

Bedfordshire LRG Meeting-20240131_183302-Meeting Recording

January 31, 2024, 6:33PM

1h 52m 9s

● **Damien Thomas** started transcription

SJ **Sarah Jacobs** 0:04

Excellent.

So we're recording and we are transcribing at the same time.

Amazing.

So welcome everybody to meeting 14 of the Bedfordshire LRG group.

I have met most of you before, but for those that are joining us new tonight, I'm Sarah Jacobs.

I'm the local representatives group manager for East West Rail and I am not your usual chair.

Your usual chair is Hannah, who won't be with us tonight.

PN **Peter Norris** 0:33

What?

SJ **Sarah Jacobs** 0:34

And I'll do a bit of an update on that as we move through the meeting.

So next slide please, Tamar.

And again, please. Excellent.

So I'll just run through today's agenda.

We'll do a bit of a quick welcome and a bit of a round table.

There's a few colleagues as well that are new tonight, so I'd like to introduce those.

I have some general updates for you.

A review of the actions from the previous meeting.

We have a topic today on door to door connectivity and update from Robbie Gibb, who's with us, and then we've got some questions that came in ahead of the meeting and some came in very late today.

So I'll do my best to address those.

If not, we will take those away and then it'll be just good to have a chat about the the

future scheduling of the meetings and some other bits and pieces.

So if you can go to the next slide, please and housekeeping.

So this meeting is recorded.

As we all know, I was gonna suggest that people added their name and parish, walked into the chat box.

For those that we wasn't sort of familiar with, but I think we've gone round and done that already.

And so we'll go.

We'll crack on, but if anybody knew arrives, I might just sort of pause and ask them to introduce themselves.

So we can do that just so we can take that down for the meeting summary note purposes of course.

And then by all means, put your hand up virtually if you'd like to whilst question mid presentation or you can of course drop them in the chat box and we can address them as we go through meeting.

And again, cameras are great if you'd like to turn your camera on.

Brilliant.

If not, then by all means you can go off camera.

I'm as we've done previous meetings, you can turn captions on if you prefer to see the.

That's what as we're speaking them, you can do that.

Going into the options, much like the zoom capability, you can go into the more the more button here and turn them on.

But if you have any problems with that, then drop a note in the box and we can turn them on for you.

Thank you.

And before I go into general updates, sorry, I've just want to quickly go and introduce my colleagues tonight.

So there's different phases in the room and the virtual room.

Tonight you'll be familiar with some of the icon team that used to join us, and I think it was Tabitha and Jade.

They won't be joining our LRG meetings for the immediate future.



Gordon Johnston 3:03

Mean.

 **John M** left the meeting

 **Sarah Jacobs** 3:04

We're going to be doing a lot of these meetings with internal team, the engagement team.

So I just like to introduce Tamar, who is helping me run the slides and taking some notes in the background and the time I would like to come on and say hello quickly.

 **Bernie** joined the meeting

 **Tamar Stuart** 3:19

Yeah.

Hello everyone.

Good evening, my name.

Tamar, I'm the state called engagement coordinator.

That's, Sarah said.

I'll be here taking notes in the background and helping her to slides or any questions I see in the chat.

 **John M** joined the meeting

 **Tamar Stuart** 3:31

I'll let her know.

So yeah, if you have any questions.

Yeah, I'm here.

 **Sarah Jacobs** 3:35

Tastic and we also have Damien Thomas, who is joining us tonight.

He works so predominantly on the CS1, the stage one project, but he's in our engagement team, Damien.

 **Damien Thomas** 3:46

Hi everyone.

My name is Damien Thomas, Sarah says.

I'm the communications and engagement manager for CS1 and I'll be in the background.

Help him build stuff with Tamar.

SJ Sarah Jacobs 3:59

So it's probably a good idea to again just sort of explain that we all work as quite closed engagement team working across the room.

So I think it's really useful to bring members of the team into these meetings.

They will have quite a good insight of the project and the different areas.

The LRG's cut across and I thought in particular would be really good for them to come along to Bedfordshire tonight because clearly we have a lot to get through.

I think before we go into general updates, I'm just going to say hello to anybody that's just joined us that I've missed and I'll probably will suggest that those people that have just joined us, if you can please just drop your name and who you're representing into the chat box so that we can capture that for the summary note and and then really just go into a bit of background onto this sort of suite of meetings and how they've been scheduled.

So you're probably all aware that issued, excuse me?

Teams invitations for this meeting.

B Bernie 4:51

The person.

SJ Sarah Jacobs 4:54

We've moved over to the teams.

We've think it's sort of more efficient way of doing things.

We can use the transcript service and record it.

There's a it's.

It's how we use.

It's what we do internally.

We use teams more and I wanted to avoid sending out too many emails prior to these meetings and that's why I've issued the invitations in the way I've done them.

I'm not suggesting that that this is a great way of doing it, or that we can continue to do it, but I really wanted to try and capture as many of you as I could and try and lock that date in, which is why I did it that way round.

 **Robert Milner** joined the meeting

SJ **Sarah Jacobs** 5:28

I'm gonna probably pause there because I think, Justin, it might be a good time for you to raise your point.

Your comment.

JG **Justin Griffiths** 5:36

Well, umm, for those of us that have been on these since day one, you'll be they'll be familiar with how with their originally set up that we had sort of nominated reps from the relevant parish councils over the course of time.

There's been through debate whether or not there should be one or two representatives from each parish council, but that's just more about managing numbers.

But the real thing that happened with with your change to teams, you've also the the email that has now been sent to Parrish Clark, which is fine.

But the parish clerks are just bouncing it automatically onto everybody.

So that's where you're getting all the new faces from now.

I don't object to the new faces, but it does sort of put against what Eastwestrail said they were originally wanted to do, so if you've changed tact then tell us that's fine.

SJ **Sarah Jacobs** 6:31

But I was led to believe what I in fact, I know that the previous invitation sent by Zoom were also they.

The invitations were issued to everybody on that list.

So everybody had an opportunity to join.

No, it's not that we haven't.

JG **Justin Griffiths** 6:46

No.

Well, I don't know whether there's experience of because we had a we would receive an email.

Requesting confirmation that you registered to attend and if you didn't register to attend, you generally weren't supposed to be let in there.

Nine times out of 10 people did.
But look, we I don't have any particular preference.

 **Gordon Johnston** left the meeting

JG **Justin Griffiths** 7:10

It's just explaining to you the reason why you may see a lot more faces is the invitations are getting spread a lot further.

SJ **Sarah Jacobs** 7:19

It's our positive change because I think it would be quite good to see some more of you at these meetings.

I'd like to see to to speak to more of the Community there.

JG **Justin Griffiths** 7:29

Well, yeah, I mean you it's still restricted to elected representatives in this group.

So yes, I it's not a problem.

I just wanted to raise it.

SJ **Sarah Jacobs** 7:39

OK.

No, that's really useful.

And I I did recognise that it would be difficult to sort of see who was joining us tonight and that's why I thought, let's get people to kind of have their name and who they represent into the chat.

As I say, I just.

 **Gordon Johnston** joined the meeting

SJ **Sarah Jacobs** 7:51

I've been looking at the program overall.

I work for all of the 15 groups and I'm just trying to see how we can be more productive in these meetings and how we can potentially attract more Members to join these meetings.

GJ **Gordon Johnston** 7:57
OK.

SJ **Sarah Jacobs** 8:04
So again, I will take all feedback from everybody, and if you prefer to go back to the original method of how we invite and register that I'm happy to do that.
So I think we'll just take that away, Nicola.

CG **Cllr Nicola Gribble** 8:18
Yeah.
Hi.
Thanks and thanks for bringing that up, Justin.
I just like to point out that actually it was always an.
It was a really exclusive list and trying to get people on was trying to get blood out of a stone, so it's it.
It is a massive turn around.
You know, you, you almost felt honored that you were allowed to actually come and and listen and speak.
I mean, we had to fight tooth and nail to get technical experts on so this this is like a massive change.

SJ **Sarah Jacobs** 8:47
Positive change.

CG **Cllr Nicola Gribble** 8:49
I don't know yet.
I'm sure it is, but I mean, as I say, we've we've kind of, you know, we've gone through hell on it.
Hell on Earth just to get the people in who we've got now so.

SJ **Sarah Jacobs** 9:00
OK.
Well, as I say, I've been here for 12 months and I've been monitoring and watching the program and I would just like to try and do things a little bit differently to see if

we can be a bit more productive in these meetings.

So this is a bit of an experiment.

I'm happy to take the fall if it doesn't work, but I think it's good to try things differently as we've been speaking.

I do apologise, my colleagues have just joined meeting so we just quickly you'd like to introduce Moe and Rob.

I'm sure you're familiar with them, but no.

Would you like to jump on quick?

MA Mohamad Alserdare 9:32

Yes.

Hi I'm mobile saudari area manager for Bedford to Clapham, working for East West Rail.

SJ Sarah Jacobs 9:38

Thanks Moe and Rob.

RM Robert Milner 9:40

And you know Robbie, Anna and area manager from Clapham and to Harston just outside Cambridge.

And apologies for me.

Couple of minutes later this one.

PN Peter Norris 9:51

Hold on.

SJ Sarah Jacobs 9:52

So this is something else that I'd like to implement as well that we do make sure that we have one or both program managers at most of these meetings because I think their knowledge is invaluable.

So again, thank you both for joining us.

So I think I'll move on to general updates unless anybody has any more questions on the invitation tab.

PN Peter Norris 10:11

Yeah.
Can I?

SJ Sarah Jacobs 10:12
And.

PN Peter Norris 10:12
I'm sorry I can't find the hand.
Can you hear me all right.

SJ Sarah Jacobs 10:14
That's OK, I can hear you, Peter.

PN Peter Norris 10:17
Yeah.
OK.
Just going back about the eligibility to attend the Ward councillors are are are addressed individually.
They get a personal invite and then originally there were supposed to be one representative per parish council.
They weren't named, and that's presumably why it went to the parish council.
But it over time the the the people that did it and became constant and and so I eventually ended up being invited by name.
And thank you.
From the early days I I I got involved because I was assessing the Parish Council and so I had a bit of technical knowledge about it.
Umm, but only recently there was a a bit of a battle fought about two weeks two meetings ago to try and get the one per parish.
Increased and with a bit of a fight, it was up to three, I believe in the end was it was agreed that certainly not was never intended to be an open an open season because we've got about 22 parishes.
I think in this group.
So it could very easily get quite unwieldy here for had a massive response.

SJ Sarah Jacobs 11:39

Thanks, Peter.

Let's take those that feedback away and then we can write that into the summary note and we can decide on how we move forward.

We're invitations.

I think my preference is to keep these online for the immediate future whilst we meet so regularly and I think we can open it up to more people if we continue online, but I do take on your point that it could become quite difficult to manage if there's lots of people, but let's see how we go.

I think is the best thing and as I say, this is a bit of an experiment, so please don't don't sort of shoot me for it, but I'm doing this because I feel like it could be quite productive for the group.

So let's see how we go.

PN Peter Norris 12:13

OK.

SJ Sarah Jacobs 12:14

Thank you.

OK, general updates.

I.

OK.

So we are still continuing to develop sort of proposals and feedback and work towards the consultation.

We've been working over the last six months with community conversations, events and continue with the logs and at this moment in time, we are still planning to hold our consultation in the first half of this year.

I can't at this stage give you a date or a time for that because we haven't been told either, but as soon as we do then the LRGS will be one of the first people to be aware of that.

Umm we have some sort planned scheduling that we would like to get out soon as we know as soon as we have more information and the LRGS will be informed of that as soon as I can possibly get that out and and As for Hannah Staunton, some sad news she's actually moving on.

She's and we've got a fantastic position working further times industry board and she'll be leaving us quite soon.

In fact, about two weeks time, and she didn't want to come tonight just to kind of say hello and goodbye.

But unfortunately, she had other commitments.

Umm, but she wanted to pass on that.

She appreciates all of your input and support over the last think 18 months with these meetings and if you have any questions about Hannah moving on or who's replacing Hannah, then by all means please get in touch with me and I can hopefully help you on that.

