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**EWR Consortium Project Manager**

**RAILFUTURE CONFERENCE**  
**13 November 2010**



# AGENDA

End of the Line

The Consortium

The EWR Railway Link

Development through the GRIP process

GRIP Stage 4 Output

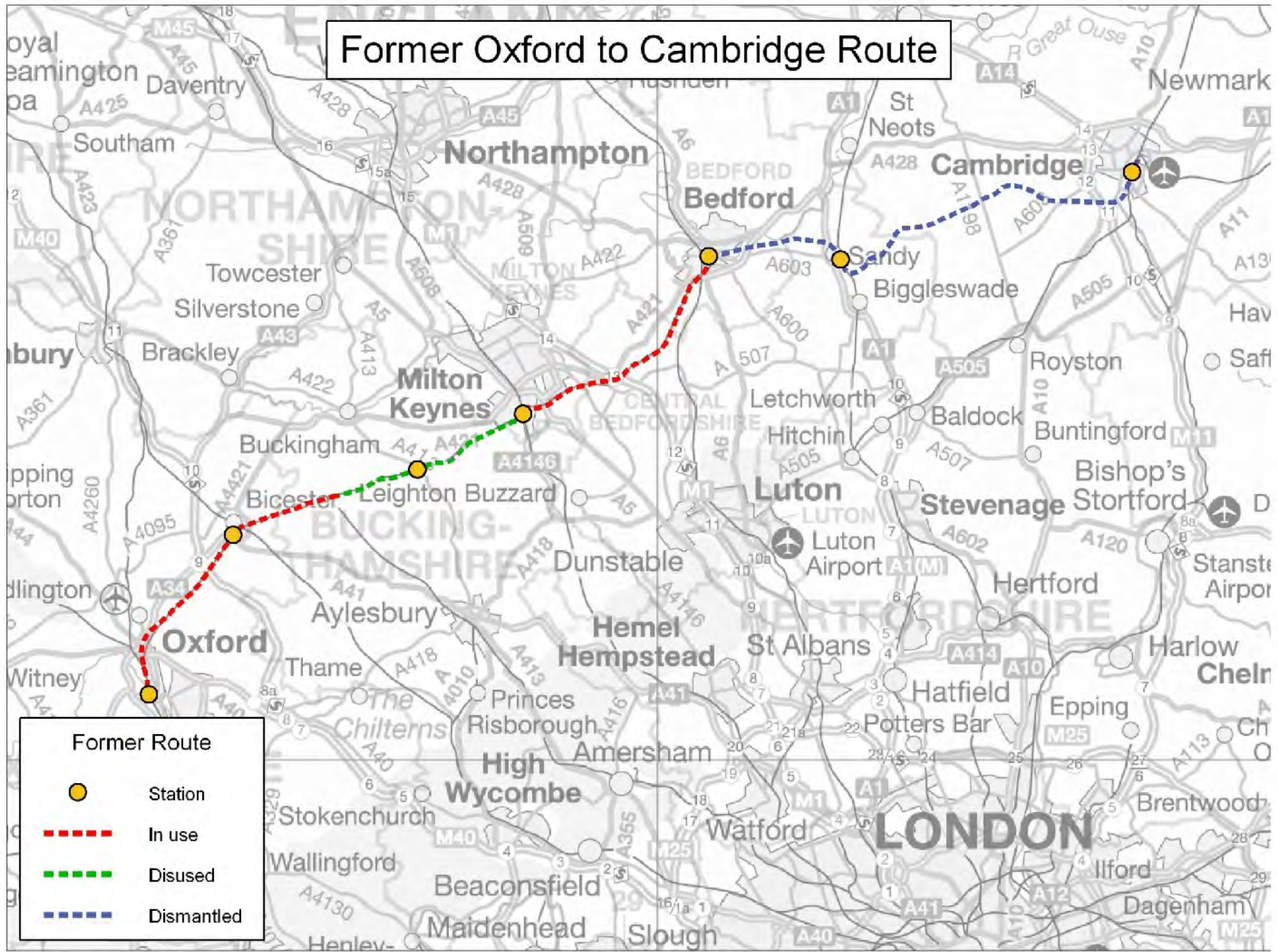
Chiltern Railway's Evergreen 3 project





The Business Case

How the railway might be funded

Programme delivery

# Former Oxford to Cambridge Route



Former Route	
	Station
	In use
	Disused
	Dismantled



## History

1842	Bletchley to Bedford opened
1851	Oxford to Bletchley opened
1862	Bedford to Cambridge opened
1959	Closure discussed
