



Cambridge

**Enhanced Local Representative Groups
(ELRGs)
Round #1 Meetings**

Thursday 5 June 2025

Agenda

- 1 Housekeeping
- 2 Project updates
- 3 Revised groups
- 4 Terms of Reference
- 5 Proposed changes in the Cambridge area - Area manager
- 6 Discussion, Q&A

Housekeeping

- In case of a fire, follow the EWR Co team to the muster point
- Please use a name card
- Before speaking for the first time, please introduce yourself with your full name and who you're representing
- Please be mindful and respectful when others are speaking
- A copy of the slides and notes will be available on the community hub following this meeting



Project Updates

Project Updates

Multi-billion-pound investment secured as Universal theme park and resort set to be built in Bedford, bringing thousands of jobs

- We are engaging with Universal to determine the potential implications of the park for EWR's proposals and for the wider network.
- It has yet to be confirmed what the park/resort may mean for service levels on the MVL or for individual stations.
- We are committed to maintaining close contact with all involved parties including Universal, Network Rail and the Department for Transport to ensure accessibility and connectivity is a core element of the planning process.



Project Updates

Chiltern Railways announced as operator for the first stage of East West Rail.

The Transport Secretary has announced the operator for a new set of rail services along the Oxford-Cambridge Growth Corridor.

- A total of 45 apprentice train drivers have been hired and trained by Chiltern Railways.
- Additional facilities for driver accommodation at Bletchley have been delivered where a new driver depot will be based.
- An additional 30 employees have been hired by Chiltern Railways to support the delivery of the project.

Chiltern Railways will launch services later this year which will connect Oxford, Oxford Parkway, Bicester, Winslow, Bletchley and Milton Keynes Central.



Project Updates – Ground Investigations



Project Updates – Ground Investigations

- Phase 1 ground investigations for East West Rail started in February and are well underway.
- It's expected to take around four or five months to complete.
- To find out important information about the soil, rock and groundwater; design EWR in a responsible and environmentally sustainable way; and reduce project costs, construction risks and land take.
- Work ranges from boreholes dug using a drilling rig (typically to a depth of 10m) to trial trenches dug using an excavator (typically to a depth of 5m).
- We are keeping MPs, local authorities and parish councils updated about when we will be in their area.
- A poster provides communities with a link to information on our website and contact details for queries.
- We're working hard to make sure any possible disturbance is kept to a minimum and our contractors follow robust health and safety procedures.
- Working hours are 8am to 6pm, Monday to Friday.

Following feedback from the **LA Forum and ELRG** meetings we took away the suggestion to liaise directly with any residents who are in close proximity to the sites where we are carrying out ground investigations for East West Rail

We will now be putting a leaflet through the door of any properties immediately adjacent to these sites, or who could be impacted in some way by any GI works

In addition, we will continue to email all parish/ward/town councillors as per our usual channels, providing regular updates and a poster to share with communities to provide contact details and a link to our website for more information

Work happening in your area

You may see our contractors in the area as we continue ground investigations for East West Rail (EWR). This work is crucial to help us understand the soil, rock and groundwater below the surface so that we can design the railway in a responsible and environmentally sustainable way.

The team will be adhering to robust health and safety procedures and will work hard to minimise any disruption to communities.

Get in touch
If you have any questions about ground investigations in your area, please contact a member of the EWR team:

✉ contact@eastwestrail.co.uk

☎ **0330 134 0067**



You can find out more about the type of work happening here and watch our video all about ground investigations at: eastwestrail.co.uk/GI2025



To further increase awareness of our ground investigations we issued a press release with details of some of the interesting finds that have been discovered so far during our works including fossils and shark teeth

This generated a lot of media coverage in both local and national news outlets

In addition, we published a video on our website with our Geotechnical Engineering Specialist explaining the ground investigations process



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Jurassic fossils found during East West Rail works



Nature Notes

Jurassic shark is found by railway

Shark's teeth dating back at least 145 million years have been discovered during rail work investigations.

East West Railway Company has begun the first phase of ground work between Cambridge and Oxford for the new railway.

Soil samples taken along the route unearthed the teeth which were over 145 million years ago as well as ammonites – marine creatures from as far back as the Jurassic era.

The Jurassic period – which was famously brought to life in cinemas with the series of *Jurassic Park* films about a safari park – spanned from approximately 201.4 to 145 million years ago.

Other fossils discovered from that era include ammonites, an extinct animal which scientists think resembled a shelled form of squid.

To place the discovery in context, homo sapiens are estimated to have appeared only 300,000 years ago.

Fossils found on railway route



Habitats

	UKHAB/ INNS	April - September
	Hedgerow Surveys	April - September
	Natural Vegetation Classification	April - July
	Ancient woodland	April – May August - September

Badgers

	Badgers – Bait marking	February - April
	Badgers – Initial Assessment surveys	All year round

Riparian Mammals

	Riparian mammals - Otter	All year round
	Riparian Mammals – Water vole	April - September

Terrestrial Invertebrates

	Terrestrial Invertebrates	April - October
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Biodiversity

Bats

	Bat structures – Ground Based Habitat Assessment	All year round
	Bat structures - Hibernation	December - February
	Bat structures – Emergence/ Re-entry	May - October
	Bat Trees - Habitat Assessment GLTA	All year round
	Bat trees – Climbing (active season)	April - October
	Bat trees – Climbing (hibernation)	December - February
	Bat trees – Emergence (NVA)	April - October
	Bat crossing points – IR/ Thermal imaging	April - October
	Bat Summer statics	May - October

Aquatics

	Pond predictive system or multimetrics (PSYM)	June - August
	Macrophyte	June - August
	Fish	All year round
	White clawed crayfish	April - October
	Macrovertebrate	April - November

Birds

	Kingfisher	All year round
	Breeding birds	February - August
	Non-breeding Birds	October - March
	Barn owls – Stages 1 & 2	All year round
	Barn owls – stage 3	June - September

Arboriculture & Agriculture



**Agriculture – Farm
business Interviews**

All year round



**Arboriculture – Veteran
tree surveys**

All year round



**Arboriculture – BS5837
Surveys**

All year round

Air Quality



**Air Quality – Diffusion
Tube monitoring**

All year round

Cultural Heritage



**Cultural Heritage – non-
intrusive surveys**

All year round

Community



**Community Open Space
Surveys**

All year round

Noise & Vibration



**Attended noise
monitoring**

All year round



**Unattended noise
monitoring**

All year round



**Unattended Vibration
Monitoring**

All year round

Traffic & Transport



**Non-motorized user
surveys (NMU)**

**March – July
September - November**



**Automatic Traffic counts
(ATC's)**

**March – July
September - November**



**Manual classified turning
counts (MCTCs)**

**March – July
September - November**



Car Parking surveys

**March – July
September - November**



Station questionnaires

**March – July
September - November**



Levels crossing surveys

**March – July
September - November**

Water resources



**Groundwater Dependent
terrestrial ecosystems**

**June – August
December - February**



Private water supplies

**June – August
December - February**

Water Framework Directive



WFD – Recon Survey

All year round



**Fluvial Geomorphology
Surveys**

All year round



**Ditch Condition
Assessment**

All year round



**Modular River Surveys
(MoRPh)**

March - April

Landscape



Summer Visuals

June - September



Winter Visuals

November - February

Intrusive Surveys



Cable percussion borehole

All year round



Rotary borehole

All year round



Sonic borehole

All year round



Dynamic sampling

All year round



Cone penetration testing

All year round



Dynamic probing

All year round



Trial pit

All year round



Groundwater monitoring

All year round



Cultural Heritage – Intrusive Trial Trenching

All year round



Agriculture – Intrusive soil resource surveys (SRS)

All year round



Agriculture – Intrusive agricultural land classification (ALC)

All year round



Laboratory testing

All year round

Engineering



Topographical Surveys

All year round



Walkover Surveys

All year round



Utilities - Ground Penetrating Radar surveys

All year round

Non-statutory consultation (NSC) next steps

- Feedback analysis is currently being carried out and being considered as part of design development, where possible.
- A **NSC summary document** was published on 16th May and provides a summary of how we delivered the consultation, who we heard from and the emerging themes from consultation feedback.
- This is a public-facing overview that updates stakeholders and the public about the facts of the consultation, providing a summary of how we delivered the consultation and who we heard from.
- The document is high-level, and it will not discuss outcomes or provide a response to the matters raised. Outcomes from how we have considered feedback will be provided in the **You Said, We Did** report published at statutory consultation.



