



Bedford

Local Representative Groups (LRGs) Round #1 Meetings

Thursday 8 May 2025

Agenda

- 1 Housekeeping
- 2 Actions from the last meeting
- 3 Project updates
- 4 Revised groups
- 5 Terms of Reference
- 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

Review of actions

Action ID	Action detail	Outcome / Status
Action 1	EWR Co to investigate and understand the level of influence Bedford Borough Ward Councillors will have on the design of Ashburnham Road car park from an aesthetic perspective.	It is too early to have a definitive answer as to the level of influence Bedford Borough Ward Councillors will have on the design of Ashburnham Road car park from an aesthetic perspective. This is something that will be considered during the detailed design stage, however any feedback we receive in the future though will be taken into consideration.
Action 2	EWR Co to look into issue regarding confusion around the Bedford Station area map which shows the houses that are to be affected by the two new railway tracks.	All impacted residents of the Poets area have been contacted by EWR Co and we continue to be in ongoing conversations with them. Any confusion relating to the documents/tables has now been addressed with all residents and councillors. Feedback on how information has been displayed in the NSC documents has been passed over to the consultation team and will be reviewed at the next consultation.
Action 3	EWR Co to check whether conversations have been had with residents about noise mitigation in relation to compounds that back onto Beverley Crescent.	EWR Co will be contacting residents over the next few months to discuss this further.
Action 4	EWR Co to discuss the Traffic Update Report in more detail in relation to flow capacity and breakdown at the next meeting.	This will be considered as a future meeting topic.
Action 5	EWR Co to look into providing further information on the possibility of the proposed surface level car park to the west of the line in the Bedford Area to be made multi-storey to replace the proposed new multi-storey carpark on Ashburnham Road.	Ongoing
Action 6	EWR Co to look into whether the proposed realignment prevents the A6 from being dualled in future.	The current proposals for EWR do not include dualling of the A6 Great Ouse Way and replaces the current infrastructure capability on a like for like basis. However, the EWR highway team are instructed to look at the impact of dualling the infrastructure by others, at a later stage, with a view to minimise potential clashes if possible.
Action 7	EWR Co to consider engaging with the wider community and carry out meaningful conversations on how EWR Co may give back to the community that is uniquely affected.	EWR Co are currently working on our social value planning and will be looking for input from communities across the route on this activity.
Action 8	EWR Co to provide further information on whether demolition of some houses on Hesterton Mews and Milne Row will affect others as they are connected to one another.	Any property which is impacted would have had communication from our land and property team. If this changes then we will communicate to those residents directly.

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.



Work happening in your area

From February 2025 you may see our contractors in the area as we begin 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.