I think for the interim it will be myself sharing his meetings, but I would like to look to bring in another SME or somebody from the business tool, so join us.

We've covered meeting invitations and the final thing I wanted to add was the future meetings.

I would really like to be able to.

I.

Excuse me, isn't my voice already?

That's not good.

I would I'd like to schedule at least three meetings in advance for this group because they are so quick and succession.

So at the end of this meeting, not literally at the end of the meeting, but soon after, I'll be issuing a poll with some dates for the next three meetings ahead.

And I think that would be really good to get those in the diary and if I can do, I'd also suggest watch topics we can put in those meetings, but it might be that I update you as we go with that.

But I think let's get some dates and for starters and then that way we know what's happening.

At least three meetings ahead?

That sounds good and tastic.

I just a quick update on where we are in the process really.

So we use this slide last time and we were a little bit further to the left.

We just done the community conversations and we were doing a bit of a roundup on that.

We find ourselves in January.

You're meeting your 6th weekly meeting today and the actual LRG round continues in two weeks time and then we hopefully will be looking to run some more community conversation events.

And then as I say, first half of the year we hopefully we'll be looking at doing some consultation with you all.

And that's really where we are at the moment on that.

Any questions?

Let slide before I move on.

Excuse me.

Next slide then please, Tamar.

Review of previous actions.

So.

Ohh and again thank you.

One of the actions outstanding was to arrange a meeting between East West Rail.

Be fair and the geotechnical experts we took this back to our experts and we suggested that it would probably be when it will be more productive and probably sort of better use of time if we can go ask you to go away and gauge what it is that you would like to know from the geotechnical experts and then come back to us with a comprehensive list of questions and we can then go away and provide you with a report back on that.

And Mary, was she coming on camera, then saw a flash of mode.

But don't.

If you wanted to comment.

MA Mohamad Alserdare 16:07

Yes, I I I mean I I think just to to to just compliment what you just said and say you know I think we'd like a list of I think in essence that you're technical report is a factual representation of what we think is the ground conditions in the area.

And there's an interpretation like that from a geotechnical engineer, as I understand, I think, Peter, you've questioned it and kind of I think you have your own experts kind of looking at the reports and kind of not agreeing with the outcome of it.

And we thought it might be more beneficial, perhaps for you to give us, perhaps in writing, the areas of contention in the reports that you think are subject to kind of interpretation, so that we if a follow up, if we're unable to answer, I think a follow up meeting in essence, I think it's just making sure that the meeting is productive and if that's acceptable to you.

SJ Sarah Jacobs 16:54
But.

MA Mohamad Alserdare 16:58
So in essence, you know, what is it that you that you're not agreeing with in the report?

PN Peter Norris 17:05
Well, we didn't think the report that you were referring to.
Consequently, represented the ground that we would that we have put forward as the southern thought.
Southern alternative, umm, you know, if we'd run it much closer to the river then yes, it would have been more, more, more, more relevant.

MA Mohamad Alserdare 17:18
Yes.

PN Peter Norris 17:24
But umm.
We didn't really want to get into.
I analysing it then putting in questions because that's I haven't tended to be a very productive way of dealing with East West Rail and it would have been better to.
Take it round the table and and just thrash things through it in a in a in a an adult.
Ohh, I don't weigh umm.

MA Mohamad Alserdare 17:56
Yeah, I'm not.
I'm not.
I'm.
I mean, I don't think there's there's any strong views on on that.
We we can, we can hold that meeting no problem.
But it's just about kind of, you know, I think.
It would just be good to understand the.
Yeah, I I think what what the angle is rather than a, we don't think the report is is

accurate kind of thing.

So in essence, if there's any borehole information you'd like to kinda dispute or interpretation of it, and in essence is just making sure that we, as you say I think have a productive meeting not more and not less.

If you think that's not something you'd like to do and you'd like to go ahead with the meeting, then I don't feel too strongly about it.

We can still do that.

PN **Peter Norris** 18:41

Well, it's something that's still left in the air.

In fact, it's been overtaken by the.

Actions following the.

BR technical submission and the technical response to it, and one or two more iterations that that have occurred since then.

Uh, and we're left with a.

Who will?

Almost a standoff, really.

I don't think that we would.

Well, we haven't.

The last thing that that the passed between us was a a rather dismissive further note from East West Rail which basically says that it is what it is.

So we're not interested in talking about the detail any further.

MA **Mohamad Alserdare** 19:24

I think he.

PN **Peter Norris** 19:25

That that would be to go back on.

MA **Mohamad Alserdare** 19:27

I think with regards.

PN **Peter Norris** 19:29

You may know.

MA Mohamad Alserdare 19:33

Let's say I tell you with regards to the geotechnical reports. Perhaps there is something that's, you know, from a technical point of view you'd like to raise or or dispute that where I I'm personally willing to have a conversation on. So I think I'm opening the door to say, you know, if there is anything in that report that you are not in agreement with, we're happy to discuss that.

PN Peter Norris 19:48

Yes.

MA Mohamad Alserdare 19:55

We just like to get a bit of a a pointer as to what the points of contention are, and you're right in that there's been a few correspondences with with. Be fair on the alignment put forward and some of the technical notes there, so some some of the discussion is overlapping. But yeah, I think this is just about the geotechnical report, purely, Peter. And I think you know, all I'm saying is just give us an indication, a few bullet points, five or six bullet points of what you'd like to discuss and we're very happy to hold a meeting.

PN Peter Norris 20:18

Thank yeah.

No, that, that, that's good.

And I'm sure you're probably talking from the same sort of standpoint as Rob.

Umm.

Certainly, as on on a technical basis, I've never had any difficulty dealing with either of you found it in in general reasonably satisfied satisfying it and and productive.

It's when there's a higher, higher company.

Politics come into it.

That's when things get tend to go astray.

I'm not the situation that we've ended up in.

But you don't.

So we still looking positively forward and clearly as of days go past, we're getting

closer and closer to the statutory consultation when that which is a new a new with all starts again.

MA Mohamad Alserdare 21:13
OK.

SJ Sarah Jacobs 21:17
OK, so am I right in thinking that, Peter, you'll go away and potentially provide mode with some bullets on more detail information and you can both decide from there if a meeting after that is needed, is that the action there?

PN Peter Norris 21:29
Wait, would we?
We will, we will know.
What?
What you said.
Thank you for the offer that the offer is still open to have a face to face on on geotechnical matters and as as a as and when it seems appropriate to to to do that, then we'll, we'll, we'll we'll pick it up again.

SJ Sarah Jacobs 21:52
OK.

MA Mohamad Alserdare 21:53
Total.

SJ Sarah Jacobs 21:53
Again.
OK.
That's a good, good solution there.

PN Peter Norris 21:55
Yeah.

SJ Sarah Jacobs 21:57

Thank you to both of you.

Next slide please.

Uh, we have action.

One for meeting 13 EW rail to clarify why the details of the program wide output specification Sanders can't be shared publicly now, and when this would be possible. And again, this was an action from a previous meeting and we I guess.

PN Peter Norris 22:22

That's not being completed.

SJ Sarah Jacobs 22:24

No further clarifications needed.

Has been provided again.

Alright, need to double check that one.

That's my that I had an I had a reminder to look into that one and I haven't done that.

PN Peter Norris 22:33

No.

SJ Sarah Jacobs 22:34

So I need to do that while that's, my apologies. Umm.

PN Peter Norris 22:36

They're they're also, that was given, was that?

Yes, it was agreed that the the peoples has had been suspended as part of the route analysis and and you weren't in a position yet to to remove.

SJ Sarah Jacobs 22:51

Yeah, that was the case, Peter.

But I think I was.

PN Peter Norris 22:53

It's not complete.

SJ Sarah Jacobs 22:54

I was.

I had a reminder to to chase that up for you and I haven't done that.

So leave that one with me.

Umm, I think the that was the case when I last spoke to them, but I needed to double check that one.

So I'm gonna come back to you on that one.

PN Peter Norris 23:06

Umm.

I imagine that that that will have to be done and the these peoples as issued before the statutory consultation starts.

SJ Sarah Jacobs 23:13

Yeah, I think the problem was or the at that time it was still under review and still is under review and it's constantly under review until closer to the touchy consultation. But I wanted to just check that before this meeting again, because that clarification I had was about four weeks ago.

 **Cllr Nicola Gribble** left the meeting

SJ Sarah Jacobs 23:29

So I'm going to take that one away and just come back to you on that one again.

PN Peter Norris 23:33

OK.

SJ Sarah Jacobs 23:35

Thank you.

Umm action.

Excuse me, action 2 for meeting 13 to East West Rail to share the estimated cost difference between full track and targeted renewals on the Milestone Vale line that has been completed.

Umm.

And action three was to provide a diagram of the Tempsford variant of a national highways, and we have done that one and that is available on the hub, Justin.

JG Justin Griffiths 23:59

By with respect the quality of the graphic that's provided it was inadequate. I don't know if you've ever, if you've looked at it yourself, but the resolution in the in the Photoshop file or whatever it is, it's just not clear enough. It should be possible for you to provide a more crisper image, and so I suggest you go and ask your graphic designers to go and do that one again please.

RM Robert Milner 24:24

I think there might be something the uploaded as it's terrible the the damage we reviewed internally book are loaded was quite clear. It wasn't. You can zoom in and so if we uploaded it at a low res or something we'll we'll have a really sorry if you can send me the OR she.

SJ Sarah Jacobs 24:39

Yeah.

RM Robert Milner 24:41

If you send me the link, we can both have a look tomorrow and we're looking for that.

SJ Sarah Jacobs 24:43

Yes, uh.

Tonight was on the community hub.

If you looked at that one recently, Justin was in the last few days or?

JG Justin Griffiths 24:47

I looked at it about, looked at, checked it again about two weeks ago.

SJ Sarah Jacobs 24:53

Right.

OK, let let leave that one with us there.

And if you're not happy with the quality, you'll see what we can do with that one come.

RM **Robert Milner** 24:59

Yeah, just thought it started off with quite a good read and you can zoom in on it.

SJ **Sarah Jacobs** 25:00

Right.

RM **Robert Milner** 25:03

Can you get details?

So not sure what happened in that one.

Check it.

SJ **Sarah Jacobs** 25:08

Yeah, it could just be a gremlin in in how the file was converted, but it did look fine when it went up initially because we were looking at it together, weren't we?

So we'll take it away, Justin, and double check what's happened there with the gremlin.

JG **Justin Griffiths** 25:18

Yeah.

TS **Tamar Stuart** 25:22

And.

JG **Justin Griffiths** 25:22

Thank you.

SJ **Sarah Jacobs** 25:22

And any more actions?

Or are we through?

TS **Tamar Stuart** 25:26

A journey person has a question in the chat, so he said perhaps the perhaps the roots could be provided in the geojson or similar.

SJ **Sarah Jacobs** 25:30

Stunning.

Sorry, I E let me read that one outcome.

Johnny, would you like to explain a bit more on that?

TS **Tamar Stuart** 25:51

He's on mute.

SJ **Sarah Jacobs** 25:51

Perhaps the perhaps the roots could be provided into your ohh right.

GO certainly is a file format and machining right we'll take that one away.

OK, I'm clueless with anything digital, but I will pass it over to the people that are.

All the players.

OK.

Thank you.

OK, so that was the end of the actions.

Is there any sort of questions on any of the actions or any of what we've just discussed before we move over to our topic of the day of the evening?

And OK, I can't see any hands up, so I'm going to hand you over to Robbie Gibb.

 **Robbie Gibb** 26:28

Hi, everyone, this evening.

So I'm Robbie Gibb.

I am a custom service delivery executive at EWR and and I lead on our door to door connectivity approach.

I'm we go on to the next slide please.

So some of you would have heard of first my last mile active travel in the past.

And essentially, door to door encompasses all of those things.

So door to door connectivity for us is about how we connect people to and from our stations, promote active travel and enable it and maintain community connectivity.

So essentially mitigations for severance where we're having to change roads or level crossings or public rights away.

