



Welcome



Welcome to the Winter 2020/2021 issue of the East West Rail Alliance project newsletter. I hope you are all keeping safe and well in these challenging times.



Despite the additional challenges Covid-19 presented in 2020, I am pleased to report that - as a critical national infrastructure project - and thanks to the commitment of the team and the measures we have put in place to keep our project team as safe as possible - we have continued to operate throughout the pandemic so far and remain committed to doing so.



2020 was a significant year for the Alliance and the EWR2 project. In February 2020 the Transport Works Act Order for the project was awarded, which sparked an intense period of working collaboratively with local planning authorities to get all the permissions and consents needed for the project in place. Once again, I would like to thank everyone who supported the successful completion of this phase of the project and enabled the Alliance to commence the construction works.



Now, twelve months on, the main construction compounds are nearly all operational and the highway improvement works are well advanced in all areas across the project. Within the project boundary we have carried out the essential environmental

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A section of Bletchley flyover is removed

and ecological mitigation works and made the site ready for the new railway construction.

We have also been able to progress a number of our main construction activities, such as carrying out bridge repairs, dismantling the sections of the Bletchley Flyover, and opening the temporary traffic diversion which is required to facilitate the construction of the new overbridge at Charbridge Lane.

In another significant development for the project, in the last week the government has confirmed its funding commitment to the scheme by providing the £760m required to complete the project. With full funding in place the Alliance can now focus on continuing our collaboration with our partners and supply chain to deliver this challenging infrastructure project.

2020 was a key year for establishing the project and preparing for the construction delivery. 2021 will be equally as critical as the project targets to achieve completion of most of the main civil works. We are acutely aware that setting up our sites has caused disruption across the project areas and we sincerely apologise for the inconvenience this has caused. Going forward we will continue to strive to plan and deliver our works so as to minimise the disruption for local residents and businesses. We remain committed to engaging with the community and listening to feedback so that we can improve our performance.

Thank you for your continued support and interest in the project.

Mark Cuzner, Alliance Director



Traffic has been successfully diverted at Charbridge Lane

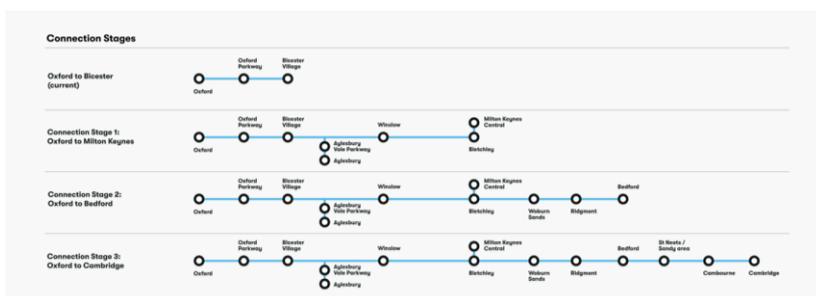
£760m commitment made to support delivery of next phase of East West Rail

We're delighted that the Government has announced £760 million to support the delivery of the East West Rail line between Oxford and Bletchley/Milton Keynes and means this section of East West Rail is expected to be up and running by 2025.

Delivery of this stage is expected to provide work for 1,500 people, injecting an estimated £1.1bn pounds into the local economy.

The investment announcement also sees the East West Railway Company (EWR Co), set up by the Secretary of State for Transport in 2018 to develop and oversee the delivery of East West Rail, set out a phased approach to delivering the East West Rail project. EWR Co is designing the delivery of the service with the community in mind, by minimising disruption to local communities, spending taxpayer money in the best way, and delivering reliable services. To do this East West Rail will be delivered in three "Connection Stages", which relate directly to a full journey – not just a piece of track:

- **Connection Stage One:** Oxford to Bletchley and Milton Keynes
- **Connection Stage Two:** Oxford to Bedford
- **Connection Stage Three:** Oxford to Cambridge



East West Rail Connection Stages

What does this mean for your area?

