

TRANSPORT AND WORKS ACT 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order

Statement of Aims

(Required by Rule 10(2)(c))

Document Reference	
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Date	April 2023

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1. Introduction

- 1.1. Network Rail Infrastructure Limited (**Network Rail**) is making an application to the Secretary of State for Transport for an Order under the Transport and Works Act 1992. The Order is proposed to be termed the Network Rail (Old Oak Common Great Western Mainline Track Access) Order (the **Order**).
- 1.2. The purpose of the Order is to secure the compulsory acquisition of rights in land, the temporary use of land and rights to undertake minor ancillary works (as explained in detail below) which are required to provide:
 - 1.2.1. temporary Road Rail Vehicle (**RRV**) access via a Road-Rail Access Point (**RRAP**) onto the Great Western Main Line (**GWML**) to enable delivery of the GWML Rail Systems Project (being the 'on-network' works to facilitate Old Oak Common (**OOC**) Station where it integrates with the existing **GWML** (as described in more detail below)); and
 - 1.2.2. permanent RRV access onto the GWML railway to enable reliable future maintenance to the southern side of the main railway lines.
(together the **Project**).
- 1.3. The Order would provide statutory powers for Network Rail to:
 - 1.3.1. temporarily use the land marked as Plots 2, 3 and 4 (shown coloured green, and pink in respect of Plot 3, on the Land Plan) for the construction of the temporary RRAP, RRV parking and material lay down areas; and
 - 1.3.2. secure a permanent right of access to the permanent RRAP located at Plot 1 (shown coloured yellow on the Land Plan) and through Plot 3 (shown coloured pink on the Land Plan).
- 1.4. The application for the Order also includes an application for deemed planning permission for ancillary works required to deliver the temporary RRAP, being:
 - 1.4.1. erection and construction of temporary worksites, including lay down and storage areas and other buildings, yards, slab, cranes, plant and
 - 1.4.2. machinery, apparatus, fencing and other works and conveniences; and
 - 1.4.3. provision of temporary haul routes.

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order Statement of Aims

- 1.5. This statement has been prepared in accordance with Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 and is intended to provide an overview of the proposals to which the application for the Order relates.

2. Background

- 2.1. The High Speed Rail (London – West Midlands) Act 2017 authorises HS2 Limited to deliver phase 1 of the High Speed 2, which will (amongst other things) include construction of the new station, to be known as Old Oak Common Station (**OOC Station**). On completion, the OOC Station will become the HS2 London terminal until the new Euston Station becomes operational in 2034.

- 2.2. The OOC Station itself will be delivered by HS2 Limited. However, before it enters into operation, Network Rail needs to modify the existing GWML infrastructure to make sure that the OOC Station can be suitably accommodated. Works to be undertaken by Network Rail to enable this are, collectively, known as the GWML Rail Systems Project.

Delivery of the GWML Rail Systems Project will require construction access to the GWML from both the north and the south of the GWML. This is required so that the necessary construction works can be undertaken without closing all four railway lines at the same time and with minimum disruption to the existing passenger and freight services (which will continue to operate while works take place).

- 2.3. In addition to the construction access, described above, Network Rail will require a logistics compound, which will be level to the railway infrastructure and allow the RRVs to pass between the compound and the track easily. This compound cannot be adjacent to a cutting or an embankment as the RRVs are unable to operate at steep gradients.

- 2.4. The GWML Rail Systems Project involves:

2.4.1. the installation of 8 platforms; and

2.4.2. the modification of the existing four-track GWML to accommodate the additional platforms.

- 2.5. The split of work between HS2 and Network Rail is shown in Figure 1 below.

