



**EWR Alliance**

Connecting People

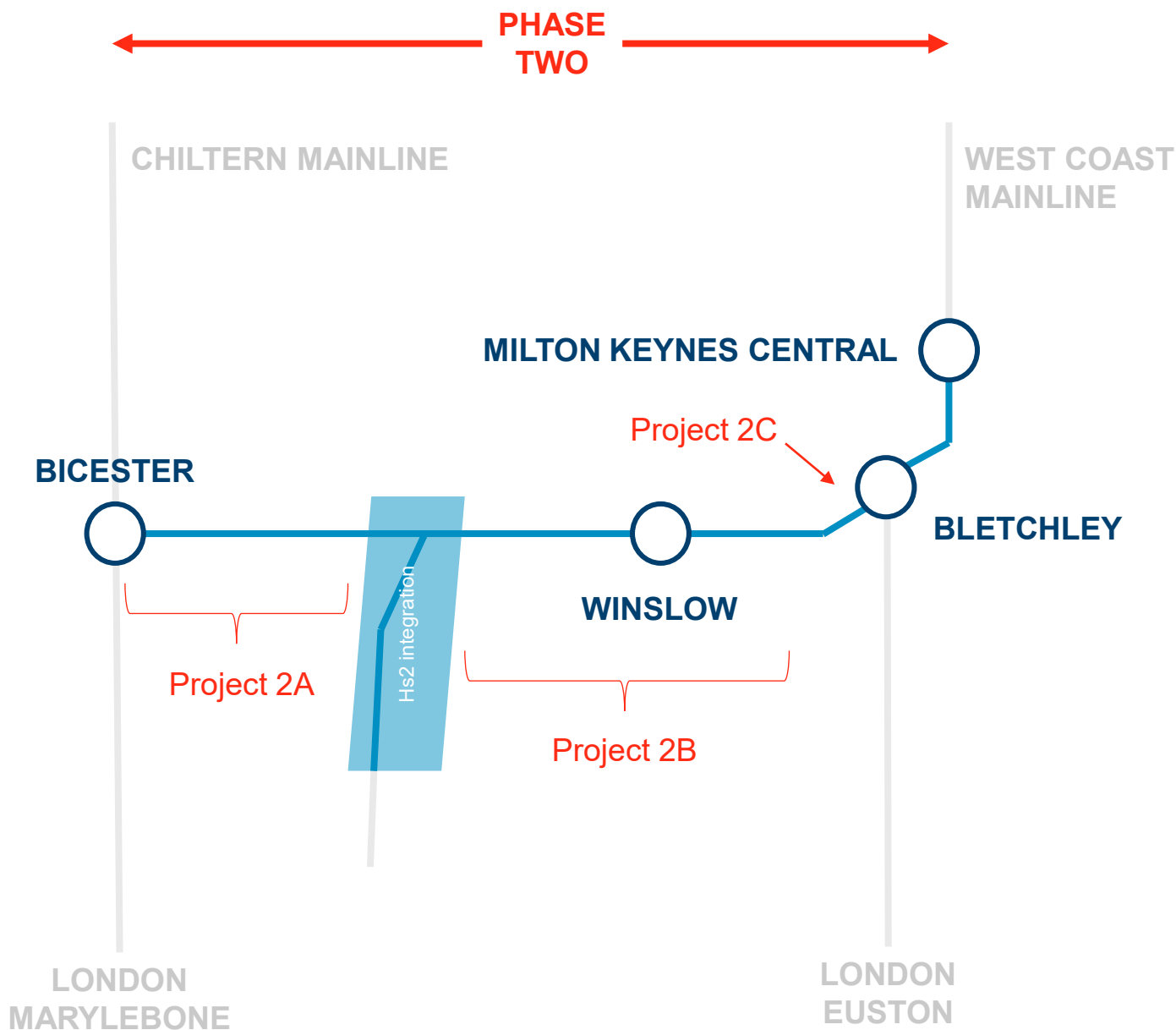
# Transport Select Committee Buckinghamshire Council

January 2022



# Project Update

Mark Cuzner and Mark James  
Director, and Deputy Alliance Director  
East West Rail Alliance



