

Buckinghamshire - Meeting notes

Meeting #4 - Details

Date: Wednesday 29 March 2023

Time: 5:30-7:00 PM

Type of meeting: Virtual meeting (Zoom)

Documents discussed in this meeting

The following documents were discussed during the meeting and are available on the Group's dedicated Community Hub site – [here](#):

- Action Tracker
- Agenda
- Slides

Key discussion points and outcomes

1. Welcome

- 1.1. Sarah Jacobs (SJ) welcomed attendees and thanked them for attending the Local Representatives Group (LRG) meeting. She introduced herself and her role as EWR Co's new Local Representatives Group Engagement Manager.
- 1.2. SJ outlined the agenda and housekeeping for the meeting.

2. General update

Accessibility Advisory Panel (AAP)

- 2.1. EWR Co has received 35 applicants to the Accessibility Advisory Panel and 16 invited to interview.

First Mile / Last Mile (FMLM)

2.2. As a result of conversations held during LRG meetings, First Mile Last Mile has been renamed to door-to-door connectivity.

Beth West's Keeping You Connected update

2.3. SJ discussed the most recent project update confirmed in the Spring budget, that the Government's Route Update Announcement (RUA) is set for May. Once this has happened, EWR Co will be able to move to the next stage of the DCO process and work to refine plans for the railway. EWR Co will respond formally to the 2021 Non-statutory consultation and arrange further meetings to discuss the updates with Group members.

3. Actions

3.1 SJ advised that the one action from the previous meeting, which was to raise cycle route maintenance in meetings with Buckinghamshire Council, would be discussed later on in the meeting.

4. Topic – Winslow Station design

4.1. SJ introduced Peter Hume (CS1 Director), Jez Baldock (Dep Director EWR Alliance) and Kate Campbell (Senior Communications Manager for EWR Co who works closely with EWR Alliance).

4.2. Peter Hume (PH) provided an update on the current Winslow station design including the main features of the station.

Winslow station – Examples from CS1

4.3. PH explained the remaining timeline for Winslow station, highlighting that most of the station construction will be completed by 2023 and the line open to passengers in 2025.

4.4 Within the station the facilities will include: separate male and female toilets and accessible toilets with baby changing facilities, a small retail unit, ticket selling area, level access to platforms via lifts, a large local authority funded car park, bus interchange at the front of the station and cycle rack provisions.

4.5 PH emphasised that Winslow station is a small station, so there are limitations to the number of facilities. However, the space has been designed to be a functional area.

4.6 PH noted that how tickets are sold depends on the train operator, which has yet to be announced.

4.7 PH shared an external plan of the station. He explained that the station is designed to facilitate interchange between car, train and bus and EWR Co Alliance is working with Buckinghamshire Council to integrate proposals with wider travel considerations.

4.8 PH further explained that the station platforms are designed to allow for a 4-car train. When services begin 4-car trains may not be used straight away, designing it this way allows for greater capacity and no need for platform extension in the future.

Winslow station bringing into use

4.9 PH ran through the timescale of testing the train station systems, with emphasis on assessing the impacts of noise to nearby neighbours.

Questions

4.10 An attendee asked what the predicted usage of the station per day will be when in operation. PH explained that the station has been designed to allow for growth and provided figures of 30-40 people using each train that arrives in the morning. PH stated that he would follow up with the numbers which the design was built around.

4.11 Another attendee queried whether the retail unit would include café facilities and hot drinks. PH emphasised that the specific units would be decided once a train operator is chosen but it is likely that there will be a small confectionary or coffee shop.

4.12 An attendee asked about the service times, in particular when they start and end. PH answered that train services are likely to begin at 06:30 in the morning, with the last train running at 23:15/23:30, with the end of the operational day at 24:00. PH confirmed that he would request that EWR Alliance share the timetable data with the attendees.

4.13 An attendee queried the number of car parking spaces in the local authority funded car park, and the number of cycling provisions. Jez Baldcock (JB) explained that there will be 365 car parking spaces. Another attendee confirmed that there will also be disabled spaces and cycle racks. JB noted that he would find out the number of bike spaces at the station.

