

EWR2 Project Newsletter Summer/Autumn 2022 Bicester & Launton



East West Rail Phase 2

Project Newsletter

Welcome

Welcome to the summer/autumn 2022 issue of our project newsletter.

Before I start to update you on the progress since the spring, I would like to reinforce some important messages that you will read in this newsletter regarding keeping the community safe as we continue to build the track required for the new railway. As you will read, engineering trains are now in operation at the east and west ends of the project and it is more important than ever that people respect the site perimeter and do not enter the construction areas where trains are operating. Our track construction and operation of engineering trains will continue from now all the way through to the railway opening.

While the majority of the engineering trains move at a slow speed while we construct the new line, they present significant danger to anyone in their vicinity and particularly those who have not received special safety training. We have installed the permanent rail boundary fencing and implemented security measures that include roving security patrols and CCTV cameras that are monitored 24/7, however, we are requesting community support to help us to keep the railway safe. Trespass on the railway remains a major concern for Network Rail nationally, with hundreds of people risking their lives on a daily basis. Please don't take the risk. Trespassing on the railway can destroy lives.

Our communications team will be working closely with Network Rail on a publicity campaign to make the local community aware of the dangers as we transition into track construction and ultimately into passenger services being introduced on the line. If you have any ideas or would like the team to visit your area or community group, I would encourage you to contact them at publicinformation@ewralliance.co.uk.

The on-time commencement of track construction is a testament to the efforts of our civils and earthworks teams, who have delivered their works on schedule despite the challenges facing the construction industry and UK economy. As you will read below, our main earthworks programme is now complete and our civils team are progressively handing over their work sites to our track team to begin the track installation across the project. With most of the track materials being delivered by rail, it means that much of our disruptive activity in terms of material delivery and removal is now complete. I would like to thank the local community once again for their patience and understanding in this regard, particularly where we have failed to meet expectations.

With our main civil activities nearing completion, our focus now shifts to track installation and to reinstating the temporary land that has been used for the construction access and haul roads. We will also be reinstating the temporary access points from the local highways and carrying out works to bring the highways back to the condition before use by our construction traffic. Inevitably, this will require a progressive programme of road closures to enable these works to be carried out and again, I would like to apologise for the disruption that this will cause.

In respect of work-related road closures, most notable are the following: **Furze Lane, Winslow**, where we are currently carrying out refurbishment works to an existing railway bridge and **Queen Catherine Road, Steeple Claydon**, with works enabling connection of the structure to the existing road network. There will also be further road/bridge closures at **Whaddon Road, Newton Longville** and **Verney Road East, Winslow** from September and November respectively, whilst at **Buckingham Road, Winslow**, traffic management will be in place from September to November – full details of these and other works are provided elsewhere in this newsletter. I would like to apologise for any inconvenience caused and as always, we will endeavour to make sure our works are completed on time to avoid any further disruption.

I am also pleased to report that the project has won a number of awards related to our environmental performance and you can read about them in the 'Environment awards roundup' section of this newsletter.

Finally, I would like to once again thank everyone for their ongoing support and patience as we continue to deliver the project and hope that you find this newsletter useful and informative.

Mark Cuzner, Alliance Director

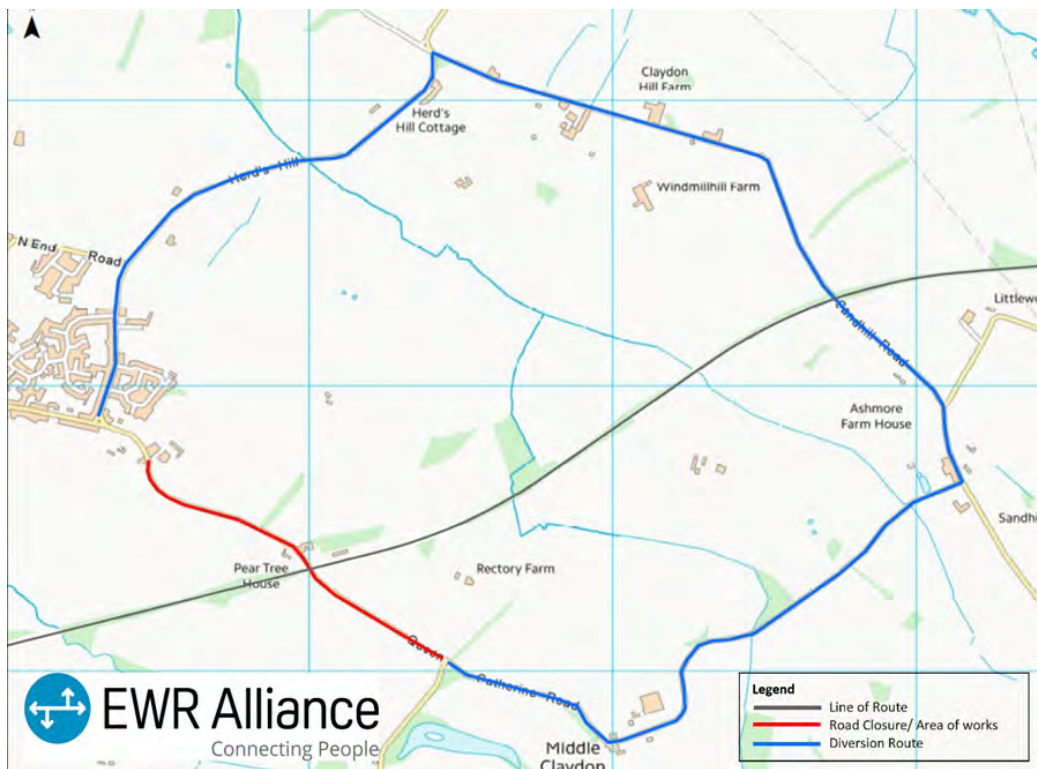
Road closures and diversionary routes.

Ongoing works and diversionary routes

You will find a detailed look at recent progress and upcoming works in your particular area towards the back of this newsletter. However, over the coming weeks there are a number of ongoing works/road closures and subsequent diversionary routes we would like to bring your attention to:

- **Queen Catherine Road, Steeple Claydon**
 - Full road closure from **now through to 17 October 2022**.
 - Facilitating utilities diversions, construction of four new highway connections, highway repairs, fencing, landscaping and work to footpaths on the north and south sides of Queen Catherine Road.
 - A diversionary route will be in place during the works (see below, with the closure highlighted in red and the diversion shown in blue).
 - We will maintain access to businesses and properties on Queen Catherine Road during the closure (initially from the south and then from the north).
 - The new road and overbridge will be opened upon completion of works.
 - Please note, formal notifications regarding this closure have been sent to local residents and businesses.

To read the electronic version of this newsletter, scan the QR Code:



Map of Queen Catherine Road diversion route.



Road closures and diversionary routes.

