

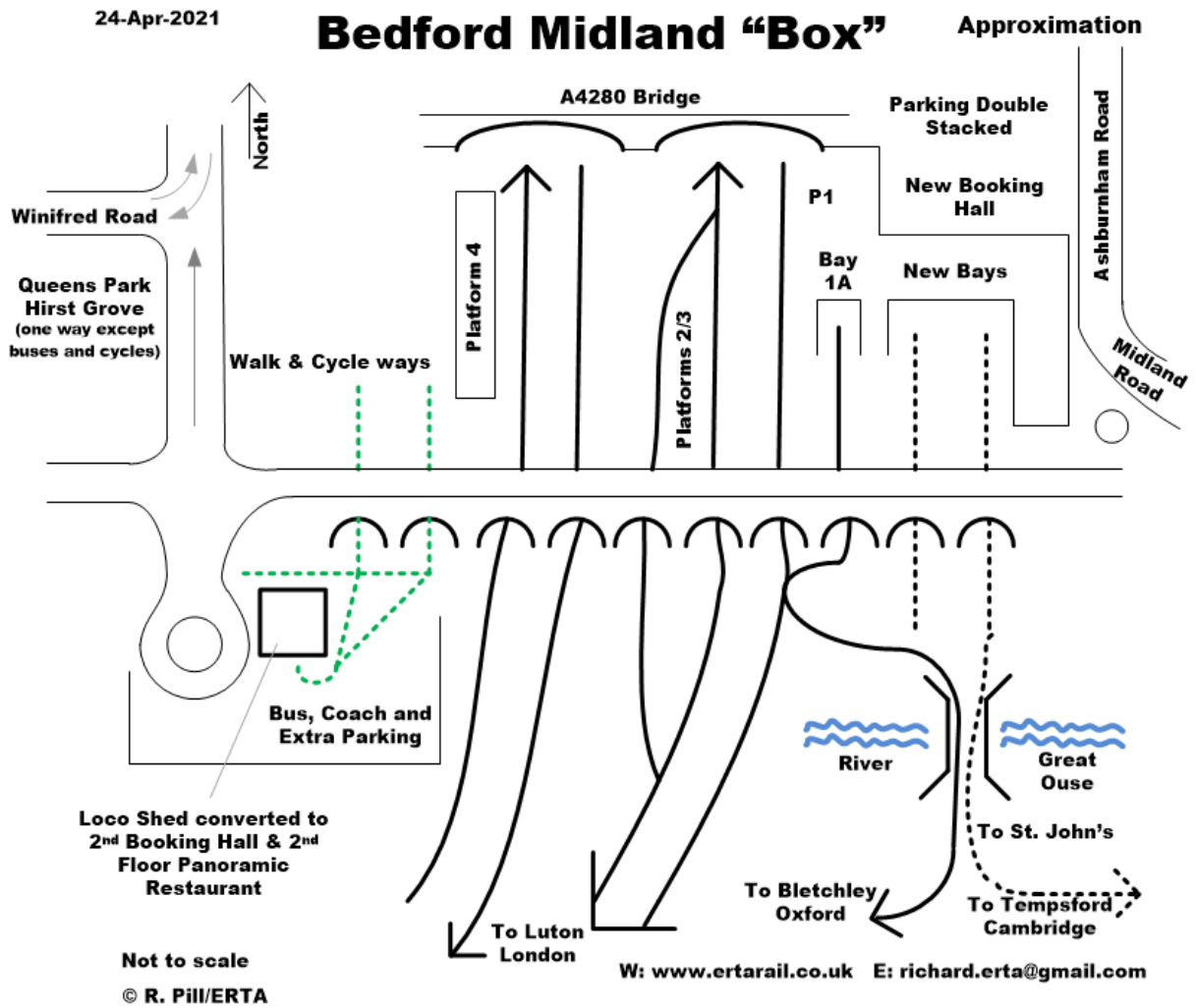
## **East- West Rail**

ERTA fully supports the idea, concept and aspiration for restoring a direct rail link between Oxford and Cambridge arcing Milton Keynes and Bedford. However, on Bedford-East Coast Main Line (ECML) in the Tempsford area, we want the following:

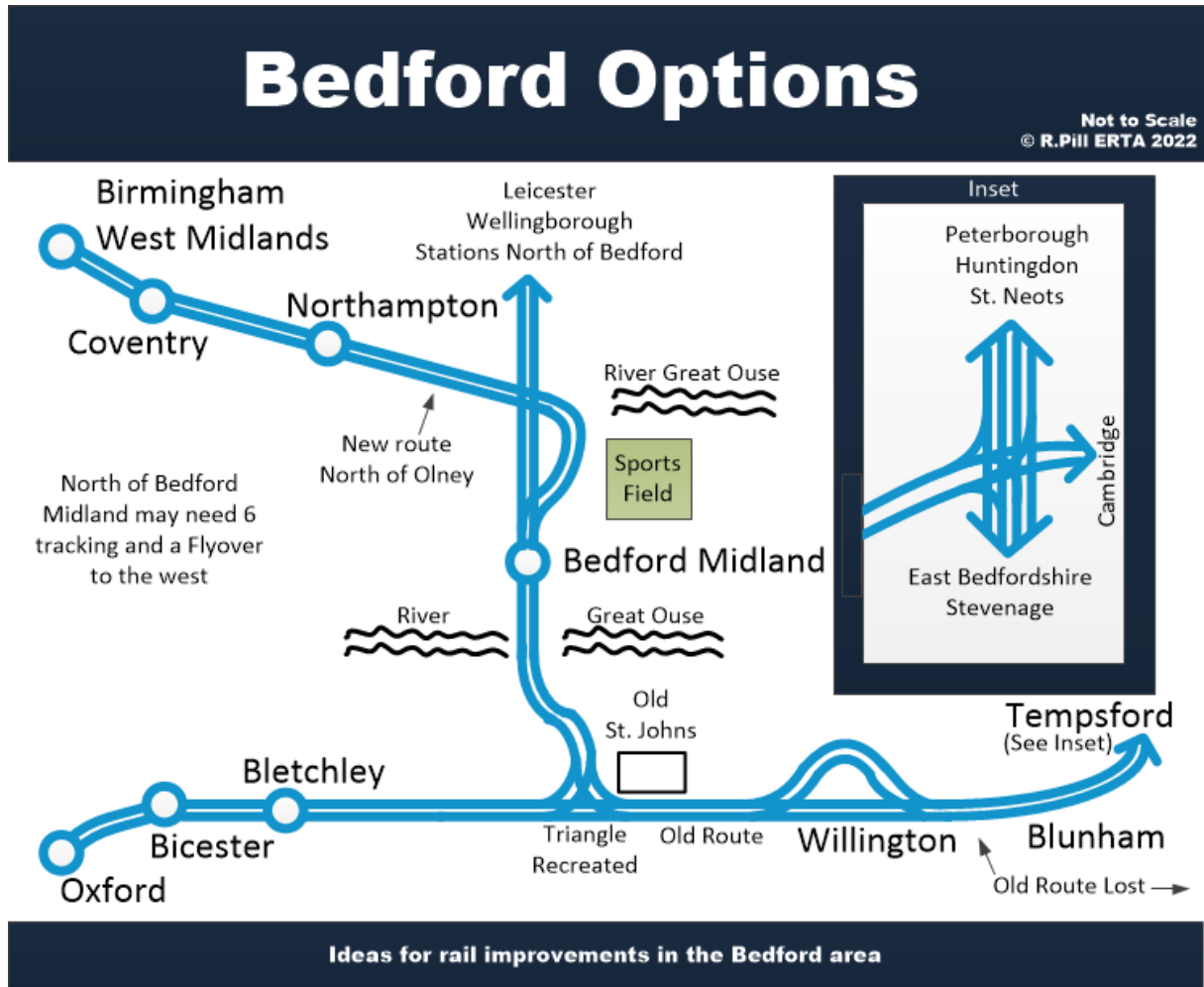
1. For passenger trains to run into Bedford Midland and reverse out of two new twin bay platforms and improved direct running (principally for freight) to/from the Midland Main Line (MML) / (north of Bedford).
2. For the triangle, albeit on a new alignment, to be restored at the St John's area with a direct east-west rail line to enable non-MML freight and workings to run direct avoiding the currently 'cluttered' Bedford Midland Station, keeping capacity optimised and end-to-end freight workings timely.
3. We want the rail link, the old alignment to be used east of Bedford via the former St John's Station site to head east of Bedford with realignments at Willington and via a new-build route north of Blunham/south of Roxton, to approach the Tempsford Plains (north or south of Station Road Tempsford) with physical north-south links with the ECML to enable optimum market share courting by East-West Rail. That means all south of Peterborough, all north of Stevenage including East Bedfordshire to enjoy direct trains to Bedford, the County Town and vice versa as well the whole Bedford-Oxford corridor.
4. Northern Route E is steep gradients, problematic requiring relocation of pylons, hilly, never been a railway there before, circuitous and has the A1/A421 Black Cat Roundabout to negotiate, which makes no passive provision for it.
5. Our route needs a level crossing or bridge at Cardington Road, a level crossing at Priory Marina entrance, raising the A421 Bypass to enable trains to go under. The rest is new construction on flat river-based levels on embankment to avoid flooding. It required no house demolitions, is flat, straight, less mileage and probably would be less cost/more efficient.
6. We need councils, consortiums, companies and agencies/government to come over to our side and stop being quisling compliant to hide behind the Northern Route E as is practicalities or cost did not matter, they do.
7. If freight from Cambridge direction, ECML wishes to get to Birmingham/West Midlands, only a triangle at Bedford with a new-build Bedford-Northampton rail link can deliver that as no other radial north-south main line has an east-north curve and reversals take time, block lines and are inefficient.
8. Please join ERTA, give us support, write to MP's and Councils as well as the East-West Rail Company and demand they work up and evaluate both route options and set the choice before the public, not just a straight jacket Northern Route E or bust mentality.