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order Statement of Aims

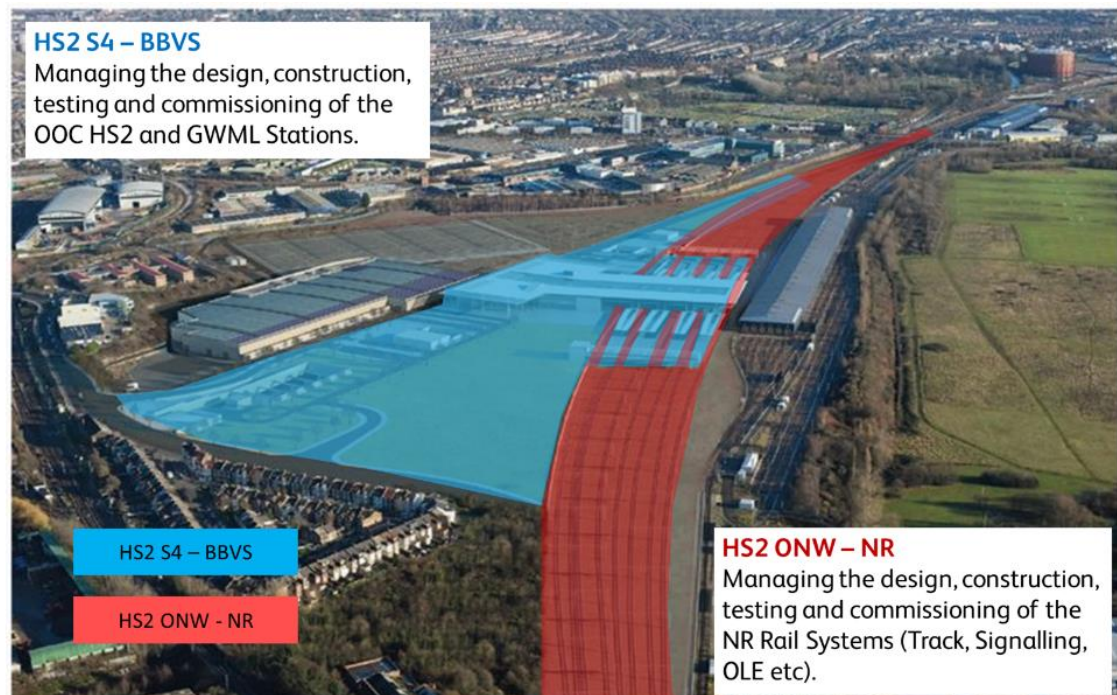


Figure 1: Image showing the extent of on network works shaded red and the HS2 works shaded blue

3. Access to the railway

- 3.1. The primary method of delivering the GWML Rail Systems Project will be by using RRVs. An RRV is a dual mode vehicle which can operate both on rail tracks and roads. RRVs are commonly used within the industry to deliver on-track works.
- 3.2. RRVs access the railway via vehicular Road Rail Access points (**RRAP**), which allow access onto the railway from highways and are critical for the safe delivery of the on-track works, as well as track maintenance, renewal or enhancement.
- 3.3. Operating the RRVs, as well as accessing the track (which in the rail industry is referred to as "taking possession of the track") requires an isolation of the railway. An isolation involves the overhead electrical equipment (OLE) being turned off so that works can be undertaken without the risk of electrocution.
- 3.4. The possession of the track is normally taken either via a relief (slow) side possession or a main (fast) side possession, to ensure that at least one side remains operational and train services continue operating.

