



STATEMENT OF SUPPORT
VERSION 2.0
DATE :- 11/10/2010
PAGE 1 OF 5

Transport & Works Act 1992

TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE)
(ENGLAND AND WALES) RULES 2006



The picture shows Chiltern Railways delivering the new platform at BicesterNorth Station as part of Evergreen 3, phase 1.

THE CHILTERN RAILWAYS
(BICESTER TO OXFORD IMPROVEMENTS) ORDER
Statement of support provided by
Matt Rice
Sponsor, Network Rail

Document Owner
Matt Rice
Sponsor


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DATE :- 11TH OCTOBER 2010

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Glossary of terms.

a. Network Availability

Network Availability measures the amount of access Network Rail provides to the Train operating and Freight operating companies. Network Rail are continually seeking to improve this by looking at efficient engineering and maintenance solutions that allows greater amounts of work to be completed in shorter time frames.

b. Network Capability

The capability of the network determines the speed and type of trains that can operate. Capability is defined as a function of the assets as well as operating instructions used to ensure safety.

c. Network Capacity

As defined in the HLOS (see bullet F) for England and Scotland.

d. Safety Risk

The risk of death or injury from accidents on the railway for passengers and rail workers is measured using the Rail Safety and Standards Board's (RSSB) Safety Risk Model (SRM)

e. High level output specification:

Under Schedule 4 of the 2005 Railways Act, the Secretary of State for Transport (for England and Wales) and Scottish Ministers (for Scotland) are obliged to send to ORR (Office of Rail Regulation) a high level output specification (HLOS) and a statement of funds available (SoFA), to ensure the railway industry has clear and timely information about the strategic outputs that Governments want the railway to deliver for the public funds they are prepared to make available. ORR must then determine the outputs that Network Rail must deliver to achieve the HLOS, the cost of delivering them in the most efficient way, and the implications for the charges payable by train operators to Network Rail for using the railway network.

f. Control Period

The access charges review (or periodic review) is the process by which the Office of Rail Regulation (ORR) determines the level and structure of Network Rails access charges for (normally) a 5-year period known as a control period.

- Control Period 1 ran from April 1996 until March 2001
- Control Period 2 ran from April 2001 until March 2004
- Control Period 3 ran from April 2004 until March 2009
- Control Period 4 will run from April 2009 until March 2014

1. QUALIFICATIONS AND EXPERIENCED

- 1.1. My name is Matt Rice, I am employed by Network Rail Infrastructure Ltd ("Network Rail") as the Network Rail Sponsor for Chiltern Railways' Evergreen 3 project. I have a BSc Econ in Business Management and Economic History.
- 1.2. My current employment with Network Rail commenced in 2007. I have worked within the Government & Corporate Affairs Department as Network Rail's Community Relations Manger and took on my current role as Sponsor in April 2009.
- 1.3. I am responsible for directing and managing Network Rail's contractual relationship with Chiltern Railways in respect of the Evergreen project 3 and enabling Chiltern Railways to deliver their project safely and reliably, compliant with existing railway engineering standards and best practice.

2. NETWORK RAIL AND EVERGREEN 3

- 2.1. Chiltern Railways approached Network Rail in 2008, and proposed their plans for the Evergreen 3 railway enhancement scheme.
- 2.2. Chiltern Railways outlined the requirement for approvals by Network Rail, including its Board, of the general arrangements for the project and agreement with Network Rail on the four key documents:-

2.2.1. **The Asset Protection Agreement**

This Agreement outlines the terms under which Network Rail will act as the owner of the railway network. It stipulates the terms under which Network Rail review engineering documents required to deliver railway enhancements and the timescales under which these approvals will be provided.

2.2.2. **The Asset Purchase Agreement**

This agreement outlines the terms of the financing made available by Network Rail to Chiltern Railways for the delivery of the Evergreen 3 project. It stipulates the deliverables associated with each payment and determines when associated payments are to be made by Network Rail. This Agreement is also the mechanism through which Chiltern will repay Network Rail, over a period of 30 years, the finance provided for the project.

2.2.3. **The Supplemental Track Access Agreement**

This regulated agreement determines the terms under which Network Rail provide Chiltern Railways access to the rail network, and the level of imbursement made by Chiltern Railways to Network Rail for said access.

2.2.4. **The Overarching Bicester Oxford Agreement**

This agreement stipulates the regulating of certain aspects of the relationship between Network Rail and Chiltern Railway in relation to application for the Transport and Works Order and ensures that Network Rail's interests as operator of the national rail network are properly protected in relation to the implementation of the Order.

