

**TRANSPORT AND WORKS ACT 1992**  
**TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS**  
**PROCEDURE) RULES 2006**

**NETWORK RAIL (READING) (LAND ACQUISITION) ORDER**

**STATEMENT OF AIMS**

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**Introduction**

1. On 24<sup>th</sup> July 2007 the Secretary of State for Transport announced that the Reading Redevelopment project was included in the Departments for Transport's High Level Output Statement (HLOS), which lists the infrastructure enhancement projects they want Network Rail to deliver during the five year period (2009-2014). This funding commitment for Reading from the DfT allows Network Rail to make the necessary infrastructure enhancements to improve train performance and create additional capacity at Reading Station and the surrounding area. Further money will be sought in the following five year period 2014-2019 to complete the project.
2. The purpose of the Network Rail (Reading) (Land Acquisition) Order is to ensure that Network Rail has the powers to acquire land and rights over land, and powers to occupy land temporarily for the purpose of works for which Network Rail already enjoys statutory powers and permitted development rights. The order will not authorise works or any development.

**Background**

3. Trains from Paddington to Bristol, Cornwall and Wales and trains from the south coast to Birmingham, the north and Scotland all cross each other at the western end of Reading station.
4. With more and more passengers choosing to travel by train, the railway today is busier and more successful than any time since the Second World War. 18,000 people travel through Reading every day.

**The project benefits**

5. The new layout, western grade separation and additional platforms connection will remove a well known operational bottleneck at Reading which has a huge effect on the performance of the Great Western Main Line, whilst improving much needed capacity to cope with forecast growth.

6. The Department for Transport (DfT), Network Rail and Reading Borough Council have worked together to come up with a plan that will;

- Untangle the railway lines
- Improve speeds for trains
- Reduce delays.

This will be delivered working closely with First Great Western and provide;

- A significant improvement in train service reliability in the Reading area
- More platforms at the station to ease overcrowding
- Faster and more reliable long distance services
- A new northern entrance to the station to improve access and support the regeneration of north Reading.

The Reading project has a robust business case business case, with a Cost Benefit Ratio of 4.03:1.

The project benefits will deliver an improvement in train performance of 37% and potentially increase capacity by a minimum of four additional train paths per hour.

### **Description of what the Reading Re-development Project will deliver**

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- New Depot for longer trains;
- Improvements to Cow Lane Bridges with lowered road and cycling and pedestrian facilities;
- New track and signalling enabling trains to pass each other without causing delay;
- New elevated railway reducing congestion and delays;
- Improved Caversham Road Bridge;
- Four new northern platforms for passengers;
- New northern entrance;
- New Station footbridge;
- New Southern Platform;
- Platforms 4a/b lengthened for longer trains;
- Improved Vastern Road Bridge; and,
- The Southern tunnel re-opened.

### **Purpose of Application**

8. The various elements of the project are within the scope of the original Acts which authorised the railway at Reading and will enjoy permitted development rights under Part 11 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 1995. However in order to deliver, maintain and operate the works, Network Rail will need to acquire, to temporarily occupy for construction purposes, and to acquire rights over a number of parcels of land adjoining the existing railway corridor (and within the limits of the original authorising Acts).

9. Network Rail's strategy and preferred ways of acquiring land is to negotiate directly with the property owners to endeavour to come to a mutual agreement to acquire the property. It has been in discussions with landowners and will continue to pursue these discussions. However it needs to be able to ensure that it can secure the necessary land in order to deliver the various elements of the project and is accordingly promoting an order which is limited to conferring the necessary powers to acquire or use land.