Ongoing works and diversionary routes continued

- **Overbridge (OXD20), Furze Lane, Winslow**
 - Ongoing bridge closure, scheduled for completion **Friday 2 September 2022**.
 - Facilitating the upgrade of the existing structure, including crash barrier installation.
 - During this period there will be no road access, with a diversionary route in place.
 - Pedestrian access will be retained via the new footbridge.
 - Business continuity - bespoke signage has been produced in conjunction with affected businesses to inform people that they will remain open throughout the work.
- **Whaddon Road, Newton Longville (OXD9)**
 - Bridge closure from w/c 26 September* for 10 weeks (start date TBC).
 - Facilitating the construction of two rail access points, removal of the existing compound/haul road access and completion of road repairs.
 - During this period there will be no road or pedestrian access, with a diversionary route in place.
 - We will maintain access for residents and businesses throughout the closure.
- **Verney Road East, Winslow (OXD22)**
 - Bridge closure from November* until the end of the year following completion of the Buckingham Road works (dates TBC).
 - Facilitating the upgrading of the bridge to modern standards including brickwork repairs, handrail installation, fencing, deep drainage crossing installation, passing bay removal and road repairs, plus the installation of a Network Rail access point.
 - During this period there will be no road or pedestrian access, with a diversionary route in place.
 - We will maintain access for residents and businesses throughout the closure.
- **Buckingham Road near Winslow Station (OXD18)**
 - Bridge upgrade works are scheduled to start on 12 September 2022 for nine weeks until 11 November.
 - Whilst the bridge will remain open throughout the works, traffic management measures will be in place.
 - During this period, Great Horwood Road will be closed.
- *These dates are subject to permit approval from the local authority.*

Road conditions

As the seasons change, so will the road conditions and the measures adopted by the project to manage its impact on the local highways. During the summer months, this has included the use of a dedicated water bowser to help reduce dust across the project footprint.

Acoustic barriers

Helping to manage noise/disturbance from the operational railway, these have been installed at Winslow, Verney Junction and Steeple Claydon.

Compound demobilisation/haul road reinstatement

As mentioned above, with the majority of the earthworks and civils nearing completion, the project is changing emphasis towards a railway/track project. As such, there will be a gradual demobilisation of compounds and reinstatement of haul roads, resulting in a reduction in the project's temporary footprint and the number of Alliance related vehicles using the local road network.

Track construction update

With most of the major civils works on East West Rail Phase 2 nearing completion, the project is now firmly focused on the actual track construction between Bicester and Bletchley/Milton Keynes.

The East West Rail Alliance is currently pushing ahead with the installation of 66km of track (both directions), including 30km of twin-track with a line speed of 100mph. Works also include the provision of Claydon loop for freight use and a connection to HS2 Limited's infrastructure maintenance depot (IMD).

The project is using a New Track Construction Train (NTC) - capable of installing over 1km of track in a single shift – which is helping deliver 95% of track installation. Starting the first of its 58 shifts this February, the NTC has already helped install over 15km of track from the new Bletchley High Level station through to Swanbourne, with its sights now set on the following:

- July 2022 – January 2023: Bicester to the HS2 construction site interface at Calvert (8km of twin track installation)
- September – December 2022: Swanbourne to Winslow East (7km of track installation)

Track Project Lead Joe Jamieson takes up the story: "From January 2023 to Spring 2023, we will be concentrating our efforts from Winslow Station through to the boundary with the HS2 construction site at Queen Catherine Road – an 8km stretch of twin track."

As well as the NTC, the works are also being supported by an on-track tamping machine known as a 'Beaver,' which compacts freshly laid ballast around the railway sleepers, whilst bringing the newly installed rail to its final designed position. The Alliance's approach enables the majority of the materials needed for the track construction as well as the track installation itself to be carried out by rail haulage and specialist engineering trains. In turn, this means:

- A reduction in road traffic on local highways/compounds, removing 4,000 plus lorry journeys and almost 10,000 'on-site' dumper movements
- Improved logistical control, reducing the need for ballast stockpiling
- Earlier demobilisation of compounds (with no need for large amounts of ballast to be stored at compounds following the completion of the civils work)

- A reduction in the amount of people needed onsite – providing safety benefits.

"By working in this way, we can also use the NTC sequentially over three days a week, maximising its output and driving down costs thanks to consecutive shift-based usage," explained Joe.

Perhaps most significantly from a stakeholder perspective, this phased approach to track construction is helping to reduce any adverse impact and keep the worksites 'self-contained.'

In addition to the above, the overall track works see the utilisation of:

- 246 trains delivering 286,320 tonnes of ballast, removing the need for over 14,000 lorry journeys
- 61 trains delivering 94,480 concrete sleepers, removing the need for a further 1,125 lorry loads
- 30 trains delivering 657 x 216m rail lengths, removing over 350 lorry loads and considerably reducing the need for on-site welding and stockpiling

Added Joe: "With track construction works scheduled for completion by Autumn 2023, the project focus will then turn to the final phase of rail control systems implementation, with Signalling, Power and Telecoms (SP&C) equipment being installed lineside and at the control centre in Rugby. This will be the final stage of the project, before system commissioning and hand over of the finished railway to infrastructure owner and operator Network Rail."





Rail Safety

Keeping people safe as we transition to a working railway

As the EWR2 project progresses, the once redundant railway is now returning to life, with engineering trains using the newly laid sections of track to bring materials to site and lay the new railway. From a safety perspective, this return to a working railway requires the reintroduction of new rules and regulations to help protect everyone.

Ahead of train operation, the Alliance will complete the installation of permanent railway boundary fencing with associated signage and security along the line of route, designed to prevent people from accessing the railway and explaining the dangers of doing so.

We will also be working closely with Network Rail on a communications campaign to ensure that the local community are aware that trains will be in operation during the remainder of the construction and ahead of the new line entering into service in 2025. This will include engaging with local community groups, schools and other organisations, supported by the production and distribution of letters, notification of works and posters/signage.

If you would like further information or you would like to arrange for us to come and speak to your local school or community group, please email us at publicinformation@ewralliance.co.uk

You Vs. Train – the dangers of trespassing on the railway

Despite the railway being full of hidden dangers, every day hundreds of people risk everything by trespassing on the railway. When you trespass on the railway, there are serious and catastrophic consequences for you, your loved ones, rail staff and the wider community.

Network Rail and British Transport Police's You Vs. Train campaign (<https://www.youvstrain.co.uk/>) highlights the dangers of trespassing on the railway.

Warning: the videos in the link contain scenes some viewers may find upsetting.

For more information on railway safety, please visit: <https://www.networkrail.co.uk/communities/safety-in-the-community/>

Engaging with the local community

Earlier in the summer, the Alliance hosted a series of community drop-in sessions at Steeple Claydon and Launton to help keep people informed of project progress.

Members of the team were on hand to talk to the local community about upcoming works and to answer questions about the project.

The team will be organising similar community engagement events in the coming months. If you would like the team to visit your area or would like to be kept up to date with information on the project, please contact the team via publicinformation@ewralliance.co.uk.