# Project Scope

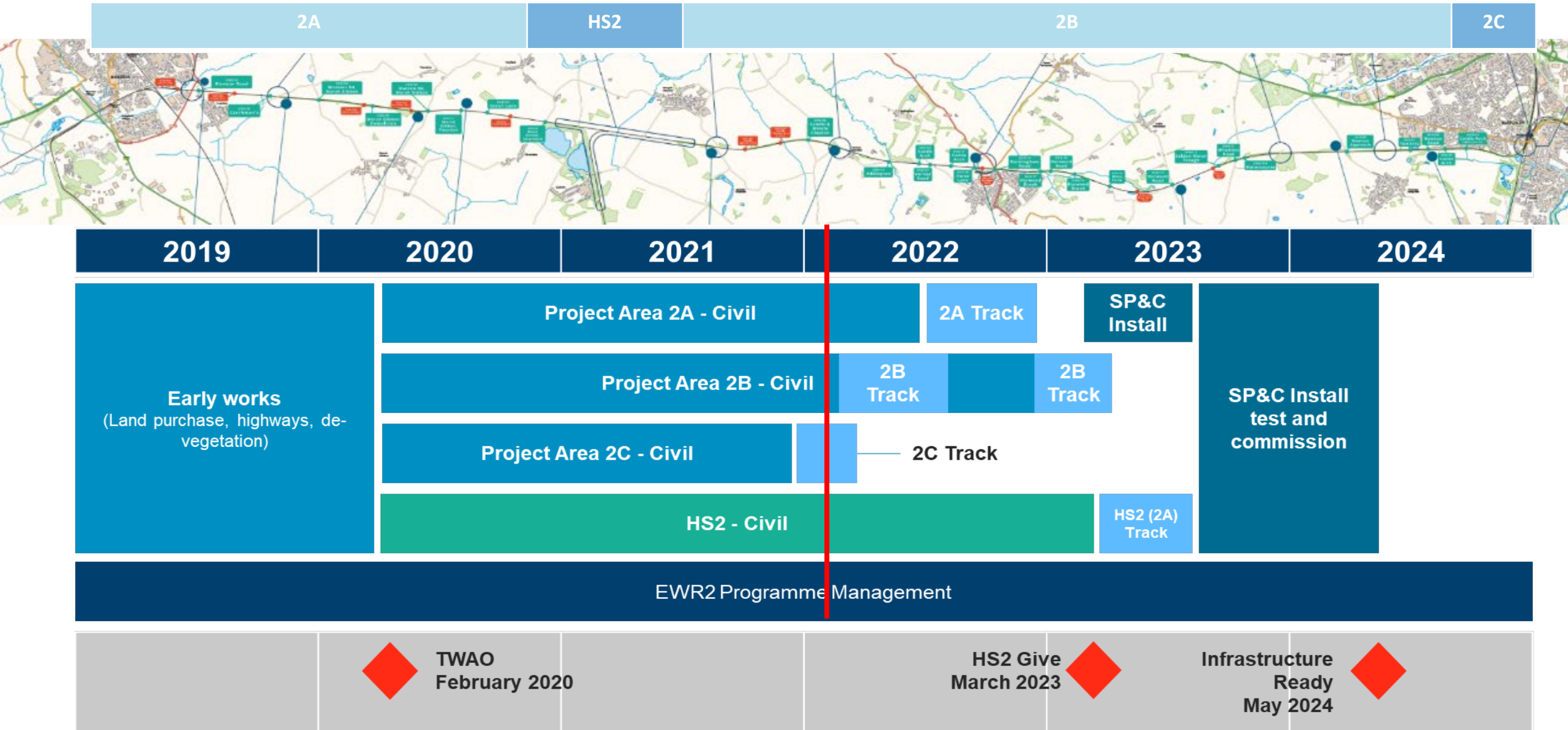
## Permanent Works:

- Earthworks 1million m3
- 80km new track & drainage
  - 2 new stations
  - 5 new overbridges
  - 10 new footbridges
- 5 bridges with new deck
  - 22 refurb bridges
- Bletchley Flyover rebuild
- 1 box culvert underpass
  - 130km new fencing