You Said, We Did report

- We will be publishing a 'You Said, We Did' report at our statutory consultation
- This will:
 - summarise feedback received to closed and open-ended questions in themes
 - evidence how the project has considered or is considering this feedback as part of design development, including reference to areas where feedback has influenced changes

Emerging themes (route-wide matters)

Growth opportunities



Respondents supported the project’s potential to boost economic growth, create job opportunities, and enhance regional accessibility.

Comments indicated that the railway is seen as a vital investment that will drive sustainable economic development and support the UK’s long-term prosperity. Community benefits and impacts.

Community benefits and impacts



There was support for the potential community benefits that EWR would bring once in operation, noting better access to jobs, healthcare, education and recreational amenities by making it more convenient to travel between Oxford and Cambridge.

However, concerns were raised about potential disruption during construction, making it harder to access essential services and amenities and causing the loss of green spaces.

Environment and sustainability



Respondents recognised our proactive approach to sustainable practices during the construction and operation of EWR. They supported our commitment to delivering a sustainable travel option, including our electrification plans, which aim to minimise our carbon footprint.

Concerns were raised about long-term environmental impacts, including the loss of green spaces and damage to the landscape and natural ecosystems.

Some comments urged us to continue exploring ways to further reduce environmental impacts, including eco-friendly construction methods and materials, wildlife corridors and tree planting to benefit the environment and screen the railway.

Construction and logistics



Comments highlighted support for our commitment to minimising disruption during construction. This included our strategies for managing traffic and transport disruption, the use of dust suppression techniques and noise reduction measures.

Concerns were raised about the potential for prolonged disruption due to the length of the construction phase, including worries about noise, dust and pollution, as well as long-term damage to local infrastructure.

Additionally, there were concerns about the impacts on property values and local businesses during construction. Respondents emphasised the importance of using the railway for delivery of construction materials to reduce road congestion and related carbon emissions.

Emerging themes (route-wide matters)

Safety and accessibility



We received comments asking us to continue prioritising the safety and accessibility of local communities as our plans develop.

This included consideration for emergency access provision, first aid facilities, and clear channels for reporting problems during construction – as well as access and safety more generally for those who live close to line of route.

Our consultation



Respondents supported our efforts to engage with local communities and other stakeholders. They appreciated the accessibility of the consultation, noting the various ways they could learn about our proposals and provide feedback.

They also highlighted the value of the online and in-person events for open communication and discussion.

Suggestions for improving the clarity and detail of our consultation material were shared and feedback noted that interactive elements and visual aids like maps, diagrams, and models were useful in helping people better understand our proposals.

Respondents also highlighted the importance of transparency in how consultation feedback is used. They requested clear communication on how feedback informs the decision-making process and timely updates on the changes influenced by this feedback.

Traffic and transport



Responses highlighted EWR's benefits to regional connectivity between Oxford and Cambridge.

Respondents also recognised the benefits of EWR for transporting freight, particularly within the section of line from Oxford to Bletchley, emphasising the reduction in road congestion and pollution by moving freight from lorries to trains.

The importance of integrating public transport networks to access stations and for onward travel was emphasised, such as enhancing pedestrian and cycling infrastructure. Concerns were raised about traffic disruption and the impact on public rights of way during construction.

Land and property



Feedback acknowledged that EWR could drive up local property values, especially in areas like Bicester and Cambourne thanks to improved connectivity and better access to public transport.

The potential for new housing developments near railway stations was also mentioned, which could address local housing shortages and stimulate economic growth.

Other responses raised concerns about the demolition of homes and the visual impact of EWR. Specific concerns about demolitions were raised in areas such as the Poets area in Bedford, Highfields Caldecote and villages along the route such as Clapham, Ravensden and Wilden.

Emerging themes (route sections)

Oxford to Bletchley

Concerns were raised about the closure of the level crossing in Bicester to motor vehicles. Respondents pointed out that closing the crossing and diverting vehicles onto already congested local roads would increase pollution and travel times.

Some responses also highlighted the impact of power compounds and passing loops between Oxford and Bletchley on the local area, including on listed buildings and the local environment.

Fenny Stratford to Kempston

There was feedback on the proposed station concepts for the Marston Vale Line, which includes the consolidated stations option. Comments were made about potential station relocation and station closures and the impacts these could have on local residents, including increased traffic if stations are closed.

Comments were also made about level crossings, with many responses advocating for replacing level crossings with bridges or underpasses to improve safety and reduce traffic congestion.

Bedford

Concerns were raised about the impact of construction, particularly the realignment and reconstruction of major roads and bridges in Bedford, which respondents expected to cause severe traffic issues and prolonged disruption.

The construction of a viaduct over the River Great Ouse floodplain also raised environmental concerns.

The demolition of homes in the Poets area was seen as an issue, and concerns were raised about compensation for affected residents, including those in the Poets area. Some responses highlighted that an alternative route to the south would avoid the demolition of homes and the need for extensive construction in Bedford.

Clapham Green to Colesden

Comments highlighted the negative impact on the environment, with responses suggesting alternative routes that respondents feel would be less environmentally damaging and more cost-effective. The location and size of construction compounds were mentioned, with concerns about their impact on local communities and the environment.

Emerging themes (route sections)

Roxton to east of St Neots

Respondents felt that the new rail line should serve St Neots directly to benefit its residents and reduce car travel. Concerns were raised about impact on the environment, including noise pollution and the visual impact of the proposed rail line, especially elevated sections and viaducts.

Croxton to Toft

Concerns were raised about the impact on legally protected species such as Barbastelle bats. Concerns also highlighted the impact on local communities, including the potential for increased traffic, noise and disruption to daily life.

Comments were made about the proposed location of the Cambourne station, with suggestions for better integration with existing transport infrastructure and improved accessibility for residents; there were concerns that the proposed station would be too far from the center of Cambourne.

Comberton to Shelford

Comments were made about the proposed tunnel through Chapel Hill, which people felt are disruptive to the landscape and local wildlife in Haslingfield, as well as the embankment height and visual impacts. Concerns were also raised about disruption in villages in the area from increased traffic and level crossing closures.

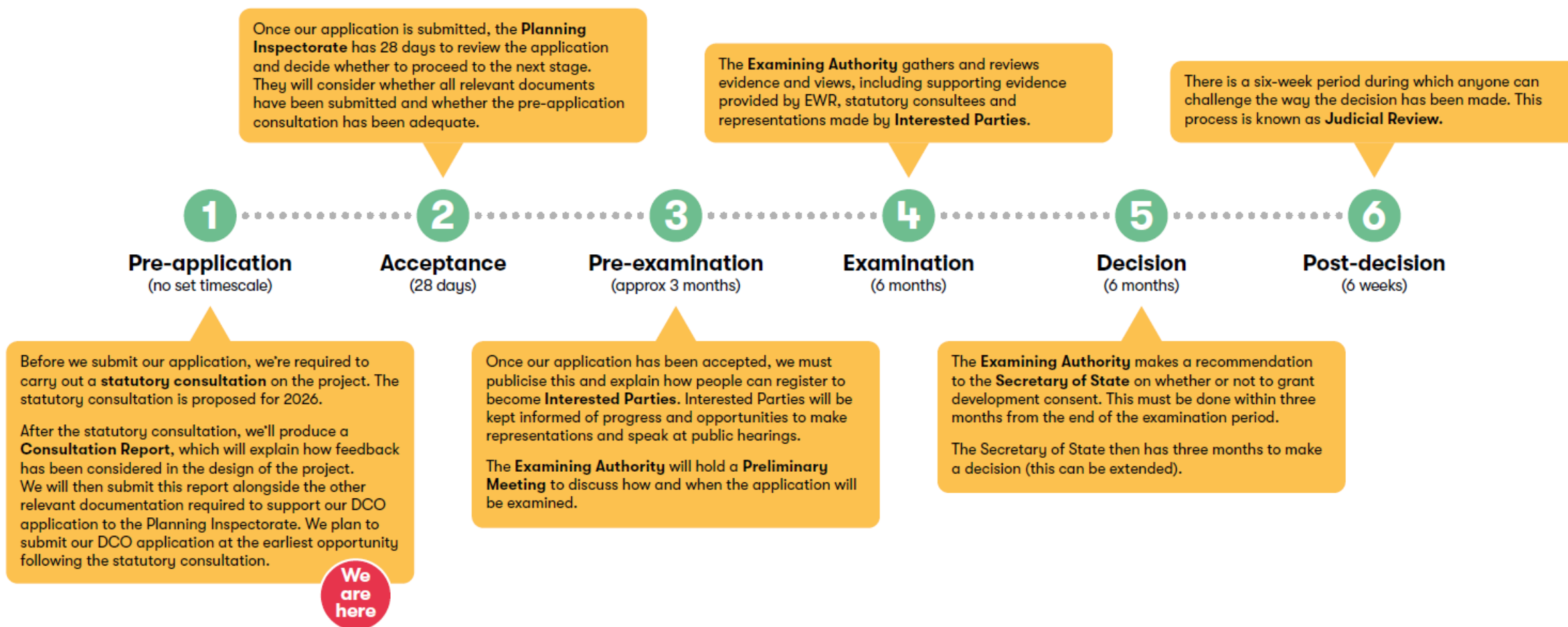
Cambridge

Responses highlighted that additional tracks would be essential to accommodate increased rail traffic and improve service efficiency.

