



Clapham Green to Colesden

**Enhanced Local Representative Groups
(ELRGs)
Round #2 Meetings**

**Wednesday 1 October
2025**

Agenda

- 1 Housekeeping
- 2 Project updates
- 3 PIB Update
- 4 Environment
- 5 Accessibility Panel
- 6 NSC summary - Area manager
- 7 Discussion, Q&A

Housekeeping

Thank you for joining

This is a virtual meeting.

Please display your full name as when you registered to attend – this can be done through the 'Participants' section.

To help everyone feel part of the discussion, please feel free to turn your camera on during the meeting if you can.

Please use the 'Raise Hand' function to raise a question during the meeting, found in the bottom ribbon (under the 'Reactions' option).



Display your full name in username



Please use the mute function



Use the 'Raise Hand' function if you want to raise a point during the meeting



Please do put your camera on if possible

Actions

Actions	
Action 1	Wilden and Roxton Parishes to be invited to future Enhanced LRG meetings or design workshops regarding noise impacts. ON-GOING
Action 2	EWR Co to confirm timings for meetings regarding construction impact and whether this can be aligned with the next phase of LRG meetings. ON-GOING
Action 3	EWR Co to confirm the possibility of sharing GI survey results, including associated costs and if possible, distribute findings to parishes. ON-GOING
Action 4	EWR Co to be in touch with parishes to arrange individual design feedback sessions and share a schedule for community engagement. ON-GOING
Action 5	EWR Co to seek feedback from Clapham Green to Colesden Enhanced LRG members to confirm they are happy with representatives from neighbouring wards/parishes attending future meetings. COMPLETE
Action 6	EWR Co to seek feedback from Clapham Green to Colesden Enhanced LRG members about the Terms of Reference and suggest any required changes including agreeing if 'non enhanced LRG' can attend future meetings. COMPLETE
Action 7	EWR Co to provide timescales for sharing outputs from traffic modelling. ON-GOING
Action 8	EWR Co to confirm whether discontinuous electrification has been confirmed in Bedford. provision for electrification through the Bedford area – subject to ongoing design review- COMPLETE
Action 9	EWR Co to provide a schedule /further information of all planned surveys. ON-GOING
Action 10	EWR Co to confirm which LRGs Sharan Sira is part of. COMPLETE

Project Updates

Enhanced LRG Meetings

Enhanced Local Representatives Groups Meetings	
Clapham Green - Colesden	1-Oct
Oxford - Bletchley	2-Oct
Comberton - Haslingfield	6-Oct
Foxton - Shelfords	8-Oct
Fenny Stratford - Kempston	9-Oct
Croxton - Toft	13-Oct
Bedford	15-Oct
Cambridge	20-Oct
Roxton - East of St Neots	21-Oct

Met with Mike Reader MP to discuss planning reforms

Met with Olly Glover MP, a member of the Transport Select Committee

Met with Calum Miller MP and local councillors re: Bicester Level Crossing

Meeting with Cllr David Hingley, Leader of Cherwell District Council

Meeting with Emily Darlington MP and Network Rail

Meetings with Emily Darlington MP and Callum Anderston MP on the Marston Vale Line

Met with Cllr Steven Broadbent, new leader of Buckinghamshire Council

Met with Laura Kyrke-Smith MP - Aylesbury Spur

Meeting with Richard Fuller MP and Clapham Parish Council

Met with Mohammad Yasin MP and meeting with Mayor Tom Wootton r.e. Ashburnham Road

