

East West Rail Western Section Phase 2 Project: Consultation Process Feedback

Consultation response submitted by John Elvin for and on behalf of Railfuture, Thames Valley Branch

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Railfuture fully supports the re-instatement of passenger rail services between Oxford/Aylesbury and Milton Keynes/Bedford via Bletchley.
We also support an early start to construction work using the authority of 'existing permitted rights' on railway property.
Our detailed comments on the Phase 2 consultation are:

General

- Ensure passive provision is made for future installation of double track from Claydon junction to Aylesbury.
- Ensure passive provision is made for future electrification of entire EWR route.

Oxford area

- Provision needed for twin tracked independent access to Oxford station north bay platforms for Chiltern services to avoid them being delayed at Oxford North junction when EWR trains are held waiting for access to up main line.

Bicester

- Increased use of Bicester London Road level crossing needs to be reviewed with local highways authority; barriers currently close 3+ minutes prior to an Oxford bound train arriving.

Claydon

- Passive provision should be made for a new station at Steeple Claydon for interchange with the Aylesbury line and for the adjacent HS2 maintenance depot.

Winslow

- Press for improved road access to/from Winslow station from the A413 as the current road layout of a T junction will result in severe delays to vehicles leaving the station.

Milton Keynes/Bletchley

- The long single track section from Bletchley to Bow Brickhill could affect service reliability.
- Bletchley-Milton Keynes Central capacity issues are not addressed
- The proposals not to close road crossings on Bedford-Bletchley is a concern as these were to be abolished for safety reasons. Could funding from the existing crossing closure programme budget be secured?

Stations general

- Ensure passive provision is made for the future expansion of car parking space at stations.
- Provision of integrated transport access at stations with directly accessible bus and cycle routes into stations with secure cycle parking provided.
- No unstaffed stations during traffic hours
- New stations to include platform canopies & waiting rooms

Aylesbury

- Provision should be made for the former bay platform 4 to be reinstated (for terminating services from MYB) at Aylesbury to increase capacity. Platform 1 to be made a through route for EWR services.

Aylesbury - Princes Risborough route

- Don't let line speed remain at 20/40mph but increase to 50+mph for enhanced capacity and faster recovery from delays..
- Road and occupation crossings were originally proposed for closure for 'safety reasons' but are now not included in the plan. Are they now safe? Is alternative funding available from the existing crossing closure programme budget

