

# The Network Rail (East West Rail Bicester to Bedford Improvements) Order

Transport and Works Act 1992

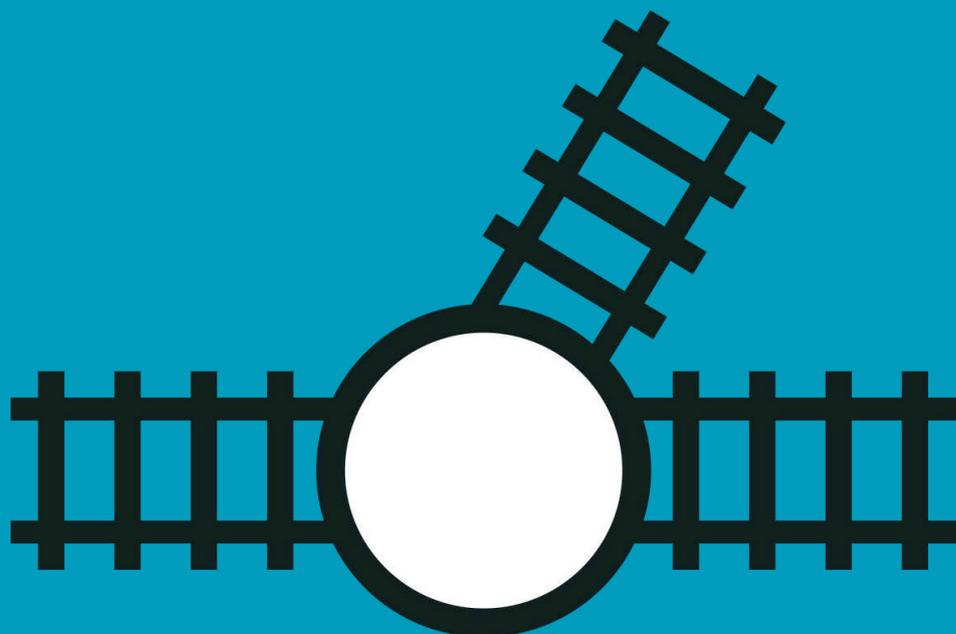
The Transport and Works  
(Inquiries Procedure) Rules 2004

Summary of

Proof of Evidence of Phil Holland

Construction

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# Summary Proof of Evidence

## Phil Holland - Construction

### 1.1 Introduction

1.1.1 My name is Phil Holland.

1.1.2 I am a Senior Project Manager with Laing O'Rourke and lead the Construction Methods Team for the East West Alliance. My firm has been retained by Network Rail as part of the East West Rail Alliance to provide civil engineering, project management and construction delivery advice for the delivery of the East West Rail Western Section Phase 2 (EWR) programme of works.

1.1.3 I have a Bachelors Degree in Civil Engineering from Loughborough University and I am a Graduate Member of the Institute of Civil Engineers. I have over 20 years' experience delivering Infrastructure Projects in the UK, including major road, air and rail order schemes along with work in the nuclear sector. My career has included working as the Client for development opportunities, as a Designer supporting the site-based teams from within Temporary Works design, as a field-based Construction Engineer leading on site delivery and in Project Management managing overall delivery of works on site.

1.1.4 My involvement with the EWR programme dates from August 2015 mid-way through the tender process where I became part of the team put forward to undergo collaborative assessment by the client team. After the tender award I was appointed the Civils Project Manager responsible for ensuring that the Civil Engineering methodology for construction was being considered throughout the project development period.

1.1.5 In October 2016 I was appointed Operations Manager / Construction Methods Manager for the Order Scheme. This made me accountable for the overall development of the construction methodology and programme with discipline leads covering civils, structures, highways, utilities, logistics, and track and rail systems.

1.1.6 This specifically included: -

- a) Development of the overall delivery methodology for the Order Scheme.
- b) Development of the overall delivery programme for the Order Scheme.
- c) Development of the overall rail systems staging for the Order Scheme.
- d) Constructability input into the design through GRIP 3 & GRIP 4 to economise construction, address health and safety risk at source and ensure the design aligned with the developing methodology and programme for delivery.

- e) Attending Consultation Rounds One & Two to obtain direct feedback from stakeholders of the Order Scheme.
- f) Development of construction methodology and programme that aligned and fed into the:-
  - Order Scheme Boundary
  - Construction Code of Practice
  - Construction Traffic Management Plan
  - Environmental Statement
- g) Providing constructability input into the Option Selection Process and Value for Money (VfM) process.

## 1.2 Construction Evidence

1.2.1 My construction evidence is broken down into the following main Sections: -

- a) Evidence Summary
- b) Statement of Matters
- c) Response to Specific Objectors

1.2.2 Each of these Sections is summarised below.

### Evidence Summary

1.2.3 My evidence outlines in detail the general approach taken for the construction of the project including:-

- a) Phasing of the works (including Sectional Split)
- b) Programme
- c) HS2 construction interface
- d) Working Arrangements
- e) Compounds
- f) Construction Access Routes
- g) Temporary Highway Works
- h) Haul Routes

1.2.4 My evidence goes on to detail the specific approach to construction chosen for each discipline including: -

- a) Site Clearance
- b) Earthworks
- c) Drainage, Culverts & Watercourse Realignment
- d) Structures Crossings and Level Crossings (including associated forecast closures)
- e) Temporary PRow Diversions
- f) Stations & Platform Works
- g) Track
- h) Ancillary Infrastructure (including Utilities)
- i) Construction Traffic
- j) Rail Traffic

## Statement of Matters

- 1.2.5 My evidence addresses four specific areas contained within the Statement of Matters, specifically the likely impact of the exercise of powers in the Proposed TWA Order on: -
- 1.2.5.1 Statutory Undertakers - Protective Provisions covering electricity, gas, water and sewerage operators, operators of Electronic Communications Code networks and drainage authorities have been addressed.
  - 1.2.5.2 Road Network - My evidence outlines in detail the projects approach to construction traffic routing, the proposed Logistics Management System and our commitment to deliver track materials by rail.
  - 1.2.5.3 Public Rights of Way and access to public amenities during construction - The chosen approach to PRow temporary closures and its reasoning have been outlined in the evidence.
  - 1.2.5.4 Impacts relating to the Construction Code of Practice – My evidence sets out the coverage of the Code of Construction Practice and the project's commitment to work to it.

## Response to Specific Objectors

- 1.2.6 I have responded to each construction related Objection raised including those raised by Statutory Authorities and Undertakers, Statements of Case and Statutory Objectors with evidence explaining the project's position and the reasoning behind it.
- 1.2.7 My evidence provides justification for temporary use of land during construction in relation to these specific objections where necessary.

## 1.3 Conclusions

- 1.3.1 In conclusion, the construction of the Order Scheme has been considered and the impacts assessed. In my opinion the construction methodology achieves the optimum balance between the interests of local residents, landowners, the environment and the travelling public alongside the construction constraints and factors influencing the Order Scheme.
- 1.3.2 The design, environmental statement and proposed land take have all taken into account the likely construction of the Order Scheme as stated in my proof.
- 1.3.3 Construction of the Order Scheme, through the methodology I have set out, is realistic. The methods for controlling construction impacts, which I have also stated, are in line with construction industry best practice.