

Speaker 1 0:00

Alright, let's have that one. Yes, this is a meeting that gets recorded and gets posted on the website. So we've just started the recording. Now, if anyone is uncomfortable with that, please let me know. And we will stop the recording, you can do that on a side chat. If you're not comfortable saying that to the group. I'll generally that that that bit past is quite fast. The other thing we've just been asked to do, a couple of people were saying that it's, it's still difficult to hear because I've got people in the background, or just the nature of zoom meetings is a little bit challenging. So there's just a little quick how to guide here for how to show ongoing captions, with the obvious caveat that captions are auto generated and real time, so there may be some mistakes in that. So if you are doing captions, and find someone saying something weird, you're welcome to ask for correction as we go through. Any other thoughts on that before we go in? Brilliant. I've actually just on the side, I was checking one of the slides and I've just noted a

Speaker 1 1:17

just noted a discrepancy in one of the action slides. So can I ask the team when we get to slide 11, I will share that one live myself. And then we'll flip back into the into the back of the deck. So whoever's running the deck just to be aware when we get to slide 11, if you could come out of the deck, and I'll I'll go straight into it. Apologies team. Right, general updates. Next slide. So as we sort of mentioned with Gail being here, we held 12 community events across June and July. Two of those were additional, we're planning 10, originally, and we had some feedback from the relevant allergies that they wanted. Events, additional events in Cambridge, but actually which we were happy to provide. We had 2300 attendees over the course of them, and I think the Bedford one was one of the better attended. Some of them were really not very well attended at all, you won't be surprised to know that that sort of West westwards of Bedford, the numbers tend to drop off as you go further towards Oxford, but the Bedford event was very well attended was fantastic. And we've also done several videos which kind of pulled together the questions that were being asked in them sessions, which, if anyone in your area is interested in having a look at those, you probably know the answers yourselves to all the questions. But if anyone knew where he wants to understand directly, and I must directly apologize that I didn't have a hairbrush for many of them and look like a bit of a state. But the answers we're giving are quite straightforward. If you've got any questions about those, please let me know. But I would definitely encourage you to to point your personas, if that's the right word towards those videos, if they've got questions about that sort of thing. I'm the accessibility advisory panel, which we've spoken about before. And it's worth reminding everyone, I think that the attendees for the accessibility advisory panel were in part, founds due to conversations with allergies. So it's, it's something that I do want to keep updating the allergies on. We recently held the third meeting where the panel met picky people from inside DWR and carried on giving their views on the design and development requirements as we go forward, which has been really

helpful for us to ensure that the railway is genuinely accessible for everybody. We are going to continue having those meetings as we go forward. I think I'm right in saying they're quarterly at the moment. And we'll continue having those throughout the length of the project. Those are the main updates of any any sort of questions or thoughts on any of that before we crack on. Then I suggest we crack on think this is the moment where I'm going to share my screen and it won't look as good as when Tabitha was doing it, I'm afraid here we go. So just to say that the ongoing sort of arrangements around the Be fair meeting, understanding that this itself is not a be fair meeting so we shouldn't really get into the details here. But just to say that that is being arranged there was a date in we're now unable to make that because of train strikes. Which means that Beth won't be able to come up several meetings in the same day as I'm sure you Understand, so she wasn't unfortunately able to come up, we'll find a new date for that. The second line here, we were asked by one of our attendees to provide an overview of how DWR CO is considered cost of Route II technical note was uploaded to the website, I believe a fortnight ago, possibly longer. And I believe the link was circulated to this group, sir, is that correct? Yes. We were asked to provide a Google satellite map of how EW and blackcat interact, which we were happy to do and have now provided just make that a bit bigger. Sorry, since my back I told you my skills at driving this one was going to tell us we were asked to share the explanation on the shifting Route north of Willdan. Again, we did circulate that we provided information on how the red line boundary and consultation area will be defined. That was provided I believe, Sara, jump in and let me know if I'm talking nonsense. I believe that was shared as text. Is that correct?

Unknown Speaker 6:07

Sorry, Hello. Listen to that part, sorry, of coffee. Can

Speaker 1 6:10

you repeat that? So I really think he needs to go and get us news to have with us telling me yes, on the side chat that was just so much, honestly, I'm not well. And then lastly, Adel Jaco, to confirm if a square kilometer sort of a measure could be added to the online maps. And again, we were happy to do that. So any comments or questions on these before we shift on to the outstanding actions,

Speaker 2 6:38

you will not be able to put them in a square on them.

Unknown Speaker 6:42

We have done that. I believe we have done that.

Speaker 2 6:46

So unfortunately, it's not possible to do it. That

Speaker 1 6:49

is intriguing. Sarah's just stepped away. I apologize for that. Peter, I thought I was on top of that particular issue. Let me just double check. Okay, I'm gonna take that away to understand myself a

bit better, why that wasn't possible. And I will get back to you, because I don't feel that that's beyond our capability. So I feel like I want to understand that one a bit better myself, Peter, if I may. I do apologize. That one I I think I hadn't read the answer, because I felt that was let me take that away that that feels like something we should be able to do. So I'd like to understand the technical reason why that?

Speaker 2 7:36

Could I go back to action number two, of course. I've gone through to understand is this Aw, our code to review information provided by an attendee and provide an overview of how they've considered the cost of the route IE. When that at the foot the introduction, that means nothing to me. I can't remember anybody putting some information in providing information, which was taken away to be discussed.

Speaker 1 8:10

Sure. So we were specifically asked I believe this was a specific question around. The it was it was I understand it was brought up in a it was Mike Barlow requested some specific information, which we responded to in a technical note that's been added to the website. So it's at it's part of the technical note for the Be fair alignment. And I will put the link to that in the chat for this meeting now. So it is there. Which this is now on the website. I got to get back into the

Unknown Speaker 8:50

meeting. Oh, I'll put it in the chat. Now, Hannah.

Speaker 1 8:53

Thank you. I'm really bad at driving this. Good. Great.

Unknown Speaker 8:59

I think my comment really is. Once again, they use the word attendee because

Speaker 1 9:07

we were having that discussion just before the meeting started. Actually, I think that's a hangover from sort of the previous approach and the approach of other groups. So let us this isn't saying I can't get back into the meeting. I'm really bad at this. So I apologize for that. But I'm happy to confirm that that was in response to a request directly from Mike Barlow.

Unknown Speaker 9:31

No, that would be fine.

Speaker 1 9:37

Okay, I'm somehow back in the meeting, but I've jumped over the slide deck. Are there any other questions? I think we can go back into item 12. Unless there's any other questions or comments.

Speaker 3 9:48

I know we can elaborate a little bit more on the the comment about the map. Yeah, we did speak to the technical team and unfortunately, it's not possible at the moment with the software they're using. Because of industry standard. So that will be we'll go back to them and see what else can be done with that.

Speaker 1 10:03

Yeah, let's get let's get more detailed explanation out of that. And second, let's see, can we put that meeting and still, that item is still outstanding. That's probably for my benefit more than anything, because I'm quite keen to understand that is something that we can retrofit over the top, as long as we can put a caveat saying that the precise, you know, there may be some precision issues, but I take their point, actually, these things are the software sometimes has these odd quirks. We have a raised hand from Gordon

Speaker 4 10:33

is Hannah, before we go on, can we discuss some of the comments from meeting notes meeting? 11 notes?

Speaker 1 10:40

Absolutely. Let's do that. We actually jump to slide as well. We jumped? Slide 12, I think but yes, we can definitely discuss some topics. What would you like to discuss, Gordon?

Speaker 4 10:50

Well, one of the points I've raised in my email. Was that was item 3.6. Hannah, you mentioned you mentioned that added that many other points raised in the previous content consultations, have important design, such as revisiting the heights of embankment and viaduct and re evaluating the design at various level crossings. and these in turn have led to changes from the design proposed in 2019 and 2021. Well, as far as this LRT group is concerned, that's irrelevant, because to my knowledge, there are no level crossings between Bedford and certainly the East Coast mainline. If there are we need to know about them.

Speaker 1 11:42

So no, you're entirely right. It was a list of things, list of changes that were relevant across the whole route. And it was really some of the larger changes that were made, were the ones that I was kind of ticking off because the smaller changes are really ones for the individual design teams to be able to, to rattle off. But on a more macro level, I was talking about some of the larger changes. So I think you're probably right, that the level the level crossing one unless you particularly sort of go and drive or or take train through those places will be less relevant to you. But I I think the embankment and Biodex issue is one that has come up in here before. So I would say that one's probably more relevant.

Speaker 4 12:29

Right, the other one was a comment I made about the reservoir to the east of Colton road. And the DWR code for response was that, you

know, it'll all be looked into that particular farmer concern had a meeting with somebody from a WR co recently, and he discussed this. And they said, Oh, we don't worry about minor details like that at this stage. Well, the stability of a reservoir we're always getting close to is not what we consider a minor detail. What's the chap talking out of order? No, I

Speaker 1 13:17

wouldn't have thought so I think that I'd be interested to know Katie's view on this. But my view? i My instinct is that I obviously that's not a minor issue. And that's if if they actually did use that wording, I that'd be interesting. But I think that there are certain levels of certainty that you can have the issues can be sorted through. And I think that maintaining the stability of the reservoir is probably one where the engineers have a high level of certainty that that can be accommodated. And in the design, Katie and mofo, I think both of you have more expertise in these areas than I do. So I wonder if you could jump in?

Speaker 5 13:55

Yeah, it was just I was gonna say it's probably over to Mo, but I guess I'm curious about who it was that was saying that. We're kind of, could you elaborate on who that was? Sorry. Do you know the name?

Unknown Speaker 14:12

I don't have a date. No, I can get.

Unknown Speaker 14:16

I think that will be helpful. And they can work.

Unknown Speaker 14:19

I will ask the question and see if I can get a data under nine.

Speaker 1 14:22

That'd be very helpful. Thank you. Thanks, man. I'd be interested to know if you have any thoughts.

