



Croxtton to Toft

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

Monday 2 June 2025

Agenda

- 1 Housekeeping
- 2 Actions from the last meeting
- 3 Project updates
- 4 Revised groups
- 5 Terms of Reference & request to join LRG
- 6 NSC summary- Area manager
- 7 Discussion, Q&A

Housekeeping

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



Review of Actions From Previous Meeting

Completed actions

Action ID	Action detail	Outcome / Status
Action 1	EWR Co to understand and report back on how local parishes can provide feedback on local development plans.	<p>Answered in the Q&A document, which was published after the webinar.</p> <p><i>We are delivering LOPs in partnership with Homes England, England's Economic Heartland and crucially local authorities. The route in will generally be through local authority involvement in the LOP station working groups. As elements of LOPs are developed, parishes can expect to be involved</i></p>

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

- 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 [East West Rail | Ground Investigations](#)

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



Project Updates – Ground Investigations



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.



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)

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.

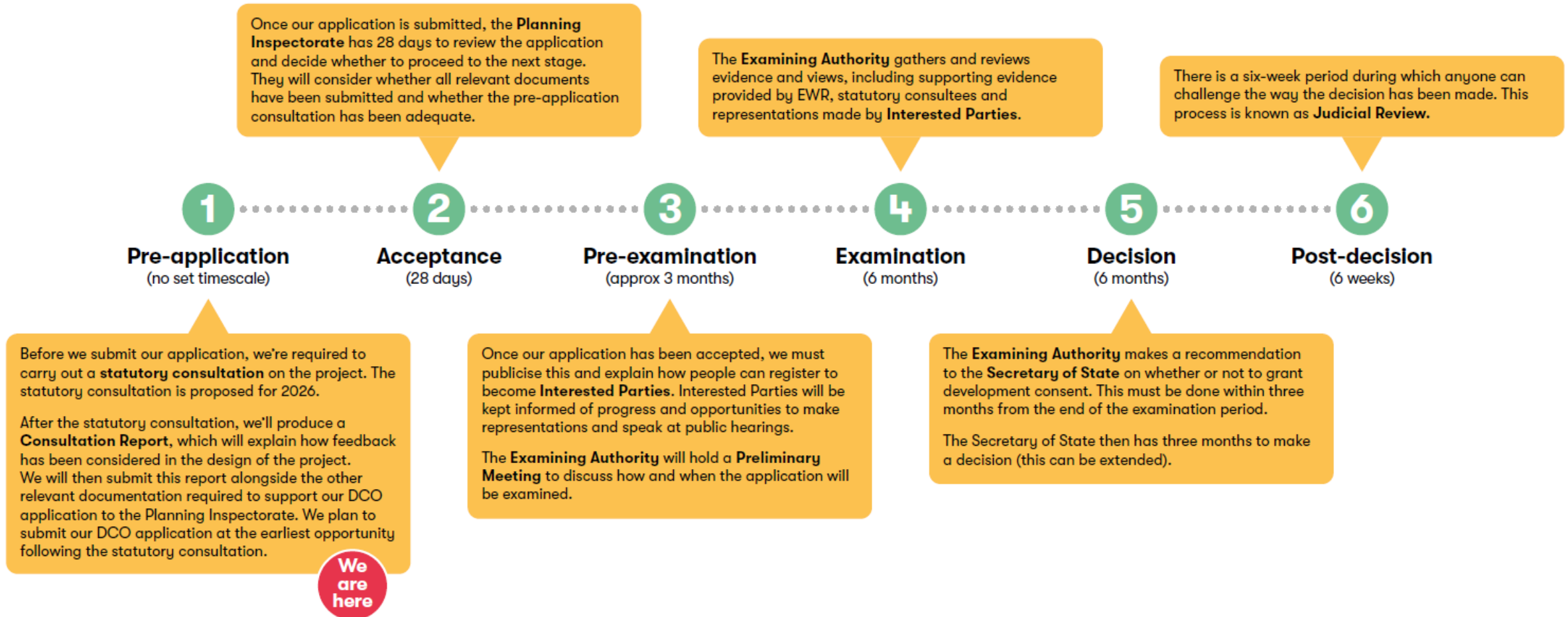
There was sentiment that services should always include Cambridge North to avoid unnecessary work on the Newmarket line and to potentially expand turnback facilities.

