

EWR2 Project Newsletter Summer 2021



East West Rail Phase 2

Project Newsletter



Bletchley Flyover, May 2021 courtesy of NR Air Ops

Welcome

Welcome to the summer 2021 issue of our EWR2 Project newsletter. I hope you are all keeping safe and well, particularly as lockdown restrictions continue to be eased.

The EWR Alliance (EWRA) has continued to operate at pace throughout the pandemic, and, thanks to the extensive measures and controls we have put in place to protect our project team, the communities in which we're working and the project at large, so far we have been able to avoid a significant outbreak within the project itself.

As you will read in the project progress summary, our works have been progressing well since the last issue of the newsletter, with several major milestones achieved including the installation of 103 precast concrete beams to the new Bletchley Flyover over the Early May Bank Holiday weekend.

In another major milestone for the project, we are preparing to make the first section of East West Rail track, installed at the far western end of the project near Bicester, fully operational. Due to take place over the upcoming August Bank Holiday, not only is this a symbolic moment for the project, it is crucial to our strategy as it will allow us to start to bring engineering trains on to site to deliver materials throughout the western end of the project site, rather than relying so extensively on the local road network. This will have a positive impact on local communities as it will lead to less disruption.

In other areas of the project, work on the five new bridges we're constructing continues to progress well, however, our supply chain partners are warning of us of potential delays due to the national shortage of building materials the construction industry is experiencing. Our teams are working closely with our supply chain partners to re-sequence our works to mitigate against any delays our suppliers are forecasting in order to protect our programme delivery.

We remain acutely aware that our works are having an impact on the communities near to the project and we will continue to strive to minimise these impacts wherever we can. In the event that you do observe something that causes concern please do not hesitate to contact publicinformation@ewralliance.co.uk or the Network Rail Helpline on 0345 711 4141.

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

Mark Cuzner
Alliance Director



Member of the SNC Loxam Group



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Major Leap over the West Coast Main Line, as new Bletchley Flyover takes shape

Since the last issue of the EWR2 Project newsletter, significant milestones have been achieved by the EWR Alliance team working on the rebuild of the Bletchley Flyover.

The Alliance utilised innovative precast concrete shell abutments to construct the 90-metre-long structure to the east and west side of the track upon which the new bridge beams would be placed. These abutments were manufactured off site and delivered to site for assembly - allowing most of the new structure to be built during operational railway hours with no disruption to passenger services.

This paved the way for one of the most significant milestones in the EWR2 programme to take place over the Early May Bank Holiday Weekend, when the Alliance successfully installed 103 precast concrete beams into place over the West Coast Main Line.

EWR Alliance Director, Mark Cuzner said: "The successful installation of the beams over the bank holiday weekend is the culmination of an enormous amount of collaborative effort by the team who have coupled good engineering with innovative thinking to overcome the many challenges posed by this complex piece of work."



103 precast concrete beams were lifted into place over the West Coast Main Line



A beam is lifted into place on Bletchley Flyover

Since the installation of the beams over the West Coast Main Line, the focus has shifted to the installation of the spans close to the Buckingham Road area. The team will complete the installation of these spans in the coming weeks. This will mean the main structural elements of the re-built flyover will be in place and will allow for the concrete pour of the deck to take place as well waterproofing etc.

The team remain on track to hand the completed flyover to our Rail Systems teams in winter 2021 for the installation of the track, signalling, power and communication systems to begin.

Community drop in event & compound open day

On Wednesday 25 August we will be hosting a community drop-in event at St Laurence Room, Winslow, where local residents are invited to come and meet members of the team to find out more about the project and ask questions. The event will take place 2pm-7pm, St Laurence Room, Market Square, Winslow, MK18 3AB.

We are also planning a community open day at our compound in Verney Junction, where you will be able to find out more about the project and – weather and safety permitting – we are hoping to be able to take small groups of people out on site to see some of the infrastructure we're building.

A date for the compound open day is yet to be confirmed, however, if you would like to register your interest please email publicinformation@ewralliance.co.uk



First section of EWR2 track to be commissioned

The first section of new East West Rail track will be brought into use when the signalling system used to control it is commissioned in August.

The 440 yards of new double track is situated between Gavray Junction and Charbridge Lane in Bicester and marks a significant milestone for the project, as it will allow engineering trains needed for construction to deliver materials to site.