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order Statement of Aims

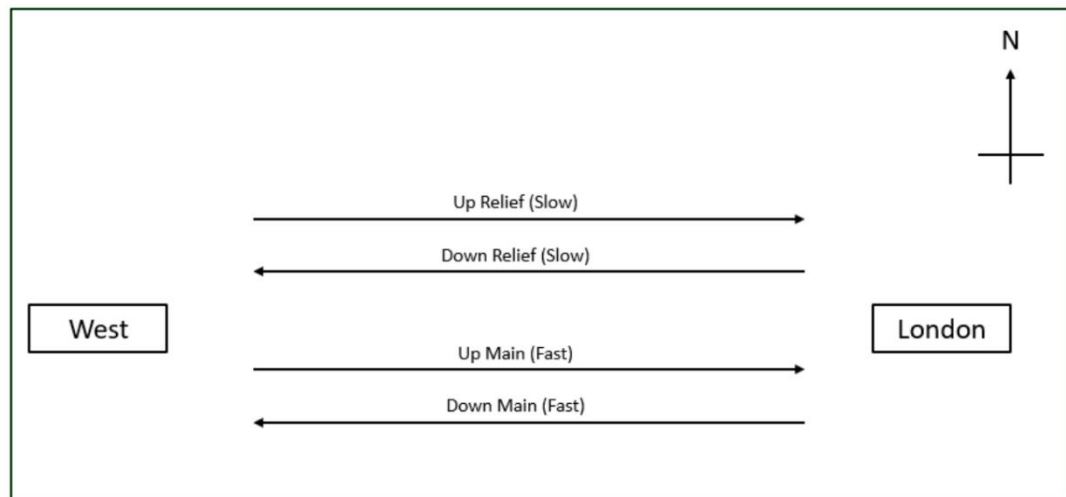


Figure 2: Image showing the four tracks at Acton Main Line on the GWML.

- 3.5. All of the construction activities that have taken place in the area to date have only required possession of the relief lines, where the track was accessed via the existing RRAPs. However, the proposed GWML Rail Systems Project involves significant construction works, which require access to the track via the Main line, which cannot be secured via the existing RRAPs (as further described below). These works include, for example, installation of drainage and overhead line structures/equipment, the delivery and installation of signal posts and gantries.

4. Existing RRAPs

- 4.1. The utilisation of the existing RRAPs in the OOC area to deliver the GWML Rail Systems Project has been considered. However, Network Rail considers that they are not suitable for the reasons outlined below.
- 4.2. The existing RRAPs in the area are shown in Figure 3 below. Figure 3 also shows the site of the proposed OOC Station in light blue. The green bar shows the area within which access to the railway is required.

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order Statement of Aims

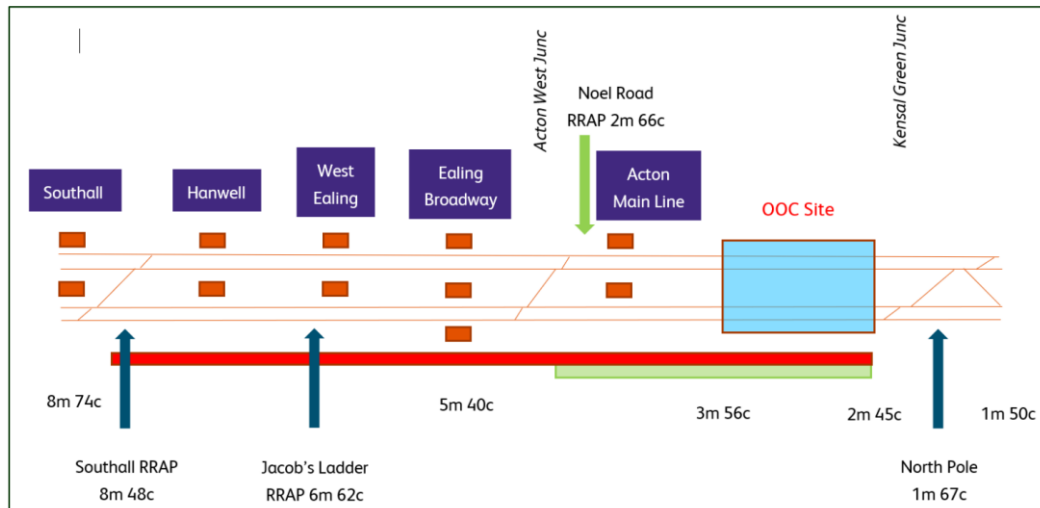


Figure 3: Existing lineside logistics compound locations.