Meeting with Blake Stephenson MP

Met with Rachel Hopkins MP to discuss benefits of EWR for Luton

Met with Lord Krebs, a Crossbench Peer interested in sustainable infrastructure

Meeting with Ian Sollom MP and Richard Fuller MP to discuss landowner issues

Meeting with Cambridgeshire and Peterborough Mayor, Paul Bristow

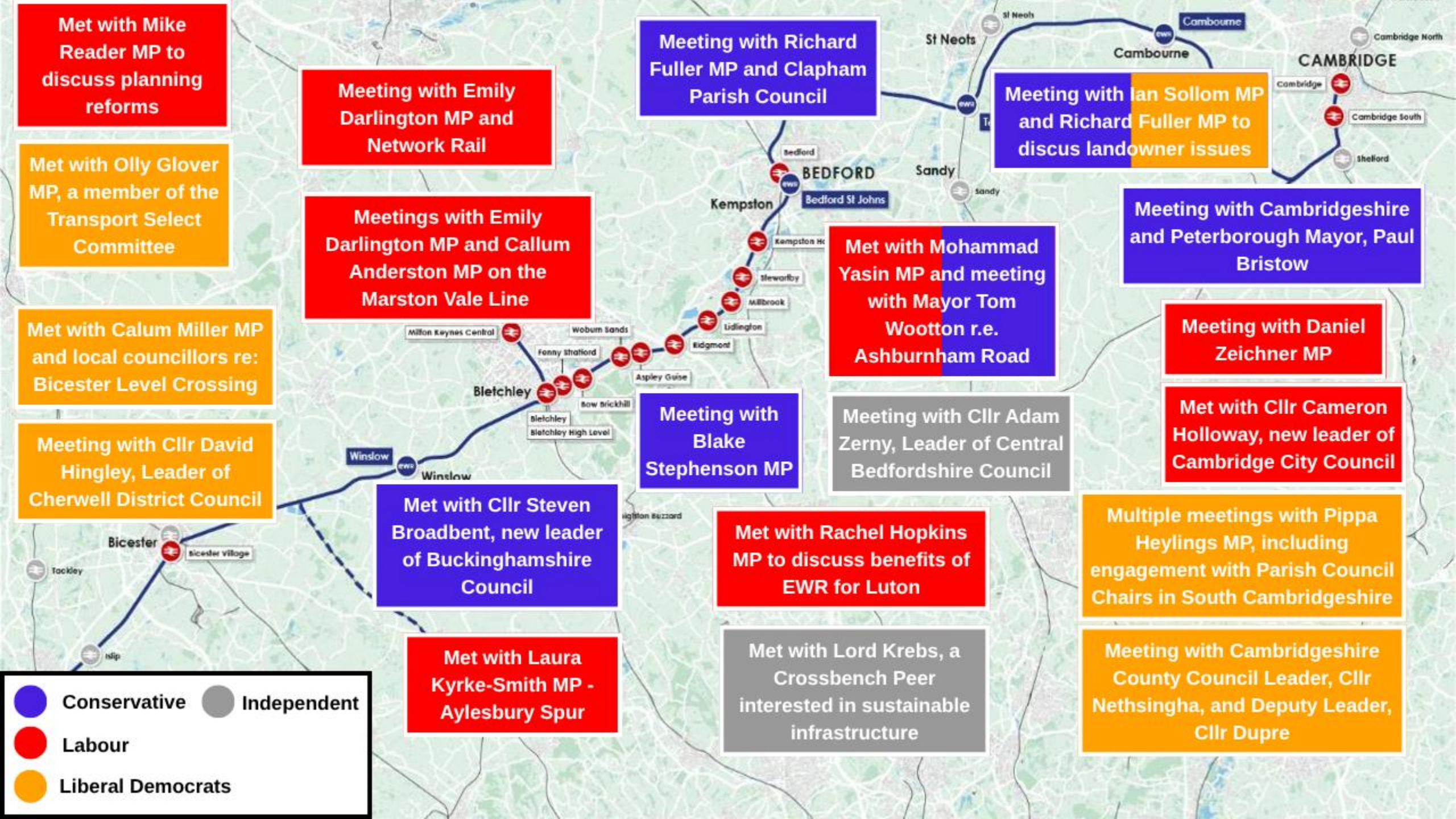
Meeting with Daniel Zeichner MP

Met with Cllr Cameron Holloway, new leader of Cambridge City Council

Multiple meetings with Pippa Heylings MP, including engagement with Parish Council Chairs in South Cambridgeshire

Meeting with Cambridgeshire County Council Leader, Cllr Nethsingha, and Deputy Leader, Cllr Dupre

● Conservative ● Independent
● Labour
● Liberal Democrats



Community Engagement – route wide

- Developing a programme of community drop-in sessions along the route on a rolling basis. Due to be launched before the end of the year.
- Provide an always-on approach to community engagement to provide opportunities to speak to the EWR team.
- Widen the understanding of the project in communities across the route.
- Provide another channel to receive questions and help build understanding of what we're doing.
- Develop long term relationships with our diverse community from now through to the end of construction.
- Currently finalising a programme and would welcome thoughts on priority venues / locations.



