

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

Transport and Works Act 1992

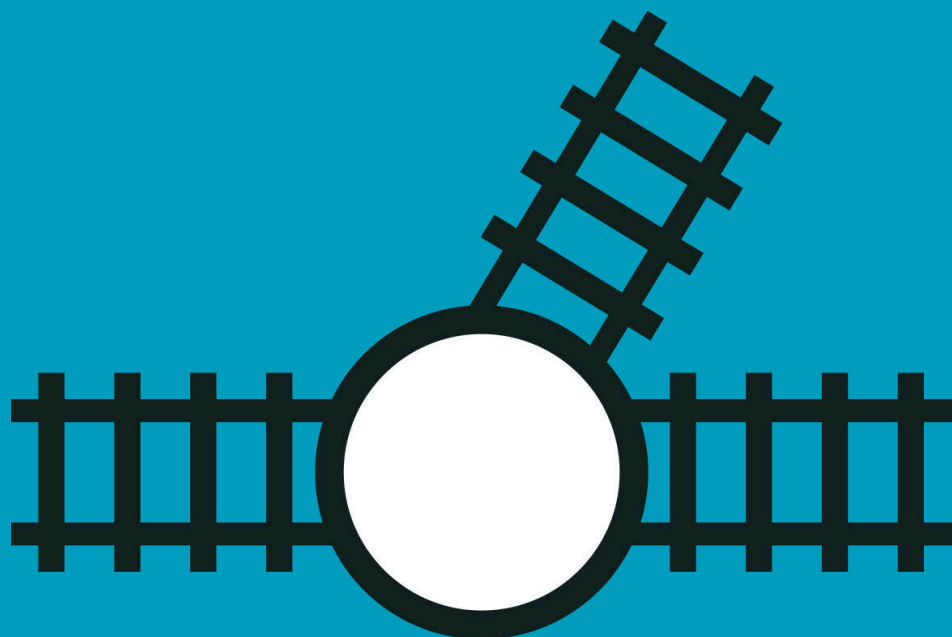
The Transport and Works
(Inquiries Procedure) Rules 2004

Summary of

Proof of Evidence of Martyn Angus

Need Case

NR132



1. PROOF OF EVIDENCE SUMMARY

1.1 Introduction

1.1.1 My name is Martyn Angus, I have worked in the Railway Industry for over 17 years in several Operational, Project Management, Stakeholder Management and Sponsorship roles. I have a degree in Politics and a Post-Graduate Award in Business Leadership.

1.1.2 My current role with Network Rail is that of Principal Programme Sponsor for the Western Section of East West Rail. In my role, I have been responsible for working with the DfT to identify the Client's requirements and to instruct Network Rail's Infrastructure Projects Division to deliver the work in a way which delivers these key Client Requirements.

1.2 Project Context

1.2.1 East West Rail (EWR) aims to establish a strategic railway connecting East Anglia with central, southern and western England. The EWR programme has three component sections - Western, Central and Eastern. Once complete, EWR will link the strategic growth areas along the M11 corridor.

1.2.2 The East West Rail Western Section Phase 2 (EWR2) provides numerous benefits in terms of rail, housing and economic growth. These benefits are not dependent on the completion of the Central or Eastern Section, and as a result the decision has been made to deliver the Western Section prior to the completion of future sections allowing the predicted benefits to be realised as soon as possible.

1.2.3 EWR2 requires upgrade to, and reinstatement of, the Bicester–Bletchley–Bedford and the Aylesbury–Claydon Junction railway lines to facilitate the operation of new passenger services between Oxford and Milton Keynes/ Bedford, and Milton Keynes and Aylesbury. These works included all the associated signalling, track and civil engineering activities.

1.2.4 Additionally, to support the proposed new train services, EWR2 is proposing:

- alterations or replacement of overbridges and underbridges;
- improvement of facilities or closure of level crossings;
- provision of replacement bridges or diversions at closed level crossings;
- a new station at Winslow;
- new platforms at Aylesbury Vale Parkway and Bletchley; and
- platform extensions at Woburn Sands and Ridgmont.

1.2.5 A detailed description of the construction activities, programme and phasing will be provided by Phil Holland. Simon Croft will provide evidence on the design and engineering elements of the scheme.

1.3 Case For Investment

1.3.1 EWR2 will introduce new train services between Oxford, Aylesbury, Milton Keynes and Bedford. This will support economic growth along the line of route and provide rail links between locations which currently are only commutable by road, or by lengthy interchange through London.

1.3.2 Working with the DfT, East West Rail Consortium and East West Rail Company, Network Rail has identified the following rail-based objectives for the EWR2 project:

- Improve east west public transport connectivity through rail links between Oxford, Bicester, Bletchley and Bedford/Milton Keynes, and between Aylesbury, Bletchley and Milton Keynes;
- Stimulate economic growth, housing and employment through new and reliable train services;
- Contribute to improved inter-regional passenger connectivity and journey times;
- Maintain current capacity for rail freight and appropriate provision for anticipated future growth;
- Consider and plan for future demand and economic growth;
- Provide a sustainable transport solution to support economic growth in the area;

1.3.3 The case for the scheme provides a compelling case for investment, and the compulsory purchase of land can be justified in the public interest.