- 2.3 The four agreements detailed in points 2.2.1 – 2.2.4 were signed by Network Rail and Chiltern Railways in the period December 2009- January 2010
- 2.4 Further to 2.2, Network Rail are required to work with Chiltern Railways to confirm what works constitute Permitted Development and what works require Planning Permission.
- 2.5 Network Rail are also responsible for coordinating the Agreement by Consultees to a preliminary Network Change Notice, that provides industry operators the opportunity review and comment of the proposed enhancement scheme outputs.

3. Nature of Support

3.1 In this section, I will outline the reasons why Network Rail is supporting Chiltern Railways application.

3.2 In assessing the benefits of the improvement works proposed by Chiltern Railways, Network Rail reviewed the proposals in line with our commitments to the ORR and UK Government under our Control Period 4 (CP4) settlement and confirmed that the following key performance indicators would be positively effected;

- **Increased Network Availability**
- **Increased Network Capability**
- **Increased Network Capacity**
- **Reduction in Safety Risk**
- **Improved Customer Satisfaction**

3.3 Increased Network Availability

3.3.1 Network Rail has committed to increase rail network availability by 37% in CP4 compared to CP3.

3.3.2 The works proposed by Chiltern Railways will allow Network Rail to offer passenger operators alternative routes from Oxford to London as Network Rail continue to maintain or enhance the network in other areas, e.g. Reading.

3.4 Increased Network Capability

- 3.4.1 Network Rail has committed to maintain Network Capability at the levels recorded during April 2009 for CP4.
- 3.4.1 The proposals presented by Chiltern Railways will enhance a number of the key measures Network Rail use to judge the capability of the rail network including line speed & gauge loading.
- 3.4.2 The Chiltern Railways proposals will see an average increase in the line speed from 40 mph to 100 mph on some sections.
- 3.4.3 As part of the proposals Chiltern Railways have designed the scheme to allow for W12 gauge clearance. This will allow Network Rail to offer a more flexible national freight timetable, particularly if the proposed East West Rail project comes to fruition.

3.5 Increased Network Capacity

- 3.5.1 Network Rail has committed to increase capacity on the rail network through a number of schemes identified in Network Rail's delivery plan. (<http://www.networkrail.co.uk/asp/5500.aspx>).
- 3.5.2 As this scheme is being delivered by Chiltern Railways it is not identified within the Network Rail delivery plan, however it will have a positive impact on the capacity of the national rail network.
- 3.5.3 The major enhancement of the line from Bicester to Oxford with the new Chord at Bicester will allow for a minimum of 2 passenger services per hour in each direction.
- 3.5.4 The work being proposed by Chiltern Railways will also provide a number of enabling elements for the planned East West Rail scheme currently being promoted by the East West Rail consortium and under consideration by the Department of Transport.

3.6 Reduced Safety Risk

- 3.6.1 Network Rail has a legal duty to reduce safety risks to the general public so far as is reasonably practicable.
- 3.6.2 Network Rail has committed to reduce the safety risk on the national infrastructure by 3% as part of its CP4 commitments.
- 3.6.3 Network Rail believes that the most efficient method of reducing safety risk at level crossings is to remove them.
- 3.6.4 Where reasonably practicable Network Rail will seek to close and/or divert crossings thereby reducing the risk of public/railway safety interface incidents.
- 3.6.5 Network Rail supports Chiltern Railways application to remove the level crossings on the route between Bicester and Oxford (with the exception of Bicester London Road, as removing this crossing is not reasonably practicable)

3.6.6 Network Rail is supporting Chiltern Railways as they seek alternatives to the level crossings on the Bicester-Oxford route and Network Rail have provided "All level crossing risks assessments" where required to assist with Chiltern Railways design approach.

3.7 Improved Customer Satisfaction

3.7.1 Network Rail's business plan is aimed at operating the nation's railways to provide the best practicable benefits for the train & freight operators.

3.7.2 Network Rail uses a number of measures to gauge how satisfied it's customers are with the service that it provides and has committed to improve these targets as part of it's CP4 agreement.

3.7.3 Chiltern Railways are a key customer of Network Rail, operating a high performing passenger railway with a history of investment schemes that have been successfully implemented to the benefit of the travelling public.

3.7.4 For the reasons outlined in points 3.3 -3.7, Network Rail Supports the proposal as presented by Chiltern Railways in the order application.

4 Summary.

4.1.1 In Summary, Network Rail support the proposals presented under this order.

4.1.2 Section 3 outlines why Network Rail is backing the scheme and outlined exactly what benefits Network Rail wish to see from the scheme.

4.1.3 Whilst Network Rail and Chiltern Railways operate separate components of the railway system; the powers sought within this order are reflective of a railway network growing with shared aims and shared goals.