

East West Rail Phase 2 Stakeholder Consultation Pack

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Executive Summary

East West Rail aims to establish a strategic railway connecting East Anglia with Central, Southern and Western England. This aspiration has been promoted and developed since 1995 by the East West Rail Consortium - a group of local authorities and strategic partners.

The East West Rail Phase 2 project that forms part of the East West Rail Western Section, will re-introduce passenger and freight services between Bedford and Bicester, Milton Keynes and London via Aylesbury. It involves upgrading and reconstructing existing and 'mothballed' sections of line between Bedford and Bicester, Milton Keynes and Princes Risborough.

Consultation on the East West Rail Phase 2 project will enable Network Rail to engage with the public, landowners and statutory consultees providing an opportunity to influence how the project is developed. This consultation forms the first of two rounds of consultation which will take place and these activities will inform design development and an application for an Order under the Transport and Works Act (TWAO) scheduled to be submitted in summer 2016.



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1.0 Introduction

Purpose of this consultation

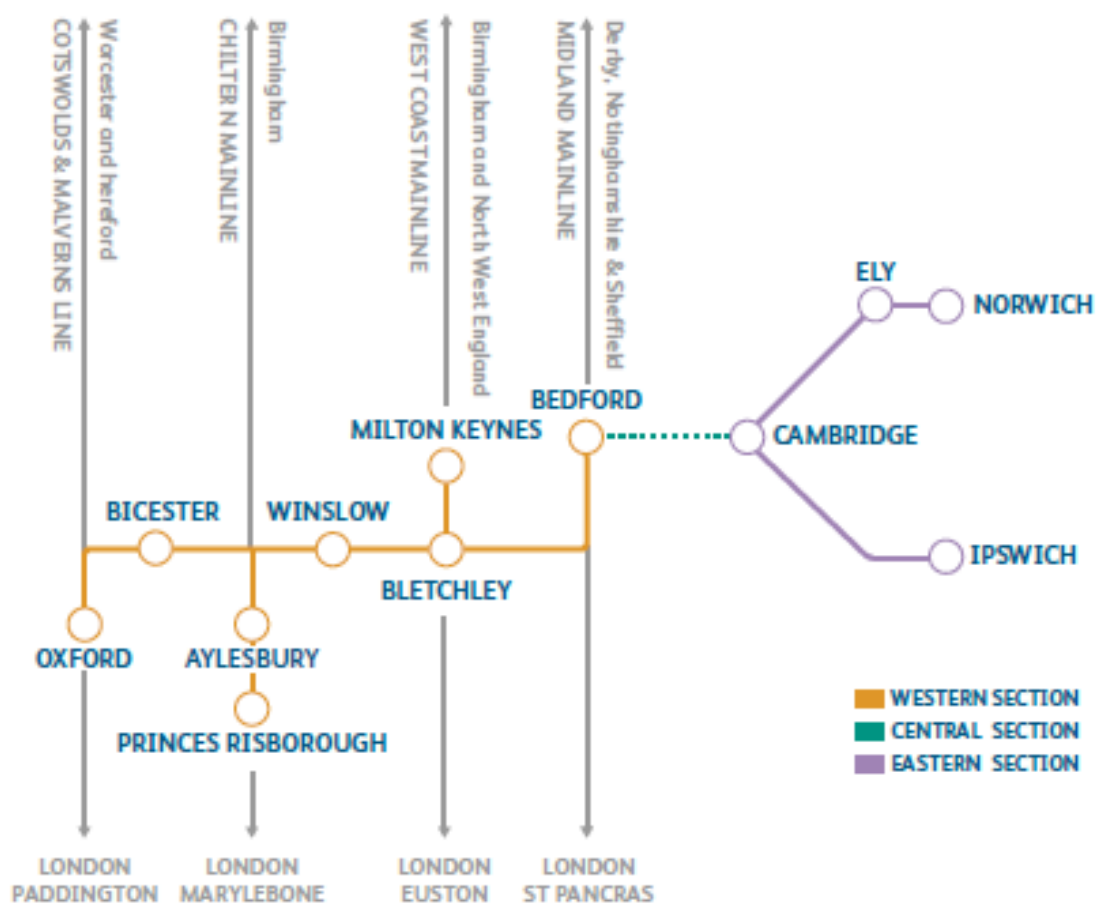
- 1.1 The purpose of this consultation is to present information on Network Rail's proposals for the East West Rail Phase 2 project ("the EWR Phase 2 project") and provide information for stakeholders to understand how the proposals may affect them.
- 1.2 Following this first round of consultation Network Rail will review and develop the design of the EWR Phase 2 project.
- 1.3 A second round of consultation will be held in spring next year and the design will be finalised prior to the application for a TWAO.
- 1.4 A report summarising consultations undertaken will be submitted in support of the TWAO application and will be available for review once the application is submitted.