1.4 Rail Benefits

1.4.1 EWR2 will connect several key railway lines in the UK. This new connectivity will allow for freight and passenger services to operate on East West Rail and facilitate new journey opportunities supplementing the current growth in rail usage which has seen passenger numbers increased from 1.01 billion people in 2003/04 to 1.71 billion in 2017/18.

1.4.2 EWR2 will benefit people who, through changing services using the new EWR2 services have the end-to-end journey time for their journey substantially reduced from the current network, which necessitates changes at London for a number of these journeys.

1.4.3 EWR2 will also provide a route for freight services to operate between Oxford and Milton Keynes which, as well as providing an economic benefit, also has the potential to remove lorries from local and national roads.

1.5 Economic Benefits

1.5.1 The business case for EWR2 highlights the role that Britain's railways play in supporting economic growth by enabling the safe, fast and efficient movement of passengers and goods into, and between, major economic centres and international gateways in an environmentally sustainable way.

1.5.2 Further evidence of the economic case for EWR2 including the methodology employed and cost/benefit analysis will be provided by Alex Macfarlane of East West Rail Company.

1.6 Wider Economic Benefits

- 1.6.1 EWR2 is supported by a broad range transport policy documents, it forms a key role in the National Infrastructure Commission report which identified that the connectivity benefits of the project would present significant opportunities for economic growth and the provision of new housing along the line of route.
- 1.6.2 EWR2 will support the creation of new homes and communities along the line of route. The project is supported, particularly through the participation of the East West Rail Consortium, by the local authorities who are working in conjunction with housing developers to plan for the provision of new housing along the route.

1.7 Funding Proposal

- 1.7.1 The Government confirmed as part of the Autumn 2017 Budget that it would fund the completion of EWR2.
- 1.7.2 As set out in the Department for Transport letter 9th February 2018 appended to the Funding Statement (NR05), the government has committed to providing funding sufficient to deliver the EWR programme, provided it has the required consents and continues to be value for money.

1.8 Alternatives Considered

- 1.8.1 Throughout the development of the project there has been several reviews and infrastructure changes to ensure the scheme can demonstrate value for money whilst still meeting the overarching aims and outputs of the scheme that are outlined in detail in section 6 of my evidence. However, options in summary relate to:
- Princes Risborough to Aylesbury upgrade,
 - Integration with HS2,
 - Electrification,
 - Removal of 'inter-regional' passenger and hourly freight service,
 - Dual tracking between Aylesbury and Claydon, and
 - Platform lengths.

1.9 Consultation

- 1.9.1 Network Rail has consulted widely on the Scheme with key stakeholders and the local community from August 2014 to March 2018 and is continuing to engage on EWR2. The purpose of the consultation was to ensure statutory bodies, landowners, members of the public and other stakeholders had an opportunity to understand and comment on the Scheme and potential effects.

1.9.2 A close working relationship with all local authorities affected by the proposals was established through quarterly Executive and Joint Delivery Boards attended by councillors. This was supported by the Planning Ahead Working Group where officers from each local authority meet with the project team.

1.9.3 Three rounds of public consultation were carried out:

- Round 1: July 2015 – December 2016
- Round 2: January 2017 – December 2017
- Round 3: January 2018 – March 2018

1.10 Objections

1.10.1 The scheme has received objections regarding the case for EWR2, Network Rail can demonstrate that there is a clear and overwhelming case for EWR2, and that the project will deliver significant benefits to the Oxford to Cambridge corridor.

1.10.2 Objections have been received regarding the closure of level crossings. Network Rail has carried out assessments for each crossing to understand how the additional train services affect the safety risk. At some crossings this has concluded that the increased risk is unacceptable, and the crossing should be closed. At each crossing an alternative means to cross the railway has been proposed that considered; safety, visual impact, additional walking distance, value for money and diversity impact. Network Rail has concluded the best solution for each crossing are those found within the TWA application.

1.10.3 The scheme has also been challenged on the scope of the Order. Network Rail has carried out extensive development work and assessed several alternative options. The scope of the EWR2 project is sufficient to operate a safe and reliable railway and meet the project goals set out within my evidence. Additional elements of scope that are not required to either run a safe and reliable railway or meet the project goals have not included within the scope.

1.11 Conclusion

1.11.1 My evidence demonstrates that there is a clear and overwhelming case for EWR2, and that the project will deliver significant benefits to the Oxford to Cambridge corridor.

1.11.2 EWR2 will unlock several wider economic benefits for the region and is key in supporting the Government's strategy for Economic Growth, housing plans and employment opportunities, giving centres of employment more opportunity to attract the right skills base from local and regional areas.

1.11.3 The project has strong support from the East West Rail Consortium, local authorities and stakeholders. All recognise the important role of transport in developing local communities and opportunities for housing and job creation.

1.11.4 EWR2 is recognised as a committed scheme and the statement of funds available for CP6 makes provision for the delivery of the EWR2 and is sufficient to cover the latest Network Rail cost estimate, subject to on-going consideration to ensure it delivers the best results for both rail users and taxpayers.