There was sentiment that services should always include Cambridge North to avoid unnecessary work on the Newmarket line and to potentially expand turnback facilities.

The turnback facility at Cherry Hinton was seen as beneficial to the East of Cambridge. Concerns were raised about the reconstruction of Long Road bridge, while some residents opposed the proposal, viewing it as primarily benefiting freight trains rather than enhancing the science and technology economy between Oxford and Cambridge.

The DCO Process: Timeline



Revised Groups

Revised groups – Cambridge

The Group will have the opportunity to discuss the proposed two new railway tracks to be constructed to join the four existing tracks at the new Cambridge South station and continue into Cambridge station. Plans at Cambridge station include a new platform, bridges and building upgrades. We will also discuss the plans to demolish and replace the overbridge at Long Road and making safety improvements to the level crossing at Laundry Lane. At Cherry Hinton, the new turnback facility will be explored, as will the reconstruction of the two footbridges at Coldham's Common and The Tins footpath to allow for electrification of the railway and the addition of a second track.

Parishes and wards – Cambridge

Parishes represented

- Fulbourn
- Milton
- Teversham

Wards represented

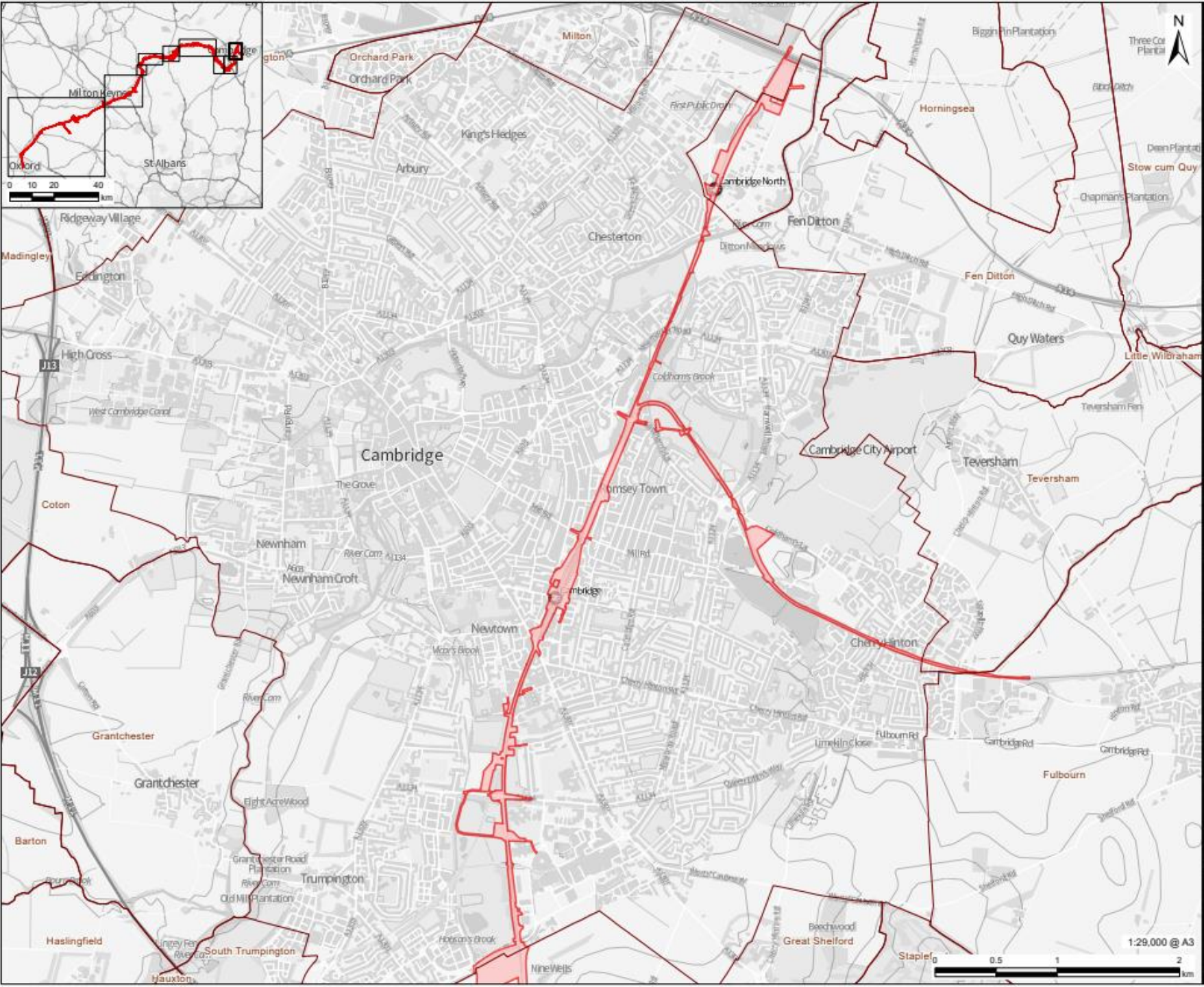
- Abbey in Cambridgeshire County Council
- Abbey in Cambridge City Council
- Cherry Hinton in Cambridgeshire County
- Cherry Hinton in Cambridge City Council
- Chesterton in Cambridgeshire County Council
- Coleridge in Cambridge City Council
- East Chesterton in Cambridge City Council
- Fulbourn in Cambridgeshire County Council
- Fen Ditton & Fulbourn in South Cambridgeshire District Council