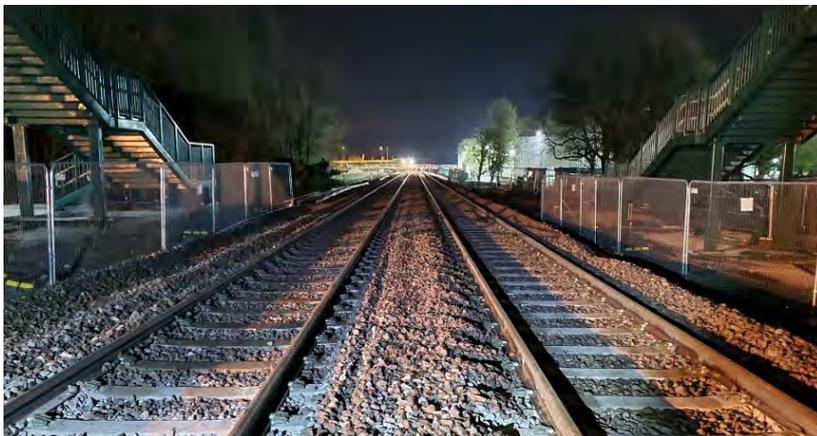
As part of the signalling commissioning, the project will also carry out modifications to the signalling control system for London Road level crossing to improve its functionality for current train services.

This work will result in an improvement to the level crossing barriers being down for both road users and pedestrians. Barrier down time will be reduced by 26 seconds for passenger trains and 42 seconds for freight trains.

New pedestrian signals will be installed to help make it easier for people using the crossing to see when they can safely cross the improve user perception and encourage safer behaviours from everyone using the level crossing. The new signals will be green/red man similar to those on roads.

Work will take place over the August bank holiday from 10pm Saturday 28th – 04.15am Tuesday 31 August 2021.

Whilst we carry out the work the level crossing will be closed to vehicle traffic and a marked road diversion will be in place. Pedestrians will still be able to cross as we will have a traffic marshal in place to safely escort members of the public across.



The first section of track to be commissioned near Bicester Fringe

Mitigating the impact of dust

With over 1 million metres cubed of earthworks to complete across the EWR2 project, keeping the amount of dust created by our works to a minimum is a constant challenge, particularly during prolonged periods of hot, dry weather.

To help, the EWR Alliance has been suppressing dust by using water bowsers to spray the haul roads and compounds at regular intervals throughout the day - using over 300,000 litres of water a day as a result.

In addition, the Alliance is currently trialling a new, innovative dust suppressant product from the USA, authorised by the Environment Agency in 2020.

DustLess is a unique product that is sprayed onto areas and absorbed into individual soil particles, weighing them down and preventing 'fly-away'.

DustLess is composed of a blend of severely hydro-treated, hydrocarbon-based organic compounds, making it a non-hazardous compound which allows it to be safely used in environmentally sensitive areas where people and wildlife are present.

Over the last few weeks, as part of our trials, the DustLess product has been applied to areas in Bletchley, Newton Longville and Winslow and the results so far have been impressive, with the system successfully keeping dust at bay. We will continue to monitor the effectiveness of the product and, if the trial is successful, we will be looking for additional areas where it will be beneficial to use the solution.

Sandhill Road Closure Update

Sandhill Road near Steeple Claydon is currently closed to facilitate the reconstruction of an existing bridge on the road as well as utility works. The closure came into effect on Monday 10 May, with the road scheduled to reopen on Monday 6 September.

During this closure, East West Rail Alliance engineers have been upgrading the bridge structure to modern day standards to ensure it is safe for road and rail users once the new East West Rail line opens.

Our team began by demolishing the existing Sandhill Road bridge and constructing the new bridge abutments, which provide the structural support needed for the new bridge deck. In addition:

- The retained outer arches of the bridge structure have been strengthened with blockwork and the void filled with foam concrete, enabling them to provide structural support to meet modern highway specifications.
- Architectural brickwork repairs have been carried out on the bridge piers and to the exterior parts of the structure.
- The bridge's new cill (or edge) beams have been installed.
- Precast bridge parapet units (L walls) have been installed to the north and south of the bridge and waterproofed. The team have also progressed the installation of the vehicle restraint system (which acts as a safety barrier to prevent road vehicle incursion on to the operational railway).

Many of the components used to refurbish the bridge are being manufactured offsite to increase efficiency and reduce the amount of haulage required to deliver raw materials to site.

Whilst the majority of components for the new bridge are on site and being installed in accord with our programme, unfortunately, due to circumstances beyond the control of the Alliance, some components for the central span rebuild are delayed at the UK manufacturer.

Whilst we have re-sequenced the construction programme in order to accommodate the current delay in supply, it is envisaged that further delay will impact the Alliance's ability to complete the remaining programme of works by 6th September. We are keeping this position under close review and undertake to keep the communities advised as the sequencing of the programme for works to go is finalised.

We can confirm that as much as practicable of the highways works and non-central span bridge works will take place between 17 August and 5 September as per our programme.

