of the 1972 Act
- a parish meeting constituted under section 13 of the Local Government Act 1972
- Transport for London, Para.5 of Schedule 10 of the GLA 1999 allows the GLA to regulate its own procedures and committees
- an authority established under section 10 of the Local Government Act 1985
- a joint authority established under Part 4 of the Local Government Act 1985
- a joint committee constituted to be a local planning authority under section 29 of the Planning and Compulsory Purchase Act 2004
- a combined authority established under section 103 of the Local Democracy, Economic Development and Construction Act 2009
- a combined county authority established under section 9 of the Levelling Up and Regeneration Act 2023
- a fire and rescue authority constituted by a scheme under section 2 of the Fire and Rescue Services Act 2004 or a scheme to which section 4 of that Act applies, or created by an order under section 4A of that Act
- a National Park authority as referenced at section 184 of the LGA 1972 and/or established under section 63 of the Environment Act 1995
- the Broads Authority established by section 1 of the Norfolk and Suffolk Broads Act 1988
- a conservation board established under section 86 of the Countryside and Rights of Way Act 2000
- a police and crime panel established under section 28 of the Police Reform and Social Responsibility Act 2011

East West Rail west of Bletchley



Modern Railways (11/24) Reports

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See also

<https://eeh-prod-media.s3.amazonaws.com/documents/EEH>

[Main Line Priorities Rail Study.pdf](#)



What is Elastomac – see ...

Elastomac is a rubberized, waterproof liquid used to repair potholes, cracks, gaps, and other surface defects in roads:

Material - Made from recycled materials like road surface shavings and car tires, Elastomac is a sustainable alternative to traditional asphalt repairs.

<https://www.miltonkeynes.co.uk/news/people/milton-keyes-city-council-to-invest-in-new-technology-to-fix-more-potholes-4678419>



Free source of information on starting and running a business, and all aspects of being self-employed, marketing or industry information.

COBRA is a continually expanding business encyclopaedia covering all aspects of setting up, running and growing a business.

Quick and easy access to thousands of factsheets, detailed guides on hundreds of small business trades and professions plus practical 'How To' guides, market summaries and information about trade events, business support and funding.

COBRA is currently offering remote access to library members. Use your library card number to log in where it asks for your ticket number. Membership numbers allocated when you join online will not allow access, but it's easy to transfer your online membership to a library card - ask a member of staff when you next visit one of the libraries.

For more information click here <https://www.milton-keynes.gov.uk/libraries/learn-research/elibrary>



Planning Pathways

https://mycouncil.milton-keynes.gov.uk/service/Planning_Pathways

A reminder that Planning Pathways has now replaced the generic planning enquiries mailbox. This is a positive step, and it will help customers access the information they need quickly and consistently. For example, Planning Pathways can present relevant information to help customers understand whether they need planning permission for an extension.

Many of the enquires we receive are looking for informal planning advice, but as the Local Planning Authority we are not able to do this. The MKCC pre-Application service is available for those applicants who want more formal advice.



Highways Gully Cleaning

Since the start of September, MKCC tankers have been busy cleaning and clearing road drains in many areas to make sure they are working as efficiently as possible. Any fully blocked or slow draining gullies will be logged for further investigation.

Each month MKCC will include the next list of areas that tankers will be visiting in Councillors' News. You can also find out more about road gullies and flooding on the MKCC website.

<https://www.milton-keynes.gov.uk/highways/road-gullies-and-flooding/gullies-and-flooding-highway>

Cllr David Hopkins

November 2024



East West Rail Consultation

Guide to the EWR consultation announced 31 October 2024

Listening to and understanding the views of people living and working in the communities EWR would serve is fundamental to the way this new rail connection will be designed, built and operated. We're carrying out a non-statutory consultation for 10 weeks from 14 November 2024 to 24 January 2025 to share emerging plans and gather feedback on the early designs, including areas where we are considering options.

We will take this feedback into account as we develop the designs in more detail and select preferred options, using your responses to review potential opportunities and inform plans to mitigate the impacts of the project. These will be considered alongside ongoing environmental, economic and technical studies to make sure we're building the right railway for communities across the whole area.