For Connection Stage 1 – communities between Oxford and Bletchley and Milton Keynes – East West Rail Alliance will continue to deliver construction works for this section of the railway on behalf of EWR Co. This includes:

- Constructing a new station at Winslow and new high-level platforms at Bletchley station
- Making railway crossings safer
- Upgrading track and infrastructure

While EWR Alliance is carrying out the construction works between Bicester and Bletchley, EWR Co is also designing the section of the railway between Bletchley and Cambridge.

The Alliance is responsible for the construction of the Bicester – Bletchley section of Connection Stage One and receiving the funding for this stage of the project means we can continue our work already started at Bletchley Flyover, Winslow Station and across the whole project footprint.

Consultation in 2021

EWR Co is planning a non-statutory public consultation soon to hear your views on proposals for the exact route of the new section of railway line that would run between Bedford and Cambridge. The consultation will also cover more detailed plans for sections of the line between Oxford and Bedford which we have developed in response to earlier consultation with our stakeholders and communities.

Find out more here:

<https://eastwestrail.co.uk/latest-news/project-updates/consultation-in-early-2021>



Bletchley Flyover Update

Since April 2020, the Alliance has been dismantling sections of the 1960s-built Bletchley flyover so that a new flyover can be built to modern standards.

Three of the largest mobile cranes in the UK have been used to remove huge sections of the flyover, with many of the lifts needing to take place overnight so as not to impact the operation of the West Coast Main Line below – one of the busiest railways in Europe.

As part of the work, 14 of the flyover's 37 spans that crossed the West Coast Main Line and Buckingham Road have been dismantled. The first span, which weighed in at a hefty 295 tonnes, was lifted out at the end of April 2020 with the following spans removed over the course of the summer and autumn.

The final span was lifted out by crane in October and the last of the supporting piers and pillars were removed over the weekend of 9-10 January 2021.

In addition to the dismantling works, over Christmas Day and Boxing day, the team in Bletchley completed a 50-hour possession whilst the West Coast Main Line was closed, installing 130m of new overhead line equipment.



Precast concrete bridge abutments are installed at Station Road

Temporary Traffic Diversion Opened at Charbridge Lane

In the early hours of Tuesday 19 January, a new temporary diversion road opened to road traffic on Charbridge Lane. Opening the traffic diversion was a major milestone for the project team, as it means the Alliance can now start to build the new overbridge which will carry traffic over the new East West Rail line once it is built. It is expected that the temporary diversion will be in place until the summer of 2022. During this time access to Tythe Barn and the local allotments will remain in place.

Elsewhere on the project we have continued to carry out bridge refurbishment and repair works, and have opened several of our construction compounds, built 'haul roads' for construction traffic to travel between a number of sites and made highways improvements to ensure local roads are able to cope with construction traffic and relieve any potential congestion at entrances to our sites. In addition, we have completed drainage works at Winslow cutting ahead of the construction of the new Winslow Station, and we have undertaken a variety of environmental mitigation works to reduce our impact on the environment.



A pier from Bletchley flyover is lifted from the West Coast Main Line



Traffic Management

Prior to Christmas we received a number of complaints regarding mud on the roads, this was also raised at our monthly Buckinghamshire Community Board meeting on 10th December where councillors raised their concerns. We take our obligations to road safety and our commitments under the TWAO seriously and have carried out a number of actions to ensure roads are kept as clean as possible.

As part of our plan to restore roads to the required state, prior to Christmas we carried out a full location to location survey along the whole route to thoroughly assess conditions and put in place additional cleaning, extra road sweepers and deployed additional manpower to remove material tracked onto Furze Lane, which was highlighted as particularly muddy.

Moving forward we have a back-to-black wet wash sweeper which has been deployed to areas identified as particularly problematic. This sweeper is deployed at least once a week and is in addition to our normal regime of street sweeping every day. Our 24hr mobile security patrol, as a further measure, will now be monitoring the conditions of the roads in our areas of responsibility to ensure we receive early warning of spills and hazards, thus enabling us to respond in the quickest manner possible. Street sweepers will continue to be targeted at problem areas and compounds will be developed as quickly as possible and have tarmacked internal roads which will alleviate vehicles tracking mud onto the roads.

