## EIA Quality Mark Case Study

### Werrington Junction ECML Upgrade

<table>
<thead>
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<th>Key Issues:</th>
<th>Purpose of the project:</th>
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<td>The following key issues arose throughout the production of the ES:</td>
<td>The East Coast Main Line (ECML) is the high-speed railway link between London and Edinburgh. A significant constraint on the ECML currently exists between freight and long-distance high-speed passenger services to the north of Peterborough station, where freight services are required to make a very slow crossing of the ECML at Werrington Junction. Network Rail identified that a new junction at Werrington, three miles north of Peterborough Station, was a key project that would deliver additional capacity on the ECML. The new junction will enable slow moving freight trains to travel under the ECML, as opposed to crossing the ECML at the same level as they do now. This type of junction is known as a grade separated junction, i.e. tracks are separated by their grade, or level.</td>
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- major earthworks for realignment of an existing railway on new embankments;  
- realignment of main rivers and reconfiguration of watercourses to contribute to reducing flood risk and improving water quality including attenuation ponds and pumps;  
- tunnel construction beneath the East Coast Main Line;  
- sheet piling and bored piling for side walls to support the approach ramps to the tunnel;  
- property demolitions;  
- stopping up and diversion of public highway;  
- a new span under an existing road;  
- avoiding severance of public rights of way and highways;  
- works to protect or divert existing buried services or overhead cables;  
- new power supply points for signalling equipment;  
- habitat creation for loss of GCN habitat; and  
- provision of land for protective works at a vibration-sensitive site. |                                                                                                                                                                                                                                                                                                                                                     |

### Description of the project:

The Werrington Grade Separation project provides a new railway beneath the existing ECML that will provide a direct link between the existing Stamford lines and the existing Great Northern/Great Eastern (GNGE) railway.

The existing northbound Stamford line to the west of the ECML will be realigned to the west, to create space for the southern approach to a new tunnel beneath the ECML. A number of watercourses will be realigned and reconfigured to allow for the new arrangement. The tunnel will cross beneath the ECML, and merge beneath the existing A15 overbridge and Lincoln Road overbridge, where it will follow the alignment of the existing Hurn Road. Hurn Road will be stopped up and diverted to allow for the new railway. The new railway will then rise to meet the existing GNGE lines and complete the new link.

The construction phase started in autumn 2018 and is scheduled to be complete in 2021.

An Environmental Statement (ES) was prepared to support Network Rail’s application for an Order under the Transport and Works Act (TWA) 1992, (TWAO).
**EIA Learning Outcomes**

**Lessons learnt:**

*Integrated programme* - The engineering design, construction advice and ES were being delivered by three separate partners of Network Rail. A high degree of co-operation and co-ordination was needed to ensure that the design stages and delivery programmes were fully integrated, so that the TWAO and ES were robust and submitted on time. Initial information about construction and operational traffic was provided, and later updated by the contractor and Network Rail. As a result, the modelling for traffic, air quality and noise assessments was subject to changes which could have affected the submission date. A design freeze principle was negotiated into the overall programme, to ensure that the ES could be completed in a timely way, using robust information.

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**Lessons learnt continued:**

*Stakeholder management* - A well-developed stakeholder consultation and engagement plan ensured that key stakeholders, including local authority forums and the public, were engaged early and requirements were built into the project. For example, an early public engagement exercise indicated a clear preference for a tunnel option as opposed to a ‘fly-over’. Geophysical investigations during the EIA indicated that further investigation of archaeological assets was needed. Through the engagement process, a written scheme of investigation was agreed with the County Archaeologist for implementation prior to construction. It is important to recognise that not all stakeholders will respond early, and a project should have a sound mechanism for identifying and dealing with any potential stakeholder risks.

For the TWAO approval process, there was a need to demonstrate a ‘reasonable expectation of no impediment’ to implementing the TWAO. In particular, this related to consulting closely with Natural England for a provisional agreement with respect to a required GCN licence, prior to the TWAO being granted. Despite this engagement with Natural England it was not possible to secure a licence in advance of approval of the TWAO, resulting in delays to site commencement in late summer 2018. The timeline to acquire a protected species licence (including any land required for mitigation) should be clearly understood by all stakeholders.

*Mitigation and land requirements* - Requirements for permanent land acquisition for ecological and noise mitigation were identified during the EIA and were included within the Order Limits. A staged review of mitigation and land requirements by the project team should be built into this type of project, to ensure that mitigation and land requirements are fully integrated into the design and incorporated with the TWAO.

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