Find out more about the type of work happening at: eastwestrail.co.uk/GI2025

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

east west rail

Project Updates – Ground Investigations

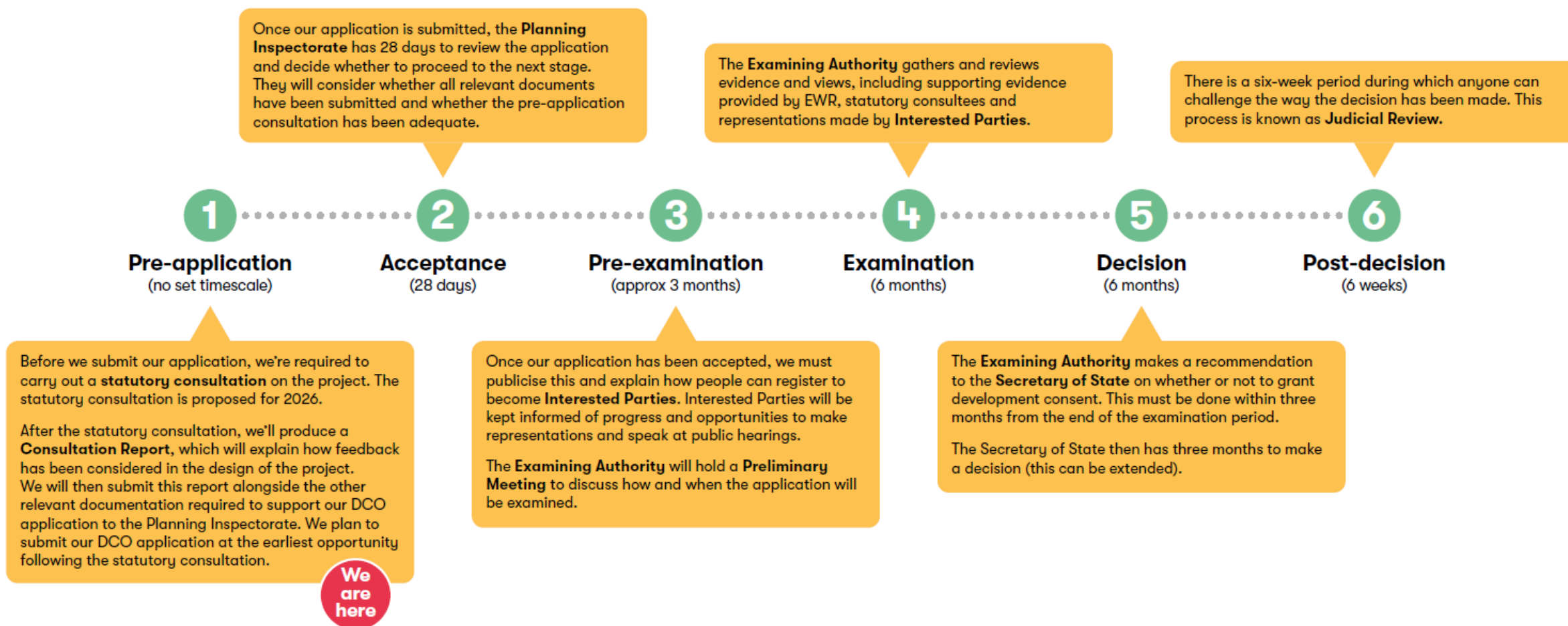


Non-statutory consultation (NSC) next steps

- Feedback analysis is currently being carried out and being considered as part of design development, where possible.
- A **NSC summary document** is expected to be published mid-May and will provide 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. This information will be provided in the You Said, We Did report published at statutory consultation.
- We will be giving you advance notice of the launch date, so you are informed of the update document going public.
- Outcomes from how we have considered feedback in the design will form part of a **You Said, We Did** report published at statutory consultation.



The DCO Process: Timeline



Key Principles of the DCO Process

The DCO process is:

- Open and inclusive;
- Allows stakeholders to have their say at every stage;
- Procedurally driven; and
- Largely a written process.
- You can watch our previous deep dive on the DCO process [here](#).



Revised Groups

Revised groups - Bedford

This area covers Bedford, and the Group will have the opportunity to discuss the proposals to relocate of Bedford St Johns station to the west and the construction of new railway tracks both north of Sandhurst Road and north of Bedford. There are many potential options for rebuilding and adapting Bedford station, including creating a new station plaza, new platforms and replacement car parking.