Parishes and wards – Cambridge

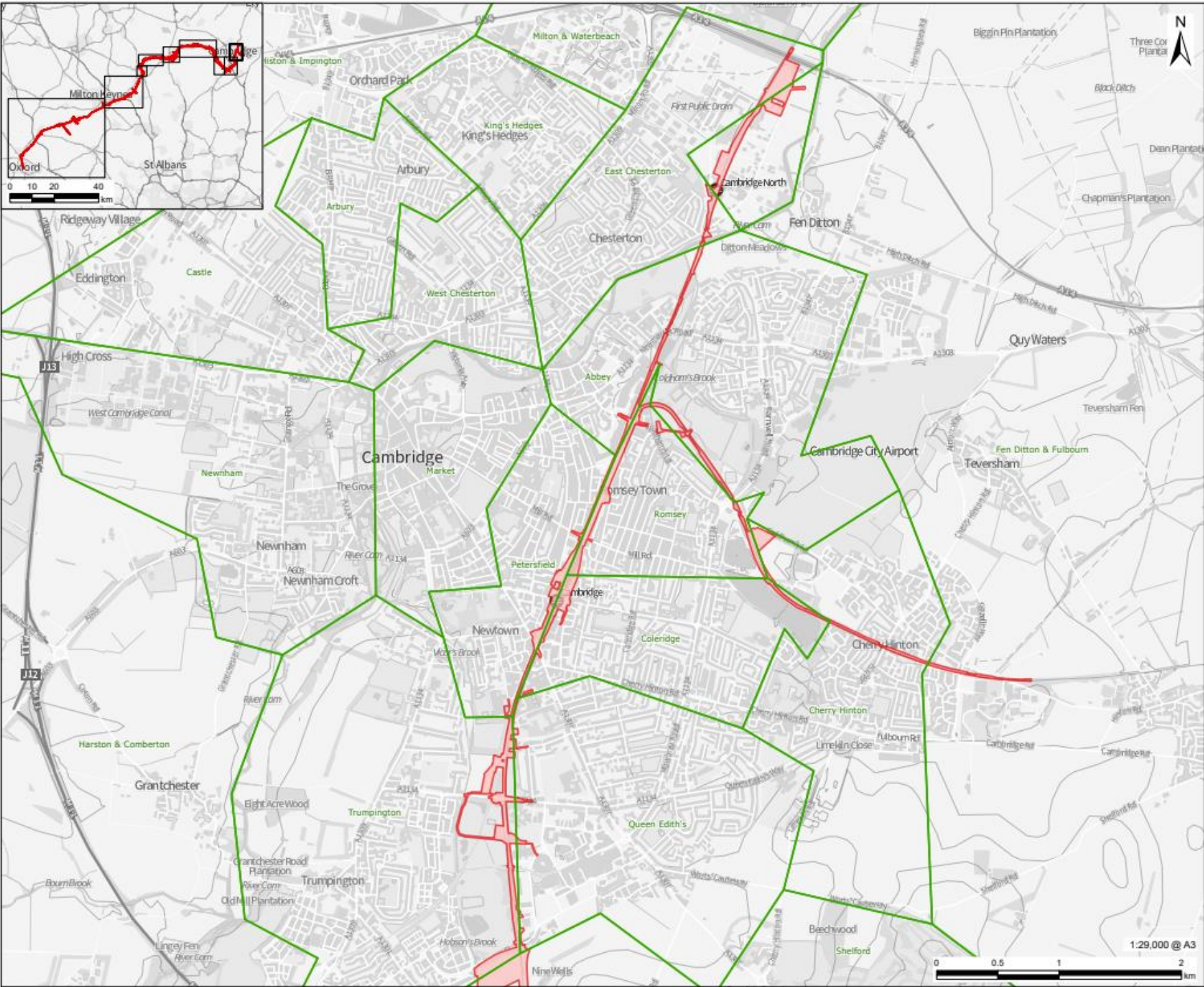
Wards represented

- King's Hedges in Cambridgeshire County Council
- Milton & Waterbeach in South Cambridgeshire District Council
- Petersfield in Cambridgeshire County Council
- Petersfield in Cambridge City Council
- Queen Edith's in Cambridgeshire County Council
- Queen Edith's in Cambridge City Council
- Romsey in Cambridgeshire County Council
- Romsey in Cambridge City Council
- Trumpington in Cambridgeshire County Council
- Trumpington in Cambridge City Council
- Waterbeach in Cambridgeshire County Council

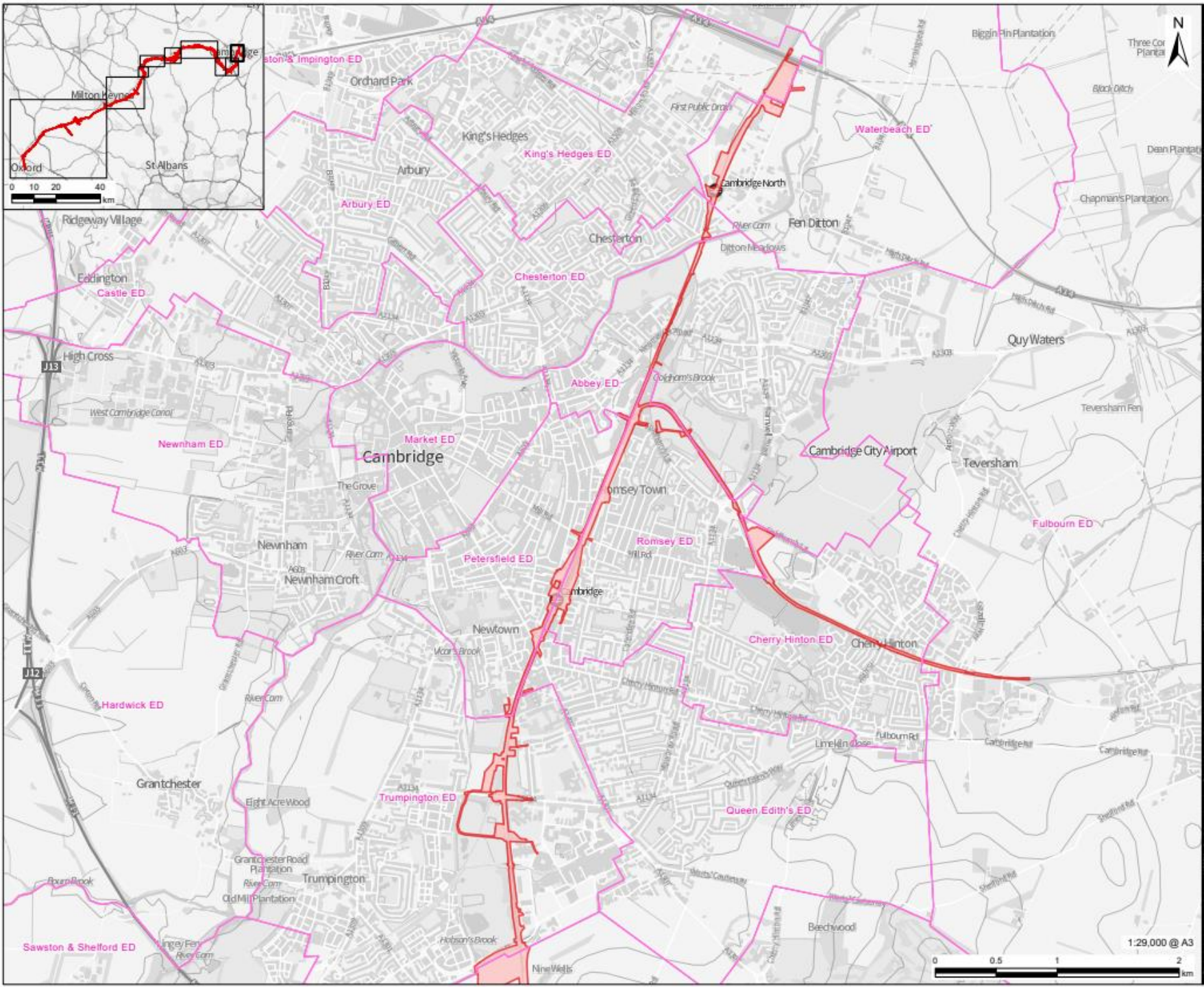
Parish map- Cambridge



Ward map- Cambridge



Division map- Cambridge



Terms of Reference

Terms of reference

What are Enhanced Local Representative Groups?

- As part of our commitment to effective community engagement and communication, we have recently restructured the LRGs to more closely reflect the section areas presented at the most recent consultation. As a result, there are now Enhanced LRGs and a Community LRG.
- The Enhanced LRGs are made up of those wards and parishes which fall within the red line boundary (the draft Order Limits) and will allow for more focused and effective communication and collaboration between EWR Co and local stakeholders.
- The Group will meet throughout the planning, building, and running of the new railway and will offer an open forum for discussions – a place to share information and have two-way conversations about any issues affecting the local community.
- EWR Co will listen and carefully consider all opinions and as well as answering questions, we will bring any supporting information that will help the conversation.

Who can join this Group?

- Parish and Town Councils – One representative from each Parish or Town Council.
- Local Authority Councillors – Representatives of the Wards and Electoral Divisions.
- EWR Co – We will provide relevant specialists and representatives to attend meetings. We will also open and close meetings and ensure they run effectively.
- We will also be keeping the following people informed about the Group and send them the agenda and other supporting materials:
 - Members of Parliament (MPs)
 - Leaders of unitary councils/county councils/district councils
 - CEOs of unitary councils/county councils/district councils

How many Local Representative Groups are there?

- There are nine Enhanced Local Representatives Groups across the route, stretching from Oxford to Cambridge. You can find more information about the Cambridge Enhanced LRG Group [here](#), including a map and the Parish and Ward Membership list.

Terms of reference

How often will we meet and through what format?

- The Group will meet four times a year. The frequency of additional meetings will be dependent on the topics and information needed to be discussed.
- Meetings will be held in-person where possible.
- Meetings will start at 5:30pm/6:00pm/7:00pm where possible.
- Dates will avoid public holidays, school holidays and half terms, as well as local elections or Council's meeting dates where possible.
- Meetings will start with standing items followed by more in-depth discussions on selected topics.

Who will manage the Group?

- East West Rail will provide administrative support. This will include organising meetings, providing agendas and materials, as well as compiling all meeting notes.

Is there a code of conduct?

- Yes, it is important that the Group always treat each other with courtesy and respect. We want everyone to be able to speak freely and honestly.
- We encourage all members to disclose any roles, employment, memberships or affiliations to other organisations, charities or groups that could result in a conflict of interest for them.
- Members should not act, in or out of the meetings, in a way which could disrupt the running of the Group – or restrict attendance by any members.
- If anyone does not follow these guidelines, they may be suspended from the Group or removed. This decision would not be taken lightly and would have to be agreed by the Group, or by the agreement of EWR Co.

