

# Bedford Town Local Representatives Group

## Meeting #3

25 October 2022

# 01. Today's agenda

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**02.**

Review of actions from meeting #2

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**03.**

Topic – Freight

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**04.**

Topic – Traction Strategy

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**05.**

Topic – Update on Accessibility Advisory Panel

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**06.**

Future topics

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**07.**

AOB and Closing remarks

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# 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**

02.

Review of actions from meeting #2

# Completed actions

Meeting	No.	Action	Owner	Status
#2	1.	Update the labelling on the graphic summarising the proposals for tracks out of Bedford to make it clear that these are currently options only.	EWR Co	Complete- slide from meeting #2 updated.
#2	3.	Consider producing webinars presenting the topic areas covered in the Local Representative Group meetings.	EWR Co	Complete- DCO recording is due to be uploaded to the Community Hub shortly and we have created a blog post which we shared in our Keeping You Connected newsletter. We will look for opportunities to add additional content over time.

# Outstanding actions

Meeting	No.	Action	Owner	Status
#2	2.	Attendees liaise amongst themselves to identify and agree suitable dates and for this to be shared with EWR Co.	Group members	Will be considered as part of meeting #4 scheduling.

# 03. Freight

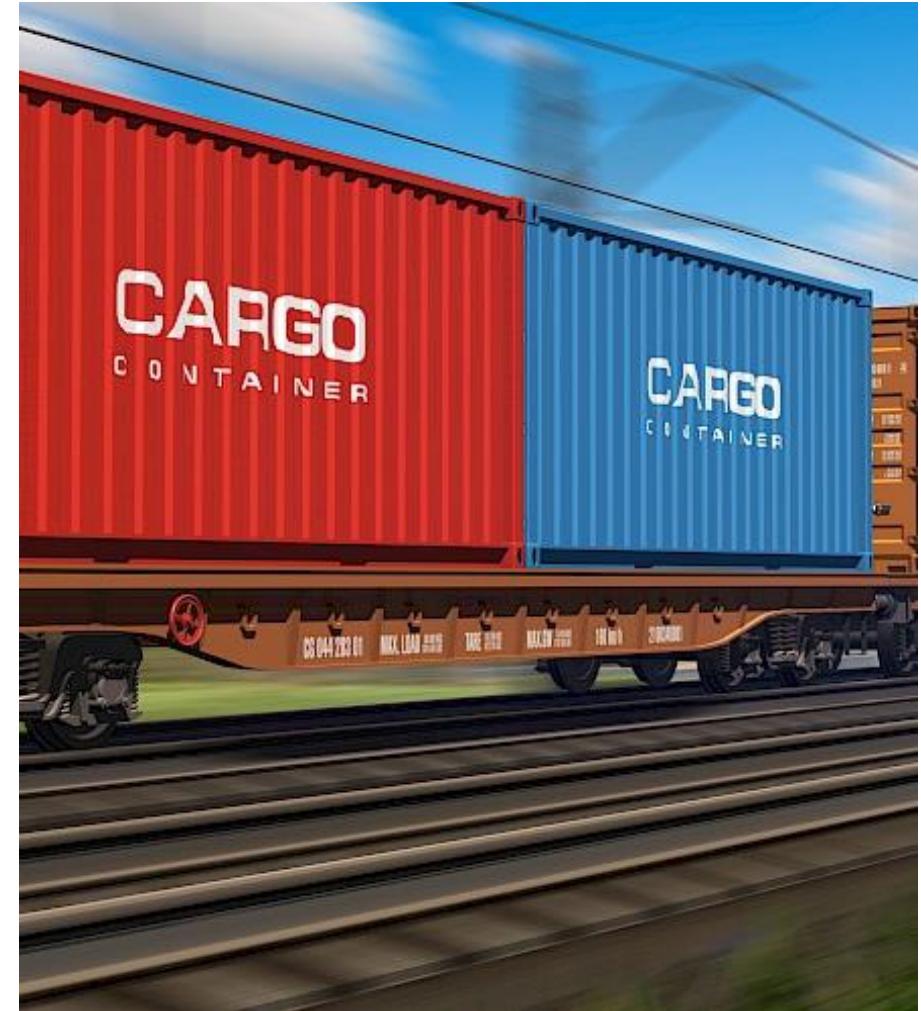
**Andy Bagguley, Head of Systems- Rolling Stock**

# 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

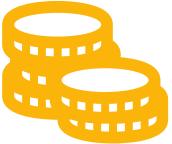
Rail freight operates in response to demand, based on open access agreements and commercial contracts, and needs to be agile and flexible to respond to the market.



