

EWR2 Project Newsletter Autumn 2021



EWR Alliance

East West Rail Phase 2

Project Newsletter



Bletchley Flyover, May 2021 courtesy of NR Air Ops

Welcome

Welcome to the autumn 2021 issue of the EWR2 Project newsletter. Since our last newsletter was published in summer, we have continued to make significant progress across the project, achieving several key milestones.

While there have been many obstacles to overcome, particularly those related to the global pandemic, it has been good to see the Alliance team and supply chain continue to deliver the project. As we approach the end of the year, the project is in a good position to deliver all the key milestones in the programme for 2021 and next year will see the project focus shift to track construction and installation of railway systems (signalling, power and communications etc.).

By the summer of 2022 the majority of our civil works will be complete. This will enable us to deliver most of the required materials to site by rail, which means construction traffic generated by the EWR2 CS1 project will be significantly reduced after the second quarter of 2022.

Unfortunately, one area where we have fallen behind our programme is the works to refurbish the Sandhill Road overbridge, which has been affected by delays in the manufacture of the precast concrete beams for the bridge deck by our supply chain partner ABM. This delay was due to national materials shortages as well as the impact Covid-19 has had on the ABM workforce.

The delay has meant that we have been unable to open Sandhill Road in October as originally planned, however, we are now on track to re-open the road in early November. Our Community Liaison Team has been in regular contact with the local parish council as well as local residents to inform them of the issues, however, I would like to take this opportunity to apologise again for the delay in re-opening the road and thank everyone affected for their patience.

Since our last newsletter, as lockdown restrictions have been eased nationally, we have subsequently been able to hold several community engagement events, including a community drop in event in Winslow and an open day at our Furze Lane compound where over 250 local residents were able to meet the team, find out more about the project and see the progress being made at Winslow Station for themselves.

It was fantastic to be able to open our doors to the local community and welcome them onto site for the first time since lockdown restrictions were lifted. On a personal level, the event reinforced how important face-to-face community engagement is for our project and how much local interest there is in the work we are doing. My thanks to everyone who took the time to attend both events.

Once again thank you for your continued support and interest in the project.

Mark Cuzner, Alliance Director

ATKINS
Member of the SNC-Lavalin Group

NetworkRail

LAING O'Rourke

VolkerRail



Team prepares for track installation on Bletchley Flyover

Our team in Bletchley has continued to make good progress on the rebuild of the Bletchley Flyover, with final preparations being made to begin the installation of the track over the rebuilt structure.

Following the successful installation of 103 precast concrete beams over the West Coast Main Line during the early May Bank Holiday, the team has been focused on the reconstruction of the remaining piers and spans that will make up the new structure.

With structural works nearly complete and finishing works well advanced, the Alliance's P-Way (track) team are preparing to take over the site to start the installation of new track throughout the rebuilt and existing sections of the flyover. A specialist NTC (New Track Construction) track laying train will be used to install the new track in late 2021.

Since the last issue of the newsletter, work has also advanced on the construction of the new Bletchley High Level Station, with steelwork for the new building being erected, precast concrete components being installed for the two new platforms and staircases.



Bletchley Flyover over Buckingham Road



Jarvis Lane Footbridge opens to the public

On Tuesday 5 October, OXD36A Jarvis Lane Footbridge officially opened to the public following a formal handover process.

The footbridge replaces the Jarvis Lane footpath level crossing, making the railway safer to cross for pedestrians and cyclists.

Made from weatherproof and super-strong fibre-reinforced polymer, the footbridge will need much less future maintenance than conventional materials such as steel or concrete.

The bridge opening reinstates the public right of way benefitting both local people and businesses in the town. The paths leading to the footbridge have been resurfaced and new footpath signs have been installed. The bridge also features steel channels at the side of the staircases so bicycles can be walked across instead of carried.

Alliance Director Mark Cuzner said: "As the first of ten footbridges to be built, and as the first structure to be formally handed over to the local council, ensuring the structure was handed over on time, to the required quality and with all the correct documentation is an important milestone for the project."

First section of East West Rail Phase Two railway commissioned

The first section of railway on East West Rail Phase Two was successfully commissioned safely over the August Bank Holiday weekend.

East West Rail Alliance engineers started the construction of the 440 metres of new twin track railway between Gavray Junction and Charbridge Lane near Bicester in early spring 2021 and – following the completion of the Signalling, Power & Communications works required to connect the track to the main line rail network - it was officially commissioned at 0448 on Tuesday 31 August.

The works involved the temporary closure of London Road level crossing in Bicester as signalling changes were made to the level crossing's control system and the Gavray Junction area signalling systems, reducing barrier 'down time' to 26 seconds for passenger trains and 42 seconds for freight trains – shortening the amount of time road users need to wait as trains pass.

New 'Standing Red Men' pedestrian signals, similar to those used at UK pedestrian road network crossings, were also installed to make it safer for people to cross on foot.

The 440m section of railway is the first of 31 kilometres that will be delivered by the project which will connect Bicester to Bletchley, however, bringing it into use is as strategic as it is symbolic, as EWR Alliance Director Mark Cuzner explains:

"The commissioning of the new section of railway between Gavray Junction and Charbridge Lane is a significant milestone in the delivery of project, not just because it is the first section to be commissioned, but because it is key to our strategy to allow engineering trains to carry out their works and deliver materials to site, thereby reducing the number of construction vehicles on the local road network."



The first section of track to be commissioned near Bicester Fringe

Simon Blanchflower CBE, Chief Executive Officer at the East West Railway Company, said: "This is an important moment for the East West Rail project that highlights the solid progress that is being made to develop a railway that will bring huge benefits and improve connectivity for people who live and work across the Oxford-Cambridge Arc.

"This latest development means that the local community in Bicester will experience an improvement in their day to day use of the level crossing as well as a reduction in HGV lorries on their roads. All of this paves the way for us to continue building a safe and secure railway that is better for the customer and better for the environment."