That kind of comes into our area around door to door connectivity.

Next slide please.

So this is a.

This is a A the kind of recap on just how how big the opportunity is for EWR to to be a catalyst.

Not not that we can do this on our own because actually it's a it's a whole team effort across the region.

But as you can see, our line connects with a lot of the arterial north to South railway routes time there is boss connectivity, some of it just waiting to be on tapped.

There are areas you know, such as, umm, the those that are, you know, those that are aligned in their Central Bedfordshire area.

And uh Bedford itself that are areas of development right now and in the future and the the prize for us here is is being able to connect people in ways which are far easier than than they currently do than they currently have available to them.

But equally, on top of that, it's not just about a railway, it's about those bits at the beginning and the end and how we get literally from someone's front door to the door of their business or the door of work, leisure, whatever it may be and back.

And that's our focus is on the whole journey from end to end.

We go to the next one.

So we've we've got 7 key principles which underline our our approach to delivering door to door connectivity.

I think it's important that we, we kind of give you a bit of a rundown of those.

So our thought the door connectivity will be consistent across the route and and accessible to all.

So that means the first and last parts of your journey to the station when you're at the station, it's accessible for everybody and you can trust that it's gonna be consistent across the across the air route.

There'll be a choice of ways to travel to and from stations, so we're we're, you know, we're not precluding the private car.

Yes, stations will have car parks, but our focus is on more sustainable modes, so active travel, public transport integration, shared mobility, so that that's the real focus of trying to make sure that we're doing the right thing and not on an environmental basis whilst making sure people get too from the stations.

We've been looking a lot at international best practice and and innovation and we'll continue to do so.

So that you know, whilst we deliver on the current standards I which which in in the main are around cycling, walking, infrastructure, bus service frequencies, et cetera, we want to be able to see if there are niche ways, innovative ways to deliver a really excellent offer for for everybody across the region.

And the point I made a bit earlier on severance, so we wanna mitigate that impact so that people can still get to the places that matter to them, the places that they go to now without any excessive disruption or diversion.

I'm for us.

You know, this is it.

The this is a a regionally important, nationally important project, but we want to be able to deliver a balance between the, you know the cost and benefits of the project so that we can deliver real value for money and we'll incorporate future proofing.

So you know what?

What's out there today is going to be a lot different when we open, it will be even more different in in 20 or 30 years on from then.

So when we think about our designs and we think about the kind of modes and transport users to get to and from stations, we are going to consider what those future needs might be.

So we we we build in future proofing whether it means a little whether it mean tinkering with the with the setup of a particular piece of infrastructure.

So that it can be changed out later on for something new.

That's kind of thing we're looking at.

And as I said previously, we, we can't do this all on our own.

We are gonna, you know, we are collaborating with and and will continue to do so with with people across the region with local authorities, other third parties to make sure that when we deliver something, it's being delivered by the party that's best place to do so successfully, not just now but in the future as well.

And Peter, I can see how you got your hand up.

So I'll stop speaking.

PN Peter Norris 32:05

That's about what I know.

There's a question coming alright, but I think now's the time to to, to raise it.

This is the Bedfordshire LG.

It deals with the rural areas around the town of Bedford.

You've got a Bedford town LRG, which is just the the internal ward councillors for both the town and they're all within almost walking distance of the station. But once you go further afield, your earlier map, which looked like a using the the London Underground map scheme for, for for showing the route, umm.



Robbie Gibb 32:43

Don't tell them, though.



PN Peter Norris 32:46

Well, let mentioned Clapham and it also mentioned Roxanne as being the starting point of the day 4 to 8.

There's no reference of will and Renault ravensdon.

That's going across the north and you for further around there will be other more rural areas where umm yeah, the sort of healthy way won't it won't be won't exist.



Robbie Gibb 33:00

Yep.



PN Peter Norris 33:11

You can't cycle from from from a distant from a from a village.

If you're might sort of age or older.



Robbie Gibb 33:20

Yeah. So.

Simply put, the reason for the emission of some of those villages is that when I was producing the map, it started to look incredibly busy.

I can assure you that you know, when we look at when we look at the public transport and active travel links from villages to whether it be to the rail routes or crossing the rail route or going in towards Bedford, Umm, all of those villages are are places that that you know that are under consideration and and and you know are at the front of our mind.



PN Peter Norris 33:34

Umm.



Robbie Gibb 33:58

So it's just that the map was a bit busy to include all the village names and and all the places along the route.



Eric Cooper joined the meeting



Peter Norris 34:05

So so if if a resident of of Renault or Ravensden I sees this on the on the website that says, well, how does that affect me?

What sort of answer can there?

Local authority or Parrish representatives give them umm.



Robbie Gibb 34:24

What?

Yeah.

I I yeah, I understand what you're saying.

I I think the the point for us is I guess we can have a look at the map and and and potentially produce something that's a little bit zoned in for for local areas.

So that you can see those local areas, uh, we, you know, we know the maps very good to show the whole region and what East West Rail can do across the region but actually it's you know it's a good point I think we could look at how we can just kind of do similar things for the for the for the areas across the route so you know not on a kind of parish by parish basis but certainly on an LRG basis group them together and that enables us to show a lot more detail so we.

Can and I I think we can offer some assurance there that you know that we are thinking about the whole route we are talking you know we are talking to the local authorities and we'll be continuing those conversations about the whole route and and how things are connected together.



Peter Norris 35:28

OK.



Robbie Gibb 35:30

So I think Sarah, that's probably an action or tomato take away for me to kind of have a look at how we can develop some smaller geographic maps there.

PN **Peter Norris** 35:43

I think it's something you need to give some attention to because some people got long memories and they will remember back when the route selection was done and the route description was that the the, the, the the line goes N from Midlands Midlands station and then crosses the to the north of Bedford to meet up with East Coast mainline.

There was no mention of of how it got through all the rural areas and and and the doesn't seem to have been much consideration that went into that before the route he was was decided anyway.

 **Robbie Gibb** 36:12

Umm.

PN **Peter Norris** 36:21

That's a a particular amount that I'll, I'll.

I'll come off now, please. So.

 **Robbie Gibb** 36:26

Thank you.

That's why I'm Justin.

JG **Justin Griffiths** 36:32

Thanks, rob.

And maybe, Sarah, this is one for you.

So are your expertise is communications?

I think what we've just witnessed is a not a very good way of communicating to the audience.

This is an LRG meeting for Bedfordshire, as Peter suggested, and it's a little bit.

Well, it's slightly irrelevant to us what East West rails as regional aspirations are for connectivity.

We've represent a specific geographic area and it would have been useful if tonight's

presentation was geared around that and that should be self evident, but for some reason it's not been the case, so I don't think there's any other way to say it.

 **Robbie Gibb** 37:10

I think just.

 **Sarah Jacobs** 37:12

Yeah.

Can I just make a point to that?

I think what you're receiving tonight is an update of the overall project that Robbie's been working on.

As we get closer to statutory consultation, the detail becomes more available and you'll find there's more detail that is adapted to the areas and that's what we're working on in the background.

So this is this is a broad notation and I do appreciate it's not entirely relevant for this area, but this is a presentation that every lurgy will get as we get closer to stuck to statutory consultation, though will be more detail provided.

 **Justin Griffiths** 37:38

So.

OK, for the for the sake of good order and for the Minutes, can it be noted that this all LRG group and did not consider the presentation given that meeting #14 to be of much use for our community, I'd like that minuted.

 **Sarah Jacobs** 37:58

Well, that's your opinion, Justin, isn't it?

 **Justin Griffiths** 38:01

That can be done in this my, uh, don't mind not being we can maybe do a doodle poll if the rest of the group agree with that sentiment.

 **Sarah Jacobs** 38:02

If not for the whole group, Yep, that's absolutely fine.

Well, we'll make a note of that and I do.

I do take your point on board and where we can take the presentations, we

absolutely will do, but we're still in a very much a you know we're evolving the project.

We're very much in the getting things ready for statutory consultation, but perhaps absolutely take that on board and much appreciated.

Sorry, Robbie.



Robbie Gibb 38:25

The oh, no, that's OK.

You know, it's it pretty much what I what I would say this is this is about giving you an overview of what door to door connectivity is about for East West Rail and as we get further down the road towards secretary consultation and have more detail to add, we'll come back and show you how the stuff that I'm showing you today the concept, the approach applies to you'll specific area.

So if you're, you know, as we're saying, talking about rural areas here, we're not gonna be talking so much about stations when we've got the detail to give you about what we're doing in rural areas.

So that's Bernie.

Oops, sorry.

You're you're on mute.



Damien Thomas 39:13

And I think John M was first and and then it was Bernie.



Robbie Gibb 39:16

Oh, oh, sorry.



John M 39:19

Yeah.



Robbie Gibb 39:19

Sorry I didn't.



John M 39:21

Hello I I'll assume that you are gonna give me some space.

Now, my apologies that my camera refuses to switch on, although that's probably to your benefit.

 **Robbie Gibb** 39:32

Alright.

 **John M** 39:33

Umm they they the issue that you're talking about in, in terms of door to door connectivity in a place like Bedford Borough and and and N Bedfordshire where which is where I come from in Ravensdon that is an issue which is dependent on the uh policies and plans of the local authority and I one of the obvious things about that is the affordability now one of the features of North UH Bedfordshire is that the bus the bus.

 **Robbie Gibb** 40:09

Umm.

 **John M** 40:17

Transportation is very poor indeed, and it's not just a question of the distance from House to station.

It's just it's it's a question of whether there is a bus that goes to the station, does it go at a convenient time?

And if you thought you might instead drive there, would you find a place to park?

Now I'm sure these are all issues which you are aware of, but I I question and you can reassure me, I question East West Rail's ability to address them and indeed solve the issues, particularly since I haven't heard you say that you're in good contact, frequent contact with the right people in the local authority and it depends on the local authority, not East West Rail you you can you can sit back and and note what's being done but you don't do it, you don't pay for it and you will be the whole.

Proposition of East West Rail will depend on the action of the local authority.

So can you reassure us that you're not just thinking about East West Rail, that you are actually talking to the local authority?

Who are the people on which this depends?

 **Robbie Gibb** 41:47

Don't totally get where you're coming from and and yes, I can assure you we are.

We are engaging with the local authorities.

We had an initial round of engagement with with all the local authorities last year.

This year we'll be engaging with them a lot more in a lot more detail and and just as I previously said, we are by no means saying that we are going to deliver this all of our all ourselves, all that we think we can deliver it all ourselves.

It is about a collaborative approach, a working approach to to to solving some of the current issues and looking forwards to how we can make sure that we're delivering something that continuously improves.

Money's a big pressure for local authorities.

We we know that you know the the money's money's a big pressure as well for the local bus operators.

Who?

You know who have consistently cut services over the last couple of years in Bedfordshire, so we're aware of that as well.

And we'll be talking to those as well their stakeholders as well.

But ultimately, you know in in you know in point in in principle seven there we know that we're not going to be the best organisational best place to deliver everything but actually we have started some very positive conversations and by doing that we could start to identify who the best organizations are how we can link in and what the benefits can be to the community to the local authority and and you know and transport operators in terms of connectivity across a piece so so yeah I can assure you we are having those conversations will continue to.

Have those conversations and we'll go further in depth in those conversations going forward.

 **John M** 43:36

And how will thank you.

How how will we know you're having those conversation?

You talk about having a conversation last year and you're thinking about having one this year and you know how will we keep up to date with the fact that you're talking about the bus services and the transportation options that we live with day by day.

 **Robbie Gibb** 44:03

That.

That's that's why I'll be coming back to to the LRG to explain what our progress is and to give you A to give you feedback.

So whilst this is this for me, is a scene setter to get door to door activity out to get door to door connectivity out there so that you understand we are taking this seriously, but once we're really doing the doing with the local authorities and starting to come up with some tangibles which will be for the statutory consultation, we can come back to you in this forum and give you an update on where we are, which of course goes on to you know which of course goes out onto our website via the hub.