4.14 An attendee raised a comment that the diagram PH shared shows a footpath on the south side running up the embankment and asked if this connects to the footpath at the top as this was in the original design. JB explained that this is not open to the public and will be used for emergency access only. Another attendee emphasised that during the evolution of the design process and for security purposes, all pedestrian flow must go in and out of the station building. JB highlighted that there is a pedestrian access to the left of the station that takes you straight onto Buckingham Road.

4.15 An attendee noted that community engagement is very important and that in this case local residents are kept informed. PH expressed that this is of key importance, and they are looking into how the frequency of public announcements may be altered.

4.16 Another attendee asked whether the station car park was on track for completion in April 2024 and within budget. PH explained that the car park is constructed via various subcontractors. All work must be completed by July 2024 to allowing testing to take place, therefore the car park will be constructed by this time. PH expressed that EWR Alliance has

faced some inflationary pressures but will deliver the car park. One attendee highlighted that it is important that budget figures should be shared with Buckinghamshire Council. PH explained that this will be shared with the council when plans are complete.

4.17 An attendee queried who the operator of Winslow station would be. PH explained that an announcement would be made very soon on the operator of the station. EWR Co's ambition is that once the full railway is constructed, a new operator will be created, but this takes time to establish. When these services begin an already established operator will be in place.

4.18 Another attendee asked if there are any updates on the Parking and Travel plans. An attendee explained that both plans are in final draft and awaiting on an operator announcement. The attendee further explained that once this has been announced feedback will be gathered from locals before Buckinghamshire Council go into Statutory Consultation.

4.19 An attendee asked how the trains running through Winslow station would be powered. PH advised that the initial fleet would be diesel and once the whole line is up and running it will be replaced by a permanent EWR Co fleet. Attendees raised concern over this approach and strongly oppose the use of diesel only trains. One attendee highlighted that diesel and battery powered trains could be used and emphasised a strong dissatisfaction for the use of diesel only trains as the line runs past a school, and therefore this is not an example of a green railway. The attendee would like an understanding as why diesel trains have been chosen. PH emphasised that this was a temporary proposal, and currently there are no battery powered trains within the UK wide train stock that are available to use. There are some diesel battery trains but they are being used by Great Western Railway and Chiltern, so are not available for EWR to use. Kate Campbell (KC) emphasised that EWR Co doesn't want to run a diesel line as a permanent solution, and although the initial fleet will be diesel, there are benefits from taking cars off the road and providing connections for the local community. KC expressed she would find out more details about the choice of traction power type.

Post Meeting Clarification:

After the station opens and for the first few years, we would expect there to be in the region of 1200-1400 users of the station a day (that's 600-700 boarders and 600-700 alighters, many of which will be the same people). This roughly equates to about circa 120-140 people entering the station in the peak morning and circa 20-30 people getting on the busiest morning trains, but during the day as little as 3-4 people could be getting on the quietest trains. Overall this probably gives an annual usage of the station of about 300-400,000 journeys per year, so it's not a hugely busy station (probably about 1000 out of the 2000 UK stations)

Post Meeting Clarification: Traction Strategy and Rolling stock were covered in meeting two for the group, a summary and the slides are available on the Group's Community Hub site [here](#).

5. Topic - social values in CS1

Social values in numbers

5.1 KC expressed that EWR Alliance wants to leave a legacy which is beneficial to local communities and the surrounding environment. She highlighted some of the key figures for social value work undertaken between April 2019 and February 2023.

East West Rail Alliance social value works

5.2 KC outlined some examples of social value work that EWR Alliance has undertaken including CPR training, rail safety awareness within local schools, bird boxes and insect hotel donations and donations of materials.

5.3 KC expressed that EWR Alliance is open to new ideas for social value work, and if any attendees would like help with activities, they are able to make a request.

Questions

5.4 An attendee expressed a strong dissatisfaction with the environmental works that have taken place at the Spinney and would not consider EWR as an ecological scheme. The attendee raised that previous requests have been made to tidy this area due to lack of planting, damaged trees and litter. JB explained that planting is due to begin soon in the Spinney, and debris collection will also take place in the area that is temporarily fenced off. KC confirmed she would request that EWR Alliance confirm with the attendees when these works will take place.

