

Bicester Town Local Representatives Group

Meeting #4

01 March 2023

01. Welcome and today's agenda

Today's agenda

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02.
Housekeeping

03.
General Updates

- 04
Review of actions

05.
Topic – Accessibility and Inclusive Design

06.
Topic – Freight

07.
Closing remarks, future meetings and topics

02. Housekeeping

Housekeeping

Thank you for joining

This is a virtual meeting.

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

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

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



Display your full name in username



Please use the mute function



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



Please do put your camera on if possible

03. General updates

Sarah LRG Engagement Manager

A bit about me:

- I live on the Suffolk/Cambridgeshire border
- I joined in January and am really looking forward to getting to know you all
- I'm here to listen, to understand, and to communicate
- Please feel comfortable reaching out to me – I'd love to hear from you.



Since our last meeting

- 35 applications to sit on the Accessibility Advisory Panel and 16 invited to interview
- First Mile Last Mile (FMLM) now referred to as door-to-door connectivity

Keeping You Connected Newsletter - Dec 22

- We're in the process of finalising our recommendations for consideration by Government
- Gov must scrutinise & approve the recommendations before we respond formally to the consultation
- We believe we will be able to do that in the first half of 2023

04.

Review of actions from meeting #3

Outstanding actions

There are no outstanding actions for the group.

05. Topic- Accessibility and Inclusive Design

Caroline Eglinton, Head of Inclusion

Accessibility & Inclusion approach

We have a unique opportunity to embed Inclusion into the organisation and Scheme at an early stage and not as an add-on.

Our Inclusion Strategy '**East West Rail for All**' defines our approach to the delivery of Inclusion and accessibility for customers, communities, and stakeholders.

Safe and Secure

Working with design and delivery to deliver an accessible and inclusive built-environment and service offering.

Better for the Customer

Working with the customer strategy team to ensure an inclusive customer experience vision.

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IMS Level: 1

east west
RAIL

Inclusion Strategy 'East West Rail for All'



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1 of 19

Current activity focus

To carry out a coordinated approach to the delivery of Inclusion across EWR organisation and programme, adopting a holistic and whole-life approach

- applying Inclusion across all areas and functions of the organisation
- considering Inclusion throughout all phases of the project (planning and consultation, design, construction, operation)
- integrating Inclusion and understanding interdependencies with Accessibility, Equality and Diversity.

Head of Inclusion role:

Predominantly a customer focused role; ensuring that EWR

- delivers products and services that will meet the needs of our diverse customers
- outcomes are delivered in an inclusive way, accessible to everyone

Access Advisory
Panel set up

Disability Equality
Training roll-out

Accessibility
Research &
outcomes

Internal and external
engagement on the
topic

Inclusive Design



open.

COMMON →



Our approach

This research was designed to uncover the barriers to rail and identify the customer needs that relate directly to accessibility and inclusion across the end-to-end journey.

To achieve this, we ran a multi-method research program:



**AI powered
desk
research**



**100 people
survey**
Pan-disability panel



**Journey
diaries &
interviews**
Pan-disability panel



Workshops
01 people with
temporary access
needs
02 race, ethnicity and
religion
03 LGBTQ+
04 Expert forum

Inclusive Design Research

Designing inclusively for all customers...




Update on the Accessibility Advisory Panel

Background

Advisory Panel, comprised of **volunteers** from the Oxford – Cambridge region & neighbouring areas.

The Panel will be made of up to eight people. We're looking specifically for people who have lived experience of disability or long-term conditions (pan-impairment).



Join our Accessibility Advisory Panel

We want to build a better and more inclusive railway that works for everyone.

To help us do that, we're setting up an Accessibility Advisory Panel to advise on how we lift the barriers to accessible rail travel and make inclusive decisions with a "critical friend" approach.

If you live in the region between Oxford and Cambridge, or the neighbouring areas, and are also a public transport user with experience of disability or long-term condition – we'd love to hear from you.

We're looking for people who:

- Are willing to give their opinion and express views in a meeting environment
- Have time to prepare for meetings and respond to emails
- Can think from a customer perspective whilst understanding organisational and operational constraints

Questions or comments

06. Topic- Freight

Andy Bagguley, Head of Systems – Rolling Stock

Main types of rail freight

‘Rail freight’ represents different types of freight flows with different requirements to consider in design, mainly:

- **Intermodal (containerised) traffic**
 - ✓ to and from ports and between distribution hubs
 - ✓ from perishable food items to clothing, cars and toilet paper, carried in containers
- **Bulk freight**
 - ✓ construction and aggregates materials such as sand, stone and waste, & key flows supporting building and construction sites
 - ✓ carried in open or closed wagons

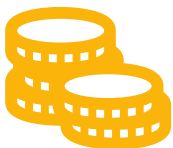
Rail freight operates in response to demand, based on open access agreements and commercial contracts, and needs to be agile and flexible to respond to the market.



