



West of England Area Updates December 2014

Project Director Andrew Haynes

Content

Bristol East Re-Modelling

Filton Bank Four Track

Bristol Templemeads

Bristol Templemeads Conveyor

Electrification

And

Bristol Parkway

Bristol East Junction remodelling

Scope of works:

- Remodel and rationalise within the existing geographical constraints
- Recovery 57 point ends and replacing with 47 including Kingsland Road sidings
- Replace the Bristol East Gantry for electrical clearances
- Junction lighting
- Waterproof Avon Street bridge and replace decking
- Install all OLE structures conventionally across the junction

Funding: Through track renewals. Authority due February 2015 GRIP 4-8

Provides operational flexibility (all lines can reach all platforms), increased line speed on the East side of the Gantry, capacity requirements for the 2018 IEP timetable and all capacity requirements up to 2043

Remodelling of the junction also provides the capacity and flexibility to incorporate the Metro West timetable

Time line:

- ▶ GRIP 3 completion May '15
- ▶ GRIP 4 completion: December '15
- ▶ GRIP 5 completion: (AFC): August '16
- ▶ Site mobilisation: October '16 (start OLE bases)



Bristol Temple Meads - Renewal

Scope of works:

- Refurbishment of main train shed roof and gable ends.
- Grit blast, paint, steel/timber repairs and replacement of entire glazing system
- Refurbishment of all platform canopies
- Electrical renewals including new LED lighting on all platforms
- Refurbishment of station façade, flat roofs and masonry repairs

Funding, Early Contractor Involvement to commence in January 2015

Designers, Arup commenced GRIP 4 in August 2014, due to complete in February 2015

High level works to main shed roof due to complete December 2016, overall programme complete July 2017

Bristol Temple Meads - Renewal



Bristol Temple Meads – Conveyor

Scope of works:

- Removal of conveyor bridge and 4 buildings structures
- Capping of lift shafts
- Construction of maintenance access points to subway
- Replacement lighting and PA systems
- Remedial works to platforms and existing canopy ends

Funding, fully funded to close out GRIP 8

Contract awarded to Dyer and Butler, July 2014, works commenced September 2014

Removal of bridge spans to be completed during Christmas 2014

Permanent works to be completed May 2015

Bristol Temple Meads - Conveyor



Electrification

Quantities

14500 foundations – GWML

5730 foundations – WEA

Timeline

HOPs foundations commence east of Swindon July 2015

Badminton line September 2015

HOPS, Network Rail owned and operated, self propelled factory train installing:

Open route foundations and steelwork, Wiring, Final registration

Conventional installation circa 35% of works

Foundations & steelwork within stations

Attachments & steelwork to viaducts & retaining walls

Bridge attachments

ATF within stations and over bridges



Dr Days to Filton Abbeywood Capacity Improvements

Scope of works:

- Additional two tracks and high speed junction at Horfield
- New platform at Filton Abbeywood
- Electrification road and foot bridge clearances
- New viaduct and enhanced ground level at Stapleton Road
- Install all OLE structures

Funding: Full GRIP 4-8 awarded

Provides additional capacity and support predicts growth of both Cross Country and local services including the capacity requirements for the 2018 IEP timetable.

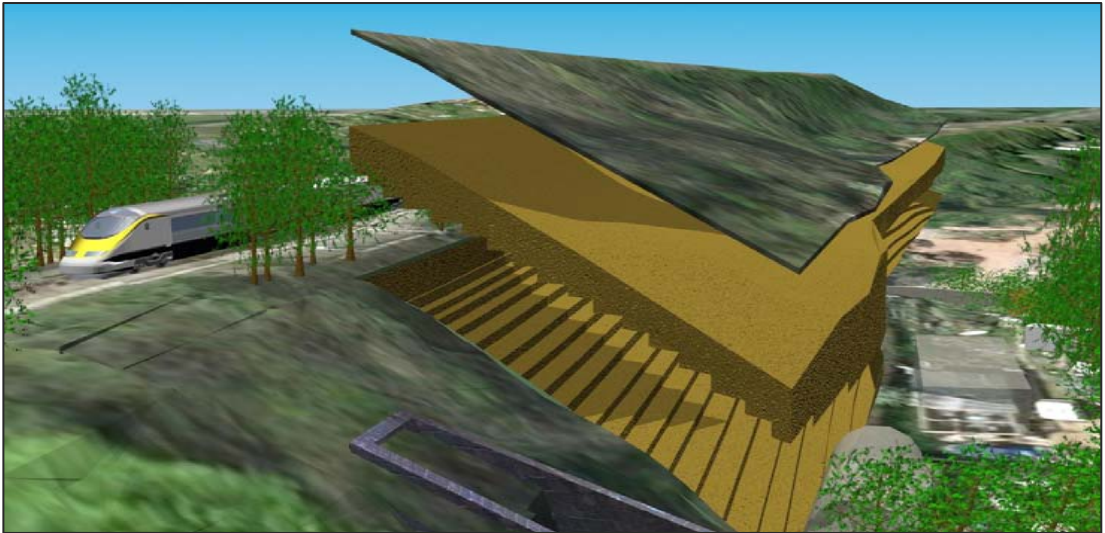
Current:

Track and Civils contract awarded on programme to Vinci-Taylor Woodrow;

Detailed design works have commenced

Ground investigation works on site

Core works to commence mid 2015



Conventional

Bristol Parkway Capacity Enhancements

Scope of works:

- Additional passenger line and improved flexibility
- Additional fourth platform
- Improved signalling and headway capacity
- Install all OLE structures

Funding: At GRIP 4, Project to go forward for funding review in late January 2015

Provides additional capacity and support predicts growth of both Cross Country and local services including the capacity requirements for the 2018 IEP timetable.