How will any disputes be resolved?

- If an issue arises resulting in disrespectful behaviour, or if discussions are not making headway, the EWR Co Manager may call for the meeting to move on or end. They will then look to resolve any outstanding issues in another forum.

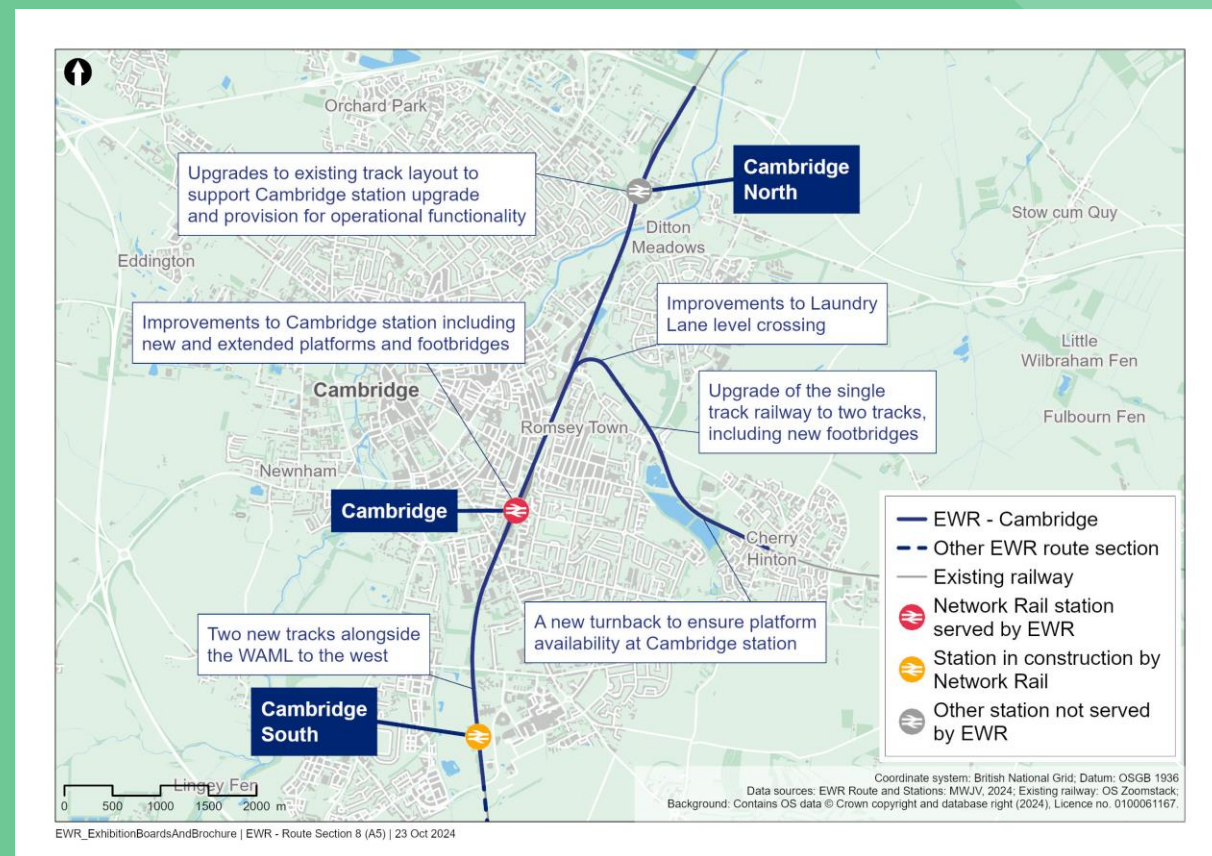
Where can I find information about the meetings?

- We will keep details of meetings on a dedicated section on our website – [Community Hub](#). There, you will find everything – including agendas, approved meeting notes and presentation materials for this Group and others.

Route section: Cambridge

Route section 8: Cambridge

This section of the route covers approximately 8km (5 miles) from Addenbrooke's Road bridge over the existing West Anglia Main Line (WAML), north of Great Shelford, to the north of Cambridge North Station, and to the West of Cherry Hinton to the East of Cambridge, on the Newmarket line.



Route section 8: Cambridge

Route section 8: Summary of work

A summary of works being undertaken in this route section includes:

- Laying two new railway tracks next to the existing two-track WAML on its western side from Addenbrooke's Road. These would join the existing four tracks at the new Cambridge South station (currently being constructed by Network Rail) and continue into Cambridge station
- The addition of two new tracks on the WAML means that we would have to demolish the overbridge at Long Road and rebuild a new bridge to span the four tracks
- Station upgrades at Cambridge station
- Safety improvements at Laundry Lane level crossing
- A new train turnback facility West of Cherry Hinton
- Reconstructing two new footbridges at Coldham's Common and the Tins Footpath
- Track modifications at Cambridge North Station, including consideration for two railway sidings

Stakeholders have identified a potential new station to the east of Cambridge on the line to Newmarket. Whilst outside of the DCO, and requiring additional funding, we welcome views from respondents on this opportunity.

Approaching Cambridge

New tracks on the West Anglia Mainline (WAML)

From Addenbrookes Road, we would increase the number of tracks to four, all the way to Cambridge Station. This is to provide the infrastructure capacity for the four new EWR trains per hour.

Cambridge South Station

Cambridge South Station is currently under construction by Network Rail. The two new EWR tracks would tie-in with the planned station layout.

Long Road overbridge

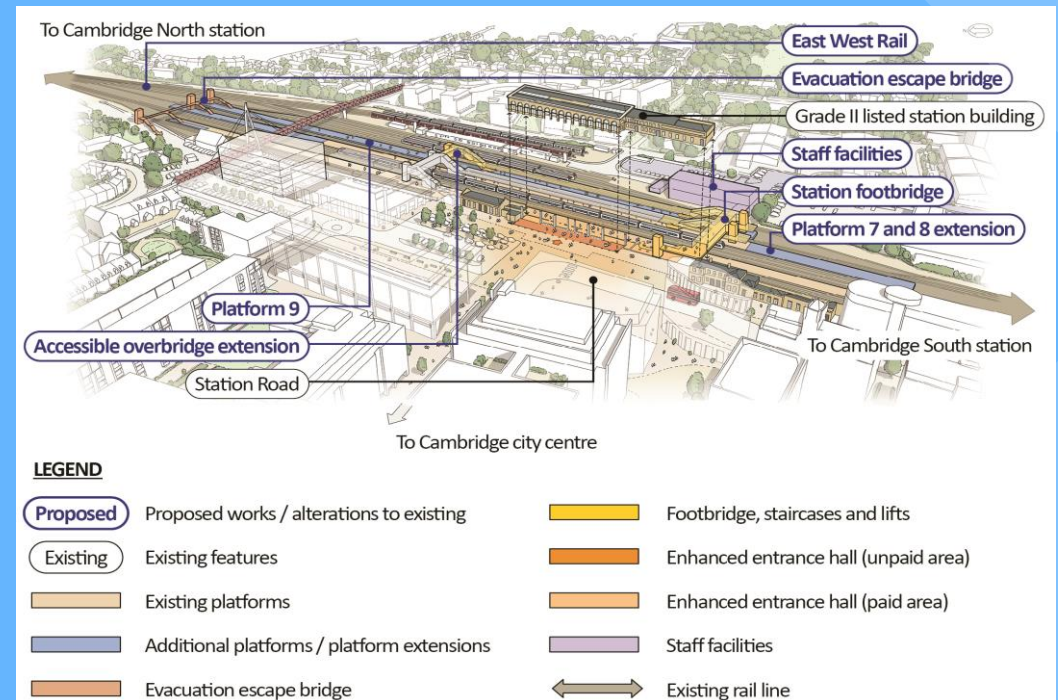
Due to the addition of two new tracks to the WAML, the bridge at Long Road would need to be reconstructed to allow four tracks to pass under it. Demolition of the existing bridge at Long Road would be required.

Cambridge station

Cambridge Station does not currently have the capacity to accommodate four new passenger trains with the introduction of EWR services.