Away from the bridge structure itself, the haul road that serves as the link from the existing railway line worksite to the bridge is complete and we have completed the construction of the approach embankment which will connect Sandhill Road to the new bridge.

The Sandhill Road closure has also been used by Southern Gas Networks (SGN) to completely replace a 50m section of the high-pressure gas main supply line running across Sandhill road on the north side of the bridge. The SGN works started with the installation of a new valve to the pipe, ensuring that the gas supply was successfully isolated to facilitate the pipe replacement works, which have now been completed on schedule.

Although this work is essential, we appreciate the closure of the road is disruptive to the local community and we apologise for the ongoing disturbance being caused. We will continue to minimise and mitigate the disruption as best we can and work with consideration for the local community by minimising noise and ensuring access to properties and farm access on Sandhill Road is maintained. Our mobile Traffic Ambassadors are also routinely stationed along Sandhill Road as part of their rota to monitor the performance of EWRA traffic so as to reduce the impact on local residents as effectively as possible.

Keeping in touch

We have been circulating a community update via email every two weeks to keep local residents in the area informed of how the Sandhill Road works are progressing. If you would like to subscribe to these updates, please contact us by email at publicinformation@ewralliance.co.uk.



Sandhill Road overbridge from above (taken Mid July 2021)



Alliance sponsors MK Job Show

As part of our commitment to leave a lasting socio-economic impact in the area, the EWR Alliance has sponsored the re-organised MK Job Show which will take place 17 & 18 September at MK Central, Milton Keynes.

Since originally sponsoring the show back in 2020, the Alliance has filled the majority of the vacancies available on the project, however, there are still plenty of opportunities to get involved in the Alliance project, or to find out more about the careers on offer in the construction, engineering and the rail industry.

Volunteers from our project team will be on hand to talk about their experiences working on the project and within the industry, whilst we will also be taking part in seminars organised by job show and hosting CV workshops & interview technique workshops.



Update on the EWR Co Non-statutory consultation

EWR Co would like to extend its thanks to everyone who took the time to respond to the 2021 non-statutory consultation.

Thousands of people took part and all the responses, alongside other work including technical, financial, and environmental assessments, will help inform the development of this once-in-a-generation opportunity and help shape the future of the railway.

The response in numbers is detailed in the graphic below:



Alliance works with family impacted by construction works

Ahead of the start of our earthworks programme in the Bicester area, we were contacted by a local family with a child that finds changes to their daily routine challenging and is sensitive to noise - particularly unfamiliar loud noises such as those created by construction projects.

To help the family, the Alliance's Sustainability team used a technique used by many SEN (Special Educational Needs) schools to create a "social story" using pictures and word association to help facilitate conversation and understanding about what will happen in advance of something new occurring.

We also invited the family to visit one of our sites so that project staff could show them some of the construction machinery we use, including a state-of-the-art excavator simulator, to help them familiarise themselves with the types of machinery involved.

Alliance staff explained in detail the types of activities that would take place and the methodology that would be used to help them understand more about our processes and the measures we take to mitigate noise and disturbances as best we can.

It is hoped that the combined efforts of the team will help the family manage the impact caused by our construction works and make it easier for their child to understand what will be happening during our works.



A member of the Alliance team demonstrates the excavator simulator

Helping out in the local community

We continue to engage with our local communities, and have carried out a number of projects at a safe, social distance to help leave a lasting, positive impact in the areas we are working in.

In June, Alliance team members were involved in a project to resurface the drive of Molly's Café in Steeple Claydon. The driveway had several trip hazards that also created large puddles when it rained. Given the Alliance is carrying out a number of highway improvement projects as part of our work in the area, we were contacted by the owners to see if we could help resurface the driveway and we were very happy to help.

Arranged by the Alliance Social Value Manager, Danny Miller and the Director of the Claydon Community Café, Paul Firth, with the work being completed by our supply chain partners, Toppesfield.

Paul said, "I'd like to send a huge thank you to all those involved in resurfacing the drive in front of our café. The work was carried out on a miserable, damp, grey Saturday, but the team worked with good humour, solved a couple of challenges and completed the work to a very high standard.

"This work has made a significant improvement to the appearance and safety of the café, removing trip hazards and making it much more welcoming, particularly to those with mobility problems.