In addition to the drop-in sessions, regular surgery-style sessions are now held at Steeple Claydon Village Hall to give residents an opportunity to speak to the community liaison team. If you would like to find out when the next one will take place, please contact publicinformation@ewralliance.co.uk.



Main earthworks programme complete

East West Rail Phase 2, Bicester to Bletchley, has achieved a landmark moment, with the completion of the main earthworks.

Delivered by the EWR Alliance and its partners J Murphy & Sons (JMS) and Buckingham Group Contracting Limited (BGCL), the earthworks programme has long been a major milestone for the project and critical to enabling track construction to start on schedule.

In July, BGCL completed the last of the 25 earthworks sections required on the project, with the final works taking place between Queen Catherine Road and Sandhill Road, following on from the completion of Murphy's earthworks earlier this year.

Commenting on the achievement, the Alliance's Project Lead for Earthworks, Richard Fairhurst said: "We'd like to thank all involved in successfully completing this milestone, including the local community for their patience during the works."

Completion of the main earthworks will further reduce the project's impact on the local road network, with the ongoing demobilisation/reinstatement of the main compounds as the focus moves towards track construction.



J Murphy & Sons



Buckingham Group Contracting Limited

Utilities update

Utilities team near the finishing line

The end is in sight for the EWR Alliance's utilities, with just one diversion left to complete following an intensive programme over the last two years.

Led by Utilities Project Manager Kerry Iles and supported by engineer Karim Laraki, the diversion works first began in 2020 and have played a critical role in the successful delivery of the project's new structures, including five road over rail bridges.

The latest of these diversions involved the relocation of medium pressure gas pipelines at Station Road, Launton and Charbridge Lane in May, with Kerry and the team first considering the solution two years ago.

*Station Road re-opened to traffic in the Spring, with Charbridge Lane remaining open throughout the works, but with traffic management in place.

Kerry explained: "As has been the case with several of the new structures on the project, we first looked at how to de-risk construction of the new rail over road bridge at Charbridge Lane two years ago.

"Our chosen solution involved installation of a protective 'slab' over the existing pipeline, which then

enabled us to safely construct the new embankment, before returning with Southern Gas Networks (SGN) to carry out the actual diversion of the pipeline, which we completed this May. We also successfully adopted the same approach at Station Road, which we re-opened in to public use earlier this year."

That leaves one last utility diversion at Queen Catherine Road, Steeple Claydon. Starting in July and following previous diversions of water and electricity at the same location, the project involves the diversion of BT cabling/equipment in three phases via the installation of underground chambers. The BT cabling will then be fed through the new chambers, with work scheduled for completion this October, bringing all utility diversions to an end.

Said Kerry: "The main challenge across all of the utilities diversions has been to make sure that our work hasn't delayed any of the other key disciplines such as earthworks or civils. Close liaison with the utility companies has also been key to making sure that we have achieved our deadlines and so far, we have been successful in that."

Modern Railways Award makes it a hattrick for the Alliance!

The East West Rail Alliance's Environment and Sustainability team's efforts have earned the project three awards in as many weeks, with the latest at Modern Railways magazine's Railway Innovation Awards.

Held in London at the beginning of July, the event saw the E&S team take the Innovation Award for 'innovative techniques in mitigating habitat loss and creating lasting habitats of the future,' whilst also being highly commended in the Major Project of the Year category at the same event for its work on Bletchley Flyover.

The judges said: "This entry from East West Rail Alliance is inspirational and demonstrates some really innovative nature-based solutions to the challenge of protecting and enhancing the environment and biodiversity across the project. The use of artificial badger sets, dogs trained to detect great crested newts and tree-planting are all great examples of proactively managing the project's environmental footprint. The collaborative approach taken by the Alliance should be commended for generating forward-thinking and creative solutions which achieved a positive outcome for the environment, whilst enabling timely delivery of this significant infrastructure project."

Receiving the award from Network Rail's Chief Environment and Sustainability Officer Jo Lewington were East West Rail Alliance's Ecology Manager Tom Oliver, Section Ecologist for 2A Patrick Dixon, Environmental Advisor for track/SP&C Jose Chicharro, Head of Track and SP&C Mark James and Office Manager for C1 Nicki Webster.

The award comes on the back of official recognition at Network Rail's recent Northern Safety, Health, Environment and Leadership Team (SHELT) meeting for the project's work on biodiversity net gain and in particular its ecological compensation sites. Just a week earlier, the Alliance received another accolade, this time at the Chartered Institute of Ecology and Environmental Management (CIEEM) awards for Best Practice - Large Scale Mitigation, Compensation and Enhancement.

Commented Alliance Director Mark Cuzner: "It's extremely rewarding to see the work we have been doing to achieve a 10% Biodiversity Net Gain (BNG) - a voluntary commitment the Alliance made early in the development stages of the project - now being recognised as best practice ahead of the mandatory roll out of 10% BNG for all other major UK infrastructure projects next year. Once again, huge congratulations to the Environmental and Sustainability team and all those involved."



The Alliance team at the Modern Railways magazine's Railway Innovation Awards.



The Alliance team at the Chartered Institute of Ecology and Environmental Management (CIEEM) awards.

East West Rail in the news...

Here's some of the highlights from recent press coverage regarding East West Rail Phase Two...

BBC Look East

Late June saw East West Rail feature on BBC regional news bulletin 'Look East,' with a report of two halves. The first provided an update on the ongoing consultation for future stages of the project, featuring interviews with local residents, as well as the East West Railway Company (EWR Co) and its plans for Bletchley to Bedford and Cambridge. Part two saw Alliance Director Mark Cuzner and Project Engineer Kevin Bell providing an update on Phase 2 progress and Winslow Station respectively.

Royal Academy of Engineering

Environmental best practice took centre stage in a recent edition of 'Ingenia,' the flagship magazine for the Royal Academy of Engineering. Titled 'Engineering Biodiversity,' the piece focused on the importance of biodiversity in major projects, particularly in light of changes to the Environment Act, which will require all major projects to demonstrate biodiversity net gain (BNG). But whilst the law doesn't require full implementation until late 2023, the article picks out East West Rail Phase 2 as an early adopter of the changes, highlighting how 'EWR2 has transformed what would have been a substantial loss of biodiversity to almost no loss.'

You can read the full article at: <https://www.ingenia.org.uk/ingenia/issue-91/engineering-biodiversity>

Rail Technology Magazine and Raconteur

Section Engineer and Young Rail Professional of the Year Lucy Ellis continues to use her platform to champion diversity across the industry, contributing a commentary piece to the June/July issue of Rail Technology Magazine, as well as a piece in business leadership publication Raconteur. In both, Lucy looks at how 'we need to work collectively and as individuals to inspire more young people and those from a more diverse background to consider a career in construction and engineering.' She also points out that whilst there are undoubtedly challenges, progress is being made, with steps taken to 'make the industry more approachable for people who previously didn't feel that it was for them.'