# 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

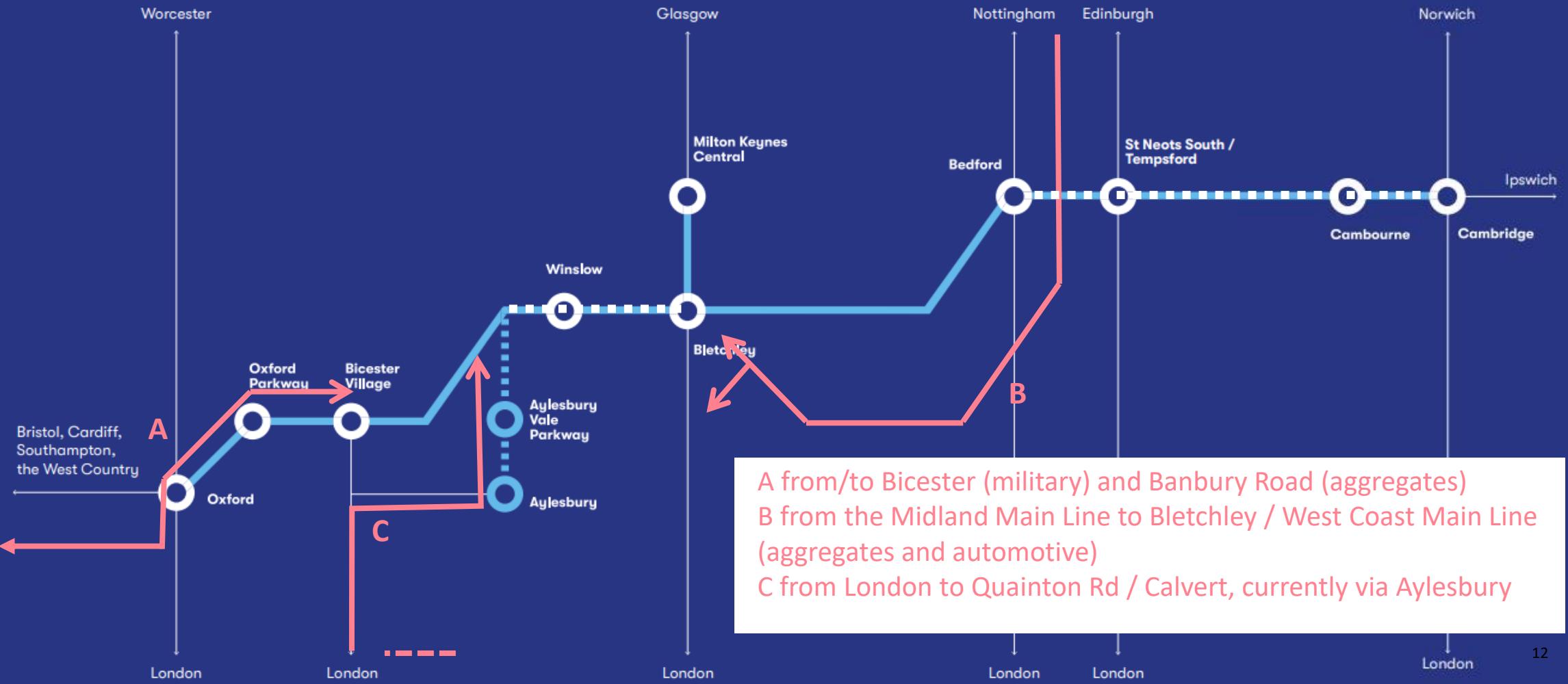
## **Construction Materials**

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



[Portoffelixstowe.co.uk](http://Portoffelixstowe.co.uk)