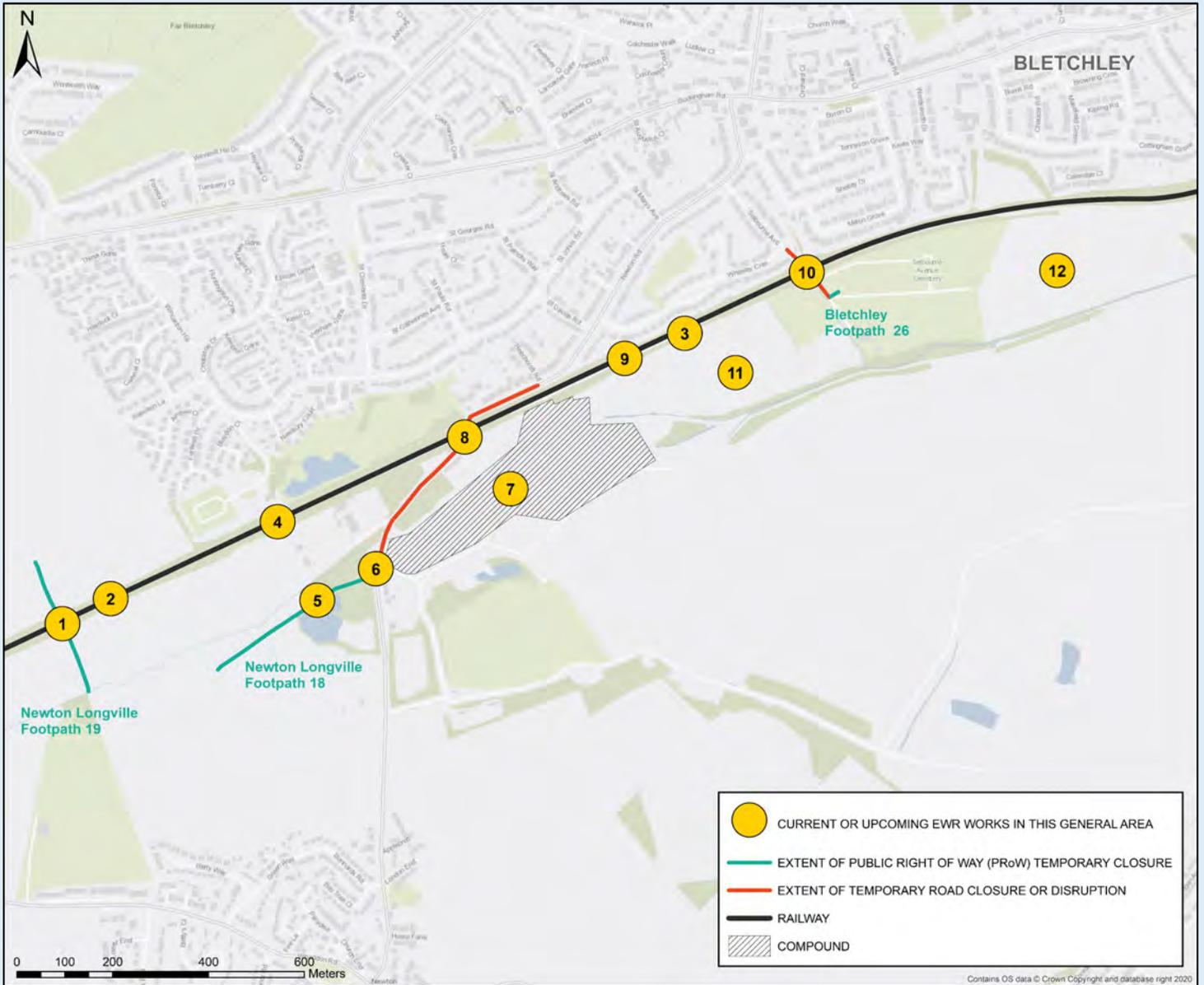
"This is a great example of your commitment to helping the communities your work is impacting. Please pass our grateful thanks to all those involved in this project."



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.

West Bletchley





1. Trenches underbridge replacement

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 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: Precast concrete units which form the new structure have been installed. The new structure has been waterproofed and backfilled, to allow access for construction of the main earthworks required in the area. Final finishing works are now being carried out.

2 & 3. Railway works

In March/April we started 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.

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

Recent progress: No further works have been carried out in the last period.

Upcoming Activity: We will undertake the second phase of repairs in winter 2021, including waterproofing works and installation of handrails.

5. Haul road construction

Description: We have constructed 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.

6 & 7. Compound construction and access

Description: We have built 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.

Recent progress: The construction of the compound is complete and the compound is now being used to facilitate the main earthworks required in the area.

8. Newton Road underbridge repairs

Description: We will refurbish the existing Newton Road underbridge. Work will include new waterproofing, brickwork repairs and deck strengthening works.

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

Recent progress: No further works have been carried out in the last period.

Upcoming Activity: We will undertake the second phase of repairs in

winter 2021, including waterproofing works and installation of handrails and signage.