## Diagrams:

1. Below is not 'perfect' but gives a flavour of an idea and needs working up and wider study:



2. Below shows the rail links and layout we would wish for:

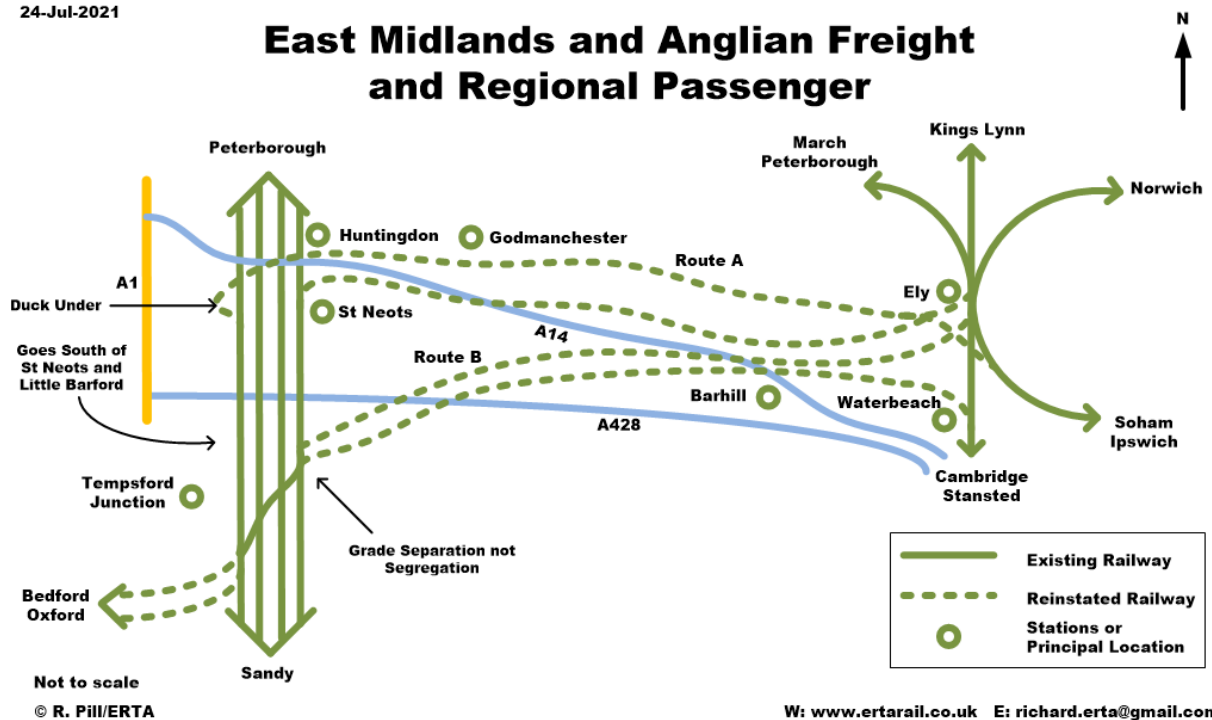


3. Below: we think that whilst the always will be a need for more and better direct rail links to Cambridge, an even bigger picture is that of better and more east-west rail links to and from East Anglia and the East Coast, ports and resorts. This means we also believe that Ely could have links off both Ipswich (for Felixstowe) and Norwich (and Great Yarmouth for example), taking those lines and a new link westward to link with the ECML south of Huntingdon to link into our Bedford-ECML rail route suggestion, also makes a lot of sense. Cambridge is busy of nature, capacitated and Newmarket Tunnel is single bore, so more capacity and routing options are needed for freight by rail. Roads are congested, busy and emit more than a railway whereby one locomotive can haul upwards of 14 juggernaut lorries. In a Climate Emergency, that is where we need to be heading and things are moving too little, too late and slowly. It is not necessarily about new money, but changing priorities of £40 billion new roads and £500 million Rail Reopenings Fund and making them even-steven or tilting to give the rail side a greater share in recognition of less land grab, less

pollution, more end-to-end time savings and a cleaner way of doing things for people and goods? Join us and give us your support to help lever these ideas towards reality in a timely manner please.

24-Jul-2021

## East Midlands and Anglian Freight and Regional Passenger



Further Reading:

1. East-West Rail Partnership: <https://www.eastwestrail.org.uk/>
2. ERTA Blogspot: <https://ertarailvolunteer.blogspot.com/>
3. Zero Carbon Britain: <https://cat.org.uk/info-resources/zero-carbon-britain/zero-carbon-britain-events-and-training/?date=upcoming&view=grid&type=Zero-Carbon-Britain&category=All>
4. Costs of road congestion: <https://www.automotiveworld.com/news-releases/inrix-global-traffic-scorecard-congestion-cost-uk-economy-6-9-billion-in-2019/>