 **Peter Norris** 44:16
You know.

 **John M** 44:16
Right.
Yeah.

 **Robbie Gibb** 44:41
So that leads to further dissemination of the information, not just in the allergies, but took communities across the route and and in Bedfordshire.

 **John M** 44:48
Well, well, it's it.
It I I'm very pleased that you're talking about door to door contact, connectivity and door to door times because up until recently you've been talking about journey times, which we equate to the time from one station to another.
But in really realistically it it is the door to door.
How long does that take?
By what means would you carry out that journey, particularly first and last mile, and how it how feasible.
What you are proposing, or assuming how feasible is that in the plans of the people who are actually gonna deliver it and pay for it, I I hear you're reassuring words.
I look forward to hearing how it goes, but I entered the pipe lots of difficulties.

 **Robbie Gibb** 45:47
Without of doubt, none of this is ever, ever ever really easy.

But you know our our approach is always gonna be a collaborative one.
At the moment we've got some very willing partners, including local authorities there.
So we will, we will continue engage with them.
And as you say, yes, our our our focus is on door to door journey times.
It's not that, you know, we're building a railway.
It's really important.
It's a massive, massive investment that's going to deliver benefit across the region, but without the bits on the end, I'm a considering how people actually access the railway, which is what we're doing.
And you know that that that investment hasn't got the, you know the, the, the the effect for the whole community that we wanted to have.
So so yeah, I can assure you that we're gonna keep that in mind.
And.

 **John M** 46:42
OK.

 **Robbie Gibb** 46:44
So can I move on to Bernie?

 **Bernie** 46:47
Yeah.

 **Robbie Gibb** 46:47
Because I can see you've got your hand up there.

 **Bernie** 46:49
My question was was very similar to John, but I just want are you saying you're collaborating?
So you will be funding some of these, some of this connectivity East West Rail company will help to fund as well.

 **Robbie Gibb** 46:59
But.

So the funding that we receive from the DfT will be specified what we can spend that on.

B **Bernie** 47:06

Yeah.

 **Robbie Gibb** 47:10

Now we expect that the funding is for the colorscheme construction of the railway. What we can't turn around and say is that we are going to fund a connecting bus service or something like something along those lines.

So I'm not gonna go down that path, but part of our conversations is and and not just the conversation of the collaboration that we are we are doing is around well, how do we unlock funding?

How does the local authority unlock funding?

Is there something in that we can do together to seek, you know, ways to unlock the funding that perhaps haven't been explored in the past?

Ultimately, you know the the the the point around who's best to deliver something is can often be around well.

Are they best place to fund a, you know, an enhancement as well?

I'm so we're talking in.

In addition, just just as a kind of a side from the boss piece where we are talking to active Travel England and we're talking to England's economic heartlands and with others like homes, England to really start to have an exhaustive look at how funding can be achieved for, for, for the type of initiatives that we want to deliver or that we would like others to deliver as well.

So that your your dad, right.

We can't turn around and say we're gonna fund everything because that's not what we're what our remit from the DfT is.

But we can say that part of our our project around all to door connectivity is seeking out ways to achieve that funding unlock that funding, help others to find that funding.

B **Bernie** 48:58

Umm, but what if it doesn't happen?

I mean, what?

What if people aren't willing to?

I don't know what what happened to this door to door.

Like if you can't get the funding, if you can't provide it, Bedford certainly can't.

And if these other bodies can't either.



Robbie Gibb 49:15

I think when, when when we look at funding opportunities there is you know in in, in today's day and age, there needs to be a good strong business case for many people in terms of funding East West Rail has a good strong business case.

But what we want to do, what we want to do well, I'm not going to talk about the overall business case at the moment, but what we do want to do is make sure that where there are distinct initiatives that can drive improvements, whether it be a bus route that you know that connects better than the 9:05, for example, at the moment we want to understand how that, how that can be funded and start to build up a case.



Bernie 49:34

What is it?



Robbie Gibb 50:01

So you know, we'll be talking to Stagecoach, as I said, Grant Palmer.

The rest of them about how you can get things over the line that actually deliver for, for, for everyone.

Now in terms of in terms of what happens if this funding doesn't turn up at the moment, I'd say to you know, we have to you know we have to come to that bridge when we get to it.

But at the moment we're building, you know, part of the project, part of how we look at door to door connectivity is taking a fresh approach to saying how can we work to get into a position where we can show that the funding will be used in the way that will benefit as many people as possible.

So then becomes a more attractive proposition for local authorities, for other bodies across the across the region.

And we can show a clear link between prosperity and the cost of doing some of these things.

So it it you know, it's it.

Yes, very hard in terms of business decisions, but the approach that we take is a very evidence based approach and we will be taking a very evidence based approach to ensure that we can provide as much as possible for all the communities.

SJ **Sarah Jacobs** 51:14

I'm conscious we got a few people with their hands up and we're heading into business case territory, which isn't what we're talking about tonight.

B **Bernie** 51:14

Yeah.

 **Robbie Gibb** 51:16

Yeah.

We are, yeah.

SJ **Sarah Jacobs** 51:20

You covered enough of that, I think.

Who's next in that list, Damien?

DT **Damien Thomas** 51:24

The next is Eric Cooper.

 **Robbie Gibb** 51:26

Eric, sorry.

SJ **Sarah Jacobs** 51:27

Eric's fantastic.

 **Robbie Gibb** 51:28

Keep waiting there.

EC **Eric Cooper** 51:28

Hello, can you hear me alright?

Yeah.

Apologies for for a coming late I didn't get the invite until just just a few minutes

ago.

I I think you know, so I have I missed your presentation.

Uh, so you and I think you've robbed largely answered my question.

I was gonna ask about funding and clearly you guys are not funding, you just gonna facilitate accessibility there.

So my so my so Security question was clearly door to door depends where people live.

So are you basically it on the 2040?

Well, the 2030 Bedford local plan cause the 2041 has has not been a adopted yet.

Or are you taken on board?

This East West Rail Growth Board and where where they're gonna stick growth cause clearly, clearly just says I'm finished.



Robbie Gibb 52:19

So.



Eric Cooper 52:22

So clearly connectivity is gonna be very much better, but new development and encouraging developers to actually facilitate their their their developments to to to provide access.



Robbie Gibb 52:35

So just just to check, Eric, when you say the.

Development Growth Board are you referring to, you're referring to the the Fund to improve, to improve various rounds stations, the new stations?



Eric Cooper 52:49

No, no, no.

I was talking about this.

I forgot the name wrong.

There's this, there's, there's this.

You.

You're you're engaged with a growth board, aren't you?

I don't know who's on the growth board looking at growth opportunities is it?

Has it got a different name?

I don't know who's on it, but I know you guys are.



Robbie Gibb 53:05

What?

So what I can what I can tell you is that we, you know we have in, in, in my area of the business we have a sister project which is all about local opportunity development.

And when it comes down to what we're, you know, what assumptions we use with regards to where people will need to travel from and where what, what the numbers look like, we're doing that in, in, in a very kind of like collaborative way, I guess because we've got our internal team looking at that.

That includes things like development across the region, information that we have from England's economic Heartland's homes, England and and and in terms of what's being, you know, what's growing in that respect.

But it also takes into account and will take into account the local authorities and their emerging plans, like the Bedford plans or or or or plans across, you know, across the across the corridor that will that will serve so in to put it succinctly, I guess we we'll take a number of different a number of different feeds to to determine what sort of areas we're looking at.



Eric Cooper 54:24

OK.

Thank you.



Damien Thomas 54:27

Uh, John M.



Robbie Gibb 54:36

Is that a new hand?

Wars.

That legacy hand.



Damien Thomas 54:40

No, I think he had the this was a new handheld and let's try not to try not meet.



Robbie Gibb 54:43

OK.



John M 54:45

Of now I've switched to Mike on sorry.



Damien Thomas 54:47

There you go.



Robbie Gibb 54:47

But.



John M 54:49

Yeah, very quick one.

The I mean the the, the the assumption you're making for instance in terms of Bedford and I don't wanna get into a controversial, lengthy debate, but you're assuming that the preferred point of entry onto East West Rail for Bedford is Bedford Midland Station in the middle of the town.

Well, most of the people who commute from from the from Bedford area and use a train, for instance on Thameslink would prefer not to use Bedford Midland because it's difficult to get to and it's crowded and unless you get there early, you don't get a parking space.

I I my question really is as you consider door to door connectivity and what are the best options for people who live where the people live?

What are you willing to consider a alternative emphasis on stations, for instance, Kempston Hardwick is is a station which is very handy for the for two one and a lot of journeys are from the West side of Bedford and the South side of Bedford.

So would you are you is part of your remit to to think about and in indeed in the end make recommendations that maybe the assumption that everybody will travel to Bedford Midland Station in the middle of town is not viable, there's a better option when considered from the door to door connectivity basis.



Robbie Gibb 56:42

In short, yes, we we we aren't I I guess we're not making.

And.

Assumptions that discount other options, so you know we know Bedford's a key station on, on on both the regional and national network and will be a key station for us.

I'm but we are very mindful of the traffic situation.

We understand what the what the Borough Council wants to do in, in, in, in with regards to the Town Center and its traffic situation, but these are all things that are in play at the moment.

So without a shadow of a doubt, we also within our you know within our door to door connectivity.

Approach.

We look at things a bit more holistically.

So what happens if we provide a?

So if if we if we start to focus our efforts on another station and you know whether that be Kempston Stewart be all wherever on the route and how does that impact people who are perhaps a little bit wider further afield from Bedford, there might not have to travel to Bedford if there's a better option.

So yeah, we're looking at everything in the round rather than just pinning all of our kind of emphasis on the big ones, so to speak.

 **John M** 58:01

Good.

Well, that's encouraging.

Thank you.

I'll, I'll turn my mic off now.

 **Robbie Gibb** 58:06

Thank you, John.

 **Damien Thomas** 58:07

And there is a couple of questions in the chat, one from Johnny and one from Gordon.

Johnnys one is very interested in door to door.

OK.

Last mile connectivity, seeing a lot of people using an electric scooters despite their

great legal status, many people would not use a bicycle, have stopped using cars for short journeys and instead use E scooters.

Are they being considered as part of the connectivity solutions?



Robbie Gibb 58:39

Yes, they are.

And you know, E scooters quite a, you know, they're quite a new thing in some respects, but we are looking actively at this whole shared mobility piece and rental of things like E scooters, E bikes and how that can help to to deliver that kind of last mile, first mile, last mile on a journey.

So yeah, we are.



Damien Thomas 59:08

OK.

Have you?

That's answered your question.

Do any?

And there's a question from Gordon and understand that EWR or only hoping to build the rail line not operate it.

So who picks up the final tab?



Robbie Gibb 59:24

I mean, ultimately, uh, with regards to the building of the the line it it it's it's a you know it's a government funded it's Hatem Treasury that funds the the project.

So regardless of who the operator might be in the end or what model they take up, which is not something that we're focused on.



Damien Thomas 59:45

I kindness and 20 come back with I'm I'm aware of several higher schemes, but those are not necessarily suitable.

His I think that was in response to where you answered to him before.



Robbie Gibb 59:55

Yeah.

And that's right.

That's that's why.

That's why rather than merely looking at the odd higher scheme here and there and and working out whether we want to include that where we're thinking more holistically about shared mobility and looking at best practice around that, which doesn't preclude cycle hire or mobility, higher schemes.

But it does think about how we can deliver what's right for people in the right areas rather than just plonking a lower scooters around the streets.

 **Damien Thomas** 1:00:31

K uh, Johnny says thank you.

Thanks for your answer and Justin's come in about parking spaces around Tempsford station.

 **Robbie Gibb** 1:00:35

Thank you. Welcome.

 **Damien Thomas** 1:00:41

Are you are you are directed towards you, Robert?

 **Robbie Gibb** 1:00:47

OK, I am.

 **Damien Thomas** 1:00:47

Uh, so once, what percentage of the parking spaces at 10% station will be active EV and what centered will be passive EV spaces?

 **Robert Milner** 1:00:48

OK.

 **Robbie Gibb** 1:00:59

I think I'll let Rob come in here because I I don't think we're at that stage yet where we can describe that.