Our proposed changes to the station include:

- Extending platforms 7 and 8
- Building a new accessible platform 9
- Extending the existing footbridge to serve the new platform 9
- Relocating staff areas
- Building two new footbridges for passenger use and emergency evacuation
- Modifications to the existing station buildings and passenger concourse to improve access



An indicative illustration of what Cambridge station could look like

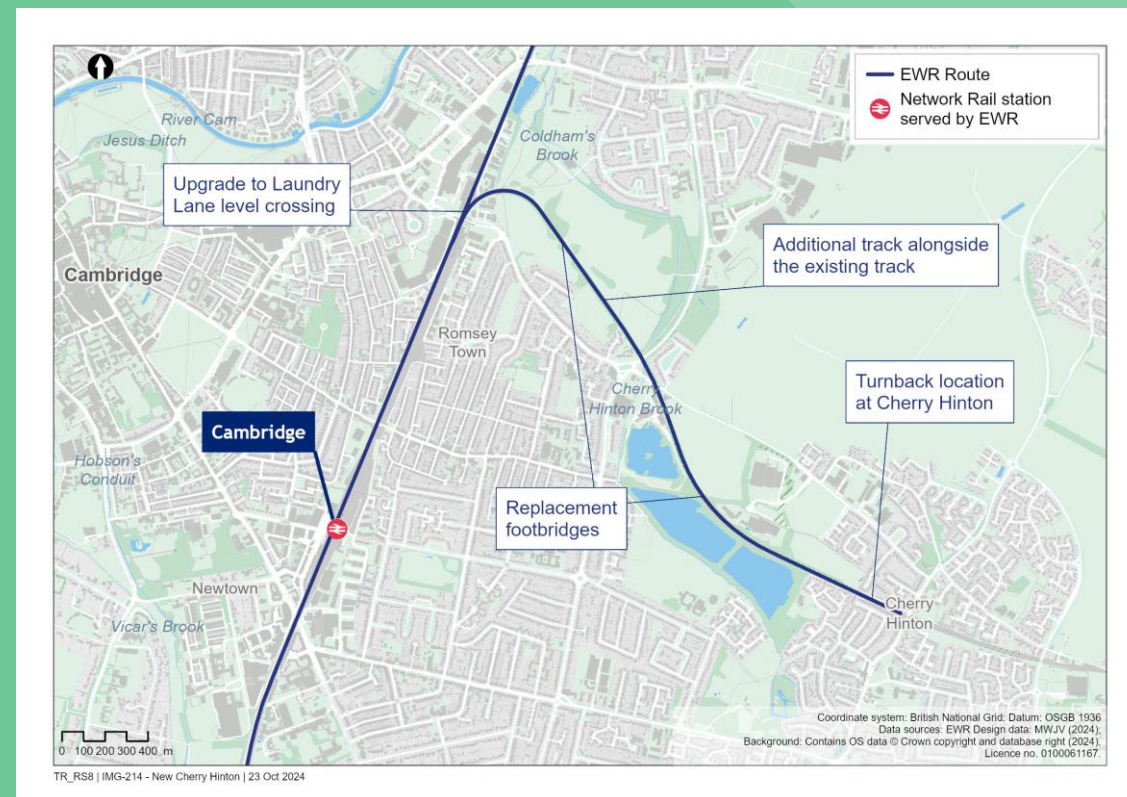
East of Cambridge

Cherry Hinton turnback

To provide a new train turnback facility east of Cambridge Station, we are proposing to lay an additional track to the existing section of Newmarket Line. We are continuing to look at other possible locations and will present our final proposals at statutory consultation.

In the east of Cambridge, our proposals would also include:

- Upgrades to the Laundry Lane level crossing
- Two footbridges along this section of the line would be reconstructed to allow for electrification of the railway and the addition of a second track



East of Cambridge

North of Cambridge

Cambridge North Station

In the north of Cambridge, construction work is proposed at Cambridge North Station to modify the track layout. Modifications would consist of realigning tracks and changes to switches and crossings to enable lines to interconnect during construction.

This solution provides operational flexibility for existing services during construction, and it provides the base infrastructure for EWR trains to terminate at Cambridge North in the future.

Sidings

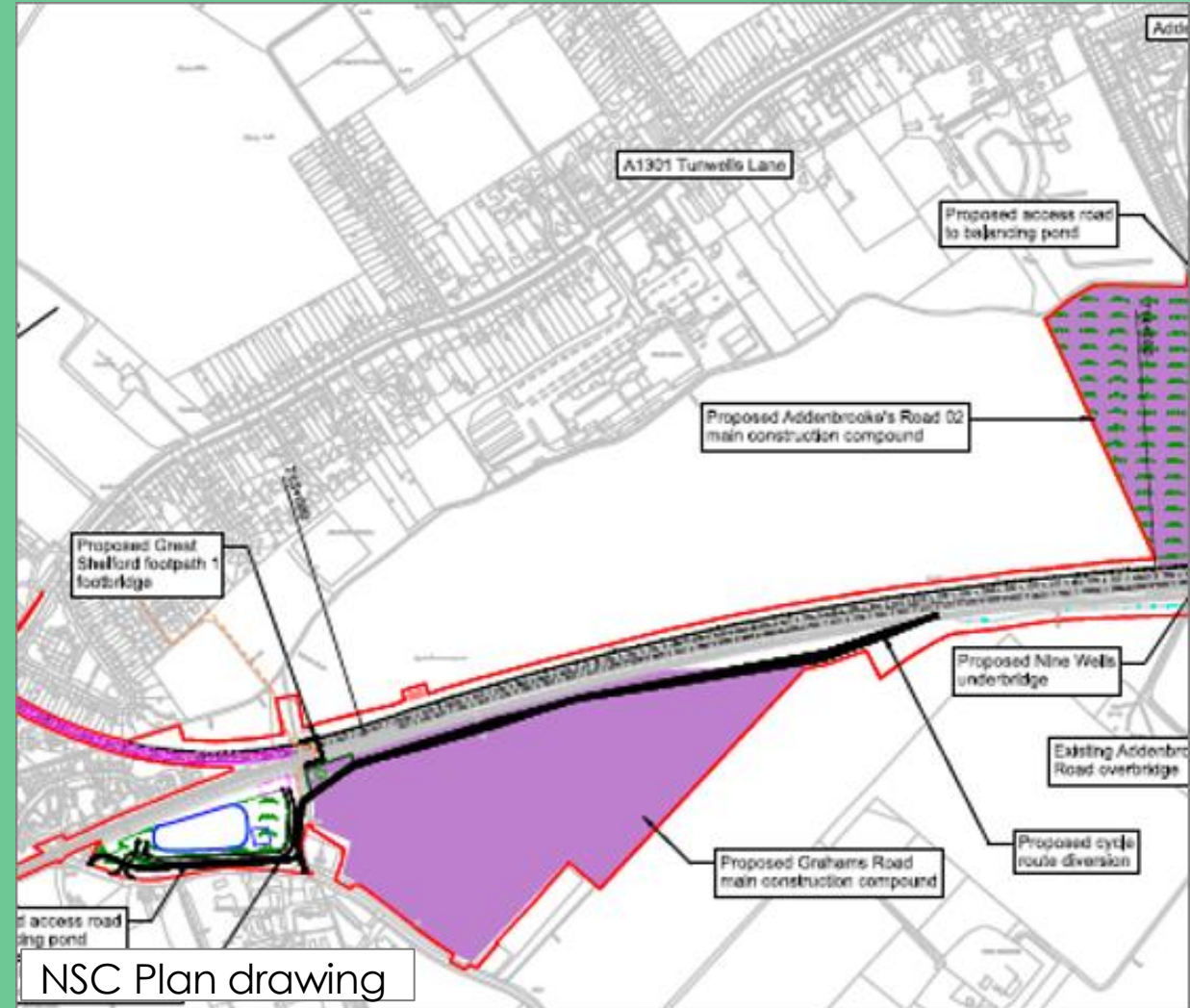
The construction work to improve Cambridge Station would require two railway sidings being relocated.

At Cambridge North Station, locations for two new sidings have been identified to the west of the station and a third one to the north of the station.