You can read the full article on Rail Technology Magazine's website:

https://mag.railtechnologymagazine.com/?m=62824&i=751810&view=articleBrowser&article_id=4299389&ver=html5

You can read to read the full article on the Raconteur website: <https://www.raconteur.net/hr/diversity-inclusion/gender-equality-under-construction-building-industry/>

A walk on the Wildside...

In line with its commitment to support local companies and Small and Medium-sized Enterprises (SMEs) wherever possible, East West Rail Alliance has developed strong working relationships with a number of businesses located on or near the project footprint. One such supplier is Wildside Limited, whose involvement with the Alliance goes right back to project inception and whose environmental expertise has played a major role in the project's award-winning approach to biodiversity.

Wildside Limited's origins are linked to the land, with owner Nick Penn starting out as a farmer trading in straw. But, following a change in circumstances, Nick, supported by wife Tilly, turned his attention to environmentally themed construction work, including site and vegetation clearance, landscaping, maintenance, arboriculture and fencing.

Based in Daventry just 30 miles from East West Rail Phase 2 (EWR2), the company has been heavily involved with rail schemes such as Chiltern Railway's Evergreen projects and EWR Phase 1 - Oxford to Bicester, for which it carried out station fencing and vegetation clearance.

Said Nick: "We tend to lean towards rail, particularly as we know all the rules and regulations and have the relevant kit and competencies. We've also developed some strong working relationships and are able to react quickly to meet the needs of the project that we are working on."

None more so than EWR2, where Wildside has been providing support since the project's beginnings back in 2016/17, making it the longest serving supplier on the scheme. Explains Sam Davies, Project Delivery Manager for the East West Rail Alliance, which is building Phase 2: "We initially engaged with Wildside to support the construction of four advanced ecological compensation sites (ECS). These were located towards the Bicester end of the scheme and were developed whilst we underwent the Transport and Works Order application process."

Also supporting construction of the project's 17 other ECS's, Wildside put its mulching machines, mini diggers, tractors and other equipment to good use in the creation of ponds, wildflower meadows, woodland and dedicated ecological habitats for everything from bats and otters through to insects and great crested newts.



Wildside plant carrying out de-vegetation works.

Other Wildside 'wins' include the creation of a new sports pitch at Fulbrook Middle School in Woburn Sands, which they completed in just two days back in 2018 as part of the project's commitment to leaving a legacy in the local community, as well as the diversion of a spring across a local footpath at the Spinney in 2021.

With another two years to go on EWR Phase 2, Wildside will continue to play a key role on the Alliance team as the project begins to reinstate land and 'tie in' the project to the local landscape.

Leaving a legacy

The Alliance supports #No Mow May

The Alliance supported 'No Mow May' by urging colleagues to take a break from gardening and stop mowing the lawn, helping to support the UK's bee population by increasing pollination. The campaign is organised by Plantlife, a wild plant conservation charity.

Head of Environment and Sustainability Manager Paula Collins said: "Everyone can make a difference and sometimes it's the things you don't do that can help the environment the most. Letting pollination happen naturally has a really positive effect on the environment and encourages the growth of nectar-rich flowers loved by pollinators such as bees and insects."

To help provide more plant life for the environment, the Alliance has been distributing pollinator 'seed bombs' to colleagues, schools and groups in the local community, helping to encourage wildlife growth. The biodegradable pouches are easy to use, even for those who aren't green-fingered.

If you would like to learn more about the Alliance's environmental work and legacy, then please get in touch with publicinformation@ewralliance.co.uk

World Environment Day and '30 Days Wild'

Earlier in the summer, the Alliance supported World Environment Day and the Wildlife Trusts '30 Days Wild' campaign, holding a range of activities across the month of June.

Pledges were made by members of the project to support the 'Only One Earth' campaign to commit to at least one action that would contribute towards preserving the environment. Each action was allocated an Earth Action Number, counting towards the call for collective, transformative action on a global scale to celebrate, protect and restore our planet. If you are interested in making a pledge you can do so via Do Nation.

(<https://www.wearedonation.com/>)

A nature-themed walking club was established at the project office to encourage the team to go out on a nature walk with Ecology Manager Tom Oliver and Ecology Survey Lead Anna Rowlands. Starting at the Alliance's head office, the walk took in the Loughton area of Milton Keynes, including Loughton Valley Park (known locally as Teardrop Lakes) and the All Saints Church.

A charity cake sale was also organised across our compounds and project offices, raising funds for Oxfordshire Wildlife Rescue.



Members of the Alliance out on a nature-themed walk.

Leaving a legacy continued...

Alliance Volunteers plant trees in Winslow for the Queen's Jubilee

On Monday 23 May, a team of volunteers from the project spent the morning at Winslow Church of England School helping the children of the Rainbow class to plant 135 trees. The trees were donated to the school by the Woodland Trust to coincide with the Queen's Jubilee, with the day arranged via our supply chain partner J Murphy & Sons and supported by Alliance team members.

Teacher Miky Rodriguez said: "All the children enjoyed this activity very much and everyone had planted at least three trees. One of the boys said that 'this was the best day ever!' All the children were also proudly telling their classmates about it when they returned to school."

Works Support Manager Keely O'Sullivan said: "Well done to all of the children involved in planting the trees at Winslow Church of England School. They were fantastic and all loved getting stuck in and muddy – some of them planted an amazing seven trees each!"

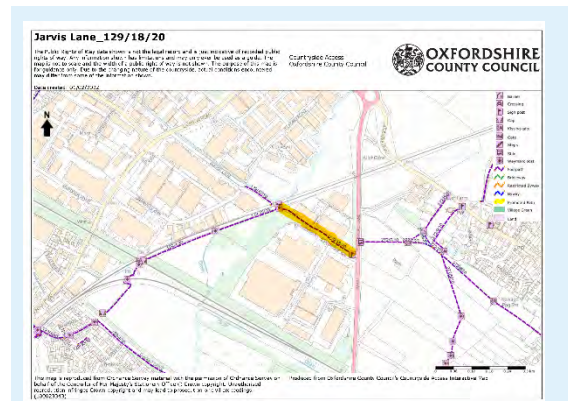
EWRA inspires future generations at TeenTech event

On Tuesday 5 July, team members from the Alliance volunteered at the TeenTech festival at the Ridgeway Centre in Milton Keynes.

The event gave students and teachers from across the region the opportunity to try their hand at immersive challenges and experiments, handling cutting edge technology and spending time with engineers, technologists and scientists from a wide range of companies.

The event was split into zones to give the students the chance to take part in the different activities. Alliance volunteers were stationed at the 'Insight' zone, running a 'fun and messy' activity, where the students attempted to mix different ingredients to solve the issue of leaves on the railway line.

Another Alliance team member spent the day utilising their skills as a STEM (Science, Technology, Engineering & Maths) ambassador, accompanying students from Watling Academy as they worked their way through the TeenTech zones.



Public Rights of Way re-opening schedule

We recognise that Public Rights of Way (PRoW) are an important resource for the community and seek to minimise closures of PRoWs where possible. In some instances, closures must be made to ensure public safety whilst works are undertaken, for example to divert watercourses and reroute PRoWs.