2.0 East West Rail

Background

- 2.1 East West Rail ("EWR") aims to establish a strategic railway connecting East Anglia with Central, Southern and Western England. Once built, EWR will link the strategic growth areas along the M11 corridor, Milton Keynes, Aylesbury, Bedford and Oxford, and support the growing hi-tech, digital economic sectors by connecting the key hubs between Oxford and Cambridge. It will, via connections with the Great Eastern, East Coast, Midland, West Coast and Great Western mainlines, connect to the ports of Felixstowe and Harwich, avoiding travel on congested tracks around North London, and will provide an extra route for north south freight traffic from the port of Southampton.
- 2.2 The EWR falls into three distinct sections (see Figure 2.1):
 - Western Section (Oxford to Bedford and Milton Keynes to Princes Risborough);
 - Central Section (Bedford to Cambridge); and
 - Eastern Section (Cambridge to Norwich and Ipswich).

Figure 2.1 – Diagram of EWR Sections



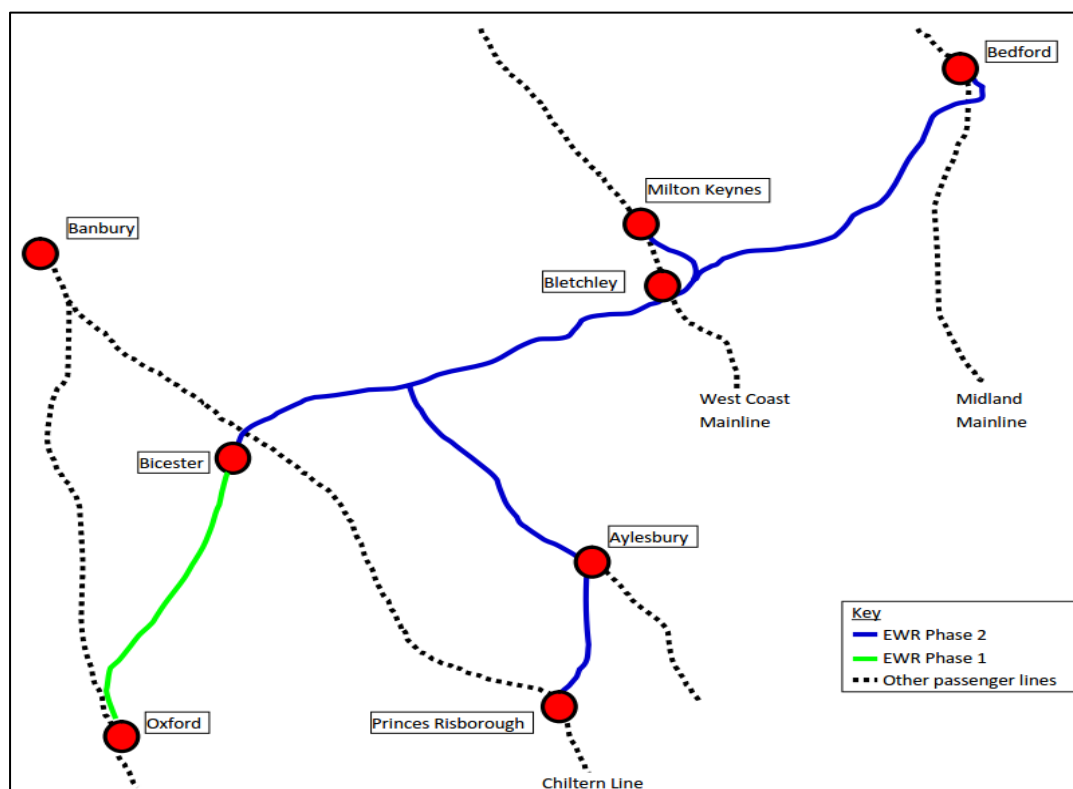
EWR Western Section

- 2.3 The EWR Western Section is the most advanced in terms of design and funding. Development of this section of railway will result in the introduction of direct rail passenger services as follows: Bedford to Oxford, Milton Keynes to Oxford and Milton Keynes to London via Aylesbury. This will require reconstruction and upgrading of the Oxford – Bicester – Bletchley – Bedford, and Princes Risborough – Aylesbury – Claydon Junction railway lines.
- 2.4 The project also provides opportunities for new cross country services that could deliver wider benefits for passenger travel and freight markets.
- 2.5 Within the Western Section, there are two distinct phases of work; EWR Phase 1 and EWR Phase 2 (see Figure 2.2);
- Chiltern Railways' 'Evergreen 3 Project' involved the introduction of new direct services between London (Marylebone) and Oxford via Bicester. The scope was enlarged to include EWR Phase 1 (Oxford to Bicester)

which involves the doubling of railway track between Oxford and Bicester and the construction of a new chord to connect Bicester to the Chiltern mainline. EWR Phase 1 also involves the upgrade of track and signalling and the construction of two new stations at Oxford Parkway and Bicester Town (to be re-named Bicester Village). EWR Phase 1 has been granted consent and is under construction. These construction works will be complete in spring 2016;