Beams installed on Queen Catherine Road Overbridge

In early October, 14 precast concrete beams were installed on OXD26B - Queen Catherine Road overbridge.

The beams - weighing 23.5 tonnes and 20.5m in length - were manufactured at ABM Precast and were installed using a 350 tonne mobile crane. The 14 beams also included two edge beams weighing 30 tonnes.

With the beams successfully installed the next steps are to pour the concrete deck and install the waterproofing. After this, the bridge will be handed over to the highways team once the earthworks embankments are complete either side.





Furze Lane Compound open day

On Saturday 25 September, our Furze Compound opened its doors to members of the public to provide local residents and stakeholders the opportunity to meet the project team, learn more about the project and check on progress at Winslow Station.

Over the course of three hours over 250 people were welcomed into the compound where gazebos were set up housing information on our plans for Winslow Station, Earthworks, Environment & Sustainability, minimising disruption and other subjects.

Members of the team were on hand to discuss the project with guests, there were STEM activities and games to keep youngsters occupied and earthworks supply chain partners, J Murphy & Sons provided two impressive pieces of plant to wow the crowds. In addition, members of the project team took members of the public up to the OXD18 bridge footpath to show the progress that has been made in Winslow cutting and talk about upcoming works on Winslow Station.



Sandhill Road

Sandhill Road Update

Unfortunately, the road closure on Sandhill Road, Middle Claydon has needed to remain in effect beyond our forecast date for the re-opening of the road. However, we are pleased to confirm in this update that the re-opening of the road will occur on Monday 8 November.

As previously advised, the Alliance has suffered significant delays due to COVID, haulage and other issues in the precast concrete component deliveries required for the main arch reconstruction from our supplier ABM Precast UK, based in the East Midlands. ABM has now managed to overcome their issues and we can confirm that in the last two weeks all of the precast components have been delivered to site and all have now been fully installed in their final locations.

In mid-October, the Alliance started the final stages of the main bridge arch works by setting up weatherproof cover for the completion of the waterproofing works to the deck.

The materials, resources and planning for the remaining works are all in place and we consider our forecast of the road being adopted by Buckinghamshire Council and opened to the public for the morning of Monday 8 November is robust.

The Alliance would like to take this opportunity to apologise again for the delay in re-opening the road and thank everyone affected for their patience.

Winslow Station Update

One of the key components of the East West Rail 2 project will be the construction of the new Winslow Station, which will provide a brand new station and car park for local residents to access the East West Rail line.

In early October, our earthworks supply chain partners, J Murphy & Sons completed the main earthworks required to allow construction of the station's platform and station building to begin.

Over the coming weeks, the Winslow Station team will begin piling for the station building and will start to install the precast concrete components that will make up the station's new platforms. The team will also begin piling for the station's lift shafts and link bridge to be constructed.

To help residents get a sense of what the new Winslow Station will look like and what it will be like to use the station once services are operational, a new 3D animation has been created by the Alliance's Digital Engineering Team. You can view the video in the electronic issue of this newsletter by scanning the QR code opposite.

To view the 3D animation of Winslow Station please scan the QR Code:



Alliance takes part in MK Job Show

The MK Job Show took place on Friday 17 and Saturday 18 September at the centre:mk shopping centre in Milton Keynes.

As one of the two main sponsors for the show, the Alliance took pride of place in the centre of the conference floor, with representatives from across the Alliance and supply chain partners J Murphy & Sons engaging with members of the public to promote career opportunities on the project, within each of the four organisations and across the rail, construction and engineering sectors in general.

The team also held a panel discussion on both days where panel members discussed their own career paths and opinions on what it's like to work in the industry, taking questions from members of the public on the main stage.

