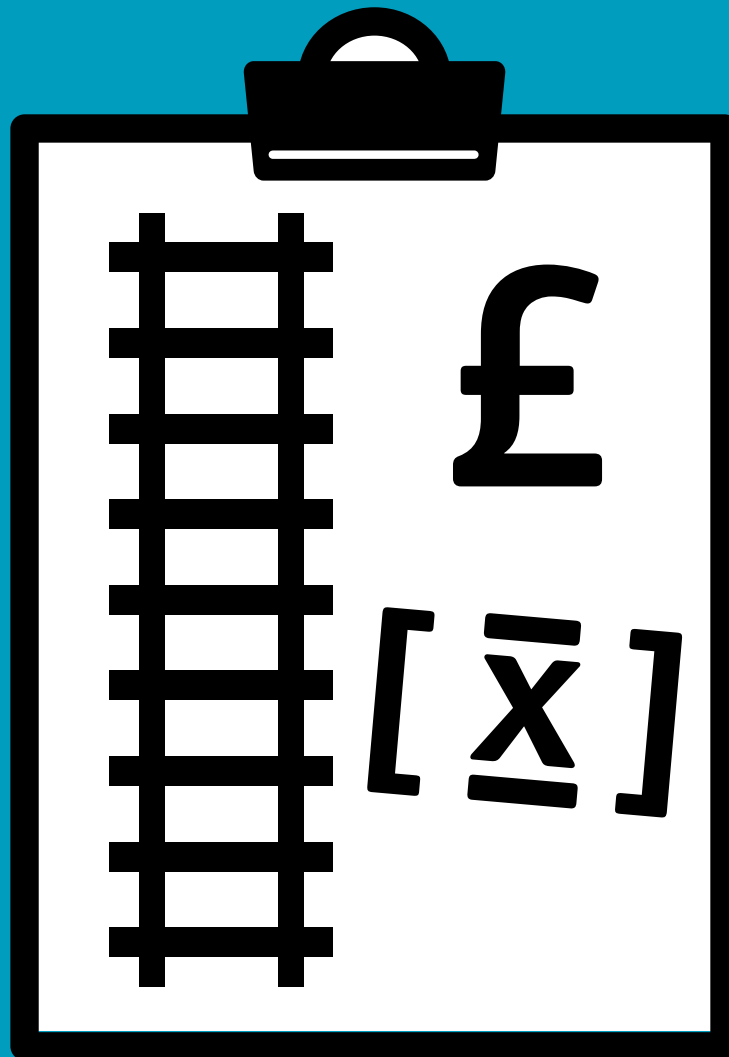


The Network Rail (Oxford
Station Phase 2 Improvements
(Land Only)) Order Transport
and Works Act 1992



Funding Statement

The Transport and Works (Applications and Objections
Procedures) (England and Wales) Rules 2006

OFFICIAL

Network Rail (Oxford Station Phase 2 Improvements (Land Only)) Order



DEPARTMENT FOR TRANSPORT

JUNE 2021

Transport and Works Act 1992

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

Network Rail (Oxford Station Phase 2 Improvements (Land Only)) Order

FUNDING STATEMENT

Rule 10(3)(a)

Network Rail (Oxford Station Phase 2 Improvements (Land Only)) Order

1. The cost of implementing the works sought to be authorised through the proposed Network Rail (Oxford Station Phase 2 Improvements (Land Only)) Order (“the Order”), including the costs of acquiring land which is, or may be, blighted land within the meaning of section 149 of the Town and Country Planning Act will be met from the funding envelopes identified for the Oxford Corridor Phase 2 project.
2. The estimated final cost of delivering the Project is £161.4 million of which £72.7m has already been received by the project. The Oxford Phase 2 project is included within the published Rail Network Enhancements Pipeline (“RNEP”). Schemes within the RNEP progress through decision gateways to secure funding. The Decision to Design gateway was approved in March 2021 resulting in receipt of £68.8m of funding for detailed design, all land acquisition and enabling works including utility diversions to accelerate delivery of the project. The costs associated with the exercise of the Order powers form part of the £72.7m.
3. The remaining funding for the Oxford Phase 2 Project will be made available for the delivery of the Project from the identified funding allocation for Oxford Phase 2 in accordance with the RNEP governance process. The project spans two railway investment periods: Control Period 6 (2019-2024) and Control Period 7 (2024-2029), it is expected that £119 million will be allocated from CP6 and £42 m from CP7.
4. This provision will be sufficient to deliver the Oxford Phase 2 Project provided it has the required consents and continues to represent value for money. A final investment decision for all the remaining funding is planned for spring 2022 in accordance with the RNEP process.
5. The Department for Transport has confirmed the Government’s commitment to the Oxford Corridor Phase 2 Project along with the allocation of funding subject to ongoing consideration to ensure the project delivers the best results for both rail users and taxpayers (see Annex 1).

Network Rail (Oxford Station Phase 2 Improvements (Land Only)) Order

Annex 1:



Ian Turner, Programme Client
Rail Infrastructure South
Department for Transport
33 Horseferry Road
London
SW1P 4DR

Website: www.dft.gov.uk

Chris Nash
Senior Sponsor
Network Rail

12/05/2021

Cc. Thom Evans DfT

Dear Chris,

Oxford Corridor Capacity Phase 2: Programme Funding Availability

I am writing to provide advice for the funding arrangements for the Oxford Phase 2 rail enhancement scheme, to support the submission of Network Rail's Transport and Works Act Order.

The funding requirement is up to £161.4m for the Anticipated Final Cost (AFC). In April 2021 £68.8m was approved for the first stage – to include design, some early delivery, enabling works and key property acquisition. This was confirmed and detailed in a remit letter dated 5 May 2021.

The remaining cost of up to £92.6m for the second stage and final delivery of this scheme will be subject to assessment of a Full Business Case, value for money, and the appropriate governance stages. This will inform a final investment decision, scheduled for early 2022. The Department for Transport has confirmed the Government's commitment to Oxford Phase 2 along with the allocation of funding subject to ongoing consideration to ensure the project delivers the best results for both rail users and taxpayers.

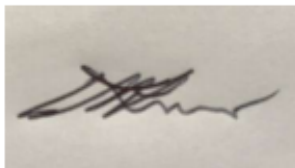
The costs of implementing the works sought to be authorised through the proposed Network Rail Order for Oxford Phase 2, including the costs of acquiring land which is, or may be, blighted land within the meaning of section 149 of the Town and Country Planning Act, and undertaking associated work such as environmental mitigation as necessary, will be met from the Rail Enhancements Budget allocated to Oxford Phase 2 in line with the Rail Network Enhancements Pipeline policy.

Oxford Phase 2 has been identified as a priority within the Rail Enhancements Portfolio and an announcement is planned for late May 2021. Funding continues to be available for this project following the Spending Review 2020.

Network Rail (Oxford Station Phase 2 Improvements (Land Only)) Order

The project spans two railway investment periods: Control Period 6 (2019-2024) and Control Period 7 (2024-2029). The costs of implementing the works are expected to be £119m in CP6 and £42m in CP7. In addition to funds already available in CP6 from the Statement of Funds Available, the Secretary of State anticipates that he will make funding available from future budgets in CP7 to continue this project, provided it has the required consents and continues to be value for money.

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Ian Turner', is centered on a light-colored rectangular background.

Ian Turner, Programme Client, Rail Infrastructure South