Wheel washers are installed at Bicester, Poundon and Bletchley, and will be installed at Winslow, Newton Longville, Swanbourne, Queen Catherine Road and Verney Junction once received from our supplier. We plan on Winslow and Newton Longville being installed week of 18 January 21, followed by Swanbourne two weeks later and finally Queen Catherine Road and Verney Junction by the end of February. In the meantime, we have jet washes in place at Winslow which was identified as an area of particular concern.

Salt spreading

A sub-contractor and additional plant is being employed to salt those sections of road that are not normally covered by Buckinghamshire Council for East West Rail designated supply routes or where a section of road has been specified as a recommended diversion to East West Rail road works.

Creating Social Value

With the ongoing pandemic, many of the community engagement projects the Alliance had planned for 2020 were naturally postponed. Despite that, we have continued to engage with the local community, carrying out a number of projects at a safe, social distance whilst also continuing to carry out charitable activity raising money for local and national charities.

Shortly before Christmas, Alliance project team members held a food collection for Winslow Rotary Club, who went on to distribute the donations amongst local food banks in Winslow, Buckingham and surrounding villages.

The team also raised £320 for Save the Children's Christmas Jumper campaign and colleagues at our construction compound in Bicester – in partnership with our supply chain partners, Buckingham Group, raised a fantastic £1,053.50 by holding a series of cake sales, curry lunches and a raffle. Our thanks to Buckingham Group, who then donated an extra £1,000 to the total, which will be split between three local charities: Marsh Gibbon Pre School, The Hummingbird Cancer Support and Therapy Centre and Aspire Oxfordshire Community Enterprise (for homeless, vulnerable and poverty-stricken people).

Finally, a team of volunteers from the Alliance have been carrying out gardening improvements a refurbishment at Grendon Underwood School, with plans to complete further work with the school in February 2021.



Our team at A1 raised over £2,000 for local charities last Christmas



Biodiversity Net Gain Strategy Published

The EWR Alliance has committed to creating a 10% Biodiversity Net Gain through the delivery of the EWR2 project. We believe we are the largest UK infrastructure project to commit to this ambitious goal and in order to help us achieve our target, the Alliance has worked closely with Natural England and various environmental bodies to create a Biodiversity Net Gain Strategy, which was submitted to the relevant Local in late 2020 and is now awaiting approval.

The Alliance is working closely with stakeholders to identify opportunities to support us in achieving a 10% net gain in biodiversity across the project and will be running workshops and, if possible, site visits in 2021.

The Alliance has been busy delivering some fantastic benefits to wildlife and has so far constructed a network of Ecological Compensation Sites (ECS) across the project which combined equal the size of the urban area of Winslow. Through monitoring visits, our ecologists have confirmed use of these sites by bats, great crested newts, badger, reptiles, and a host of other protected and notable species. You can read more about the development of our "B24" ECS site below.

With the support of our valued stakeholders we look forward to the exciting things to come in our future Biodiversity Net Gain journey on EWR2.



7000 trees have been planted at our ECS near Winslow

A year in the life of an Ecological Compensation Site

A key component of the Alliance's Sustainability strategy and our commitment to have a Biodiversity Net Gain of 10% is the creation of Ecological Compensation Sites ECS across the project.

These strategically located sites have been established to help us offset the environmental impact of the project by providing large areas of land for the environment to flourish. The Alliance has established 9 of the 20 ECS due to be created, and has been planting trees, flora and fauna, translocating calcareous grass and other plant species from areas we will be working and providing new habitats for local wildlife.

Many of the sites have been transformed from low value, arable land into purpose-built havens designed to benefit invertebrates, butterflies, birds, bats, great crested newts, otters and badgers.

One of the largest ECS sites we have created is the "B24" site near Winslow. Scroll through the gallery below to see how the B24 site has developed over the past twelve months.