Parishes and wards - Bedford

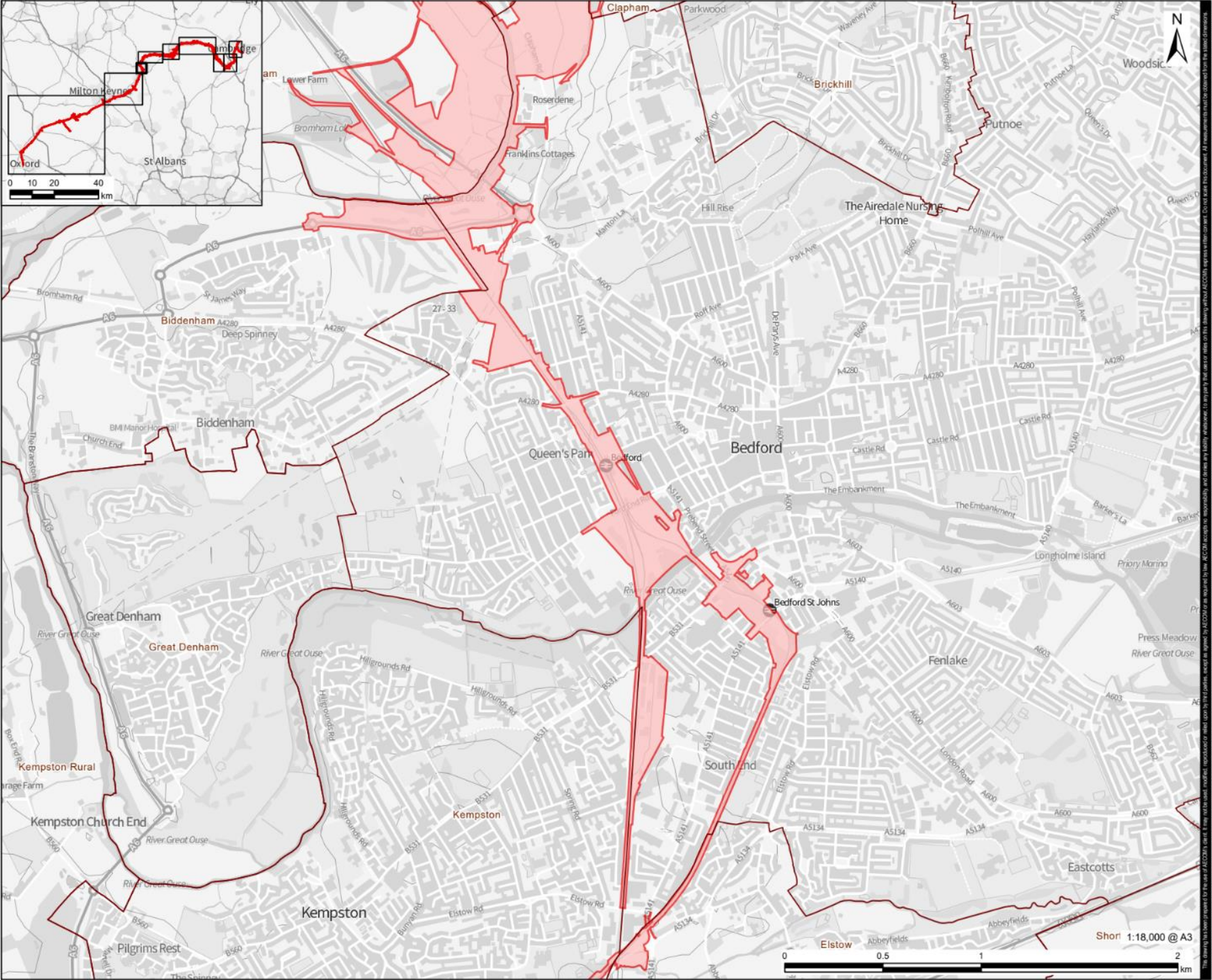
Parishes represented

- Biddenham
- Bromham
- Elstow
- Kempston Town

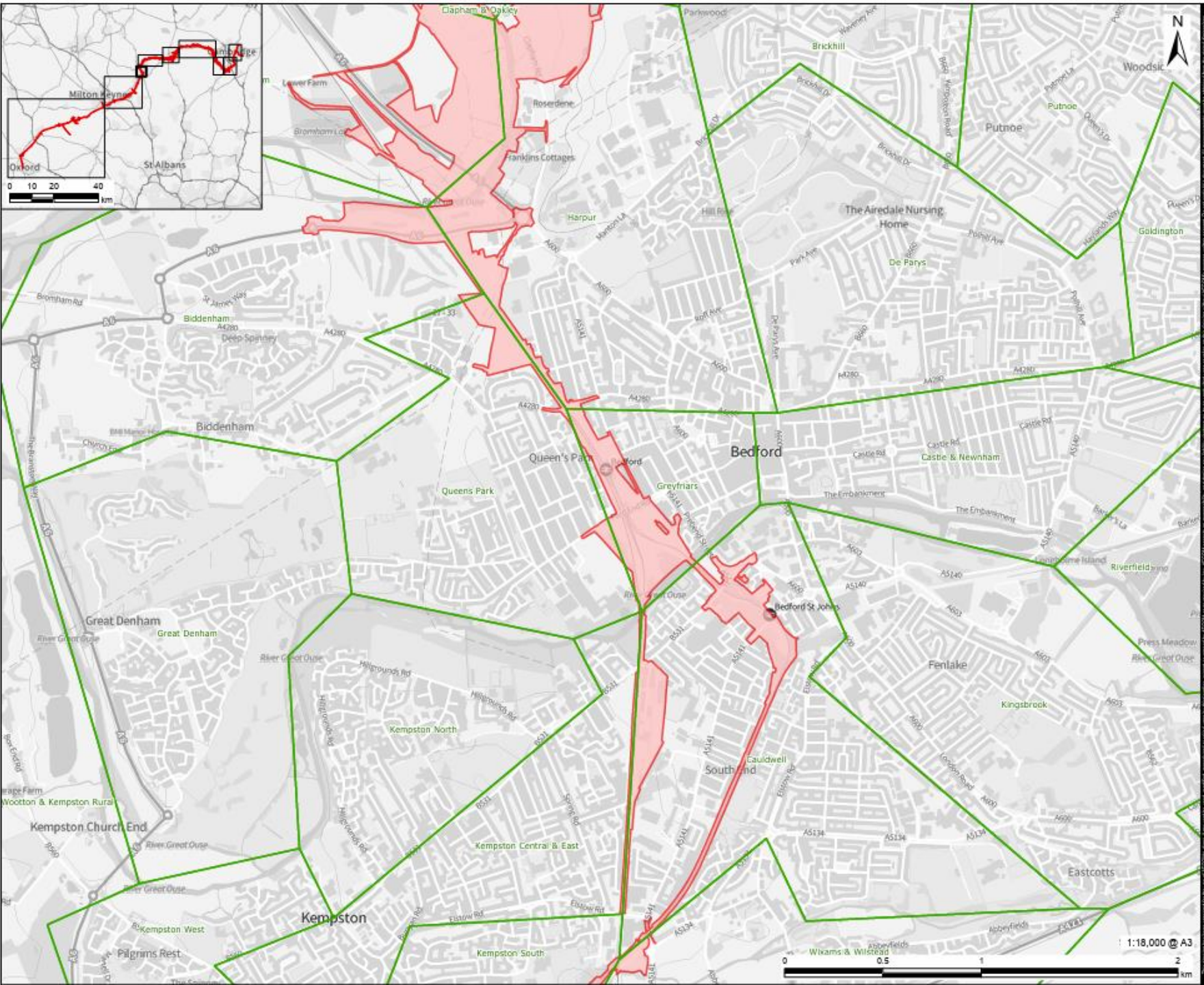
Wards represented

- Biddenham in Bedford Borough Council
- Bromham in Bedford Borough Council
- Cauldwell in Bedford Borough Council
- Greyfriars in Bedford Borough Council
- Harpur in Bedford Borough Council
- Kempston Central & East in Bedford Borough Council
- Queen's Park in Bedford Borough Council

Parish map- Bedford



Ward map- Bedford



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 Bedford 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.