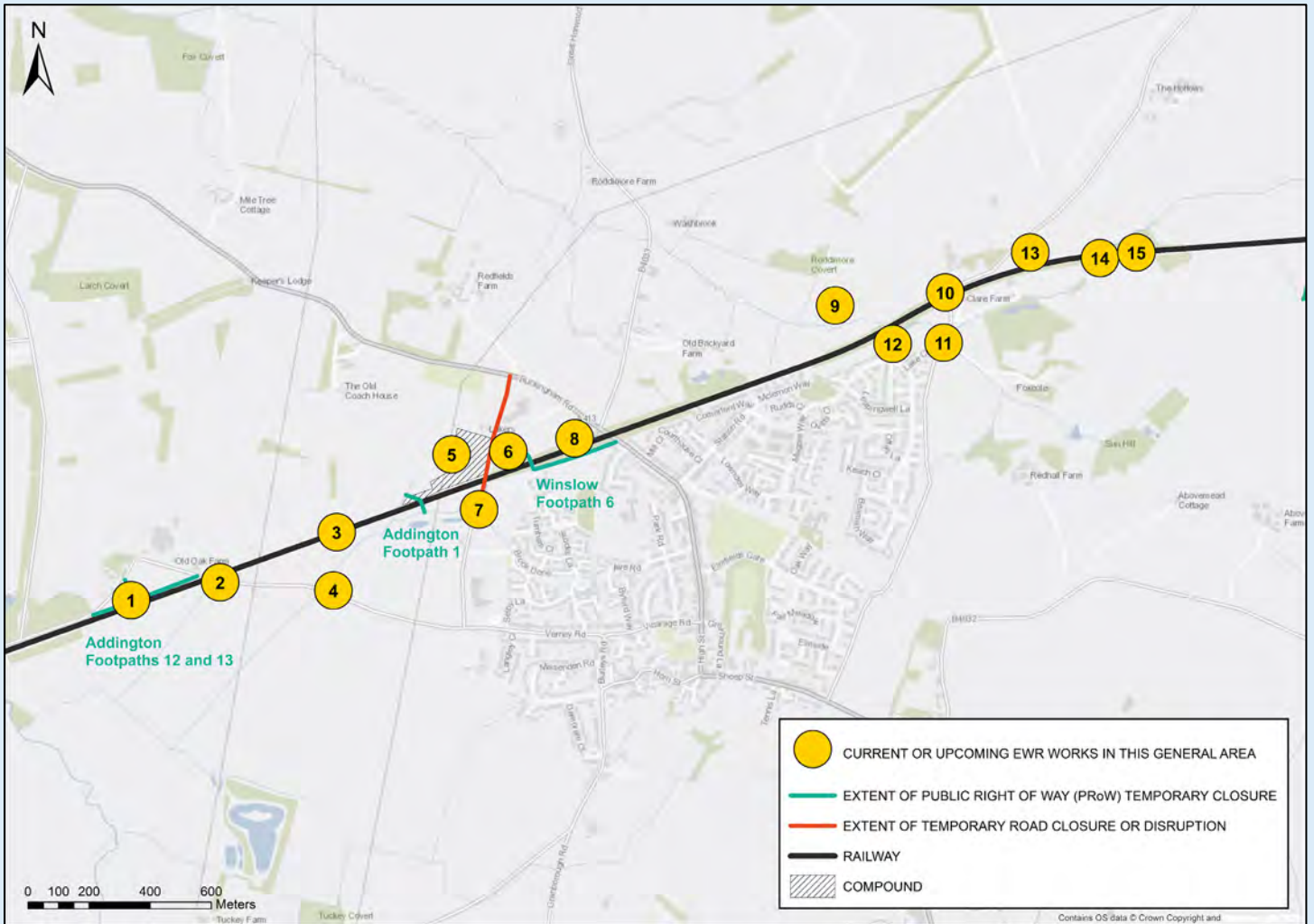




Progress in your area – Winslow

The coded maps in this section mark out areas of Winslow where we will be working. Use the numbers to find out what is happening in each area, and what activity is coming up in the next three months.

Winslow



1. Cattle Arch underbridge repairs

Description: We will refurbish the existing bridge. Work will include new waterproofing, brickwork repairs, deck repairs and strengthening and new handrails.

Duration: Work started in spring 2020 with site clearance and construction of scaffolding. Work will continue until summer 2022.

Disruption: The footpath under the bridge will be closed for the duration of the work.

Recent progress: No further works have been undertaken to the bridge in the last period, due to ongoing earthworks in this area.

Upcoming Activity: No further works to the bridge are planned until the spring of 2022.

2. Verney Road underbridge repairs

Description: We are strengthening and upgrading the existing bridge to support the new railway. Work will include brickwork repairs, installing new handrails and deck waterproofing.

Duration: Site clearance was completed in spring 2020, and repairs started in the summer. The repair works are due for completion in summer 2022.

Disruption: Whilst the access point at this bridge is constructed there will be temporary traffic control, lane closures and an increase in construction traffic in the area. All lane closures will be published on [one.network](#) and appropriate signage will be displayed.

Recent progress: No further works have been undertaken to the bridge in the last period, due to ongoing earthworks in this area.

Upcoming Activity: No further works to the bridge are planned until the spring of 2022.

3. Cattle Arch overbridge repairs

Description: The existing bridge will be strengthened and upgraded to support the new railway. Work will include brickwork repairs, installing new handrails, as well as deck repair and waterproofing.

Duration: The work started in autumn 2020 with site clearance and construction of scaffolding. The work is due for completion in the summer of 2022.

Disruption: The footpath under the bridge will be closed for the duration of the repair works.

Recent progress: No further works have been undertaken to the bridge in the last period, due to ongoing earthworks in this area.

Upcoming Activity: No further works to the bridge are planned until the spring of 2022.

4. Highways improvements - passing bays and junction improvements

Description: We have carried out junction improvements and road widening to allow construction traffic to keep to the agreed construction traffic routes on main roads and minimise traffic using local public roads.

5. Furze Lane, Winslow Compound construction

Description: We will build a compound to provide site offices, staff welfare and material storage for the duration of our construction works in the area. This compound will also provide an access route to the new railway construction site to minimise the amount of construction vehicles using local roads.

Duration: The construction of the compound started in summer 2020 and is now operational. It will be used until our construction activities have finished in the summer of 2023. The land where the compound lies will then be reinstated to its former condition.

Recent progress: The compound is fully operational and is being used to facilitate the main earthworks required in the area.

6. Furze Lane, Winslow Compound access and highway improvement

Description: A new access road off Furze Lane into the new compound has been constructed and road widening works along Furze Lane from the junction with Buckingham Road have taken place.

7. Furze Lane Bridge

Description: We will upgrade the existing Furze Lane bridge so that it can support the new railway. Works will include brickwork repairs, deck waterproofing and resurfacing works.

Duration: The upgrade work is due to start in the spring of 2022 and is due for completion in late 2022.

Disruption: There will be several road closures and/or traffic management in place on Furze Lane while the repair work is carried out. All closures will be publicised on [one.network](#) and appropriate signage will be displayed. Access to Furze Lane for residents, businesses and the Burial Grounds will be maintained at all times.

Upcoming Activity: These works will not begin until the spring of 2022.

8. Winslow Station construction

Description: One of the most significant activities to take place in phase two of East West Rail is the construction of a brand-new station in Winslow, providing access to the new East West Rail line for local residents. The station will include two new platforms which will be located in the cutting of the old railway line. These platforms will be accessed via new lifts and staircases, with a new footbridge providing access over the railway to the platform on the far side of the cutting. A new car park will also be constructed adjacent to the station building.

Duration: Construction work began in summer 2020 and is due for completion in the summer of 2023.