# Current freight on EWR



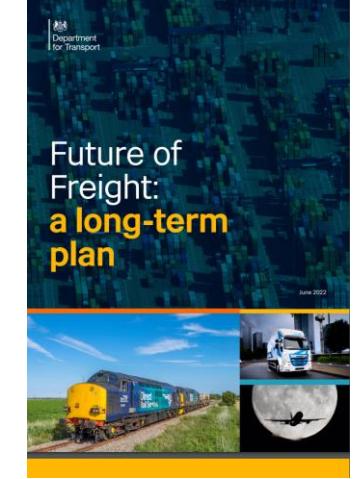
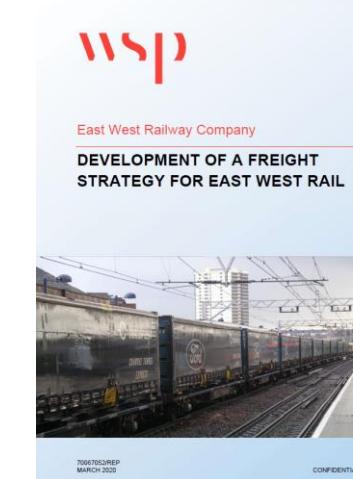
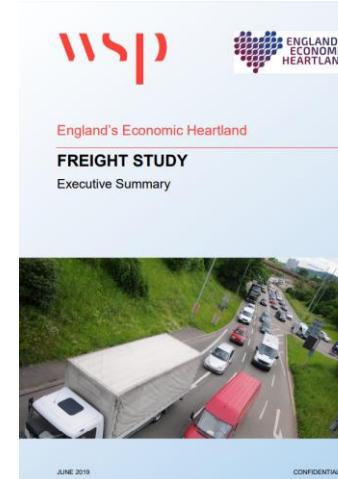
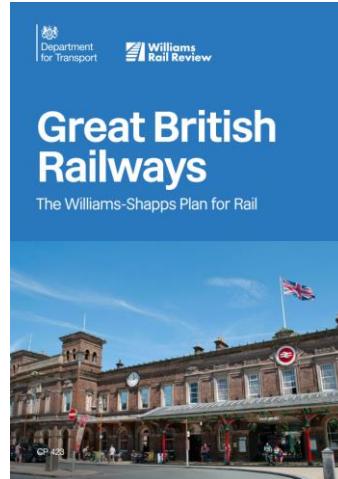
# Rail Freight potential for EWR

- 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.



# 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

# 04. Traction strategy

Mark Foster, Operations Executive – Rolling stock

# EWR Initial Fleet

- Modern two-carriage diesel trains;
- Operate the initial Oxford to Bletchley with potential to extend to Milton Keynes Central service temporarily;
- Engines meet EU Stage IIIB emissions standards and use Ad Blue in the exhaust system to reduce nitrogen oxide (NOx) emissions;
- Each train has an accessible toilet, passenger information throughout, and dedicated spaces for three bikes.



## Use of different types of traction

- Initial use of diesel only trains is a temporary solution;
- This allows EWR to commence services quicker, unlocking the benefits of the new railway earlier;
- Electrification remains under consideration with EWR Co awaiting a decision from government on this;
- This allows flexibility in future power options in line with the government commitment to removing all diesel only trains by 2040;
- EWR are also investigating alternative traction power including battery power and hydrogen fuel cells.

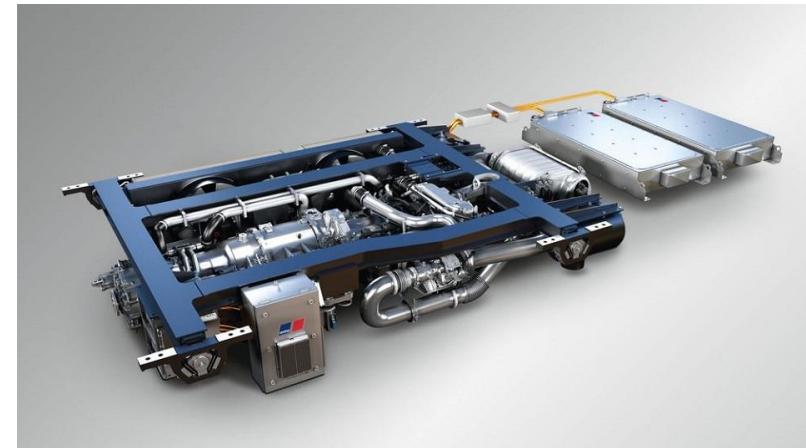


# Long-Term Rolling Stock Options

Traction Type		Carbon	Cost	Complexity
<b>EMU</b> Electric Only		•	•	•
<b>DMU</b> Diesel Only		• • •	•	•
<b>BMU</b> Battery Only		•	• •	• •
<b>HMU</b> Hydrogen Fuel Cell Only		•	• • •	• • •
<b>DEMU</b> Diesel Electric Bi-Mode		• •	• •	•
<b>DBMU Hybrid</b> Diesel & Battery Hybrid		• •	• • •	• • •
<b>BEMU</b> Battery Electric Hybrid		•	• •	• • •
<b>HEMU</b> Hydrogen Electric Hybrid		•	• • •	• • •