1963	Beeching Report
1967	Line closed to passengers
1968	Milton Keynes Report
1993	Line closed to freight
1995	EWR Consortium established
2003	GRIP 1 Output Definition
2005/6	GRIP 2 Pre-feasibility
2007/8	GRIP 3 Optioneering
2008/10	GRIP 4 Single option selection

**EWR Consortium Membership**  
**November 2010**



Suffolk County Council  
Ipswich Borough Council  
Norfolk County Council  
Norwich City Council  
Hertfordshire County Council  
North Hertfordshire District Council  
Cambridgeshire County Council  
Central Bedfordshire Council  
Bedford Borough Council  
Luton Borough Council  
Milton Keynes Council  
Bucks County Council  
Aylesbury Vale District Council  
Oxfordshire County Council  
Cherwell District Council  
Cambridgeshire Horizons  
Bedford Renaissance  
Milton Keynes Partnership  
Homes and Communities Agency  
Aylesbury Vale Advantage  
Network Rail

**EWR Western Section – Project Board  
November 2010**



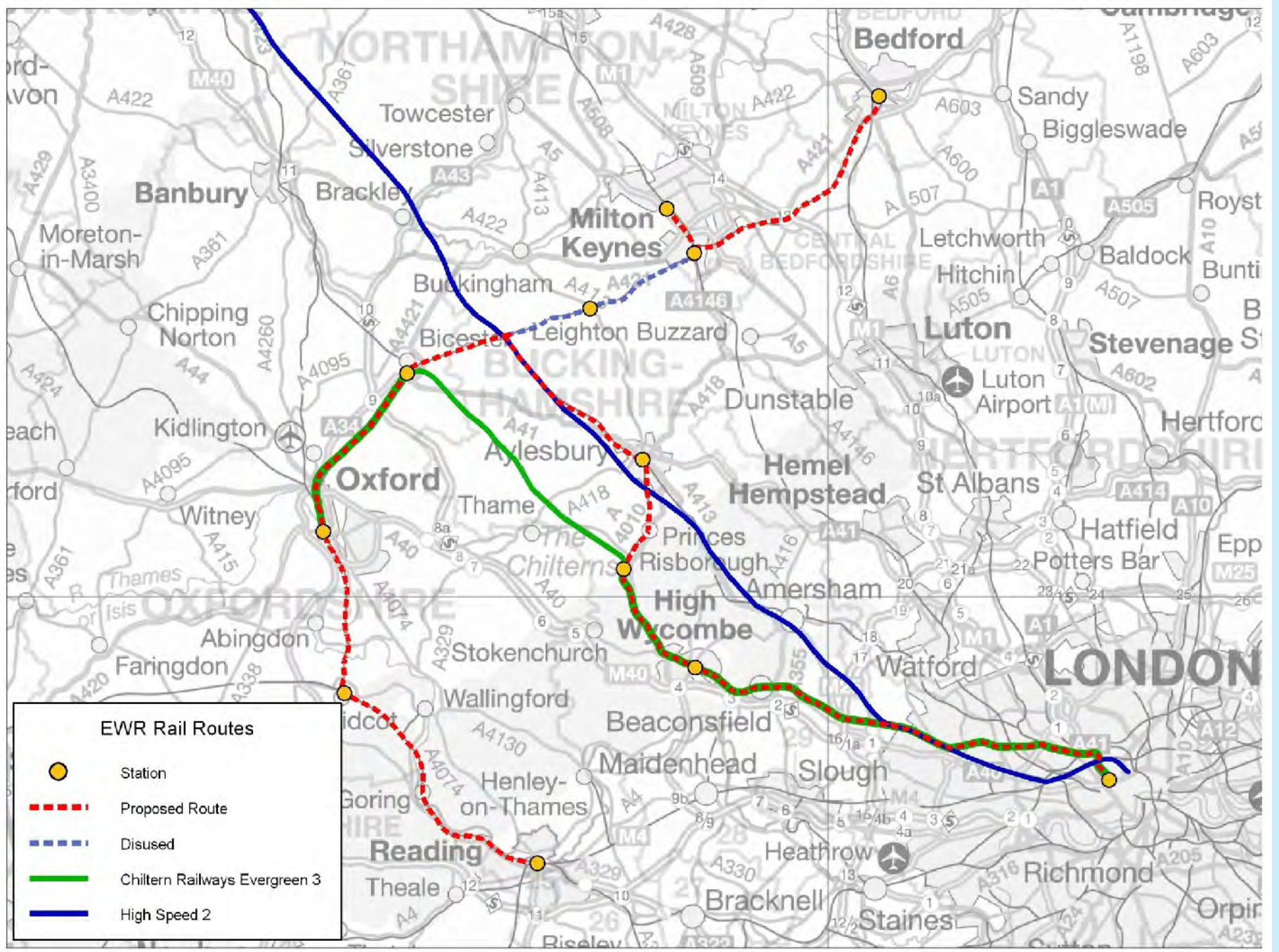
Oxfordshire County Council  
Buckinghamshire County Council  
Aylesbury Vale District Council  
Aylesbury Vale Advantage  
Milton Keynes Partnership  
Homes and Communities Agency  
Milton Keynes Council  
Central Bedfordshire Council  
Bedford Borough Council  
Department for Transport  
Network Rail