## Enabling Works:

- 360 hectares permanent land take
- 110 hectares temporary land take
  - Construction logistics:
    - 35km of site construction
- 12 construction compounds
- 150 highway interventions

# Programme





# 2021 Key Achievements



Offline Highways complete in readiness for start of Earthworks – March 2021



Main Earthworks Start on site – March 2021



Spring 2021

First track laid at Bicester Fringe – April 2021



May 2021 - BFO Week 5 – 103 beams placed over West Coast Main Line



SGN gas main works successfully completed –  
July 2021



Bicester Fringe Commissioning Completed –  
August 2021



All spans completed at Bletchley  
Flyover – August 2021



Summer 2021

OXD36A Jarvis Lane Footbridge handover – first of five new footbridges to be completed – September 2021



Earthworks Sectional Completions – September 2021 onwards



Autumn  
/Winter  
2021

Structural completion of Bletchley Flyover and handover to P-Way team



Start of Track programme – November 2021







# Community Engagement





Litter picking at Newton Longville



Volunteering at the MK Food Bank



Newton Longville Parish Council Compound visit



MK Show Job



Oxford City & County Council Christmas Fun Run



B3 Compound Public Open Day



# Environment & Sustainability



# Biodiversity Net Gain

An approach to  
development that leaves  
biodiversity in a better  
state than before

Currently calculated  
using the Defra v.3  
Biodiversity Net Gain  
metric as required by  
planning condition.

## The Alliance has committed to a 10 per cent Biodiversity Net Gain

### East West Rail Alliance puts environment first during phase two build

The East West Rail Alliance has committed to restore habitats along the construction routes to build the East West Rail second phase between Bicester, Bletchley and Milton Keynes.



# What has the Alliance delivered already?

First railway project to commit to 10% Biodiversity Net Gain

Environmental sites equivalent to the size of 161 football pitches created

105 ha additional vegetation retained during construction

Over 12,000 ecological surveys undertaken

Over 150,000 trees have been planted

200 badger setts protected or relocated

13 species of bats surveyed and protected

Great crested newts impact 95% of the alignment

Archaeological investigations carried out at 80 sites

Over 6200 archaeological artefacts recovered

680 consents issued by regulators or local authorities

Deliveries by rail result in 20k less lorries on local roads

95% of excavated materials reused on site avoiding >35k lorry movements

100% demolition arisings reused onsite

140 engagements with the local communities adding c.£1.5M of social return on investment



# Questions and Answers

## Post Meeting update: Biodiversity Net Gain

The Alliance uses the Biodiversity Metric V3.0 to calculate its Biodiversity Net Gain position as required by planning conditions agreed with Buckinghamshire Council. More information on the metric can be found here: <http://publications.naturalengland.org.uk/publication/6049804846366720>

This metric is a tool that:

‘...uses habitat as a proxy for wider biodiversity with different habitat types scored according to their relative biodiversity value. This value is then adjusted, depending on the condition and location of the habitat, to calculate ‘**biodiversity units**’ for that specific project...’

The metric has inbuilt risk multipliers which means that in general more habitat is created than is lost (a worked example of this is available in the Metric User Guide at the link above). These multipliers include:

- the time it takes the habitat to get to target condition;
- how difficult the habitat is to create ; and
- spatial risk (how far away from the site are any newly created habitats)

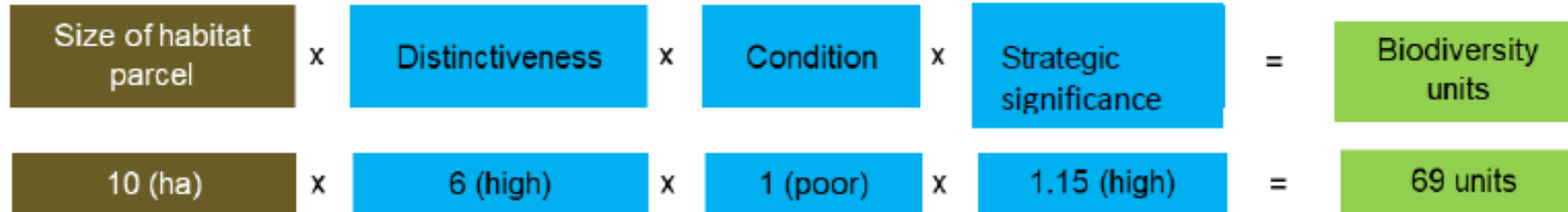
Finally, the metric does not allow the trading down of habitats. Therefore, where woodland is lost it will be replaced with more woodland or a higher value habitat.