- EWR Phase 2 (the subject of this consultation) involves upgrading and reconstructing existing and ‘mothballed’ sections of line linking Bedford-Bicester and Milton Keynes-Princes Risborough.

Figure 2.2 - Layout of EWR Western Section Phases 1 and 2.



Project Objectives

2.6 The EWR Phase 2 project has six main objectives:-

1. To provide a strategic east-west route linking key centres of economic activity, a strategic link from Milton Keynes to Princes Risborough and beyond, delivering better connectivity between urban centres and helping to reduce congestion on local roads;

2. To support local authorities' ambition for substantial economic growth based on the creation of new private sector jobs and the development of major areas of new housing;
3. To create an orbital link between existing radial routes out of London in order to facilitate journeys without the need to interchange through London. On completion, it will connect the Great Western, Chiltern, West Coast and Midland Mainlines north of London and become a vital strategic rail link in Britain's rail network;
4. To positively contribute to tackling climate change by providing a more sustainable means of meeting travel demands;
5. To enhance the capacity and flexibility of Network Rail's infrastructure by creating opportunities for alternative routing of passenger and freight services, and exploit new medium and long distance markets; and
6. To form a key link in the electrification proposals between Oxford and Bedford linking the south coast and the deep sea port at Southampton with the Midlands and South Yorkshire.

3.0 Project Description

Project Description and Location

- 3.1 EWR Phase 2 follows existing railway corridors from Bicester to Bedford Midland Station, via Bletchley, and from Milton Keynes Central Station to Princes Risborough Station, via Aylesbury Station.
- 3.2 The work is likely to include:
 - The upgrade and realignment of the existing rail route including the replacement of existing ballast, sleepers and track to modern standards;
 - Provision of a double track railway along the majority of the route;
 - Earthworks to include:
 - Embankment widening;
 - Cutting widening;
 - Stabilisation; and
 - Interface with existing or new structures.
 - Alterations to or repairs of existing drainage;
 - Provision of new drainage;