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.

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 work will involve demolishing parts of the bridge, piling works to reinforce the existing structure and installing new parapets. We will also install new handrailing and waterproof the deck.

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

Recent progress: No further works have been carried out in the last period.

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 have constructed 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.

Recent progress: These works are now complete.

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.



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.

Central Bletchley





1. East Water Eaton Road Compound and access point

Description: The East Water Eaton Road compound and access road 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 was 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 completed the installation of the main beams over the railway and are now well into construction of the main bridge deck on top of these beams. The protective barrier which allowed our workforce to carry out work whilst the railway was running is now being removed to allow minor finishing works to be carried out within the structure, such as joint sealing, anti-graffiti coating application and bird spike installation.

Upcoming activity: In the next three months we will continue constructing the main bridge deck and adjacent decks and will also start the minor finishing works. Waterproofing and the installation of joints to the new and retained spans will begin in July finishing end of October 2021.

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 construct the new flyover structure.

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 our activities are complete. We will then return the land to its former condition.

Disruption: Our Wellington Place compound will cause minimal disruption. EWR 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.

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 in spring 2022.

Recent Progress: Since the last newsletter, we have installed all 103 main beams across the West Coast Main Line (WCML) and the associated transfer of the Overhead Line equipment (OLE) onto this new bridge structure. In addition, we have started the construction of the bridge deck on top of these bridge beams.

Disruption: We continue to carry out our work when the railway is closed to traffic – as ever - 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 early summer 2021, we re-opened the site and closed Buckingham Road to install the new beams needed for the new flyover structure.

Duration: Circa two months

Disruption: Details of the ongoing regarding the road closure are available on [one.network](#) and appropriate signage displayed.

6 & 7. Bletchley High Level Station & CEMEX area

Description: We are building 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 started 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 completed piling the foundations for the new Bletchley High Level Station ready for the main construction of the new high level platforms to begin.

Upcoming activity: Construction of the main building and high level platforms will begin in summer 2021. Piling for the foundations required for the new link footbridge began in July 2022. The link footbridge is due to be constructed in early 2022.

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 Main Line. 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 late 2021.

Duration: Significant OLE works have taken place throughout 2020 and the early part of 2021 and will continue as we prepare to install the new flyover structure and the installation of track in 2022.

Disruption: Track installation work will involve some out of hours deliveries by train.

Upcoming activity: Track work is due to begin in late 2021 heading from the Bletchley High Level Station area, across the flyover and into West Bletchley in 2022.

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





EWR2 Earthworks - Summer 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 Alliance has now handed over all 25 of the worksites to J Murphy & Sons and Buckingham Group, and have completed several key milestones including:

Buckingham Group:

- Completion of Compensation Flood Storage Area near Bicester and completion of haul road to Station Road overbridge (28,000m³)
- Station Road overbridge embankments are 75% complete and are due to be fully complete in autumn 2021
- The Charbridge Lane site has been handed over to start the backfill (re-filling areas excavated for construction) behind the new overbridge
- 1.5km of trackbed (the surface upon which the new track will be installed) completed in A4
- Start of backfill at Queen Catherine Road overbridge and Verney Road overbridge

John Murphy & Sons

- A total of 2.8km of trackbed has been installed in various areas of the project
- 2.2km of 'king post walls' installed out of 3.2km needed for the project
- Sheet piling for the new Winslow Station platforms has started
- Start of Backfill at Salden Wood Overbridge

The unusually wet weather in May initially affected the team's progress as ground conditions were too poor and unsafe for our teams to work in. However, the good weather we have experienced in recent weeks, combined with the Section 61 consent we have received Newton Longville – Mursley to extend our working hours has meant we have been able to recover and our teams are now regularly over-achieving on our planned volumes overall.

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.

To manage construction traffic effectively, the Alliance is using Voyage Control across the project and mandating its use with all our supply chain partners, including J Murphy & Sons and Buckingham Group. Voyage Control allows us to plan and track all vehicle movements for every aspect of the project, meaning we can plan our journeys and all deliveries to site as efficiently as possible and reduce our impact on the local road networks. The software also helps us monitor whether our supply chain partners use the construction traffic routes that have been agreed as part of the Transport Works Act Order for the project. 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

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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 late 2021.

Likely disruption: There is the potential for dust to be blown over Charbridge Lane. As such, EWRA will implement dust suppression methods to maintain safety of drivers and local residents.

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 late 2021.

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 – summer 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 this [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 – late autumn 2021.

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 will be widening the rail corridor, installing drainage, and constructing the track bed in this area.

Duration: Summer 2021 – autumn 2021.