Disruption: There will be an increased level of construction traffic along agreed HGV routes in the local area to help aid the construction of the new station. This will be minimised as much as possible by utilising the access point at our compound off Furze Lane, which will provide an entry point for vehicles that need to access to the low-level works within the railway cutting. The existing footbridge over the cutting will also be closed.

Recent progress: We have continued earthworks in the existing railway cutting, and installed steel sheet piling to retain the slopes in the cutting and enable construction of the platforms and lift/stair foundations. Delivery of the precast units which will form the platforms has started.

Upcoming Activity: We will carry out piling for the stairs and lifts, install the trackbed and start construction of the foundations. We will also begin installation of the precast units to form the platforms.

9. Environmental Compensation Site

These sites have been established to mitigate our impact on the local ecology. They include the creation of aquatic habitat features like river back waters, grasslands, scrub and woodland with specific species and features for badger, otter, reptiles, great crested newts, bats, butterflies etc.

10. Horwood Road underbridge repairs

Description: The existing Horwood Road underbridge deck will be demolished and replaced with a new bridge to support the new railway.

Duration: We started preparation works in April 2020. The next phase began in the summer of 2020 and was completed in June 2021. The final phase of works is due to start late 2021 and is due for completion in Spring 2022.

Disruption: Little Horwood Road was closed to enable the installation of the new bridge.

Recent progress: We have started to remove the temporary support structures needed to complete the earthworks and drainage for the new bridge and are preparing to complete the second phase of repair work to the bridge.

Upcoming Activity: We will complete the earthworks and drainage to the bridge, install the waterproofing and continue with the final phase of repair work.

11. Site access construction

Description: We have built a site access point and ramp to provide access to the railway line for our construction vehicles – reducing the need for these vehicles to use local roads.

12. Haul road construction

Description: We have constructed a new haul road in this area for our construction traffic to use in order to minimise our use of public highways and to facilitate the delivery of the main earthworks required in the area. This will be reinstated to its original condition in the summer of 2022.

13. Maintenance Access Construction

Description: A permanent maintenance facility will be constructed to provide railway maintenance teams access to the railway equipment once the new line opens.

Duration: Construction will begin in the spring of 2022 and is due for completion in the summer of 2022.

Disruption: There will be partial road closures as the access point is constructed. These closures will be publicised on [one.network](#) and appropriate signage displayed.

Upcoming Activity: There will be no construction activity for this compound until the spring of 2022.

14. Horwood Brook underbridge repairs

Description: Horwood Brook crosses under the railway in two locations at railway bridges 'OXD 15' and 'OXD 17'. We will be upgrading both bridges to support the new railway. The upgrades will include brickwork repairs and strengthening works.

Duration: Bridge repairs started in the summer of 2020 and works are due for completion in the spring of 2022.

Disruption: There will be minimal disruption during these works as access to the bridges is provided via the construction traffic haul roads that we are building away from the public highways to minimise disruption on local roads.

Recent progress: No further work has been carried out to these bridges in the last period, due to ongoing earthworks in this area.

Upcoming Activity: No further work to these bridges is planned until the winter of 2021. We will then undertake the next phase of refurbishment works, including waterproofing works and installation of walkways and handrails.

15. Railway works

In spring 2021 we began preparing the formation for the new railway to be constructed in these areas. The formation provides the ground upon which the new railway will be installed, consisting of earthworks and drainage installation. The installation of the track is due to begin in the summer of 2022.

→ For any queries or questions please contact us on: publicinformation@ewralliance.co.uk





EWR2 Earthworks - Autumn 2021 update

The Alliance's earthworks programme is now well-advanced – a critical component in the successful delivery of the project.



This involves preparing and forming the circa 1 million m3 of earthworks required for the construction of the railway infrastructure and track, for example by creating embankments, slopes and cuttings needed to facilitate the passage of trains.



The earthworks programme is being delivered by our two specialist contractors, J Murphy & Sons and Buckingham Group Contracting Ltd, who are operating out of the construction compounds we have established along the route. J Murphy & Sons (JMS) will be responsible for the delivery of the earthworks at the eastern end of the project between Bletchley and Verney Junction—whilst Buckingham Group (BGCL) are responsible for the delivery of earthworks on the western side of the project between Bicester and Verney Junction.

Progress Update



Since the last issue of the newsletter, the earthworks contractors have now handed back 6 of the 25 worksites to the Alliance, including the completion of earthworks at Winslow Station, which you can read more about in the main section of the newsletter.

To summarise progress in other areas:

- Buckingham Group:
 - Station Road overbridge embankments are being top soiled and are due to be fully completed during autumn 2021.
 - At Charbridge Lane, the first phase of earthworks are complete and handed back to allow the highways team to progress.
 - 4km of trackbed (the surface upon which the new track will be installed) has been completed at our Poundon/Marsh Compound and Green Lane, Twyford Compound.
 - The backfill at Queen Catherine Road overbridge and Verney Road overbridge is substantially complete.
- John Murphy & Sons:
 - A total of 10km of trackbed has been installed in various areas of the project in Murphy's control.
 - All of the earth retaining 'king post walls' have now been installed a total of 3.2km across the project.
 - Sheet piling for the new Winslow Station platforms has completed.
 - Backfilling at Salden Wood Overbridge has begun.

The good weather we have experienced in recent weeks, combined with the Section 61 consent we have gratefully had supported in Newton Longville – Mursley to extend our working hours has meant we have been able to recover some of our late start and our teams are now regularly over-achieving on our planned volumes overall.

Read the interactive, electronic version of this newsletter by scanning the QR Code:



Localised Earthworks Updates

The list below provides a summary of our earthworks programme across the project:

Charbridge Lane overbridge

Description: As part of our works to construct the new overbridge at Charbridge Lane, our earthworks contractor will create the bridge approach embankments.

Duration: Late spring 2021 to early 2022.