In attendance

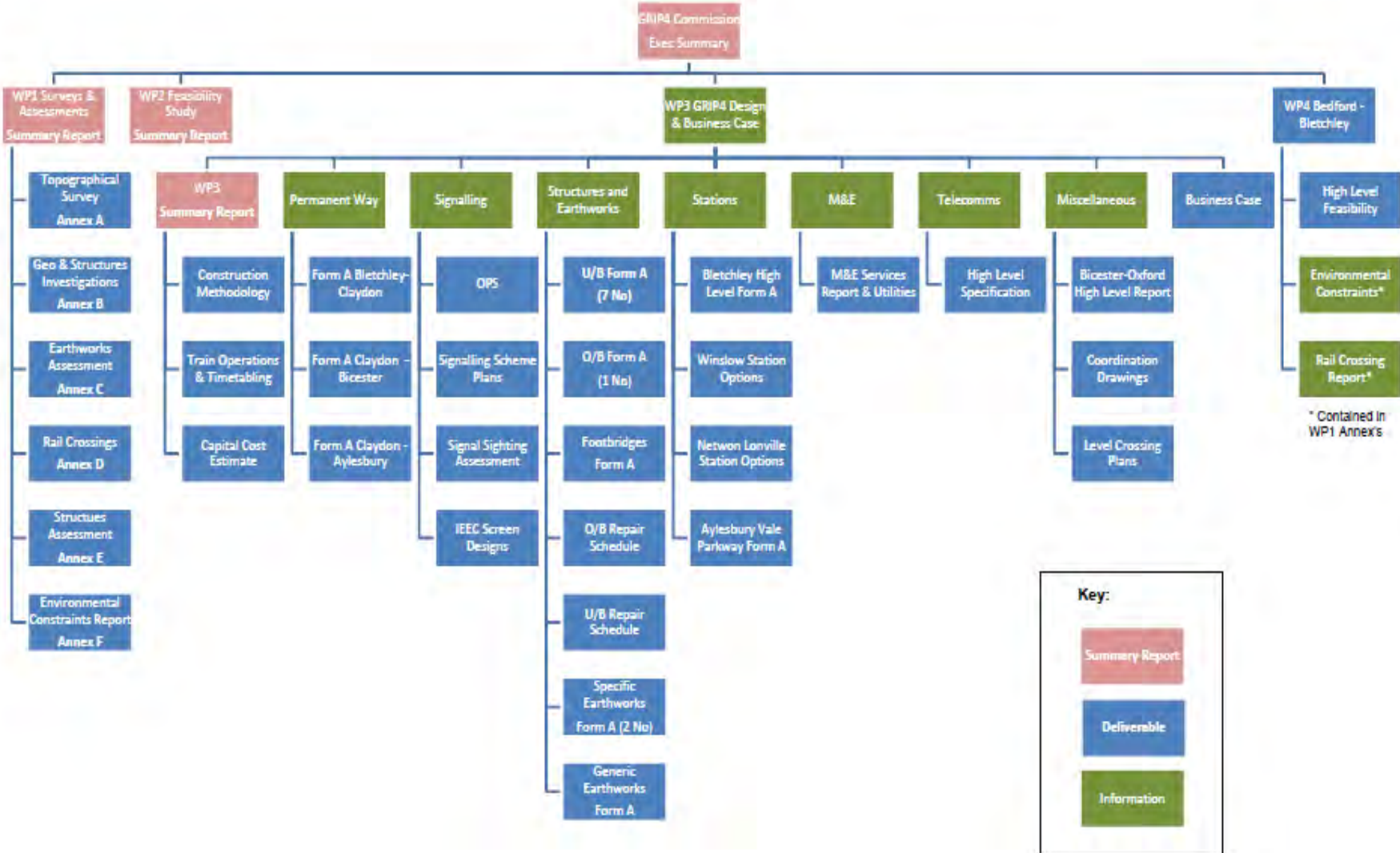
Chiltern Railways

## Key stages in the investment lifecycle (GRIP Stages):

1. Output definition
2. Pre-feasibility
3. Option selection
4. Single option selection (Outline Design)
5. Detailed design
6. Construction test & commission
7. Scheme hand back
8. Project close out







# Economic Assessment



<b>Appraisal Aspect</b>	<b>Preferred Scheme</b>
Capital Cost (@ 2010 prices	£211 million
Indicative Level of Outturn Funding (2015 – 2017)	£250 million
Net Annual Operating Cost	£17.8 million
All monetised economic benefits	£682 million
Net rail revenue impact	£51 million
<b>Benefit: Cost Ratio (BCR) (Assumes 100% public sector funded)</b>	<b>6.30</b>
Strategic fit against National, Regional and Local Policies	√√√