 **Robert Milner** 1:01:01

Uh, yeah.

I was gonna say I I didn't know if you were involved and it's not something I'm directly involved in.

I know we've been looking at and EV potential stations and different growth scenarios, but I think that's one would have to take away and give you an answer back because it might be a kind of positive space type all that.



Robbie Gibb 1:01:21

I think.



Robert Milner 1:01:21

But I mean, Robbie, you LinkedIn a tool in the general EV strategy.



Damien Thomas 1:01:22

No worries.



Robbie Gibb 1:01:24

So you I I guess the the EV the EV element will you know will come within door to door a little bit further downstream.

I guess the the key thing.

Umm.

Is that with regards to what that percentage or number comes out as at the end we we're doing a number of different things in this area.

So, considering what the local authority, umm, mandates some of the local authorities have mandates, not all of them.

But considering what local authority mandates are what the national guidance around percentage of EV parking spaces per car park is, but we'll also be doing something that really, which is a look to the future.

So we've been looking at the at the automobile industry and understanding how you know, combustion engine cars start to tail off and that increases electric cars and what happens at a certain point where the the you know the two have converged and you start to go, you start to get that point where there are more more EV cars that are available.

But equally, we're looking at things like what's the future for charging for EV cars?

There's a general perception that will need Paul.

You know, EV charging all over the place.

Some people argue that actually a lot of the cars that are gonna be sold will have EV charging.

That's easily done at home.

Lots up in the air, but we are we are investigating it thoroughly to make sure that we that we're coming out with something sensible in that area more to come.

 **Sarah Jacobs** 1:03:02

And I think going back to your earlier point, Robbie, this this really just proves again that there will, there will be a lot more we can update on in the future on that type of level of detail in particular because that is relevant and and we'll help people make informed decisions about how they use the train, etcetera.

 **Robbie Gibb** 1:03:10

Yeah.

 **Sarah Jacobs** 1:03:20

So it was a good point to make their Justin, but absolutely be good to look into that and bring that back.

I think we need to just move on slightly.

So we're on time for everything.

I don't have any more questions.

So Robbie, back to you.

 **Robbie Gibb** 1:03:31

Yep.

And I think we we've got couple of slides left.

So we'll quickly whiz through these and what this slide describes is it's a bit of a future look to what good could look like for someone making a journey in the future from Oxford Kidlington to to the ATS euromaster in Eaton, uh, so we we envisage being able to work with partners, embracing technology to a degree as well and and and and looking at shared mobility.

So that people can plan their journey easily using one app, pay for it using one app.

If that's the chosen way that they want to do it, equally if they want to use traditional means, cash, etcetera.

As you as you currently can on buses, they can do it that way, but enabling a way

that someone can get on the bus out and Kidlington go to the station knowing that this bus will stop at the station door.

The train will link into, well, the bus will link into the train because it's far more difficult to do it the other way around.

The bus can link into the train so that they can, you know, start their journey easily. Continue the journey seamlessly so that when you get to the station, it's easy to get to the train.

If you're using the app, you can get through the gates with the app.

You know, we're looking at future technologies now where, you know in 10 years time, those apps will be able to open the gates as you approach them almost so, you know, it it, it just continues that smooth journeys when you're on the train, we all looking at how many bicycle spaces we can convey on board services with, you know, work that's quite a little way down the line.

But before we get to that kind of rolling stock side of things, but we are looking at that.

So hopefully we can we can provide as much space as possible, but then that shared mobility bit that comes towards the end.

So we so we envisage a situation where you can be approaching Tempsford and look on your app and say while there's an E scooter available at the shared mobility hub which is on the station premises, easy to get to, you can book it, come off the train, walk out station, there's your there's your E scooter ready for you to pick up and use and then you know the, you know, sort of wheel away on for the for the rest of your journey.

And you know, ultimately this is part of the bit where, you know we, you know, we can't fund a cycle path that's gonna go all the way from Tempsford station all the way through Little Barford and and out to out to eat and soak on. But.

What we want to be able to do is to work with the local authorities so that actually where there's some key connectivity that can deliver value not just to, you know, not just to our to to customers using the railway but to communities and to the wider economy, that makes sense.

That makes sense for us to be able to present a case and work with that that authority to say, well, actually, you know what we're talking about is some segmented paving for part of the route that will help to deliver to deliver a safer journey, a journey that people would find more attractive.

So that's our kind of end to end look, that's just one example.

If you think about all the different variants that you know that you're involved there, some people might like cycle station.

Again, we're not precluding car and how people can do that seamlessly.

Not everyone wants to use an app, so we consider how that'll how that works as well. But that's just kind of a little snapshot and we'll provide lots more snapshots like that going forward as well.

We gone to the next slide.

That's it.

But we had these questions from Nicola.

I'm pleased to find the Kathryn area for the stations in terms of door to door connectivity and defined door to door connectivity in way that I may explain fully to residents specially the elderly, disabled and I think you know we can capture that in the notes.

Sarah, we've got a number of.

Ways of describing door to door connectivity, but put quite simply and as I said at the beginning, it is about making sure that people can fulfill the journey from the moment they leave the house or the starting point to the very end point of that journey.

Whether that journey be something that involves a railway or whether it be something that involves them actually using a public right of way that goes across the railway, where perhaps the railway wasn't there, now you're or isn't there right now.

So so it is that full kind of connectivity piece.

Please explain how the villages of North Bedfordshire will benefit from door to door given we do not have an adequate public transport network called safe cycleways, so as, as I said, we are working with the local authorities, we we we understand, you know that both are local authorities in terms of central beds and Bedford borough have have some clear aspirations around around cycle ways and cycle networks which we would you know which we would like to engage with them on further to understand how that how that can connect in with us and the BOSS network so.

 **pat olney** joined the meeting



Robbie Gibb 1:09:13

Agree public transport network has suffered in Bedfordshire since COVID.

I'm we want to be able to explore ways with bus operators of how how they can complement our our services going forward.

And please explain how they additional infrastructure such as buses, cycleways, secure cycle storage?

So I think the easier way to describe this is I, you know and as we go forward, you'll you'll be able to see it a lot.

Clearly, if something is within the boundary of the railway by IE a station or trackside et cetera, that is funded by the EWR scheme, I'm so certainly at stations, bus interchanges, secure cycle, storage cycle hubs.

That's the kind of stuff that we would be, you know, we'd be funding as part of the scheme if it's additional infrastructure, IE a cycle path that leads from a community to the station and it's outside of that station boundary, then that's where we where we, where we start the conversations with local authorities, determine how funding can be sought for those sort of things.

That's me.

I've talked a lot.

 **Sarah Jacobs** 1:10:36

Thanks for being Nicola.

I think that's a dip out, but again, we'll make sure that she gets those answers and it's meetings recorded.

 **Robbie Gibb** 1:10:39

Yeah.

 **Sarah Jacobs** 1:10:42

So if she can also take some time to listen as well.

And does anybody have any more questions for Robbie before we just move on to some open Q&A?

 **Damien Thomas** 1:10:53

Sarah, there was a question that came in from Gordon, I think regarding the last slide.

And it was second.

It was what's the estimated number number of passengers looking to use the rail line

with Tempsford as their final destination.
But I was on to, like I said, last slide.



Robbie Gibb 1:11:14

I think we'd have.
Yeah, I think we'd have to take.
We'd have to take that away.
It's it's information that we we haven't got today.



Gordon Johnston 1:11:24

Yeah.
On your map 2 slot on two slides, back where you've got Oxford and to and to
Tempsford and and the various references to temps.
So that's the one.



Robbie Gibb 1:11:37

Yeah.



Gordon Johnston 1:11:40

You know, they're trying to Tempsford is really comfortable, et cetera, et cetera.
And then we go on to the last part of my journey, a smooth ride.
A.
Whatever.
Who's gonna go from Oxford to Tempsford?



Robbie Gibb 1:11:52

Well, I think, yeah, I think this is this, this journey that we've put here is purely an
illustrative and an illustrative journey.



Gordon Johnston 1:11:52

Please.
Yeah.



Robbie Gibb 1:12:01

Now you know, as I say, I can't.

I can't give you the figures.

You know who travel between Oxford Parkway and temps for that at the moment, but yeah, it's it's an illustrative exercise, this one.

 **Gordon Johnston** 1:12:06
Yeah. Yes.

 **Sarah Jacobs** 1:12:06
And.

 **Gordon Johnston** 1:12:09
Yes.
Yeah.
Yeah.

 **Sarah Jacobs** 1:12:14
Thanks Robbie.

 **Damien Thomas** 1:12:16
Thanks Robert.

 **Robbie Gibb** 1:12:16
You're welcome.

 **Sarah Jacobs** 1:12:17
OK.

Thank you very much for me that was a useful I hope presentation and I think it just again proves that there's a lot more to come from this piece of work.

But I also think it does evidence that we are really looking at that the aspects of of people in rural areas and how we get to the stations and our lifestyle around it.

But there's an awful lot of work that's gone on in the background, and there's still an awful lot of work to come, and all I can say is that sit tight for statutory consultation because there will be more detail for everybody by then.

The level of detail I can't really comment on at the moment because we're still working through it, but absolutely more detail, so thank you.

OK, next slide please.

Tamar, so we had some questions come in today from Johnny and from Peter.

Umm, so Johnnys asked about.

We touched on why the varsity alignment has not been examined more closely.

Umm.

And in fact, it has been examined very closely.

It's in the economic and technical report.

There is quite a lot of findings on that piece of work.

In fact, probably better to ask MO to really comment on that or rob, I think Rob better dip out, but we do have an awful lot of background on that and it has been looked at.

So I'm very happy to share that with you, Johnny.

And Lesmo you'd like to add a bit more to that.

I lost my program managers. No.

Are you with us?

DT **Damien Thomas** 1:13:54

Yeah, Moses, just trying to go for me.

MA **Mohamad Alserdare** 1:13:55

Yeah, I'm hearing mind repeating.

Sorry. So.

SJ **Sarah Jacobs** 1:13:56

And it sorry my.

MA **Mohamad Alserdare** 1:14:01

Yes, Sir.

Do you mind repeating the question, Sarah?

SJ **Sarah Jacobs** 1:14:03

I can repeat the question it was regarding the varsity alignment and why it hasn't been examined closely and I was saying that we have examined it in quite a lot of detail.

It's in the in various reports.

I'm happy to share more information with Johnny, but talking to comment on his anything further really.

MA Mohamad Alserdare 1:14:16

Absolutely.

I think I think there is.

There is.

There's quite, quite a fast amount of information in the public domain about the option and.

Probably the starting point would be the root update announcement report, which kind of treats it at a high level and and talks about the implications from a Bedford and outside of Bedford perspective.

And then if you want to dive into more detail that's provided in the economic and transport reports, it's the ETS report and the appendices.

So yeah, I think I think from from, from from from affordable connections perspective, that was the main kind of drive or focus in the Bedford area, the varsity line.

SJ Sarah Jacobs 1:14:58

OK.

MA Mohamad Alserdare 1:14:58

So we have looked at it in a lot of detail.

SJ Sarah Jacobs 1:14:58

Thank you.

I'm not sure if them Johnnies had to dip out, but I'll pick this up with Johnny directly and make sure that he gets there.

You are Johnny OK.

Brilliant as I say.

I'll. I'll.

I'll send over some stuff for you if you need anything else, just let me know.

No problem.

So you've given it a thumbs up.

Excellent.

Peter, you sent over some questions earlier.

I've had a quick look through.

I'm not showing it for all of these, but the transcript from the last meeting, it wasn't loaded up to the community hub.

So I think that dropped through the cracks.

We did a bit of a handover with our colleagues who are running these meetings with me, so I will dig that out and I will make sure that goes on to the website for you.

So apologies everybody, but I'm sure there's one available and I will make sure that goes on.

And I think you noted about the in the Minutes in the summary note, we just put 10 days and not people's initials or names against their comments.

Is that right?

And I'll do my best to make sure that this set of minutes has as many initials or names against them as possible, and we picked up the PWOS question earlier on in the actions.