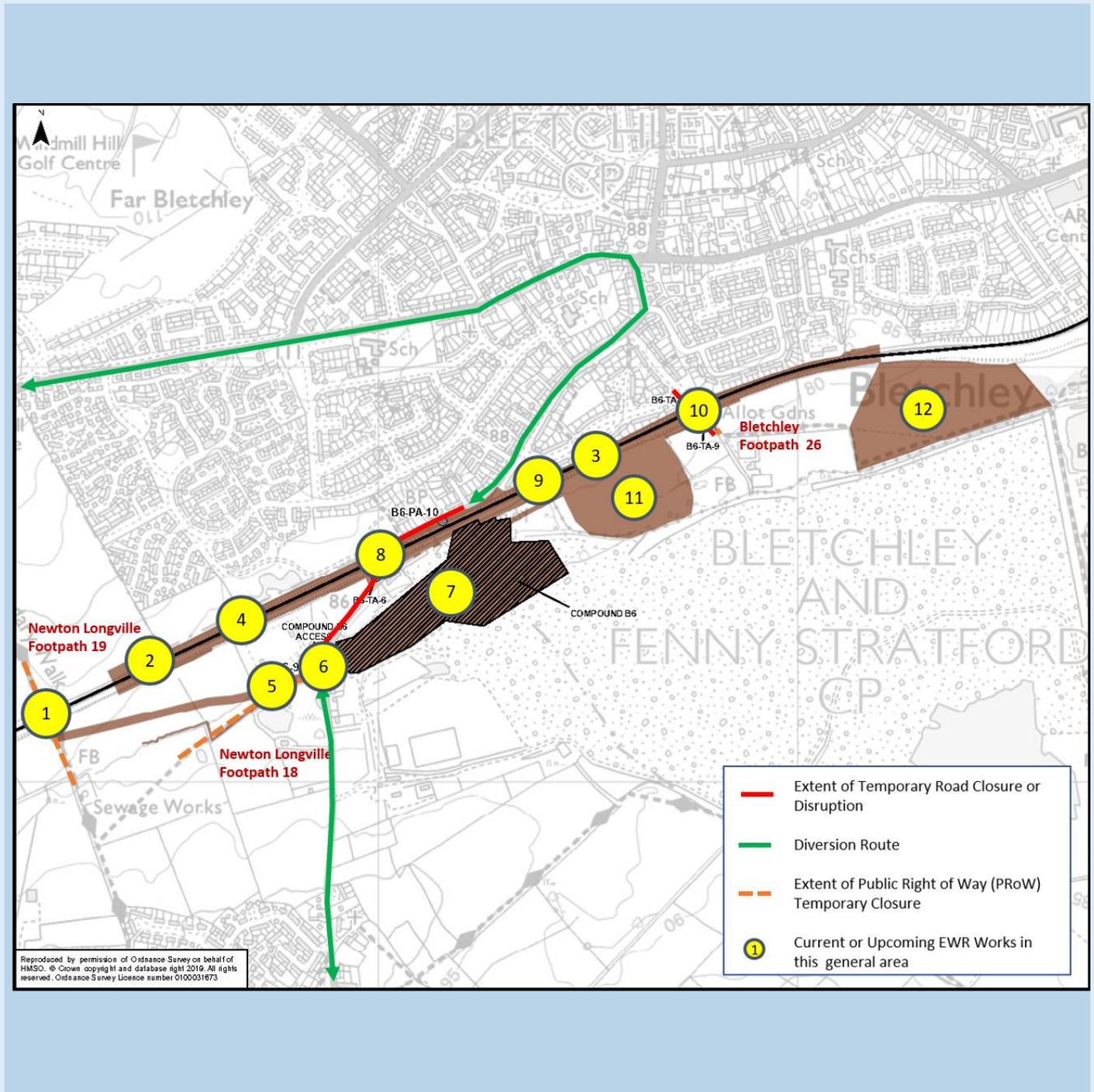
Our Ecological Compensation site near Winslow



Progress in your area- Bletchley

The coded maps in this section mark out areas of Bletchley 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.