Landowner engagement, starting Sept 2025

As part of our ongoing programme of engagement with land and property owners, we are writing to people across the East West Rail route whose land or property could be impacted by the proposals. This includes people we have contacted or met with before, as well as some people who we now believe could be impacted by East West Rail based on changes we have made to the designs since the non-statutory consultation.

We understand that land and property owners will have questions and concerns about this and so we are asking them to get in touch with our Land and Property team so that we can arrange to speak or meet with them regarding the project. Their dedicated case manager will explain the current proposals for East West Rail and how their land or property could be impacted, answer questions and talk them through what could happen next, including what support may be available to them.

We will record any suggestions land and property owners make and feed these back to our design team so that we can consider how we can reduce or mitigate impacts on their land or property, where possible, as we continue to develop the proposals for East West Rail.

The Planning and Infrastructure Bill

The Planning and Infrastructure Bill



The Planning and Infrastructure Bill (PIB) presents a significant opportunity to modernise and streamline engagement for nationally significant infrastructure projects. East West Rail (EWR) is working closely with government to understand and respond to the Bill's implications, particularly around consultation timing, stakeholder involvement, and iterative design development.

Our Engagement Vision

We see engagement under PIB as a strategic, iterative, and inclusive process designed to build trust, reduce risk, and improve outcomes.

Our approach is structured to:

- Align with government policy
- Enable meaningful two-way dialogue
- Plan for a consultation on final proposals before submission - lighter touch than a traditional statutory consultation.

Environment Update

Environmental Assessment Update

- [Environmental Update Report](#) published during 2024 Non-Statutory Consultation (NSC)
- Ongoing review of NSC feedback and stakeholder engagement
- Surveys underway to support design development
- Preliminary environmental assessment has started
- Stakeholder input helps shape and improve design outcomes



Environmental Update Report

Non-statutory consultation

Design Integration & Mitigation

- Protecting the environment is a fundamental part of our decision making when developing our proposals
- Preliminary assessment informs early design decisions and the design of embedded mitigation
- Aim to avoid or minimise impacts through design

Avoidance

Measures taken to avoid creating impacts from the outset.

Minimisation

Measures taken to minimise as far as reasonably practicable the duration, intensity and/or extent of impacts that cannot be completely avoided.

Rectify

Measures taken to improve degraded or removed ecosystems following exposure to impacts that cannot be completely avoided or minimised.

Compensation

Measures taken to compensate for any residual, adverse impacts after full implementation of the previous three steps.

Survey Update

Environmental surveys are being undertaken across the entire route. Surveys which are ongoing or have been completed include:

- Arboriculture
- Farm Business Interviews,
- Biodiversity
- Air Quality
- Historic Environment - geophysical
- Noise and Vibration
- Traffic and Transport
- Water environment

First phase of Ground Investigation progressing

Surveys which are planned to start in Winter 2025/2026 include:

- Archaeological Trial Trenching
- Soil surveys (Agricultural Land Classification and Soil Resources Surveys).