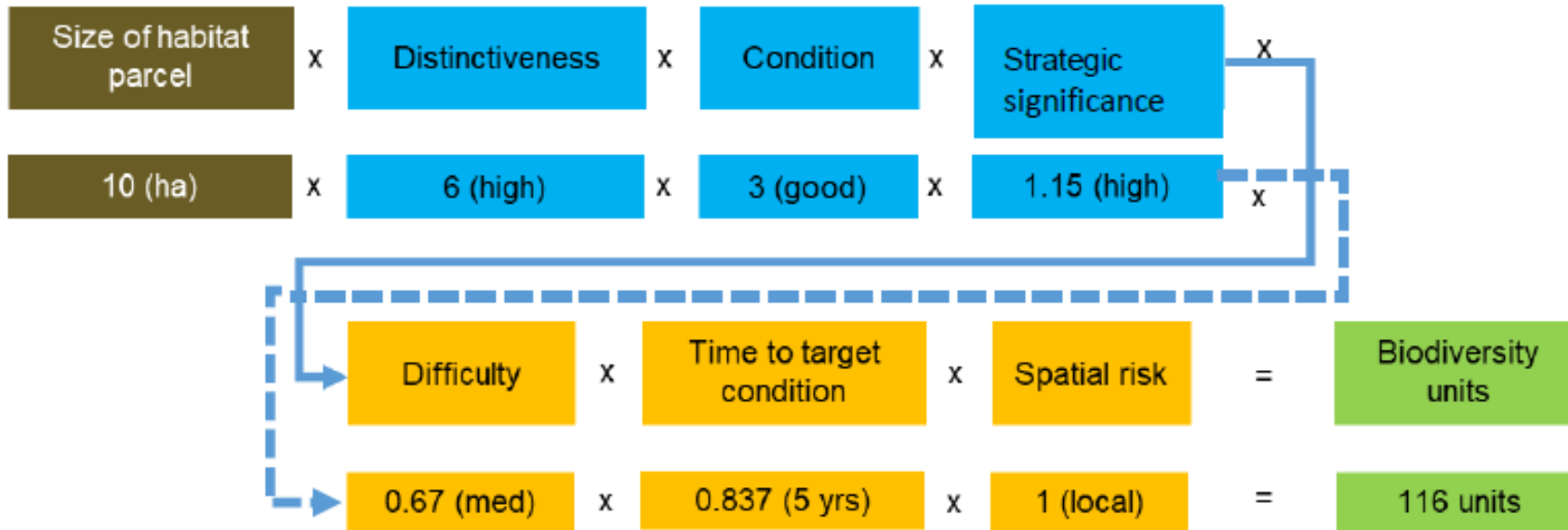


# Biodiversity metric calculation

## PRE-intervention biodiversity calculation (the baseline)



## POST-intervention biodiversity calculation (for newly created or enhanced habitats)



The Alliance recognises that new habitats take time to establish and become fully functional in terms of the ecosystem services they offer. For example, carbon sequestration and has therefore taken the following steps to minimise this impact:

- applied the mitigation hierarchy resulting in the retention of significant areas of existing vegetation
- the Alliance created new habitats in advance of obtaining the Transport and Works Act Order to allow time for them to start to mature before existing vegetation was removed.
- Created over 100ha of new habitats in ecological compensation sites before or at the start of the construction programme

Habitats will be monitored and managed in line with bespoke management plans for a period of 30 years



Pre-construction habitats



## Capital Carbon Assessment

Carbon hotspot and footprint assessments were undertaken during the design phase to inform the design process and decision making.

There is no further requirement for the carbon footprint of the project to be measured; however, the Alliance has an ambition to do further assessment in this area and is currently reviewing options to move this forward.