Disruption: There remains temporary closure of public rights of ways in the area. Residents will also continue to see increased construction traffic as the bridge is constructed. All closures will be publicised on [one.network](#) and appropriate signage will be displayed.

Supply Chain Partner: BGCL.

Charbridge Lane to Station Road, Launton

Description: Our earthworks contractor will be widening the rail corridor, installing drainage and constructing the track bed for the new EWR2 track to be installed.

Duration: Earthworks in this area are due to commence late spring 2021 to early 2022.

Likely disruption: No disruption to local residents is anticipated during these works due to works being restricted to the disused railway line. However, plant and vehicle movements will be visible from surrounding areas.

Supply Chain Partner: BGCL.

Station Road overbridge, Launton

Description: As part of our works to construct the new bridge structure at Station Road, Launton, our earthworks contractor will create the bridge approach embankments.

Duration: Late spring 2021 to late 2021 (Please note: this duration reflects earthworks programme and not the entire length of the Station Road, Launton road closure currently in place, which will continue until spring 2022).

Likely disruption: Earthworks for this activity is not anticipated to be the cause of disruption, however – as above, Station Road Launton will be closed until spring 2022. For more information, please refer to the Station Road update in the Bicester & Launton section of the [newsletter](#).

Supply Chain Partner: BGCL.

East of Station Road, Launton – Station Road, Marsh Gibbon

Description: Our Earthworks contractor will be using the existing railway line to transport materials to be placed within Station Road overbridge, as well as widening the rail corridor, installing drainage and constructing the track bed for the new EWR2 track to be installed.

Duration: Spring 2021 to early 2022.

Likely disruption: We anticipate there will be minor disruptions to journeys as a result of a general increase in construction traffic at Station Road and Bicester Road north of Marsh Gibbon. No specific disruption is anticipated as a result of the construction works along the railway corridor with the exception of a small number of dwellings close to the railway who may be able to hear the works taking place during working hours.

Supply Chain Partner: BGCL.

Station Road, Marsh Gibbon to Main Street, Charndon

Description: Our earthworks contractor will be widening the rail corridor, installing drainage and constructing the track bed in this area.

Duration: Spring 2021 – autumn 2021.

Likely disruption: No specific disruption is anticipated during the construction works along the railway corridor, however, there will be at times road closures required to facilitate bridge repairs. You can find out more about these closures in the Marsh Gibbon, Poundon, Charndon & Twyford Progress update section of the [newsletter](#).

Supply Chain Partner: BGCL

Queen Catherine Road overbridge

Description: As part of our works to construct a new bridge at Queen Catherine Road, our earthworks contractor will create the bridge approach embankments.

Duration: Spring 2021 – summer 2022 (Please note this is the total bridge duration, however, the earthworks is anticipated to finish sooner).

Likely disruption: Expected disruption to local residents will include noise, dust and vibration from plant movements and material handling. We will implement a range of control measures to minimise impacts as much as possible and our works will be discussed on a monthly basis with Buckinghamshire Council Environmental Health Consultant.

Supply Chain Partner: BGCL.

Queen Catherine Road to Verney Junction

Description: Our Earthworks contractor will be using the existing railway line to transport materials to be placed within Queen Catherine Road Overbridge as well as widening the rail corridor, installing drainage and constructing the track bed upon which the new EWR2 track will be installed.

Duration: Spring 2021 – summer 2022.

Likely disruption: Expected disruption to local residents will include noise and dust from plant movements. We will implement a range of control measures to minimise impacts as much as possible and our works will be discussed on a monthly basis with Buckinghamshire Council Environmental Health Consultant.

Supply Chain Partner: BGCL.

Verney Junction overbridge north approach

Description: As part of our works to construct a new bridge at Verney Junction, our earthworks contractor will create the bridge approach embankments.

Duration: Spring 2021 – early 2022.

Likely disruption: Expected disruption to local residents will be noise and dust from plant movements. EWRA will implement a range of control measures to minimise impacts as much as possible and works discussed on a monthly basis with Buckinghamshire Council Environmental Health Consultant.

Supply Chain Partner: BGCL.

Verney Junction overbridge south approach

Description: As part of our works to construct a new bridge at Verney Junction, our earthworks contractor will create the bridge approach embankments.

Duration: Spring 2021 – spring 2022.

Likely disruption: Expected disruption to local residents will be noise and dust from plant movements. EWRA will implement a range of control measures to minimise impacts as much as possible and works discussed on a monthly basis with Buckinghamshire Council Environmental Health Consultant.

Supply Chain Partner: JMS.

Verney Junction overbridge to Furze Lane Compound

Description: Earthworks in this area has already begun with the construction of the track bed that will provide the foundation for the EWR2 track to be constructed upon.

Duration: Spring 2021 – spring 2022.

Likely disruption: Expected disruption to local residents will include noise, vibration and dust from plant movements. EWRA will implement a range of control measures to minimise impacts as much as possible and works discussed on a monthly basis with Buckinghamshire Council Environmental Health Consultant.

Supply Chain Partner: JMS.

Winslow New Station to Furze Lane Compound

Description: Our earthworks contractor has begun constructing the earthworks required for the construction of the new station at Winslow. Our Utilities contractor has begun diverting various utilities within this area.

Duration: Spring 2021 – spring 2022.

Likely disruption: Expected disruption to local residents will include noise, vibration and dust from plant movements. Other works, including sheet piling, will be taking place at this location, associated with the construction of Winslow Station and the new Station Platforms, where similar disruption is possible. EWRA will implement a range of control measures to minimise impacts as much as possible and works discussed on a monthly basis with Buckinghamshire Council Environmental Health Consultant.

Supply Chain Partner: JMS.

Furze Lane Compound to Station Road, Swanbourne Compound

Description: Our earthworks contractor has begun excavation and fill works within this section and has removed the old Winslow Station platforms. Track bed and drainage construction will also be taking place throughout this section.

