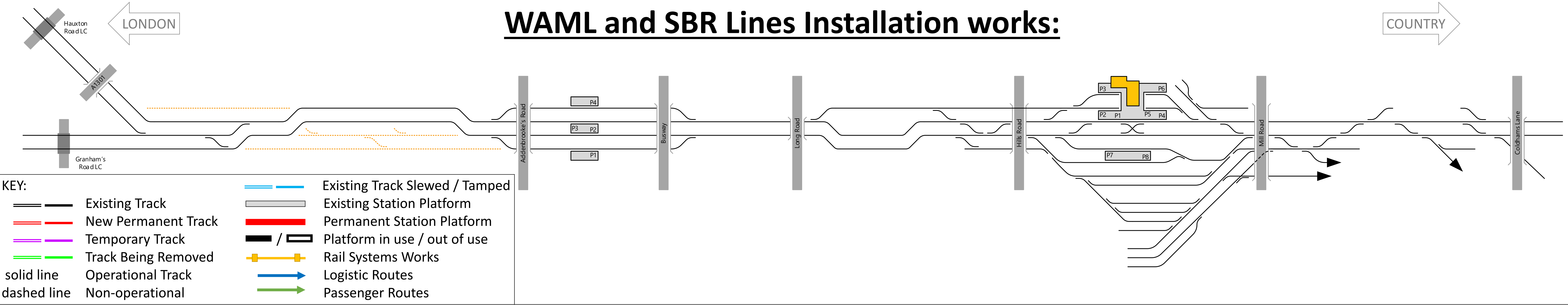


East West Rail – Overall Approach to Cambridge

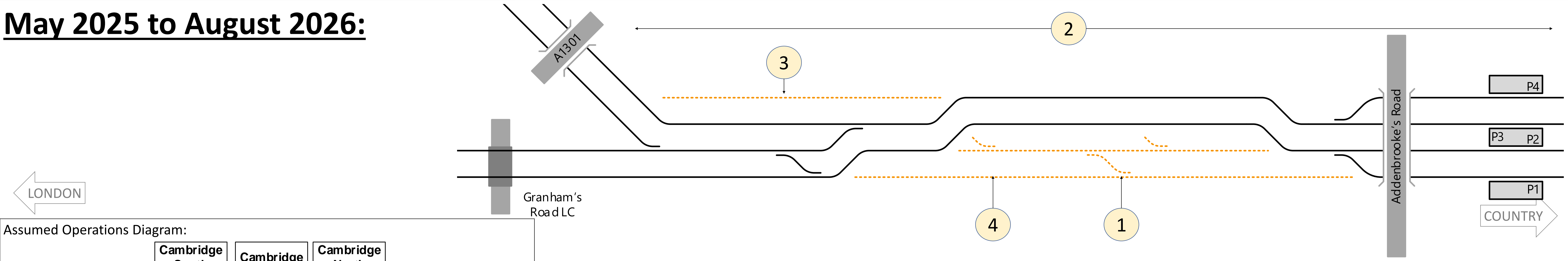
Construction Sequence

Document No: EWR_CS3-COS-CL-XX-ST-Y-000004
Revision: D00
Drawn:
Date: 21/02/2022
Suitability: Issued for Review

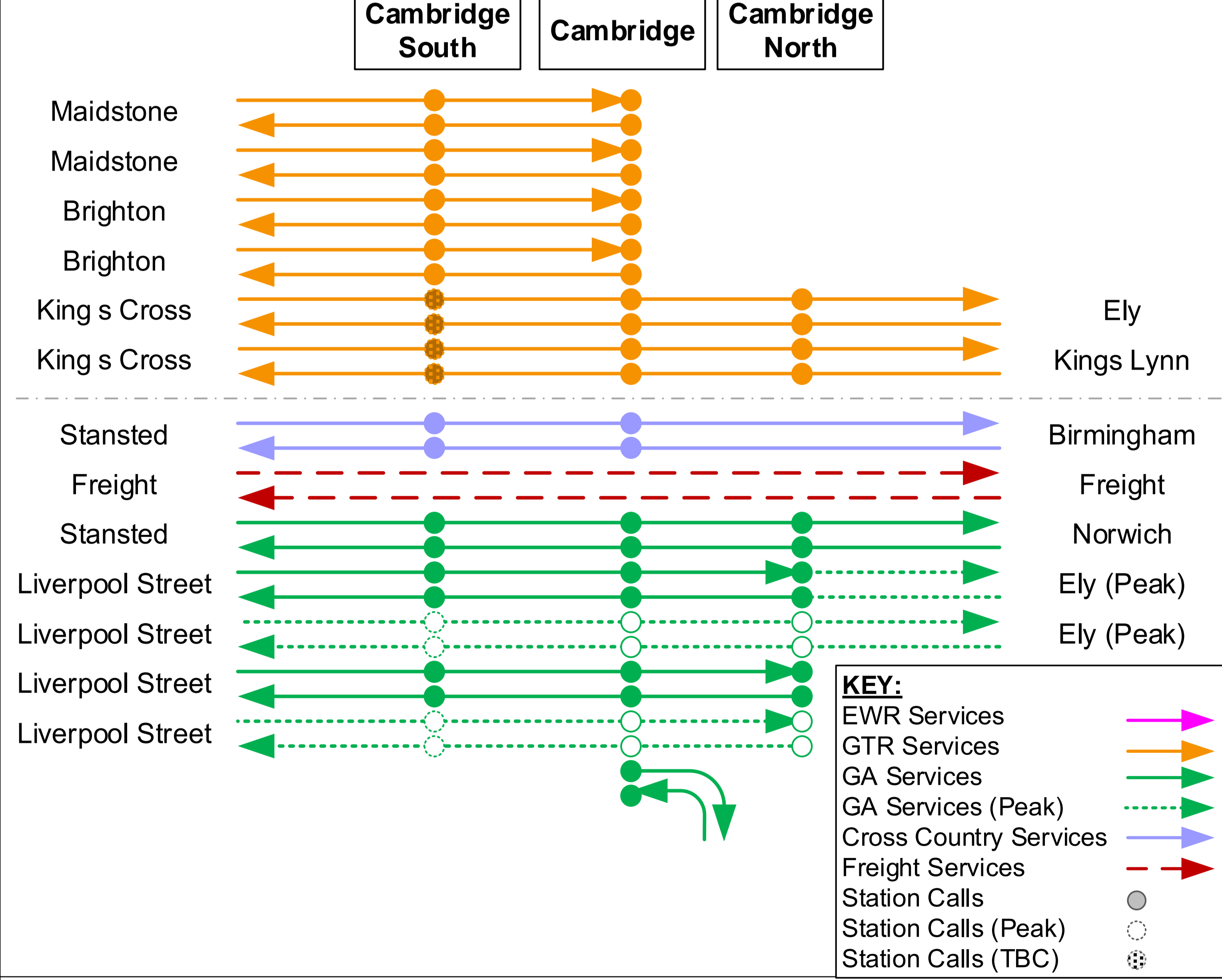
WAML and SBR Lines Installation works:



May 2025 to August 2026:



Assumed Operations Diagram:



NOTES / ASSUMPTIONS:

- Shepreth Junction to Cambridge South Offline and Possessions: Construct the New Tracks as much as possible next to the existing operational tracks.
- Refer to the Cambridge Throat Construction Sequence EWR_CS3-COS-CL-XX-ST-Y-000003 for further details for these removal works and installation of new assets in the Cambridge Throat Area (Between Hills Road and Mill Road Bridges).**
- Existing & New S&C Layouts shown as dotted are to be Scotched, Clipped and Padlocked Out of Use (OOU)
- It is assumed that Enabling works for the whole of the Approach to Cambridge area would be completed by this stage: Vegetation Clearance, Utility Diversions, Pedestrian / Cycle Route Diversion / relocation, Earthworks, retaining wall construction, New Shepreth Junction Pedestrian Footbridge Construction, Attenuation Tanks & Ponds construction, New Drainage and New Track Sub Formation works are completed.
- Install the New Plain Line Track to the West of the Railway (Shown in Orange) as required by the design, it is assumed that these works would be predominantly completed within possessions, due to the ALO restrictions / proximity. It is assumed that c.350m of the New Down Shepreth Line can be installed.
- Install New S&C Layouts and Plain Line Track to the East of the Railway (Shown in Orange) as required by the design, it is assumed that these works would be predominantly completed within the Eastern Construction Worksite, however some possessions will be required for the works that are within ALO restrictions / proximity. It is assumed that c.750m of the New Down WAML Line and c.900m of the New Up WAML can be installed.
- It is assumed that the OLE Foundation Installation works are ongoing and as required by the programme, integrated with the Earthworks and New Drainage installation works.

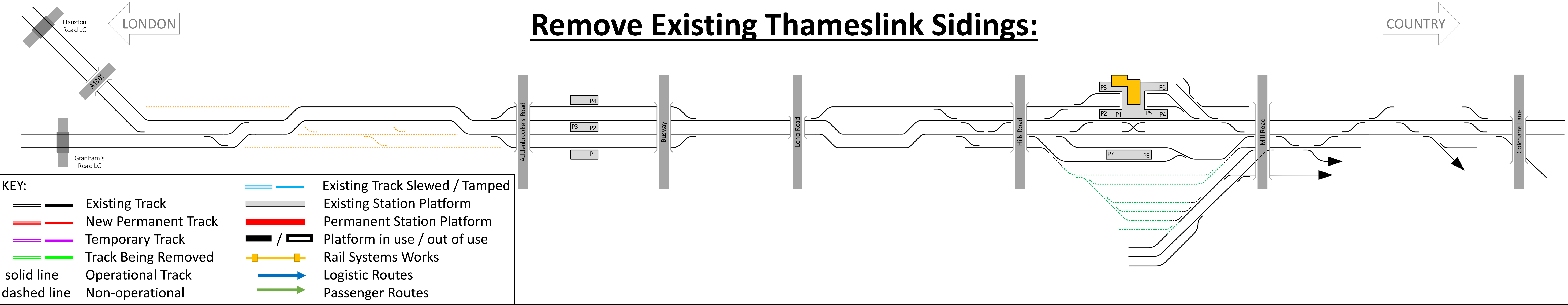
Overall Approach to Cambridge Sequence

Project: East West Rail Cambridge Constructability
 Document No: EWR_CS3-COS-CL-XX-ST-Y-000004
 Rev: D00 Suitability: Review Page: 4

YEAR	2025												2026												2027												2028												2029											
MONTH	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8				
Cambridge Station																																																												
Long Road Bridge																																																												
Shepreth Junction																																																												



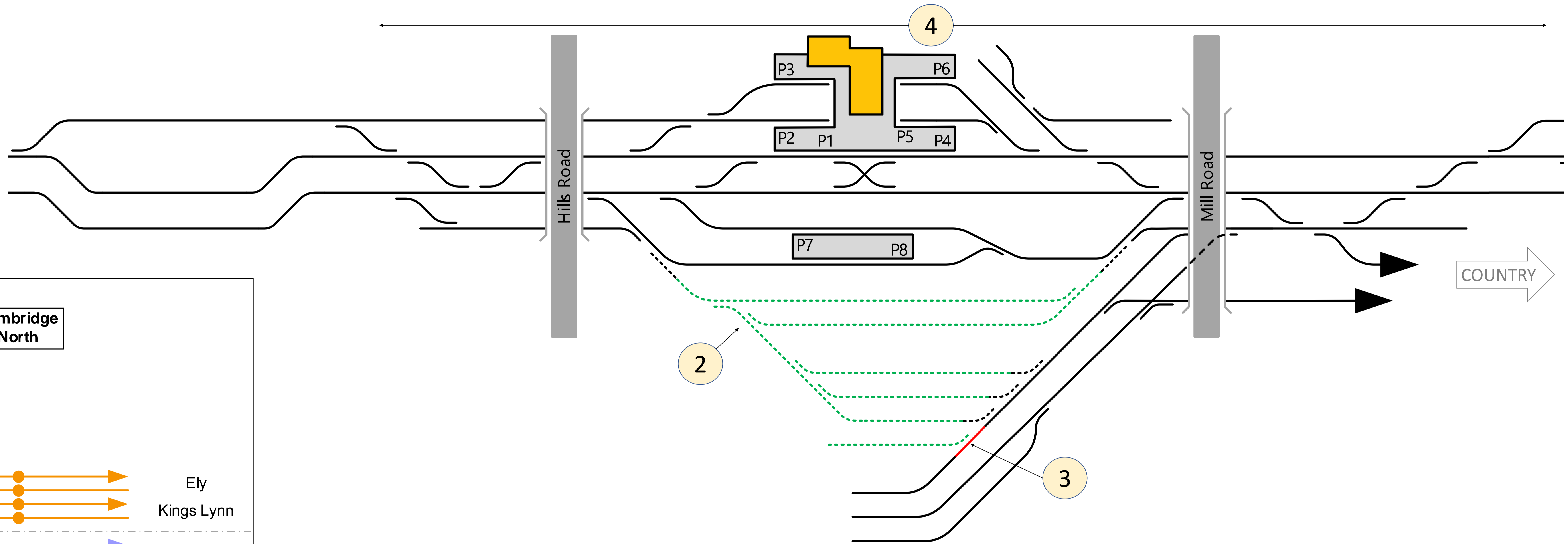
Remove Existing Thameslink Sidings:



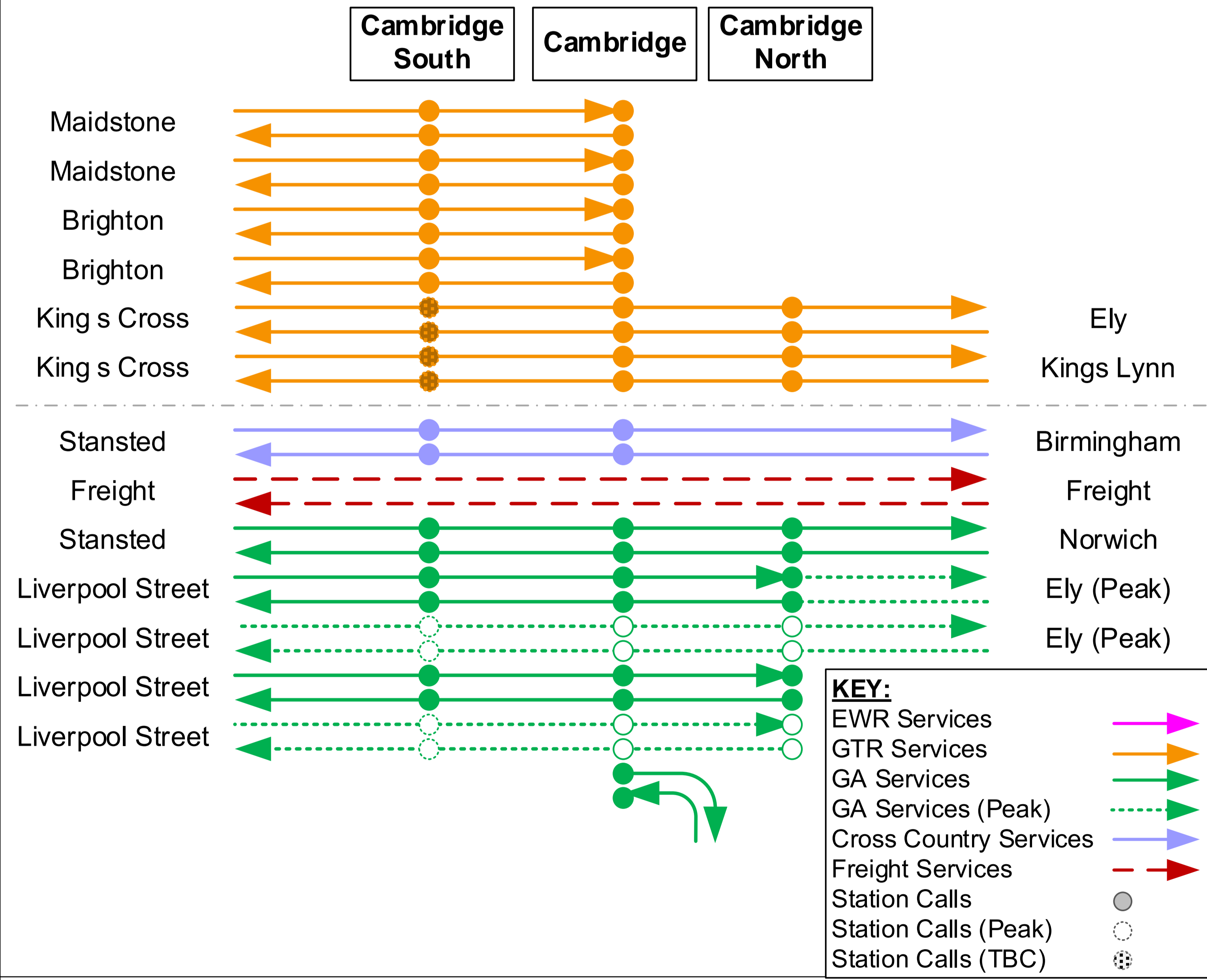
KEY:

- Existing Track
- New Permanent Track
- Temporary Track
- Track Being Removed
- Operational Track (solid line)
- Non-operational (dashed line)
- Existing Station Platform
- Permanent Station Platform
- Platform in use / out of use
- Rail Systems Works
- Logistic Routes
- Passenger Routes
- Existing Track Slewed / Tamped

Sept to Nov 2026:



Assumed Operations Diagram:



NOTES / ASSUMPTIONS:

- Refer to the Cambridge Throat Construction Sequence EWR_CS3-COS-CL-XX-ST-Y-000003 for further details for these removal works and installation of new assets in the Cambridge Throat Area (Between Hills Road and Mill Road Bridges).
- It is assumed that the Temporary / Interim Thameslink Sidings has been fully built and commissioned into use prior to these works commencing.
- Commence removal of the Existing Thameslink Siding Roads.
- Install New Plain Line Track (Shown in Red) as required on the existing Sidings.
- It is assumed that Enabling works for the whole of the Approach to Cambridge area would be commenced, with Vegetation Clearance, Utility Diversions, Pedestrian / Cycle Route Diversion / relocation, Earthworks, retaining wall construction, New Shepreth Junction Pedestrian Footbridge Construction, Attenuation Tanks & Ponds construction, New Drainage and New Track Sub Formation works are undertaken.
- It is assumed that the OLE Foundation Installation works commence as required by the programme, integrated with the Earthworks and New Drainage installation works.
- Shepreth Junction to Cambridge South Offline and Possessions: Continue the construction of the New Tracks as possible next to the existing operational tracks.

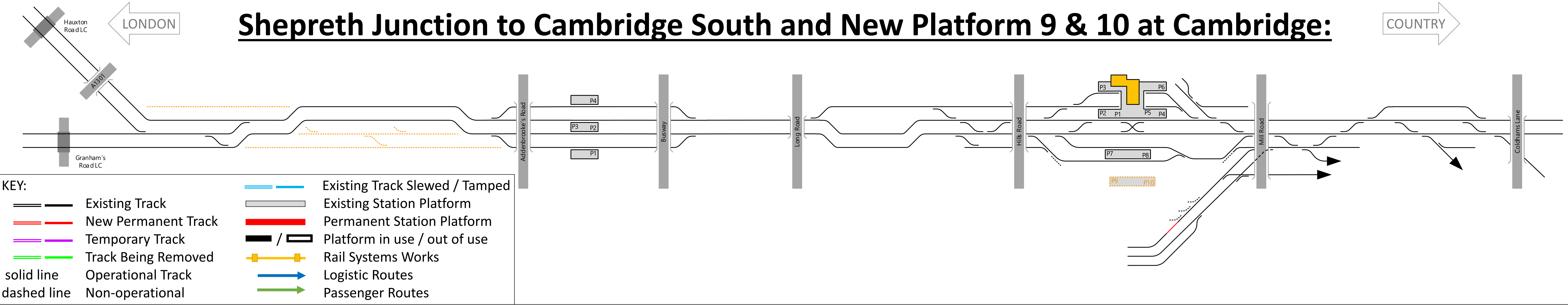
Overall Approach to Cambridge Sequence

Project: East West Rail Cambridge Constructability
 Document No: EWR_CS3-COS-CL-XX-ST-Y-000004
 Rev: D00 Suitability: Review Page: 5

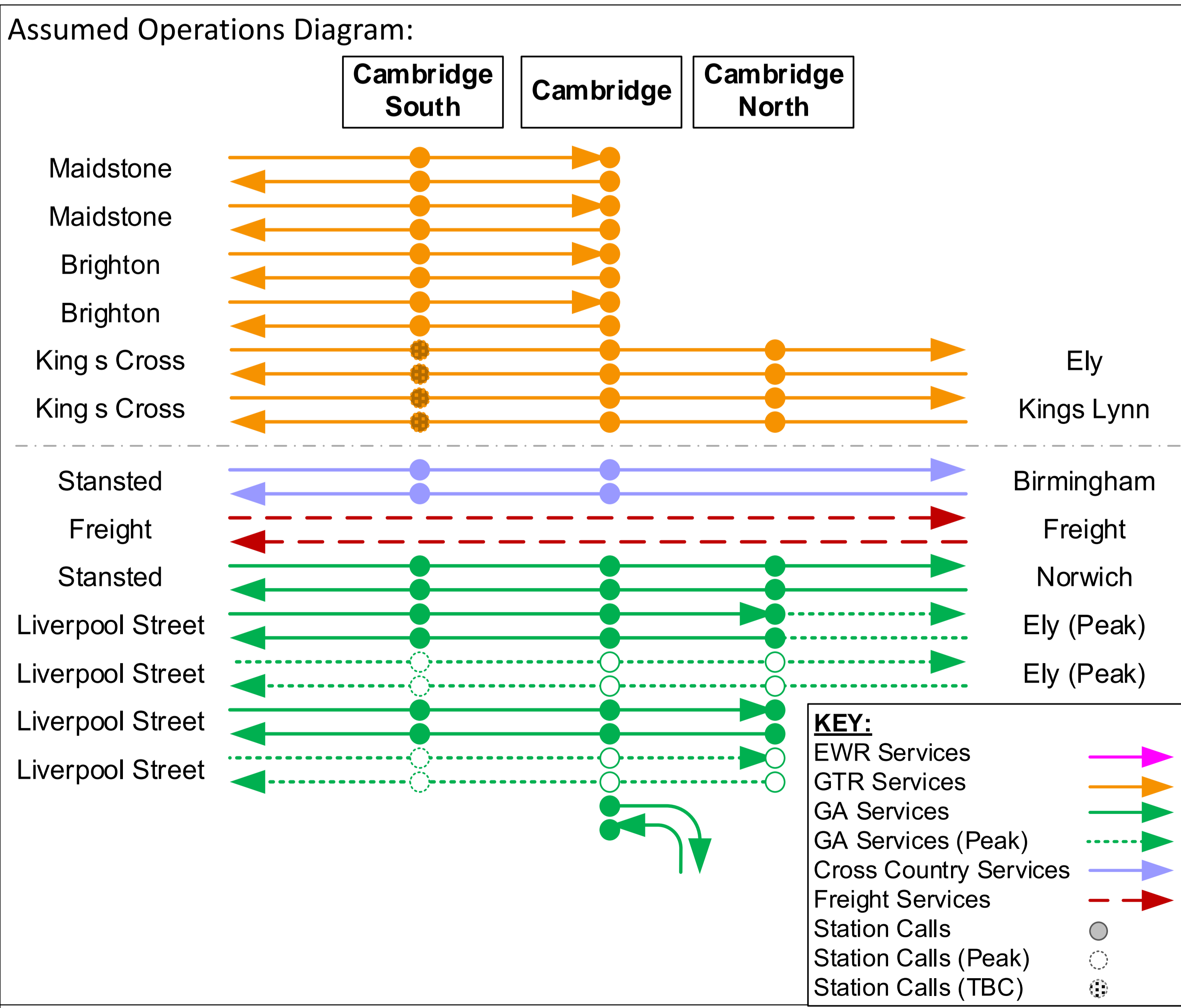
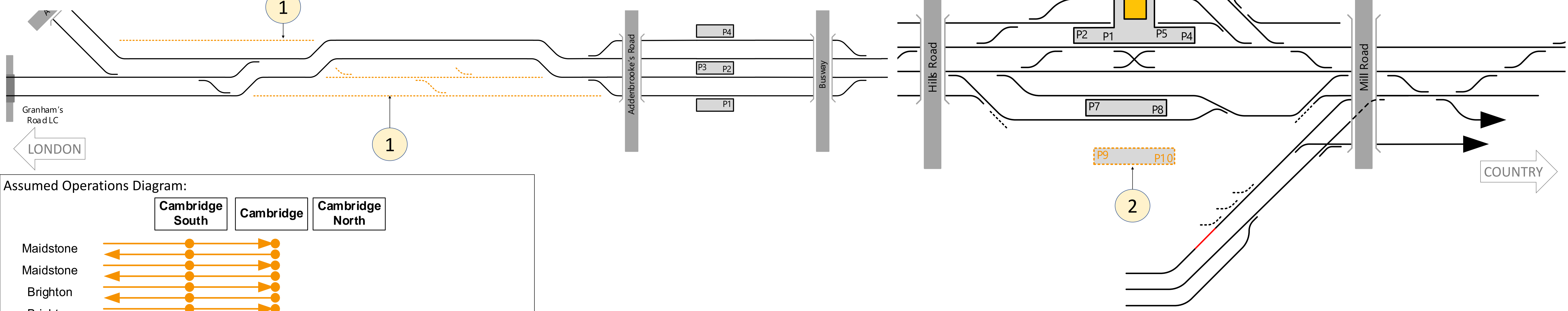
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Cambridge Station	█																																																								
Long Road Bridge				█																																																					
Shepreth Junction				█																																																					



Shepreth Junction to Cambridge South and New Platform 9 & 10 at Cambridge:



Nov to Dec 2026:



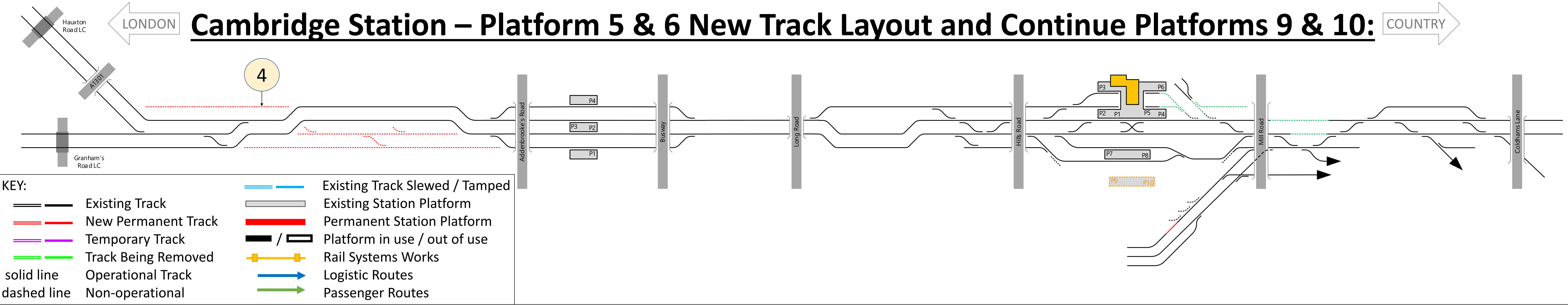
NOTES / ASSUMPTIONS:

- Refer to the Cambridge Throat Construction Sequence EWR_CS3-COS-CL-XX-ST-Y-000003 for further details for these removal works and Installation of new assets in the Cambridge Throat Area (Between Hills Road and Mill Road Bridges).
- Shepreth Junction to Cambridge South Offline and Possessions: Continue the construction of the New Tracks as possible next to the existing operational tracks.
- Cambridge Station Throat: Offline and Possessions: Commence construction of New Platforms 9 & 10 and associated Civil infrastructure.
- It is assumed that the OLE Foundation Installation works are ongoing and as required by the programme, integrated with the Earthworks and New Drainage installation works.

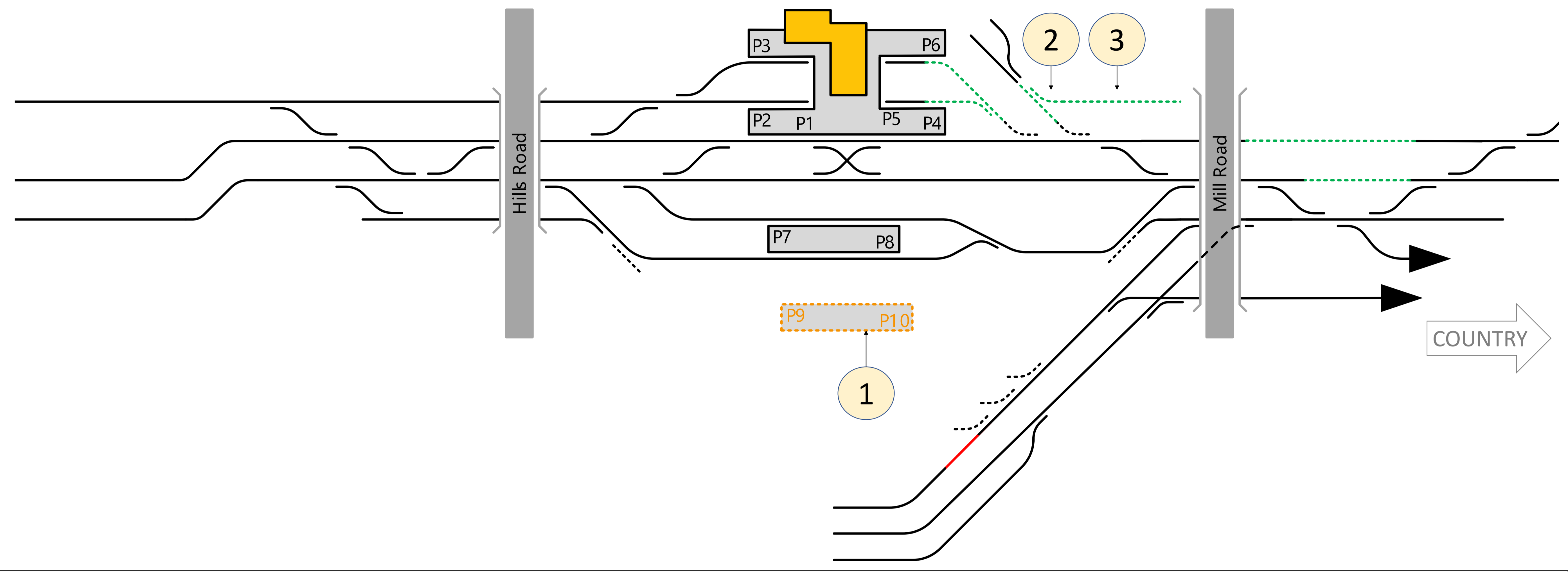
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Cambridge Station	█																																																									
Long Road Bridge				█																																																						
Shepreth Junction				█																																																						



Cambridge Station – Platform 5 & 6 New Track Layout and Continue Platforms 9 & 10: COUNTRY



Christmas 2026: Start of 10 Day Blockade:



LONDON

Assumed Operations Diagram:

Detailed short term planning for this Christmas Blockade to be confirmed.

