

RE: EAST-WEST RAIL 2 INQUIRY

**QUESTIONS ASKED
ON WEDNESDAY 6 FEBRUARY 2019**

- 1. Whether lengthening platforms to accommodate 6-car or 8-car - at those stations where platforms are now proposed to have shorter lengths than originally suggested - would require more land outside Network Rail's ownership or control.**

All of the land required to extend these platforms is or will be under Network Rail ownership if the Order is granted.

- 2. What the signalling implications would be if these platforms were lengthened.**

See the answer of Simon Croft during oral examination.

- 3. The cost of replacing those existing bridges between Bicester and Bletchley that would need to be replaced/subject to some works to enable electrification but which are not currently proposed to be replaced.**

There are 5 structures along this route which would require partial or complete demolition followed by replacement with new structures to provide for future electrification. The total cost to the project of these works would be approximately £34.5m.

- 4. The cost difference between works to those bridges before EWR2 becomes operational as compared to after it has become operational.**

The total cost of the above works once EWR2 has become operational would be approximately £41.8m. This means that the difference in cost between doing the works before EWR2 becomes operational and afterwards is approximately £7.3m.

5. Whether there are opportunities for more frequent services between Aylesbury and Milton Keynes Central and whether there is an opportunity to introduce a service between Milton Keynes Central and Marylebone using the railway line.

With the EWR2 proposed track enhancement it will take a passenger train 14 minutes to travel on the single train line between Aylesbury and Claydon Junction. Following the introduction of the hourly service between Aylesbury and Milton Keynes the single line between Aylesbury and Claydon will be occupied 28 minutes in the hour, leaving only 32 minutes of spare capacity, which would also be utilised by the existing freight services to and from the waste sidings at Calvert. It is therefore unlikely that an additional passenger service could operate on the single line between Aylesbury and Claydon.

In relation to the line between Milton Keynes and Marylebone, in theory the service could be extended to Marylebone but this would need to be considered as part of future franchising arrangements for the operator of those services (currently Chiltern Railways).

6. The extent to which there are opportunities for diverting freight flows off the existing network onto EWR2.

Following the delivery of EWR2 there will be a W12 capable freight route available between Oxford and the West Coast Main Line. Capacity will exist for a number of passenger and freight services to operate over the OXD line. Whilst the project's scope has been shaped around delivering a new passenger service and retaining existing freight paths, upon completion of the project freight operating companies will be able to bid to operate freight services wherever

capacity can be identified through industry processes for the sale of access rights.

To access the capacity generated on the EWR route, freight operators will need to secure paths onto and off of East West Rail from either the WCML at Bletchley, Oxford Main Line or Midland Mainline at Bedford. As articulated previously, there is currently little or no additional freight capacity on these routes. Subject to this capacity being secured, the freight paths outlined in the FRG position paper could run on EWR2 provided they are spaced out throughout the day to align with the available capacity along the OXD line.

- 7. What extra land would be needed to complete double-tracking of the railway from Aylesbury to the HS2 interface area.**

See the answer of Simon Croft during oral examination.

- 8. Whether a Milton Keynes Central to Bedford service was ever considered as part of the development of TSS.**

No.

- 9. Whether the existing East-West rail line between Oxford and Bletchley provides W12 loading gauge rather than W10.**

Yes – see the answer of Simon Croft during oral examination.