The Alliance is seeking to reopen the PRoWs affected by the project as early as possible and again make them available to the community.

We have created an interactive guide to share information regarding each of the current and future PRoW closures, including guidance indicating when the PRoW is scheduled to re-open.

To view the guide, scan the QR code below on any internet-connected mobile device:



Please note, this information is subject to change and any closures/re-openings will be notified nearer the time by the Alliance via the local authorities as necessary.

1. Jarvis Lane railway works and footbridge works

Description: We have constructed and commissioned the new railway in this area. This included trackbed earthworks, drainage, culvert works, new track installation and signalling. A new footbridge has also been built which allows people to safely cross the railway.

Duration: Work began in spring 2020 and is due to be fully completed in the summer of 2022. We opened the footbridge and adjoining public right of way (PROW) on Tuesday 5 October 2021.

Disruption: No further disruptions are expected to the PROW and footbridge.

Recent Progress: We have undertaken repairs to the culverts in this area.

Upcoming Activity: The small compound used in this area will be removed mid-autumn of 2022.

2. Charbridge Lane road bridge

Description: One of the most significant construction activities in the area is the new road bridge on Charbridge Lane, which has been constructed using multiple temporary road diversions to minimise disruption to the local community.

Duration: Work started in early summer 2020 and is due for completion in the summer of 2022.

Disruption: Temporary closure of public rights of ways and temporary highway lane closures will be required during the works in the area. All closures will be publicised on [one.network](#) and appropriate signage will be displayed.

Recent progress: We have completed construction of the permanent southern approach to the bridge, including service diversions and opened the road to traffic. We have also constructed an Ecological Compensation Site in Mill Meadow (the area used as a temporary road whilst the bridge was built).

Upcoming activity: We will complete the removal of the temporary embankment on the south side of the new bridge and reinstate the land to its original condition, including installation of fencing and landscaping works.

3. Grange Farm footbridge

Description: A new footbridge has been built in the Grange Farm area to allow safe crossing of the new railway.

Duration: The new Grange Farm footbridge opened on Friday 21 January 2022, enabling the Public Right of Way (PROW) to re-open.

Recent activity: Construction of the track formation has continued below the bridge, as well as fencing and landscaping works.

Upcoming activity: Work over the next three months will involve the construction of a new PROW route which will connect the south side of the bridge to Station Road.

4. Bicester Road overbridge works

Description: The existing bridge has been refurbished, including waterproofing, brick repairs, raising the height of the parapets and highways works.

Duration: Duration: Initial work on the Bicester Road overbridge started in early 2021. These initial works - which required the closure of Bicester Road - were completed to schedule. The second phase of repair works commenced in the spring of 2022 and were completed in the early summer.

Disruption: There have been full and partial road closures in this area to refurbish the existing bridge and construct a new entrance for the local allotments. All lane and road closures have been publicised via [one.network](#) and appropriate signage has been displayed. Unfortunately, in order to install the Vehicle Restraint System (VRS) safely a further road closure of Bicester Road has been necessary. These works have now been completed and no further road closures are planned.

Recent progress: We have completed the highways works and installation of a Vehicle Restraint System (VRS) to the bridge, as well as fencing and landscaping works.

5. Main Bicester Compound construction

Description: This is the main hub for work in this area and includes site offices, storage for materials, maintenance, parking provision, together with welfare facilities for construction staff.

Duration: The compound is fully operational and will be in place until work in the area is complete at the end of 2023. The land will then be reinstated to its former condition.

Disruption: There will be an increase in construction traffic into the site throughout the duration of our works in the area.

6 & 7. Railway works and haul road construction

In this area we have been forming the earthworks and drainage required for the construction of the railway infrastructure and track, for example by creating embankments, slopes and cuttings needed for trains to run smoothly. The area has also been used as a haul road for construction traffic to use to minimise our use of public highways.

Works have now been completed and the installation of the track has begun on programme.

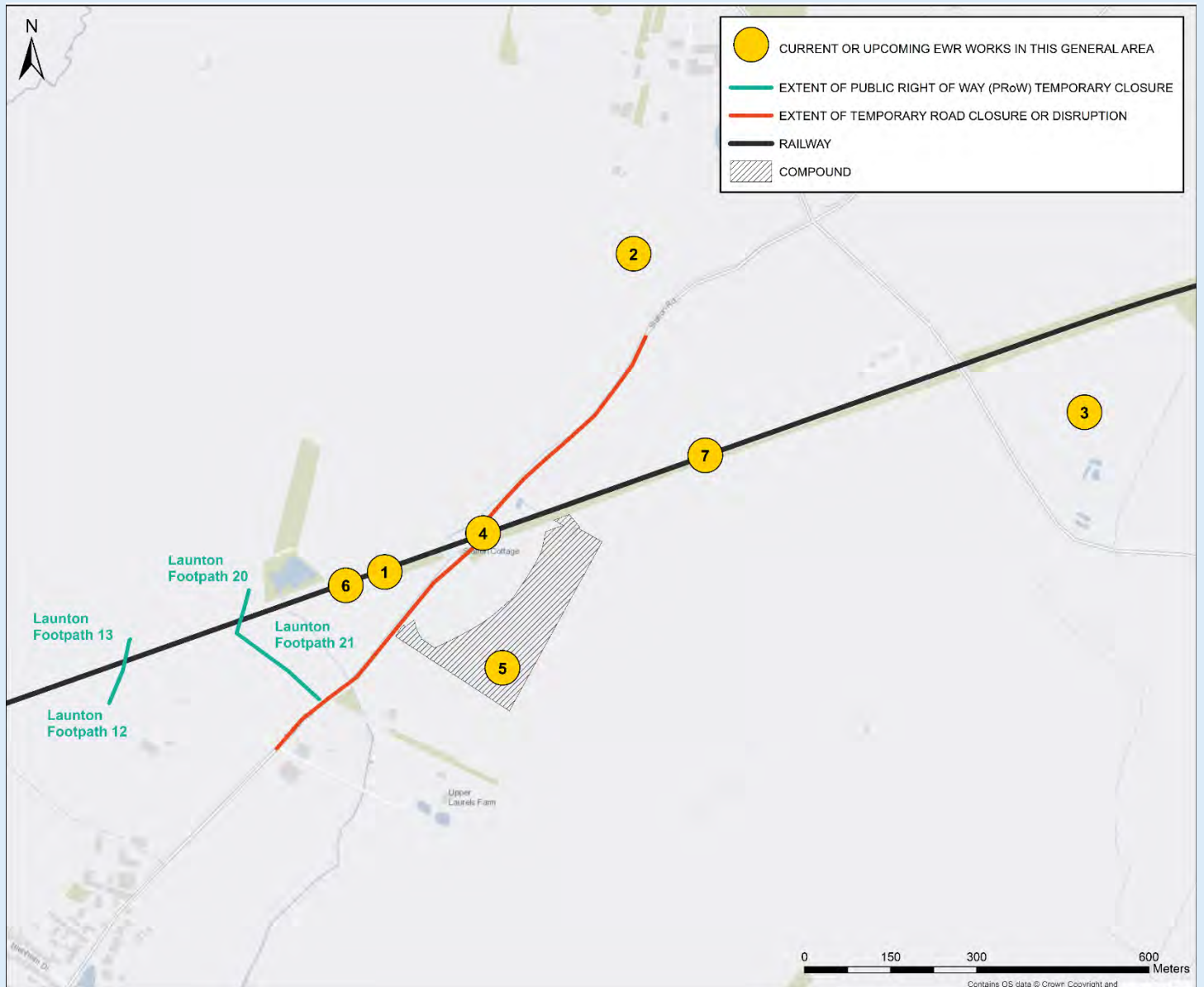
8 & 9. Environmental Compensation Sites

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

Progress in your area – Bicester & Launton

The coded maps in this section mark out areas of Bicester & Launton 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.