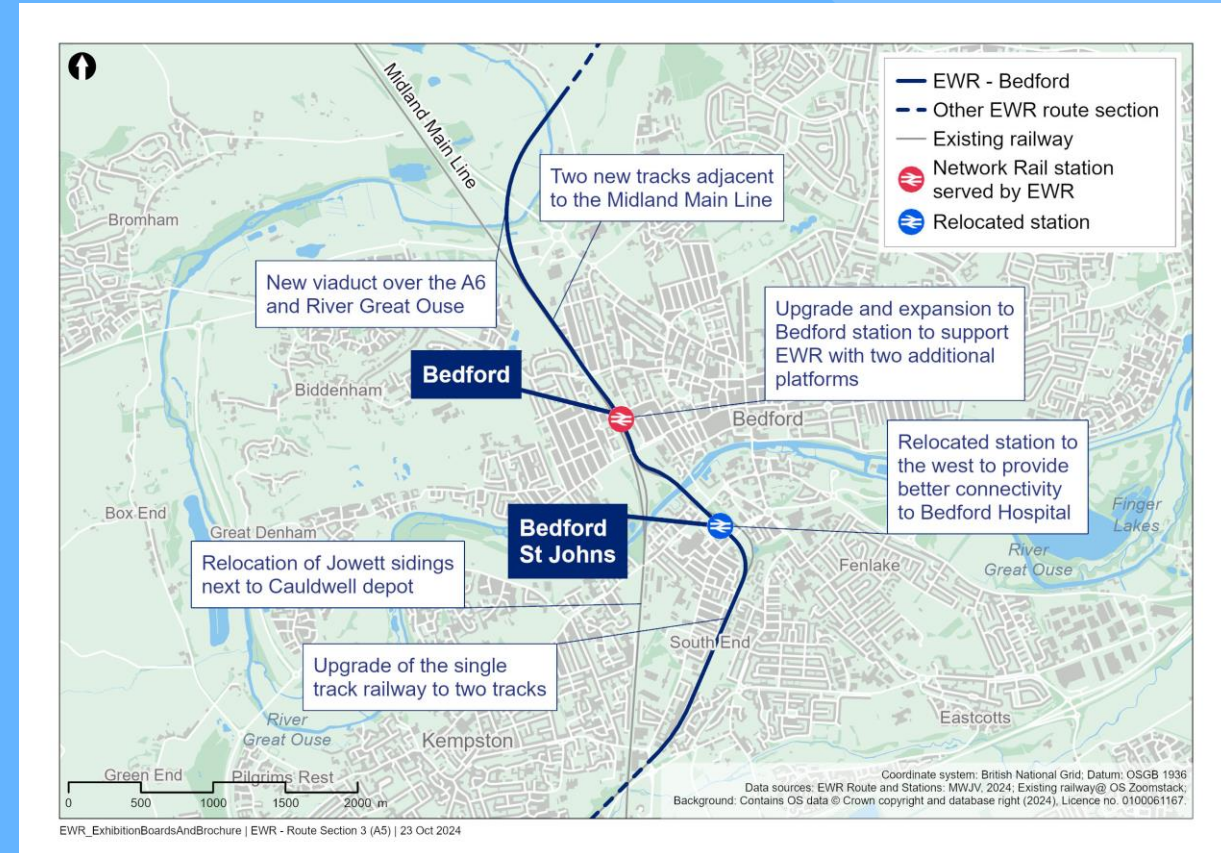
Route section 3: Bedford

Route section 3: Bedford

The proposed route through Bedford would be approximately 5.4km (3.4 miles) long.

It extends north from Ampthill Road in Kempston to Clapham Road south-east of Clapham village, next to the River Great Ouse.

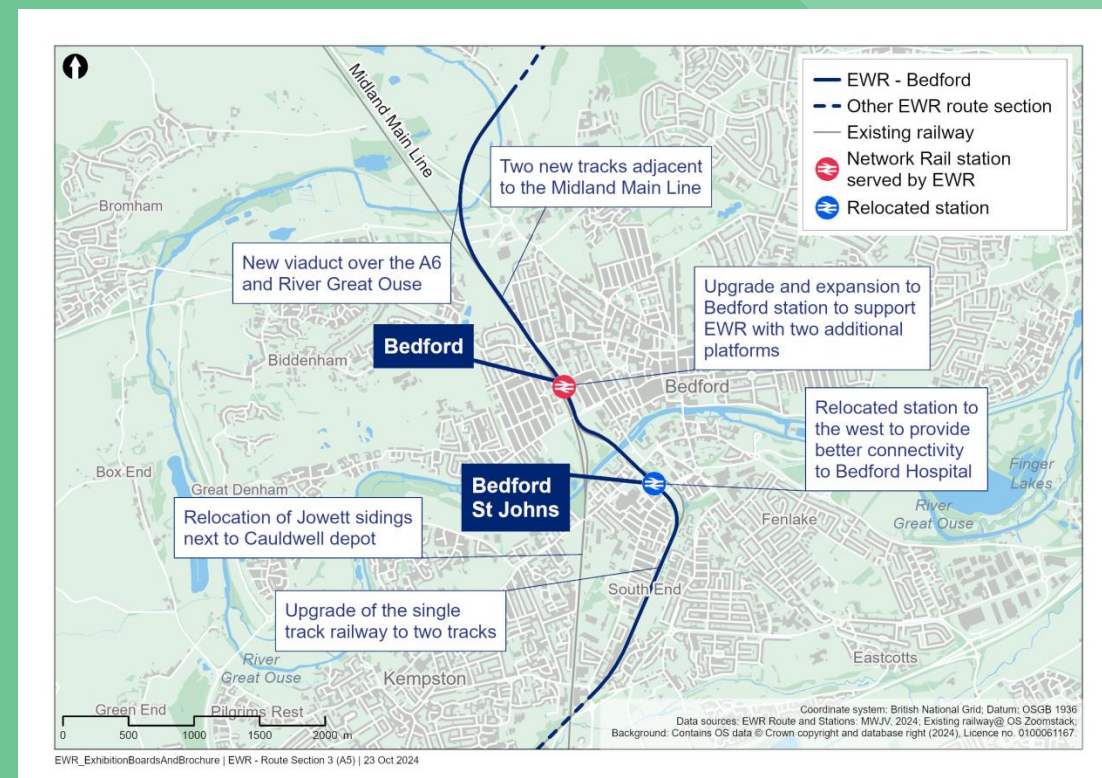
We previously proposed three new platforms for Bedford station. Our changed service pattern (with an hourly service now running from Stewartby to Cambridge instead of Bedford to Cambridge) means that only two platforms are now required.