Speaker 6 14:27

The only thing I can come in and say is that it's not a minor issue. I mean, these kind of things are very close to our hearts. If the railway line is close to the reservoir, and there are concerns with the structural integrity, the onus is on ew R is to demonstrate that that is you know, we're not going to fundamentally have an impact on the structural integrity of it. That work is done in stages and will take place between now and when we actually get consent. So, yeah, I think you know, if that is the message that was conveyed to you, it is not is not the right message. We are duty bound to actually look at the structural integrity of all structures on the routes. And that was part of a presentation I had given previously on code of construction practice and how we minimize impacts during construction. So I'm very happy to give you more information on that offline if that is something that would put your mind at ease.

Speaker 4 15:22

Right. Okay, but other can't find out who it was. That was the guilty party. Okay, thank you.

Speaker 1 15:30

Fantastic. Sorry, let's, we're just emailing, calling about the kilometer thing. Any other questions or thoughts before we move on?

Speaker 1 15:48

Thank you. So then just finally, there was a request to look at the list of proposal items the team are working on and expect to share the statutory consultation. I think as we sort of touched on lightly last time, there isn't a set list of products and documents that you would necessarily expect to see at the next round of consultation. So that's something that's ongoing internally. And we will update you when we have more information on that. Katie, I wonder if you've got anything to add as this is definitely,

Speaker 5 16:15

I think there's there's a few things that are set out in legislation that you will definitely be seeing. One of them is the pier, which is the so just let me know, sorry, if you can't hear me, but one of them is the pier, which is the preliminary environmental impact report. So that's an early doors assessment report for environment. So the potential impacts that will definitely be there. That's that's set out in legislation for statutory consultation. But then you'll expect to see this the standard consultation type documents a summary of the route, what we're proposing the consultation feedback form, so you can share your feedback. But yes, that's all currently going on right now. To decide what materials will be available at STATCOM.

Speaker 1 17:09

Brilliant, any other thoughts or questions before we move on?
Fabulous, thanks so much. This is, as I say, the topic I've been really excited about talking to everyone about. And I know that you've had an extra sort of couple of people join. So welcome to Peter. Welcome to Alistair. If anyone else is in and I haven't seen, I apologize, but but very much welcome. To those people that have just joined, please feel free to come off mute to show your camera. And indeed, I would definitely encourage it for the next section if you feel comfortable doing so. This section for us, obviously, we have had two consultations. Now. We've done a lot of desk research into who is in the local community and how to find people. We've used media, we've used the allergies, we've used all manner of different approaches to try and reach people. I think that work is never done. That work will be ongoing for the life of the project to find new people to talk to new groups to talk to. And especially as we get into some of the more specialized area of design, it's really important that we go down every avenue that's open to us. At the moment, we're at this stage. So we've had two consultations, as you can see, and our route update announcement earlier in the year, but we've got a lot left. So a lot, still to go, we've got engagement, we've got statutory consultation, we've got an examination period,

with the DCO, we submit the DCO. And then we go into construction. And all of these require us. And I'd say require it, we want to make sure that we're talking to as many and varied people as we possibly can. So I'm I'm very keen that we get as much of your knowledge and your local understanding as we possibly can, at that this stage in the project, and indeed at every stage as we go through, which is really what today's session is about Kpop to the next slide. So what we're going to do is we're going to have this session today, where if we were in person, imagine that this is sort of post it notes and all that kind of stuff. So we're kind of just going to do the equivalent here. It's kind of hard to get the same energy in a in a zoom call, but we'll try. We want to understand all of your suggestions for who and how we can talk to in the community. And then we'll have a look at what what we're already doing and see where we can improve and see who who we're not yet talking to who we could talk to and make sure in that space. So as we go through to the next section, please throw throw your ideas and suggestions in any way you feel comfortable. We've got The teams that are that they'll be writing stuff, there'll be looking at the chat bar, raise your hand, don't raise your hand, whatever feels comfortable. But I'm really keen that we kind of get get some good ideas out there. So these are some ideas, these are meant to be indicative not prescriptive. So please think as big as you like, or as small as you like, if there's a specific person in your local community you think is worth us talking to? That's fantastic. We're looking for, you know, just as wider thoughts as you've got, we've had three or four of these sessions already. And we've had some really wonderful feedback. So I'm not saying it's a competition. But you know, we've had some really good feedback already from some other areas, environment groups. Now, obviously, we have an environment team, we have statutory groups who we talked to who we know, and we've got a big tear of groups underneath that. But there will be ones that we haven't heard of, there will be ones that are very unique to your community, community groups, that could be anything that could be from parents, work groups that we don't know about, that could be business groups that we don't, we don't yet we're not yet in touch with. That could be anything really. So any community groups in your area that you know, local charities as well, they are very difficult to find often through desk research. It may be that they act as a charity, but they don't yet have charitable status. And they're even harder to find. So those kinds of groups and passions and accessibility groups as well. So we want to make sure that we are talking to not just the people that we can find through desk research, the people that were recommended by the local authority, and we will be having this process with the local authorities as part of the statement of community consultation, but that we're really going to the horse's mouth, the lion's den, the source of all information. So we're talking to you. So please think really broadly, don't be constrained, I'm going to try very hard to shut up which as you all know, is difficult for me. Transport is brilliant Gordon, Chuck Mattis. So the team, we're just going to take notes now. So let's see if anyone's got some views. And then we'll try and keep the conversation moving. So Gordon, can you kick us off? Well, I

Speaker 4 22:16

just posted a note, are there any Trainspotting groups?

Unknown Speaker 22:20

Brilliant idea. We have?

Speaker 5 22:23

Sorry, I'm sorry. This is part of my this part of my job as well. So it's really useful to hear your feedback and your local knowledge. So Trainspotting groups really interesting point. It's not a statutory quantity. So it's good to hear these look these types of groups. If you have any suggestions for local to you train spawning groups, that would be great. Just drop him in the chat. But we can go on, go on board and sorry.

Speaker 4 22:58

We were talking to we're talking to parish councils, which is the important one here. You're also talking to environmental groups, CPRE, etc.

Speaker 1 23:13

back real quick to the parish groups, because I think that's, that's a brilliant one. One of the things that we'll be sort of talking about later, as well as the methods to talk to them, and I know that parishes do tend to have newsletters and that kind of thing. Is it Is that a good space for us to be involved with in the newsletters and kind of giving information through in a specific way? Or in a specific thought? Are there any offshoots or committees of your specific parishes that will be helpful for us to understand? I will say this, there is opportunities to feed in this. So if this is an ongoing conversation, so please don't think that you can't reflect and come back to us later.

Speaker 4 23:51

There is a local newsletter, but it covers a couple of parishes here. Excuse me. So covers both why Boston children are cold and also Roxton. So

Speaker 1 24:03

I think that'd be really helpful. Let's make sure we've got access to that newsletter. We'll come back to you, I think. Thank you. I can see that you've said British Horse Society. Brilliant. Yes, we have spoken to British Horse Society, quite a lot. Ramblers it's not like an individual Ramblas, or like the rambling association or

Speaker 7 24:25

rambling Association. And there's local groups. Yeah, I mean, when you consider all the right spray that are going to be decimated, and they're going to have I should hope, a jolly good. pinion on that. Yep.

Speaker 5 24:38

We've got local we've got both the Ramblers Association and local

but if there's any kind of really local to you, I think if you could suggest them in the group chat, that'd be great. Just to make sure that we're not missing anybody off.

Speaker 7 24:53

I think the thing is Hannah, I mean, what what are you going to say at these communication? events because All the other ones that in no, we diligently go to know and answer our questions. And we just the same stuff all the time.

Speaker 1 25:08

Yeah. I mean, I'm really happy to have a question about that kind of stuff. But what what would we have had these conversations before, I'm really comfortable opening up and having a conversation about the events. And actually, the next section of this is definitely about events. But in order for us to be able to talk to people and find them, alert them that there are consultations coming, and there are going to be consultations coming, we really need to know who they are. And we're trying really hard to reach as many people as we can. And that's kind of what what we this section of the conversation is about, where we are really happy to talk about that by just with a sort of a cheer hat on rather than with an AWS co hat on, it'd be really helpful if we could just try and think some people I mean, to your to your point around knocking on doors to understand. So we have spoken to directly, for example, all impacted landowners. But I wonder if there's something more specific that you're talking about there that you feel we've missed?

Speaker 7 26:05

I guess it's just going back to Gordon's point about, you know, the the chap who was affected with his reservoir, and he kind of just got a pretty, you know, off the cuff remark really? It's, it's, I don't know, it's just not right, is it? As a thing, I mean, what's you're actually saying to these people, you know, yeah, we, you know, we're gonna come through, and we can't really give you any more information. And, you know, we can't give you any more details yet how it's going to crumble the size of your reservoir. So don't worry about that, you know, I

Speaker 1 26:44

think Alistair has just put up an interesting comment in the in the chat to be great for your confidence about rights of way being maintained during construction, and how they'll be enhanced post construction. That's a really, really good point. And that's something that we'll be able to do much better. And we'll be able to have those conversations and really understand the priorities of local Rambler groups, local horse rider groups, local, you know, parent and child groups, if we know who they are, and if we can find them. So your your, your, I think your point is, is really pertinent, which is, we don't yet know what it is that we're proposing, we're not in that position. But what we want to be able to do is when we are in that position, we want to be able to send an email, pick up the phone meeting, have those people around the table as quickly as possible, so that we can talk that that kind of stuff

through with them. So what we are trying to do here is getting to a position where we can have conversations as quickly as possible. So I take the point, Nikki, that, you know, to date, you've personally felt that there's not been the information that you needed out there, what we're trying to do is to make sure when that information does become available, we can move as quickly as possible in including people in that and getting their views in quickly. So that we can use it to hopefully affect change. Sessions for

Speaker 7 28:02

Yeah, no, thanks for that, Hannah. And I know we're, you know, we have our specific local residence group here. But if we go back to Alice's point, the people in you know, we're actually quite aware of what's going on and stuff because we've taken an incredibly active interest, people in Bedford town, and the immediate area have not got a clue of the disruption that is going to happen. Now, how can we get in touch with them? That's amazing.