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.

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

The DCO Process: Timeline



Revised Groups – Croxton to Toft

Revised groups – Croxton to Toft

This area covers Croxton to Toft, and the Group will have the opportunity to discuss the proposals to construct approximately 19km of twin-track railway, as well as passing loops to enable travel from Bedford to Cambridge.

We will also discuss the associated tunnels, bridges, path crossings and culverts for water courses being considered, as well as the construction of a new station at Cambourne.

Parishes and wards – Croxton to Toft

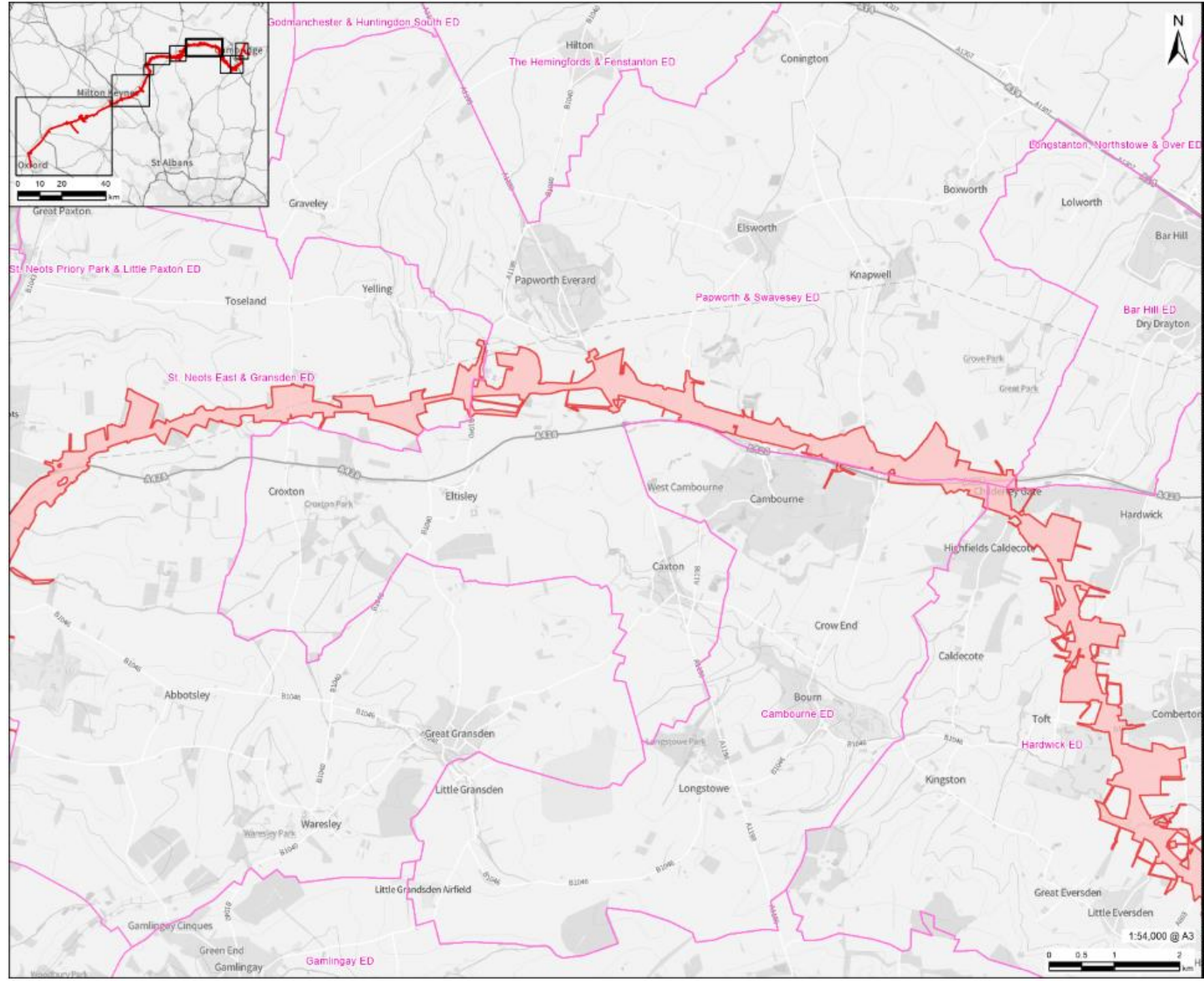
Parishes represented

- Abbotsley
- Bourn
- Boxworth