# Case study: B-DEMU Hybrid – Class 168 HybridFLEX™

- Partnership between Chiltern, Porterbrook and Rolls-Royce to develop the Hybrid concept;
- One hybrid battery-diesel train currently in service;
- Fitted with brand new engines combined with on-board batteries;
- Batteries are used at stations with diesel used at other times and capture energy lost through braking;
- Fuel consumption and CO2 emissions are reduced by up to 25%, Nitrous Oxide (NOx) emissions by over 70% and particulate emissions by over 90%, compared to the original 25-year-old engine;
- Feasibility for future use on EWR under review.



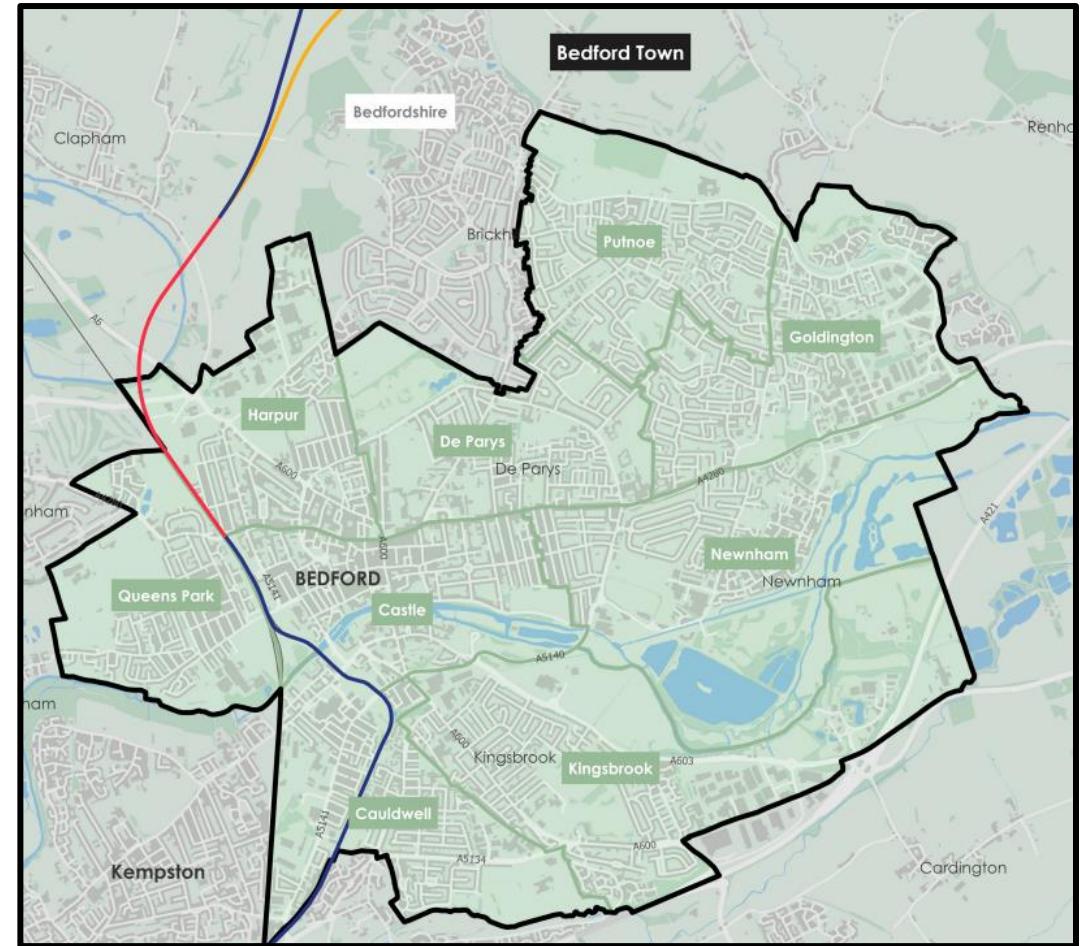
# Case study: Battery EMU Hybrid – Class 379 IPEMU

- Partnership between Network Rail, Bombardier, Abellio, Future Railway and Department for Transport (DfT) to demonstrate the viability of a battery-powered train;
- Tested in passenger service for five weeks in 2015;
- Electric train fitted with traction batteries on one vehicle;
- Batteries were used for a 30km section and charged from overhead line electrification on the remainder of the journey.