Likely disruption: No disruption to local residents anticipated during these works. Plant and vehicle movements may be visible from surrounding areas. A road closure will be in place on Buckingham Road in June/July, but this is not associated with the earthworks activities.

Supply Chain Partner: JMS



EWR2 Highways works – Summer 2021 update

As part of the consultation process for CS1, the project has worked with local planning authorities and communities to agree the construction traffic routes to be used as the project is built. In addition, the Alliance committed to carry out a large number of highways improvements that are needed in order for construction traffic to use the agreed routes safely and minimise disruption to road users.

The Alliance has completed the vast majority of these improvements to ensure the roads are ready for construction traffic to use.

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

To manage our logistics operation, the Alliance is using Voyage Control across the project and mandating its use (or the use of equivalent system) with all our supply chain partners. Voyage Control allows us to plan and track all of our vehicle movements for every aspect of the project, meaning we can plan our journeys as efficiently as possible and reduce our impact on the local road networks.

In recent months, the Alliance has appointed Traffic Ambassadors. The Ambassadors will monitor the performance of the projects traffic flows and will report any issues they observe in real time to our Logistics and Construction Managers who will be able to take immediate action.

In addition, the Ambassadors will 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 will monitor driving behaviours to ensure compliance with the our driving policies and the expected driving behaviours.

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

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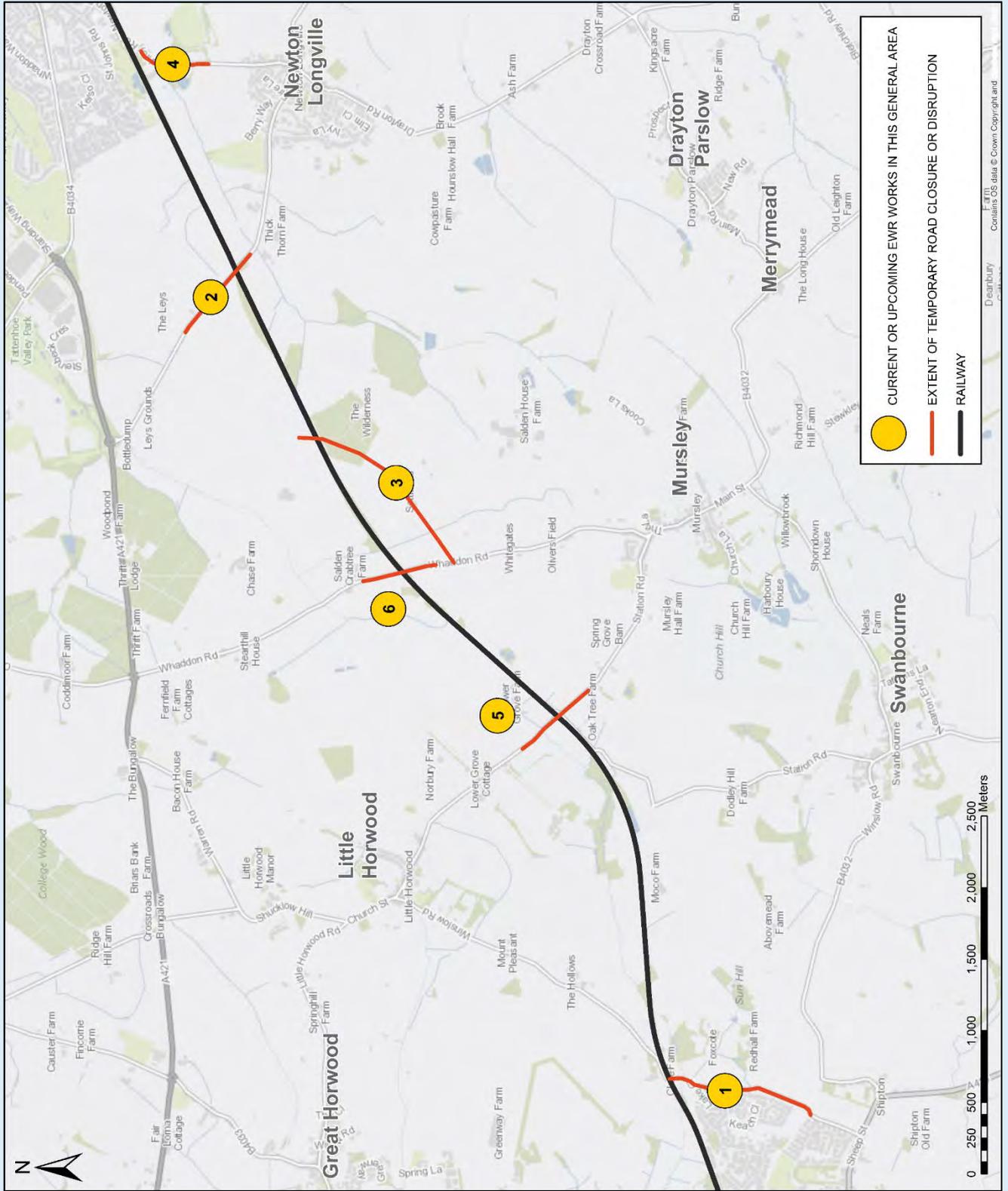
VolkerRail

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





EWR2 Highways works - east





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 bridge surfacing

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 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: Winter 2021- spring 2022.