- 4.3. Although this Statement of Aims and the Order are related to the Project and the associated delivery of the OOC Station, it should be noted that a lack of adequate RRAPs in the area has been identified previously and Network Rail has, in the past, deferred several track renewal works on the mains side in the area due to the lack of RRAPs which would enable access to the mains side. Accordingly, while delivery of the OOC Station remains the main objective for the Project (which requires provision of a new temporary RRAP and a permanent RRAP), Network Rail would also derive significant benefit from having a RRAP in the area which would enable access to the mains side.

Noel Road RRAP

- 4.4. As is clear from Figure 3, there is currently one RRAP on the north side of the railway allowing access to the relief lines. However, the Noel Road RRAP lies on the opposite side of the track and only enables access to the relief lines.
- 4.5. While the Noel Road RRAP could, in theory, be utilised for the delivery of the GWML Rail Systems Project, it would require possession of all lines which would cause a significant disruption to any train services operating in the area. Furthermore, RRVs accessing the track would need to cross between the relief side (where they access the track) and the main side (where works need to be undertaken). This would require crossing via multiple junction points from one line to another in order to move from Relief lines to the Main GWML, which is unnecessarily time consuming and would create a safety risk.

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order Statement of Aims

Southall RRAP and Jacob's Ladder RRAP

- 4.6. The existing Southall RRAP and Jacob's Ladder RRAP lie on the southern side of the track and do provide access to the mains side. However, as is clear from Figure 3, they are beyond the green bar area where works need to be undertaken.
- 4.7. The difficulties, including disruption to passengers, that would result from using the RRAPs beyond the green bar result predominantly from:
- 4.7.1. distance of travel that would be required; and
 - 4.7.2. the reduced available working time (as a result of increased travel time to and from the site of the works from the relevant RRAP).
- Accessing the track at such a distance from the area of works would also result in a longer possession of the track and isolation of the overline equipment.
- 4.8. Furthermore, any possession of the track taken via the Southall RRAP and/or the Jacob's Ladder RRAP cannot provide the operational access time needed to deliver the GWML Rail Systems Project due to the extensive nature of the works which need to be undertaken.
- 4.9. As an additional complication, Jacob's Ladder RRAP provides access to the track via the existing Waitrose car park and, therefore, has limited space to access the railway and there is no space for the storage of plant and/or material. Southall RRAP similarly has very limited space for storage of plant and material.

North Pole RRAP

- 4.10. To the east of the OOC site of works is the North Pole Depot RRAP which also provides access to the mains side. However, similarly to Southall RRAP and Jacob's Ladder RRAP, it lies beyond the green bar area, making delivery of the GWML Rail Systems Project more challenging (as further identified in paragraphs 4.6 – 4.8 above).
- 4.11. In addition to the above, access to the mains side via the North Pole Depot RRAP is consistently required to enable provision of a reliable service to passengers. Its use for the delivery of the GWML Rail Systems Project will limit such access which, in turn, will cause disruption to any train services operating in the area.

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order Statement of Aims

- 4.12. Access via the existing North Pole Depot RRAP is also not considered to be viable due to the lack of storage space, the need for RRVs to pass through an operational depot and under live overhead line equipment and an unsuitable access road which must be kept clear for use in emergencies

5. Geographical constraints

- 5.1. Based on the above, Network Rail has established that a new RRAP will be required to enable delivery of the GWML Rail Systems Project. However, a number of constraints had to be taken into account when establishing the best location for the new RRAP. Figure 4 below shows the geographical locations.



Figure 4 Assessment of RRAP locations

- 5.2. As such, to the east of the OOC site of works is the North Pole Depot rail entrance. Access to and from the North Pole Depot must not be significantly disrupted so as to ensure that access is available for trains that need to access the Depot for maintenance purposes. Accordingly, any new RRAP must be located to the west of the existing North Pole Depot entrance to ensure that there is minimum disruption to the existing access via the North Pole Depot entrance.