NOTES / ASSUMPTIONS:

- Refer to the Cambridge Throat Construction Sequence EWR_CS3-COS-CL-XX-ST-Y-000003 for further details for these removal works and installation of new assets in the Cambridge Throat Area (Between Hills Road and Mill Road Bridges).
- Cambridge Station Throat: Offline and Possessions: Continue the construction of New Platforms 9 & 10 and associated Civil infrastructure.
- Take P5 & 6 and engine sidings in NW corner of Cambridge station out of use, remove existing roads to allow P4 extension works
- Cambridge Station Throat: Possessions: Remove the existing Turnouts and tracks leading into Platforms 5 & 6, Engine Sidings 1 & 2 and the Engine Spur.
- Shepreth Junction to Cambridge South Offline and Possessions: Continue the construction of the New Tracks as possible next to the existing operational tracks.

Title: Overall Approach to Cambridge Sequence

Project: East West Rail Cambridge Constructability

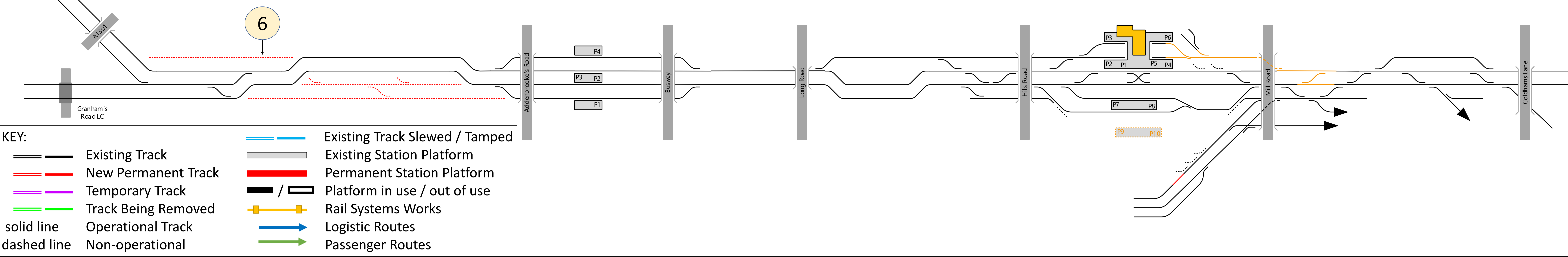
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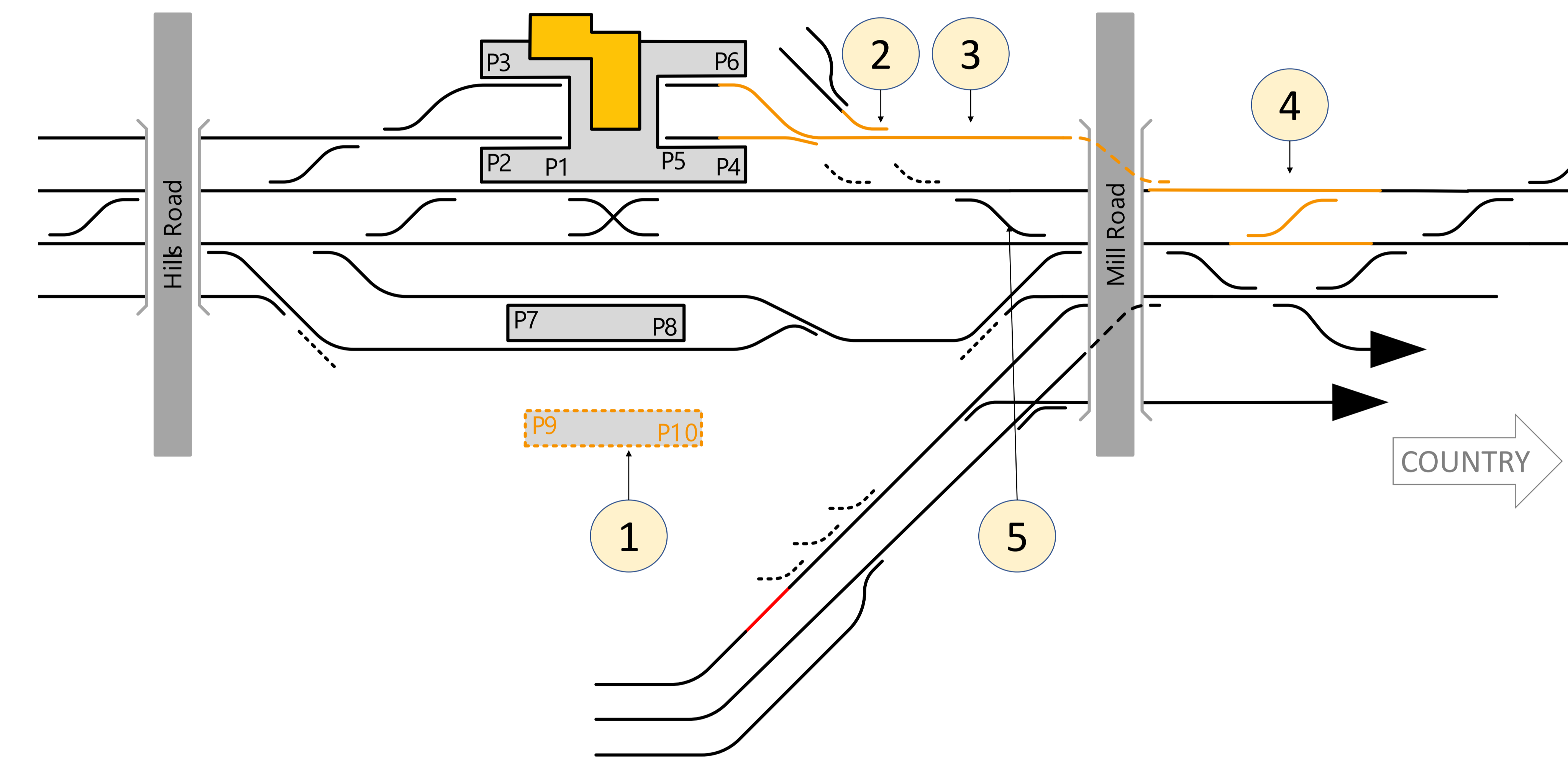
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Cambridge Station	█																																																								
Long Road Bridge																																																									
Shepreth Junction																																																									



Cambridge Station – Platform 5 & 6 New Track Layout and Continue Platforms 9 & 10: COUNTRY



Christmas 2026: End of 10 Day Blockade:



LONDON ←
Assumed Operations Diagram:

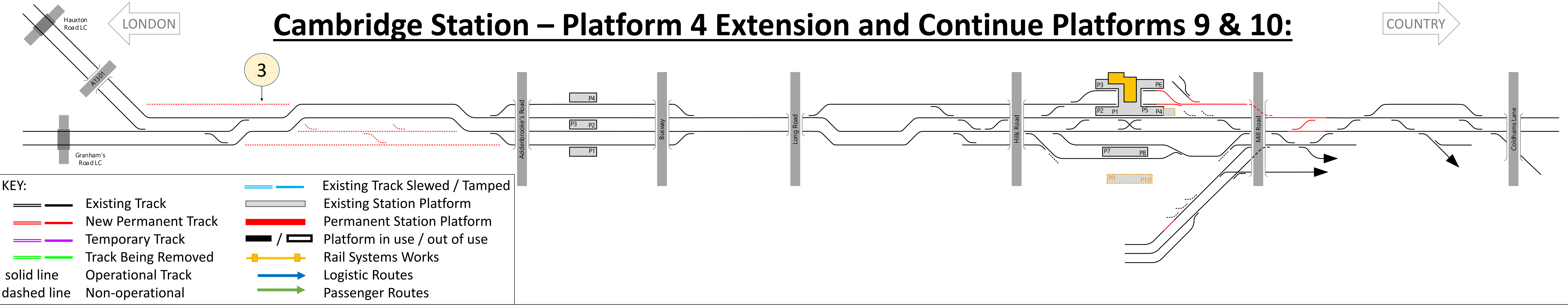
Detailed short term planning for this Christmas Blockade to be confirmed.

- NOTES / ASSUMPTIONS:**
- Refer to the Cambridge Throat Construction Sequence EWR_CS3-COS-CL-XX-ST-Y-000003 for further details for these removal works and installation of new assets in the Cambridge Throat Area (Between Hills Road and Mill Road Bridges).
 - Cambridge Station Throat: Offline and Possessions: Continue the construction of New Platforms 9 & 10 and associated Civil infrastructure.
 - Cambridge Station Throat: Possessions: Install the New Turnouts (3no) and Track leading into Platforms 5 & 6 and Engine Sidings 1 & 2. Install the New Crossover on the Down & Up Main Lines North of Mill Road Bridge.
 - EIS / Re-commission the New Track Layout for P5 & 6 and engine sidings in NW corner of Cambridge station Into use.
 - Risk / Potential Issue:** This New Layout appears to reduce the Flexibility / Routes from the Up Main and the Down & Up Newmarket (Single Line) to access Platforms 5 & 6. i.e. The Trains would use either 1093A/B or 1105A/B Points to cross onto the Down Main and then travel southwards on the Down Main to the New Turnout at the north end of Mill Road Bridge, these moves will conflict with the Down Main Services going northwards for approx. 400m until they reach 1092 Points where they can be routed onto the Down Goods Loop North. This is the same as the final Layout, but is it an issue bringing this into use early without the rest of the New Cambridge Layout being in place first?
 - Opportunity:** Depending on the quantity of Rail Systems and OLE modifications / works required for these works, it may be possible to include further Track installation scope into this access / blockade, this could then in turn reduce the scope to be delivered within the Main Cambridge Throat Blockade and thus help to reduce the access duration required for those works.
 - Shepreth Junction to Cambridge South Offline and Possessions: Continue the construction of the New Tracks as possible next to the existing operational tracks.

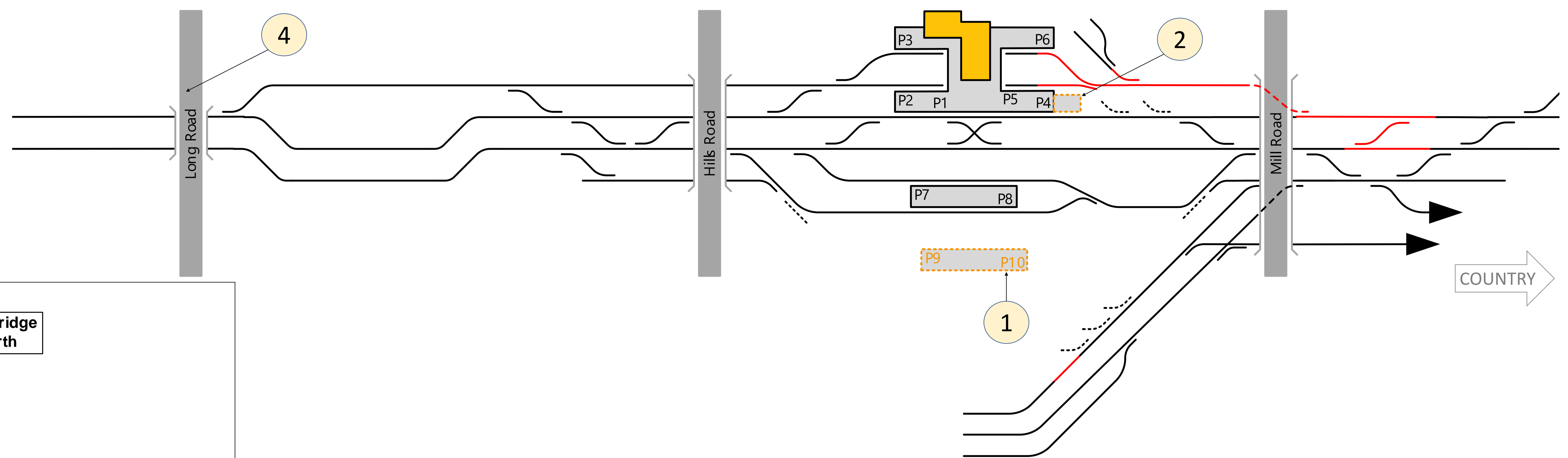
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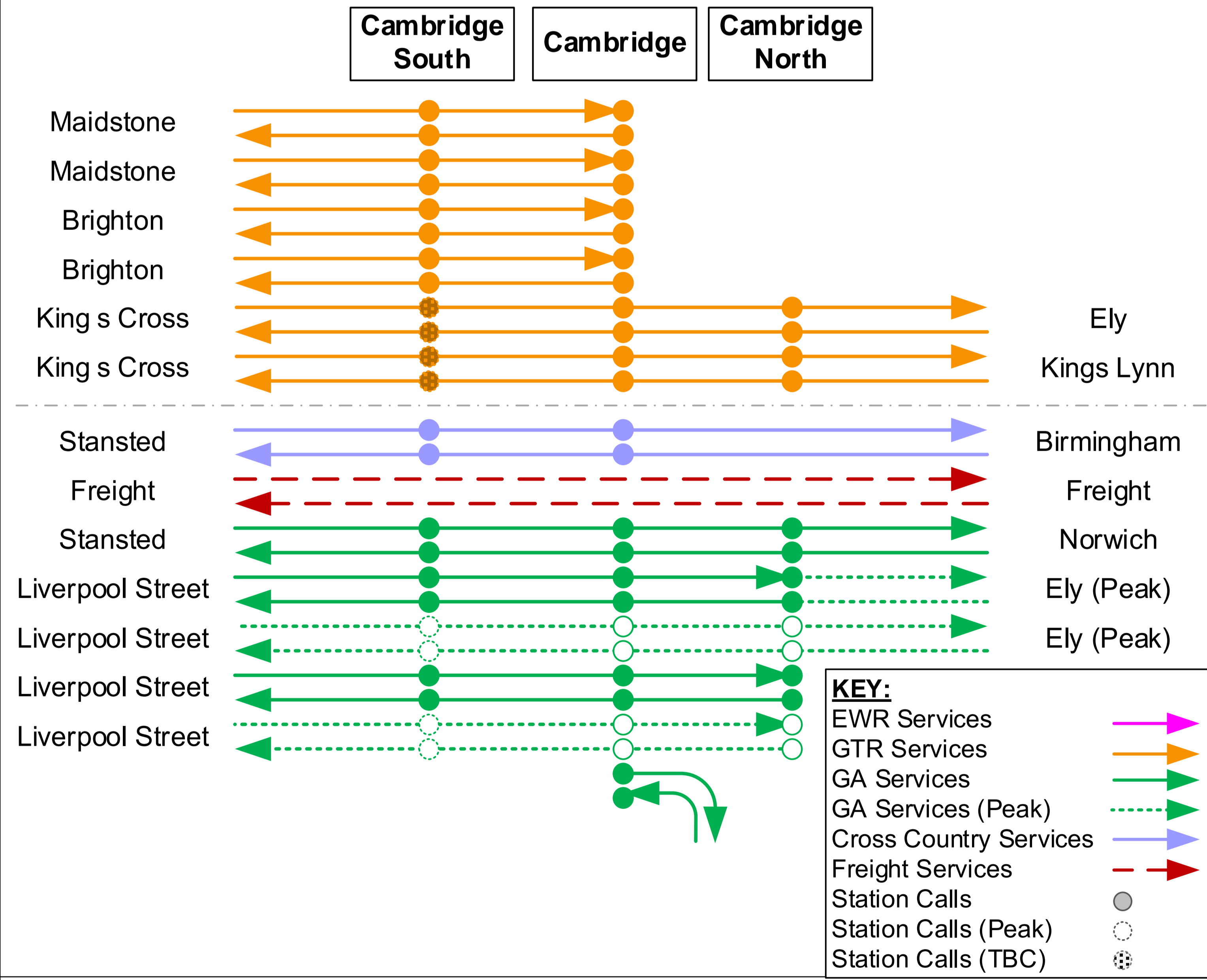
Cambridge Station – Platform 4 Extension and Continue Platforms 9 & 10:



Jan to March 2027:



Assumed Operations Diagram:



NOTES / ASSUMPTIONS:

- Refer to the Cambridge Throat Construction Sequence EWR_CS3-COS-CL-XX-ST-Y-000003 for further details for these removal works and installation of new assets in the Cambridge Throat Area (Between Hills Road and Mill Road Bridges).
- Cambridge Station Throat: Offline and Possessions: Continue the construction of New Platforms 9 & 10 and associated Civil infrastructure.
- Cambridge Station Throat: Commence construction of Platform 4 extension.
- Shepreth Junction to Cambridge South Offline and Possessions: Continue the construction of the New Tracks as possible next to the existing operational tracks.
- Long Road Bridge Works: Refer to the Long Road Bridge Sequence EWR_CS3-COS-CL-XX-ST-Y-000002 for further details for these Bridge works.

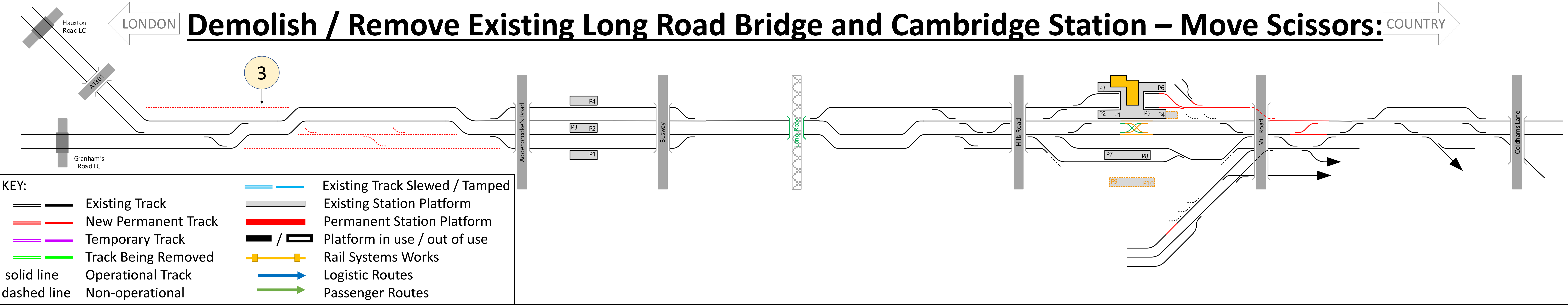
Overall Approach to Cambridge Sequence

Project: East West Rail Cambridge Constructability
 Document No: EWR_CS3-COS-CL-XX-ST-Y-000004
 Rev: D00 Suitability: Review Page: 9

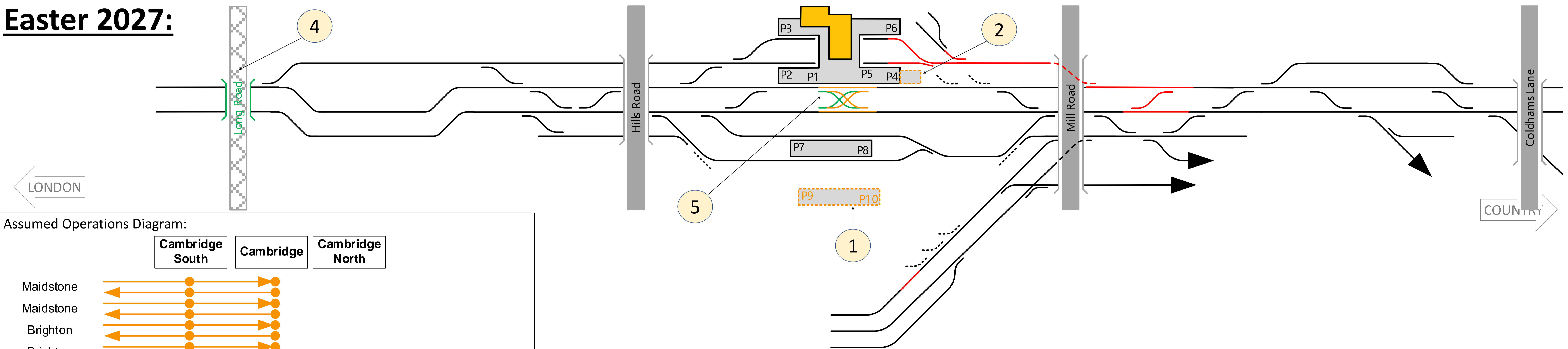
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Long Road Bridge				█																																																					
Shepreth Junction				█																																																					



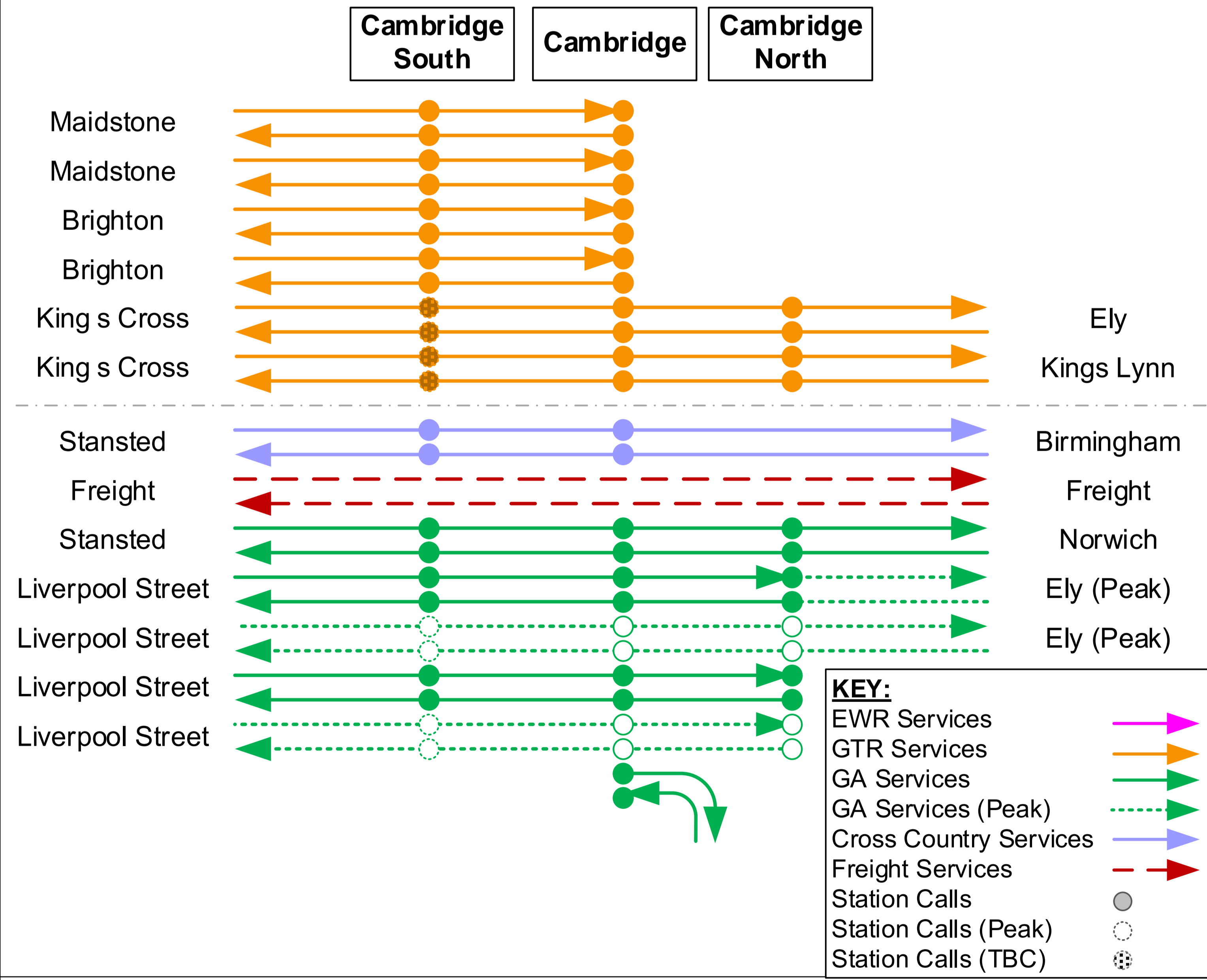
Demolish / Remove Existing Long Road Bridge and Cambridge Station – Move Scissors: COUNTRY



Easter 2027:



Assumed Operations Diagram:



NOTES / ASSUMPTIONS:

- Refer to the Cambridge Throat Construction Sequence EWR_CS3-COS-CL-XX-ST-Y-000003 for further details for these removal works and installation of new assets in the Cambridge Throat Area (Between Hills Road and Mill Road Bridges).
- Cambridge Station Throat: Offline and Possessions: Complete the construction of New Platforms 9 & 10 and associated Civil infrastructure.
- Cambridge Station Throat: Complete the construction of Platform 4 extension and Commission Into Use / EIS.
- Shepreth Junction to Cambridge South Offline and Possessions: Continue the construction of the New Tracks as possible next to the existing operational tracks.
- Demolish / Remove Long Road Bridge - Road Closure Taken. Refer to the Long Road Bridge Sequence EWR_CS3-COS-CL-XX-ST-Y-000002 for further details for these Bridge works.
- Remove the Existing Scissors and Install the New Scissors and Commission Into Use / EIS.

Overall Approach to Cambridge Sequence

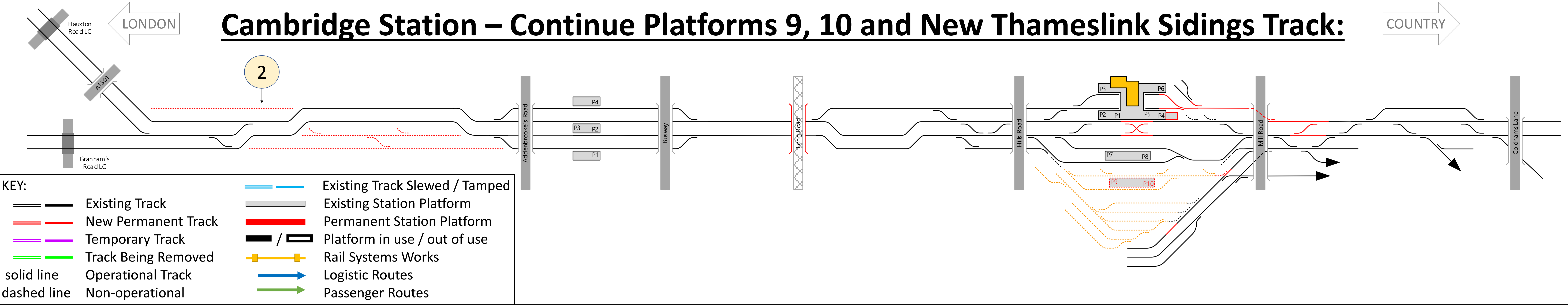
Project: East West Rail Cambridge Constructability
 Document No: EWR_CS3-COS-CL-XX-ST-Y-000004
 Rev: D00 Suitability: Review Page: 10