Duration: Spring 2021 – spring 2022.

Likely disruption: Expected disruption to local residents will include noise, vibration and dust from plant movements. EWRA will implement a range of control measures to minimise impacts as much as possible and works discussed on a monthly basis with Buckinghamshire Council Environmental Health Consultant.

Supply Chain Partner: JMS

Whaddon Road, Newton Longville to Station Road, Swanbourne Compound

Description: Our earthworks contractor has begun the construction of the drainage and track bed works for rail corridor widening that will provide the foundation for the EWR2 track to be constructed upon.

Duration: Spring 2021 – late autumn 2021.

Likely disruption: Some disruption from noise and dust is possible for the few properties in the vicinity of the Swanbourne compound, otherwise, no specific nuisances are anticipated during the construction works along the railway corridor with the exception of a small number of dwellings close to the railway. Control measures will be applied where possible to minimise impacts.

Supply Chain Partner: JMS.

Whaddon Road, Newton Longville to Wellington Place Compound

Description: Our earthworks contractor has begun the construction of the retaining wall for embankment retention to facilitate the required track bed construction; this involves driving steel piles into the ground and placing precast concrete planks in between. Track bed construction and embankment regrading will also be taking place in this section.

Duration: Spring 2021 – late autumn 2021.

Likely disruption: During piling and earthworks operations, disruption to local residents is likely to include noise, dust and vibration. We will implement a range of control measures to minimise impacts where possible and will review works regularly with Buckinghamshire and Milton Keynes Councils.

Supply Chain Partner: JMS.

Wellington Place Compound to Bletchley North/Saxon Street

Description: Our earthworks contractor has now completed works in this area - widening the rail corridor, installing drainage, and constructing the track bed.

Duration: Summer 2021 – autumn 2021.

Supply Chain Partner: JMS.

Mitigating Disruption

To minimise disruption for local residents we have worked with our supply chain partners to plan the works with the community in mind, sequencing the works in such a way so as to reduce our impact wherever possible.

EWR Alliance Traffic Ambassadors will also monitor our earthworks contractor's vehicles to monitor compliance and driver behaviour.

In addition:

- Our earthworks supply chain partners will be utilising the network of 'haul roads' that have been constructed to allow construction traffic to move between various areas of the project without using the local road network wherever possible.
- We aim to re-use 100% of all materials on the project, meaning we will re-use excavated earth elsewhere on the project wherever possible – reducing the amount of deliveries required, reducing our use of the local road network and helping us achieve our environmental targets .
- We will be using the latest, modern construction plant and machinery in order to minimise noise and idling plant.
- We will adhere to the agreed working hours (07:00 – 18:00 Monday – Friday, 07:00 – 16:00 Saturday) and will apply for Section 61 consent from Local Authorities where works are required to take place outside of these working hours. We will also meet with the relevant Local Authorities regularly to discuss the works programme.
- We will regularly monitor dust, noise and vibration levels throughout our earthworks programme.
- Our earthworks contractors will utilise wheel washes installed at our construction compounds to reduce mud and dust deposited onto local roads.
- We will employ road sweepers to keep the local roads to and from our construction compounds clean.
- Towable bowsers and other dust suppression methods will be employed to limit the emission of dust from works activities and plant movements.

As with all our works, any road closures associated with our earthworks programme will be publicised on [one.network](#) and appropriate signage will be displayed.

If you experience any issues or would like to raise a complaint, please email publicinformation@ewralliance.co.uk or, contact the Network Rail Helpline 24/7 on 0345 711 4141.



EWR2 Highways works – Autumn 2021 update

As we continue to build the new railway infrastructure, residents and local businesses will see an increase in the levels of construction traffic in the area. In addition, carrying out our work may mean there is some temporary disruption, with partial and full road closures required in some circumstances to accommodate our works and keep our workforce and the general public safe.

The list of activities below indicates where we will be carrying out highways works across the length of the project, including maps to indicate where works will be taking place.

Notification of planned highways works

All road closures across the project are notified in advance via [one.network](#), a free platform used by local and national highways authorities to provide information on planned roadworks. User friendly and free-to-view, users can register for email alerts about upcoming roadworks affecting their area. Of course, we will continue to display physical signage in the local area to advise of upcoming works.

Logistics management

The Alliance has also appointed several Traffic Ambassadors. The Ambassadors continue to monitor the performance of the project's traffic flows and report any issues they observe in real time to our Logistics and Construction Managers for immediate action.

In addition, the Ambassadors monitor delivery vehicles to ensure they comply with requirement to display EWR2 identification, and to ensure EWR2 construction vehicles stick to the approved construction routes for the project. Finally, they monitor driving behaviours to ensure compliance with our driving policies and the expected driving behaviours.

Our ambassadors are identifiable by their hi-vis EWRA branded jackets and EWRA labelled vehicles.

ATKINS
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EWR2 Highways works - east

1. Little Horwood Road – permanent Network Rail Access point and power connection works

Description: A permanent access point will be constructed for a permanent Network Rail compound. This is to allow maintenance work to be carried out to the railway once it is operational.

Duration: Network Rail Access – early 2022.

2. Whaddon Road, Newton Longville – accesses and utility diversions

Description: Permanent accesses will be constructed as surfacing works on the Whaddon Road bridge take place.

Duration: The accesses will be constructed autumn – winter 2021.

3. Salden Lane – Surfacing repairs & maintenance, we will surface the new structure and utility diversions over new Salden Wood overbridge.

Description: We will carry out surfacing work and utility work on the new Salden Wood bridge which crosses the railway.

Duration: Late 2021 – spring 2022.

4. Bletchley Road – Network Rail access point

Description: A permanent Network Rail access point will be constructed, which will allow access onto the railway for future maintenance work.

Duration: Spring of 2022.