Route section 3: Bedford

Route section 3: Summary of works in Bedford

- Relocating Bedford St Johns Station to the site of the current Britannia Road car park, to serve Bedford Hospital
- Building a new multi-storey car park on hospital-owned land, west of the railway
- Building a new two-track railway to the north of Sandhurst Road that would replace the existing single track Marston Vale Line (MVL) into Bedford station
- Moving Jowett sidings to Cauldwell Walk, making space for the railway tracks as they approach Bedford Station
- Building new infrastructure to integrate EWR at Bedford station, along with providing other station improvements
- Building a new 1.1km viaduct crossing the Great River Ouse and Paula Radcliffe Way



Route section 3: Bedford

South Bedford to Bedford St Johns

We are proposing improvements to the section of the MVL to the south of Bedford, relocating Bedford St Johns Station closer to Bedford Hospital.

The new station location would provide frequent train services, improving connectivity with Bedford Hospital.

As part of this new station location, we are also proposing a multi-storey car park to replace the Britannia Road car parking spaces. It would be up to nine floors in height, ensuring doctors, nurses, patients and family members can continue to access the hospital.

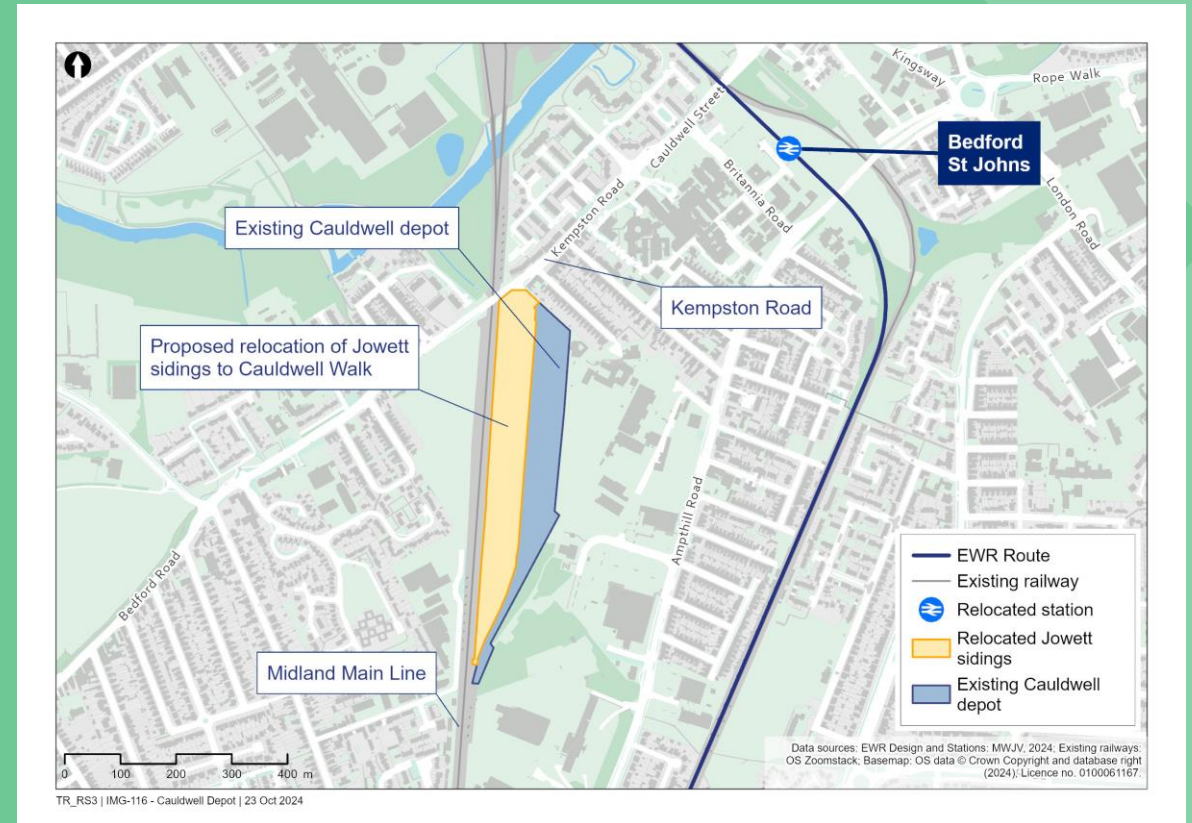
Our proposals in the area have sought to align with Bedford Borough Council's growth areas and the adopted Local Plan.



Jowett and Cauldwell sidings

We are proposing to relocate the existing sidings at Jowett which Thameslink currently use to park and maintain trains. This is to make space for our proposed railway tracks in the approach to Bedford Station.

The sidings would be moved to a site near the existing Cauldwell depot, which is on the Midland Main Line, south of Bedford Station.