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Cambridge Station	█																																																								
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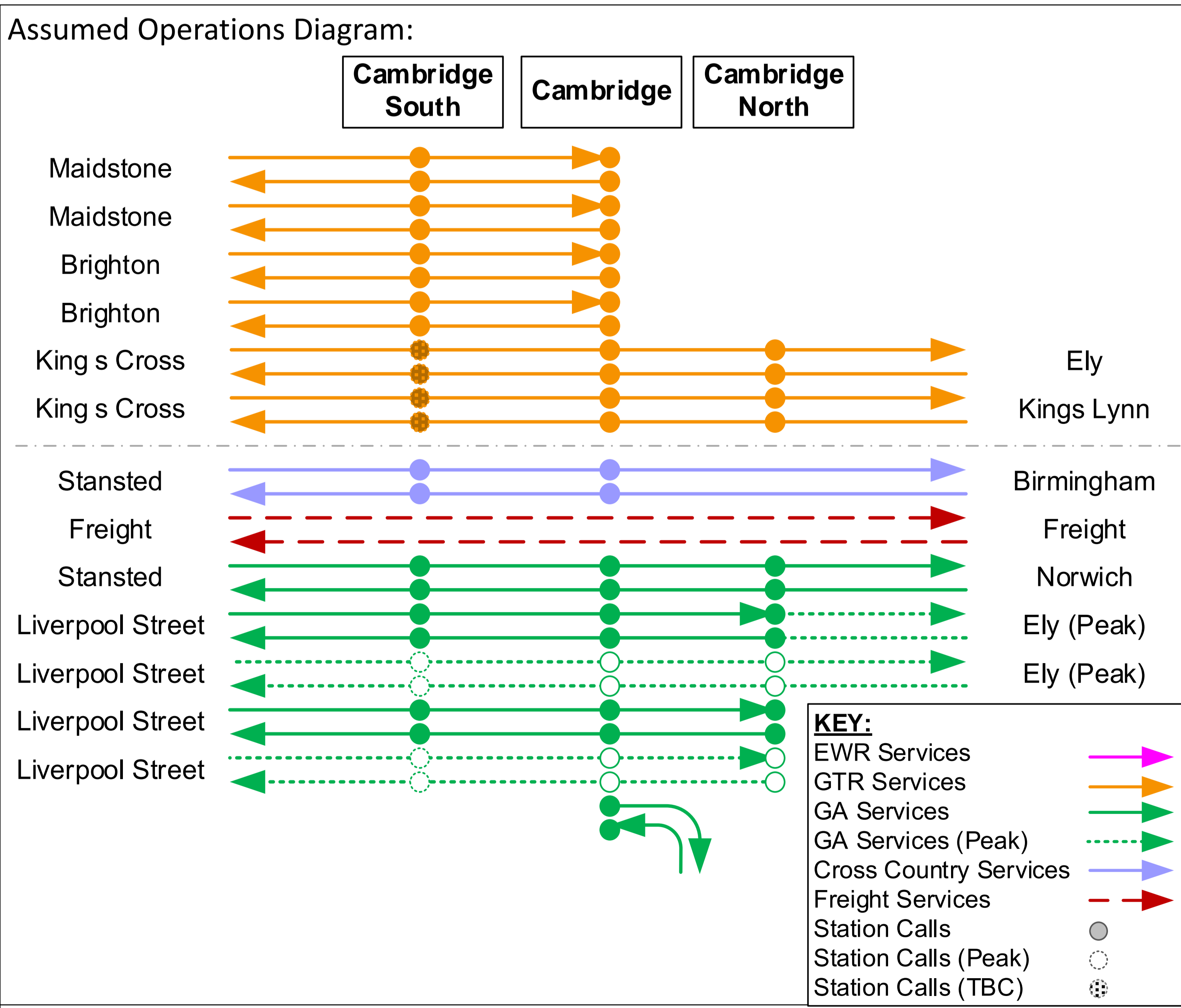
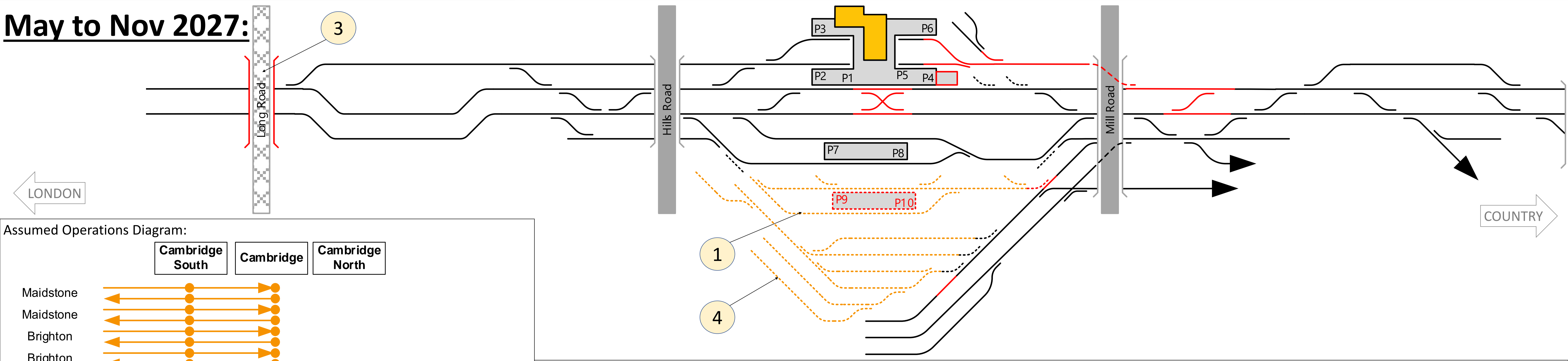


Cambridge Station – Continue Platforms 9,10 and New Thameslink Sidings Track:

COUNTRY



May to Nov 2027:



- NOTES / ASSUMPTIONS:**
- Refer to the Cambridge Throat Construction Sequence EWR_CS3-COS-CL-XX-ST-Y-000003 for further details for these removal works and Installation of new assets in the Cambridge Throat Area (Between Hills Road and Mill Road Bridges).
 - Cambridge Station Throat: Offline and Possessions: Continue the Installation of the New Platform 9 & 10 Tracks (Including 6no Point Ends (All OOU)).
 - Shepreth Junction to Cambridge South Offline and Possessions: Continue the construction of the New Tracks as possible next to the existing operational tracks.
 - Complete the New Long Road Bridge Civil Works and completion / follow up works. Refer to the Long Road Bridge Sequence EWR_CS3-COS-CL-XX-ST-Y-000002 for further details for these Bridge works.
 - Cambridge Station Throat: Commence Installation of the New Thameslink Siding Roads

Overall Approach to Cambridge Sequence

Project: East West Rail Cambridge Constructability
 Document No: EWR_CS3-COS-CL-XX-ST-Y-000004
 Rev: D00 Suitability: Review Page: 12

YEAR	2025												2026												2027												2028												2029							
	MONTH												MONTH												MONTH												MONTH												MONTH							
Cambridge Station	█																																																							
Long Road Bridge	█																																																							
Shepreth Junction	█																																																							



Shepreth Branch Junction Blockade Duration:

OLE Testing Panning & Signal Installation (Midweek)
Signal Testing & EIS – ALB weekend

	23 days							10 weeks													2 weeks - Risk / Contingency				
W/end	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15									
Midweek	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15										
Access	ALB							SBR	ALB	SBR	ALB	SBR	ALB	SBR	ALB	SBR	ALB	SBR	ALB	SBR	ALB	SBR	ALB	SBR	ALB

S&C, Track & OLE: Removal, Installation, OLE Panning & Signal Testing & EIS - ALB

S&C and Track (Midweek) Track & OLE – ALB Weekends

S&C, Track & OLE (Midweek) OLE – ALB Weekends

Risk / Contingency (Midweek & ALB)

Core Quantities

5km track and OLE removal

8no. Point Ends Installed

5.7km Plain Line

10.4km OLE wiring + some structures

Signalling & OLE commissioning of whole layout

Plus other systems

Assumptions

The following allowances have been applied to the testing, commissioning and risk allowances:

- OLE Testing / Panning – 1-day, Concurrent with:
- Signalling Installation – 5-days
- Signal Testing – 2-days (Wheels Free)
- Risk allowance – 2-weeks

Shepreth Branch Junction Blockade Build Up – Example

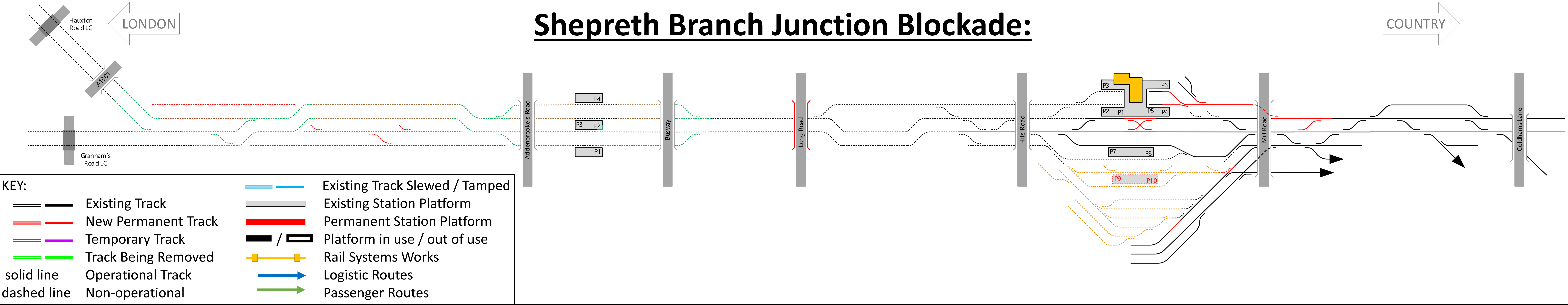
Activity	Installation	Quantity	Possession type	Duration	Total Duration	Comments
CAM-SBJRS-1040	Track and OLE removal	3150m (track) + 5000m (OLE)	ALL LINES Blockade	5d + 3d = 8d		These works would be completed progressively with the installation works: Track removal = 630m / day & OLE removal = 1670m / day
CAM-SBJRS-1050	Track and OLE	260m + 400m = 660m (track) + 400m + 600m = 1000m (OLE)	ALL LINES Blockade	2d + 1d = 3d		Concurrent with Main Works Interim alignments north of Cambridge South Station
CAM-SBJRS-1060	Track	450m + 690m = 1140m + 4no S&C units on Up SBR = 120 * 4 = 480m = 1620m	ALL LINES Blockade	5.5d + 4.5d = 10d		Track & S&C Install = 4 days Tamping and Welding 1.5 days Includes 3no temporary point ends. Down WAML OLE - 1800m = 2.5 days Up WAML OLE - 1500m = 2 days
CAM-SBJRS-1060	OLE	1500m + 1800m = 3300m				
CAM-SBJRS-1060	Point ends	6no (OOU)				
CAM-SBJRS-1060	OLE Testing & Signal Installation	-	ALL LINES Blockade	1d		Panning all New OLE Wire runs
CAM-SBJRS-1080	EIS WAML	-	ALL LINES Blockade	2d		Wheels Free
CAM-SBJRS-1080	Risk / Contingency	-	ALL LINES Blockade	2d	23 Days (3 weeks)	4no weekends
CAM-SBJRS-1040	Track removal	400m + 1360m = 1760m	SBR Blockade	49d		These works would be completed progressively with the installation works: Assumes ALO planning requirements reduce the productivity. Assumes ALO planning requirements reduce the productivity. 5poss for up SBR track, Dn SBR midweek assuming ALO, extra 4poss for OLE, Dn midweek. Includes 1no temporary point
CAM-SBJRS-1070	Track	1760m + 2110m = 3870m - (120 * 4 = 480m) = 3390m				
CAM-SBJRS-1070	OLE	2300m + 1500m (6xXOs) + 2300m = 6100m				
CAM-SBJRS-1070	Point ends	2no				
CAM-SBJRS-1090	Temp buffers	2no	SBR Blockade	5d		
CAM-SBJRS-1100	OLE Testing & Signal Installation	-	SBR Blockade	5d		
CAM-SBJRS-1100	EIS SBR & WAML Lines	-	ALL LINES Blockade wkd	2d	70 Days (10 weeks)	
CAM-SBJRS-1100	Risk / Contingency	-	ALL LINES Blockade wkd	14d	14 Days (2 weeks)	
	Total Duration:	-	-	-	107 Days (15 weeks)	

Notes:

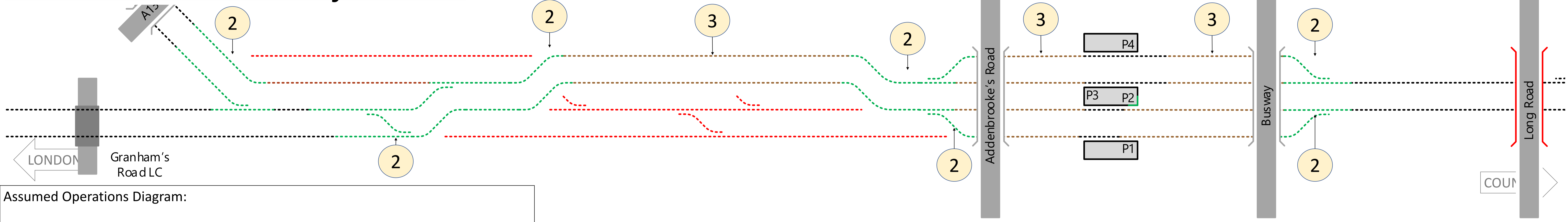
Black Text – Measured quantities (model/google)

Blue Text – Estimated quantities

Shepreth Branch Junction Blockade:



Christmas 2027: Start 23 Day Blockade:



Assumed Operations Diagram:

Detailed short term planning for this Christmas Blockade to be confirmed.

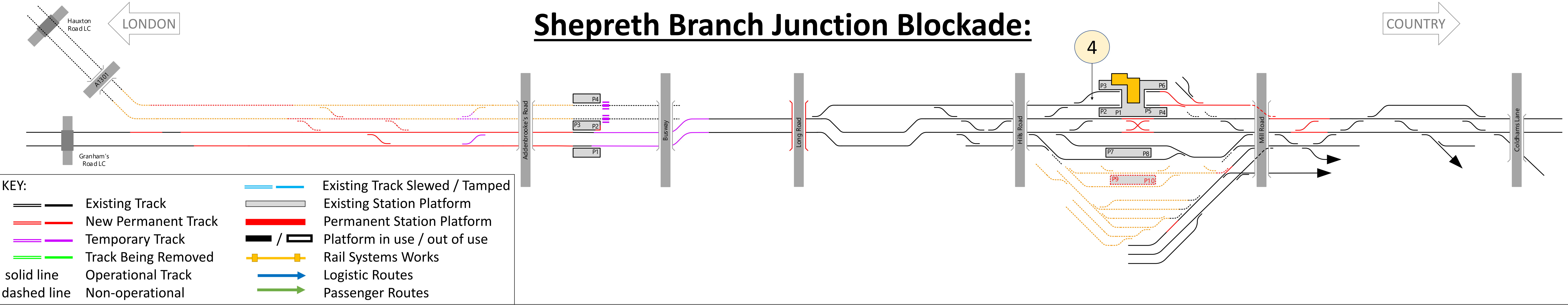
NOTES / ASSUMPTIONS:

- Shepreth Junction to Cambridge Blockade, Assumed Duration 15 weeks, consisting of:** Refer to Slide 12 & 13 for further details (Quantities and Installation Rates).
 - 3 weeks (23 Days) All Lines Blocked (ALB), followed by
 - 10 weeks of Shepreth Branch to Cambridge South Blockade, with ALB Possessions every weekend during this period, followed by
 - 2 weeks of Risk / contingency allowance
- Existing Track to be removed in Green as required during the blockade works.
- Opportunity:** The track shown in Brown on the diagram, could potentially be maintained / re-used, this is depending on design alignment variance to the existing alignment, if these can be managed / designed to be within - 0-50mm Lift and +/- 50mm Slew, then this could be possible. Further engagement and coordination with the Cambridge South Project is required, to facilitate these track and OLE designs to be integrated and re-work to be reduced to a minimum.
- Possession Limits assumed: These are all subject to review and validation with the TOC, FOC and NR Possession / Access Planning teams.
 - WAML Lines – Whittlesford Parkway to Cambridge:
 - South End: Service to reverse at Whittlesford Parkway (TBC)
 - North End: Service to reverse from Platforms 5&6, Platforms 1, 4 & 7 as required. If these Possession & Isolation Limits are not possible, then these services would need to be reversed at Cambridge North Station.
 - SBR Lines – Royston to Shepreth Branch Junction – Service to be reversed at Royston. **Opportunity:** If the Interim / Temporary Thameslink Sidings are installed at the proposed Foxton site and the reversing facilities are developed at Foxton station (including Platform Extensions), then it may be possible to reverse the services from Foxton.