Launton



1. Castlemann's underbridge repair

Description: The existing bridge structure will be upgraded to strengthen the bridge for the new railway. This will include carrying out brickwork repairs to the structure. Works to the bridge deck on the railway corridor will be undertaken summer 2022.

Duration: The work began in early 2021, with the initial brickwork repairs being undertaken. A concrete slab to the underpass was constructed in summer 2021 when it was most convenient to the underpass users. The remaining repair works began in spring 2022 and will be completed by summer 2022.

Disruption: No further disruption is planned.

Recent progress: We have completed works to the bridge deck and approaches, and this is now ready for the installation of track.

2 & 3. Environmental Compensation Sites

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 badgers, otters, reptiles, great crested newts, bats, butterflies etc.

4. Station Road crossing and overbridge

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.

Duration: The construction of the bridge started in summer 2020 and is due for completion in summer of 2022. The bridge structure, earthworks approaches and highway works were substantially completed in early March, allowing the road to reopen on Saturday 12 March 2022.

Disruption: No further disruption is planned.

Recent progress: We have extended the Vehicle Restraint System (VRS) barriers to the northern approach.

5. Station Road, Launton Compound construction

Description: The compound was built to help with the construction of the road bridge on Station Road and other works in the area.

Duration: The compound is no longer operational and has been reinstated to its former condition.

Disruption: All construction traffic for the reinstatement of the compound have utilised the haul road along the railway, therefore there has been no requirement to utilise local roads for these works. No further disruption is planned.

Recent progress: We have removed the compound and reinstated the land to its former condition.

6. Haul road construction

Description: We constructed a new haul road in this area for our construction traffic to use in order to minimise our use of public highways. The earthworks in this section have now been completed, so the haul road is no longer operational and formation of the trackbed for the railway has commenced.

7. Railway works

In this area we have been 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. The area has also been used as a haul road for construction traffic to use to minimise our use of public highways.

Works have been completed on programme with the installation of the track started in the summer of 2022.

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





EWR2 Highways works – Summer/Autumn 2022 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 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 the 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
Member of the SNC-Lavalin Group

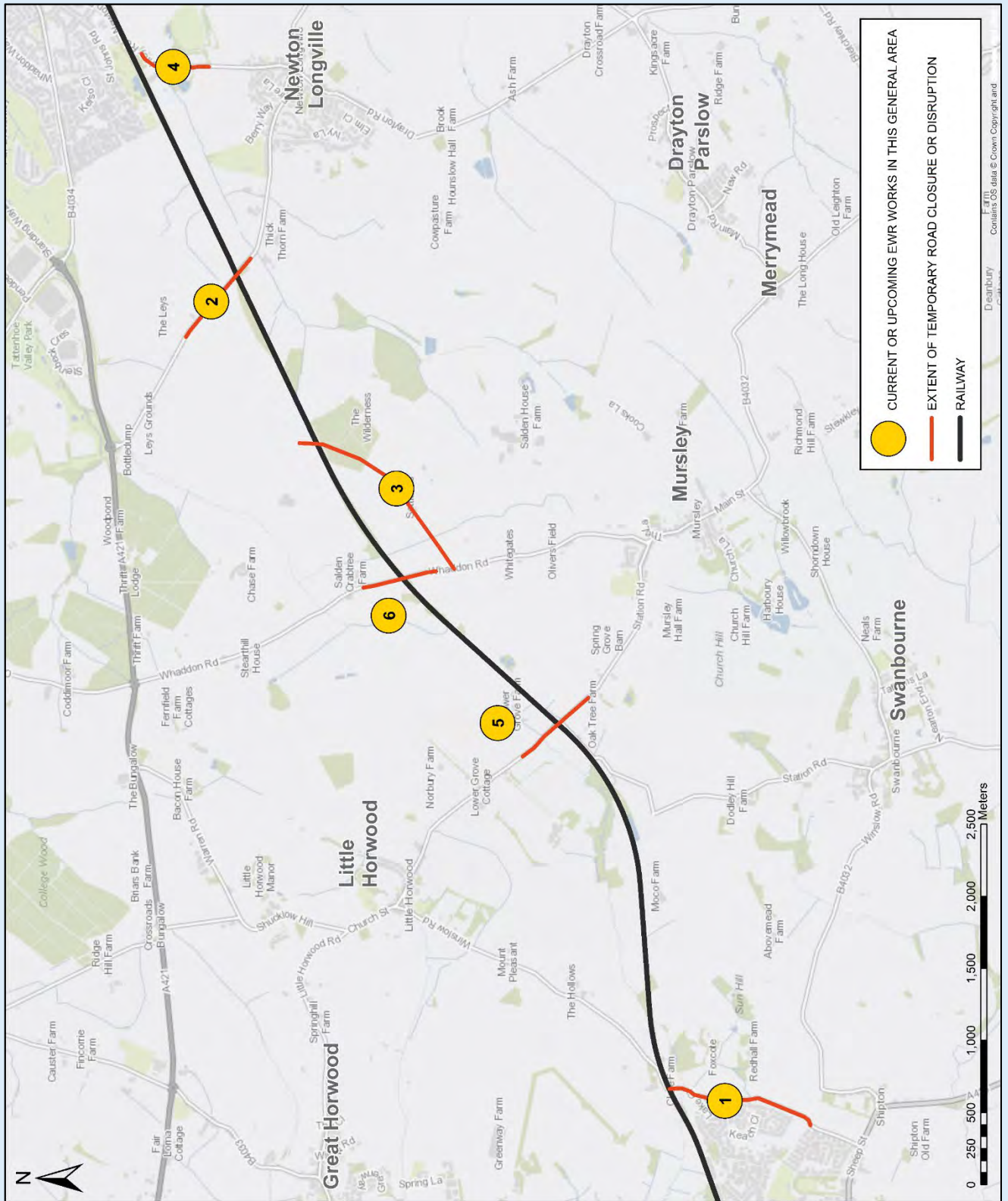


Read the interactive, electronic version of this newsletter by scanning the QR Code:





EWR2 Highways works - east





EWR2 Highways works - east

1. Little Horwood Road (OXD16) – permanent Network Rail Access point and power connection works

Description: We will be removing the haul road crossing and constructing an access point to allow Network Rail to maintain the railway once it is operational. The works will take place to the north of the highlighted area on the map, near to the bridge. These works will require the closure of Little Horwood Road however the dates for the closure are yet to be confirmed. We will notify impacted residents once these dates are confirmed and information will be published on [one.network](#).

