

Notes from East West Rail place-based approach engagement session- connection stage 3 localities

Bedford

19th March 10:30- 13:30 Bedford- Bedford Borough Council

Attendees

Local Authorities

Melanie McGuinness – Bedford Borough Council
Saragh Fleckney- Bedford Borough Council
Joanne Branson- Budd – Bedford Borough Council
Carolyn Barnes- Bedford Borough Council
Peter Simons- Bedford Borough Council
Jon Shortland- Bedford Borough Council

Bus Operators

David Boden- Stagecoach Bus Company
Victoria Taylor- Stagecoach Bus Company

East West Rail

Will Ryan
Megha Gupta- MWJV
Paula Cuthbertson- MWJV
Kenneth Cobb- MWJV

EEH officers: Verity Quinn and Milly Murray

Notes – these are a summary of the discussion

Bus and rail integration

- There is a need for free-flowing access for buses outside and alongside the stations. Otherwise, this will lead to a decrease in passenger satisfaction and sub-optimal timings when buses need to use stations to turn around as part of a longer bus route.
- Passenger information is an essential development need for the region, learning from GWR, TfL and similar activity, to provide consistent and similar levels of live service information for rail and bus.
- Ensure provision for rail replacement services are considered in station design.
- Joint discussions needed on public transport provision for NHS staff at Bedford hospital.

Modelling

- Bedford BC would ideally like to see outputs from modelling including car parking space numbers for each level of forecasting, and for modelling to be able to reflect different scenarios of car parking spaces (as an input as well as an output).
- Maximum development numbers should be factored in to consider platform width.

Behaviour change

- As a principle seamless ticketing needs to be rolled out from the start.
- Need to ensure there is appropriate fencing for active travel and pedestrian walkways.

Marston Vale

3rd April 2025 14:00- 17:00 Marston Vale – Milton Keynes Council, Central Bedfordshire Council and Bedford Borough Council

Attendees

Local Authorities

Melanie McGuinness – Bedford Borough Council
 Saragh Fleckney- Bedford Borough Council
 Joanne Branson- Budd – Bedford Borough Council
 Carolyn Barnes- Bedford Borough Council
 John Kell- Bedford Borough Council
 Paul Pace- Bedford Borough Council

Bus Operators

Thomas Manship- Grant Palmer

East West Rail

Will Ryan
 Paula Cuthbertson- MWJV
 Ed Hanks- MWJV
 Ryan Robertson- MWJV
 Tom Wood- MWJV

EEH officers: Verity Quinn, Abi Nichols, and Milly Murray

Notes- these are a summary of the discussion

Bus and rail integration

- Need to consider commercial viability for all timetabled services for stations, including the issue of rail spurs, which results in longer journeys for bus services, therefore increasing the service delivery cost.
- Standards are not always representative of reality, e.g turning manoeuvrers need more space than allowed for in standard CAD modelling.
- Segregated bus and cycle lanes and pedestrian routes support positive behaviour change towards public transport, good example is Wixams which has no pick ups/ drop offs directly outside station.

Modelling

- Key sites for employment, as well as future employment site developments will ideally need to be factored into station location and design.
- Current modelling for stations should be taking account of new housing developments.

- Detailed discussion on four stations Woburn Sands, Ridgmont, Lidlington and Stewartby. Topics included bus infrastructure, employment sites, new housing developments and car park provision.

Tempsford

Wednesday 14th May, 9:30 – 12:30 – Tempsford- Bedford Borough Council, Central Bedfordshire Council, Huntingdonshire District Council, Cambridge County Council, Cambridge & Peterborough Combined Authority, Greater Cambridge Shared Planning and South Cambridgeshire District Council

Attendees

Local Authorities

Carolyn Barnes- Bedford Borough Council
John Kell- Bedford Borough Council

East West Rail

Will Ryan
Rupert Waters
Zach Wilcox
Paula Cuthbertson- MWJV

EEH officers: Verity Quinn, Abi Nichols, Milly Murray and Suzanne Winkels

Notes- these are a summary of the discussion

Bus and rail integration

- Provision to be taken into account for electric bus charging and potential revenue.
- Bus stops need to take priority in terms of waiting time and safety over car drop/pick up bays if there is a genuine prioritisation of mode shift.

Behaviour change

- Station design can have a positive impact on influencing mode shift. For example, the location of pick up and drop off points can discourage or encourage car usage, whilst considering accessibility and safety. The enforcement of PUDO and compulsory wait times are important considerations.
- Bedford Borough Council raised that developers will be looking for firm assumptions in the next few months so its critical sustainable travel options are properly accounted for in the modelling, otherwise there is a significant risk that infrastructure will be car- dominant. It would be useful for EWR to see local authorities' modal splits assumptions being used for new developments.
- LA officers to meet to further discuss public rights of way.