National Value of Rail Freight



- **Goods worth £30bn** are transported to customers every year
- **£2.45bn estimated benefits to the UK annually**
 - £1.65bn user benefits, including cost and time savings and reliability improvements
 - £0.80bn benefits to the wider society, such as through modal shift, including congestion relief, noise and reduced safety incidences



- **Productivity gains and rebalancing the economy**, with more than 60% of its activity focused on former industrial centres in Yorkshire, the North West, Scotland and the Midlands



- Significant actor in the drive for **decarbonisation nationally**:
 - lower output from a fuel intensity and harmful emissions perspective compared to other modes, particularly road haulage - 76% fewer carbon emissions per tonne kilometre transported compared to road
 - 1 bulk train = up to 76 Heavy Goods Vehicles (HGVs), 1 container train = up to 34 HGVs
 - reduces the social cost of greenhouse gas emissions by 86% and improves air quality costs by 16% per avoided lorry km

Rail Freight is growing and forecast to double in 20 years

Volumes are forecast to grow significantly by 2043/44 - domestic & ports intermodal are forecast to grow the most

Ports Intermodal

- From continuous growth in demand through ports (more trade/more trade in containers) plus growth in rail freight interchanges

Domestic Intermodal

- Growth driven largely by the growth in rail freight interchanges

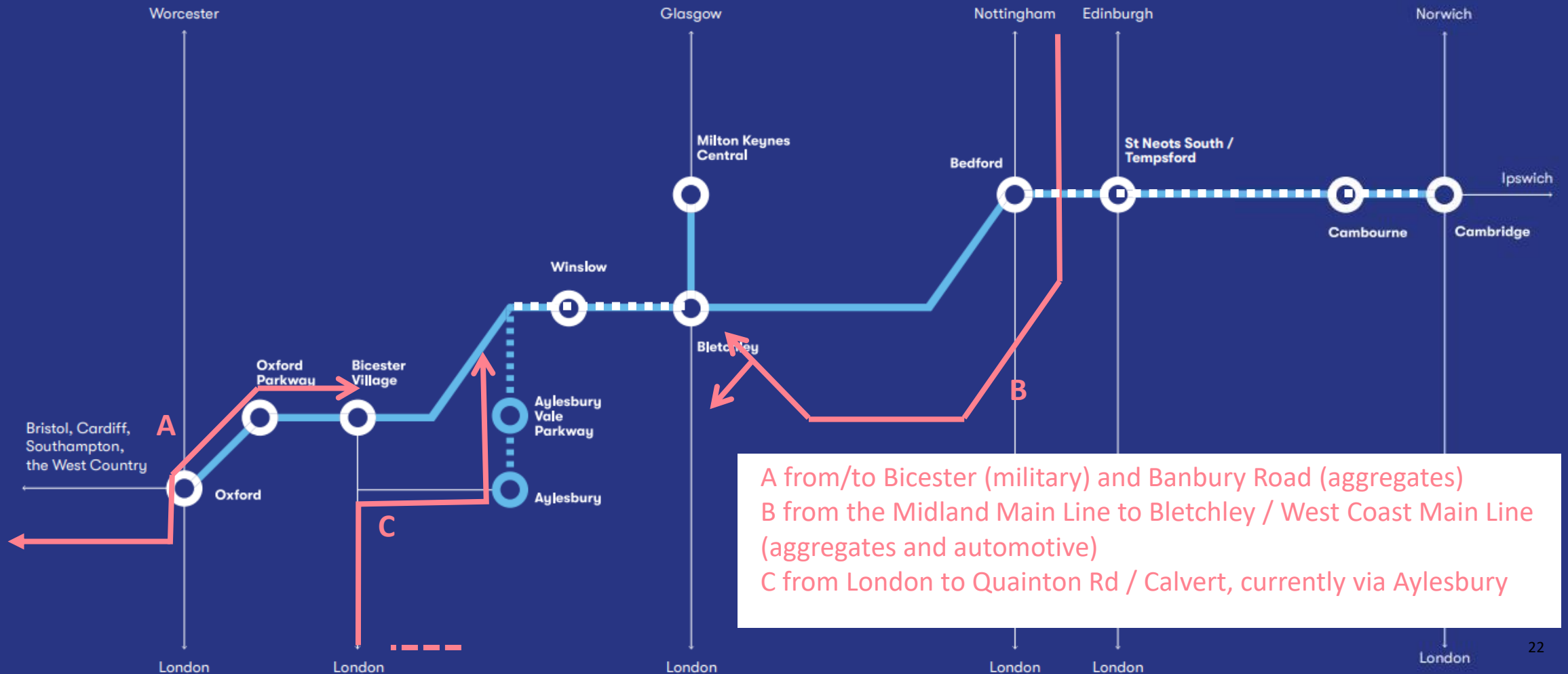
Construction Materials

- Growth based partly on growing demand but also on improvements in rail productivity such as longer trains