Next year we will be returning to remove the passing bays and carry out road repairs.

Duration: Access works – late autumn 2022.

2. Whaddon Road (OXD9), Newton Longville – Network Rail access points

Description: Permanent accesses will be constructed and the haul road crossing will be removed once our nearby compound is demobilised.

Duration: Starting late-September* for 10 weeks (start date to be confirmed).

3. Salden Lane (OXD10AA) – power supply installation

Description: A power supply to a Network Rail compound will be installed by Western Power Distribution for the project. Repair works will be taking place next year.

4. Bletchley Road/Newton Road (OXD6) – Network Rail access point

Description: A permanent Network Rail access point will be constructed and the haul road crossing will be removed.

We will need to install two-way traffic lights on Newton Road in order to complete these works. We will notify residents directly impacted by these works in due course and details will be published on [one.network](#).

Duration: Works to begin late 2022.

5. Horwood Road/Station Road, (OXD13) Mursley – Network Rail access point

Description: We will build a new Network Rail access point north of the bridge. This will require a road closure and the dates for the closure are dependent on the completion of nearby works. We will issue a notification to the impacted residents once the dates are confirmed and information regarding the closure will be published on [one.network](#).

Next year the compound access will be removed, passing bays removed and road repairs carried out.

Duration: Access point construction – early 2023.

6. Whaddon Road (OXD11), Mursley– surfacing bridge structural works

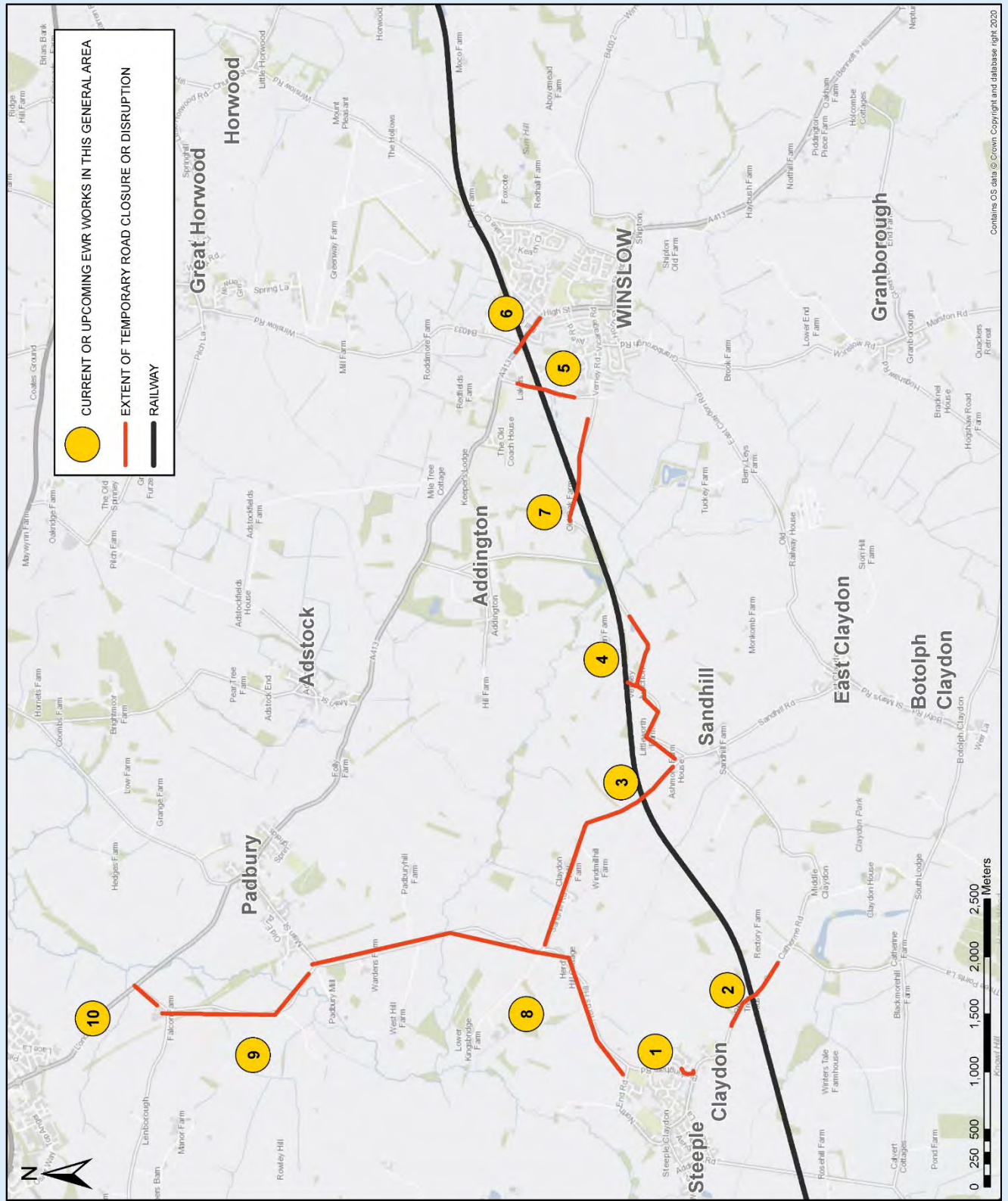
Description: We have completed our highways works on the Whaddon Road, Mursley bridge.

Duration: These works are now complete.

**This date is subject to permit approval from the local authority.*



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.

2. Queen Catherine Road (OXD26B) – construction and surfacing of new bridge

Description: Queen Catherine Road is currently closed until 17 October 2022. This is to facilitate a utilities diversion, construction of four new highways connections, highways repairs, fencing, landscaping and work to footpaths on the north and south of the new bridge structure on Queen Catherine Road.

A diversionary route has been put in place; however, we will maintain access to businesses and properties during the closure (initially from the south and then from the north). Formal notifications regarding this closure have been sent to local residents and businesses.

Duration: The current closure came into effect on 15 August 2022 and will remain in place until 17 October 2022, following which the new road and overbridge will open to the public.

3. Sandhill Road (OXD25) – Removal of haul road crossing and construction of farmers access

Description: We will be removing the temporary works previously installed to aid our work in the area and will construct a farmer's access. Western Power will also be completing a power supply connection.

Duration: Power connection October 2022; Access works late autumn – winter 2022.

4. Verney Road West (OXD24) – Utility connections

Description: We have established utility connections to the nearby EWRA B2 Compound.

Upcoming Works: In autumn 2022, Western Power Distribution (WPD) will be running a power cable along Verney Road to Sandhill Road. This work will be carried out by Western Power Distribution under their statutory powers and therefore WPD will be responsible for the works. We anticipate this will require two-way traffic lights, however, WPD will publish further details regarding these works in due course.

