

## RE: EAST-WEST RAIL 2 INQUIRY

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### FURTHER QUESTIONS ASKED ON WEDNESDAY 6 AND THURSDAY 7 FEBRUARY 2019

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**1. What the estimated costs saved are from using shorter platforms rather than longer platforms.**

The estimated costs saved by not extending the current 4-car platforms at Winslow, Bletchley, Aylesbury Vale Parkway, Woburn Sands and Ridgmont to 6-car platforms is approximately £5.22m if Bletchley high level platforms are extended to the south or approximately £5.03m if they are extended to the north.

The estimated costs saved by not extending the current 4-car platforms at Winslow, Bletchley, Aylesbury Vale Parkway, Woburn Sands and Ridgmont to 8-car platforms is approximately £12.1m if Bletchley high level platforms are extended to the south or approximately £11.6m if they are extended to the north.

**2. Whether trains are able to be reversed at the new Bletchley high level platform – i.e. is this section of the railway bi-directional.**

The current signalling scheme plans for EWR2 do not include the provision for any bi-directional signalling at Bletchley high level Station. Platform 7 (Down Bletchley) can only be entered by trains approaching from Claydon Junction on the Down Bletchley line.

Platform 8 (Up Bletchley) can only be entered by trains approaching from Denbigh Hall South Junction on the Up Bletchley Line or from Bedford on the Up Bletchley Chord.

There is a facility to reverse trains in Platform 7. A train arriving in Platform 7 from Claydon Junction can be signalled back towards Claydon. This allows services to turn around during perturbation.

Additionally, there is a facility at signal OB5021 to allow non-passenger trains to cross from the Up Bletchley line to the Down Bletchley line but this would not be a timetabled move. Please refer to the sketch below for further details.