This is the third consultation on EWR (following on from our consultation on route options held in 2019 and route alignment options in 2021) and is an opportunity for us to obtain informed feedback from local communities and stakeholders on updated proposals for EWR. Each consultation gives people the chance to provide feedback to help shape our proposals as they progress.

We want to hear from local communities, businesses and people who work in the area, and people whose homes or properties could be affected by the proposals. We will carefully consider the feedback we receive as we continue to finalise plans for the railway.

The proposed new section of railway between Bedford and Cambridge has been designated as a project of national significance. This means we will apply to the Secretary of State for Transport for a DCO, which would grant consent to build and operate the new railway between Bedford and Cambridge and the additional upgrades to the existing railway between Oxford and Bedford.

As part of the pre-application stage, we are consulting on our proposals. We intend to carry out two consultations before applying for development consent: this non-statutory consultation and a statutory consultation that will be held late 2025/early 2026. We believe carrying out two rounds of consultation will maximise the opportunity to share our proposals, gather people's feedback and take this into account as we finalise our proposals for the railway.

Once we have completed all of our consultation and finalised our proposals, we will prepare and submit our DCO application to the Planning Inspectorate, which processes applications on behalf of the Secretary of State. Following the examination into the DCO application, the Planning Inspectorate will make a recommendation to the Secretary of State who will decide whether development consent should be granted.

More information about this consultation and the planning process for a DCO application can be found in the consultation materials which will be available from 14 November.

How to get involved in the consultation

You're invited to take part in our consultation to share your feedback on our proposals for the new railway. The consultation will be open from 14 November 2024 to 24 January 2025 and your feedback is crucial to help us create a railway that will work for communities.

There are several ways you can get involved in our consultation:

Attend our in-person events

Attend our online events

Visit our virtual consultation room

View our proposals online and at information points

In-person events

We are holding a series of in-person consultation events across the route. At each event you can review the updated proposals, talk to members of our team, ask questions and submit your feedback.

We are holding 16 events during our consultation period which are outlined below.

- Oxford, Oxford Town Hall, 19 November 2024, 2pm - 7pm
- Bicester, John Paul II Centre, 21 November 2024, 2pm - 7pm
- Great Shelford, Shelford Rugby Club, 22 November 2024, 2pm - 7pm
- Steeple Claydon, Steeple Claydon Village Hall, 26 November 2024, 2pm - 7pm
- Bedford, The Grand Hall, 30 November 2024, 12pm - 5pm
- Cambourne, Cambridge Belfry, 3 December 2024, 2pm - 7pm
- Lidlington, Lidlington Village Hall, 6 December 2024, 2pm - 7pm
- Bedford, Bedford Swan Hotel and Thermal Spa, 9 December 2024, 2pm - 7pm
- Wilden, Wilden Village Hall, 11 December 2024, 2pm - 7pm
- Tempsford, Stuart Memorial Hall, 13 December 2024, 2pm - 7pm
- St Neots, St Neots Town Football Club, 7 January 2025, 2pm - 7pm
- Comberton, Comberton Village Hall, 10 January 2025, 2pm - 7pm
- **Bletchley, Bletchley Masonic Centre, 15 January 2025, 2pm - 7pm**
- **Woburn Sands, The Summerlin Centre, 17 January 2025, 2pm - 7pm**
- Cambridge, The Clayton Hotel, 18 January 2025, 12pm - 5pm
- Cherry Hinton, St Andrews, 21 January 2025, 2pm - 7pm

How to respond to the consultation

A feedback form, which contains questions about the proposals, is available in both paper and online versions for you to share your views.

You can respond to the consultation by:

- Completing the consultation feedback form online using the button below. (Available from 14 November 2024)
- Emailing a copy of the feedback form to consultation@eastwestrail.co.uk .
- Sending a copy of the feedback form to Freepost EAST WEST RAIL.
- Handing in a copy of the feedback form at a consultation event.

For further information on materials in accessible formats or alternative languages, or to request a paper copy of the feedback form, please call us on 0330 134 0067, or email us at contact@eastwestrail.co.uk.

Please make sure you share your views with EWR before the closing date of 24 January 2025.

Contact EWR

EWR want to make sure everyone can take part in this consultation. If you have any queries or additional requirements, please email us at contact@eastwestrail.co.uk or call 0330 134 0067. If you prefer to return your feedback form by post send it to Freepost EAST WEST RAIL.