



# Wavendon Parish Council

**Chair:** David Hopkins

East West Rail Consultation

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Dear Sirs

## **EWR - Non-Statutory Consultation**

I write as the clerk to Wavendon Parish Council and on behalf of that council. The parish of Wavendon borders the East West Rail route as it passes between Bow Brickhill and Woburn Sands stations and the crossing point at Woburn Sands is a key part of the community interconnectivity between Woburn Sands and Wavendon.

Overall, Wavendon Parish Council would support the second option – the Consolidated Stations Option, referred to as Concept 2 in the Technical Report – which would involve the nine existing station locations being consolidated into four new stations. All East West Rail services in this section would call at each of the four Marston Vale Line stations and be able to run through to Cambridge. However, I would urge that Bow Brickhill station be retained in this option, making a total of five stations retained and enhanced, for reasons set out below.

Overall, my council is of the opinion that the arguments support the inevitability of the need to design and build a new station at Woburn Sands. In addition.....

- Wavendon Parish Council support the retention of Bow Brickhill station supporting Caldecotte, Tilbrook employment, new development in that part of SEMK and in the village of Bow Brickhill and the new development proposed in the 1500 additional homes in the parish contained in the local plan (MK2050). The Arriva Bus Loop stop at Caldecotte also adds to the transport hub options for Bow Brickhill station.

- The need for a car park to support a new station at Woburn Sands and to stop traffic from parking on (for example) Parklands - although that remains a potential issue if the car park proves expensive as people look to avoid fees and charges.
- Wavendon Parish Council has concerns about the car park route becoming a rat run in and out of SEMK and onto Newport Road (in both directions). The masterplan for SEMK prevents that part of Newport Road becoming a link in and out of SEMK and the car park design must ensure that remains the case.
- Noise – the need for TATA supplied quiet rail track (SilentTrack®) to be installed along this part of the route.
- 25 minutes is the time the barriers would be down at Woburn Sands crossing but the clearance time for traffic from each lowering of the barriers could be very disruptive and EWR needs to supply evidence for that predictive queue flow clearance times.
- Its seven days a week operation may well prove disruptive to people used to the comparative quiet of the Marston Vale line on which trains do not operate on Sundays. Noise banks and acoustic fencing would need to be installed to protect existing properties and those to be built in SEMK from the impacts of noise.
- The issue of the cost and funding of the station at Woburn Sands remains unclear. It has been reported that Winslow station cost £16.3m plus the land purchase. Clearly O&H and Network Rail will be in dispute for many months over the compulsory purchase orders that Network Rail have issued, and you have to question what is there in it for the likes of O&H as a developer with an assumed permission in the existing local plan to contribute 106 / tariff funds to the cost of the station when they already have the guarantee of development. ...and funds diverted to funding the station from 106/tariff will then reduce funding for other community infrastructure (there is no bottomless pit of monies arising from development!)

### **More broadly**

- Retain Bow Brickhill Station and bridge Brickhill Street.
- Close and divert Browns Wood and divert to Pony Crossing.
- Retain and upgrade Pony crossing to miniature stop light crossing.
- Woodleys Farm – close rights of way.
- Fisherman's Path – close and divert users to Woburn Sands level crossing.
- Retain Woburn Sands level crossing as crucial community and transport link.

- Close Mill Farm crossing and divert users to footpaths and crossing at Woburn Sands level crossing.
- Information needs to be supplied regarding how long the line might be closed to allow the required works to be installed.
- The long-promised footbridge (for which planning permission has been granted) replacing the closed School Crossing in Woburn Sands needs to be installed as part of the scheme.
- If an early date for a Bedford to Oxford service could be created before 2030 that would be well received. Say one train an hour running slow initially (60 MPH limit) before connecting into the Bletchley Oxford route.

I look forward to hearing more in due course.

Yours sincerely



Alan Kemp  
Clerk to the Parish Council