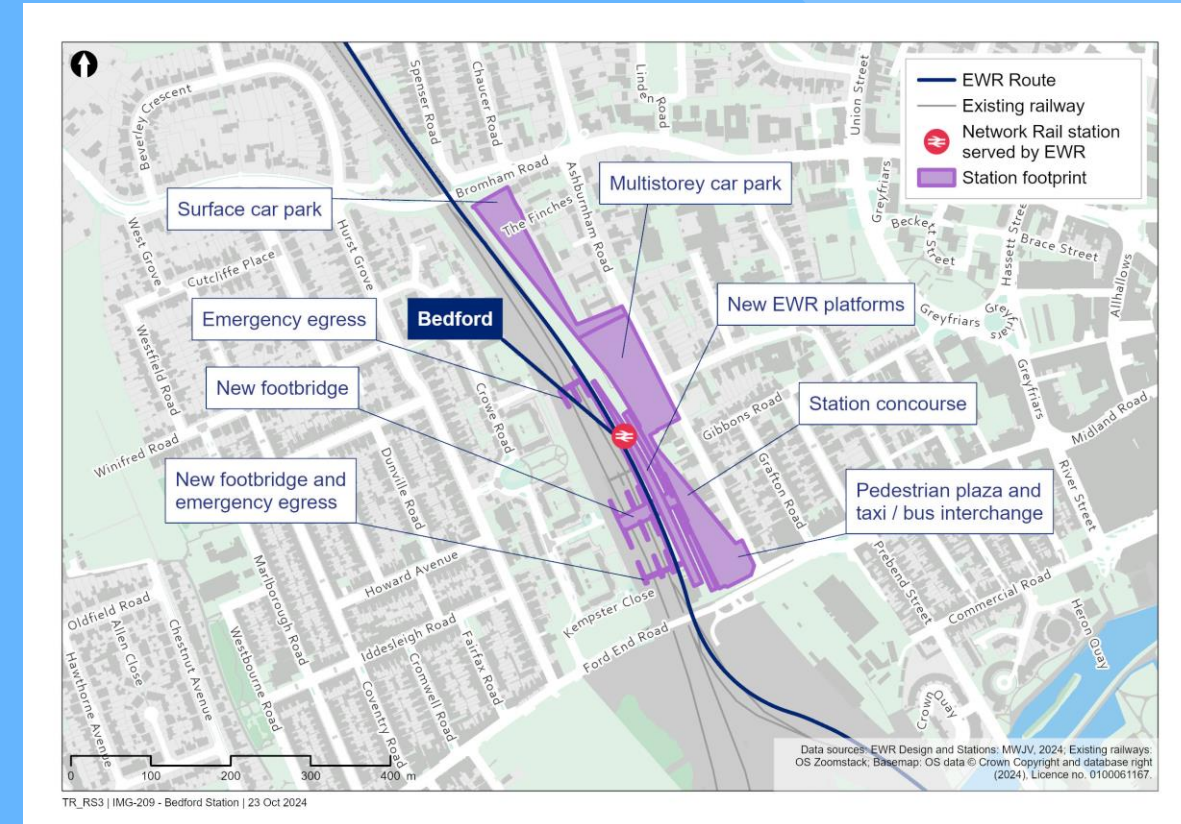


Cauldwell depot and Cauldwell walk

Bedford station

At Bedford station, we are proposing the following:

- Remodel Bedford station, including the provision of two new platforms
- The existing platform 1a would be widened and lengthened to create a platform for Thameslink
- Pedestrian access would be provided via new footbridges
- A pedestrian plaza in front of the station entrance, providing new public space. Our station proposals would also incorporate cycle parking and shared mobility provisions
- New and improved parking facilities, including a multi-storey car park



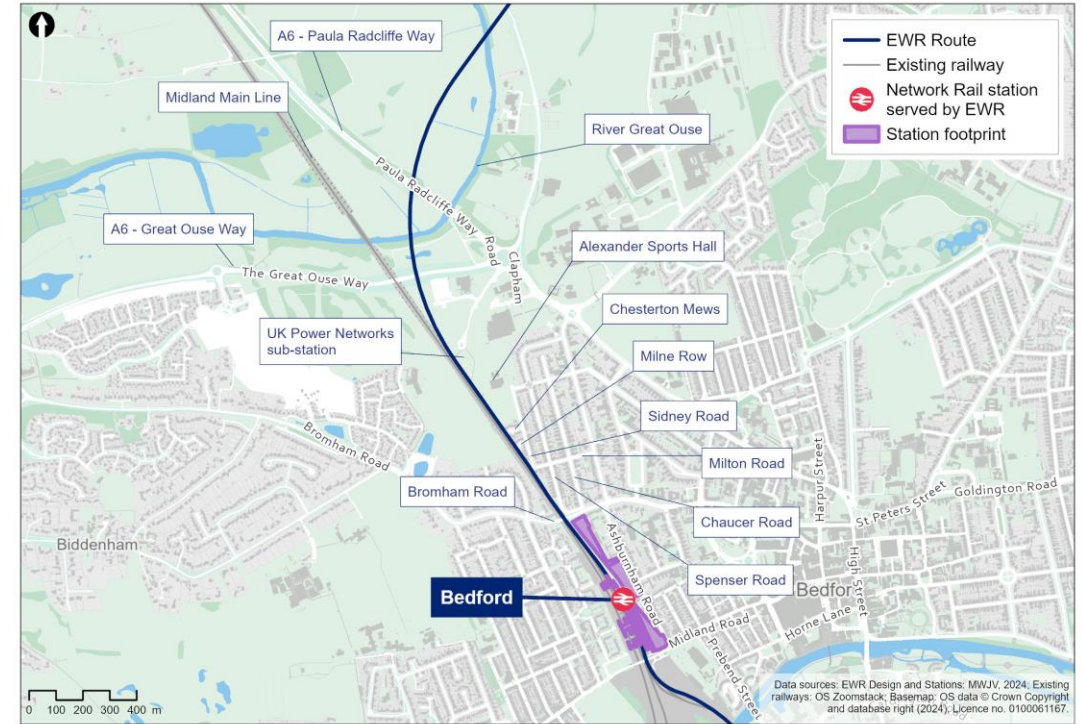
Bedford Station proposals

North of Bedford

EWB would provide four passenger trains per hour, per direction calling at Bedford.

