

EAST WEST RAIL LINK

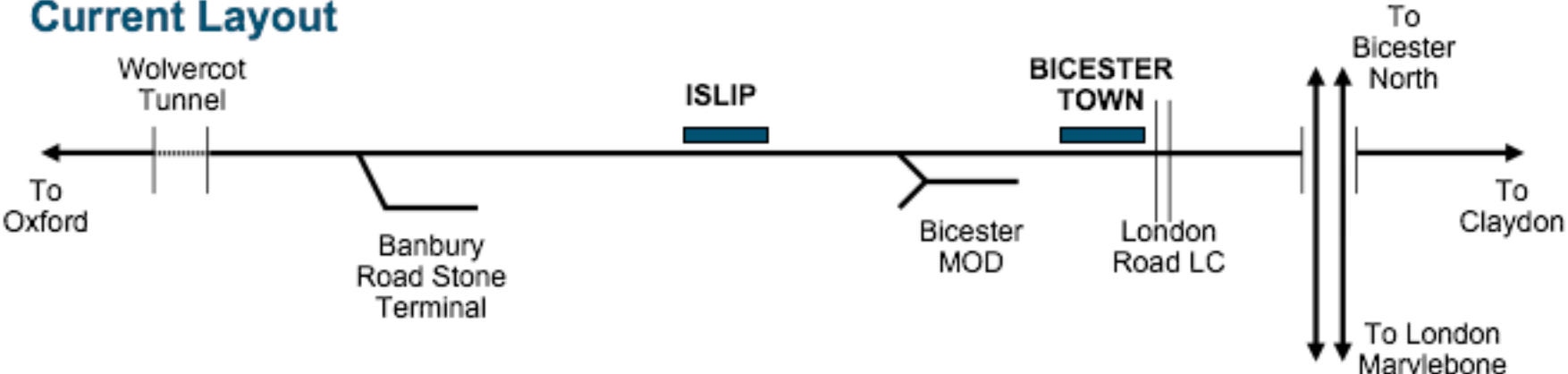
Graham Botham

Date 27 February 2013

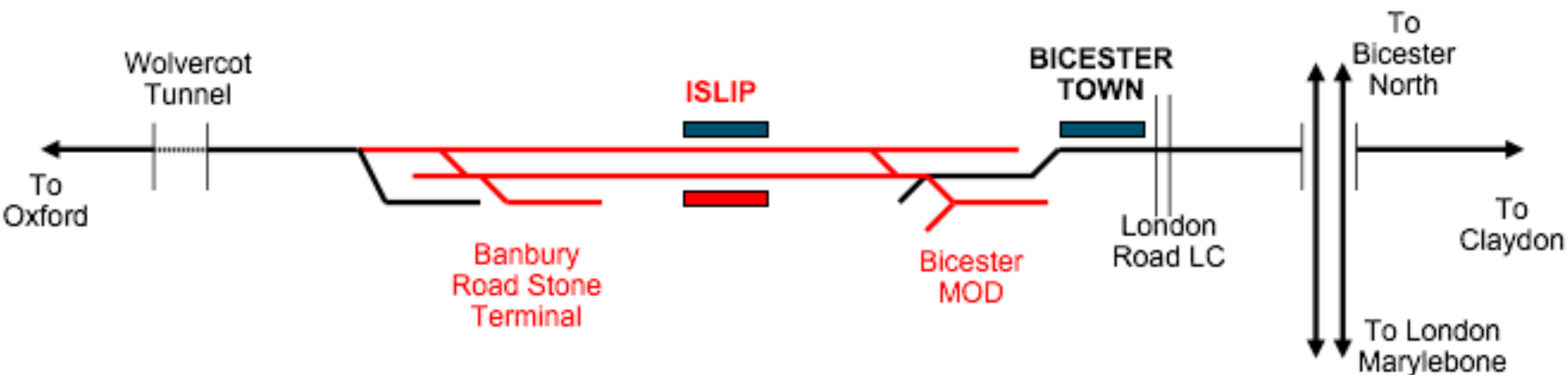
***Phase 1 –
Bicester to Oxford***

PHASE 1 - PROPOSED SEQUENCING

Current Layout

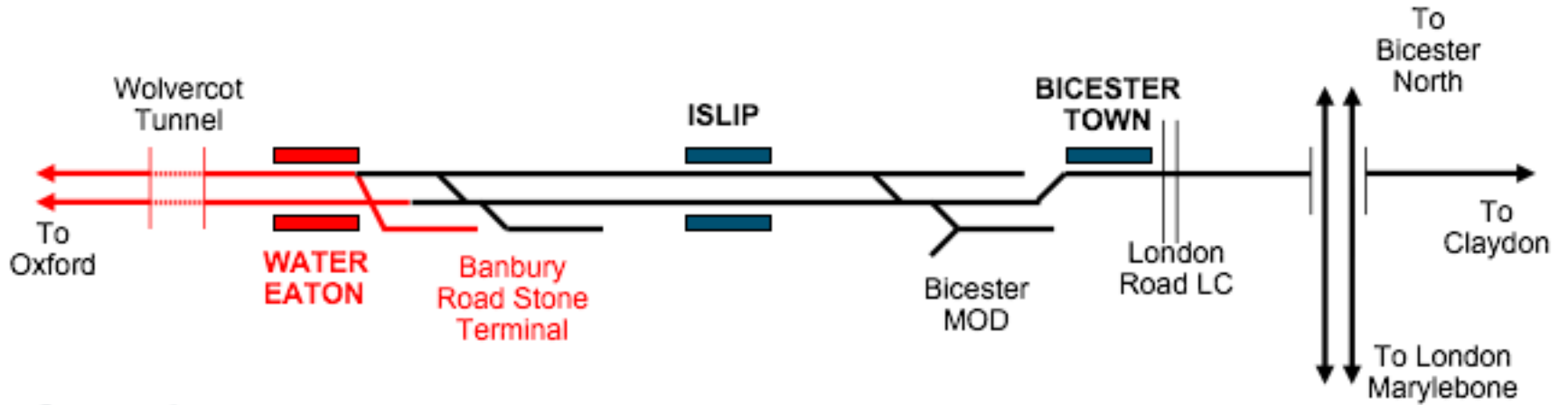


Stage 1