# Bedford Town

- Diesel Fleet will operate when EWR Operation commences between Milton Keynes and Oxford;
- Diesel shuttle service between Bedford and Bletchley will continue to operate, run by London Northwestern Railway.
- Upgrade options for Marston Vale Line includes provision for electrification, but a decision on traction power has not yet been made



# Ongoing Work



## **Active engagement with Rolling Stock Manufactures, Owners and Train Operators...**

to understand existing challenges with novel rolling stock traction types. Potential for EWR Co to lead innovation of future rolling stock to meet customer needs.



## **Electrification is being taken into account...**

with passive provision included in designs where appropriate.



## **Continued engagement with the Department for Transport (DfT)...**

to ensure EWR Co align with the decarbonisation agenda and 'The Williams-Shapps Plan for Rail'.

# Questions or comments

# 05. Update on the Accessibility Advisory Panel

Caroline Eglinton, Head of Inclusion

# Background

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

The Panel will be made of up to 8 people, we're looking specifically for people who have lived experience of disability or long-term conditions (pan-impairment)

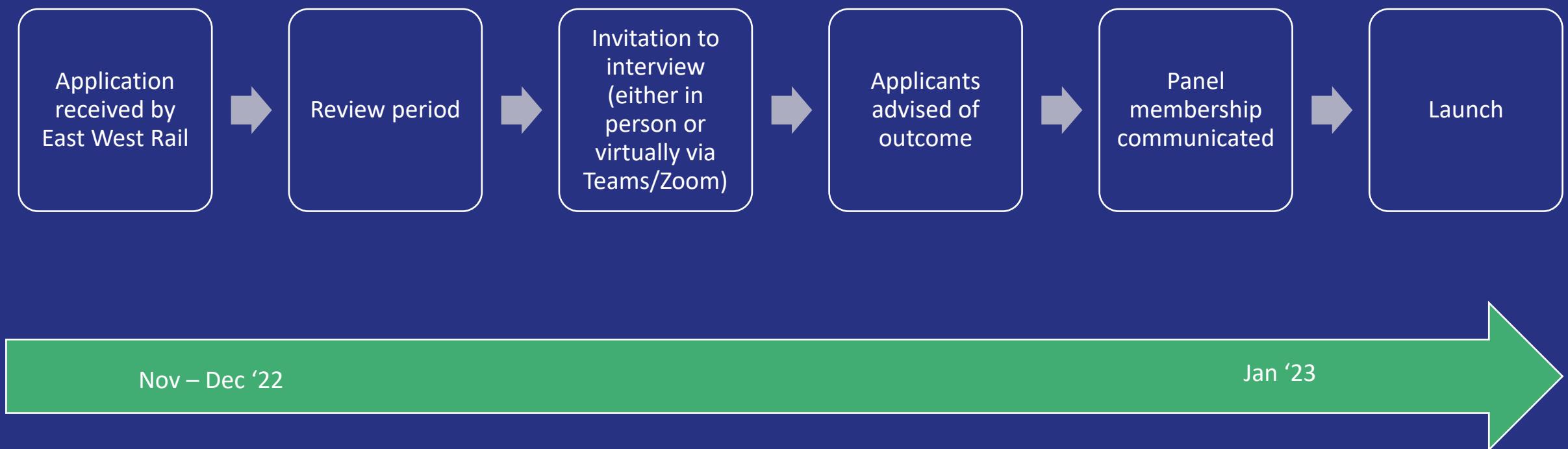
## According to the Family Resources Survey (UK) 2018 to 2019

21% of people in the UK are disabled (1 in 5)

Of those people who reported a disability:

- 48% have mobility issues (1 in 2)
- 36% experience stamina/breathing/fatigue related issues (1 in 3)
- 27% experience mental health issues (1 in 4)
- 16% experience memory problems (1 in 6)
- 13% experience hearing loss (1 in 8)
- 12% have a sight impairment (1 in 8)
- 14% have learning difficulties (1 in 7)

# Next steps

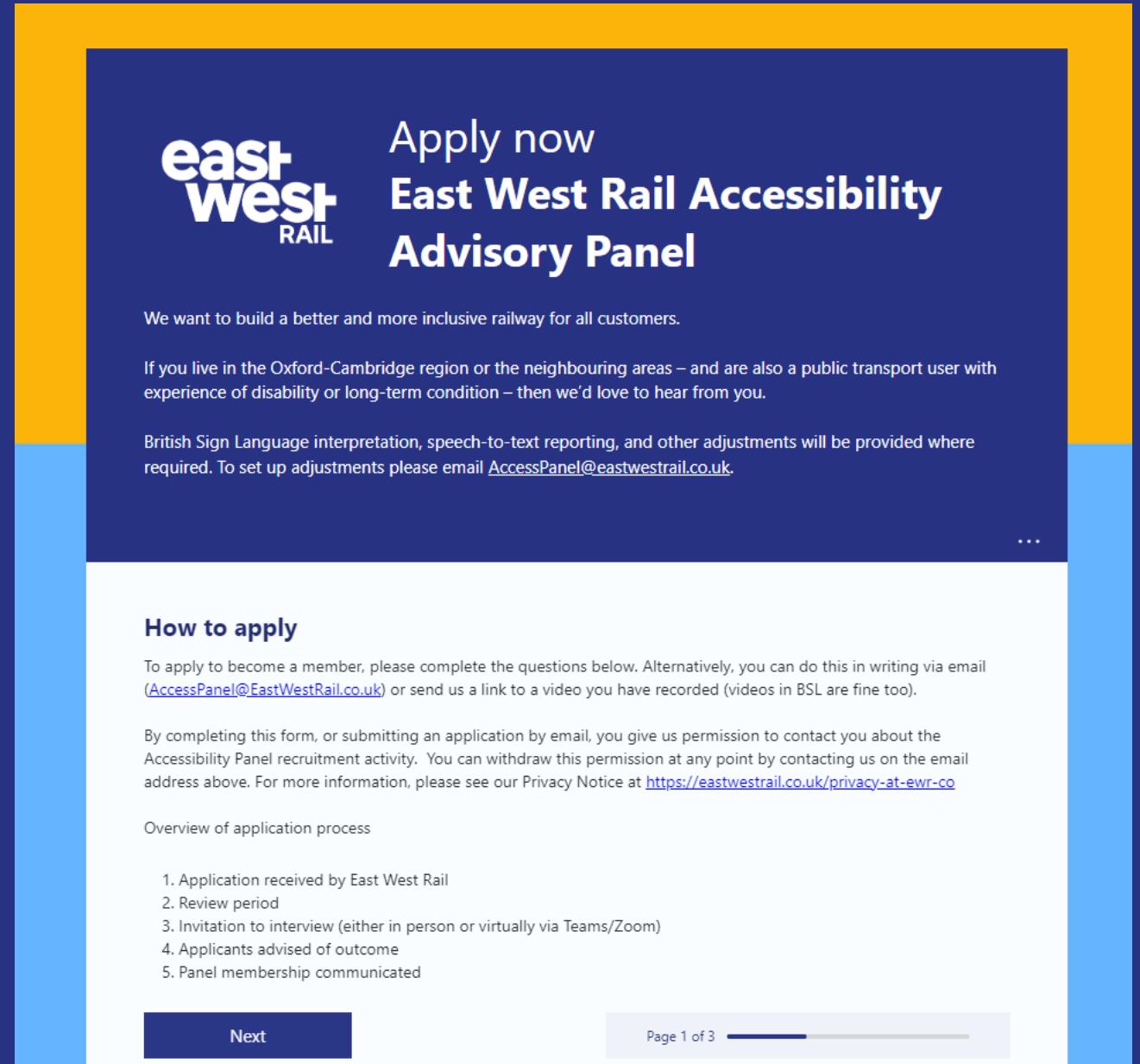


# Applications process

Applications will be open for 6 weeks from point of publication

Applications can be made either by:

- MS Form
- Email
- Video (inc. British Sign Language)