5. Station Road Mursley – Vehicle restraint system and surfacing works

Description: The Station Road Mursley bridge structure requires a Vehicle Restraint System to be installed in order to provide protection for vehicles on approach to the bridge from the new railway once opened. The bridge will also need to be surfaced.

Duration: Autumn - winter 2021.

6. Whaddon Road, Mursley – surfacing bridge structural works

Description: Once the Whaddon Road structural work is complete the road will be surfaced.

Duration: Lane Closures: Oct 2021 Main works spring 2022.

EWR2 Highways works - central

1. The Spinney, Steeple Claydon – junction improvement

Description: Work to the junction around the Spinney has been carried out to make a one-way system allowing HGV lorries to travel around the island safely and not come into conflict with other vehicles which is required to meet highways regulations. The work was carried out under 3-way traffic signals under the supervision of an Ecological Clerk of Works in accordance with British standards BS5837:2012 who ensured no trees were damaged.

A small amount of land at the Spinney has been removed, which will be fully reinstated as soon as project work is completed.

The design of this work, which is now fully completed, has been subject to extensive scrutiny and discussion with Buckinghamshire Council.

2. Queen Catherine Road – Surfacing

Description: The new bridge on Queen Catherine Road will need surfacing including the tie into the existing road. In addition, there are utility diversions required for the new bridge.

Duration:

- Surfacing for new bridge – Summer - winter 2022.

3. Sandhill Road – New surfacing over bridge and utility diversions

Description: As part of the road closure planned on Sandhill Road, which began on 10 May 2021, our Highways & Utilities teams will carry out surfacing work on the new over bridge to be constructed as well as utility diversions.

Duration: 10 May - early winter 2021.

4. Verney Road – Junction improvement works and resurfacing; Utility connections

We will establish utility connections to the nearby EWRA compound over the summer of 2021.

Disruption: There will be very limited disruption as we complete these works, however, there will be a short lane closure at compound access. Traffic flow will be maintained during this period.

Utility connection - summer 2021.

Repairs works and surfacing: winter 2021-2022.

5. Furze Lane – bridge surfacing and protection works

Description: Once the bridge at Furze Lane is refurbished the road on top of the structure will be resurfaced.

Duration: Autumn 2022.

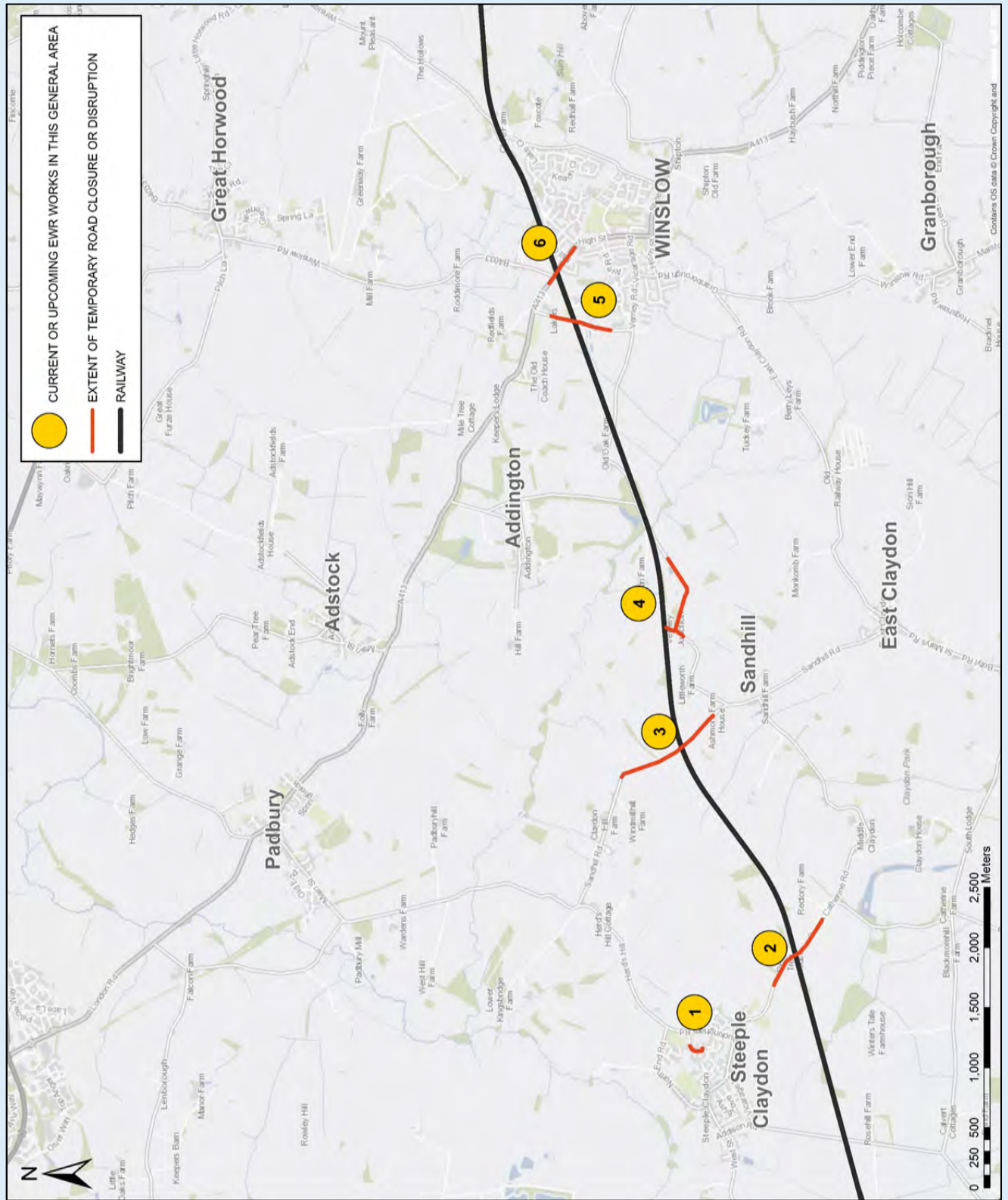
6. Buckingham Road – Highway/Rail Fencing Works

Description: A fence to the north of Buckingham Road bridge will be erected.