- Provision of associated railway infrastructure;
- Signal structures;
- Overhead Line Electrification (OLE) structures and associated electricity supply equipment between Bicester and Bletchley;
- Telecommunications equipment;
- Maintenance walkways and access;
- A new railway station and ancillary facilities at Winslow;
- Provision of two new platforms at Bletchley Station (serving both Milton Keynes and Bedford routes);
- Works to enable existing rail stations to support the proposed new train services and passenger numbers at Bedford Midland, Aylesbury Vale Parkway, Little Kimble, Monks Risborough, Woburn Sands, and Ridgmont stations;
- Passing loops near Newton Longville, Steeple Claydon and sidings to serve the Calvert Waste Facility;
- Alterations to, or replacement of a number of overbridges (eg a bridge carrying a road over a railway) and underbridges (eg a bridge carrying a railway over a road) along the route;
- Improvement of facilities at or closure of a number of highway, private roads and public rights of way (PRoW) level crossings; and
- Provision of replacement highway footbridges/underpasses or diversions at closed level crossings.

3.3 The Consultation Drawings in Appendix A detail some of the proposed works listed above.

Construction Strategy

3.4 Based on current designs and outline construction principles the duration of site works is estimated to be 48 months.

3.5 Due to the length of the route, a number of construction compounds will be required.

3.6 Further details of the proposed construction site locations along the route are provided in the remainder of this document and accompanying appendices.

Level Crossings

- 3.7 Level crossings represent a significant safety and performance risk to the railway. It is Network Rail's policy to close crossings, where practicable, to reduce risk to the public from crossing the railway by providing alternative methods which may be by bridge, underpass or diversion. As part of Network Rail's continuing commitment to level crossing risk reduction, all level crossings are being reviewed within the geographical limits of the EWR Phase 2 project.
- 3.8 Network Rail has liaised with a range of stakeholders throughout the development of initial feasibility work on level crossings, including Local Authorities, landowners, residents, businesses and the general public. Public events have been held allowing interested parties to have their say on the options that have been identified. Network Rail's proposal for the current level crossings is detailed in Appendix B of this report. Scheme plans are also provided in Appendix C for the proposed route and design for all public highway overbridge and accommodation crossings.
- 3.9 A cross-section of a typical Network Rail footbridge is provided in Appendix D. Where footbridges and highway overbridges/underpasses are proposed, their location along the route and associated construction compound, access and any consequential diversionary routes are also detailed in the Consultation Drawings provided in Appendix A.

Overbridges and Underbridges

- 3.10 Due to an increase in the width of the track formation and introduction of new rail infrastructure, a number of existing road overbridges and underbridges along the route will need to be replaced, altered or upgraded in order to accommodate EWR Phase 2.
- 3.11 Existing overbridges and underbridges affected by the works are listed in Appendix E with details of the proposed works required to each.

Temporary and Permanent Land Requirements

- 3.12 The Consultation Drawings included in Appendix A indicate the temporary and permanent land required to deliver the EWR Phase 2 project based on the current design.

- 3.13 Whilst some parts of the land required for the scheme fall within Network Rail's ownership, there are also areas in private ownership which will need to be temporarily or permanently acquired to deliver the EWR Phase 2 project.
- 3.14 Network Rail has undertaken a land referencing exercise to identify those with an interest in the land within the footprint of the project (required either on a temporary or permanent basis).
- 3.15 Where compulsory purchase powers are exercised under a TWAO affected parties will be eligible for compensation in accordance with the *Statutory Compensation Code*.

Route sections

- 3.16 EWR Phase 2 crosses through several Local Authority areas:
- Cherwell District Council, within Oxfordshire County Council;
 - Aylesbury Vale District Council, within Buckinghamshire County Council;
 - Wycombe District Council, within Buckinghamshire County Council;
 - Milton Keynes Council, a Unitary Authority;
 - Central Bedfordshire Council, a Unitary Authority; and
 - Bedford Borough Council, a Unitary Authority.
- 3.17 The planning authority administrative boundary plan is shown in Appendix F.