Current:

Approval in principle design works have been completed

Detailed signalling design works due for completion in early 2015



MetroWest Phase 1 Overview

James Willcock

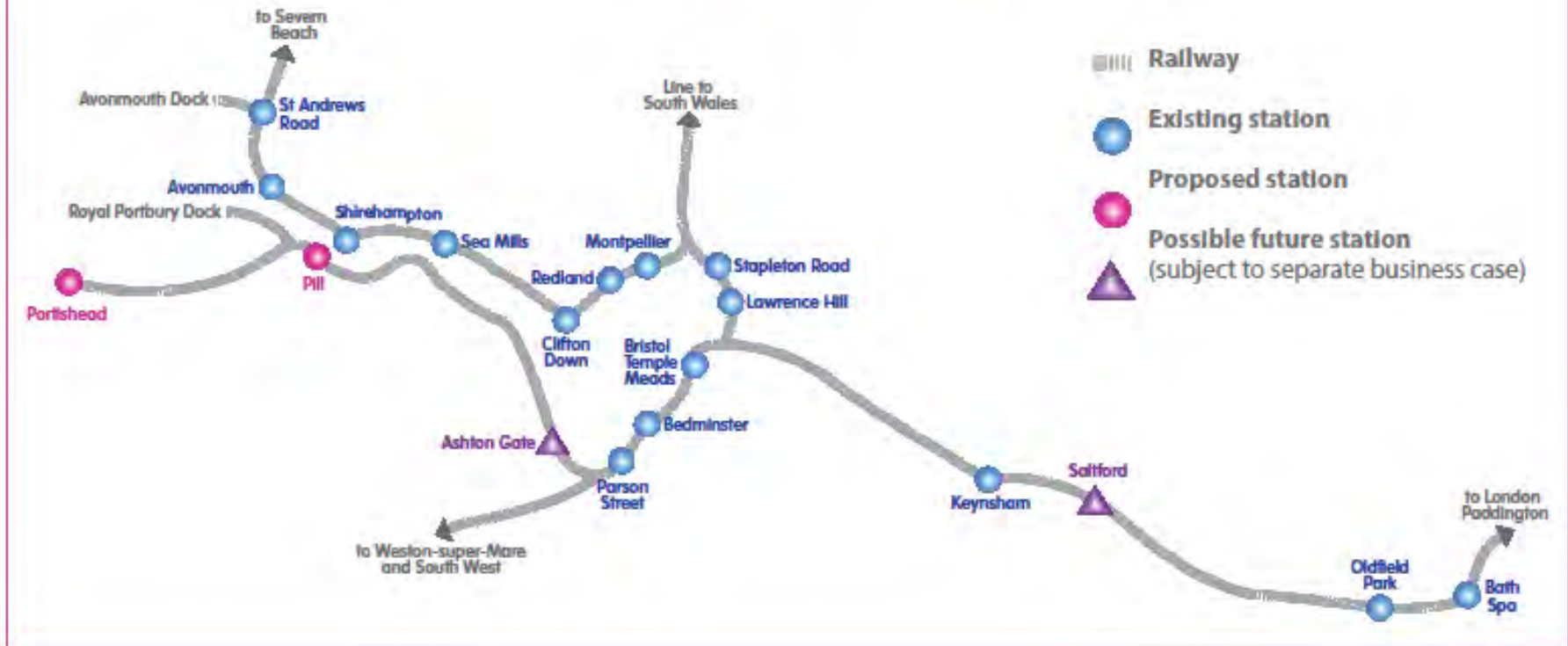
17 December 2014

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MetroWest Phase 1



GRIP 1-2 Findings



Summary of Engineering Works Needed

Rebuild the Portishead to Pill Line

Closure of historic crossings

New station at Portishead

Reopen former station at Pill

Double track works at Pill and Ashton Gate

Investigate improvement of highway access to Pill tunnel

Environmental mitigation measures

Enhancement to Parson Street Junction

Re-signalling the entire line between Temple Meads and Portishead

Bathampton Turnback

Additional signalling at Avonmouth station

Partial reinstatement of Down Relief Line to assist recessing / regulation of freight trains

GRIP 1-2 includes **substantial deliverables** which highlight the complexity of the project

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Preliminary Business Case

- Strong case for intervention, good value for money, sound commercial footing, financially affordable and deliverable by 2019.
- Two train service options both having the same infrastructure requirements.
- Half hourly service pattern (St.Andrews Road and Severn Beach hourly to fit with MW Phase 2). Symmetrical timetable feasible, giving close to a **'clock face' pattern.**
- BCR 2.28 to 5.99 and total capital cost including development costs = £58.2m. Train service subsidy during first 3 years £1.141m to £1.765m pa.