Duration: Summer 2022.



EWR2 Highways works - central



EWR2 Highways works - west

1. A4421 - junction works

Description: Changes to the A4421 junction alignment were completed earlier in 2021.

2. Charbridge Lane

Description: One of the most significant construction activities in the area will be the new road bridge on Charbridge Lane, which we will construct using multiple temporary road diversions to minimise disruption to the local community.

The EWR Alliance successfully completed the first temporary traffic diversion of Charbridge Lane around the site for the new bridge structure in early 2021. This diversion is operating well and will be in place until late 2021.

Work on the new highway entrances to Tythe Barn and the Allotments have now been completed. For a full update, please see the Bicester & Launton section of the [newsletter](#).

3. Bicester Road, Launton – surfacing of bridge works

Description: Surfacing works will be required after the refurbishment works on the Bicester Road, Launton structure are complete.

4. Station Road crossing and overbridge, Launton

Description: As part of our works, the existing level crossing at Station Road will be replaced with a road bridge, providing road users with a bridge over the new railway. For more information on this, please see the Bicester & Launton section of the [newsletter](#).

Duration: The construction of the bridge started in summer 2020 and is still due for completion in summer of 2022.

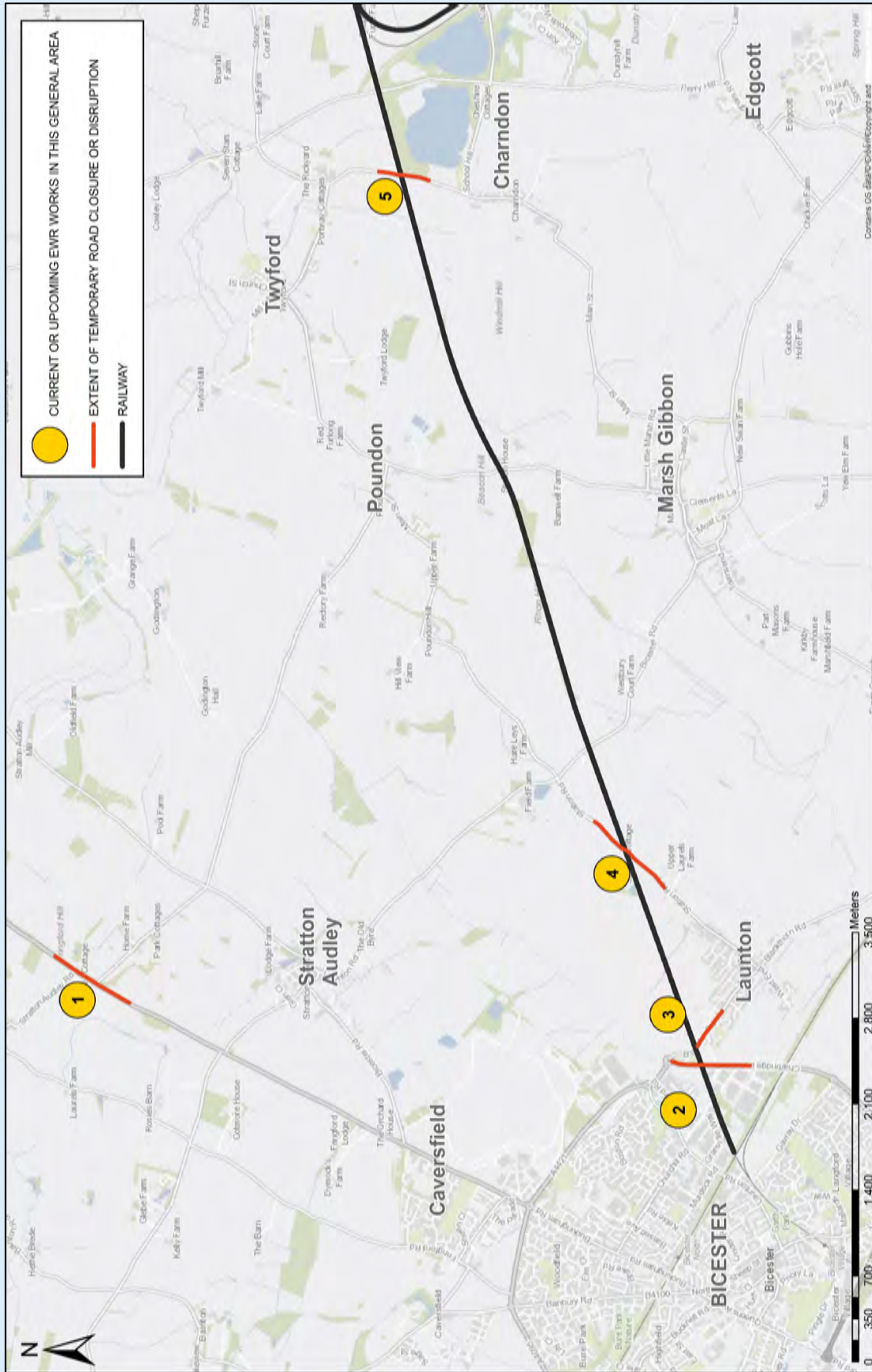
Disruption: Station Road near Launton closed earlier in the year and will remain closed until spring 2022. A diversion has been put in place. Details of the closure and diversion are also available on [one.network](#).

5. Charndon Lane – surfacing bridge works

Description: Surfacing works after the bridge upgrade works, these works were completed late summer 2021.



EWR2 Highways works - west





EWR Alliance working for Network Rail on behalf of the East West Railway Company