High Speed 2 Interface

- 3.18 The EWR Phase 2 project interfaces with High Speed 2 (HS2). The proposed route of HS2 runs parallel to the Midlands – Claydon Junction line for 7.6 km, running north of Quainton to Calvert and then crosses under the Oxford to Bletchley line. Continuing north, the route of HS2 broadly follows the remains of the Great Central Mainline (GCML) track bed. Alterations to the East West Rail Phase 2 route required to allow construction of HS2 are included within the Hybrid Bill submitted in November 2013.

4.0 Consenting Process

- 4.1 The sections of railway included in the EWR Phase 2 route were authorised by a number of separate Acts of Parliament. Three short sections of railway were built outside of the Limits of Deviation of the original authorisation and

the Claydon Curve, built during the Second World War, obtained no formal authorisation.

4.2 Therefore the scheme can be considered as consisting of three consents work streams;

- General maintenance and upkeep (not development);
- Part 18 permitted development (prior approval); and
- Work requiring Order powers.

4.3 Consideration has been given to what is the most efficient and effective approach to achieving implementation of the scheme.

4.4 Network Rail endeavours to manage its estate appropriately. General maintenance and upkeep (vegetation management, maintenance of boundaries fences etc.) falls within this obligation. No approvals are required.

4.5 For work identified as permitted development, Part 18 prior approval will be obtained.

4.6 A TWAO application will be submitted for the sections of the route outside of Limits of Deviation and the unauthorised Claydon Curve.

4.7 A TWAO will pick up ancillary works for all sections of the route where Part 18 permitted development rights do not apply. The Transport and Works Act is likely to include provision for the following:

- Where necessary powers to construct, alter, maintain and operate the new track and associated works, such as a maintenance track or access;
- Compulsory purchase powers to buy land or acquire rights in land outside Network Rail's ownership;
- The right to use land temporarily, for example, for access or for a work site;
- Amendments to other legislation;
- The closure or alteration of roads, footpaths and level crossings;
- Provisions for temporary alternative routes and permanent diversions; and
- Powers for making bylaws.

4.8 As well as applying to the Secretary of State for a Transport and Works Act Order Network Rail will also apply to the Secretary of State for a direction as to deemed planning permission for the project at the same time. If you would like more information about the TWAO procedures, please view the following

website: <https://gov.uk/government/publications/transport-and-works-act-orders-a-brief-guide-2006>

5.0 Environmental Impact Assessment

- 5.1 An Environmental Statement (ES) will be submitted in support of the TWAO application. The ES reports the findings of the Environmental Impact Assessment (EIA). In doing so, it describes the likely environmental effect resulting from the construction and operation of the proposed works. Where appropriate, the ES will identify measures intended to mitigate significant adverse effects and how such measures will be secured. The ES, along with all the other documents which are submitted in support of the TWAO application will be available for review once the TWAO application is submitted.
- 5.2 A request for a scoping opinion was submitted to the Secretary of State on 30 June 2015 and a response was received on 13 August 2015. Both documents can be viewed on the Network Rail East West Rail project website at www.networkrail.co.uk/east-west-rail/
- 5.3 A set of environmental features plans is provided in Appendix G.

6.0 Consultation Process

- 6.1 Before embarking on the next stage of the project's development, Network Rail will consider the feedback from this first round of consultation as part of Network Rail's development of the final proposals.
- 6.2 The closing date for the receipt of comments from Round One consultation is 16 October 2015.
- 6.3 Your views are important to ascertain the impacts of the proposals on your area of interest. Network Rail will collate the Round One consultation feedback and fully assess the comments and where appropriate explore ways to modify the Project ahead of the second round of consultation scheduled for Q1/Q2 2016.
- 6.4 Following Round Two consultation responses will be analysed and the design will be finalised prior to completing the application documents and submitting the application in Q2 2016.