Bletchley West





1. Trenches Underbridge Replacement

Bridge Description: The existing bridge is to be demolished and replaced with a new bridge to support the new railway. We will also be diverting an existing water main.

Duration: Construction began in summer 2020 and is due to complete in late summer 2021.

Disruption: Newton Longville footpath 19 has been closed to allow the existing bridge to be demolished and the new bridge to be constructed.

Recent progress: Demolition of the existing bridge and diversion of the existing water main has now been completed.

Upcoming Activity: Construction of the new bridge structure will take place in early 2021.

2 & 3. Railway works

In spring 2021 we will begin 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 spring of 2022.

4. Tompkins underbridge repairs

Description: We will repair and strengthen the existing underbridge so that it can accommodate the new railway. Work will include brickwork repairs, replacing the parapets and new waterproofing.

Duration: We started ecology works in early summer 2020 and began strengthening and repairing the bridge in autumn 2020. We are due to complete work in the summer of 2021.

Disruption: Access under the bridge will be restricted during the construction works.

Recent progress: We have undertaken brickwork repairs to the existing bridge.

Upcoming Activity: We will continue strengthening works and installation of new parapets in early 2021.

5. Haul road construction

Description: We will construct a new haul road which will allow us to move our construction vehicles and machinery across some of our sites which will minimise disruption to local roads.

Duration: We began constructing the haul road in summer 2020 and are due to complete in early 2021.

Disruption: There will be an increase in construction traffic during the works.

Recent progress: We have constructed concrete protection slabs to protect existing services, constructed part of the new haul road and are installing culvert crossings to allow water to flow under the haul road and prevent flooding.

Upcoming Activity: We will complete construction of the haul road in early 2021.

6 & 7. Compound construction and access

Description: We will build a compound to provide site offices, welfare facilities and materials storage which will be used throughout the duration of our construction work. We will also build an access route which will enable construction traffic to get onto the new railway construction site through the compound and a new haul road connecting to our compound near Whaddon Road in Newton Longville. This will mean we can reduce the amount of construction traffic using local roads between these two areas.

Duration: We are due to complete construction of the compound and access route in early 2021.

Disruption: There will be an increase in construction traffic crossing Bletchley Road during the construction of the compound and throughout the duration of the works.

Recent progress: Earthworks and drainage to form the new compound is in progress, and we have installed and moved into the new site accommodation units, which provide offices and welfare facilities for the workforce. We have also installed tarmac surfacing to form the car park for workforce vehicles.

Upcoming Activity: We will complete earthworks and drainage in early 2021 and construct the new compound access off Bletchley Road to align with the haul road connecting to Whaddon Road.

8. Newton Road underbridge repairs

Description: We will refurbish the existing Newton Road underbridge. Work will include new water proofing, brickwork repairs and installing new parapets.

Duration: Work began in summer 2020 and is due for completion in the summer of 2021.

Disruption: Temporary road closure of Newton Road/Bletchley Road will be required during the construction works. These road closures will be published on [one.network](#) and appropriate signage displayed.

Recent progress: Repairs to the existing bridge deck have been undertaken.

Upcoming Activity: The brickwork repairs and strengthening works will continue, requiring closure of Newton Road/Bletchley Road from mid-February 2021.

9. Cattle underbridge repairs

Description: We will refurbish the existing Cattle underbridge. Works will include new waterproofing, brickwork repairs and installing new parapets.

Duration: Work began in autumn 2020 and is due for completion in the winter of 2021.

Disruption: There will be restricted access through the bridge during the construction works.

Recent progress: Brickwork repairs and strengthening works have been carried out to the existing bridge, together with the installation of new precast concrete parapets.

Upcoming Activity: The remaining bridge repair works, including waterproofing and installation of new handrails, will be carried out in winter 2021.

10. Selbourne Avenue underbridge repairs

Description: The existing bridge is to be upgraded to support the new railway. The works will involve demolishing parts of the bridge, carrying out piling works to reinforce the existing structure, and installing new parapets. We will also be installing a new walkway and waterproofing the deck.