# Sensitivity Testing



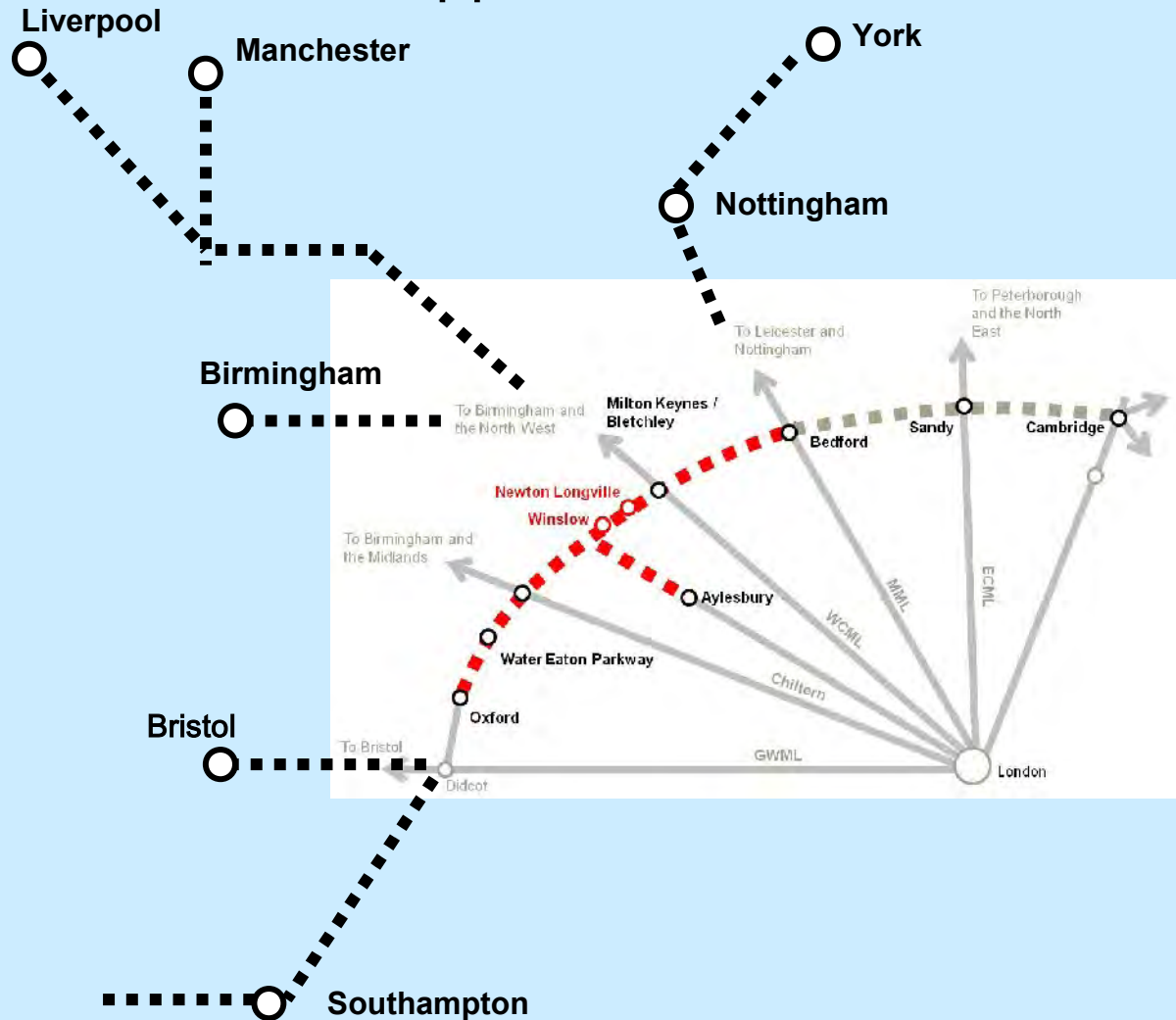
<b>Sensitivity Tested</b>	<b>BCR</b>
Central Case	6.30
Third Party Funding at 15% (Private Sector Developer Contributions)	11.12
Bus/Coach Competition	6.18
Zero Growth	2.52
Demand Cap @ 2030	8.40
Halving business user time benefits	4.92
40% Optimism bias (Capex)	5.22

# Further rail opportunities (not captured)



Potentially sizable additional benefits and value not included in economic appraisal