Proposed changes in the Cambridge area following the non-statutory consultation

New tracks to the west of existing - Ninewells

- Solution avoids direct impact with DNA path/ utilities/ CSET
- Solution avoids increasing proximity of railway operations to sensitive receptors within buildings on Biomedical Campus
- Design engineered to mitigate impact on Scheduled Ancient Monument site

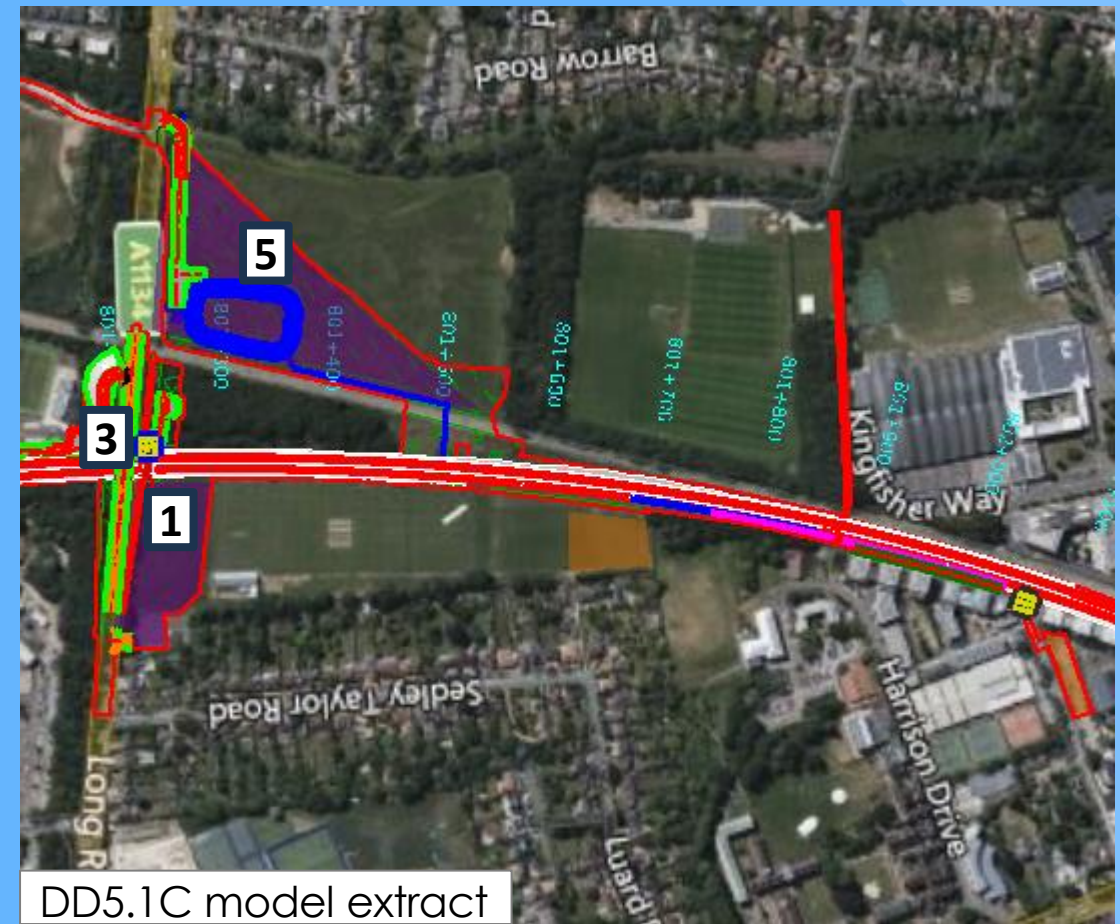
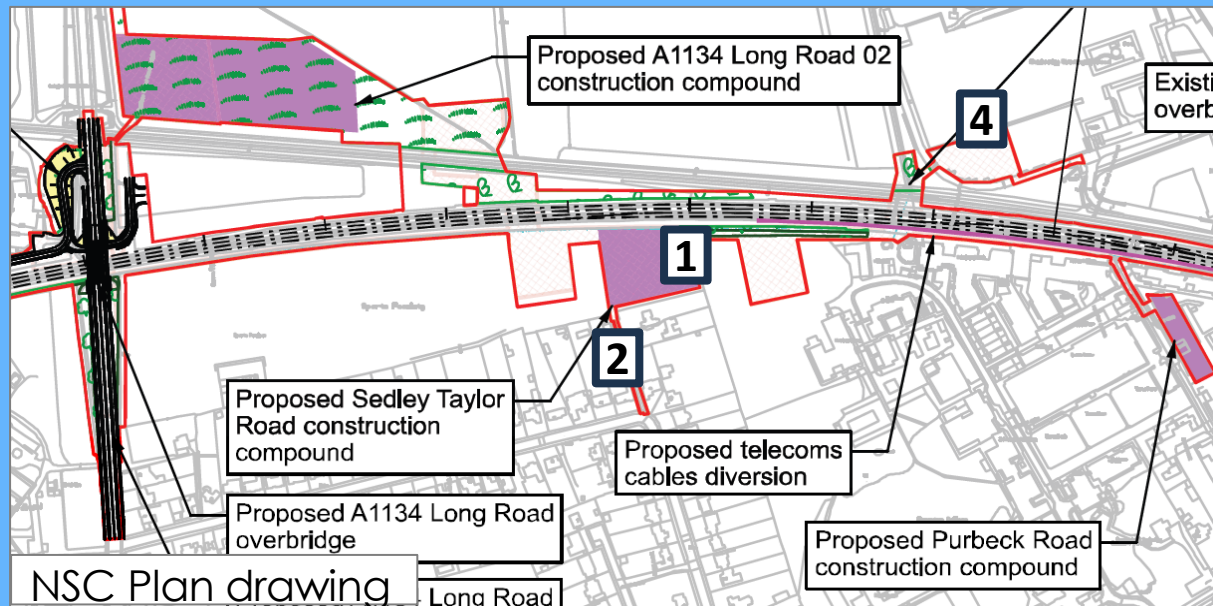


Long Road / south throat

- Reduced impact on Sixth Form College - compound consolidation
- Reduce traffic on residential roads
- Remove land take CUPA - utilities
- Revised drainage solutions

Next steps

Ongoing consultation with stakeholders

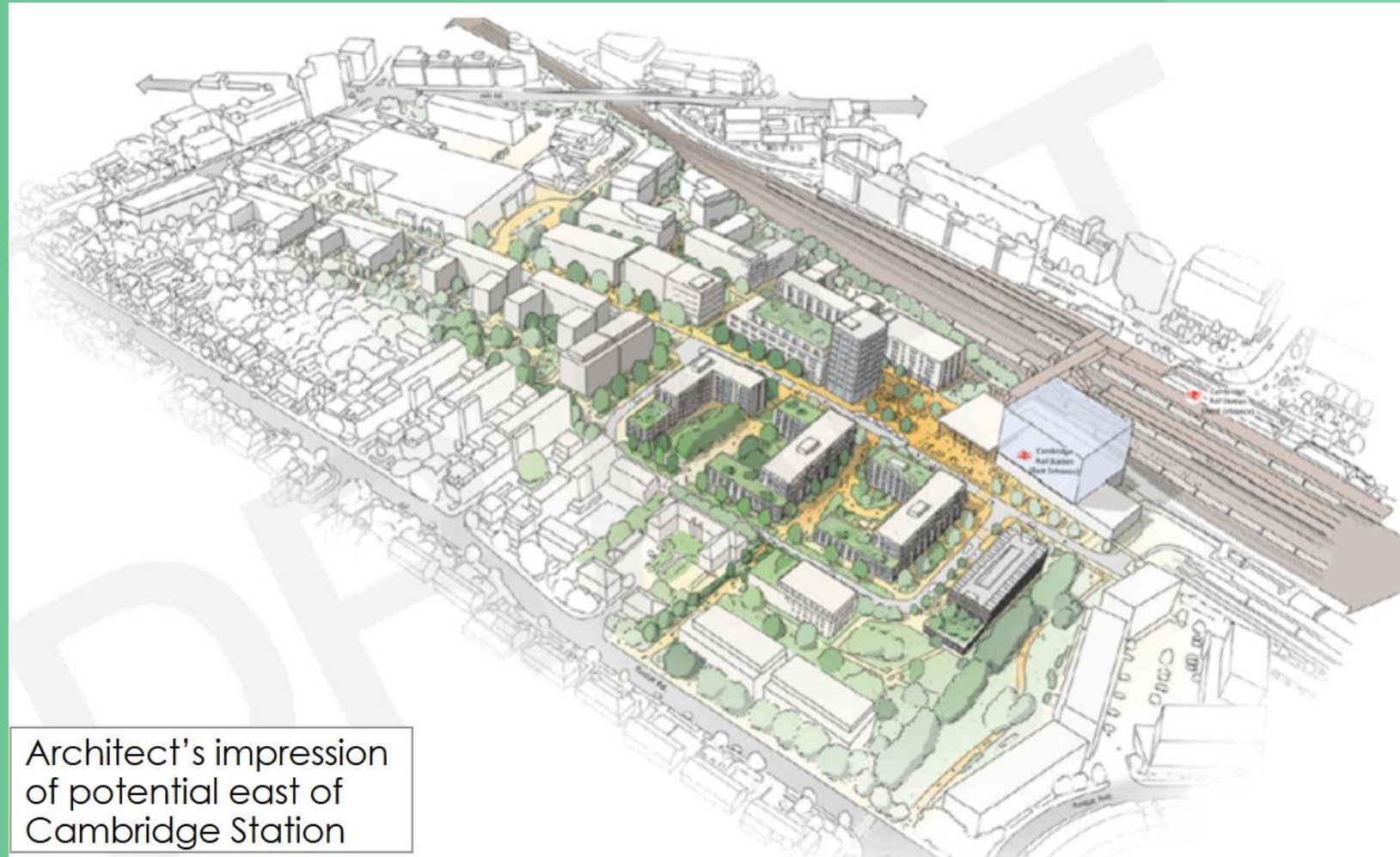


New Clifton Road Entrance

Opportunity being explored in response to significant NSC feedback and EWR risk profile.