- 6.5 A consultation report summarising the consultation undertaken by Network Rail will be submitted in support of the TWAO application and will be available to review once the application is submitted alongside the ES.
- 6.6 Please send feedback by using one of the following methods:
- By email: ewrconsultation@networkrail.co.uk
 - By post: FREEPOST EAST WEST RAIL CONSULTATION (this must always be written in uppercase on the front of the envelope)
 - Complete the online comments form at www.networkrail.co.uk/east-west-rail/
- 6.7 Members of the project team and the EWR Consortium will be in attendance at a series of consultation events scheduled to take place during the Round One consultation period. Details of dates, times and venue locations are detailed below:

21 September 2015, 12-8pm

Elim Church @ Risborough
9 Bell Street
Princes Risborough
HP27 0DE

23 September 2015, 12-8pm

Rivets Sports and Social Club
Whitehead Way
Aylesbury
HP21 8AD

24 September 2015, 12-8pm

John Paul II Centre
Henley House
The Causeway
Bicester
OX26 6AW

25 September 2015, 12-8pm

Sycamore Hall
Drayton Road
Bletchley
MK2 3RR

28 September 2015, 4-8pm

29 September, 12-8pm

Winslow Public Hall
Elmfields Gate
Winslow
MK18 3JG

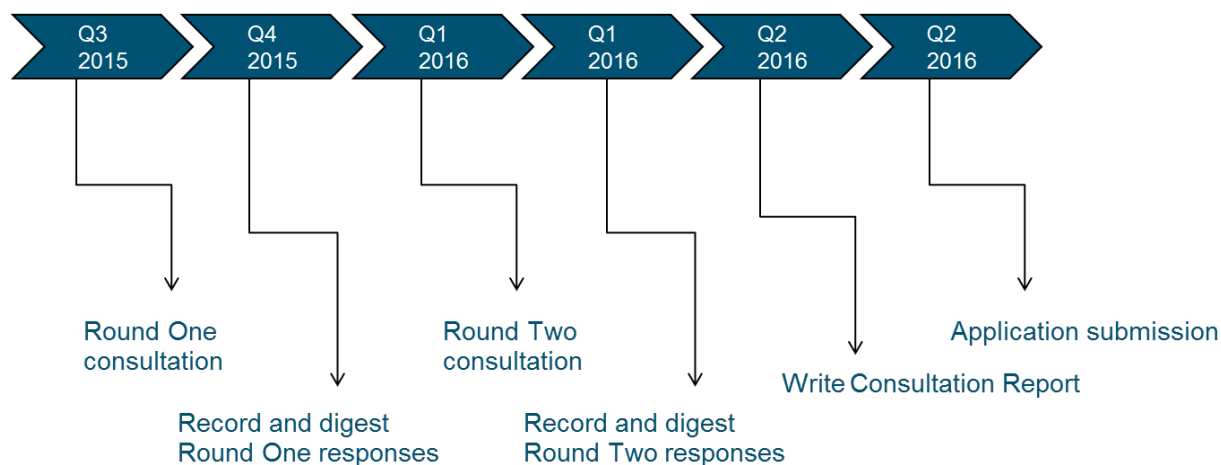
30 September 2015, 12-8pm

1 October 2015, 12-8pm

The Forest Centre
Station Road
Marston Moretaine
MK43 0PR

7.0 Programme Timeline

7.1 An indicative programme timeline is shown in Figure 7.1 below.



Appendix A:

Consultation Drawings

(refer to separate files)

Appendix B:

Table of proposals to existing level crossings

(refer to separate file)

Appendix C:

Highway overbridges and accommodation crossings plans

(refer to separate files)

Appendix D:

Typical footbridge designs

(refer to separate files)

Appendix E:

Table of existing structures

(refer to separate file)

Appendix F:

Planning authority administrative boundary map

(refer to separate file)

Appendix G:

Environmental Features Plans

(refer to separate files)