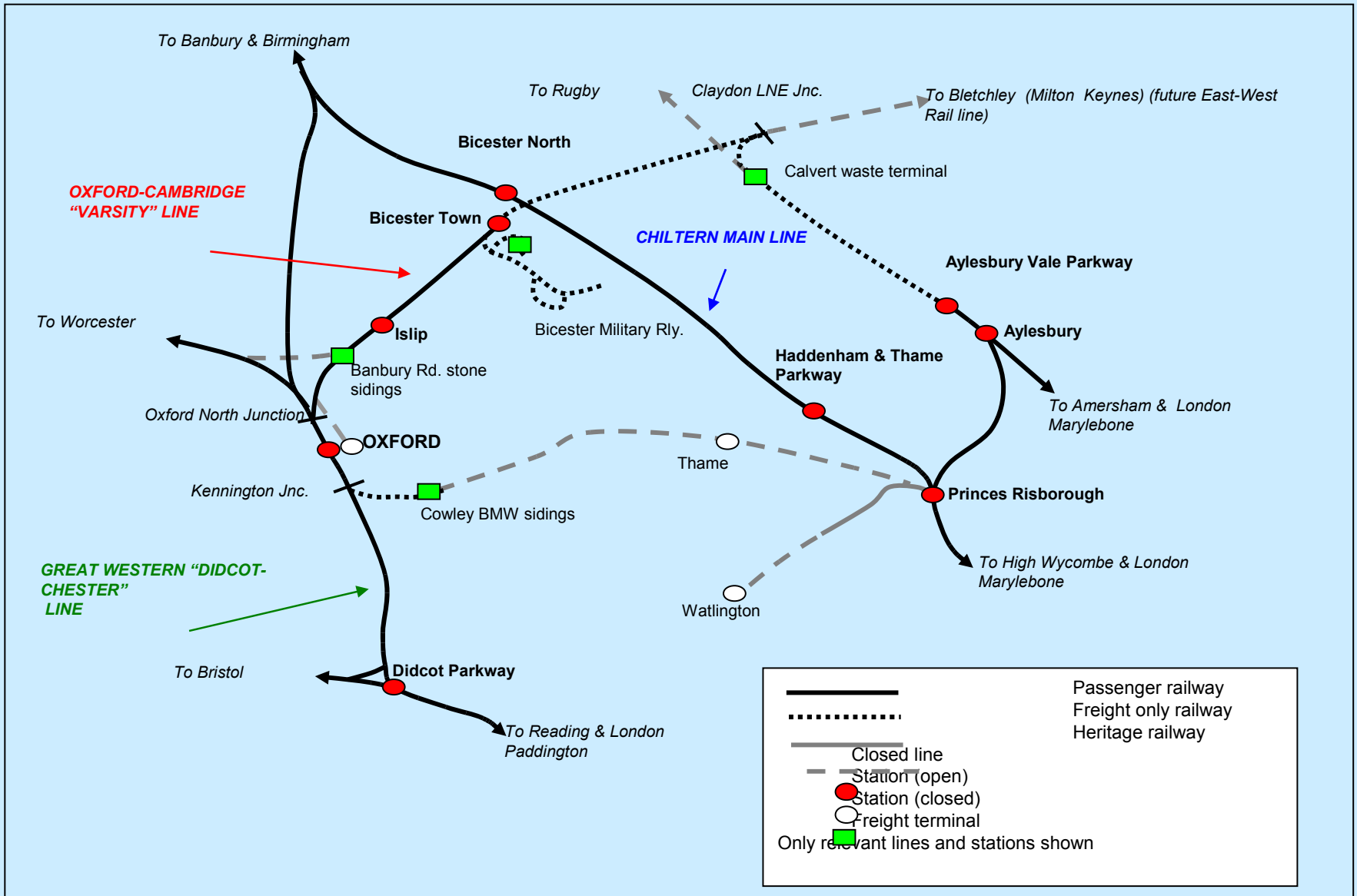
New cross country Passenger Service Path



## New freight routes via EWR:

- Avoiding the congested West Midlands
- New diversionary route
- Greater network resilience
- Direct southwest-northwest route
- Scope for freight sheds in corridor?