Biodiversity Net Gain Update

- EWR made an early commitment to delivering 10% Biodiversity Net Gain, ahead of it becoming a mandatory requirement for Nationally Significant Infrastructure Projects from May 2026
- Awaiting government guidance Biodiversity Net Gain for Nationally Significant Infrastructure Projects
- Our design integrates BNG early by avoiding and reducing habitat impacts
 - EWR does not directly impact any Ancient Woodlands or other irreplaceable habitats
- We have established the BNG Forum to work with key stakeholders to deliver BNG that works for nature and communities

Environmental Updates Since Non-Statutory Consultation (NSC)

- Refinements to proposed environmental mitigation following feedback from NSC, landowner meetings and updated survey information – involves balancing habitat connectivity and existing agricultural usage.
- Embedded mitigation – alignment and gradient work to reduce the scale of cuttings and lowering the height of the railway in the landscape.
- Proposed landscape mitigation earthworks to help screen the railway.
- Proposed Ravensden Brook Viaduct to address landscape and visual concerns raised about the embankments proposed near Thurleigh Road for NSC.
- Consideration of green-grey bridges to enhance habitat and species connectivity at railway crossings.
- Drainage ponds relocated and consideration of flood compensation areas to address flood risk concerns.
- Consideration of buried archaeology to inform locations of drainage ponds, access roads, compounds and stockpiles.
- Updates to Public Rights of Way.



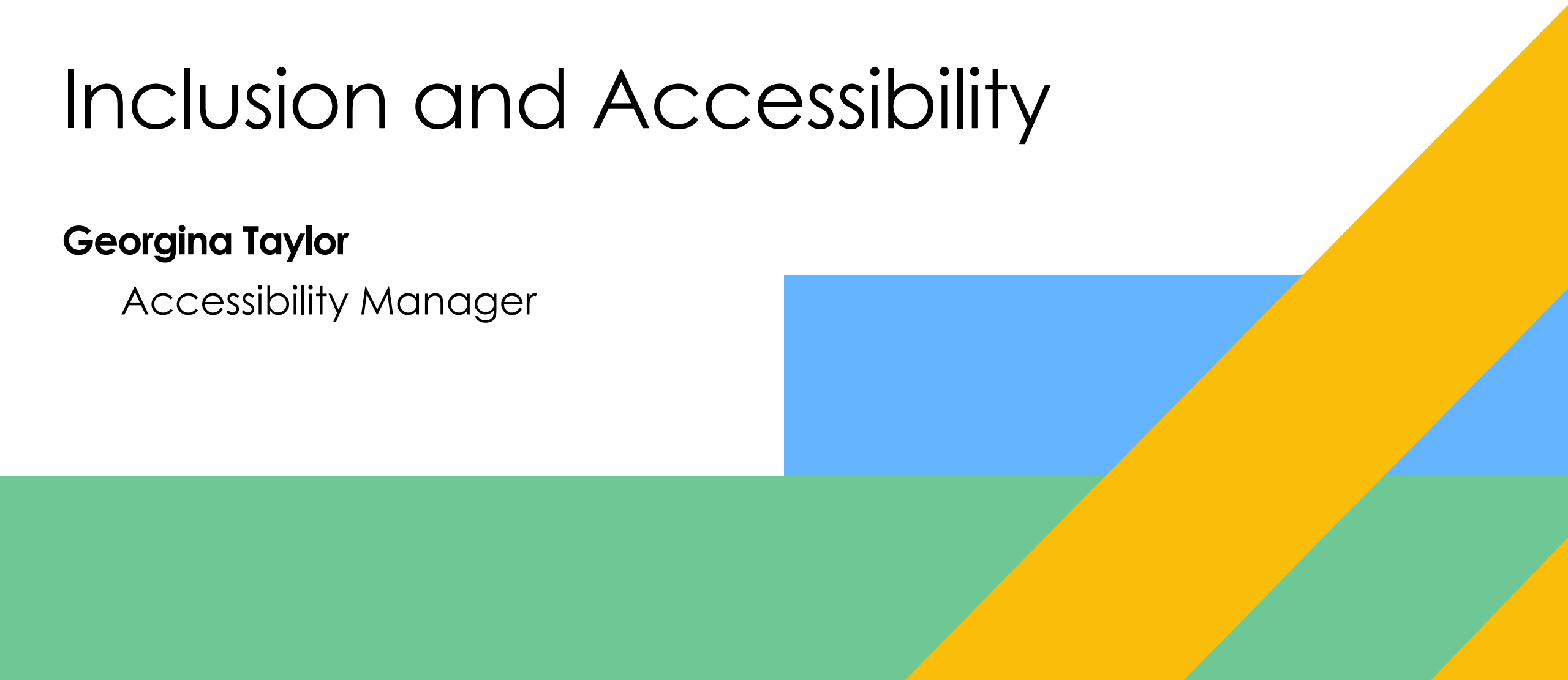
Route section: Clapham Green to Colesden

NOTE – the active travel designs and drawings are evolving and work-in-progress so have been omitted.