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order Statement of Aims

- 5.3. To the West of the OOC site of works is Acton Freight Yard and Acton West Junction, which are used by the TOCs whenever Main Line possession is taken. To ensure that this is not affected in any way, and the TOCs retain the ability to run a reliable service for passengers, the new RRAP needs to be to the east of Acton West Junction.
- 5.4. From Kensal Green Junction to Acton Mainline station the south side of the rail corridor is bounded by dense residential accommodation. The railway in this stretch is also in a cutting with a retaining wall. Creation of a RRAP in this area would require demolition of several residential properties and significant disruptive work to remove the retaining wall and cutting to create an access road which, in turn, would result in significant cost and have a significant impact on the residential community.
- 5.5. Acton Mainline Station similarly cannot be utilised as it does not provide enough space for the parking of RRVs and storage of materials.
- 5.6. The stretch of railway from the Order Land to Acton West Junction is in a cutting with residential properties adjoining the railway boundary. Although the cutting does not have a retaining wall, and the eastern end has a lesser level difference between the railway and the residential properties, the other constraints still exist which meant that this area was not considered further.
- 5.7. Bloomsbury Close has also been considered as one of the options, as it still lies within the boundaries of the GWML Rail Systems Project. However, that option would require demolition of residential garages, which in turn would result in significant disruption to residents. Furthermore, it would be extremely difficult to control further access to the area by the residents, which could potentially result in blocked access for RRVs.
- 5.8. Taking into account the above, the Order Land was considered to be only reasonably practicable location for the new RRAPs and the associated logistics compound.

6. Jewsons Yard

- 6.1. The Order Land was historically a railway yard and, as a result, satisfies the following requirements:

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order Statement of Aims

- 6.1.1. distance: the Order Land lies within the green bar (as shown on Figure 3) and will, therefore, provide an adequate access to the mains side of the track;
 - 6.1.2. the access will not be affected by any limitations imposed by the requirements of the TOCs and any works undertaken on the track can be undertaken during a period of 8 hours (which is the limit imposed by any areas controlled by the TOCs); and
 - 6.1.3. the Order Land provides a level access to the railway, which complies with Network Rail standards for the approach to an RRAP.
- 6.2. The Order Land provides enough storage space for plant and materials, it provides welfare facilities and off-street staff parking and enables the temporary construction compound to be located in close proximity to the temporary RRAP required for the delivery of the OOC Station.
- 6.3. As to the permanent RRAP (required for future maintenance of the railway and the associated infrastructure), the Order Land benefits from a direct access from the adopted public highway and, as such, will enable safe delivery of materials, plant and staff to the railway with minimum disruption to third parties and/or residential areas.

7. Conclusion

- 7.1. The purpose of the Order is to secure compulsory acquisition of rights in land, temporary use of land and rights to undertake minor ancillary works required to provide:
 - 7.1.1. temporary RRV access onto the GWML Railway to enable delivery of the GWML Systems Project and the Old Oak Common Station; and
 - 7.1.2. permanent RRV access onto the GWML railway to enable reliable future maintenance to the southern side of the main GWML railway.
- 7.2. The proposed temporary RRAP location adjacent and central to Jewsons yard (shown in Figure 5 below) will provide suitable RRV access to deliver the OOC Rail System Project for the duration of 6.5 years. This RRAP location will only be temporary as its very location will impinge on the final stages of the OOC Rail System Project.