Speaker 1 28:33

Brilliant question. And I think we've, as I said, before, we've tried, we've got a lot of different methods that we're using, but as as representatives of local people, you might be looking at us going well, goodness sake, why didn't they use the, you know, the smoke signals that we all use? Or the you know, the this Facebook group that we've all got? What are what are those things that would be helpful for us to be using to reach people? And it's a couple of classic what in DCO terminology is called the hard to reach groups. And they're called that because that's exactly what they are. So are there any of those is really, really good point you raise Nikki how how to reach those people, we can go away, we'll do a lot of research, we'll do a lot of work to make sure we reach them. But there may be stuff that you know, that we don't know. And I think that that's kind of where we are. So with that specific example, do you have anything in mind that you would like us to do in that space?

Speaker 7 29:26

I honestly think you should be contacting Ward councillors of the areas in Bedford that are going to be deeply affected. Absolutely deeply affected.

Speaker 1 29:39

For avoidance of doubt Ward councillors definitely on the list, we email them, they're invited.

Unknown Speaker 29:44

How can we make them understand them?

Speaker 1 29:47

Good, good question. And I think again, it's it's we we do talk to them we do give them information. Are there things that you think we could do more of that might engage them a little bit more?

Speaker 7 30:02

I mean, I can try at council level to just get people, you know, aware and interested. Because honestly, this is just going to hit them like a flippin wrecking ball. It really will.

Speaker 1 30:16

Okay. I mean, we slightly disagree on that point, but it's a helpful, sort of a helpful thing to know that there's a space there as though you've had your hand up for a while.

Speaker 8 30:25

Oh, yeah, sorry. Just can you hear me? Okay. Absolutely. Yeah, brilliant. I'm just a little bit concerned about this. In terms of public rights away, and Nikki's point, and then your your, your response to that, Hannah. It's pretty clear that East West Rail could make a statement today now saying that all public rights of way will be maintained during construction, and they will all be reinstated, or enhanced, where opportunities are to enhance the existing rights away system without fail, right? You don't need to go out to talk to other hard to reach groups or engage with anybody else to do that you could make that statement. Now, the fact that they don't, or East West Rail, basically, he's always talking about oh, yeah, we're going to engage and every question is a good question. And everything is, you know, so wonderful. Well, you know, there are some basic things that could be done. Now, today, you don't need to engage with anybody else, you can make some clear statements about things and the public rights away is a great example. You know, that will give some people some confidence that East West Rail, are not just kicking the can down the road until it's too late. You know, so all the engagement and all this stuff, it's all froth, nothing substantial is ever happening. And then suddenly, you're going to be wham, we're going to do this. And by the way, oh, no, we weren't able to do that we weren't able to do the other. And there's a whole bunch of other things that we weren't able to do, because that's what it feels like, to me, it feels like you've got you've got so much time, and you've had so much time. And yet there's no categoric statements coming out about what you're actually going to do, and how some of this disruption is going to be avoided. So you know, I share Nicky's frustration. And I think we need more substantial statements, and you don't need to engage any more or wait any longer to do that.

Speaker 1 32:17

So I just push back a little bit on on some of those things, until we have the design until we actually have an approved design that's gone, you know that that that we have a third design right now we don't have a final design. And because we don't have a final design, we don't have a construction methodology, it would be disingenuous to say that we know how we're going to build that it would be incorrect. And

Speaker 8 32:44

just come back on that. Because what are the what are the design criteria, then you say you haven't got a design? So what criteria are you building into the design? Are you building in from day one?

The fact for example, as we're talking about public rights of way that they will be maintained and enhanced? Is that part of the design criteria?

Speaker 1 33:02

So I'll just bring mode at this point. I wonder if Mo, if you could, if you could jump in at this point, I

Speaker 6 33:09

think I just to see, I completely understand kind of their level of frustration, I think there is there's things that we can go out and see publicly and things that you know, kind of most infrastructure projects will undertake. Anyway, I think when it comes to the topic of trials, I mean, you know, ew RS position would be to, you know, where reasonably practicable, maintain pedestrian access, you know, for cyclists, and equestrians, and those affected and, you know, in many cases, if a problem needs to be stopped up, we need to go out and speak to landowners, and to see how that affects them and to design that Pro and, you know, kind of look at the, you know, the potential changes to the pro and I think, you know, it, it is the stage of the project where we're at, and it is the process we're undergoing. That actually does clarify all those things. Really, I think that's that's what I wanted to come in and say, certainly, I think those kinds of things will emerge as part of the development of the scheme. And similar commitments would have to be made and a range of issues. So I think I don't know if I've answered your question or if anyone from the team wants to come in and kind of complement what I said. But really, I think just kind of, yeah, work closely with landowners to try and see what changes need to be made to Prowse. And where reasonably practicable and not discontinue those, and even in some cases were required and necessary may offer improvements to those as well. But as I say, these are generic, generic principles, you know, the details of it, each design developments will have to be discussed on a case by case basis.

Speaker 1 34:46

And I think that's, for me, really interesting point. And one of the reasons for this conversation is that it's important to discuss these on a case by case basis. And it's important that we understand in in that particular area, the usage and and the, you know, if we say keep public right away open during build, for example, you might roll your eyes when I say that. But what does that mean? Does that mean having a diversion in place? Does that means having stepped access? Does that mean having what does that mean, in practical terms to the local community, because some local communities will have very clear views of what that means that there is devil in the detail. And I think this conversation we're trying to have today is trying to work out who the right people are to have those conversations with local schools. That's brilliant. Thanks, Nikki. Yep, I think local schools, journeys turn from school, school that's really helpful. Businesses, I think, also a good one, that we've spoken to some sort of local businesses, we're obviously in touch with the larger business groups, the chambers and that kind of stuff. But it'd be really interesting to know if there are smaller

business groups. I know that sort of small, maybe one sole trader type stuff, they sometimes get together as groups and that kind of thing. So if I don't, if anyone knows of any of those locally, that we might be able to get in touch with.

Speaker 1 36:25

I think we'll leave this as maybe we want to think about PT, you've had your hand up quite patiently.

Speaker 2 36:30

Yeah. At some point, I'll pick up from what Nikki said earlier on. When she mentioned that you should be contacting Ward councillors. You say you do that, that they can take part in the analogies and the system is there. But pretty widespread? There's, there's a there's a lack of interest and lack of involvement by the majority of Ward councillors. To what extent do you have contact with the actual Borough Council?

Speaker 1 37:14

We're, we're quite well connected. It's not just something that we do spontaneously, but there's various sort of obligations of the development consent order that require us. So Katie is an expert in this area.

Speaker 2 37:25

Your true but do you, for instance, and going back to the PR o W's? Have you got a specific contact with the public groups public rights away? Officer on the borrower?

Speaker 5 37:40

Yeah, yes. So we will? Well, you will have you. So we would have to, we can take it away and check with environment teams, the environment teams would be the ones that would be engaging with the public right away. Officer, I think, counsel, we can take that away. And I'll let you know.

Speaker 2 37:57

To me sure by now. I mean, you've you've had your alignments mapped out for two years now. And I'm one agreed since earlier on this year. They're so close together, that's in many cases, it's the same public rights of way they're on a threat of being severed. The, the must be a reasonable understanding of the extent to which realistically, you can preserve written by rerouting or making other provision particular rights away. And there'll be others that are plainly it's going to be impossible. And you should be able to level with the POWs officer bar level. So she would then be in a position to field questions coming from the public. The Borough Council itself I think there's there's a level of frustration between the Bar Council and East West Rail Co. I don't I feel that they suffer the same sort of problems that that we do. And they'll be talking about where we ask them, we asked what we believe is a reasonable question and get told well, the design is not mature enough to get to give an answer to that.

Speaker 2 39:42

The borrower is run by the 20s 2037. Maybe borrow counselors. And just on one hand really are the number of borrower account which, which seemed to take an active interest in this, and that's changed since the elections earlier on this year. It's now one change change the balance within within the council. But it pains me this, this, this route is going to go just past Bedlam just past bromham. They are, they are detached areas, they are going to get severely impacted in due course with the with the extent of work that's proposed. And yet the trying to get interest within the borough within the borough council level, and also the parish councils in those two respects, is, is very difficult in need. And that should be a mechanism where you talk where where you're interfacing with the Borough Council, and the Borough Council itself is seeking out feedback from its own via its own borough councillors from the from the community levels.

Speaker 5 41:13

Yeah, Peter, I think that's a really good idea about, you know, you, the counselors engaging with the counselor more about Ew, er, I think we are engaging quite a lot with the officers of Bedford borough, and we're bringing them up to speed on the design. So I think it's now over to your son maybe to have that update with the counselors and the benefit and the borough officers. I mean, I can I can go talk about securities and statutory consultees all day. But I think what would be really helpful for me is, you are live in an area, you've got lots of local knowledge, lots of I want to I'm looking for those, those representatives. So you're all representatives of the local communities. But are there any other groups, community groups that are really well bedded into your communities that we can use as contacts to help spread the word about this project? Yes.

Speaker 2 42:11

That's the aim of the discussion this evening. But you're talking to one of the most involved a large use of the whole 20 yard. And it has the benefit of having parish council representation, Borough Council Council representation, whereas the more urban areas, they don't have parish organizations they have.

Speaker 1 42:42

I wonder if we can move on to the next question. Because I think we're kind of reaching a relative sort of slow point in this, I will say that some of the other groups have asked us and we're happy to do it to get in touch with specific rail user groups that aren't sort of available online for us to find mom and baby networks that are that are quite active in the local communities that wouldn't have a relevant thing. Specific schools that they feel that there's, you know, that proximity to line perhaps wouldn't be the specific reason why we'd want to engage in that sort of stuff. So can I suggest that we can move on to the next question, but I would really appreciate if if we reflect on any, if having reflected rather, there are any other groups that you feel it'd be helpful for us to reach out for whether broad ideas or specifics that that I think

would be would be amazing. I take the point, Peter, that your parishioners are very well represented through you and through other people in the group. But there will be groups that we haven't touched on in this meeting yet that I think will be will be quite interesting to explore. Let's move on to the next question. Am I Gail? Are you going to run this? The next the next part of the session? Because I think we've this one we've covered, haven't we? Are you going to run the next part of the session?

Unknown Speaker 44:04
Yes, I can do.

Unknown Speaker 44:06
Wonderful.