Potential benefits:

- Improves city's connectivity and access to station
- Opportunity to connect heavy rail to active travel – Chisholm Trail
- Potential solution to overcrowding in western entrance building
- Opens development opportunity for the city



Coldham's Common stepped footbridge

- Single option design
- Clarity on land take required and impacts on the Common and bridge design

Next steps

- Footbridge design

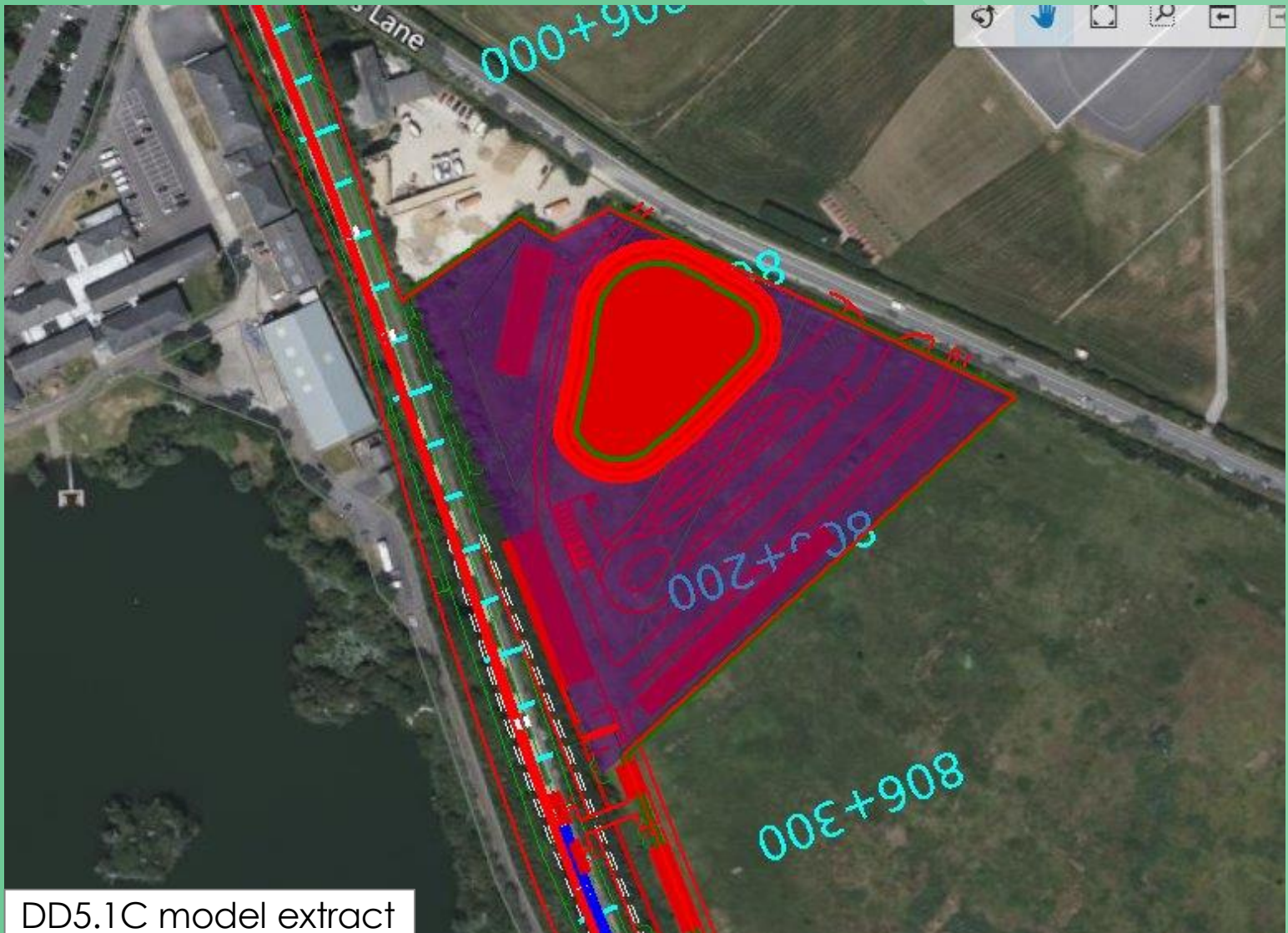


New East Station

- Would improve city's connectivity and access to railway.
- Would encourage modal shift to rail from road
- Would contribute to Government's growth agenda

Next steps

- Funding approvals
- Design development



Tins Footbridge re-provision

- Design for improvement to the bridge, should this not be implemented by the GCP before EWR

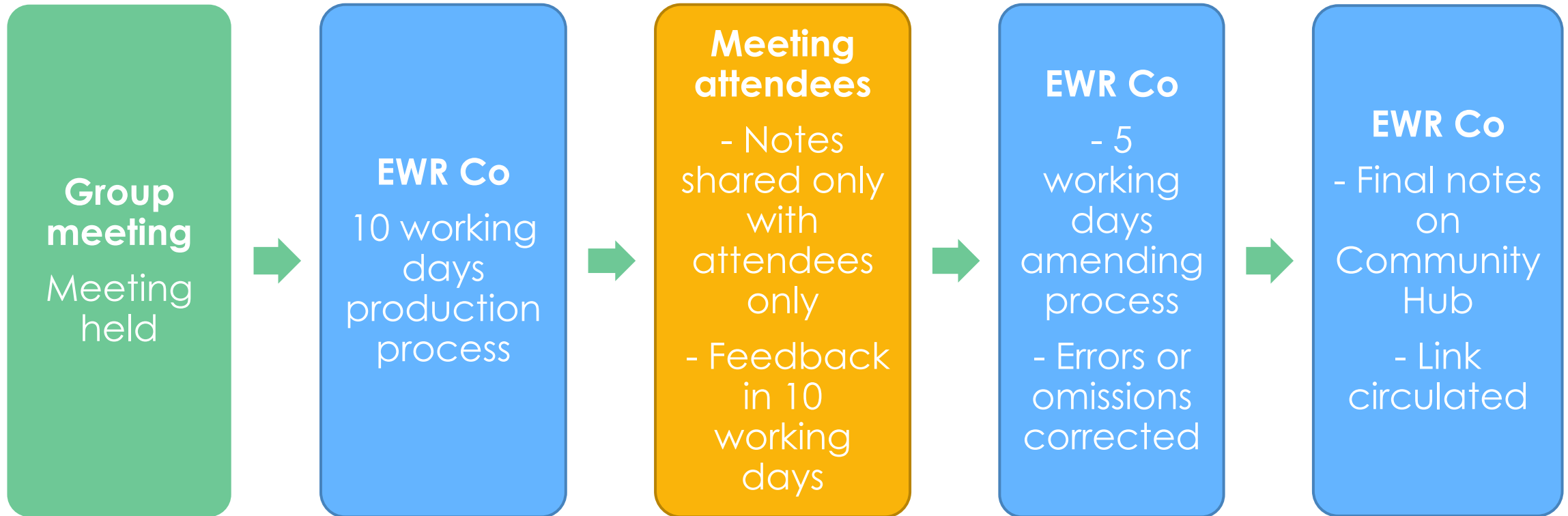
Next steps

- Continue engagement with GCP
- Work up design in parallel



Discussion, Q&A

Creating meeting summary notes





Thank you

www.eastwestrail.co.uk