5.5 An attendee highlighted that the CS1 has a Biodiversity Net Gain target of 10% and queried whether the gain would occur in Buckinghamshire or be delivered elsewhere. JB explained that EWR Alliance is still awaiting the deals for the land where they plan to replant. But the intention is to replace it in the Buckinghamshire area.

5.6 Another attendee highlighted support for EWR Alliance plans for 10% Biodiversity Net Gain in Buckinghamshire. However, the attendee raised a concern with issues of classifications of the type of habitats that were in the Environmental Statement compared to today, which is causing a problem in achieving net gain. EWR Alliance would be happy to discuss with the council to work together to reach targets.

5.7 An attendee asked for an example of social value work that has taken place. JB explained that EWR Alliance have donated television screens from compound offices to local schools. JB will share the link to fill in an application.

5.8 An attendee expressed that EWR Alliance needs to provide better planting services within Newton Longville parish. The attendee highlighted that off Whaddon Road an embankment was widened, and only 50% of the embankment has been replanted due to poor soil quality. KC will take this back to EWR Alliance and request that EWR Alliance confirm with the attendees.

6. Closing remarks, future meetings and topics

6.1 SJ opened the floor to ask attendees for future topics or views on the meetings. She highlighted that in the next round of LRG meetings there will be a presentation on the RUA.

6.2 An attendee proposed a topic which covers the approach to repairing roads in local villages along CS1. The attendee noted that there had been extensive damage in Mursley Parish by HGVs accessing the large biodiversity site alongside the Mursley side of railway due to decommission of haul road, and Salden Lane is affected due to changes in road surfaces and shape. KC said she will take this away back to EWR Alliance and request that EWR Alliance confirm with the attendees.

6.3 The attendee noted the meetings with EWR Alliance and the council are no longer taking place or if they are they are not on the distribution list anymore. KC confirmed she will look into this.

6.5 SJ highlighted that the meetings with the parish council about construction issues are different to LRG meetings. This was echoed by attendees that there are confusions between responsibilities of EWR Co and EWR Alliance. The attendee suggested bringing all the CS1 authorities who are interested in Oxford to Milton Keynes service together and have a focus on CS1 delivery.

6.6 Another attendee voiced concern that this group is not being provided with answers to issues they have repeatedly asked about at CS1 forums and the LRGs.

6.7 An attendee asked what the difference was between LRGs, EWR Co and EWR Alliance. KC explained that LRGs are a series of groups that meet across the whole of the line to discuss the future EWR service. EWR Co will deliver CS2 and CS3. EWR Alliance will deliver CS1 of which

Buckinghamshire is the only LRG group with current construction. KC will share a diagram of the working relationship.

6.8 An attendee asked if there were other forums to discuss CS1 in greater detail. KC highlighted that there are other public meetings which she can share to ensure the group are aware.

6.9 SJ noted she had taken onboard the comments from the group and will look at the approach to this groups meeting.

6.10 An attendee would like to better understand where EWR is in completing the railway to Cambridge, and the positives of the project. The attendee raised concerns that if the full line is not completed then you will be losing two thirds of the benefits. KC highlighted that EWR Co are still planning to deliver the full route to Cambridge and more information on this would form part of the RUA and reiterated the government support for the scheme in the Autumn budget. SJ highlighted the next round of LRG meetings will include a discussion on the route update.

6.11 One attendee highlighted this groups concern about the Aylesbury Arm through to Milton Keynes Central. SJ confirmed that the route update will cover as much of the route as possible.

Post Meeting Clarification: We appreciate the confusion between the EWR Alliance and EWR Co meetings. The purpose of the Local Representative groups run by EWR Co, are to offer an open forum for discussion on the whole future of EWR Co route and service. There are EWR Alliance meetings that are a forum for people to ask questions about Connection Stage 1 and current construction concerns.

Therefore, the matter raised regarding current construction issues such as, replanting and repairing the local roads (in particular along Salden Lane, Mursley as a result of HGV's) would need to be addressed by EWR Alliance. On this occasion we will pass on these actions to EWR Alliance and ask them to respond to the attendees directly. Please can you confirm via email that you are happy with us sharing your contact details with EWR Alliance. Moving forward these issues will need to be raised directly with EWR Alliance and not at the LRGs.