Speaker 1 44:07
So I think if we go to Gail, would you mind picking it up then? So we've got a frozen screen here. I think we're going to reach her. So we're going straight through to slide 19 at this point.

Speaker 1 44:34
Let's see if this one sparks off any any sort of interesting thoughts.

Speaker 9 44:39
Brilliant. Thank you. And so as you I think most of you will. Forward

Speaker 1 44:48
90. Next slide. Brilliant. Thanks so much. There. Yeah.

Unknown Speaker 44:52
It's too early. We need the slide before that.

Unknown Speaker 44:56
No, I think this is fine. Thanks.

Speaker 9 44:59
Brilliant. So, so we do currently engage with people who many different ways. And that includes a newsletter, you're all aware of the drop ins that we've delivered. And what we'd really like to know is a bit more about the newsletter, understand if you do receive it, if it's useful, what your thoughts are on that. But also, are there any other ways that we can reach out to people that that we may be not doing already, for example, poster sites? I think at one of the drop in someone suggested that actually everyone in the community goes to the local shop, so why not put some information in the local shop for us to get when regularly? So it's ideas like that, that we're looking for different ways that we can communicate that perhaps we don't? already? And I think it was briefly touched on earlier, you know, are there any Facebook pages that we should be reaching out to? Are there any newsletters already within the community that we can add stuff into? And so on and so forth? So I think there's a few ideas there. If we if we start off, do you all a

bit of a show of hands? Do you all get the newsletter that we send out quarterly? Are there any reasons for that? Is it that you choose not to subscribe or you weren't aware

Speaker 7 46:14

of it even? So I get it. Obviously, we get it digitally. What about those who aren't digitally enabled? And have no idea that there is such a such a thing as a newsletter?

Speaker 9 46:26

Yep. That's a really, really fair point. And we have actually sent it out a hardcopy out to people at their request as well. So yeah, that's a really, really good point. Are there any any hardcopy newsletters that gets sent out? I know, I know.

Speaker 7 46:40

None at all. None at all. I mean, I could I could put hard copies up on village noticeboards, etc. And yeah, why don't you join local Facebook? So I'm sure you're gonna have some fantastic comments.

Speaker 9 46:53

I mean, if we, if we didn't join local Facebook, could we provide the content for people to post on those Facebook groups? Because there's a lot of closed groups, there's a lot of community groups that that we maybe can't reach out to. So if we provided that kind of content? Would there be people available to post that out when we need to? For example?

Speaker 7 47:15

I mean, I certainly post in, in our local area, yeah.

Unknown Speaker 47:21

Great, that's really good.

Speaker 7 47:26

I just just want I just worry about people who have not got the foggiest idea of what was going to happen. So

Speaker 1 47:34

just be really clear thathe that's, that's the exercise we're trying to do here. We are not trying to hide from people, we're trying to reach people, we understand them, we have exactly the same goal as you what we're gonna do, we're doing a lot of work in the background to try and do that we really, really are. But we're asking for your suggestions and views as well. So how do we we agree with you, we're concerned about finding people who don't know this is happening? What do you have views on how we can reach them?

Speaker 7 48:06

Well, I say our local area is I would feel is reasonably well informed. Just because of you know, as Peter described, you know, the work that we do, sorry, my voice is going again, the work we do and the work we you know, we continue to do, but there's just literally 1000s of people who haven't got a Scooby Doo. I mean, I

don't have the time to go around to knock every house in Bedford, you know.

Unknown Speaker 48:36

That's definitely why we're having this about.

Speaker 7 48:38

So how about that you actually, you know, an email to every every ward, councillor, personally email to every ward Council explaining, and then make sure that they're included in the quarterly newsletter as well.

Speaker 1 48:56

They are actually I think that's, I think that's something that we just automatically do unless they opt out. But what we can do is go and check. We kind of did test with a few of them and see if they're actually engaging with it. You could

Speaker 7 49:09

do and just say, Look, we're really worried that this message isn't getting through.

Unknown Speaker 49:15

I think that's fair. We've had

Unknown Speaker 49:21

sorry, excuse me. Oh, Nikki, sorry,

Unknown Speaker 49:23

gosh, is that timely? No,

Speaker 7 49:24

it's fine. It's fine. I'll just go on to mute.

Unknown Speaker 49:29

Alistair, you've got your hand up.

Speaker 8 49:32

Yeah, thanks. Just an interesting point here. I mean, we do a parish newsletter. By the way, for those that don't know, I want pikiell parish council along with Peter Llanddwyn, who's also on the call. brickhill is we've got 9000 voters in Brickell, so it's a big parish, right. And then the route proposed route goes pretty close to us. We deliver a hardcopy newsletter and we're just started doing it again. And then there will be another one before Christmas for sure. We generally struggle for content to put in there. But I'm scratching my head to say, right, okay, I've engaged with East West Rail. Now what can I tell people about what's happening? And I'm kind of scratching my head just to put anything substantive down on paper to say, this is the state of play. This is what this is what we're, what we're doing. So what have you got? That would allow us to fill a few paragraphs of the parish newsletter to say, this is the latest state of play? And we will have to talk about it now. Right. But I'm worrying because all I'm hearing is every question is

a great question. Everything's, you know, really, really good and so helpful, all the rest of it. But when you know, where's the beef, right? What can we actually tell people now we can't keep telling them, the designs in progress. The business case is in progress. Everything's in progress. Because they're not interested in that, you know, unless it's something really substantial. What can we tell him? Otherwise, we'll turn it off.

Speaker 1 50:59

That's really fair, Alistair. And I think that that's a challenge that we really do have in a big project like this. Things take a while. And the design, internally, I can tell you, there's a ton of work going on. But it's not stuff that we are able to talk about externally, because it's, it's ongoing work. And it's not finished. And it's draft. And it's stuff that it would be irresponsible to put in the public domain. And in draft, that's, that's, I think, the way this the way the big projects move. So we do have a real challenge in being able to give people meaningful updates regularly, because there are moments where we are allowed and cleared. And we have designed up documents, and we've written them hopefully in a way that is intelligible to the majority of people reading them. In between that updates are harder to come by. Having said that we do we do try, we do all we can to pull stuff out and to to circulate stuff. I'd be really interested to know if if a regular spotlight on something that's already been in the public domain, but maybe people don't understand it in full detail or would like a refresher or something like that would be useful. We do do a quarterly newsletter. So there is content coming out the business about some of the activities that we're undertaking, so we could repackage that feed maybe. And, and get that over to there is stuff happening, but there won't be a sort of quarterly. This is the new design, or this is the big thing, like we did around route update announcement. But would there be maybe a conversation to have around what what kind of information would be useful on a regular basis?

Speaker 8 52:44

Yeah, I'm happy to have that discussion. But I mean, this is exactly you've just highlighted exactly what I why I think people are so suspicious about everything. And I think I feel rightly suspicious, because you quite rightly say you can't put draft documents out into the public domain, because it probably be misleading. Things might change, subject to debate, et cetera, et cetera, et cetera. So if you then wait until everything's finished and signed off and agreed, then you've cut out the consultation to a certain extent as well, you've advised people as they're going along. This, this might happen, that might happen, if you if you're going to wait until the design is finalized, and then presented to people and say, Oh, by the way, we've looked at all the rights of way. And we found that actually, but it's not possible to do anything with any of them. Sorry, you know, then that's the sort of direction you tend you seem to be going in, and that's where I'm concerned about it. Just as an example, you know, how how do you engage people, when you can't tell them anything? That means anything to him? Because, you know, what, Nikki's completely correct? A lot of people are not engaging in

this, because you know, what, they've got lives to lead, right? They're busy people, and east west rail, or whatever is far far out there. It's not in their consciousness. But you won't get through to people unless you've got something substantial. You know, it's chicken and egg here, you know, and I don't know, I don't know, I can't suggest a way around it. I'm happy to have any debate, you know, outside of this meeting about, you know, what is meaningful content. But right now, if I, if I wanted to put off a page in the parish newsletter about East West Rail, I don't know what I put in there, apart from the fact that Sarah kindly came around, and we have look at some rights of way, a couple of weeks ago, we should we should nicer but, and Elena to be honest.

Unknown Speaker 54:23
Thanks for the invite.

Speaker 8 54:25
So we can put that in, but you know, what else? You know, this is this is great. We will, we will want to we would want to help publish stuff. But what have we got? You know,

Speaker 1 54:33
that's that's a sort of a really helpful sphere out there. And I think that's one that I'll I'll sort of take on how to think about the best way of explaining it. And I think the best way sort of packaging stuff, just to really be clear about what we mean about design. And I think again, this one's this one is quite hard to kind of properly convey the approach and the way that we're any project like as an approach and the way we're approaching our role is to We've taken a lot of information, including information from consultation, so people's preferences, people sports, but also information that we might not have any other way. So we do get information through through constitution that wouldn't get any other way. And we also put that alongside economic data, environmental data, our own research, desk research, physical surveying that kind of stuff. And to put that together, and then to put out into the world, what we believe, at the point that which we publish that art is the best option or set of options, and then ask people for their views. And so that's what we mean, when we say we're working on the design, we're working toward the next point that we can do that. And the idea is, so in 2019, we had several options on the table, we asked for people's views, their views helped us narrow down to a single, broad area. The second consultation helped us narrow down to a specific alignment that we believe to be at present our preferred alignment, when we consult on that alignment, we may well get information back that causes us to review that to review our preference. But so what we mean when we say the design is progressing, we're working towards the next time we can put something in the public domain that we think, given the information we have at that moment, is the best progression of the design. But that we are asking for more help to finalize and to go further. That just took me two minutes. And I feel like that's quite difficult sometimes to explain on maths to people that that's what we mean, when we

Speaker 5 56:46

design, I think I think it's important to say that it's a legal requirement for the design to be at a formative stage. So that means that it can still be shaped when we go out to consult. So it won't be a final design, there's still plenty of opportunity to shape the design. And there's also legal requirements for us to consider all the feedback that we receive. And we have to show how we've considered that in our consultation report that's submitted as part of the DCO as well. So there's plenty of opportunity to shape the design, it's not final. But as Hannah explained, it's, it's we're in the design development stage.