The screenshot shows a web page with a yellow header and a blue main content area. The header features the 'east west RAIL' logo. The main content is titled 'Apply now East West Rail Accessibility Advisory Panel'. Below the title, a sub-headline reads 'We want to build a better and more inclusive railway for all customers.' A text block explains that the panel is for people living in the Oxford-Cambridge region or neighbouring areas with disabilities or long-term conditions. It mentions that British Sign Language interpretation, speech-to-text reporting, and other adjustments will be provided. A contact email, [AccessPanel@eastwestrail.co.uk](mailto:AccessPanel@eastwestrail.co.uk), is provided. At the bottom, there are sections for 'How to apply', a note about permission to contact for recruitment, an 'Overview of application process' (with 5 steps), and a 'Next' button. A progress bar at the bottom right indicates 'Page 1 of 3'.

Apply now  
**East West Rail Accessibility Advisory Panel**

We want to build a better and more inclusive railway for all customers.

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

British Sign Language interpretation, speech-to-text reporting, and other adjustments will be provided where required. To set up adjustments please email [AccessPanel@eastwestrail.co.uk](mailto:AccessPanel@eastwestrail.co.uk).

...

**How to apply**

To apply to become a member, please complete the questions below. Alternatively, you can do this in writing via email [AccessPanel@eastwestrail.co.uk](mailto:AccessPanel@eastwestrail.co.uk) or send us a link to a video you have recorded (videos in BSL are fine too).

By completing this form, or submitting an application by email, you give us permission to contact you about the Accessibility Panel recruitment activity. You can withdraw this permission at any point by contacting us on the email address above. For more information, please see our Privacy Notice at <https://eastwestrail.co.uk/privacy-at-ewr-co>

Overview of application process

1. Application received by East West Rail
2. Review period
3. Invitation to interview (either in person or virtually via Teams/Zoom)
4. Applicants advised of outcome
5. Panel membership communicated

Next

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# 06. Future topics

# Topics for future discussion

**Meeting #4 onwards – Design and Engineering Solutions / Construction Impacts**

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**Discussion:** Other topics for future meetings

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**Suggested frequency:** Quarterly meetings

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**Outcomes:**

**Actions:**

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# 07. AOB and closing remarks

## 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:

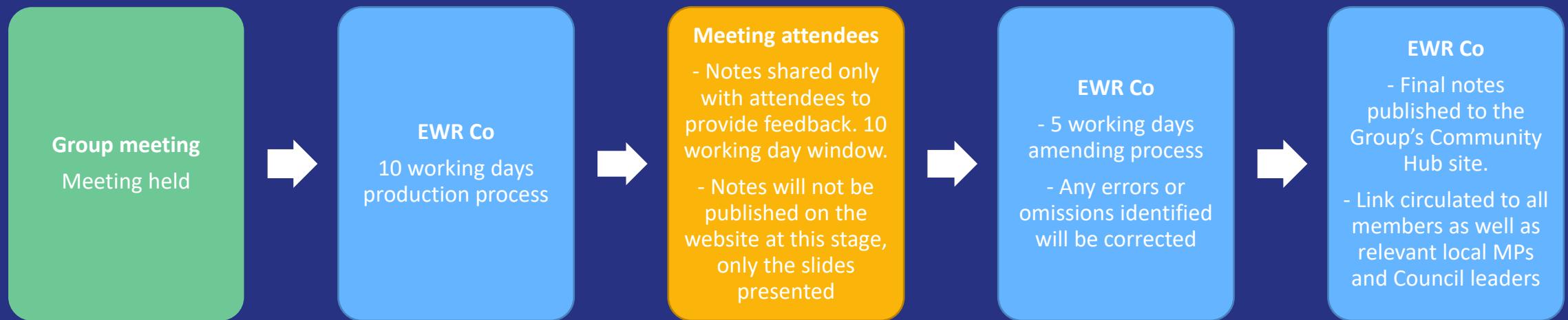
[localrepresentativesgroups@eastwestrail.co.uk](mailto:localrepresentativesgroups@eastwestrail.co.uk)

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

[contact@eastwestrail.co.uk](mailto:contact@eastwestrail.co.uk)

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

# Creating meeting notes



**east**  
**west**  
**RAIL**

**[eastwestrail.co.uk](http://eastwestrail.co.uk)**