Two additional tracks segregated from the existing tracks (Midland Main Line) would need to be provided north of Bedford to facilitate this.

Bromham Road overbridge would need to be extended eastwards to allow for these new tracks to pass underneath.



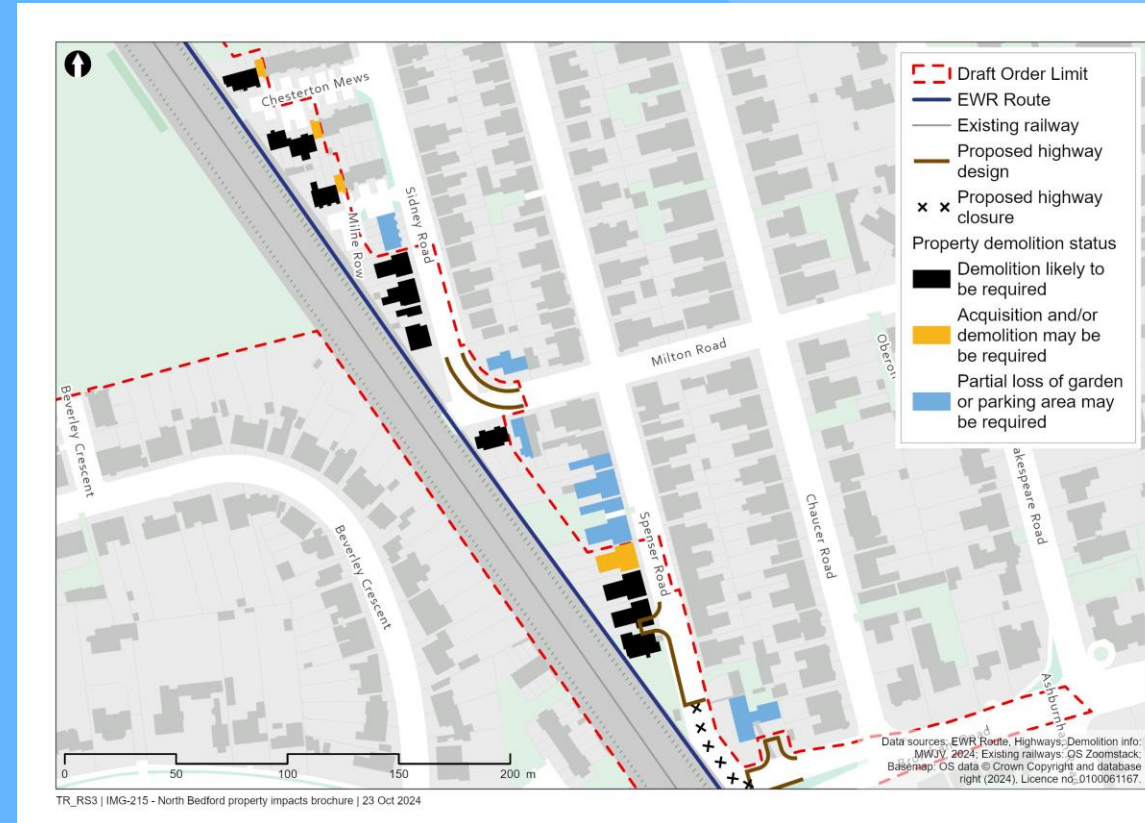
North of Bedford proposals

Poets area

EWR co looked at whether part of the existing MML could be used to run EWR services to avoid the need for additional tracking. Providing two tracks for EWR, thus creating a six-track corridor was identified as the only viable option to support the efficient operation of EWR trains.

We recognise that this option would significantly impact on a number of homes and businesses, and we will continue to talk to all those potentially impacted by our proposals.

The number of residential properties to be acquired and demolished as reported at the route update announcement has not changed from 37. However, after further design development, the number of properties that may have part of their garden or parking area acquired has increased from 28 to 37. The overall number of properties likely to be acquired and demolished, or lose part of their land, has increased from 66 to 75.