Speaker 6 57:26

Think if I can just come in and also kind of from a design perspective, see, there's a, you know, besides the kind of the legal requirement that Katie just highlighted, I mean, there's there's an iterative kind of process in designs, it's multidisciplinary, as Hannah alluded to, you know, you define your track levels, then you define the structures and define the environmental impact, then some evidence from emerges in terms of what the impact of that is, which gets you to kind of revisit your designs to a point where, actually, you know, you do an interdisciplinary kind of design review, and you've got a solution that you think works. And then you go out and consult about it. I mean, I've really, you know, care, you know, it's a caricature of the design process. But I think, you know, I appreciate that you think it's taking a long time for us to actually develop the designs. It is not as simple as one might think there's so many different disciplines that feed into it, just from the top of my head, you know, drainage flooding environments, and, and all sorts of other aspects, like you mentioned, public rights of ways and, you know, balancing palms and all of those things. So, yeah, I think we are, we are very actively working towards getting to a point where we can kind of, you know, share designs with you and involve you really in the design process. That's ultimately that's the that's really what we're working towards all of us. With an ew arco, that's probably our biggest priority. So I think in some cases, we've provided some detail. Like in Bedford, you know, there's detail about the number of platforms, the number of breaches, we've gone as far as telling you kind of as much information as we can we share it as much info as we're reasonably able to share with you in some areas where the details not there, we've just been very transparent and honest and said, Look, we we just don't have that detail. That's not to say we're not going to do it. That's not to say that we're not going to consider it. It's somebody that's within the process. That's going to come out of the wash really, and I think I think the one thing that was subtle to me because that yeah, as I said, it's an iterative process. You know, we call it preliminary design, there's different levels to it. And a customer needs to detail design, which is afterwards is used granted anyway. So, as I say, I've already given a presentation on kind of the design process and the COC P and how we incorporate all those things in the design process. I'm very happy to actually share some of those with you as well. What it does is that it just tells you

the process and the methodology for us to actually come up with the design elements that you are so rikey interested in you know, you know, noise mitigation impacts on yourselves and things like that. But yeah, just just trying to kind of, you know, set the record that you know, it's not done and dusted. And we are working on it effectively.

Speaker 1 1:00:15

But how put stuff into context Aleister? Because to me that that, that feels sort of quite reasonable, quite normal for this point in a project, but I'm interested to know how, how that? Yeah, what do you feel?

Speaker 8 1:00:30

Yeah, absolutely. I mean, I appreciate the design aspects of it, the time it takes, and all the rest of it. But I'm trying to put myself in the position of someone who's who's not engaged, who's got a busy life, who's got 100 and 1000s different things, you know, they're worried about East West Rail isn't one of them. And we're trying to say, how do we communicate with these east west rail issues to somebody like that. And it sounds to me like right now, at the moment, actually, we can't, because there's nothing substantive that we can really tell them, that's really going to impact them. My observation from parish council experience is that it's very hard to get people to engage literally with anything. They just don't, they just don't do it. Unless they can physically see something from their front door. And then they'll complain about it. Frankly, that's basically the way it works out engagement in parish councils or being a parish councillor, or feeding back into parish councils, you just don't hear from anybody, you just don't hear from them. It's not just an East West Rail thinks it's hard to engage the community on things. It just is.

Speaker 5 1:01:35

I think that's a really good point I do. There is a balance in consultation, fatigue, and engagement, fatigue and time that sometimes there's no point in going out to people when we don't have anything to update on, I think engagement and will, an interest will ramp up over the next year, because we will be going out for a consultation. So there'll be a lot more interest because we'll be doing a lot of awareness raising publicizing of that consultation. So and, and the hardcopy type advertising as well. So it's not just going to be digital. So I think the interest will start to increase over the next few over the next year. Yeah, I think

Speaker 1 1:02:21

back on, sorry, I'm gonna hand over to go on a sec. But what I think my final thought on this, where we sort of started with Alistair is, you know, any anyone on this thing if you if you've got pages that you need to fill in your parish magazine, I know from experience with my parish magazine growing up, and helping my mum run that, that you do often find the odd spare page, you do often find a little bit of whatever, please ask us, we may have content, we don't expect you to not have your own views on it. We don't expect you to

not seek views from from the rest of your parishioners. But if it's helpful for us to do that, if you've got to put page please tell us well, we're always up for writing content and giving content.

Speaker 9 1:03:02

Thank you, I'm just gonna take us back a few steps, because actually, that was really interesting to hear. And I appreciate the conversation around content and that content is really key. And it would be great to have lots of messages and information. But equally, what we have found through some of the feedback and the conversations that we've had from the dropins is that there's people are struggling to work out where to get that information. So whilst there might not be content that you think would be engaging at the moment, as Hannah said earlier, what we do want to do is make sure when that content is coming through, we can reach out to these people immediately. And we can make sure that we're engaging with as many people in the community as possible, with the best will in the world. There's quite often times where people say, Well, I didn't know about these events. And that's where one of the conversations came up about why don't you put a poster in the local shops. So So you know, I completely understand the comments about the content. But equally, there are people out there that want to know where they can find information from and want that guidance and want to see things appearing, which is why one of the options here is local poster locations across the route and within the community. So So yeah, just wondering if there's any more to touch on it with regards to newsletters and ways to communicate? If not, we'll we'll move on to the events and the activity that we can do. Nikki?

Speaker 7 1:04:32

Yeah, sorry, guys, me again, I'll try not to cough. But just think it's really important that any information or any comments that I've given out, are actually you can actually quantify them. I'm just thinking of the statement that Beth West gave out the other week, in which she said 70% of Bedford residents are in favor of East West Rail. Now, I'd like to know where she actually got Those figures from and how she just plucked them.

Speaker 1 1:05:05

There's a the research is published on our website, we'll send them around following

Speaker 7 1:05:09

Yeah, but she specifically said Bedford residents, Hannah. She didn't say that spurious. survey that was done in 2019. It wasn't 2019

Speaker 1 1:05:19

believe it was 2021. I think. Let me if you know exactly when that was said, please let me know,

Speaker 7 1:05:27

on the show. I mean, it's literally within the last week or so. I think it was after the declaration was delivered to Hugh Merriman,

actually. But she specifically says 70% of Bedford revenue residents, which I've never seen, I've never seen any figures to support that. So it's really, really important that figures given statements given strong and they also correct.

Speaker 1 1:05:52

Okay, I want to know more about it, because because I would agree with you. You know, that's a proof point. So in customs, I would definitely agree with you. I think that's, that's definitely a point worth making.

Unknown Speaker 1:06:04

Thank you. Okay, thank you.

Speaker 9 1:06:06

We'll just go to Gordon and then we'll, we'll talk through this next slide.

Unknown Speaker 1:06:12

Yes. Have you considered billboards?

Speaker 1 1:06:16

Such good? Yeah. So actually, yes. And it's something we're thinking about at the moment is out of what they call out of home advertising? Yeah, it's definitely something we're thinking about. It's quite expensive, as you know, so break out.

Speaker 4 1:06:30

Yeah, especially where you think you might be putting the railway through East West Rail, we're gonna put, we're gonna put a runway through here, you know, check this Facebook page and all the rest of it. Good way of getting your message across.

Speaker 1 1:06:46

I mean, you're absolutely right. I would love to be doing stuff like that. I'm really happy to hear that as a suggestion. The issue we have is just being very careful that when we do it, we do it in a way that's that's just really careful with public funds. But yet we're we're I think that's a really sensible idea. That's a really lovely idea.

Speaker 9 1:07:10

Thanks, Gordon. And we'll just take a look at this slide. So we spoke, we've spoken a few times about the community drop ins that we ran at route update, we ran 12 of those across the route they were they were incredibly well attended. It'd be great to get your feedback on those. Were the venue suitable? Were the timings good? Were there enough events? What was the what was the material like, you know, publicity of those events? But also, are those the kinds of events that we want to see going forward? Is there an alternative layout? It'd be really great just to get your feedback on those. Hi, Nikki.

Speaker 7 1:07:45

Hi, again. Yeah, I mean, I've been to I haven't been to every every event, I've been to several events. I honestly believe that people need people. However, I feel incredibly sorry for some of the people that you show up at these events. Because they don't seem to know the area. They're very young. They don't seem to be particularly well briefed. They're spouting the party line. They can't answer specific questions. And it leads to massive frustration that leads to massive frustration from, you know, residents, businesses, et cetera. And the Ravens did one in particular was I couldn't stay in there too long, because it was so, so warm, so hot. It's quite small. But I do think people need people but those people at the events must be able to answer questions, not just about the party line, they must have be able to empathize and sympathize with people, they must be able to not just say, Well, I don't know, because I don't work. You know, I don't live here or I've only I've only worked here a month. It's it's not good.

Speaker 4 1:08:56

We must be able to communicate, which they can't, because they don't know.

Speaker 9 1:09:05

So can I just sorry, Gordon, just unpick that a little bit, so must be able to communicate that more about the messaging in the detail and the content?

Speaker 4 1:09:15

Yes. Perfect. Yeah. You know, you ask them questions and all they do is trot out the party line because they haven't got a clue about local specifics. And people have attended the meetings because they want to know about the local specifics. Simple as that.

Unknown Speaker 1:09:36

Pizza, you've got your hand up.

Speaker 2 1:09:38

Yes. The series of public walk ins that you did not the route announcement was was was worth attending. But it's So disappointing in that there wasn't an awful lot more information that was on offer than had been published back in 2021 in terms of how it was proposed to actually engineer these, this alignment the fact that you've taken the opportunity to to two very alignments one and nine, so they combined for a brief period that was that was new, but virtually everything else was as as, as it had been discussed before. It was also the expectation of Beth West, that there will be revisiting the these these public walking sessions in the autumn, autumn. To to give more information are suspect in fact that there's not a lot more information now than there was a few weeks ago. The other concern I've got is that during the sort of phony war period between the 2021 consultation and the route update announcement in 2023, East West Rail got up to a whole range of activities in connection with the DFT. And this really introduces the background as a question I've lost Well, later on to be answered. But it did disco uncertainty into the mix. Because although the alignments had

been fairly closely detailed, back in 2021, since then, a lot of the goalposts would be moved during the various exercises that were carried out. And we're not quite sure if the goalposts have been put back to where they were before. And so we seem to be on shaky and shaky ground, the longer we go with this. So we're we're it's becoming more and more difficult to, to advise on how best to communicate with the communities when a lot of the things seem to be still floating downwards, or have been thrown up in Yeah. Okay, so

Speaker 9 1:12:52

I understand some some of what you said there is for questions for later on. So that's fine. So I guess, within relation to the events for you, doing more droppings, without any additional information wouldn't be worthwhile. That's what I'm taking away from that. Would that be right?