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order Statement of Aims

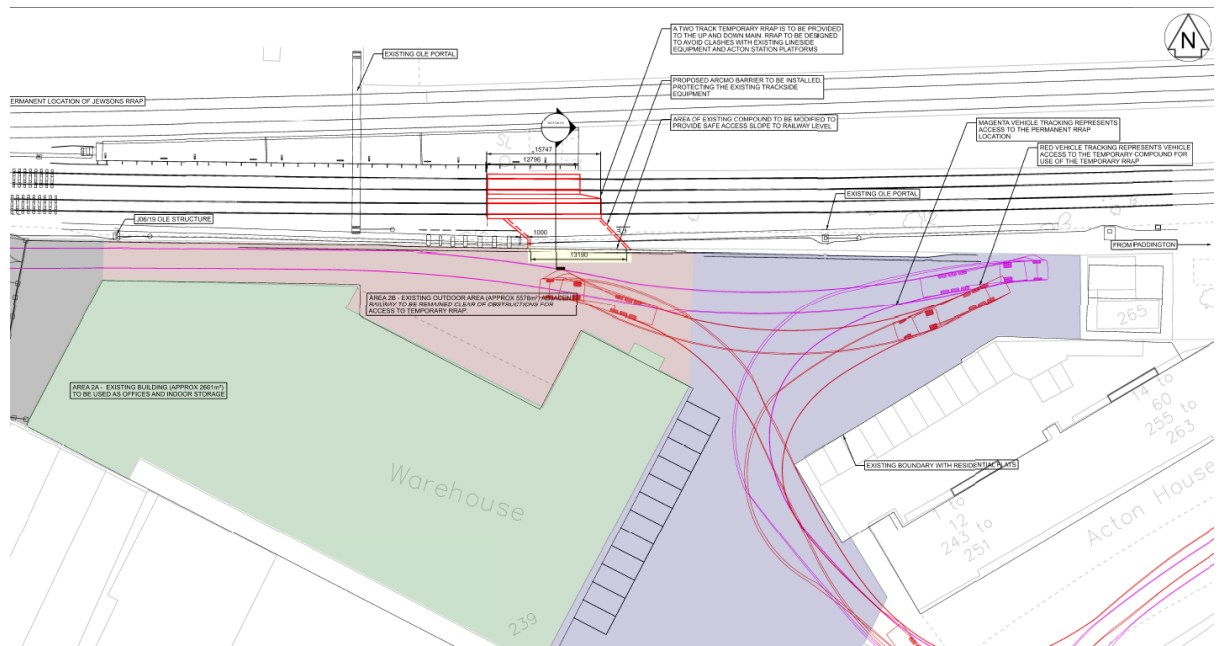


Figure 5 proposed location of temporary RRAP within Jewsons Yard

- 7.3. The permanent RRAP at the proposed location is critical for the safety and reliability of the railway network of Network Rail's Western Region, as well as the efficient operations of Network Rail, TOCs and Freight Operating Companies. The absence of a south-side RRAP between Southall and North Pole has already resulted in at least three asset renewals in the area being suspended. The temporary works that are currently keeping assets operational cannot do so indefinitely without very disruptive possessions and temporary speed restrictions being put in place. Temporary speed restriction reduces the permissible line speed that trains can travel at over a small section of the network, which would have significant operational performance implications over the rest of the route considering the proximity to Paddington. Accordingly, the new permanent RRAP is required.
- 7.4. A permanent RRAP in this location will also increase productivity of maintenance works (which are currently backlogged) and reduce the amount of shifts required to carry out the works, reducing costs and increasing the safety of local network maintenance. This means less disruption for rail passengers by reducing the time it takes to get onto the railway to undertake repairs and upgrades thereby delivering greater value for taxpayers.
- 7.5. In accordance with Government guidance, Network Rail's aim is to minimise reliance on compulsory purchase powers and, in an effort to achieve that, Network

The Network Rail (Old Oak Common Great Western Mainline Track Access) Order Statement of Aims

Rail has continued to negotiate with all affected landowners (as further described in the Consultation Report).

- 7.6. During a period of two years, Network Rail has made numerous attempts to communicate and engage with the registered owners of Plot 2, 3 and 4. However, Network Rail has not been able to negotiate a voluntary agreement with the owners and occupiers for the grant of the necessary property rights to Network Rail. The Order is, therefore, required to ensure that Network Rail has the necessary land, rights and interests to deliver and maintain the Project.