It is noted that the LRG meetings have not been set up for the purpose of discussing matters relating to EWR Alliance's work on CS1. Therefore, moving forward, the LRG meetings will not focus on topics which are directly related to CS1.

7 Community Hub

7.1 SJ ran through the guide to the Community Hub and explained that anyone can view and download the information available on the Community Hub. Please visit the [slides](#) on the Community Hub to review the guide (slides 25 to 29).

Summary of actions

The below actions below have been captured to be sent to EWR Alliance to respond.

Action 1: Provide number of bike spaces at Winslow station

Action 2: Provide details of use of diesel train for CS1 fleet

Action 3: Confirm when replanting works will take place in the Spinney

Action 4: Share link for application to social value work with the group

Action 5: Provide details on poor soil quality and lack of replanting on embankments

Action 6: Liaise with Buckinghamshire Council to discuss habitat classifications

Action 7: Provide timetable data for Winslow station

The below actions are for EWR Co

Action 1: Provide usage data for Winslow station – provided above in a post meeting note clarification

Action 2: Reconsider approach to group meeting

Action 3: Look into meetings with EWR Alliance and advise members on how they can participate

Action 4: Share a diagram of EWR Co and EWR Alliance relationship

Attendees:

EWB Co attendees

- Sarah Jacobs, Local Representatives Groups Manager
- Peter Hume, CS1 Director
- Jez Baldock, Deputy Director EWR Alliance
- Kate Campbell, Senior Communications Manager
- EWR Co production and support team

Parish Council representatives

- Cllr Roger Slevin, Winslow Parish Council
- Cllr Beville Stainer, Whaddon Parish Council
- Cllr Jon Stone, Adstock Parish Council
- Cllr Peter Burton, Padbury Parish Council
- Cllr Steve Simpson, Little Horwood Parish Council
- Cllr Mike Chapman, Newton Longville Parish Council
- Cllr Andrew Jones, Mursley Parish Council
- Cllr Peter Wright, East Claydon Parish Council

Local authority councillors

- Cllr Caroline Cornell, Buckingham West Ward
- Peter Martin, Deputy Cabinet Member Transport (HS2/EWR), Councillor for the Missendens, Buckinghamshire Council
- Cllr John Chilver, Winslow in Buckinghamshire Council
- Cllr Philip Gomm, Great Brickhill in Buckinghamshire Council

Other attendees

- Susan Browning, EWR Stakeholder & Community Lead, Buckinghamshire Council.

Apologies

- Addington Parish Council
- Calvert Green Parish Council
- Charndon Parish Council

- Drayton Parslow Parish Council
- Dunton Parish Council
- Edgcott Parish Council
- Granborough Parish Council
- Great Brickhill Parish Council
- Great Horwood Parish Council
- Grendon Underwood Parish Council
- Hillesden Parish Council
- Hoggston Parish Council
- Hogshaw Parish Council
- Ludgershall Parish Council
- Marsh Gibbon Parish Council
- Middle Claydon Parish Council
- North Marston Parish Council
- Oving Parish Council
- Poundon Parish Council
- Preston Bissett Parish Council
- Quainton Parish Council
- Steeple Claydon Parish Council
- Stewkley Parish Council
- Stoke Hammond Parish Council
- Swanbourne Parish Council
- Twyford Parish Council
- Angel Macpherson, Grendon Underwood in Buckinghamshire Council
- David Goss, Winslow in Buckinghamshire Council
- Frank Mahon, Grendon Underwood in Buckinghamshire Council
- Ian Macpherson, Great Brickhill in Buckinghamshire Council
- Jilly Jordan, Great Brickhill in Buckinghamshire Council
- Michael Rand, Grendon Underwood in Buckinghamshire Council
- Patrick Fealey, Buckingham West in Buckinghamshire Council
- Robin Stuchbury, Buckingham West in Buckinghamshire Council.
- Ian Kelly, Parliamentary Assistant and Caseworker for Greg Smith Member of Parliament for Buckingham.