Speaker 2 1:13:13

People will, they'll always be interested in the height of embankments and the depth of cuttings in their local area. They were fairly well defined in the alignment diagrams. But now we have from on high and East West Rail saying well, we are reengineering those where we can to to save money and to reduce the visual impact. So you're gonna have even less answers than were provided before. That's difficulty.

Speaker 1 1:13:57

I think if we, if we can separate the there might be specific point there about the methodology and all that kind of stuff. But I'm keen that we kind of try and give Gail some more meat to work with, I think on the events themselves. But I think Moe, I could see my furiously scribbling points there. So I'm sure most back on some of the

Speaker 6 1:14:16

fiercest Korean points, but I think there was, I think, I think in 2021, we said we published plans, and we consulted on them. After 2021, and in the space between 2021 and the route update announcements, there was a back check of a lot of the work we had undertaken. You're absolutely right. And you're referred to as moving the goalposts. You can refer to it as you know, a review of the project requirements in that space. So in that world, for example, the requirements for a clockwise train timetable was no longer imposed on us. So you didn't need to have a train every 15 minutes. Exactly. You could have one every 13 every 16 As you know, I've kind of explained this before to Peter, I know I'm repeating myself, but just for the benefit of giving the complete answer, but in essence, that has resulted in changes to the designs in the MPL area, some some of the changes or the assumptions around Bedford station, and other parts of the route. To your point around kind of reviewing the embankments, and minimizing the visual impacts, that is something that the project is currently doing will continue to do. But I think continuously will do so and try and minimize that impact as much as we can. And it's to the benefit of the communities. And then that there is a a requirements or a trial to

try and reduce the amount of material that is excavated, that amount of imported material, the height of embankments, refining the track alignments, and various other considerations that do actually come in. You know, as I say, to my earlier point, it's an evolving design. And at statutory consultation, you will have, you know, good detail as to what the proposals are in that area. However, at this point in time, that detail is being worked on. So I think from a strategic level, there has been changes to the scheme as a result of the Wii, you know, DHCP project, as we refer to it internally, but in essence, there has been changes, the goalposts have been, you know, shifted or readjusted, and the designs are, you know, have matched that kind of change in projects, aspirations and project requirements. So, I think, you know, I don't know if that answers your question, I kind of know where you're coming from, I understand you, you want to understand the height of embankments, you want to understand the visual impacts.

Speaker 2 1:16:45

Now, we're getting dangerously close to you answering the the actual precise aspects of the question that I've that I've put in. And it will be shamed to to dispose of that, whilst we're still wondering about the best way to talk with the communities. So our I'm happy to leave it at that. I'm linking the substance of the questions, the implications of what was behind the questions. And the difficulty or the obvious difficulty that you have in presenting updates to the community as to what things going to look like. And in the long term, we're going to, we will be we will be getting we're working towards a position where the statutory consultation, you will find an awful lot of loose ends. I shouldn't think they'll be all tightened up. But it will give the public a new look of the project, which there'll be under, there'll be able to understand hopefully, a lot more and appreciate the implications so that they can give you some sensible feedback to that statute consultation.

Speaker 9 1:18:19

Okay, thanks, Peter. And I just like to say go spend just a minute or so more on this just to see if there's any more feedback, Gordon, sorry, I can see your hand. And then we'll move on to the q&a, because it does seem like we're kind of heading towards that territory. But Gordon,

Speaker 4 1:18:35

just a quickie. On the last meetings notes, there was a close post clarification on what was going to be carried out because I'd asked a question about or a question had been raised about carrying waste on the rail. And part of the post meeting clarification was freight operators may choose to use freight piles to carry waste along the route. We are currently working with the rail freight industry to gauge the potential interest in running freight services on East West Rail. So that raises two questions. Why after four years, have you not got things signed, sealed and settled with freight operators so that you know freight will be carried on the track? The other thing is that basically, you're gonna build a railway. But you're gonna have no control over it afterwards. So how do we put that

across to our president?

Speaker 9 1:19:44

Okay, I think we are moving on to q&a side of things. Good. And can we just put a pause on just that because I just want to dig a little deeper into the dropins if that's okay. Was there any other feedback that anyone wanted to give around the dropins I mean, the the Bedford one was really well attended 440 people attended the Bedford one at Bedford heights, ravens den was incredibly busy. Gordon, is this is this event related?

Speaker 4 1:20:19

Actually, a couple of people mentioned to me that they were sort of in almost intimidated by the presence of some some of your heavies attempts with Robin.

Unknown Speaker 1:20:37

Question.

Speaker 4 1:20:39

No, no, it's not a question. It's a takeaway and think about if you're going to do anything and in the future,

Speaker 1 1:20:48

yeah, few people have asked about security. I think that's a really interesting point. So there were some specific events with some specific reasons why we had potentially more visible.

Speaker 4 1:21:01

I understand why. I fully understand why they were there. But their presence was. Well, these people said they found it intimidating. So that's a good night. Thank you. Alistair. Yeah,

Speaker 8 1:21:24

just a quick Well, girl, I mean, I attended the one of abandoned heights. I did speak to some people there, who, in contrast to other people's experience, actually had been working on East West Rail for some time, they were a relatively senior level. However, they still just trotted out the party line. So it's a bit disappointing. Really, I didn't actually personally learn anything new. I did manage to speak to one person who will remain nameless, who did give me a bit more detail. And I much appreciate that. And it wasn't anything secret or whatever. But just the one who could speak a bit more around the whole rail industry issues and how East West Rail fitted into it, which I appreciated. But apart from that, I thought they were well attended. It's worth doing. Don't do them again, unless you've got something more substantial to say would be my advice. You know, and I had a couple of conversations with people and they were more interested in getting a job on your first row. Anything else? So you know, it's, there's a variety of people up there, I felt.

Speaker 9 1:22:30

Okay, that's great. Thank you, Nikki.

Speaker 7 1:22:35

Yeah, thank you. Sorry, I've just seen on the on the typing, but knowledge from staff at events. I mean, we have said the knowledge was pretty, pretty poor. I guess I'd hate for you just to be picking up the positives on this. I mean, Alyssa just said, you know, he, the person he spoke to he had a good experience with but other people certainly didn't. I think it's very sketchy knowledge from Yeah, from some staff. very sketchy knowledge from others.

Speaker 9 1:23:05

Yeah, we've got a couple of points and Nikki, and there's certainly notes being taken. So we we do understand what the meaning was behind that. And we'll just make sure that's reflected.

Speaker 8 1:23:18

Sorry to hear. Just to clarify, yeah, I spoke to four people through three of whom trotted out the party line that everything's fine, and everything's going to be reviewed, and everything's going to be great. And, and one of them had a sort of a sidebar conversation almost on the way out the door.

Speaker 7 1:23:34

Yeah, I mean, I, I had a I had a conversation with, with with one of the, one of the people again, who shall remain nameless. And I felt incredibly sorry for them. This person actually said that they did not know how much longer they could stand there defending topics they didn't believe in. This person was almost in tears. And I shook their hand and basically wished them well. And this, you know, this person was, it actually quite upset me because they were they were actually upset. I felt that they were overwhelmed. I felt that they were having to spell party line when they didn't believe party line. I've got no idea this this individual still works for East West Rail. And I'm certainly not identifying them. But it did upset me.

Speaker 1 1:24:33

Yeah, thanks, Nikki. I mean, I think to jumping slightly, I think we take staff, wellness and at these events really seriously, really, very seriously. If people feel that they're saying things that they're not comfortable saying, that's not that's not a position I want to put them in. And that's not a position i i would ever put someone in a room and ask them to do it. I've certainly had staff members crying, because members of the public have told them, they're too young they can't possibly know anything. Without without really having a conversation with them told them that, you know, they need to inspect their moral compass and things like that, that we have a lot of conversations around the well being of our staff, we similarly have a lot of conversations around the well being of people attending events as well. Because we know that for some people, this is really challenging. And we know that that for some people who are minded to be aggressive on any topic, that having a public droppin does tend to allow people to be aggressive, sometimes without really being engaged with the project. So I think there are a lot of there are a whole range, I think of emotional challenges

that we really try and think through when we're putting these these meetings together. But I think that's a very helpful addition. If there are people being stopped staffing meetings you don't feel comfortable with with what they're talking about, then I think, I would be surprised, because I know the colleagues fairly well, but I think we that's helpful to know that you've had that conversation.

Speaker 7 1:26:25

I mean, I say I appreciate, you know, appreciate what you're saying. But in that, you know, in situations where people are losing houses, and livelihoods and businesses, you know, they are going to be emotional, and they, they want they want answers, and it's going back to what we've said all along. You know, we've just, we're just having the same stuff all the time. You know, parish council meetings, I every every month, you know, I do an East West Rail update, and it's, you know, myself and Peter attended another group meeting. But you know, this, you know, this this month, it was on communication engagement, but haven't really got much to say on this one, you know, and

Speaker 1 1:27:05

it may be that this group wants to revisit the view that having a meeting every six weeks is useful. Again, I'll point out that most Elijah's Philbert quarterly is, is helpful. I don't think that precludes correspondence in between. But if if the meetings are becoming a little repetitive for you, because as as sort of intimated earlier, we don't have a major update at the moment, then I think that that might be something to consider as a group, we're comfortable still having those meetings if you do find them useful. But I'm, I will say that that's just, you know, an observation from today's meeting that they feel to be that sort of been said a few times that that maybe having these meetings, this often isn't having the

Speaker 2 1:27:52

so one of them was having a whilst whilst people could come up with decent topics to have a meaningful discussion about.