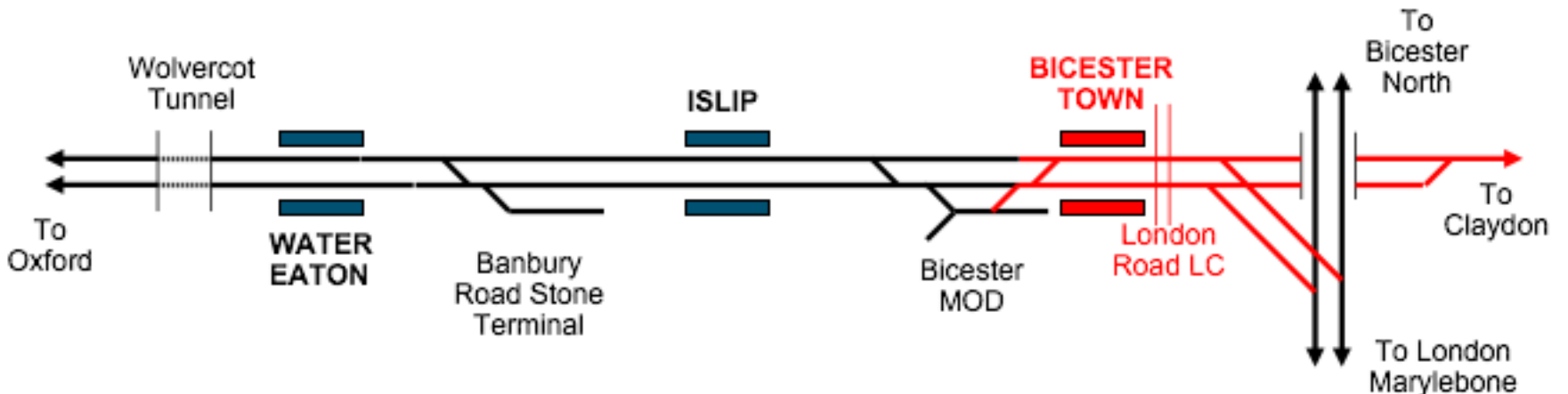


PHASE 1 - PROPOSED SEQUENCING

Stage 2



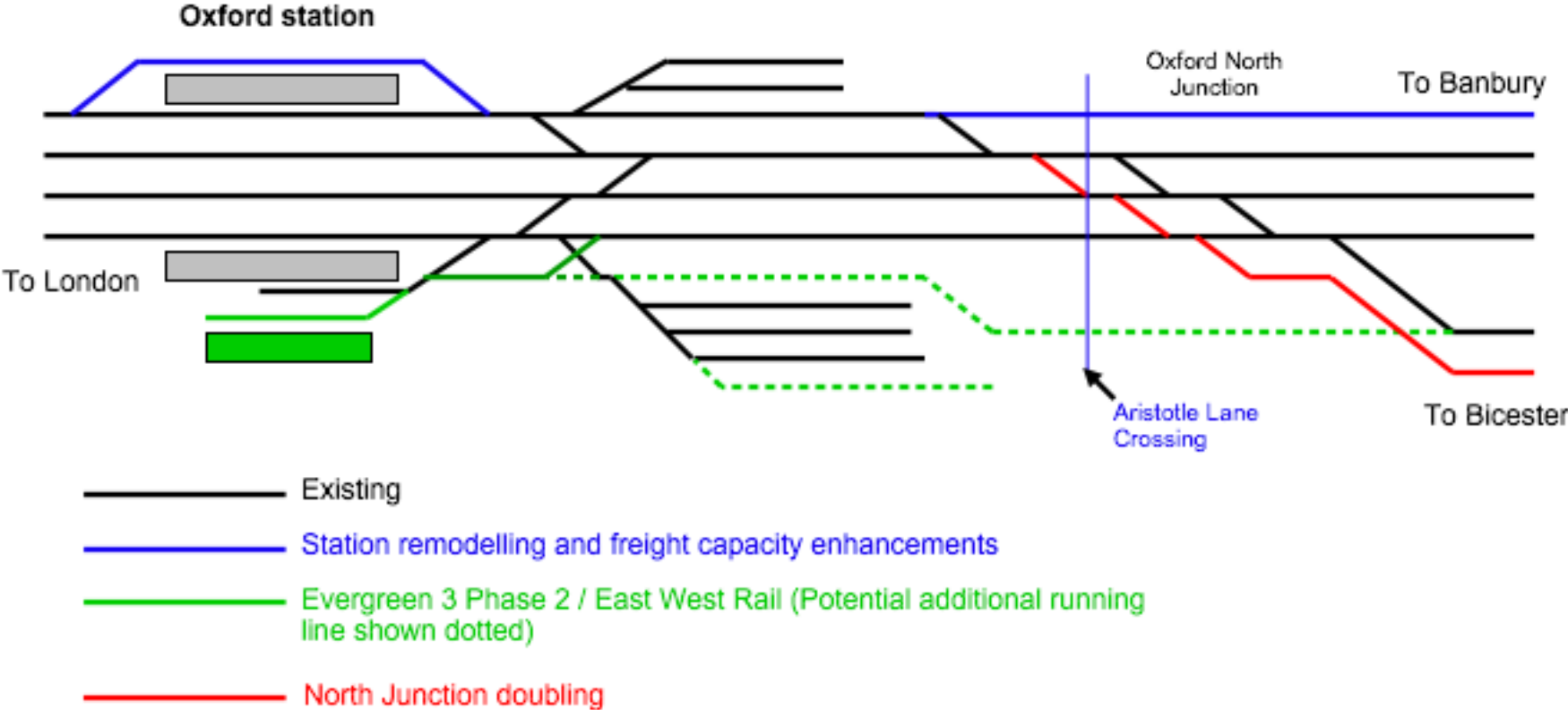
Stage 3



Phase 1 - Oxford

- Timetable / Performance modelling commissioned to establish what infrastructure required to accommodate Chiltern Railways and East West Rail Link services.
- Options being considered include:
 - Additional bay platform
 - Additional crossover to provide parallel moves
 - Fifth running line
- Construction integrated with other works at Oxford
- Aristotle Lane crossing to be removed as part of Oxford works