# Evergreen 3 Project

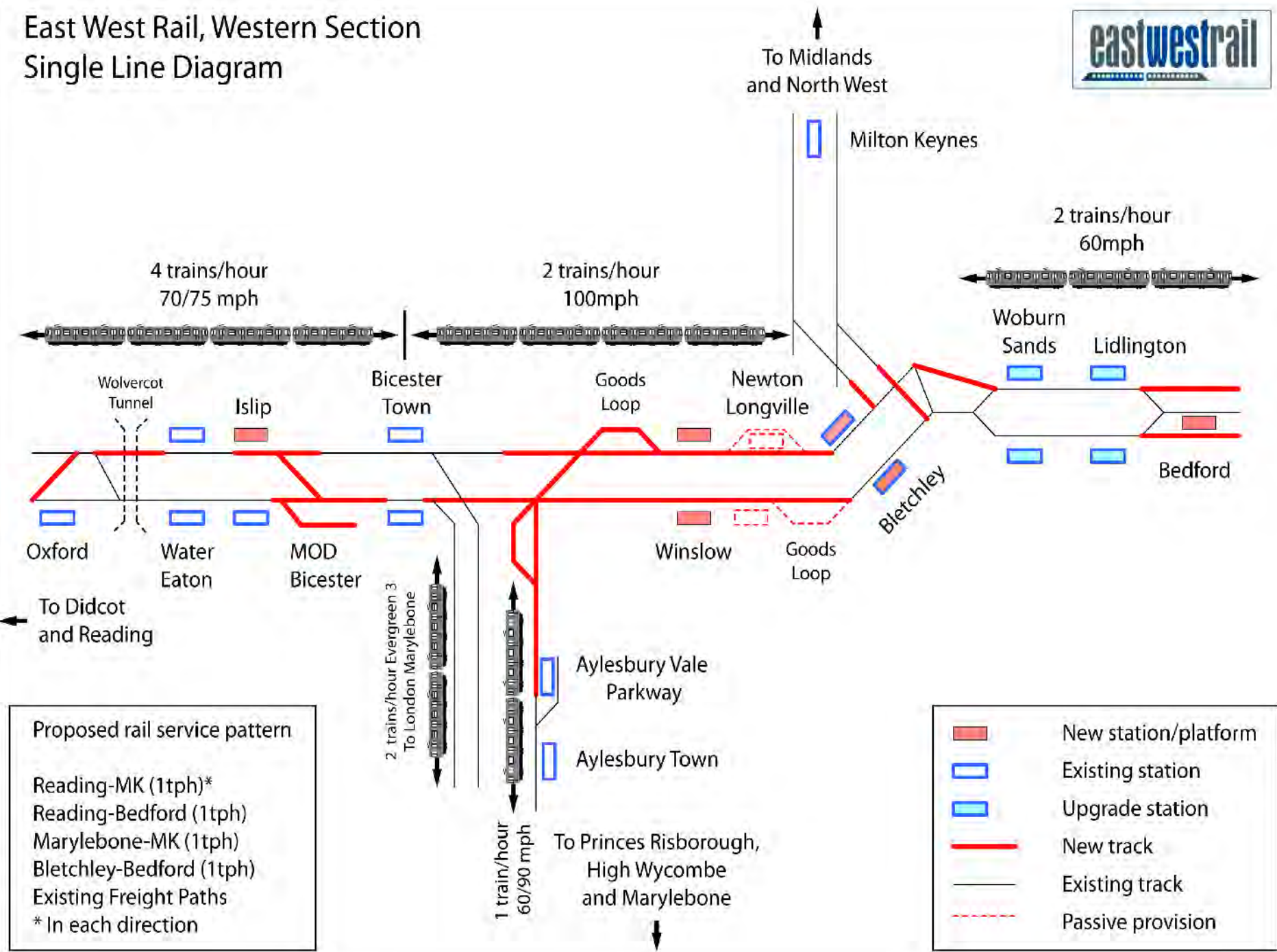




## **Developments since GRIP 4**

- **Double Tracking the route;**
- **Capacity of the existing track between Aylesbury and Princes Risborough;**
- **Gauge Enhancements to W12 and OLE between Bicester and Bletchley; and between Bletchley and Bedford;**
- **Alternative track layout for access to MOD Bicester site;**
- **Gauge check for Class 165/166 rolling stock for initial train operations by EWR.**
- **Sensitivity Testing of OBC**

# East West Rail, Western Section Single Line Diagram



**Proposed rail service pattern**

Reading-MK (1tph)\*  
 Reading-Bedford (1tph)  
 Marylebone-MK (1tph)  
 Bletchley-Bedford (1tph)  
 Existing Freight Paths  
 \* In each direction

- New station/platform
- Existing station
- Upgrade station
- New track
- Existing track
- Passive provision

## Funding Strategy

- High Level Output Specification (HLOS) 2014–2019
- Local Enterprise Partnerships
- Private Sector (Developer Contributions)
- Regulated Asset Base (RAB) Funding
- Private Finance Initiative



## Next Steps 2011

- Finalise additional design development work
- Update Business Case
- Chiltern Railways Public Inquiry
- Meeting with Rail Minister (Rt. Hon. Theresa Villiers MP)
- Prepare for Programme Entry/TWA Order
- Coordinate LEP effort
- Make progress on funding
- **Develop mechanism for scheme delivery**

## Long Term Programme

2011/12	Assessment by HLOS
2012/13	HLOS settlement
2013/14	TWA Orders Process
2015	SoS Approval
2016-17	Build Infrastructure
2017	Start of train services



[www.eastwestrail.org.uk](http://www.eastwestrail.org.uk)