Speaker 1 1:28:01

But I think that's the point is that, you know, having sort of explained the structure of the design process, and that there are moments where the design gets to a point where we can put our latest thinking in the public domain for review, in between those times, there are going to be relatively minimal updates. And I think when we first started these meetings, there were a lot of sort of pent up questions that this group had. And so I could completely understand why a more frequent, you know, meeting thing was helpful to answer some of those questions, if you feel that we're now going around in circles a little bit and answering the same questions. It's just an idea. It's just something to put out there. We're happy to meet every six weeks, but I just don't want Nikki to feel or anyone else to feel that they're sort of losing their evenings and not getting that much out of it. No,

Speaker 7 1:28:56

I never feel that Hannah and I, I'm with Peter. I mean, I think, you know, I think personally, they are useful meetings. My frustration is a, you know, the lack of information, but also and again, it's something Peter spoke about earlier, the, you know, the lack of participants as well. When you look at the, you know, the amount of people who are actually invited versus the amount you turn up. I mean, it's, you know, we kind of know each other by first names now, don't we?

Speaker 1 1:29:25

I think it's, again, back to sort of the conversation we were having earlier, maybe if there are different ways of doing this, we spoken about, you know, maybe online would encourage more people maybe in person would encourage more people. We've offered hybrid. We've offered broad range of topics. I'm really interested in what we can do to get people more engaged with the project. And I think that's if you do take away one thing from this meeting to update people on it that we really while there aren't updates to put out in the public domain, now is the time for us to be Getting our house in order, and making sure that we've got the right people to talk to that Gail's got a really good plan for the next set of events that we've got, you know, really, really good mailing list, it's as strong as it can be. So this, this is really the time for us to do a lot of that really strong foundation work, and make sure that the maximum number of people are able to participate in the consultations when you know when when the next consultation comes. So I think that's, in the meantime, how we get people engaged with these meetings. I think, you know, Nikki, again, we're really keen to see what else we can do. This isn't the only project that has these issues. It's quite common, as Katie was saying, consultation, fatigue and engagement, fatigue is quite common. Sure. But we just really want to do what we can to get around that, because we do want to engage as much as possible, Gordon, sorry. Thank you.

Speaker 4 1:30:56

I think a good bit of the problem is from the initial meetings, when we had very good attendances. But I think people got totally disillusioned. And that apply polite way of putting it with will Gallagher. And I think he, because he could not walk a straight line with his tongue. Nobody believed him, and I think people lost interest then. And you're gonna have a lot of hard work to try and recover that situation.

Speaker 1 1:31:34

So I think you know that there's always a bit of a period at the beginning of these meetings being set up with, you know, if we're finding the right rhythm, or finding the right kind of relationship to have, is there something that would be worth? Reset, maybe we could offer something more informal in person to kind of get people together, maybe something more formal, be useful to kind of bring people in, maybe we need to kind of reset that moment, if you know what I mean, to try and encourage more voices. Or it might be that, you know, you want to have a conversation away from East West Rail

as people who come these meetings an awful lot, and, you know, have to have that conversation without us in the room. To have a conversation. And, Johnny, I think that's, again, really helpful talking about trying to communicate the positive case, I think, you know, we're, we really want to be doing that more as well. And I'm talking on a broad thing. But anyway, I think we're all is basically golden. Because if it's helpful to to reintroduce me or reintroduce another member of the team that you'd prefer to chair or something like that, then I think we can definitely, we can definitely work on that. Definitely, for sure.

Speaker 3 1:32:48

And I'd like to make a comment as to the group, because it's come up in other meetings that they quite like to have just, you know, special subject matter experts, or some of our experts just come back and do like one off meetings with your just to sort of get into the detail a bit more. So it's not really an LRG sort of business as usual meeting but for topic meeting where we just bring somebody in. And we've talked about other groups have mentioned this. So this will be between LRG meetings, but it's something we can think about potentially bringing in, you know, one of our experts again, just to have longer with them to have more conversation with them. You know, so we're not interested in any of the other sort of LRG business just talking about that topic. But it's something the group is interested in, we can we can just discuss that other groups have

Speaker 1 1:33:34

outside of the form. So it's not like a formal agenda to ask me anything. Yes. Interesting. That could work.

Speaker 3 1:33:45

But the group's interested in that, then, you know, let me know. And we can certainly look into that for you.

Speaker 1 1:33:52

See that suggestion, very constant, we've got half an hour left. And we've got sort of all sorts of different pressures on time, I'm sure. So we do have a kind of q&a to move into. I will say, before we move out of this kind of information gathering area, I think we will follow up by email because I'm, I'm absolutely convinced that once everyone's kind of left the room and reflects and maybe sleeps on it, you'll think oh, that, you know, the tuba playing Ukulele Orchestra would be great for this or, oh, there's that pub down the road where people play dominoes and that that's a great group. Or I wish I told Gail that you know the that I really wish they'd been x y Zed at the events or something like that. So we will circulate this for more before before we move off and go into the q&a. Are there any very specific sort of feedback comments on the events the structure of the events or the structure of the communications genuinely that anyone wants to make the points now Alistair, you've got your hand up. I don't know if that's historic.

Speaker 8 1:34:58

No, no, that's That's a new one. Sorry, slightly off topic, but you

did. So you did mention the possibility. And I certainly support that. If any parish councillors who are on the call want to have a parish Councillor call on East West Rail. I'm more than happy to engage with that, because I don't think we do that very well. To be honest, I think it's kind of got overwritten with other groups or organizations trying to steer things. I mean, Mike, just just for a bit of background, my angle is I'm agnostic on East West Rail for many reasons. But if he does get built, I want to get the best possible result for not only Bedford borough, but Brickell residents. That's, that's my angle on it. I can't influence whether it gets built or not, or indeed where it goes. But I want to keep an eye on it and make sure that we actually get something out of it. So that's my angles, if anybody on the on the parish council of front, wants to engage in conversations around that and share some ideas about what things we're concerned about outside of East West Rail meetings, and I'm happy to do that.

Speaker 1 1:36:08

We all have each other's details. I think GDPR stuff we always need to check before we share. But if if you want us to facilitate that we can not facilitate the call, obviously. I mean, just put you in touch with each other and some stand back. Or do you all have each other's details? No.

Unknown Speaker 1:36:26

I'm sure we can find them.

Speaker 1 1:36:30

Okay, with if I don't hear any objections, or if no one objects me in the thing. We'll make sure that that we we put we put everyone here on an email together. And then we'll send back. Thank you.

Unknown Speaker 1:36:42

I think that'd be helpful. Thank you.

Speaker 1 1:36:43

No problem. Should we move into q&a type things? With the remaining time, that'd be all right.

Speaker 1 1:36:57

Wonderful Mo, it's your time to shine. Should we ask these these rather than sort of reading out the questions, I guess, or does the does the questionnaire want to read the question out? So Peter, I think this one was yours.

Speaker 2 1:37:19

I couldn't read? Well, I can read it out, if you haven't read it before was submitted.

Speaker 6 1:37:29

This is kind of in line with the original question that you just asked about the P was being revised. And as a result of the ACP really, and I think I gave, I gave an example of where the ACP and some of the relaxation, the so called relaxation project

requirements resulted in a change of our proposals, most notably, the service better, for example, it was a consistent four trains per hour from from Oxford to Cambridge, which has not actually changed. So there were some changes to it. You know, the, the ETL report is very prescriptive as to which changes were applied in that area. So I think there's that is that kind of

Unknown Speaker 1:38:17
just realized, you got the answer below.

Speaker 6 1:38:20
Yeah, I've got I've got it kind of written. But I'm not reading it. It's kind of my bread and butter sheets, just like, but yeah, in essence, that is the answer. Yep.

Speaker 2 1:38:37
Yeah. Unfortunately, got a list of people about the

Speaker 2 1:38:54
right, our project objectives and objectives as your P Well, there's

Speaker 6 1:39:00
a definite essence. Yes, that's the translation of that into project terms.

Speaker 2 1:39:07
So they haven't changed. They're still extent,

Unknown Speaker 1:39:11
they have changed the requirements set upon us.

Unknown Speaker 1:39:20
So as you haven't changed,

Speaker 6 1:39:22
the project, objectives haven't changed, but the P was has. So in essence, the interpretation of the project objectives itself has changed in the form of appeals. Sorry, that sounds complicated, but in essence, it is, you know, a relaxation of the interpretation of what the department's remit to us was, has been rejected. And that's what's allowed the changes from the scheme from 2021 to now,

Speaker 2 1:39:52
and we're going to part two of this and to answer the actual three questions that I detail specifically Would you like me to answer and we're gonna know

Speaker 6 1:40:08
the answer to that one is yes is it will be designed to W 12 caging. So that, you know, the CS three stages, the CS three is a brand new railway from Betfair to Cambridge. And those those areas that are new will be built to w 12. gauging and as you rightly identify the existing areas will also be compliant with

Speaker 2 1:40:33

this rule does not include the opening up with Watsonville line.

Speaker 6 1:40:38

And that's that's a CES to have before me. So connection stage two.

Speaker 2 1:40:44

Okay. Well, and specifically, within ces two and CSC three stages, those are the those are the three questions.

Unknown Speaker 1:40:55

Yes, yes, two Cs three w 12, gauging for free, a free loading gauge.

Speaker 2 1:41:03

Alright, so the why, which basically is as a size and also as a separate record for supporting axle weights?

Unknown Speaker 1:41:14

The correct Yeah, it's a loading as well as

Speaker 2 1:41:18

changes. And on all of the bridges that so you build all of the bridges that may may be along the Marcin fell line will be wide enough to accept gauge w 12.

Speaker 6 1:41:32

That is the working assumption. Yes. Yes, I'm afraid that sorry, I should not I should not be answering. It's not my area. And the NVL is just outside of Bedford, I used to formally work on the NVL. So I have working knowledge of it. But I should not be providing the official answer to that.

Speaker 2 1:41:49

Okay, we'll all well under bridges built or modified to provide standard overhead clearance over the overhead line equipment for electrification.