- Caldecote
- Cambourne
- Childerley
- Croxton
- Dry Drayton
- Elsworth
- Eltisley
- Hardwick
- Knapwell
- Papworth Everard
- Toseland
- Toft
- Yelling

Wards represented

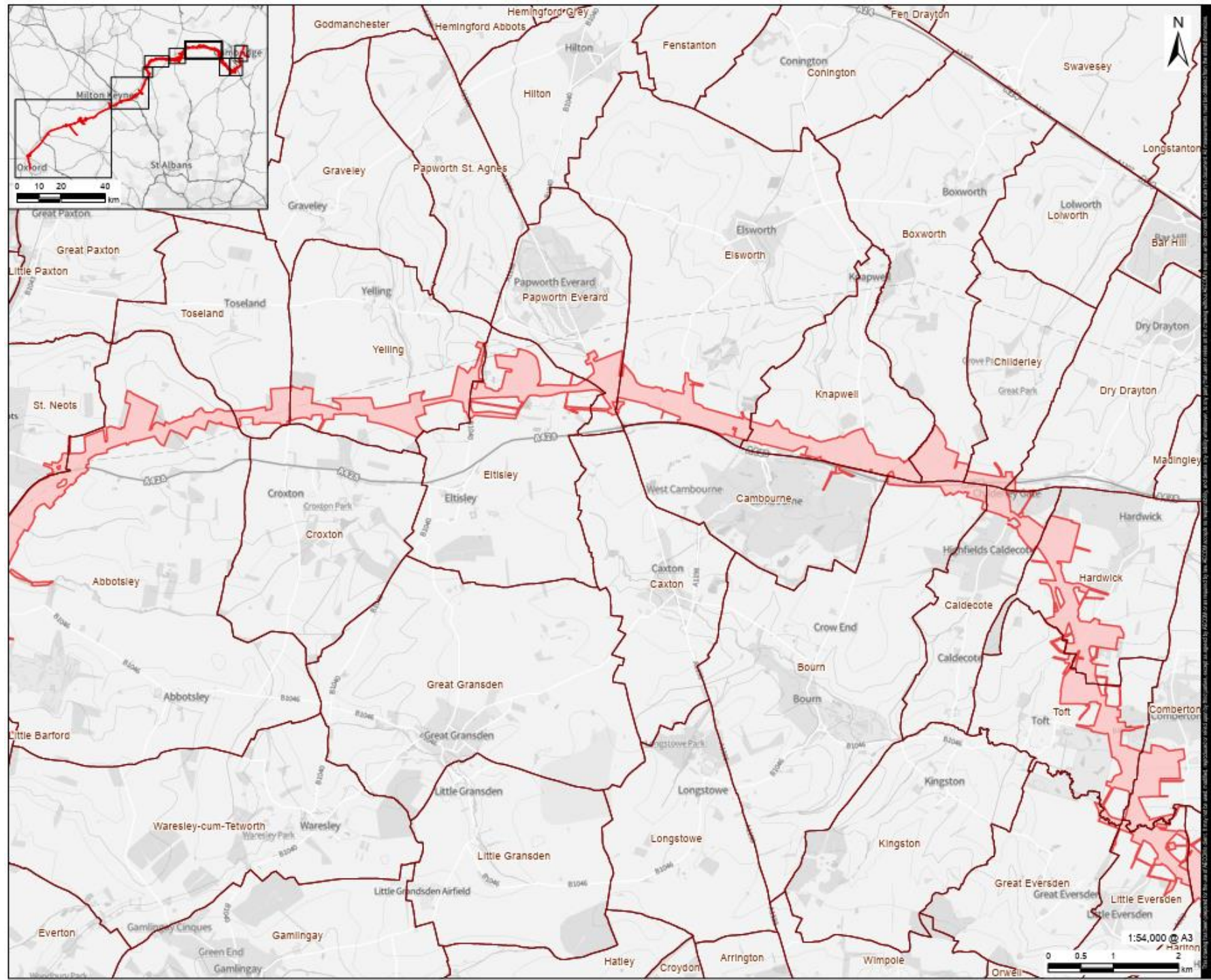
- Bar Hill in Cambridgeshire County Council
- Caldecote in South Cambridgeshire County Council
- Cambourne in South Cambridgeshire District Council
- Caxton & Papworth in South Cambridgeshire District Council
- Girton in South Cambridgeshire District Council
- Great Paxton in Huntingdonshire District Council
- Hardwick in Cambridgeshire County Council
- Hardwick in South Cambridgeshire District Council
- Papworth & Swavesey in Cambridgeshire County Council
- St. Neots East & Gransden in Cambridgeshire County Council