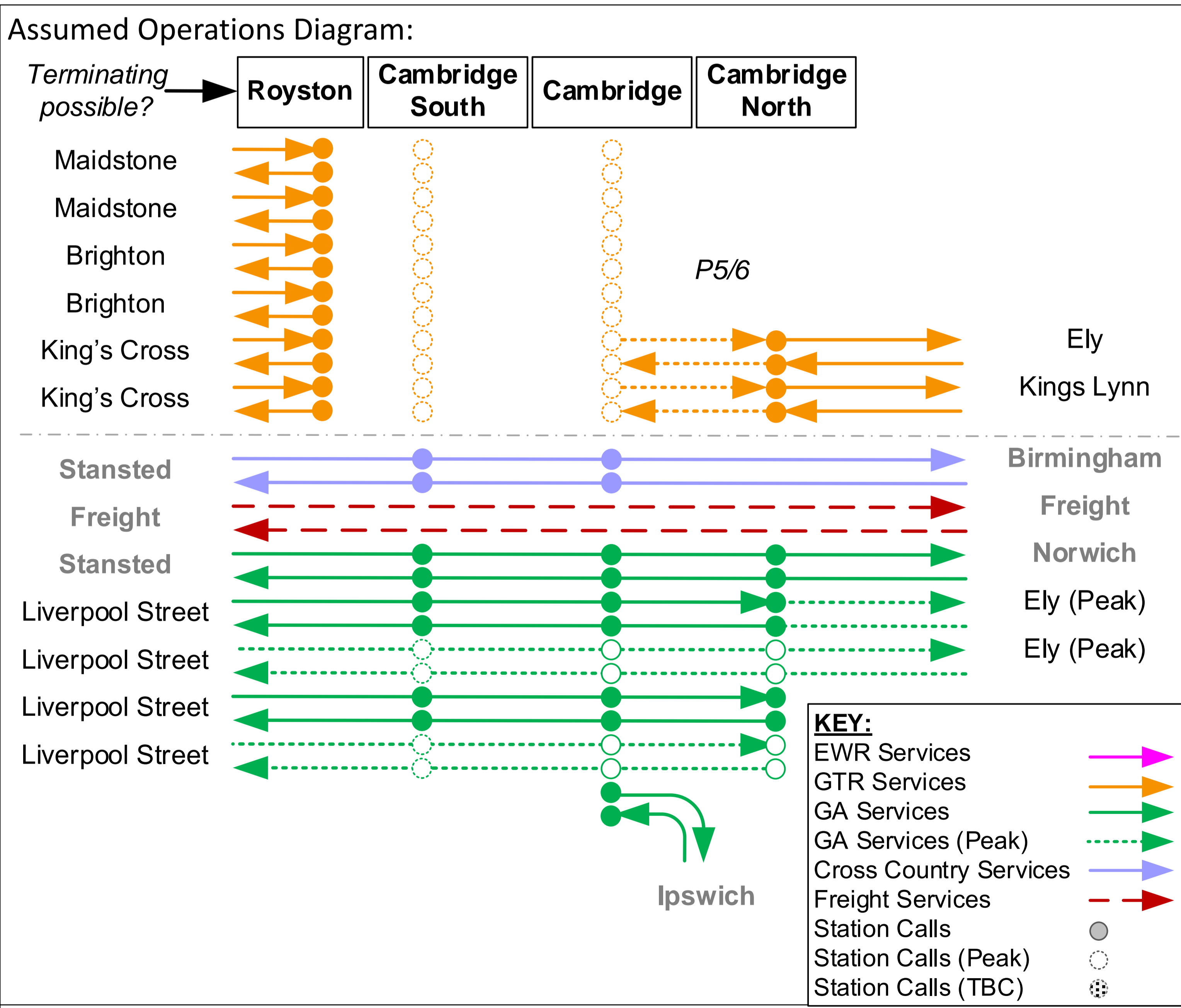
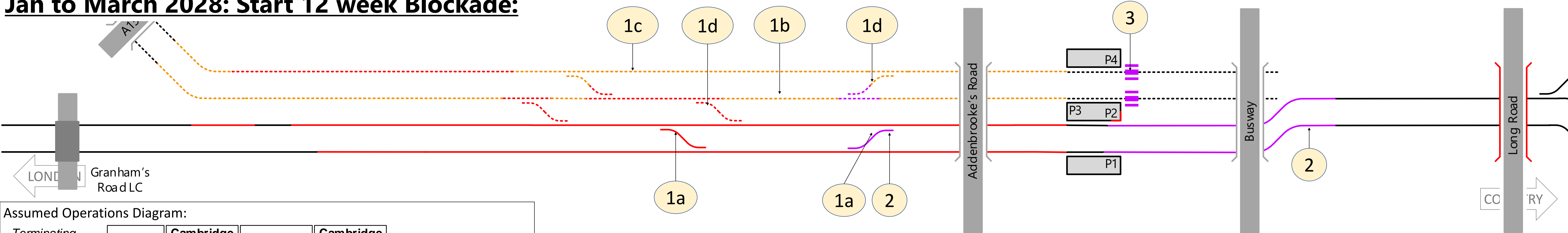
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Shepreth Branch Junction Blockade:



Jan to March 2028: Start 12 week Blockade:



NOTES / ASSUMPTIONS:

- Shepreth Junction Blockade: New Track to be Installed during the 12 weeks Blockade in Orange. Current assumptions:
 - The New Up & Down WAML Lines S&C Layout OLE Wire Runs to be installed during the Weekend ALB Possessions during this period, Including the Temporary S&C Layout.
 - The New Up Shepreth Line is installed to the Final Design Alignment from the South End to CBS, including the New OLE for the Main through Wire Runs, predominantly during the ALB Weekend Possessions and with ALO restrictions during the midweek periods.
 - The New Down Shepreth Line is installed to the Final Design Alignment from the South End to CBS, including the New OLE for the Main through Wire Runs, predominantly during the midweek periods with ALO restrictions as required by the ALO Planning and Standards.
 - The New Up & Down Shepreth and Up Shepreth to Down WAML Lines S&C Layout OLE Wire Runs to be installed during the Weekend ALB Possessions during this period, Including the Temporary S&C Layout.
- Temporary Track & S&C Layouts / alignments shown in Purple on the diagrams.
- New Temporary Buffer Stops to be installed at the North End of CBS on the P3 & P4 lines.
- Prep Works for Taking P2, 3 & 8 out of use at Cambridge to allow Footbridge foundations and Civil Structures to be built, post the Blockade.
- Possession Limits assumed for the ALB Weekend Periods: Are the same as the 23 Day limits, please refer to Slide 12 for further details.
- Possession Limits assumed for the Midweek Periods: These are all subject to review and validation with the TOC, FOC and NR Possession / Access Planning teams.
 - SBR Lines – Royston to Cambridge South Station – Service to be reversed at Royston.

Title: Overall Approach to Cambridge Sequence

Project: East West Rail Cambridge Constructability

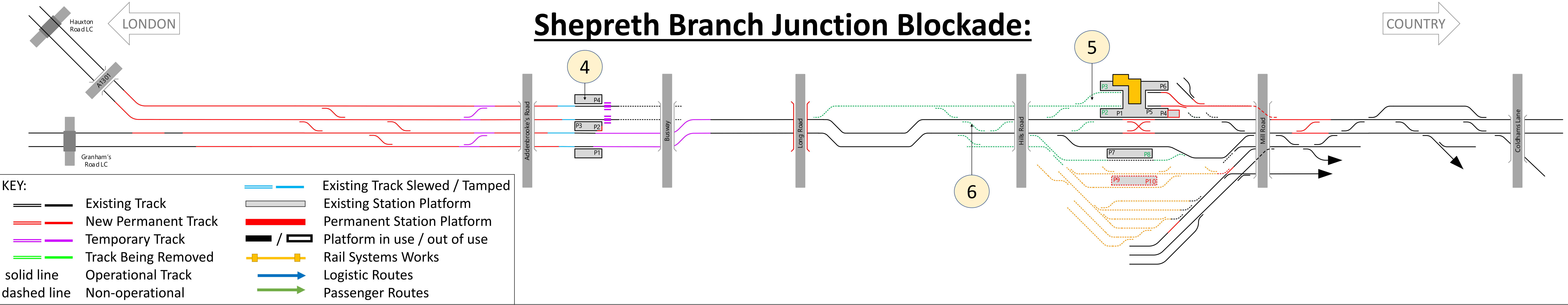
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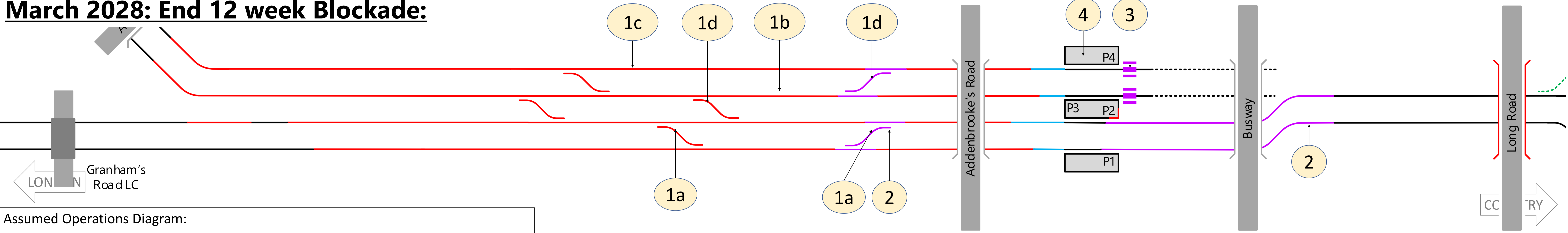
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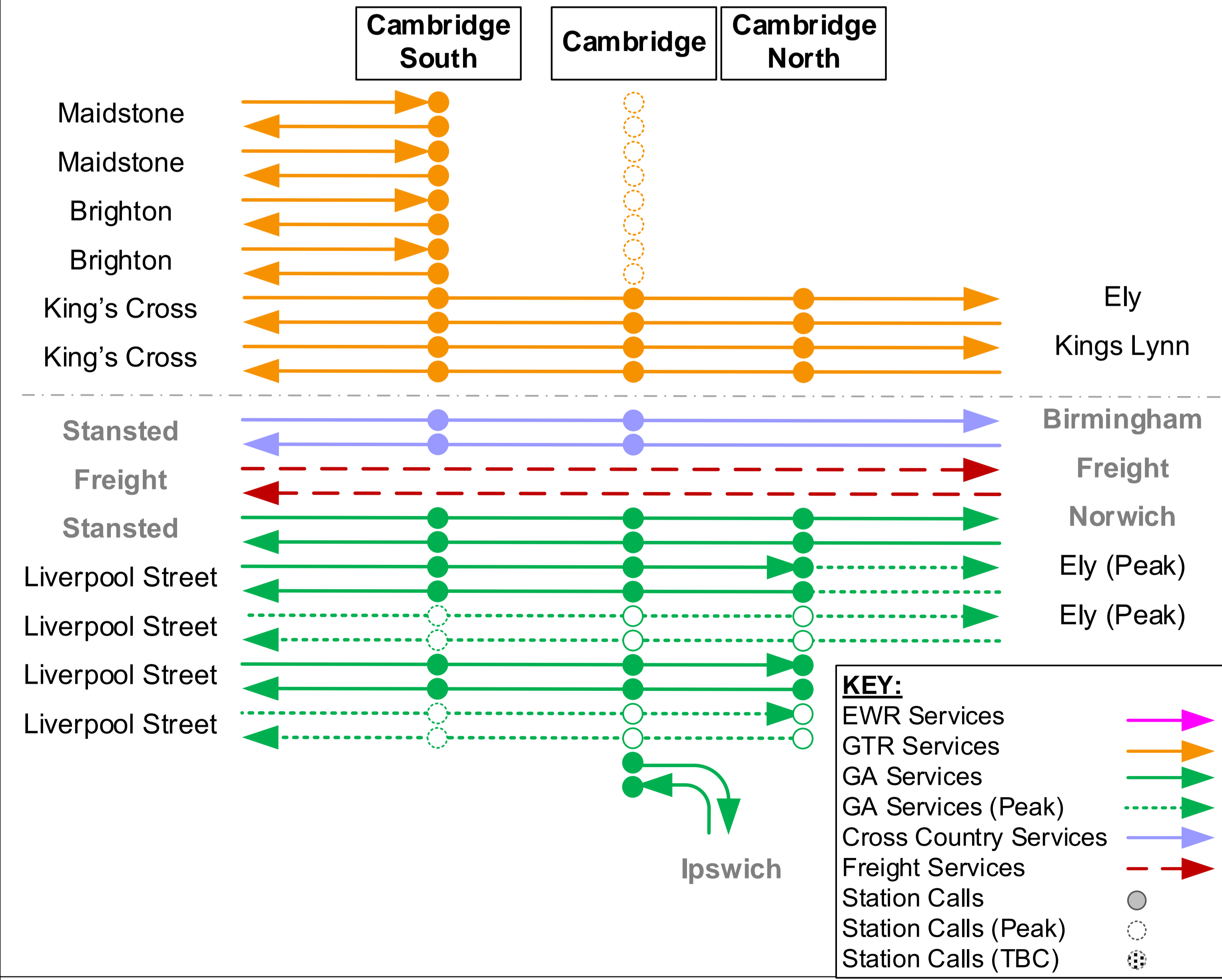
Shepreth Branch Junction Blockade:



March 2028: End 12 week Blockade:



Assumed Operations Diagram:



NOTES / ASSUMPTIONS:

- Shepreth Junction Blockade: New Track to be Installed during the 12 weeks Blockade in Orange. Current assumptions:
 - The New Up & Down WAML Lines S&C Layout OLE Wire Runs to be installed during the Weekend ALB Possessions during this period, Including the Temporary S&C Layout.
 - The New Up Shepreth Line is installed to the Final Design Alignment from the South End to CBS, including the New OLE for the Main through Wire Runs, predominantly during the ALB Weekend Possessions and with ALO restrictions during the midweek periods.
 - The New Down Shepreth Line is installed to the Final Design Alignment from the South End to CBS, including the New OLE for the Main through Wire Runs, predominantly during the midweek periods with ALO restrictions as required by the ALO Planning and Standards.
 - The New Up & Down Shepreth and Up Shepreth to Down WAML Lines S&C Layout OLE Wire Runs to be installed during the Weekend ALB Possessions during this period, Including the Temporary S&C Layout.
- Temporary Track & S&C Layouts / alignments shown in Purple on the diagrams.
- New Temporary Buffer Stops to be installed at the North End of CSS on the P3 & P4 lines.
- New Reversing Facilities from Platform 3 and Platform 4 at Cambridge South Station commissioned into use.
- Take P2, 3 & 8 out of use at Cambridge to allow Footbridge foundations and Civil Structures to be built, post the Blockade.
- Assumption:** It is assumed that the Existing S&C Layouts shown in Dotted Green on the diagram are all Taken Out of Use (OOU), this is to enable the existing OLE Crossover Wire Runs to be removed and associated OLE Structures to be removed. This in turn could provide the opportunity for more of the New OLE Installation works to be delivered during weekend possessions leading up to the Main Cambridge Throat Blockade, thus reducing the scope to be delivered within that blockade and the duration to be reduced. This has not been verified by either the design (in terms of New OLE Installation possible) and TOC and FOC validation that these S&C Layouts can be taken out of use (OOU) – TBC.