Inclusion and Accessibility

Georgina Taylor

Accessibility Manager



Agenda

- 01.** The Importance of Inclusion at EWR
- 02.** Our Legal Obligations
- 03.** EqlA's
- 04.** Inclusive Design at EWR
- 05.** The EWR Accessibility Advisory Panel (AAP)

Why is Inclusion Important to EWR?



It's about providing **equitable access, as far as possible,** to opportunities and resources for people who might otherwise be excluded or marginalised.



It affects **all areas of life,** including jobs, the economy, access to health, choice around participation and social activities, access to education, seeing friends and family.



It's an investment that can **create a loyal and expanded customer base, reduce the cost of future adaptations** and mitigations, and minimise costs associated with providing dedicated assistance to end users.

An inclusive railway translates into a better experience for everybody

Our Legal Obligations

Under the **Equality Act 2010**, public authorities are legally required to uphold the **Public Sector Equality Duty (PSED)**, ensuring that equality considerations are built into every stage of planning, design, and delivery.

Key Obligations:

- **Eliminate unlawful discrimination** – EWR is actively working to prevent discrimination, harassment, and victimisation based on protected characteristics.
- **Protected Characteristics Include:** Age, Disability, Gender Reassignment, Pregnancy and Maternity, Race, Religion or Belief, Sex, Sexual Orientation
- **Advance equality of opportunity** - Consider how to remove or minimize disadvantages, meet different needs, and encourage participation from underrepresented groups.
- **Foster good relations** - Promote understanding and reduce prejudice between people who share protected characteristics and those who do not.

Equality Impact Assessment (EqIA)

- ✓ Identify potential discrimination under the Equality Act 2010

EqIAs are helping uncover whether a proposed action might disadvantage people based on protected characteristics (e.g. age, race, disability, gender).

- ✓ Promote inclusive decision-making

They enable EWR to consider diverse needs from the outset—rather than retrofitting inclusion later.

- ✓ Support legal compliance

EqIAs are being used to demonstrate that EWR have met our Public Sector Equality Duty (PSED) obligations.

- ✓ Improve outcomes for all

By highlighting unintended consequences, EqIAs can lead to better, more equitable design of infrastructure.

- ✓ Encourage transparency and accountability

Documenting the assessment process shows stakeholders that equality has been considered seriously and systematically.

EqlA - Key Inputs and Processes

Consists of:

- Site specific EqlA's
- Route-wide EqlA

Informed by multiple sources, including:

- Relevant chapters of the Environmental Statement
- Feedback from non-statutory consultation
- Existing baseline data
- Stakeholder input

Integration with Environmental Statement:

- Equality-related mitigation measures from the Environmental Statement will be considered
- Ensures alignment between environmental and equality objectives

Ongoing monitoring plan will be developed to track equality impacts throughout the project lifecycle

Submission:

- The EqlA will be submitted as part of the Development Consent Order (DCO) application
- Accompanies the Environmental Impact Assessment outcomes

Inclusive Design

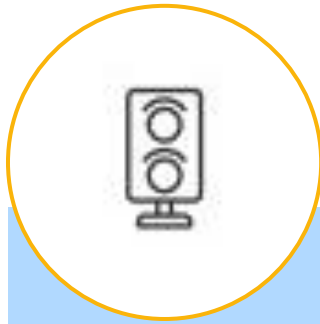
We are looking at inclusive design across all assets, including:



**Stations and
Rolling Stock**



**Depots,
Sidings &
Stablings**



**Control
Rooms /
Centres**



**Public Rights
of Way
(including
Level
Crossings)**



**Equipment
Buildings &
Routewide
Infrastructure**

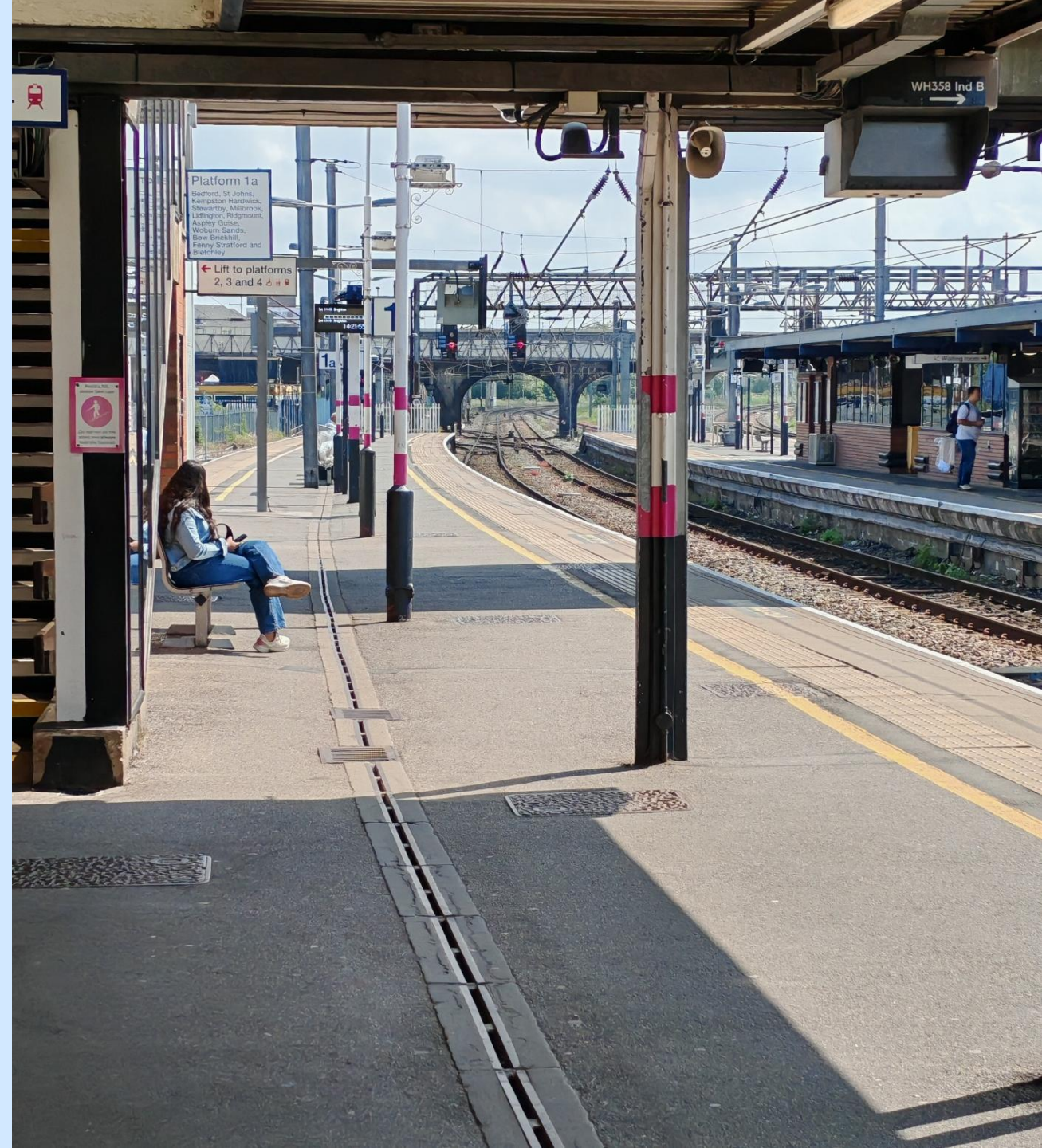


**Evacuation &
Maintenance
Walkways**

All **users** – not just passengers but also staff roles (e.g., operators, maintainers)