So again, I need to go away and to double check that for you again to make sure there's been no development on that one.

PN Peter Norris 1:16:07

Umm.

SJ Sarah Jacobs 1:16:12

And again, the statutory consultation first half of this year, as soon as I know anymore, you will absolutely find out about that.

And the last second.

But last one, the 70 million estimated saving by not upgrading the MVL is acknowledged.

But what are the boundary point bounding points?

Using deriving this mode, can you offer anything on this or should we take this one away?

MA Mohamad Alserdare 1:16:37

I think I can.

I can offer on on the eastern side, which is very close to kind of Bedford, and say that

actually you would go as far as the realignment of the curve for Bedford's and John's would be on the eastern side of the MVL.

PN Peter Norris 1:16:43

Yep.

Yep.

MA Mohamad Alserdare 1:16:53

What I have to take away is what the Western building point is, which is kind of something that Ryan, my colleague, would be looking after.

So I think, yeah, yeah.

PN Peter Norris 1:17:02

Yeah, I'm happy with that.

If it's some to that, that curve where they're gonna just move it slightly to remove the station.

Umm, I'm sorry.

MA Mohamad Alserdare 1:17:11

It would be to the curve, yes, yeah.

PN Peter Norris 1:17:14

There's nothing after that.

Nothing going north.

Crossroads, but for station.

 **Bernie** left the meeting

MA Mohamad Alserdare 1:17:19

In terms of the savings, no, no.

PN Peter Norris 1:17:21

Yeah.

OK then umm.

SJ **Sarah Jacobs** 1:17:26
Are you happy with that, Peter?

PN **Peter Norris** 1:17:28
I yes, the I'm.
I'm happy with that.
That's that's holds that.
Can I just go jump back to the one before which was the statue consultation?
Umm.
OK, you you you not able to give a start date.
Are you able to confirm how many weeks the public consultation consultation will run for?

SJ **Sarah Jacobs** 1:17:46
Yeah, that's the other thing that we haven't been told yet.
So no, I think we find out both at the same time the day and the length of the consultation.
I did try and find some more out earlier before the meeting, but it's all currently start with DfT so again we'll be able to update you on both.

PN **Peter Norris** 1:18:00
How much notice will be expect to have of the start of the statutory consultation?

SJ **Sarah Jacobs** 1:18:06
Umm.

PN **Peter Norris** 1:18:07
Is there a minimum requirement you?

SJ **Sarah Jacobs** 1:18:09
I think there is a minimum that we are expected to.
Yes.
And and and notice period.
So let me again find out what that is.

I think that is, I think that's a like a a set process as part of the development consent order.

PN Peter Norris 1:18:17
Get.

SJ Sarah Jacobs 1:18:22
So if I can find that information out, I'll come back to you on that.
But yes, the other pieces I don't know yet.

PN Peter Norris 1:18:28
Thank you.
OK.
Just briefly on the LRG 13 records and the unattended, it said this and that, umm, I would I like and this comment to the proceedings record for the Bedford town LRG Umm which is the they don't mention the word attendee at all.

SJ Sarah Jacobs 1:18:44
Umm.

PN Peter Norris 1:18:50
Everything is attributable to the initials of the person who made it.
We don't have that variety a a group of attendance at over 10 days to to to this meeting.
I'll just.
No reason why.
It shouldn't fall automatically out of the out of the transcript.

SJ Sarah Jacobs 1:19:12
Uh, yeah.
No, absolutely.

PN Peter Norris 1:19:13
No.

SJ Sarah Jacobs 1:19:13

I think there's a note on the transcript.

They used to be an awful lot of time put into the transcript to convert it from literally how it sounds now into a more of a kind of written report.

Moving on, we we won't be doing that level of detail on the transcript.

The transcript will be available so it will be very raw data.

Nothing edited absolutely everything in there, so you might find the odd sort mispronounced or misspelled word, so apologies in advance if anything comes across slightly offensive.

It's not meant to be, but the the transcript itself is quite a labour intensive and as I said earlier, I'm trying to look at how I can make these meetings more productive and more efficient.

We have a recording.

We have a some Marino, but the transcript will be there, but it will be very raw data.

PN Peter Norris 1:19:59

I'll see you.

In fact, that we're the only group that has a a video record put on to the community hub of LRG.

I'm Brooke.

Proceedings, you know.

SJ Sarah Jacobs 1:20:13

Yes, I think from historical records it you are the only group that actually asked for your meetings to be recorded.

In fact, I'm taking it to the other groups that I would like to record their meetings, but purely for two purposes.

I'd like to have them so that we can produce a summary note and not make potentially sort of lot quicker.

And also it's there if they would like a copy of it.

So that's something I'm taking to the other groups, in fact.

PN Peter Norris 1:20:37

And and would you put a copy of the video recording on on the community side?

SJ Sarah Jacobs 1:20:42

If they all agree, as this group has, then yes.

PN Peter Norris 1:20:45

And we'll see.

Certainly agreed on.

It's just from memory, the might have been the odd person who was a bit a bit coy about appearing on on on video.

Umm but of course.

Umm taking.

Comparing to the Bedford town LRG that's uh comprised only of of Ward councillors, they don't have parishes in Bedford and there are no no community organizations below elected ward councillors that actually attend the meeting.

So the the meeting notes aren't finalized until about five weeks after the meeting takes place.

Umm, there will be a certainly a a deal of genuine interest amongst the community to be able to visit the video record of the meeting to see what actually was going on, yeah.

SJ Sarah Jacobs 1:21:46

Yeah.

And as I say, I'm gonna take it to not only Bedford Town, but all of the groups that their meetings are recorded.

And if it's agreed that we can record it for summary note purposes than fantastic.

If we can record it and then populate it onto the website, then that's also would be a good thing for the groups.

But as you noted earlier, the group has to agree to it.

So we'll see what happens in this round and see how many groups would like to go forward with that.

PN Peter Norris 1:22:12

Do you look for a majority of a group, or do you look for 100% approval? OK.

SJ Sarah Jacobs 1:22:16

No, it will be a majority.

Yeah, would be a majority.

I mean, as we always say, these groups are, you know, they all they all meetings, they your groups.

So generally we're trying to do things the way you like them.

And as I said at the beginning, this meeting, this is very much a pilot on how we do these meetings from now on with the the teams and the invitations that it's gonna be very experimental in that degree.

So watch this space, I guess on that.

PN Peter Norris 1:22:42

Thank you very much indeed.

SJ Sarah Jacobs 1:22:43

Thanks, Peter.

Justin, you had your hand up, then it went down.

Did you?

Did you want to comment?

JG Justin Griffiths 1:22:46

Yeah, just a quick question on going back a step to statutory consultation.

Appreciate you don't know how long, but do you know what the minimum is?

SJ Sarah Jacobs 1:22:58

The minimum at the minimum we can advise what I think that's the same question, isn't it?

JG Justin Griffiths 1:22:59

Minimum statutory consultation period.

SJ Sarah Jacobs 1:23:02

So I need to find that out.

What the minimum or the maximum is?

JG Justin Griffiths 1:23:03

Say no other.

OK, alright.

Well, we all know that the minimum statutory consultation period for planning applications is 21 days.

I would imagine DCO's are longer, but if you can come back and confirm that please.

SJ **Sarah Jacobs** 1:23:20

Yeah, I'll find out exactly that for you.

I think it's it's one of the same questions, but Tamar or Damien, hopefully you've taken that down.

JG **Justin Griffiths** 1:23:26

Well it it's it's not because the actual strategic articulation period for this you will be told at some point, but it won't be anything less than the minimum for a DCO application of any type.

So it's just what is the minimum for DCO applications?

SJ **Sarah Jacobs** 1:23:42

But my understanding is as soon as we are informed about the status of consultation and when that is, you will be notified.

DT **Damien Thomas** 1:23:42

But.

SJ **Sarah Jacobs** 1:23:49

Almost immediately, and then you'll have information around when the statutory consultation events will be.

So I don't think there'll be much of a delay in that.

That's our understanding.

It's very much how we planned with the route update announcement.

It's out.

JG **Justin Griffiths** 1:24:03

Sent.

SJ Sarah Jacobs 1:24:04

In our interest and you're interest to give everybody as much time as possible. So as soon as we can notify you, we will do.

 **Eric Cooper** left the meeting

DT Damien Thomas 1:24:11

There's no me enough time.

There's no me enough time given out for in the statutory period for for notice to go out to members of the public and or statutory consultees.

So you be given more than enough notice.

We've got to it, but we all can take the question away, Sarah, and get some more detail for you, Justin, if that's OK.

SJ Sarah Jacobs 1:24:28

Thanks again.

JG Justin Griffiths 1:24:34

Yeah, that'd be good to know that.

You know, in maybe in the replies to these minutes.

DT Damien Thomas 1:24:40

Yeah, sure.

JG Justin Griffiths 1:24:40

Rather than waiting, yeah.

DT Damien Thomas 1:24:40

No worries if you leave that.

If you leave that with me, I'll go off and find some more details about it, then I'll pass it on.

Sarah and Sarah can hopefully pass out at the minutes.

SJ **Sarah Jacobs** 1:24:50
Yeah.

JG **Justin Griffiths** 1:24:50
So thank you.

SJ **Sarah Jacobs** 1:24:50
As I say, we can obviously in these minute we can obviously provide information that we have on what you just asked, but I might not be able to provide you anymore as actual consultation when that is in these minutes.

JG **Justin Griffiths** 1:25:00
Well, that's why I said it's a very specific question.
What is the minimum statutory consultation period for a DCO?

SJ **Sarah Jacobs** 1:25:06
OK.
Like we've got that, we'll we'll get that for you.

JG **Justin Griffiths** 1:25:08
Thank you.

SJ **Sarah Jacobs** 1:25:09
No problem can it's.
I'm really sorry to spare me one second.
I have a dog that's desperate to get out and I need to let him know.
Yeah.
Sorry, sorry and out.
OK.
Ohh, was it the worst?
I'm sorry about that.
At the dog out.
OK, so now I think we go into this any more questions for the next slide.
I don't think there is.

PN Peter Norris 1:25:33

One, I'll go one.

Sorry, near there is is one that I didn't pass through to you.

SJ Sarah Jacobs 1:25:35

Was it one more to this one?

DT Damien Thomas 1:25:38

One at the bottom, Syria.

SJ Sarah Jacobs 1:25:39

Oh, what you didn't get to me, Peter.

One you didn't email me or.

PN Peter Norris 1:25:44

Well.

Oh no, I think it did go.

It was question #6 on April.

DT Damien Thomas 1:25:50

Action one is it action, one from the LRG 12.

SJ Sarah Jacobs 1:25:53

Yeah, that we've, we've covered that one off, Peter, because that was in the earlier actions, wasn't it?

PN Peter Norris 1:25:54

Yeah.

So no, it's #5 #6 concerned the east West Rail Library facts fact sheets, which are published on the community website.

SJ Sarah Jacobs 1:26:05

Ah.

About the day, sorry I didn't.

PN Peter Norris 1:26:08

Umm it?

SJ Sarah Jacobs 1:26:10

I didn't copy and paste that one over.

Yes.

OK.

I will talk to the digital team.

PN Peter Norris 1:26:13

The paper?

Yeah. Doctor Prince.

Yeah.

The printed sheet has no reference to the date of issue or version number.

Umm.

If you look for the, if you look at the the, the the file name, it quite possibly that has got a version number within it.

But what I'm talking about is configuration control and these these sheets do change from time to time the the content changed and it should be.

It should be possible to to to to to follow the trail of of of changes that are made rather than the older ones just disappearing forever.

SJ Sarah Jacobs 1:26:49

You talking about the fact shakes, Peter.

PN Peter Norris 1:26:50

Yep, Yep.

SJ Sarah Jacobs 1:26:52

OK.

Yeah, I talked to the digital team about that one and and and asked them how best to sort of use a configuration and filing on there.

As far as I'm aware, they fact sheets are the same fact sheets that went up from Rua. They haven't been updated since then.