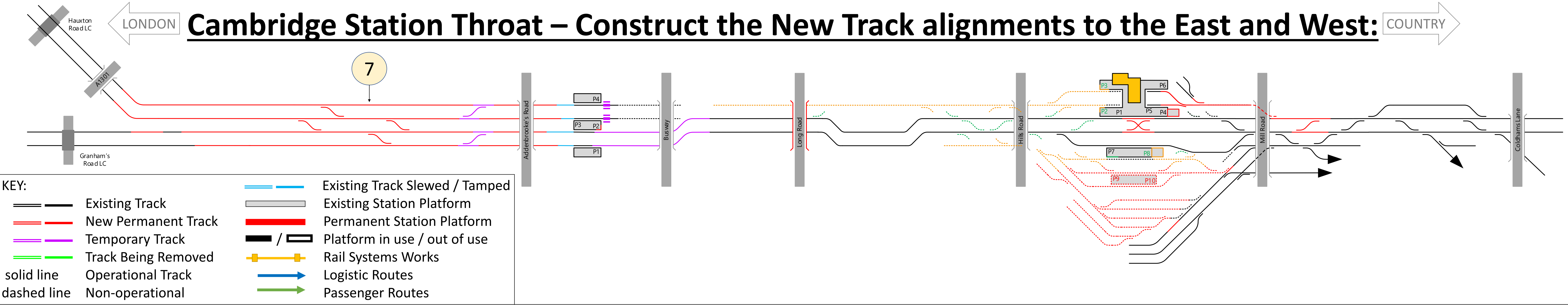
Overall Approach to Cambridge Sequence

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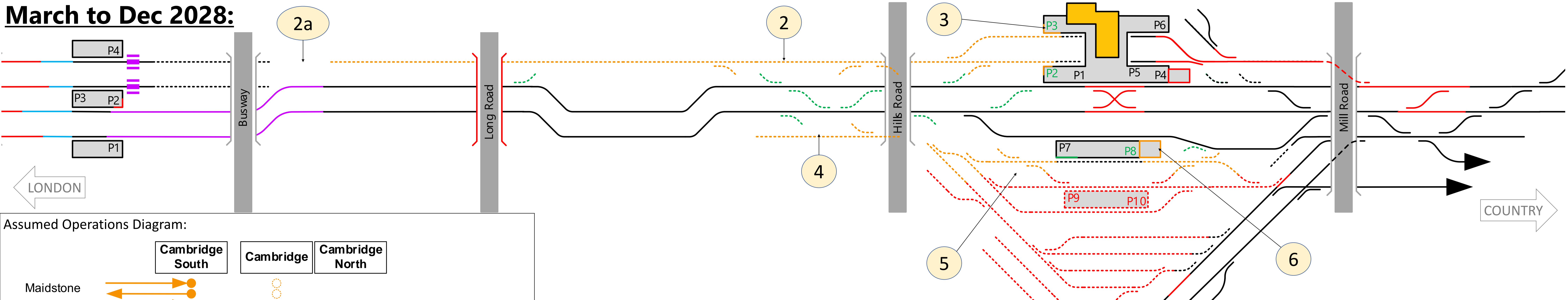
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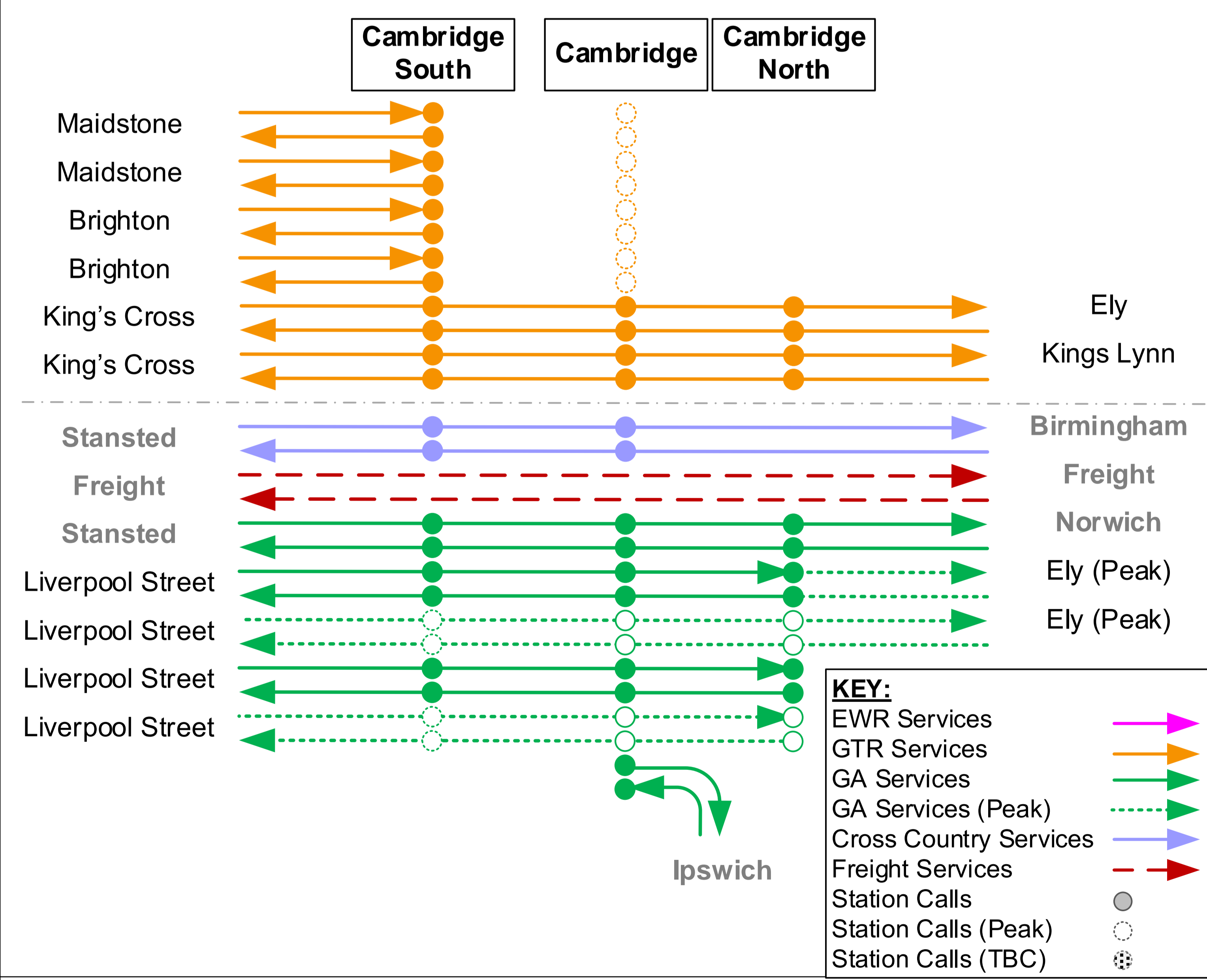
Cambridge Station Throat – Construct the New Track alignments to the East and West:



March to Dec 2028:



Assumed Operations Diagram:



NOTES / ASSUMPTIONS:

- Refer to the Cambridge Throat Construction Sequence EWR_CS3-COS-CL-XX-ST-Y-000003 for further details for these removal works and Installation of new assets in the Cambridge Throat Area (Between Hills Road and Mill Road Bridges).
- Down Shepreth Line (West of the Operational Lines) – New Orange PWAY and OLE to be installed in weekend possessions due to ALO constraints. Assumes modular S&C units. The Down Shepreth Line can only be installed up to 350m from the Busway (north of the Busway), due to clashing with the existing track layout. **Opportunity:** Design Coordination with the Cambridge South Station Project: a) Change / amend the CBS design to enable the whole of the New Down Shepreth Line to be installed.
- It is assumed that the Station works on P2/3 can be completed during mid-week with physical barrier or hoardings being installed as required to facilitate the works and provide separation from the General public.
- Up WAML Line (East of the Operational Lines) – New Orange PWAY & OLE south of Hills Road to be installed in weekend possessions due to ALO constraints. Assumes modular S&C units. **Opportunity:** Design Coordination with the Cambridge South Station Project: 1054A/B pts, can this S&C Layout be designed so that it is installed in the EWR Design Final Position by the CBS Project.
- New Orange PWAY and OLE to the East of existing Platform 7 track, to be installed offline predominantly, with weekend possessions being used as required for areas that are affected by ALO constraints at both ends. Assumes modular S&C units.
- Commence Platform 7&8 Extension works.
- Shepreth Branch Junction – Follow Up Works as required.
- Risk:** The quantum of works to be installed and planned within Weekend possessions during the 9 Month period from March to Dec 2028 are extensive, there is a risk that not enough access is agreed with the NR Access Planning Team and / or the OLE scope to be delivered is more than what has been assumed (No OLE design available at this stage), therefore the Cambridge Station Throat Blockade, due to commence in Christmas 2028 could be missed, which could add a minimum of 1 year delay to the programme, to await the following Christmas in 2029.

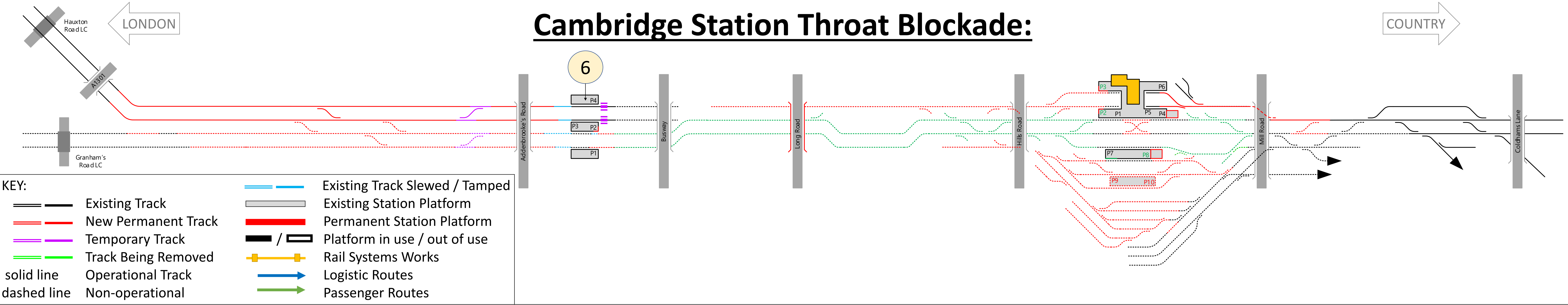
Overall Approach to Cambridge Sequence

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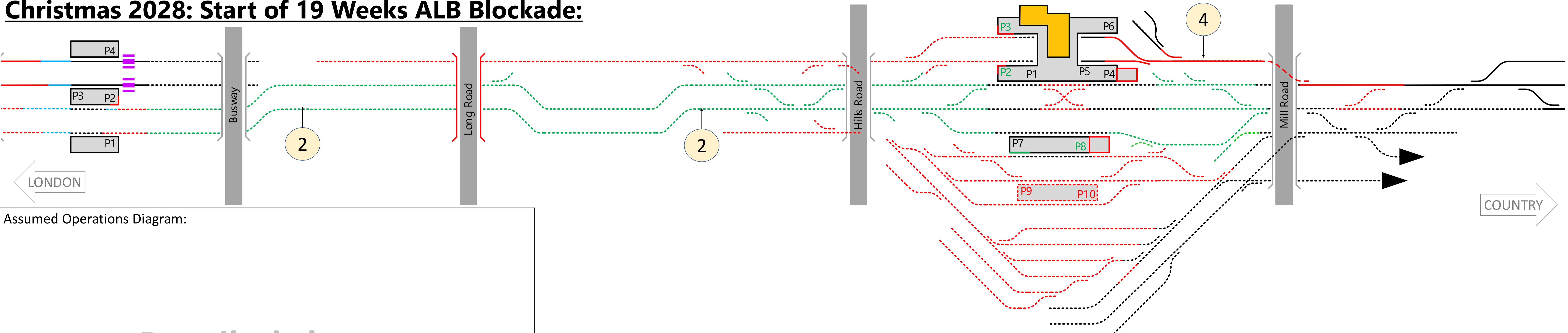
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Cambridge Station Throat Blockade:



Christmas 2028: Start of 19 Weeks ALB Blockade:



Detailed short term planning for this Christmas Blockade to be confirmed.

NOTES / ASSUMPTIONS:

- Cambridge Station Throat Blockade, Assumed Duration 19 weeks, consisting of:** Refer to Slide 19 & 20 for further details (Quantities and Installation Rates).
 - 16 weeks All Lines Blocked (ALB), followed by
 - 3 weeks of Risk / contingency allowance
- Existing Track to be removed in Green as required during the blockade works.
- Possession Limits assumed: These are all subject to review and validation with the TOC, FOC and NR Possession / Access Planning teams.
 - WAML Lines – Whittlesford Parkway to Cambridge:
 - South End: Service to reverse at Whittlesford Parkway (TBC)
 - North End: Service to reverse from Platforms 5&6, Platforms 1, 4 & 7 as required. If these Possession & Isolation Limits are not possible, then these services would need to be reversed at Cambridge North Station.
 - SBR Lines – Royston to Cambridge South Station – Service to be reversed at Royston. **Opportunity:** If the Interim / Temporary Thameslink Sidings are installed at the proposed Foxton site and the reversing facilities are developed at Foxton station (including Platform Extensions), then it may be possible to reverse the services from Foxton.
- Platform 5 & 6 Open / Operational from the North during Midweek, but taken as part of the Blockade during the Weekends - TBC
- WAML Lines Open from Whittlesford Parkway towards the South (Reversing Service from Whittlesford)
- SBR Lines Open from Cambridge South Station towards the South (Reversing Service from CBS Platforms 3 & 4)