Duration: Work started in summer 2020 and will continue on the bridge until the summer of 2021.

Disruption: There were some temporary overnight road closures of Selbourne Avenue in summer 2020, with some further closures required until late 2020. All closures will be publicised on [one.network](#) and appropriate signage will be displayed.

Recent progress: The new parapet units have been installed and concrete and brick repair works completed.

Upcoming Activity: The remaining bridge improvement works, including waterproofing and installation of new handrails, will be carried out in winter 2021.

11. Compensation Flood Storage Area

Description: We will construct a new compensation flood storage area (CSFA) in this area to provide alternative flood water storage areas which will protect the area from flooding as the new railway is constructed.

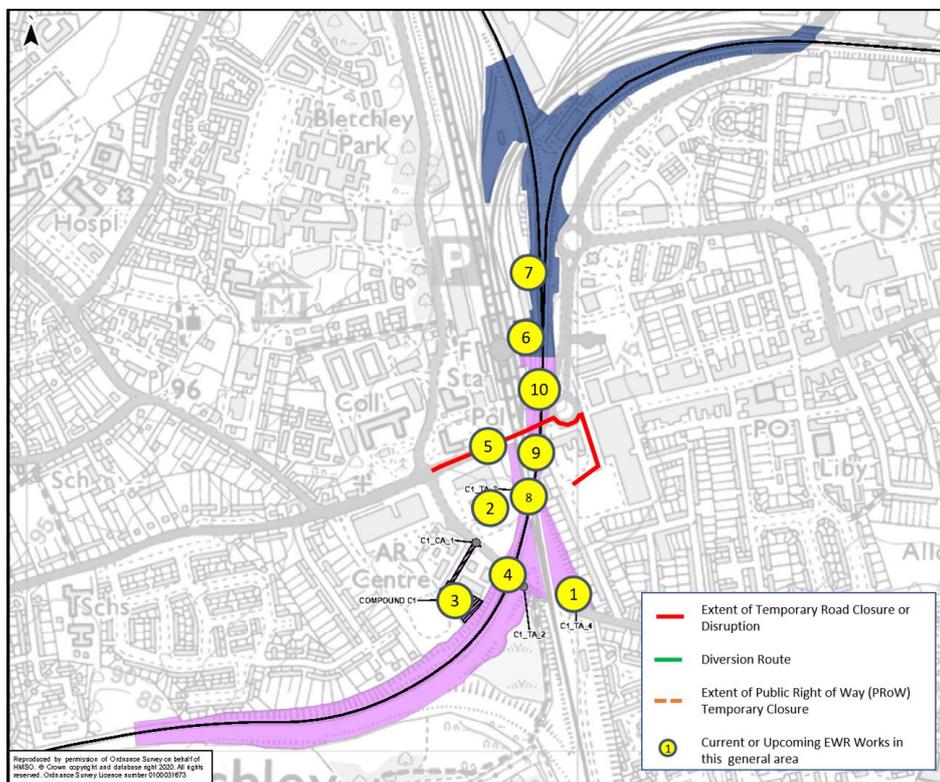
Duration: Excavation needed to create the CSFA will start in spring 2021 and is due to complete by summer 2021.

Disruption: There will be an increase in construction traffic in the area during the works.

Upcoming work: No work is due to take place until spring 2021.

12. 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.



Bletchley West

1. East Water Road Compound and access point

Description: The East Water Eaton Road compound and access road was constructed earlier in the year and provides us access to the East side of the West Coast Main line so we can carry out work on the Bletchley Flyover.

Duration: The compound and access point has been established in the summer of 2020 and will remain in place until completion of works in spring 2022. Once works have been completed a large proportion of this area will be restored to its former condition. The area behind the new flyover structure will be used for maintenance access.

Disruption: There will be an increase in construction traffic using the compound and access point whilst the works take place. Work in this area will include night-time working. This is because much of our work needs to take place when the West Coast Main Line is non-operational – for the safety and integrity of the railway. We will be monitoring light and noise levels on site to keep disruption to a minimum.