Portishead Station



- 6 options identified through Options Appraisal process
- 3 feasible options identified, around Quays Avenue (no level crossing needed)
- 6 week consultation in June / July 14 – over 400 responses
- High levels of support for the three Quays Avenue options
- Consultation Report published on Travelwest website
- Portishead Town Council asked us to look again at the historic town centre site with a level crossing
- ORR have provided their criteria for considering exceptional circumstances for a level crossing
- Our technical assessment addressing the ORR criteria is nearing completion and we will be submitting it to the ORR in January 15.

Business Case Stages

The Business Case is in 3 stages

Preliminary Business Case – Sept 2014

Outline Business Case – Dec 2015

Full Business Case – Oct 2017

- Preliminary Business Case is needed **for allocation of resources** for the development of the project
- Outline Business Case is undertaken to **support statutory processes** including the Development Consent Order
- The Full Business Case follows **procurement of construction works and operational arrangements** including the train service and **confirmation of powers to build and operate.**



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Outline Business Case

- **GRIP 3 & 4 to be undertaken with Network Rail**, which essentially in engineering terms is Outline design.
- **Early stages of** technical evidence base and public consultation for the **Development Consent Order**. NB – DCO application to be submitted approx 3 months after completion of Outline Business Case.
- More detailed **environmental assessment**, inc flood risk, ecology, noise, heritage etc for EIA.
- **More technical work** on train pathing / train sets, train formations, operational costs and demand modelling and revenue forecast. Option selection 5B or 6B?
- **Further progress with FGW** procurement of train service (priced option) **and with DfT Rail** on train service subsidy / franchise / operational considerations.



Powers to Build and Operate

MW Phase 1 requires a **Development Consent Order (DCO)**, because it's a nationally significant infrastructure project

DCO entails a major planning application and is a **6 stage process that takes up to 3 years**

DCO work stream will run in parallel with other major work stream such as GRIP and the Business Case, which **also require 3 years to complete**

DCO process includes a requirement for **engagement and consultation**

DCO process requires an Environmental Impact Assessment and **Environmental Statement**



Development Consent Order

Stage 1 Pre-application – Documents Required

Land plan

Works Plan

Access/Rights of way plan

Site layout plans

Elevation drawings

Access/parking/landscaping plans

Drainage/Surface water management plans

Plans of statutory/non-statutory sites

Plan showing statutory or non-statutory historic or scheduled monument sites

Plan showing any Crown land

Draft proposed order

Explanatory memorandum to draft proposed order

Statement of reasons

Funding statement

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Development Consent Order

Stage 1 Pre-application – Documents Requiredcontinued

Book of reference (parts 1 to 5)

Statement of community consultation

Flood risk assessment

Assessment of nature conservation effects

Assessment of historic environment effects

Environmental protection information

European site appropriate assessment report

Details of other consents and licences

Details of associated development (with references to documents)

Environmental Statement

Environmental Statement technical appendices

Non technical summary

Scoping opinion

Photographs and photomontages and index

Development Consent Order

Stage 1 Pre-application – Documents Requiredcontinued

Model information

Levels/depths/heights of proposed works

Cross sections

Drainage outfall details

Planning statement

Design and Access statement

Travel plans

Construction Environmental Management Plan ("CEMP")

Rail operations report

Development Consent Order

Stages 2 to 6

After the production of the 37 documents and submission of the DCO application, the next stages are:

Stage 2. Acceptance

Stage 3. Pre-examination

Stage 4. Examination

Stage 5. Recommendation and Decision

Stage 6. Post Decision

The allowing for various statutory timescales for each stage, the earliest we can complete stage 6 is autumn 2017, with construction commencing Dec 2017

Other Work in Progress

Vegetation clearance – Jan / Feb 15

Topographical Survey – March / May 15

Further train path modelling Railsys – March / June 15

Train Operations Scoping – Jan / June 15

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Overall Scheme Programme

Process of building the 'Case' for Phase 1, working through technical / planning processes and rail industry requirements for earliest possible delivery

Phase 1 Programme comprises of 4 stages:

Project Stage	Stage Description	Indicative Timescales
Stage 1 Preliminary Business Case	Feasibility (inc GRIP 1-2)	Summer 2013 to Summer 2014
Stage 2 Outline Business Case	Option Development & Project Case (inc GRIP 3 & 4)	Autumn 2014 to Autumn 2015
Stage 3 Full Business Case	Planning Powers and Procurement (including GRIP 5)	Winter 2015/16 to Autumn 2017
Stage 4 Delivery	Construction & Opening (inc GRIP 6-8)	Winter 2017/18 to Spring 2019

Any Questions?

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