North of Bedford – Poets Area

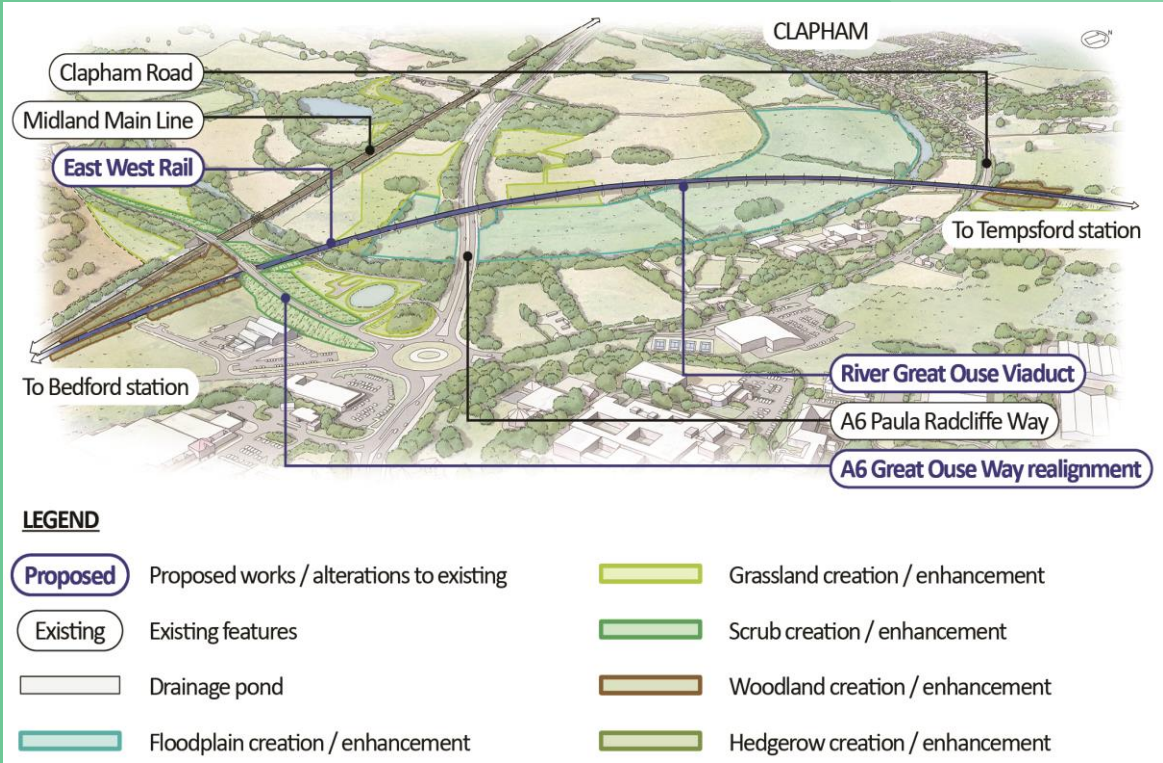
A6 Great Ouse Way and the River Great Ouse

Once north of the A6 Great Ouse Way, the proposed railway would continue to rise on a viaduct to cross twice over the River Great Ouse and its flood plain, as well as the A6 Paula Radcliffe Way.

Our proposed viaduct would be approximately 1.1km (0.68 miles) long.

Once east of the second crossing of the River Great Ouse, the railway would pass over Clapham Road where it would connect to the next route section Clapham Green to Colesden.

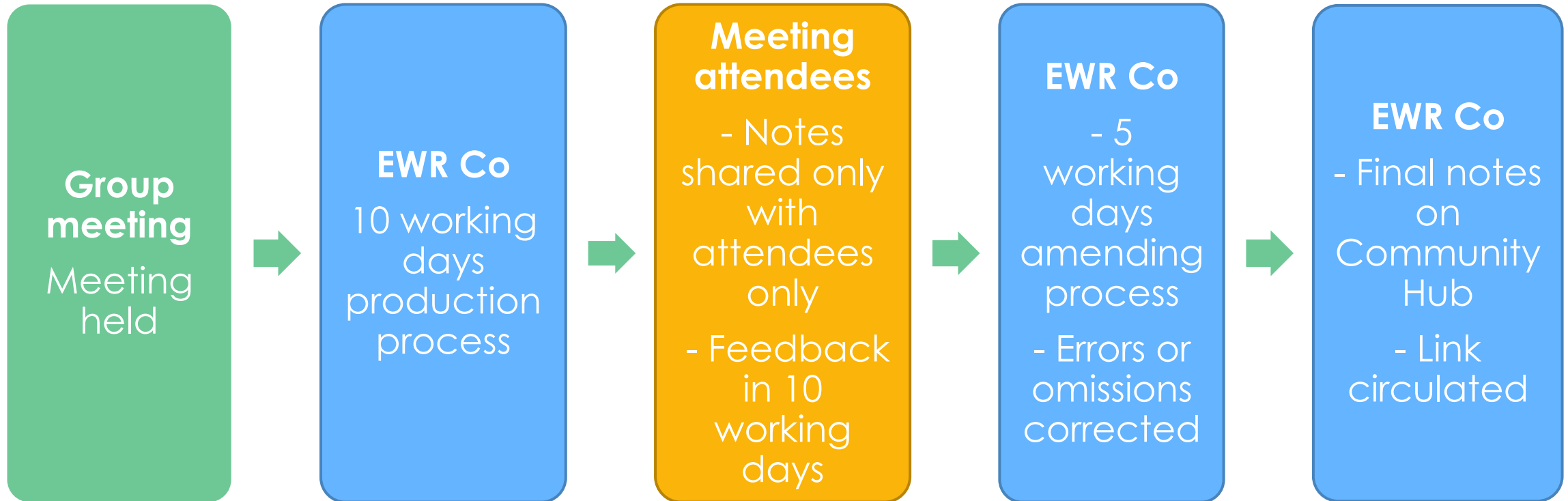
Our proposals will be further developed to ensure that the viaduct is sensitive to the local context of the area.



An indicative image of the proposed viaduct north of Bedford

Discussion, Q&A

Creating meeting summary notes





Thank you

www.eastwestrail.co.uk