County map – Croxton to Toft



The map displays the Cambridgeshire Gateway project area, highlighted in red. The project area is a long, narrow corridor stretching from the north-west to the south-east, following the A1 corridor. The map includes various towns and villages, such as Cambridge, Ely, Peterborough, and Fenstanton. Major roads like the A1, A10, A130, and A131 are shown. An inset map in the top left corner shows the location of the study area within the East of England region. A scale bar in the bottom right corner indicates a scale of 1:54,000.

Parish map- Croxtan to Toft



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 Croxton to Toft 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.

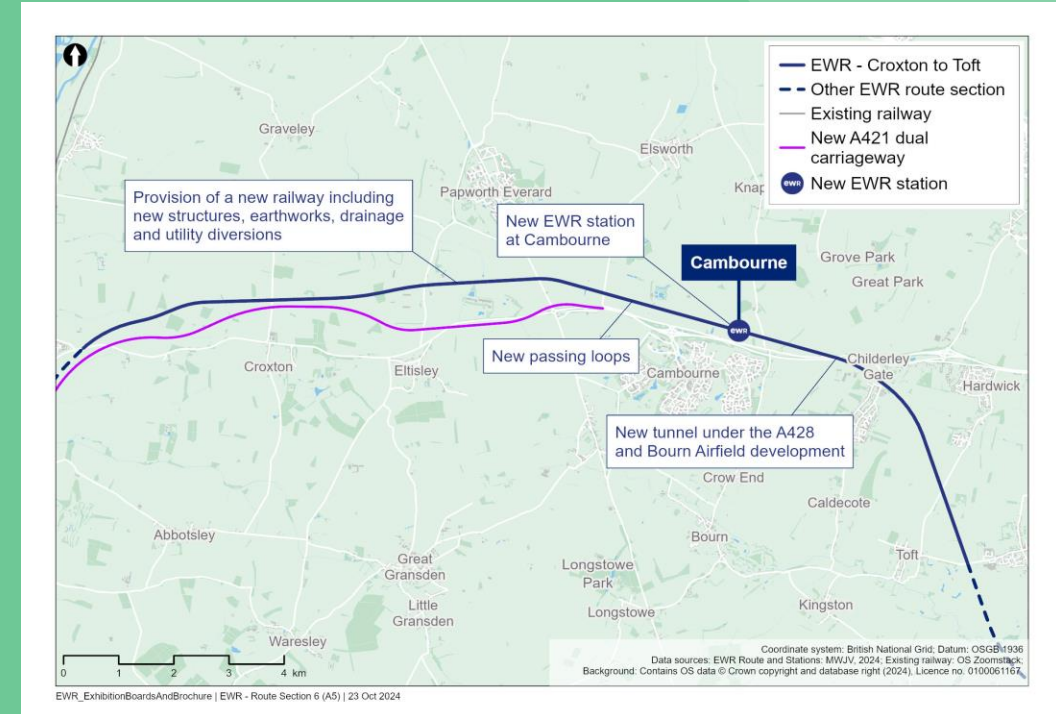
NSC Summary, Discussion, Q&A

Route section: Croxtan to Toft

Route section: Croxtan to Toft

This section of the route is approximately 19km (12 miles) long. It begins at the roundabout east of St Neots, running north of Cambourne and the new dual carriageway to be known as the A421 and A428, before crossing the A428 and ending at the B1046 between Toft and Comberton.