4. Newton Road, Bletchley – 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: Winter of 2021.

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.

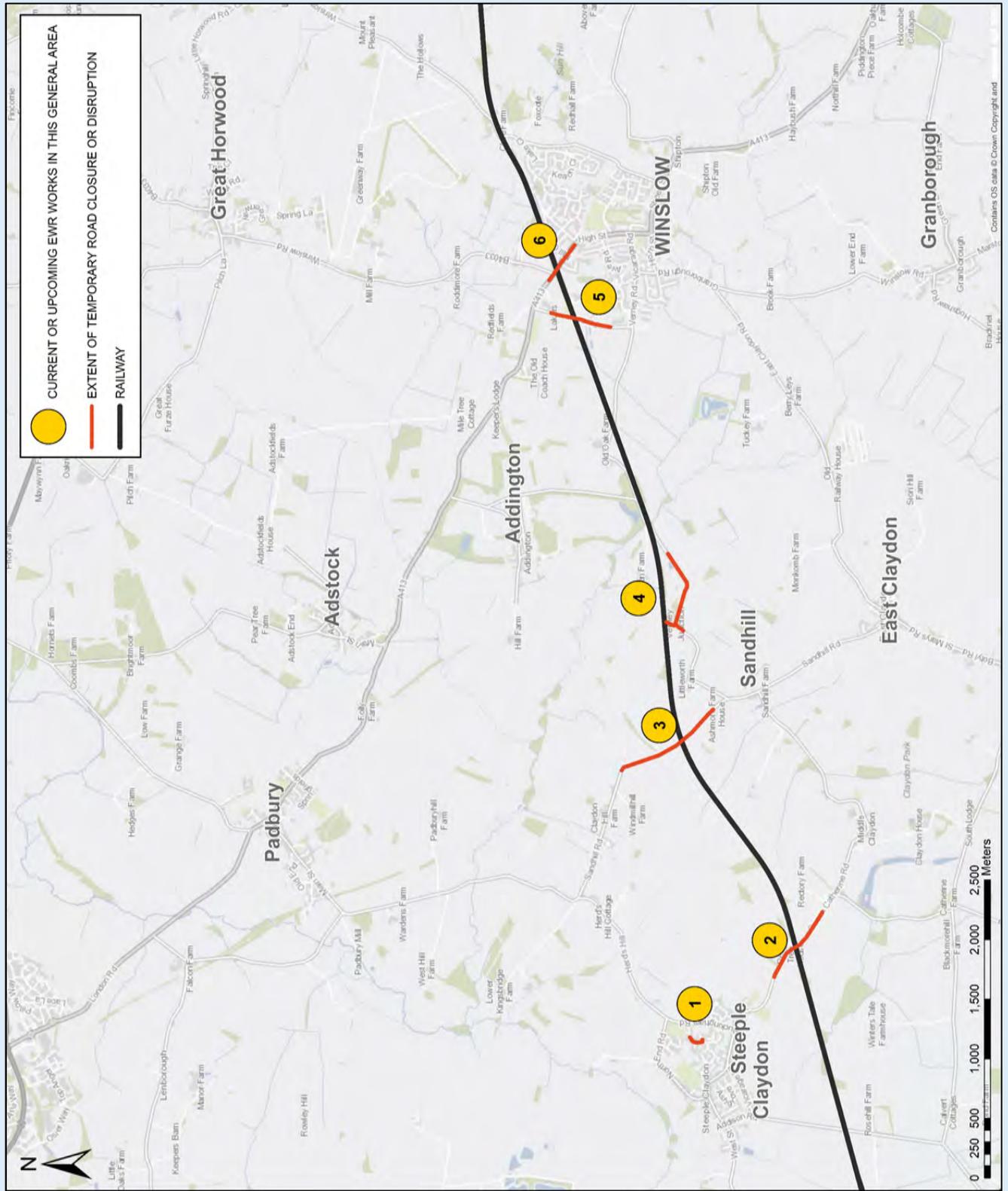
6. Whaddon Road, Mursley – surfacing bridge structural works

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

Duration: Spring 2022.