If residents do experience any issues, these can be reported to our team on site, or via Network Rail's 24/7 helpline on 03457 11 41 41 or www.networkrail.co.uk/contactus

Recent Progress: We have substantially completed installing the ALO (Any Line Open) hoarding to the railway line edge in this area. This hoarding forms a protective barrier for our workforce, which allows us to carry out the piling works for the new flyover structure while the line is operational. This will mean we can reduce night time working.

Upcoming activity: In the next three months we will substantially complete the piling activity in the area and we will begin constructing new piers and supporting structures for the new flyover over the West Coast Main Line.

2. Water Eaton Road Compound

Description: Our Water Eaton Road Compound is located in the car park of the old Cable & Wireless building (aka Mercury House). The compound provides us with access to the West Coast Main Line and the Bletchley Flyover in order to carry out our works.

Duration: The compound was established in September 2019 and will remain in place until the flyover construction work is complete in spring 2022. Once works are complete, we will reinstate the land to its former condition.

Disruption: The site will be used throughout our works on the Bletchley Flyover. There will be an increase in construction traffic using the compound whilst the works take place.

Recent progress: The Water Eaton Road compound has been used to house the piling rig, mobile crane and supporting equipment used to install the new foundations for the new flyover structure.

Upcoming activity: Our Water Eaton Road compound will be the main site used throughout the work we're carrying out on the Bletchley flyover.

3. Wellington Place Compound

Description: Our Wellington Place compound was established in the spring of 2019 and provides site offices, staff welfare, staff parking and materials storage, as well as an access point to the Bletchley Flyover. It is the main control centre used to manage our work on the West Coast Main Line.

Duration: The Wellington Place Compound will remain operational until Spring 2022. Once our activities are complete, we will return the land to its former condition.

Disruption: Our Wellington Place compound will cause minimal disruption. EWRA staff are not permitted to park on local roads, they must instead use the Wellington Place compound car park – helping us minimise disruption to the local community. Wherever possible, our staff access the Water Eaton Road compound via the access point provided by the Wellington Place compound.

Upcoming activity: The compound is soon to be switched on to the main power network to reduce our reliance on diesel generators.

4, 8 & 9. Bletchley flyover refurbishment works

Description: One of the most significant and complex elements of the entire East West Rail Phase Two project, the upgrades we're making to the Bletchley Flyover will bring the structure up to modern standards and will ensure it is structurally sound for the next 120 years. We will be carrying out maintenance and repairs in various locations spanning the length of the flyover, however, the sections that span the West Coast Main Line and Buckingham Road need to be dismantled and re-built in order to safely accommodate new, modern rail services.

Duration: Our works on the Bletchley Flyover started in August 2019, however, have ramped up significantly since April 2020. The works are due to finish Spring 2022.

Recent Progress: Since the last newsletter, we have successfully removed all of the remaining piers and supporting structures from the sections of the flyover that spanned Buckingham Road and the West Coast Main Line. You can read more about this achievement in the main section of our January newsletter. With the dismantling substantially complete, we are now focusing on finalising preparations to begin the rebuild of the flyover.

In addition, we have carried out Overhead Line Equipment (OLE) modifications on the West Coast Main Line during our Christmas and Boxing Day possession which you can read more about in the main section of our January newsletter.

Finally, in December 2020 we re-opened Buckingham Road following the completion of our dismantling work where the flyover spanned the road.

Upcoming activity: In the coming weeks we will start construction of the supporting structures for the new flyover.

Disruption: As we continue to complete piling works we will continue to monitor light and noise levels on site to keep disruption to a minimum. If residents do experience any issues, these can be reported to our team on site, or via Network Rail's 24/7 helpline on 03457 11 41 41 / www.networkrail.co.uk/contactus or via publicinformation@ewralliance.co.uk

5. Buckingham Road site

Description: Our Buckingham Road site was established in early July 2019 and was used to dismantle the sections of the flyover that span Buckingham Road and Duncombe Street. In spring 2021, we will re-open the site and close Buckingham Road so that we can begin to install the new beams needed for the new flyover structure.

