

**TRANSPORT AND WORKS ACT 1992**

**TRANSPORT AND WORKS (INQUIRIES PROCEDURE) RULES 2004**

**SUMMARY PROOF OF EVIDENCE OF CHRIS FORD**

**ALTERNATIVES CONSIDERED AND SELECTION OF PREFERRED OPTION**

**13 OCTOBER 2023**

**1. INTRODUCTION**

- 1.1 My name is Chris Ford. I am a Project Delivery Engineering Manager at Network Rail Infrastructure Limited (**Network Rail**) since May 2022. Prior to this role I undertook the role of Designated Project Engineer.
- 1.2 I am a Chartered Engineer with the Institution of Civil Engineers registered with the Engineering Council and a Member of the Permanent Way Institution. I have a master's degree in civil engineering from the University of Nottingham. I have worked within the rail infrastructure industry since 2011, and with Network Rail since 2012.

**2. NEED FOR THE RRAP**

- 2.1 My Proof explains that the GWML Rail Systems Project (which is described in Mr Fleming's Proof of Evidence and includes the Project) will involve significant construction works, which require access to the track via the southern main line side. The existing main line side RRAPs, which have been used to deliver works to date, are severely restricted by the operations of North Pole Depot and Acton West Junction. As such, it is crucial that the proposed temporary and permanent RRAPs are provided at the proposed location for the Project to support delivery of the infrastructure necessary for construction of the OOC station, as well as adequate access to the mains side in the future to enable future improvements and maintenance of the railway.

**3. RRAP AND COMPOUND REQUIREMENTS**

- 3.1 My Proof outlines requirement for the RRAP and the associated compound, as well as a number of geographical constraints, all of which has to be taken into account when establishing the best location for the Project. It explains that the GWML Rail Systems project needs to be located in close proximity to the North Pole Depot rail entrance due to the limits of deviation laid out in the HS2 hybrid bill. Furthermore, use of the depot rail entrance has to remain undisturbed. As such, any permanent and temporary RRAPs have to be located to the west of the existing North Pole Depot entrance to ensure there is minimum disruption to the existing access. Blocking access to North Pole Depot would restrict the ability to carry out train maintenance work and result in train sets being taken out of service with resultant cancellations of train services and detrimental impacts on passengers, income loss and reputation of the railway.
- 3.2 To the west of the proposed RRAPs are Acton Freight Yard and Acton West Junction, which are used by TOCs to maintain service when a Main Line possession is taken outside of agreed windows in the Engineering Access Statement. My Proof explains that, to ensure that this position is not affected and the TOCs retain the ability to run a reliable service for passengers, the new RRAPs need to be to the east of Acton West Junction. Extending the possession to include Acton West Junction is unacceptable to TOCs due to immense passenger dissatisfaction, income loss and reputation damage to TOCs and rest of railway industry.

#### **4. EXISTING RRAPS CONSIDERED**

4.1 My Proof explains that several existing RRAPs in the area have been assessed by Network Rail with a view to utilising them for the Project. These are:

- a. North pole Depot existing RRAP;
- b. Jacob's Ladder existing RRAP;
- c. Southall existing RRAP; and
- d. Acton Main Line Station RRAP.

4.2 My Proof concludes that none of these could accommodate the Project and, as such, are not considered acceptable in the circumstances.

#### **5. ALTERNATIVE LOCATIONS CONSIDERED**

5.1 My Proof then describes alternative locations which have also been considered by Network Rail for the Project. These are as follows:

- a. Westcott Park Community Garden;
- b. Old Oak Common Lane (Hitachi Depot);
- c. Westway Estate;
- d. Acton Mainline Station;
- e. land on the GWML boundary between the Order Land and Acton West Junction;
- f. Bloomsbury Close;
- g. land to the east of the North Pole storage depot where there is a private access into North Pole depot from Mitre Way and the A219;
- h. access at the north end of the Big Yellow Storage Box;
- i. access of Old Oak Common Lane at the west end of the freight siding;
- j. land to the west of Dean Court, 1 Friary Road; and
- k. access through the car was builder's yard to the west of 239 Horn Lane.

5.2 My Proof concludes that none of the above alternative locations could accommodate the Project and, as such, are not considered acceptable in the circumstances.

#### **6. ORDER LAND**

6.1 My Proof explains that the Order Land (together with Plot 1, as shown on the Land Plan submitted with the Order) is the most appropriate location to accommodate the Project as the Order Land was historically a railway yard and, as a result, satisfies a number of requirements:

- a. location of the land means that it will provide an adequate access to the Mains side of the track;

- b. the access will not be affected by any limitation imposed by the requirements of the TOCs;
  - c. the land provides a level access to the railway, which complies with the Network Rail's standards for the approach to a RRAP;
  - d. the land provides enough storage space for plant and materials, as well as welfare facilities and an off-street parking; and
  - e. location of the land means that the temporary construction compound can be located In close proximity to the temporary RRAP required for the delivery of the OOC station.
- 6.2 Furthermore, the Order Land benefits from a direct access from the public adopted highway and, as such, will enable safe delivery of materials, plant and staff to the railway with minimum disruption to third parties and residential areas.

## **7. OBJECTIONS**

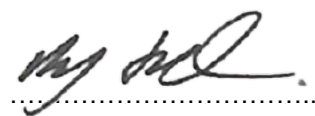
- 7.1 My Proof deals with objections raised by Bellaview and STARK in relation to the Project requirements, options and alternatives considered and confirms that a number of alternative locations have been considered, including use of the existing RRAPs and the Order Land was concluded to be the most appropriate location to accommodate the Project.

## **8. CONCLUSION**

- 8.1 My Proof concludes that, having considered a number of alternative options, including utilising existing RRAPs and evaluating other potential locations for new RRAPs, Network Rail has concluded that the Order Land is the only real and obvious location for the Project.
- 8.2 The delivery of the Project is critical for the efficient delivery of High Speed 2 and the ongoing safety and performance of the railway. I believe that the proposed location is the only viable location to deliver the Project and that without the Order Land the success of High Speed 2, as a project, would be at significant risk.

**Dated: 13 October 2023**

I believe that the facts stated in this Summary are true.



Chris Ford