Portoffelixstowe.co.uk

Current freight on EWR



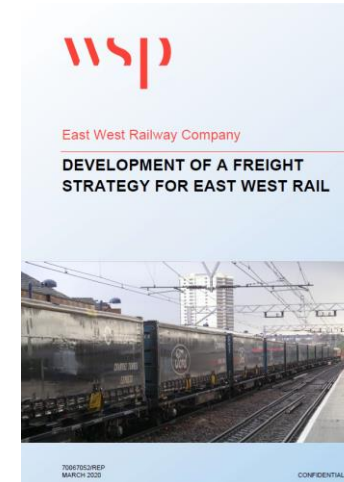
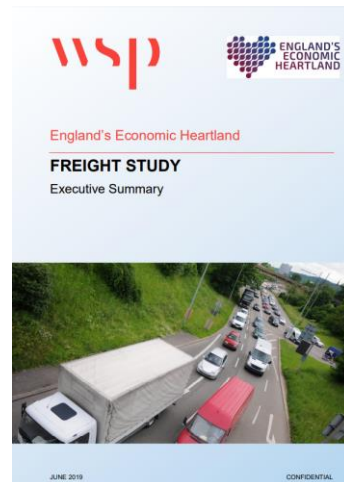
Rail Freight potential over EWR

- We are designing the railway to accommodate freight
- We are exploring the opportunities for freight created by EWR
- Our objective is to maintain current capacity for rail freight and make appropriate provision to enable future growth
- What this means in practice is still under review, and will depend on factors such as government policy, demand, impact & investment choices



All strategies identify a role for EWR to carry freight

- All reviewed regional transport and freight strategies **identify a role for EWR to carry freight**, including “rerouted” freight from Southampton and Felixstowe
- Nationally there is **renewed support for growth of rail freight**, not least to achieve **net zero carbon**. GBR is expected to be given a target to grow rail freight.



But! Working out the right approach to freight is not straightforward

Freight considerations are not the same across the route – different potentials for different flows on different sections

Ongoing work to consider:

- EWR's strategic fit into the national rail network and the role it can play
- The levels of potential freight demand, benefits & growth
- Additional investment that may be required to support different levels of freight
- Local community considerations and feedback from our consultation
- Green agenda, decarbonisation, rail transport and other policies
- and more...!

Questions or comments

07. Closing remarks, future meetings and topics

Topics for future discussion

Meeting #5 onwards:

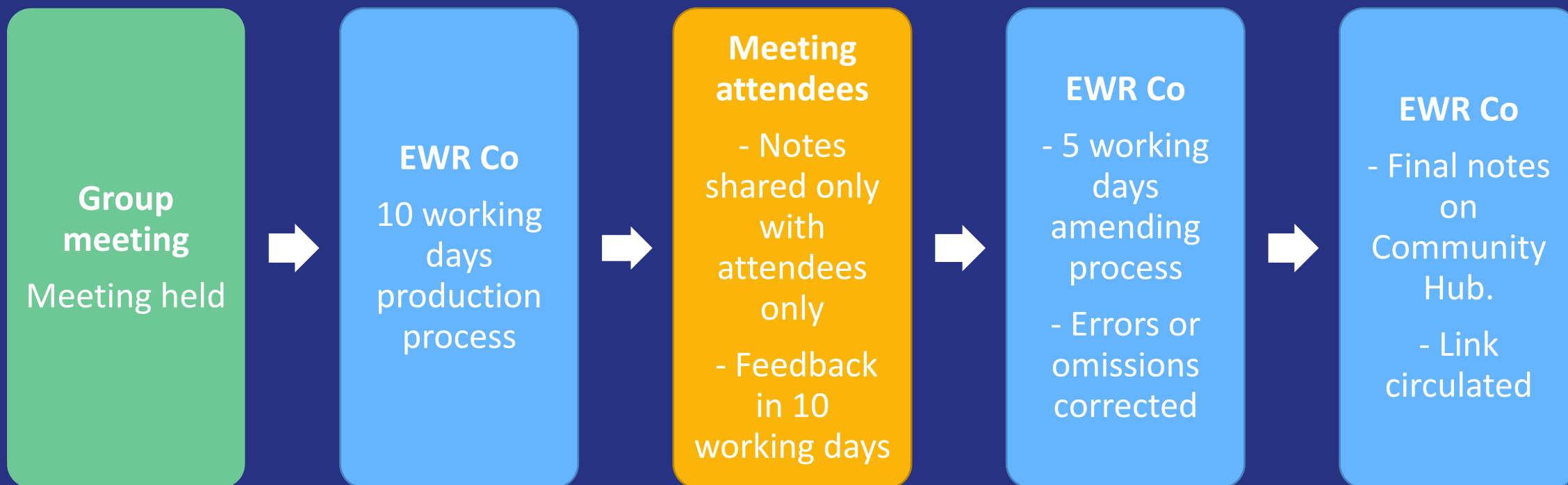
Discussion: Other topics for future meetings

Agreed frequency: Quarterly meeting

Outcomes:

Actions:

Creating meeting notes



We're always here

All the Group's relevant documents will be available on its **Community Hub** site.

We will notify you when available.



Got a question?

If you have any questions about the Group, please email:

localrepresentativesgroups@eastwestrail.co.uk

If you have any questions about the project, please email:

contact@eastwestrail.co.uk

Or you can also call us on **0330 134 0067**