Next year the nearby compound and passing bays removed. This will require a road closure and the dates for which will be dependent on the completion of other nearby works.

We will issue a notification to the impacted residents once the dates for the closure are confirmed and details will be published on [one.network](#).

5. Furze Lane (OXD20) – bridge surfacing and protection works

Description: The bridge is currently being refurbished. For more information, please refer to the Latest News section of [our summer/autumn 2022 newsletter](#). Next year the compound and passing bays on Furze Lane will be removed.

Duration: Ongoing – scheduled for completion Friday 2 September 2022, following which, the road will reopen.

6. Buckingham Road – Highway/Rail Fencing Works

Description: We will upgrade the existing Buckingham Road bridge so that it can support the new railway. Works will include brickwork repairs required for the structural integrity of the bridge and raising the height of the parapets.

Duration: The upgrade work will start in the autumn 2022 and is due for completion in late 2022. The two-way traffic lights and the closure of Great Horwood Road will take place 12 September 2022 for nine weeks until 11 November 2022.

Disruption: There will be traffic management in place along Buckingham Road while the repair work is carried out and during this period Great Horwood Road will be closed and a diversion route in place. Notifications regarding the traffic management in place and the Great Horwood Road closure have been sent to local residents and businesses, details will be published on [one.network](#) and appropriate signage will be displayed.

7. Verney Road East (OXD22)

Description: We will be completing network rail access points, as well as carrying out utility connections, drainage works and removing passing bays.

Duration: November* - late 2022.

8. Herds Hill & Steeple Claydon Road

Description: Passing bays will be removed and road repairs carried out.

Duration: Spring/summer 2023

9. Ox Lane

Description: We will be carrying out road repairs and passing bay removal.

Duration: Autumn/winter 2022

10. Lenborough Road

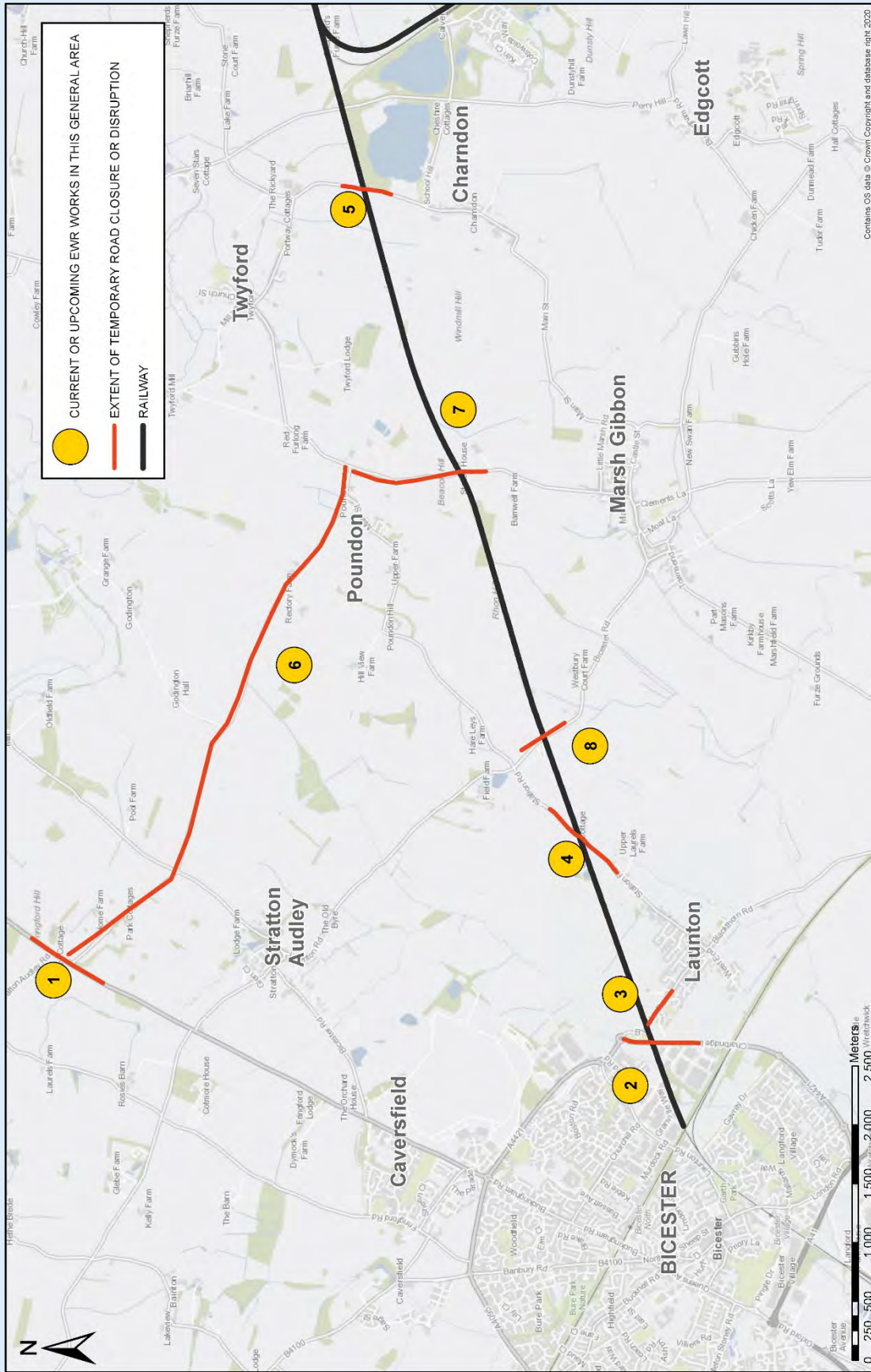
Description: We will be carrying out road repairs and passing bay removal.

Duration: Spring/Summer 2023

***This date is subject to permit approval from the local authority.**



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 (OXD36A)

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

Earlier this year, the southern approach to the structure was completed and the bridge opened on its new permanent road alignment. Over the coming weeks, traffic management measures will be in place whilst we complete the installation of Vehicle Restraint Systems and complete minor finishing works.

For a full update, please see the Bicester & Launton section of the [newsletter](#).

3. Bicester Road (OXD36), 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 (OXD34A), 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/autumn of 2022.

5. Charndon Lane (OXD29) – road signage

Description: We will be installing new road signage.

Duration: The date for these works are to be confirmed, however, they will likely take place early autumn, under coordination with HS2 Ltd.

6. Road through Poundon

Description: Passing bay removals.

Duration: Spring/summer 2023.

7. Station Road (OXD32), Marsh Gibbon

Description: We will be carrying out road repairs, removing passing bays and removing of traffic signal infrastructure.

Duration: Spring/summer 2023.

8. Bicester Road (OXD34), Marsh Gibbon

Description: Works to remove traffic signal infrastructure will take place.

Duration: Spring/summer 2023.



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