Phase 1 - Oxford





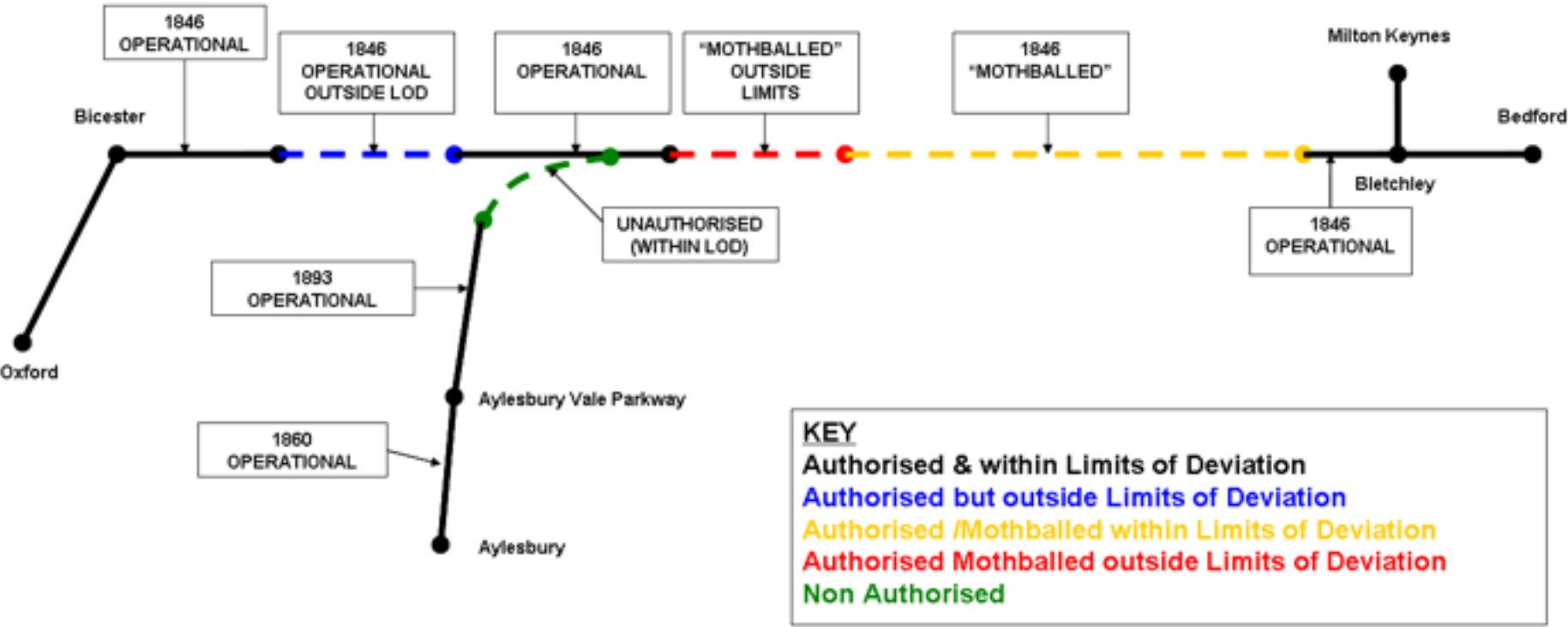
*Phases 2 & 3–
Bicester and
Aylesbury to Bedford*

See further information on page 11

What has been done to date

- Project Team established
- Communications team established and communications strategy being developed
- Workshops held on strategy for powers and consents.
- Consortium has funded work to establish the extent of existing legal powers and to produce detailed route maps
- Contact established with HS2 project and regular liaison meetings set up
- Strategy established for developing “Electric Spine” project in parallel with East West Rail scope

Powers



Electric Spine Development

- Effect on workscope:
 - Level crossings Bletchley to Bedford
 - Signalling capacity
 - Additional freight loops
- Capacity for forecast freight growth
- Effect on Programme – inter-relation with other elements of electric spine
- Power supply strategy – location of feeders and availability of supply

Electric Spine - Opportunities

- Better performance of electric trains gives potential for extension of EWR services beyond current East West boundaries
- Faster journey times on EWR route
- Potential for additional long-distance services
- Rail Freight – new routes and links to main lines
- Sustainability

Systems Integration

- Other issues to be integrated with East West Rail development:
 - Rolling Stock Policy
 - Depot Strategy
 - Franchise arrangements
 - Power supply strategy
 - Signalling control strategy
- Resource being procured to address these issues

Next priorities

- Strategy for powers – DCO / TWA / Permitted Development
- Integration of “Electric Spine” scope with EWR outputs:
 - Especially effect on Bletchley – Bedford scope
- Relationship with HS2:
 - Route alignment
 - Connections between EWR and HS2
 - Powers required
- Availability of funding prior to April 2014

Outline programme

- All dates subject to confirmation:
- February to May 2013: Negotiations with DfT regarding availability of funding prior to start of Control Period 5
- May 2013 to December 2013: Development and investigative works. Development of Electric Spine outputs. Integration between projects.
- January 2014 to April 2015: Detailed design
- April 2015 to December 2017: Bicester / Aylesbury to Bedford construction (including Winslow station)
- Start of East West Rail services Oxford / Aylesbury to Milton Keynes / Bedford: December 2017
- 2016 to December 2019: Bletchley – Bedford construction