Stations

- Iterative **reviews of station designs** to assess accessibility and inclusion
- Working with design team to **develop mitigations** where issues arise
- **Developing station requirements** based on good practice and feedback gained from panel sessions
- We will present station designs to the EWR Accessibility Advisory Panel to **gain feedback from people with lived experience of disability**
- **Station visits with the AAP** (May 2025), to see their experience within a railway station and understand challenges they face



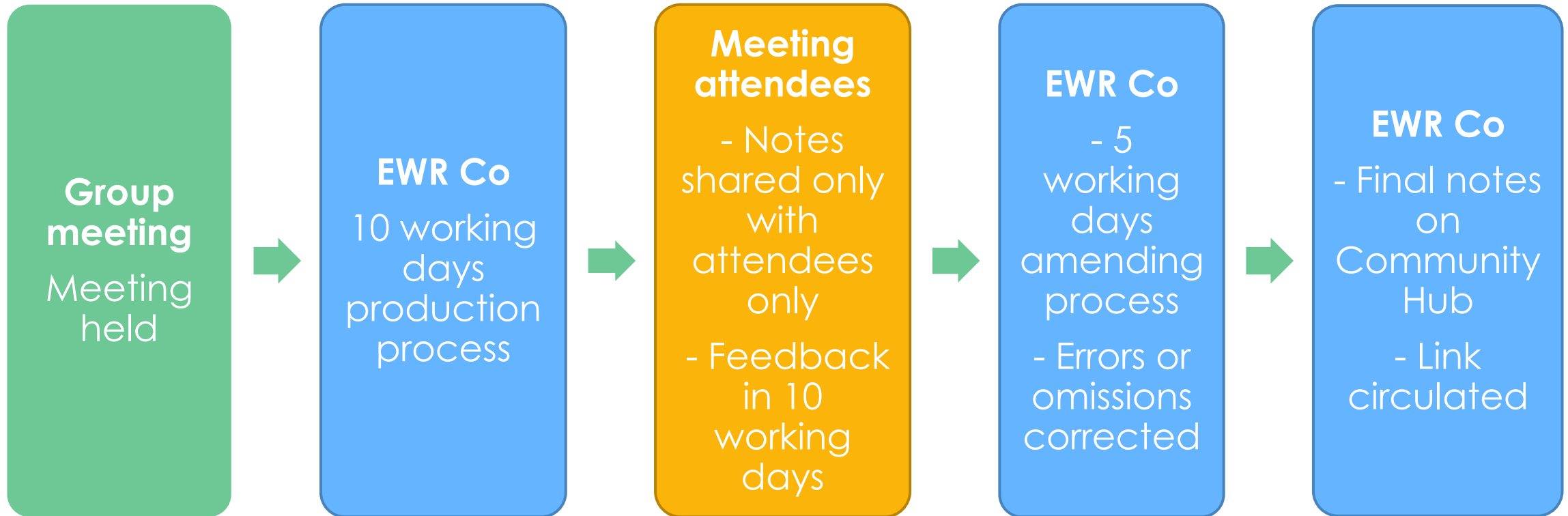
EWR Accessibility Advisory Panel

- **Established April 2023** to ensure inclusive design through lived experience.
- **9 of the 12 residents** live across the Oxford–Cambridge route, many active in accessibility advocacy.
- **Focus:** Improving access for broad spectrum of disabled people with both visible and non-visible disabilities.
- **Meets every six weeks**, both in person and online, to provide ongoing feedback.
- **Purpose:**
 - Identify barriers early in the design process from a lived experience perspective
 - Develop inclusive infrastructure solutions
 - Enhance independent travel for all users
- **April 2024 published the priority issues** in rail eastwestrail.co.uk/news/latest-stories/accessibility-advisory-panel-outlines-priority-issues-for-disabled-passengers

For more information see the Inclusion Page on the EWR website [East West Rail | Accessibility Advisory Panel](#)

Discussion, Q&A

Creating meeting summary notes





Thank you

www.eastwestrail.co.uk