EWR2 Highways works - central



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 around the Spinney has been subject to extensive scrutiny and discussions with Buckinghamshire Council.

2. Queen Catherine Road – surfacing of new bridge, power diversion

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.
- Power diversion – Spring – Summer 2021.

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 - 6 September 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.

5. Furze Lane – bridge surfacing and protection works

Description: The bridge at Furze Lane is being refurbished and once this has been completed the road on top will be resurfaced.

Duration: Summer 2022.

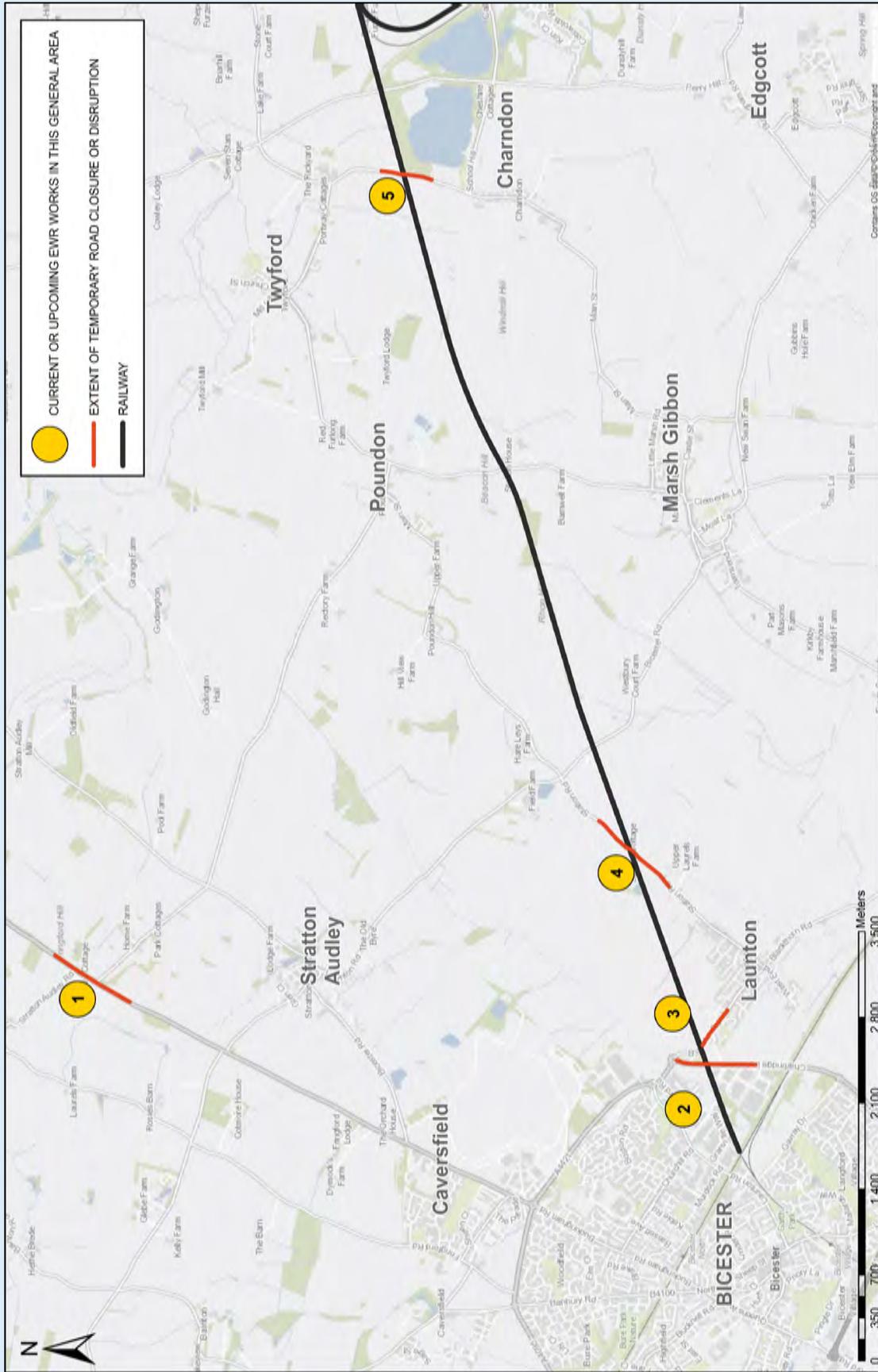
6. Buckingham Road – Highway/Rail Fencing Works

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

Duration: February 2022.



EWR2 Highways works - west



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 is also progressing on the new highway entrances to Tythe Barn and the Allotments. 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.

Duration: Late summer 2021.



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