Speaker 6 1:42:00

So, that is the intention to provide clearance for the yoeli Yes, that is those are remitted reports from the department. Whether that means that we will have to rebuild or modify those bridges, as yet to be determined depending on surveys and kind of working out what the vertical appearances. So in essence, there's a there's an element whereby, you know, you might be able to achieve that OLED clearance without having an impact on the existing bridges. And hopefully, that is something that's a positive for the community and a lot of efforts has been kind of undertaken in that direction, trying to minimize the number of structural interventions on bridges, while also safeguarding the UAE clearance so that the railway can be electrified.

Speaker 2 1:42:49

And right, and the Latin allows on will possible positive passive provision for future electrification being incorporated throughout

this year, three stages? I think the answer to that is going to be yes.

Speaker 6 1:43:03

It's a yes. Although I don't know what positive passive provision is. So, I think sorry, I mean, it must be so passive provision in terms of what we just discussed, just the ability to go out and electrify the railway will be taken into account Yes, so the railway can be electrified, or would be able to be electrified as part of our designs.

Speaker 2 1:43:26

It means your truck burners wide enough to accept future countries to buy more land or Word and castings.

Speaker 6 1:43:36

So, when I mean more is relative, I think our proposals for Lanti called incorporate those requirements for electrification.

Speaker 2 1:43:49

Part of the part of the the reasoning behind this question was It was a feeling that there have been some widespread economies made on the Marcin Bell section which has a lot of the originally planned work not being done to it on the basis that you can operate at a lower speed or higher speed than it does at the moment which is 60 miles an hour, but not 100 miles an hour as was originally specified, specified.

Speaker 2 1:44:28

And and clearly, there are some britches which could have a have a bearing on whether or not you can easily run early if DFT eventually decided to have it electrified. So where can I find your current pupils

Unknown Speaker 1:44:57

and where they have changed

Speaker 2 1:44:58

from was published in further detail in Annex B to the 2021, alignment consultation Technical Report.

Speaker 6 1:45:07

I'm not aware of that haven't been published just yet. I think it's it's been finalized. Again, I think that's one that's ever so slightly above my paygrade that I can take away and answer you want it. Your points on the MPLS? Correct. A lot of the interventions on the NVR have been reduced on the on the premise that we can reduce line speeds. I can, once again, I can give you the exact answer, but I can actually get that across to you after this meeting in terms of which bridges require intervention, and which purchase would not require intervention subject to of course, the caveat that we are going through a design period, there's survey work that's been undertaken. And there are bespoke OCS solutions. So over headline solutions that can be achieved. Even if you don't meet the vertical

requirements, you're still able to come up with a derogation whereby you're able to play some of the early equipment, either side of a bridge, for example. So I think I think what I can commit to, is to go out and give you as much information as I can on that on that matter, or on that topic from my colleagues.

Speaker 2 1:46:17

Because that would be useful on appreciate that. But you'd appreciate you'd appreciate this as yet another dimension, a whole project, where we're about, we're very uncertain. On about about the fundamental specification for it, and that makes it more difficult to to be open with with our communities.

Speaker 6 1:46:49

I totally get that. You know, I think 2021 consultation was quite detailed in that regard. There was a lot of, you know, I think, you know, in the Bedford area, for example, we had identified that the MCL Road bridge may need some work to explore Caldwell streets, that that being the reasonable worst case scenario, when it kind of planning in legal terms, that's got some sorts of significance. I think, I think I've, I've tried to explain this in other forms, and I hope, I hope that subtleties aren't lost on you, I know they're not, but in essence, you know, we are obliged to develop some designs that are reasonable worst case scenario, to get the planning permit process or the planning go in the requirements of the designs that will set the boundary for what can be achieved, you know, in essence, what we get planning for, is the only thing that we can really build, we can go outside of what we planned for. So in essence, you know, if there's a certain landscape that's been provided within the TCO, we can go out of that, and implement additional electrification work outside of the TCO process. So I've been, you know, I've been quite convoluted. But in essence, what I'm trying to say is that the 2021 consultation, in many cases, should give you a good feel for the reasonable worst case scenario. And what we're going through at the moment is an element of refinements of designs with a view to perhaps reduce that uncertainty that you refer to, and, and in areas where we can where we have the certainty, perhaps, you know, remove that kind of reasonable worst case scenario and give you a more realistic one. So, you know, to put that in perspective, when it comes to traction power, you know, the very good example you're given, you know, in terms of environmental impacts, we're gonna have to assume the reasonable worst case scenario. And in terms of vertical clearances, beneath structures, we have to assume the reasonable worst case scenario. So what that means is that we assume the railways electrified to achieve vertical clearances, but also, you know, we consider the environmental impact of diesel trains, if you see what I mean, that doesn't mean we will go out and run diesel trains. That doesn't mean we'll go out and electrify, but it does give us the planning bounds or limits for us to be able to go out and kind of undertake both options. There is uncertainty, definitely are not going against that. And we are trying to manage that in the most sensible way that we can. But yeah, I appreciate that. There is uncertainty on Gretton local residents, it is translated to uncertainty I appreciate that.

And once again, a lot of effort is made into kind of reducing that uncertainty as much as possible.

Unknown Speaker 1:49:33

Okay, they aren't gonna last question really is.

Speaker 2 1:49:43

What is the what is the what is the degree of confidence held by East West Rail? S SC will actually start in the first half of 2024

Speaker 6 1:50:00

mean, nothing suggested we wouldn't be able to do that. Why don't you come on? Yeah, I think

Speaker 1 1:50:04

Yeah, jump in. I was sort of I think Katie is on the line as well. Yeah. You know, the whole business is, is working towards that. As we've sort of explained before the timelines until, until the timelines are set, the timelines aren't set. But yeah, the whole business is, is working towards that. And that's, that's what that's our, our window. So what's our degree of confidence? I guess? I never say 100%. Maybe a little bit pessimistic piece of that. But yeah, it's it's it's what was what we're working at. So yes, it's just my natural optimism. It's my natural pessimism that's stopping me from saying 100%?

Speaker 2 1:50:43

Well, yes, I thought it was anywhere near 100%. But so at the moment, it's still when when East West Rail, so it's in the first half of 2024. It knows that it can launch it by the end of June.

Speaker 1 1:51:02

As I say, that's what that's what we're working towards. That's the that's the goal. That's the plan. That's the aim. We don't have a firm date. So we're still working through the program. I think I mean, okay. Now, why does that sound sound odd, it's just important to say that there is a tremendous amount of work that needs to be done to have to start a start con, or there's just a tremendous amount of design work, we and as I was sort of saying earlier, we've got to be, we have to be very confident that the thing we're putting in the public domain is worth everyone's time having a look at, we've got to be very, very confident that what we're putting in the public domain is the best thing that we can. And if the, if we don't feel that we can do that, then we'll have to be honest about it. But at the moment, everything is moving in the right direction, and everything looks good from our side. But as I say these things, you know, some some things just take as long as they need to take. So that's a natural bit hedger. But I would say, yeah, there's no reason why that I that I know of why we're not where we wouldn't be confident in that.

Speaker 2 1:52:15

Thanks. Thanks. Thanks for your questions. You can reach me here.

Speaker 1 1:52:23

I just wanted you to finish that with your honor. No more questions, your honor. Just once in my life, I'd like to hear that. If anyone else, I'm aware that we're entirely now at half past eight. And I do try and like to keep this time if I can. Thanks so much, everyone for your time. If you do have questions outside of this, of course, we please do email us we've got a few specific actions to follow up getting the team in touch with each other, all that sort of stuff. And working through the specific outcomes here. I hoping that we get some more sort of ideas in the wash up, but But understand that there's some specific interests of this group and specific circumstances of this group might make that less than possible. So I think that it just falls on me now to say, we will be I think I'm writing doing our usual circulation to get the topics for next time. Oh, Gordon.

Speaker 4 1:53:27

Just a quickie, Hannah. Is it possible to find for us to know what topics the other allergies have been discussing?

Speaker 1 1:53:38

Meeting Notes for all allergies are available on online anyway, so nothing's nothing secret.

Unknown Speaker 1:53:45

We can access every other LRG cam? We

Unknown Speaker 1:53:48

think so? Sorry. That's

Unknown Speaker 1:53:49

right. Yeah. Peter.

Speaker 3 1:53:51

Yeah, on that. On that point, Gordon, we're gonna have a list very soon on the homepage of the community hub, which will list all of the topics that have previously been done to be in one place. So few weeks, that'll be there.

Speaker 1 1:54:01

My instinct would be that this group has probably had more than has probably had the same this, you've probably had extra extra topics rather than been under topic. But I think that'd be an interesting thing to look

Speaker 4 1:54:13

at, it would be nice to know what topics the other airline students have been discussing. And if we can gain if we can benefit from what they've been talking about. That was all.

Speaker 1 1:54:27

i I'm pretty sure that you'll have had all the same topics as them. But if there's anything in there, you haven't had I think we'd that's that's not a problem. Any thoughts on that before we talk

about next time this topic? So I think that one of the topics that we have given to another group, but we haven't yet given to this group, more timing than anything is perhaps useful for Alistair and perhaps others. Talking about sorry, I misread that. That wasn't actually referring But something else that said I do. But if there was a question about compensation for impacted communities and active travel examples from CES one. When I mean, I'm I'm not an expert in this, but I know that we're not at a position with a conversation having the department to be specific about compensation. Activity travel and ces one, I think it probably will be a more fruitful conversation in the immediate. We can definitely bring someone in to talk broad in broad brushstrokes about oh, look, Tabitha has already put the link in well done, because she's good. But I would suggest that active travel, and for those unfamiliar with the term, that sort of walking, wheeling options, just to give some background of what's been happening in the space, it's already being built, that feels like it can be quite fruitful. Should we put a poll out and see what people want to talk about?

Unknown Speaker 1:55:57

Yep, do that.

Speaker 1 1:56:01

And let's do that. Wonderful. Okay, thank you very much. So we'll see you in around about six weeks then. And we'll circulate notes and whatnot, as per usual, and as I said, Please, if you have any sort of last thoughts, any thoughts after reflection, that kind of stuff, please do get in touch with the team. And thank you again, so much for your time. Really appreciate it. We'll see you next time. Thank you. Thank you. Thank you. Take care. Thanks for joining

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