PN Peter Norris 1:27:07

Quite possibly, quite possibly, but.

SJ Sarah Jacobs 1:27:09

I'm pretty sure they haven't been, but you you're right, it should be quite evident if they are updated.

So we can look at how we we manage that.

PN Peter Norris 1:27:14

It it's been a comment, I've had all the way through.

In fact, over the last last two to two plus years that you've W rail in their published information tend not to, but they tend to be a bit.

A bit casual over umm, the parentage of a particular document.

Uh.

In the early days, the maps used to change overnight.

Umm.

And if you're, if you're attentive, you'd pick it up.

If you weren't, you would never know.

But they did change.

SJ Sarah Jacobs 1:27:51

OK, well I know that you would notice that Peter, because I know you're a stickler for detail, but let's take that, Tamar, if you can take that action away, because I think it's a good valid point because the more information that goes on the website as we sort of move in statutory consultation, the more changes there might be.

GJ Gordon Johnston 1:27:57

Yeah.

SJ Sarah Jacobs 1:28:07

And I think it's good to have that version control.

So I think the action really is to talk to the digital team, Tamar, about version changes and such with our online documents.

TS Tamar Stuart 1:28:12

Yeah.

OK.

SJ Sarah Jacobs 1:28:18

And then you know, yeah, OK, fab.

Sorry, I think was saying some of them.

I think we open the floor now to just general Q&A just before we can move on.

We have MO and Rob, so again, it's really for any of the LRG members tonight to ask Moe and John some questions.

So John, Mo and Rob some questions I saw John's hand pop up then.

JM John M 1:28:42

Umm, yes, thank you very much.

This is a more general question it in and we I congratulate you.

We've done on this meeting because it's dealt with a lot of issues in detail and that's been quite, quite a rewarding, but we are living in a in North Bedfordshire, we're in a community which will get both the benefit and the downside of a new railway going through the middle of our Community and one of the things that is really is concerning us is the fact that East West Rail have plans which they admit they may not have the money to fulfill in the perfect way or the way in which they'd like to.

GJ Gordon Johnston 1:28:58

However.

PN Peter Norris 1:29:23

The.

JM John M 1:29:35

I mean, Beth W would make quite clear that money is tight for either East West Rail.

I I listen to the Mayor of Bedford and he'll tell you exactly the same about the budget available inside Bedford, which leads to the concern that that there are a lot of plans here and even if they're accepted and even if they are good, they may not be affordable and that as a taxpayer locally, and that would be quite a concern because

if if there are plans which can't be afforded, who's going to pay, I mean, we could, you could argue that the government might come up with an extra special grant and you might argue that.

Business itself will invest because they see a benefit in a particular part of the of the proposals that are being made, but it is a a really important issue about what happens if this is not affordable.

It's you.

You you are doing what you can with your budget.

Bedford Borough are doing what they can with their budget, but they may not.

Together, you and anybody else that might contribute might not have enough money.

So how are you going to deal with that?

That's not a question for now.

It's not a question that I expect anybody at this meeting to answer, but it is a question that people in the communities most impacted by East, West Rail and Bedford.

This is one of those.

That's the question that they ask because it really does matter.

SJ Sarah Jacobs 1:31:34

Yeah, that's quite a question, isn't it?

John is a good question.

I don't.

I'm not sure if and what start that one really.

I think no, I'm not gonna try and answer it.

JM John M 1:31:46

I'm not really expecting an answer by the way, but it wasn't.

It isn't.

It is it.

Just because there isn't an answer doesn't mean there isn't a question.

SJ Sarah Jacobs 1:31:54

No, I think it's a good point and I think it just, I'm gonna hand over to Moe or Rob.

MA Mohamad Alserdare 1:31:56

I think.

It it definitely falls outside my area of expertise, I'll confess to that.

SJ Sarah Jacobs 1:32:05

So.

MA Mohamad Alserdare 1:32:06

But, but I'll say is I have no evidence that the scheme is unaffordable.

I think you know we would have to look at what Beth said, but it's actually, you know, if if there's reference to kind of, you know, money being tight, that is certainly I think a restriction on us at you know that's something that we will do as a public body provide kind of value for money and make sure that our scope is actually intended to deliver the railway that we are intending to deliver.

So I think the only thing that I would come in and say is that you know the process that we're going under now is kinda establishing the feasibility and undertaking the feasibility of the railway and working out what the actual costs of the scheme is and seeking funding for it.

That is the process we're going through, but for the scheme to be unaffordable is actually isn't used to me, I haven't heard such such claims before.

SJ Sarah Jacobs 1:33:06

Yeah.

Thanks mate.

I think I was just gonna add something similar in that these projects of this scale or always have the kind of question marks hanging over them.

I think we're all quite familiar with, you know, what the the route at HS2 is gone, but I think umm yeah, I mean we've come quite a long way with this and I think we still have quite a long way to go.

But I I appreciate that sort of question sort of comment John, because I think it's kind of on a lot of people's mind.

So appreciate that.

And anybody else the scene in my hands up.

But I'm sure there must be some questions.

PN Peter Norris 1:33:41

As some East West Rail been in in discussion with uh universal about the future plans for the Ohh area to the southwest of Bedford for a theme park.

SJ Sarah Jacobs 1:34:00

And as as far as far as I'm aware, we haven't, no, I think some of the local authorities that we're speaking to, they I think there's more conversations with the local authorities than there are with directly with East West Rail.

PN Peter Norris 1:34:01

So.

SJ Sarah Jacobs 1:34:12

This is obviously quite recent announcement that's come out, I think was literally last two weeks.

So I would expect in the future there to be conversations with universal, but at this current point in time, I don't think so.

PN Peter Norris 1:34:25

I think it most people were or most most local authorities were were bound by nondisclosure arrangements, agreements for for for quite some time.

SJ Sarah Jacobs 1:34:35

Umm.

PN Peter Norris 1:34:35

While preliminary discussions took place.

Umm yeah, OK.

From what you say, it doesn't seem there's been approach by universal towards East West Rail to test to put their toe in the water.

About what you're proposals are for to serve the area.

SJ Sarah Jacobs 1:34:57

At this point in time, I I I my position, I haven't heard anything, but I think as soon as

we find out more information it becomes available.

Then we'll have some sort of lines to provide on that for you.

But as I say, this is a very recent announcement and I think there's still a NDA's tied up.

So it's only recently been dropped to the press and dripped dripped to everybody else.

But I think watch this space, Peter, because I think there will be more on that and absolutely as we move on, yeah.

PN Peter Norris 1:35:21

Should be.

SJ Sarah Jacobs 1:35:26

Justin.

OK, if there's no burning questions, we can just sort of move on, move on to the sliders on the screen now and and start to wrap up meetings as I said earlier on, I will be issuing a poll soon, which should hopefully lock down the next three meetings in everybody's Diaries.

So we can start to sort of have that forward look and we can look at some topics to bring you.

I think this group's frequency means that we are potentially running out of updates to give you, so there is a question mark if you still want to have a meeting with us every six weeks, even if we don't have necessarily a topic to bring to you, I'm happy to come and have a meeting for maybe an hour and mow or or Rob can join us.

PN Peter Norris 1:35:59

6.

SJ Sarah Jacobs 1:36:15

But maybe we can have a discussion around that when the polls are set and we get closer to the big things, I don't wanna take up anybody's time if we don't have information to bring you.

But at the same time, happy to meet you if you'd like to.

So what I'll do is I'll share some topics that have been suggested previously and see if they're still of interest to you, but meanwhile it'll be really good if you can provide

me with some suggestions of what you'd like to hear from us and I can see if I can work with the teams to bring those topics to you.

So I'll leave that one with you to think about because clearly we have quite a lot of meetings and need to find some good information to bring to you all.

PN **Peter Norris** 1:36:55

So this this this slide doesn't really match up with what you said at the beginning of the of the meeting, which was that you were going to look ahead to choose some 99 options to support three meetings going, going forwards.

This is down to two meetings and a quarterly time base.

SJ **Sarah Jacobs** 1:37:13

Or you've, but yes, I'm sorry.

PN **Peter Norris** 1:37:13

Huh.

SJ **Sarah Jacobs** 1:37:16

That's slide was used in the previous deck, so that's my own poor management of slides, so.

PN **Peter Norris** 1:37:21

No, no one no would relate to to all the other LRG wrong.

SJ **Sarah Jacobs** 1:37:26

Still, the other groups. Yes.

Yeah, you have to.

I have to apologize, Peter.

I'm managing 15 groups so I hold my hands up.

PN **Peter Norris** 1:37:29

Alright.

SJ **Sarah Jacobs** 1:37:32

I do make the obvious mistake.

Is and I I knew that Peter would spot them if they were there.

So apologies for that, but I think everyone gets the gist of what I was getting to, though I'll be looking at issuing 3 polls and for an expiring meeting for a meeting for the A poll for the next three meetings.

Sorry I can't get my words out now.

OK. Yep.

PN Peter Norris 1:37:52

Umm did you?

Well, whilst whilst we're all in in the meeting, you could go around and and and see if anybody wants to.

Express an opinion as to whether we want to stay at six weeks or run stretch out it coming into coming into a very interesting time.

SJ Sarah Jacobs 1:38:09

Very happy too.

PN Peter Norris 1:38:12

Of course, whether whether, whether because strategy, consultation looming over closer, umm.

JG Justin Griffiths 1:38:21

Will the will the allergies continue during these testory consultation period?

SJ Sarah Jacobs 1:38:29

The yeah, we'd have.

We might have to move them or at least align with the the statutory consultation, so it works for you all.

But yes, they will do.

I mean in the ideal, I guess they would run before and then we would run come after.

PN Peter Norris 1:38:42

Well.

JG Justin Griffiths 1:38:42

Because I can, I can envisage the requirement.

Once all documents are issued, and let's say that the local representatives have had three, four weeks to digest them, that we'll probably have a million questions.

SJ **Sarah Jacobs** 1:39:03

Hmm.

JG **Justin Griffiths** 1:39:04

So whether the format is an LRG meeting or there is something else, but I think he would be of great benefit to the Community and the communities, not representatives if we could pose questions during consultation to East West Rail to clarify.

Because if there's going to be things that you've missed or just this is gonna be inevitably questions, it's not so much to drill you on decisions, it's more to clarify things.

And I think that would be welcome.

And I think that would be useful for you.

SJ **Sarah Jacobs** 1:39:40

So the plan that I'll have in the back of my mind is for to bring the DCO team along to the next round of LRG meetings.

So they're the team that are actually delivering the statutory consultation for the development consent order, UMM, and they would be the best people to obviously pose those questions too.

So the planning and the timing, if it fits, we would have those in attendance which are the best people to really sort of drill into the detail about the consultation.

JG **Justin Griffiths** 1:40:11

But not sorry, I'm maybe, maybe, maybe I didn't make myself clear.

So statutory consultation period starts whenever it starts.

It's going to be accompanied by a huge amount of information and detail.

We're going to digest that as local reps and the communities, and there will be lots of questions.

It would be useful to have the opportunity to sit in front of relevant experts to and it may be a question of dispelling some myths where thing where the communities are

local reps have misunderstood.

Your proposals so there is an opportunity here and it's not all confrontational.

I'm sure it'll be it'll be a warm meeting of Ocala to heated meeting, but it'll be just as inevitably.

SJ **Sarah Jacobs** 1:41:00
Yeah.

JG **Justin Griffiths** 1:41:07
So I think we, we we would certainly the communities and the the Community represents would certainly welcome that opportunity.

SJ **Sarah Jacobs** 1:41:07
Yeah. OK.

JG **Justin Griffiths** 1:41:13
So having experts about the DCO process is of some value, but actually I can envisage a scenario where take example geotechnical, there'll be a report that says something in the geotechnical stuff and somebody on our geotechnical side may have a very specific question.
So those are the sort of people and we won't know until closer to the time, but I'm just asking you in principle, do you see, do you envisage doctor's being possible?

SJ **Sarah Jacobs** 1:41:41
And anything's possible.
How about we take that away and look into that and then then come back to you?
Up.