- Construction of a twin-track railway with an east and a west passing loop at Cambourne
- Construction of a new station at Cambourne to improve connectivity into Cambridge for people living there and support the future growth of the town.
- To reduce the environmental impact of the railway, construction of a cut and cover tunnel beneath the A428, the proposed Bourn Airfield development and Highfields Road, with an associated temporary diversion of the A428 and other local roads.
- Construction of bridges for road, track and path crossings, bridges and culverts for watercourses and associated diversions where necessary.
- Provision of various balancing ponds and diversion of utilities including overhead electricity transmission lines.

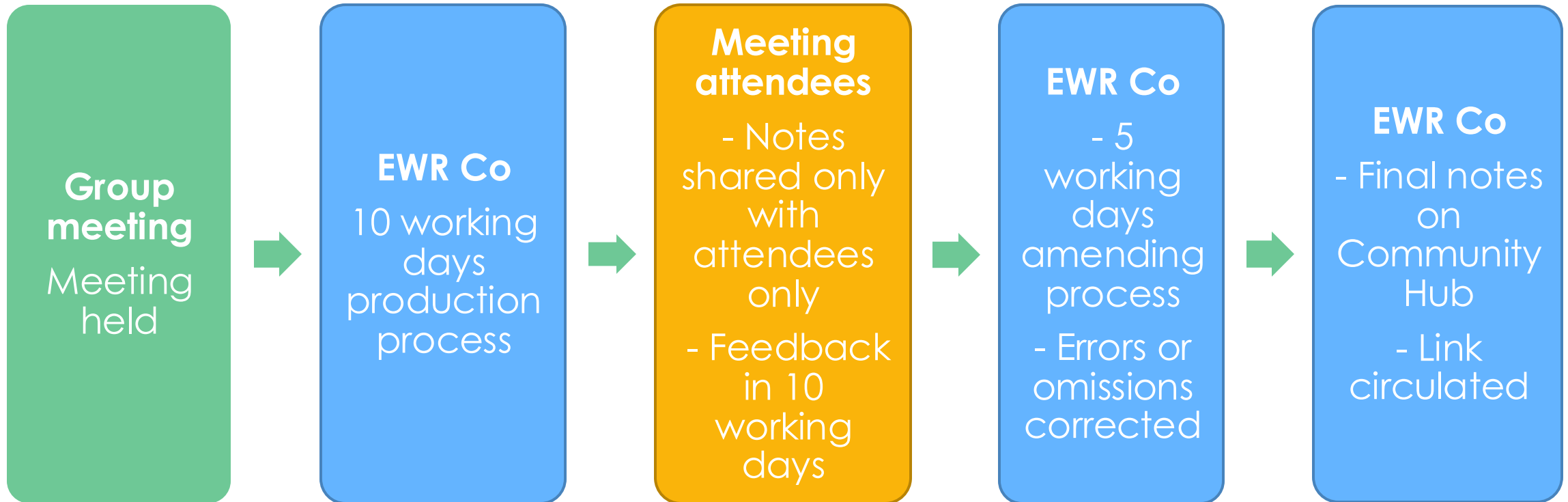


Route section::Croxtan to Toft

Issues currently being considered as part of the design

Example Theme	Example Feedback
Considering a mined tunnel under A428 & Bourn Airfield to minimise environmental impact and diversion of A428.	Considering a mined tunnel under A428 & Bourn Airfield to minimise environmental impact and diversion of A428.
Location of Cambourne station	Considering moving Cambourne station further west to enable better integration/public realm North of Cambourne and improved access

Creating meeting summary notes





Thank you

www.eastwestrail.co.uk