Title: Overall Approach to Cambridge Sequence

Project: East West Rail Cambridge Constructability

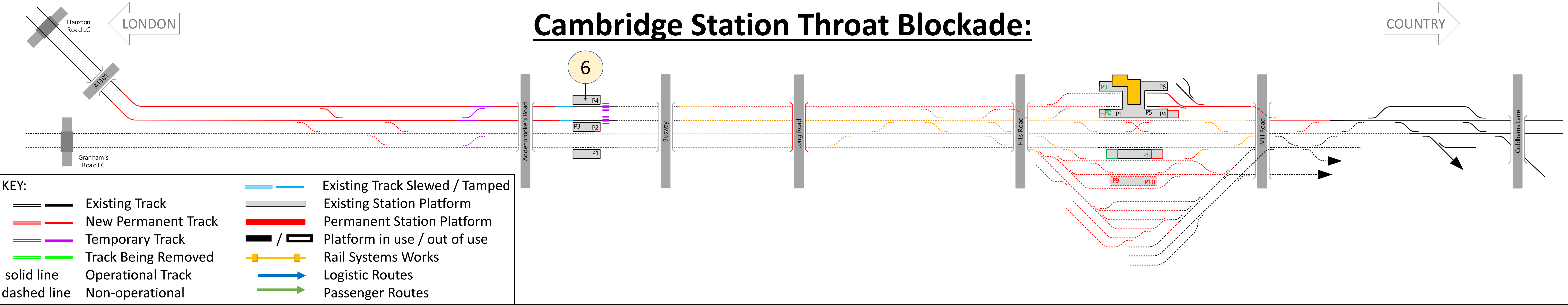
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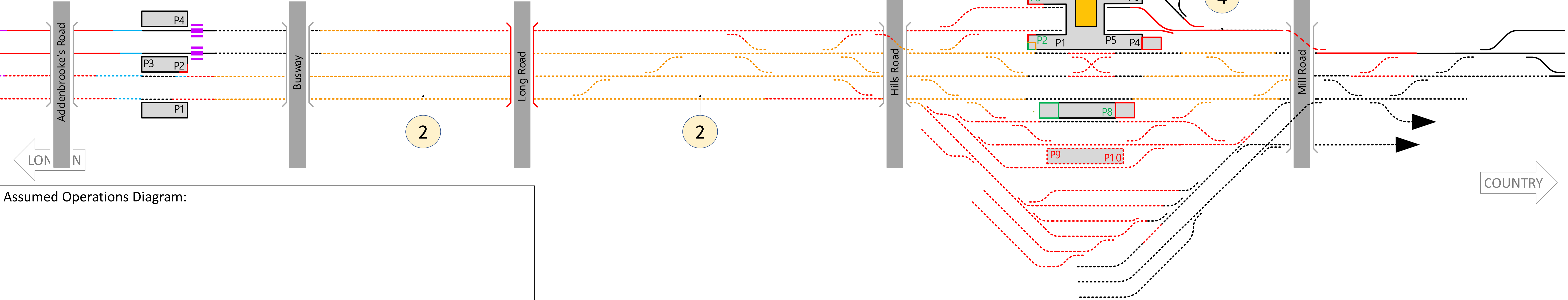
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Cambridge Station Throat Blockade:



Christmas 2028 to May 2029: 19 Weeks ALB Blockade



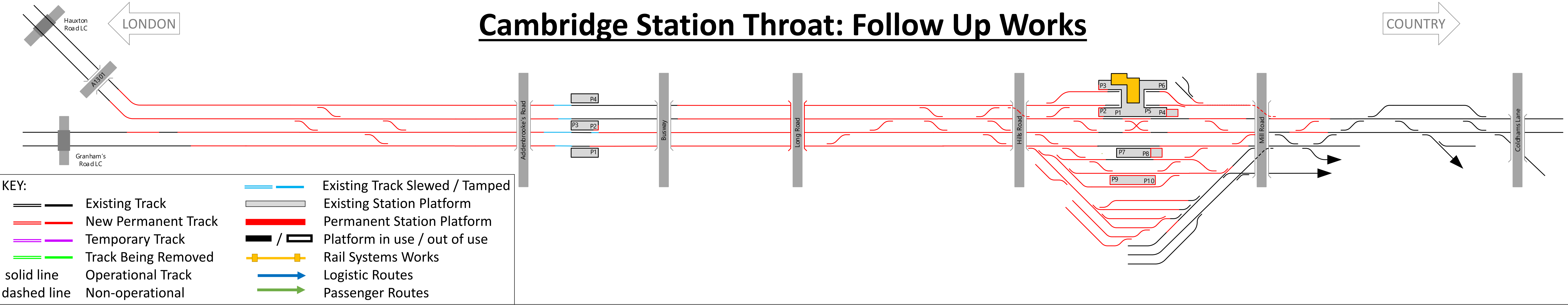
Detailed short term planning for this Christmas Blockade to be confirmed.

NOTES / ASSUMPTIONS:

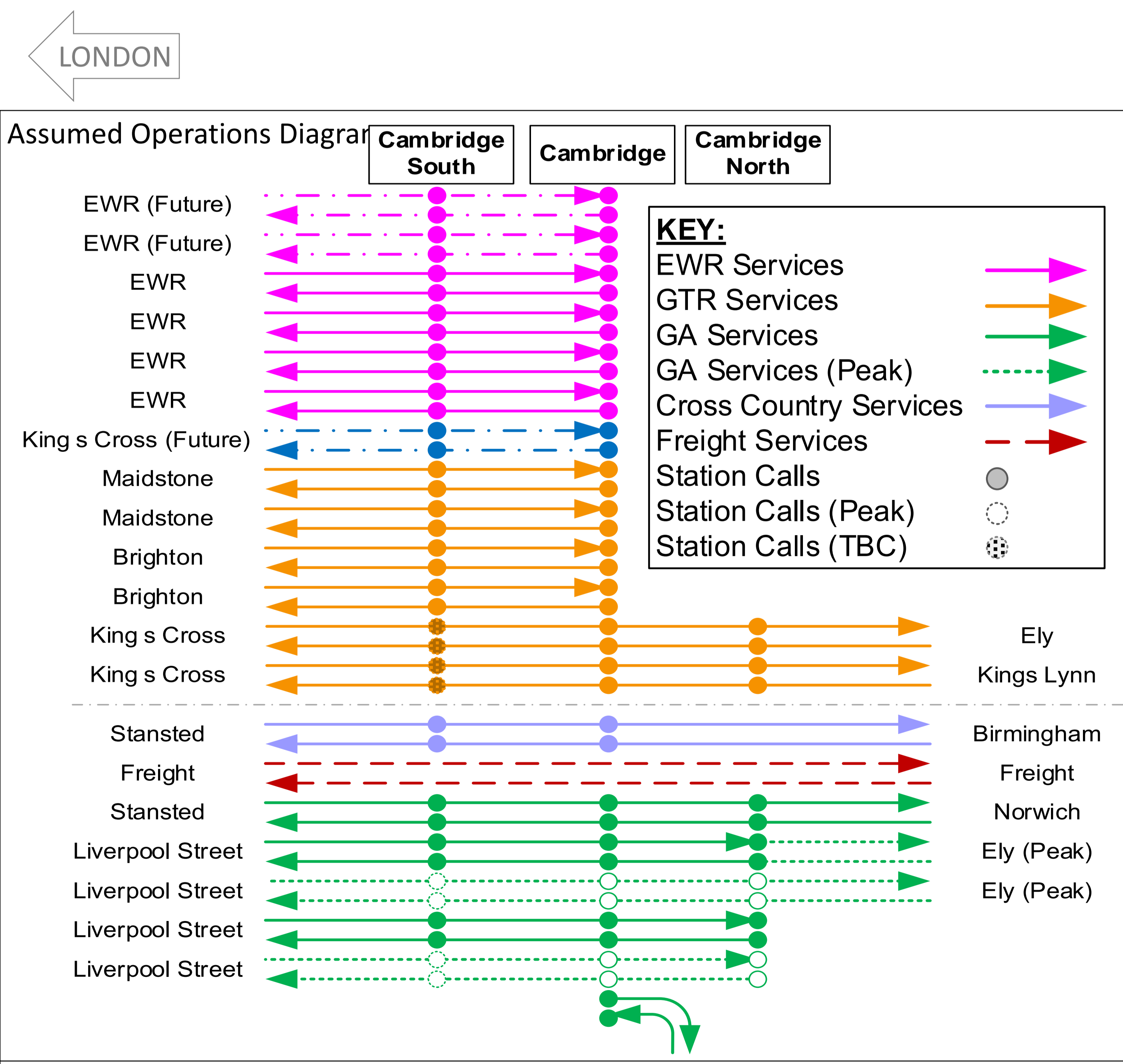
- Cambridge Station Throat Blockade, Assumed Duration 19 weeks, consisting of:** Refer to Slide 19 & 20 for further details (Quantities and Installation Rates).
 - 16 weeks All Lines Blocked (ALB), followed by
 - 3 weeks of Risk / contingency allowance
- New Track to be Installed during the Blockade in Orange as required during the blockade works. **Opportunity:** Design Coordination with the Cambridge South Station Project: Change the (CBS & EWR) Design for the Up WAML line to not slew the track c.400m to the West from Ch88380 to Ch88650, keep the existing alignment if possible – TBC.
- Possession Limits assumed: These are all subject to review and validation with the TOC, FOC and NR Possession / Access Planning teams.
 - WAML Lines – Whittlesford Parkway to Cambridge:
 - South End: Service to reverse at Whittlesford Parkway (TBC)
 - North End: Service to reverse from Platforms 5&6, Platforms 1, 4 & 7 as required. If these Possession & Isolation Limits are not possible, then these services would need to be reversed at Cambridge North Station.
 - SBR Lines – Royston to Cambridge South Station – Service to be reversed at Royston.
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- WAML Lines Open from Whittlesford Parkway towards the South (Reversing Service from Whittlesford)
- SBR Lines Open from Cambridge South Station towards the South (Reversing Service from CBS Platforms 3 & 4)

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Cambridge Station Throat: Follow Up Works



May 2029 to August 2029:



NOTES / ASSUMPTIONS:

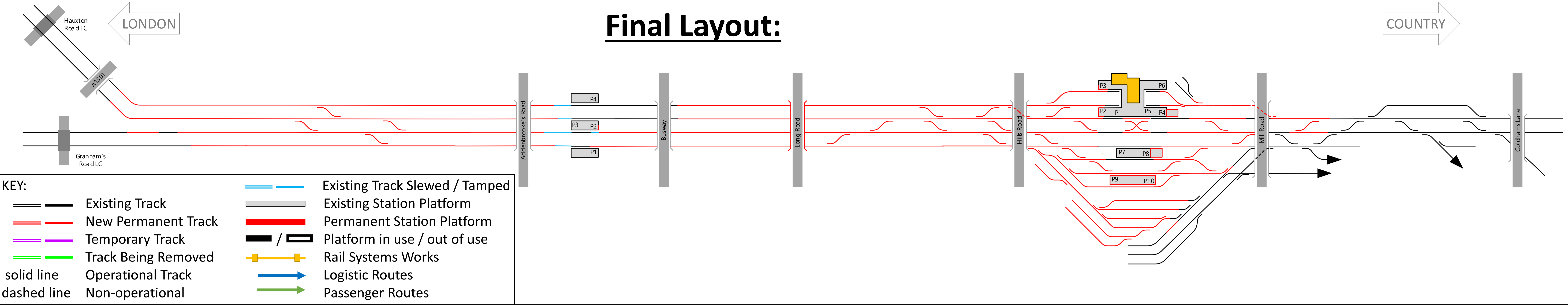
- Remove temporary S&C Layouts south of CBS within weekend possessions as required.
- Complete Follow Up Works and Snagging as required throughout the whole Layout from Shepreth Branch Junction to Cambridge Station within midweek night and weekend possessions as required.

Overall Approach to Cambridge Sequence

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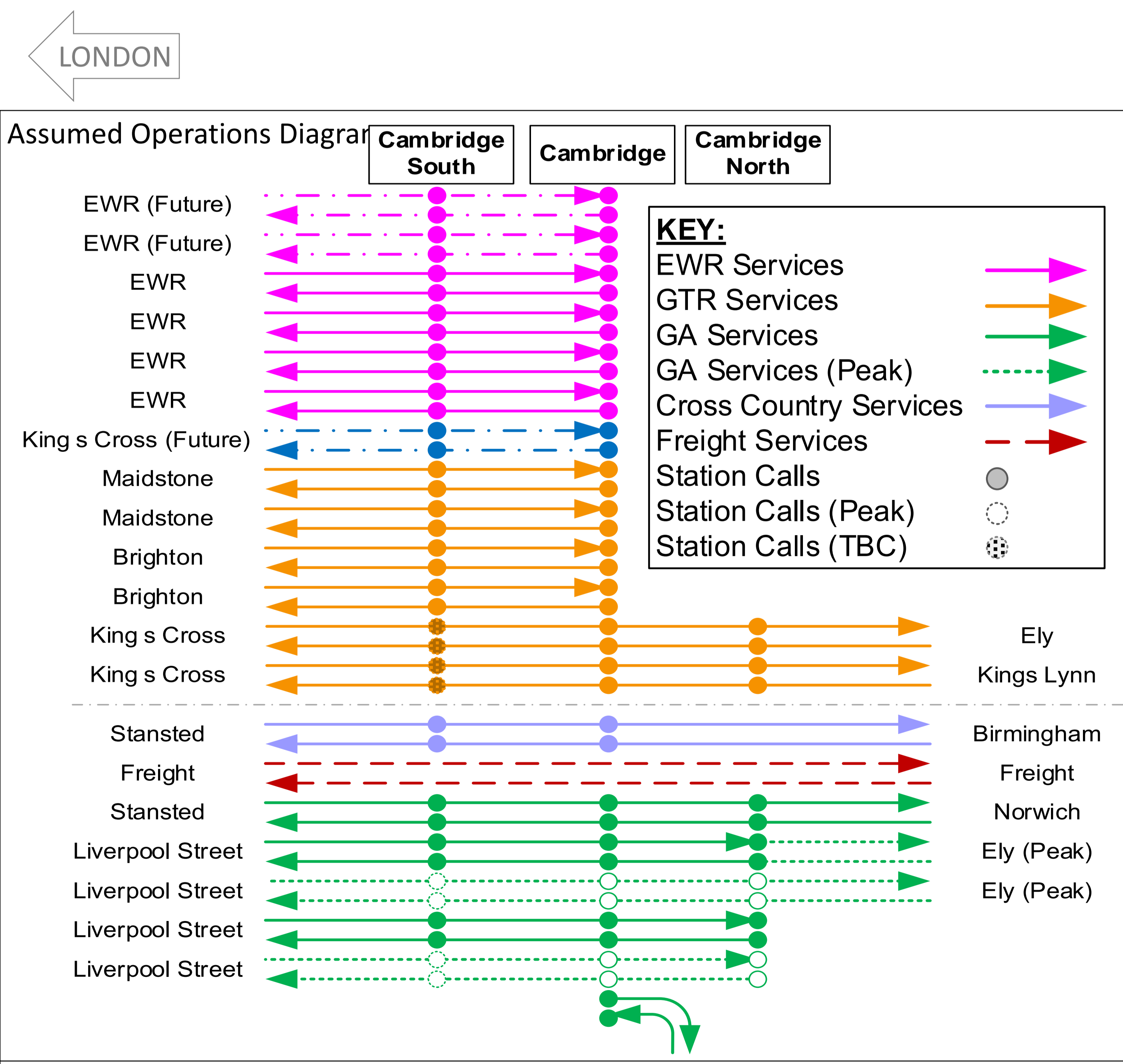
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August 2029:

New Overall Approach to Cambridge Layout: New Shepreth Junction, Cambridge South Station, Cambridge Throat, Cambridge Station and New Sidings Layout:



NOTES / ASSUMPTIONS:

- Final Layout commissioned into use and ready for the CS3 Dynamic Testing and Trial Train Running / Operations in June 2029 – Further integration of Programmes required – TBC.

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