JG **Justin Griffiths** 1:41:50
Well, that potentially a topic for future allergies in advance of statutory consultation.

SJ **Sarah Jacobs** 1:41:58
Right.
And how's everybody feel about potentially voting now then on how frequent we have these meetings?

PN Peter Norris 1:42:00

Yep.

SJ Sarah Jacobs 1:42:06

You wanna keep them at six weeks or you wanna stretch them out?

And should we do a show of hands so those that would like to keep them at six weeks raise their hands now?

PN Peter Norris 1:42:20

Ohh who who was behind?

SJ Sarah Jacobs 1:42:24

Right. OK.

JG Justin Griffiths 1:42:25

You can raise it on screen.

Peter their physical.

GJ Gordon Johnston 1:42:27

Yeah.

Yeah.

SJ Sarah Jacobs 1:42:31

So I think that if Damien attain, Mark can just take a note of how many people are raising their hands here.

Think I can see through.

TS Tamar Stuart 1:42:38

Five, the baby is your hand up here 5.

SJ Sarah Jacobs 1:42:40

It's still going.

GJ **Gordon Johnston** 1:42:42
And I'm I'll put another one up for Nikki.

DT **Damien Thomas** 1:42:42
I've got 4.
5.

SJ **Sarah Jacobs** 1:42:47
Yeah.

PN **Peter Norris** 1:42:47
Yes.

SJ **Sarah Jacobs** 1:42:49
So we've got how many people on the call, OK.

TS **Tamar Stuart** 1:42:52
Book six, I think all together.

DT **Damien Thomas** 1:42:54
60 Well, what's going on?

SJ **Sarah Jacobs** 1:42:55
So I think and then there's three of us and five of us.

GJ **Gordon Johnston** 1:42:55
And.
Yeah, yeah, yes.

SJ **Sarah Jacobs** 1:42:58
So I think that's a majority then, isn't it?

DT **Damien Thomas** 1:43:00
Yeah, 6.

TS Tamar Stuart 1:43:00
Here.

SJ Sarah Jacobs 1:43:01
Well, that isn't.
That doesn't come as a great surprise to me.

PN Peter Norris 1:43:05
Good.

SJ Sarah Jacobs 1:43:06
OK.
We're keeping meeting six weeks. Brilliant.

JM John M 1:43:09
Good.

SJ Sarah Jacobs 1:43:10
We'll make a note of that, OK.
Right.
I think we covered an awful lot tonight.
I'm really losing my voice and not able to get my words out, but I hope that you found this a useful meeting.
Umm.
Welcoming feedback on meeting everything, I apologise for the errors in the last slide.
I'm any more comments before we close up, round off and disappear for the evening.

PN Peter Norris 1:43:36
I've got one question now Sarah.

JM John M 1:43:36
Yeah.

PN Peter Norris 1:43:39

Umm Geotech was mentioned red briefly a few moments ago.

Have there been?

Do you have a current program of?

So surveys of ground conditions along the route that you're intending to pursue is as as it has there been any activity on this or as the strategy consultation going to be based on, yeah.

Umm existing geotek information, in which case you know you'll be dusted off the one that you used to say that the northern route was better than the southern route it.

SJ Sarah Jacobs 1:44:19

The the so the question is about geotechnical surveys. Peter.

RM Robert Milner 1:44:20

To yeah.

PN Peter Norris 1:44:22

That's right.

RM Robert Milner 1:44:22

So I try answer that, but I think I understand it and.

PN Peter Norris 1:44:23

That's right.

You finding out what's what's under the ground?

RM Robert Milner 1:44:27

And yesterday, statutory consultation will be based on and existing data.

So Yep, so the the data we can either freely get all the data from, you know the projects such as 4 to 8 and things that have been in the area with you know we've obviously keep doing more analysis of that.

And but the there are planning to go out and do bore holes and grand investigations and we need so you know to do the surveys and you know land that we need to land

access for that.

So that's a program which is being put together, but it won't inform the statutory consultation we may be able to from the top of my head, I don't know when that starts with where we can probably provide an update by the next meeting.

PN **Peter Norris** 1:45:17

I think you've been looking at looking at the root of the.

There's proposed the thing that everybody wants to know is, are you gonna be able to go up the clap of mascarpone without discovering something which might cause you to change the plans a bit?

So that would be a prime area to to do some.

Physics.

Physical more holes and checking to to look for water tables and what ground was like.

RM **Robert Milner** 1:45:43

Yep.

PN **Peter Norris** 1:45:49

But sounds like Rob, that there aren't any plans to do those in the short term.

RM **Robert Milner** 1:45:50

The.

No, not to feed into.

The socially should go into station now so that that that design would be based on the on the information we have at the present.

JM **John M** 1:45:59

Umm.

Oh.

PN **Peter Norris** 1:46:06

Umm, well, that's a risk that you're gonna take.

RM **Robert Milner** 1:46:10

Cool.

Yeah, I mean the the.

Yeah, the ground is always a risky you.

You just reduce the risk slowly as you as you move forward with that, isn't it?

So and yeah, we we understand, we understand the risks and there's been you know, a lot of a lot of work done on the on the available information and there is a programming put in place for the for the intrusive investigations like I'm the. But the there's said they wouldn't been into the specialization design.

PN **Peter Norris** 1:46:42

OK, well.

Thank you for that.

SJ **Sarah Jacobs** 1:46:46

Right.

JG **Justin Griffiths** 1:46:46

Part that answers prompted a question.

If you don't mind if you, if you were going to base a scheme design in a DCO application, all free data which has a level of risk, what percentage do you allow for in your costs for contingency to cover that risk? 510. 2030%.

RM **Robert Milner** 1:47:18

Well, I mean, the cost, the cost go into the.

The cost that we work through with the DfT have a large optimum bias percentage of the the the top there.

So there's a there's a high degree of and the allocation for risk, and there is, you know, risk becomes a very complicated sort of issue in the percent.

We don't separate those elements, but I don't think this is a.

This is anything out of the ordinary.

I mean, there's there's two points here that we we wouldn't be doing it.

JG **Justin Griffiths** 1:47:46

No, that I.

RM **Robert Milner** 1:47:48

We wouldn't be doing details during could tackle administration this for this point and anyway when we you know when we're just sort of narrow down the options when the last year when we had multiple options we wouldn't be doing that geotech on multiple options.

And when you say freely available data, I mean the data is and from the you know a lot either other projects or the Richard Geological Society from and recognised bore holes.

And so there there is a credence to that data.

JG **Justin Griffiths** 1:48:15

No, I I.

I i.e.

I understand that I I I work in the construction industry, so I understand that's why I did.

 **Mohamad Alserdare** left the meeting

JG **Justin Griffiths** 1:48:26

My question was, what percentage of contingency do you typically use in your budgets?

RM **Robert Milner** 1:48:36

We wouldn't be.

I don't believe we'd be allocating that, but we'd have to talk to that question.

We'd have to check with the cost estimating team.

I understand it's more a case of there is a there is a risk depends on how we reporting the data.

But there's other risk element.

And then there's an optimism bias element that needs to be reported in the business case.

Percentages, but they are more to global presentative sees that are that are placed on the overall cost I believe, but it's not my expertise.

JG Justin Griffiths 1:49:05

OK.

I'll.

I'll. I'll.

I'll spend this in a very layman's way.

If I receive a price from a contractor for one of my buildings that he's proposing to build for me and he tells me that his budget includes 25% contingency, I don't take that person seriously because it's contingency is too high.

If I get another price, another contractor, and he says I've got a 1% contingency.

I don't take that person seriously because they're contingency percentage is too low, so I don't think it's unreasonable for us as local reps and as taxpayers offer any taxpayer to understand what percentage contingency does East West Rail attribute in their cost budgets when they're proposing to spend taxpayers money.

PN Peter Norris 1:49:38

Umm.

RM Robert Milner 1:49:51

No, they're not. Yeah.

JG Justin Griffiths 1:49:51

Appreciate you don't know the answer.

That's nice.

That's fine, but that might be a go away question to answer.

And as I said, it's it's prompted just by that point that you made.

RM Robert Milner 1:49:59

He.

Yeah.

And there is there is.

I'm very strict guidance from I think DfT based, but government guidance on how you apply I'm percentages of risk and what they call optimism bias and projects and it's greater for the earlier projects in the more complex projects are.

So there is quite a system which we are following.

SJ Sarah Jacobs 1:50:23

I'm good.

JG Justin Griffiths 1:50:23

I'm sure the answer is out there somewhere.

SJ Sarah Jacobs 1:50:24

In New York.

JG Justin Griffiths 1:50:25

Somebody would know the answer?

Maybe not anybody on this call, but the answer will be out there.

So thank you.

SJ Sarah Jacobs 1:50:29

But umm, with what's like that away, I've made some notes and I think Thursday more.

It's quite an 12 question, but we'll come back on that one.

And Gordon, you had your hand up, but then he went down.

GJ Gordon Johnston 1:50:38

Yes.

Just before we finish, can you from me?

And I'm sure what the majority of others please pass on our thanks and warmest wishes to Hannah.

SJ Sarah Jacobs 1:50:50

I will do.

Thank you very much.

GJ Gordon Johnston 1:50:51

Thank you.

SJ Sarah Jacobs 1:50:52
He's, as I say, she didn't want to come tonight, so absolutely.

JM John M 1:50:52
Umm.

SJ Sarah Jacobs 1:50:55
Will day should be should be greatly missed.

GJ Gordon Johnston 1:50:56
Yeah.

SJ Sarah Jacobs 1:50:58
And I think we just had the process slide decks, which I'm sure you're all very familiar with.

GJ Gordon Johnston 1:50:59
Thank you.

SJ Sarah Jacobs 1:51:02
So we will scoot through that, but I will do my best to get these some rhino out to you within the time frame allocated.
Umm, next slide.
The final slide?
Nope, that's it.
So if there anybody like that, join the call tonight.
That's new to these meetings and thank you for taking time to come along.
Hope you enjoyed it for all those regular faces.
Nice to see you.
Thank you for your input.
Thanks to Robbie for doing the update on daughter door and for Mario and Rob again for their program input.
Thank you, everybody.
And I will no doubt see you in six weeks time.

GJ **Gordon Johnston** 1:51:42
Of like. Yeah.

JM **John M** 1:51:42
And well done you.

GJ **Gordon Johnston** 1:51:44
Thank you.

PN **Peter Norris** 1:51:44
That's no.

JG **Justin Griffiths** 1:51:45
Yeah.

SJ **Sarah Jacobs** 1:51:45
Thank you very much.

JG **Justin Griffiths** 1:51:45
Well, no.

PN **Peter Norris** 1:51:46
Welcome hot shop.

SJ **Sarah Jacobs** 1:51:47
Hannah is a big, big shoes to fill, but there you go.
Do my best.

JM **John M** 1:51:52
Thank you.

David Nugent left the meeting

PN **Peter Norris** 1:51:53
So goodnight everyone.

TS **Tamar Stuart** 1:51:53
Thank everyone.

RM **Robert Milner** 1:51:54
Think so? Bye.

JM **John M** 1:51:55
Bye.

PN **Peter Norris** 1:51:56
Thank you.
Bye bye.

 **John M** left the meeting

DT **Damien Thomas** 1:51:57
And I have one but.

 **Robbie Gibb** 1:51:57
In my name.

 **Robert Milner** left the meeting

SJ **Sarah Jacobs** 1:51:59
Bye bye.

 **Tamar Stuart** left the meeting

PN **Peter Norris** 1:52:01
And.

SJ **Sarah Jacobs** 1:52:01
East West routing, we can jump over to our other court to wrap up.

DT **Damien Thomas** 1:52:05
No worries.

 **Peter Norris** left the meeting

SJ **Sarah Jacobs** 1:52:06
Thanks everybody.
Good night.

 **Justin Griffiths** left the meeting

GJ **Gordon Johnston** 1:52:07
The night.

 **Joni Pelham** left the meeting

 **pat olney** left the meeting

 **Gordon Johnston** left the meeting

 **Damien Thomas** stopped transcription