Duration: Circa two months.

Disruption: Buckingham Road will be closed for circa two months as the installation of the new beams takes place. Details regarding the road closure will be published on one.network and appropriate signage displayed.

6 & 7. Bletchley High Level Station & CEMEX area

Description: We will build two new high-level platforms at Bletchley Station, which will enable the station to become a stop on the East West Rail line once it's opened. The new station will be accessed via a new link bridge extension from the existing Bletchley Station platforms to the west.

Duration: The work in this area will start in early 2021 and will run through to spring 2022.

Disruption: There will be limited disruption to the existing station through this period, so train passengers should see limited impact.

Recent activity: We have made alterations to the CEMEX concrete plant access point in order to make room for the new station access stairs and lifts. We have also started piling the foundations for the new Bletchley High Level Station.

Upcoming activity: We will complete the station foundations and then start the main station construction in spring 2021.

10. Railway works

Description: Throughout the Bletchley Flyover works, we will be carrying out changes to the Signalling, Power & Communications (SP&C) equipment and Overhead Line Equipment (OLE) on the West Coast Mainline. Once the main structural works are complete on the Bletchley Flyover, we will begin to lay the new East West Rail track across the flyover. The track works are due to start in summer 2022.

Duration: Significant OLE works have taken place throughout 2020 and will continue as we prepare to install the new flyover structure and the installation of track in 2022. In late spring 2021 we will begin installing OLE equipment under the new flyover structure.

Disruption: All OLE works are scheduled to be carried out either in weekend possessions or more significant Bank Holiday disruptive possessions where the railway line is closed for a prolonged period of time.

Upcoming activity: Continuing the installation of new OLE equipment throughout spring 2021.

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



Scheme wide earthworks programme

In November 2020 the Alliance began its main earthworks and drainage programme in the Bicester Fringe area. This involves preparing and forming the earthworks required for the construction of the railway infrastructure and track, for example by creating embankments, slopes and cuttings needed for trains to run smoothly. We have aimed to minimise the amount of earthworks required by utilising the existing railway land wherever possible, however, to ensure East West Rail meet modern specifications, it will be necessary to complete circa 1 million m³ of earthworks.

The earthworks programme will be delivered by our two supply chain specialists, J Murphy & Sons and Buckingham Group, who will both be operating out of the construction compounds we are establishing along the route. Most of the work will take place on the railway line itself, however residents may see an increase in construction traffic as the works are completed and there may occasionally be roadworks and closures required in certain locations. These will be publicised on [one.network](#) and appropriate signage will be displayed.

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

- **Jarvis Lane – Charbridge Lane (approx. 0.5km):** Late 2020 – spring 2021
- **Charbridge Lane to Marsh Gibbon (approx. 3.5km):** summer 2021 – early 2022
- **Marsh Gibbon to Main Street, Charndon (approx. 4.5km):** spring 2021 – summer 2021
- **Charbridge Lane overbridge (phase 1):** completed early 2021
- **Charbridge Lane (phase 2):** spring 2021 – late autumn 2021
- **Charbridge Lane (phase 3):** late 2021 – spring 2022
- **Charbridge Lane (phase 4):** spring 2022 – summer 2022
- **Station Road Launton:** spring 2021 – late autumn 2021
- **Queen Catherine Road to Verney Junction (approx. 3km):** spring 2021 – late autumn 2021
- **Queen Catherine Road embankments:** spring 2021 – summer 2022
- **Verney Junction Overbridge south approach:** Spring 2021 - early 2022
- **Winslow New Station – Furze Lane Compound:** spring 2021 – early 2022
- **Whaddon Road, Newton Longville to Station Road, Swanbourne Compound:** spring 2021 – spring 2022
- **Whaddon Road, Newton Longville to Station Road Compound:** spring 2021 – winter 2021
- **Whaddon Road, Newton Longville to Whaddon Road Compound:** spring 2021 – late 2021
- **Whaddon Road, Newton Longville to Bletchley Road Compound:** spring 2021 – late autumn 2021

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