



***Campaigning by the
Railway Development Society Ltd***

Network Rail
4th Floor
Kings Place
90 York Way
London
N1 9AG

please reply to:

'Clara Vale'
Thibet Road
Sandhurst
Berkshire
GU47 9AR

chris.page@railfuture.org.uk

For the attention of Peter Lakhani

CP5deliveryplanconsultation@networkrail.co.uk

30th January 2014

Comments on Draft CP5 Delivery Plan

Dear Peter,

Thank you for the opportunity to comment. I am pleased to submit on behalf of ***Railfuture*** this consolidated national response, which has been prepared for the Policy Directorate, with contributions from individual branches and groups. The document has been reviewed and approved by the Directorate.

Railfuture is a national voluntary organisation structured in England as twelve regional branches, and two national branches in Wales and Scotland.

We welcome the reduction in the operating cost base that the investment during CP5 will bring and look forward to the improvement in the rail network that the projects in this plan will deliver.

If you require any more detail or clarification please do not hesitate to get in touch.

Yours sincerely

Chris Page

Chris Page
Railfuture
Policy Directorate

www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk
www.railwatch.org.uk

Comments on Draft CP5 Delivery Plan

Regulated outputs (page 7)

The lower PPM for East Coast will allow the TOC to still run around one train in eight more than ten minutes late even at the end of CP5. For places like Grantham, Newark and Retford a missed connection from a train that is 10 minutes late can mean a wait of an hour for the next train.

Key assumptions (page 206)

The assumption that Network Rail will have the flexibility to profile the delivery programme to maximise value for money means that NR must seek funding from other sources for additional electrification projects to ensure that a rolling electrification programme continues from CP5 into CP6.

There is a discrepancy between the assumption that the Network Rail supply chain partners have the capability to deliver the scarce skills required for electrification schemes and the statement in the Introduction to the draft CP5 Enhancements Plan (page 5) that electrification design and development has been identified as a key capability constraint. We recommend that Network Rail quickly establish an Electrification Academy, similar to the Tunnelling Academy established by Crossrail and the HS2 College recently announced, to ensure that sufficient trained and skilled electrification design, development and implementation engineers and technicians are available to resource the growing electrification programme required.

Comments on Draft CP5 Enhancements Delivery Plan

East Coast Connectivity (page 13)

We understand from a recent NR briefing that the ECML improvements fund includes additional platform(s) at Doncaster to ease conflicting movements and probably a grade separated junction on to the Joint Line at Werrington. We consider that the other priority for use of this fund should be a flyover at the Newark flat crossing.

CP6 Development Fund (page 14)

Targeting of CP5 development funding must enable CP6 electrification projects to be ready to start in time to maintain the rolling electrification programme.

Passenger Journey Improvement Fund (page 19)

The budget for the Passenger Journey Improvement Fund should not be dissipated across a large number of projects which each produce only marginal benefits – it must be focussed for maximum effect. Six of the top ten locations for reactionary delays are on the Brighton Main Line, which should be a priority candidate for this funding.

The Secretary of State has already requested that Network Rail examine if re-opening the Lewes-Uckfield railway line will meet the demand for the future growth in rail travel. Railfuture propose that this reinstatement, together with Uckfield to Hever redoubling, a grade separated connection between fast and slow lines at Windmill Hill Junction (as originally proposed by Connex) and a loop at Lewes to enable Uckfield line to Brighton services without reversal, be considered for funding from this budget to create a route additional to the Brighton Main Line.

This would increase capacity, reliability and network resilience sooner than CP6, which is the earliest that would otherwise be possible.

Recognising that this is a big ask, we recommend that as a minimum a loop be constructed at Lewes to enable trains to travel between Haywards Heath and Brighton via Lewes without reversal. This would provide resilience in the event of disruption between Wivelsfield and Brighton, and improved access to Clayton and Patcham Tunnels for maintenance.

East West Rail (page 35)

There is an error in the CP5 output driver paragraph; whilst an interesting concept, East West Rail will not provide direct rail services between Oxford and Aylesbury. The paragraph should read "...direct rail services between Oxford/Aylesbury and Milton Keynes."

Northern Hub (page 38)

We are disappointed that the plans for Rochdale station no longer include passing loops and are limited to an additional Manchester facing turnback platform. We feel this will be a limitation on capacity of this route and call for their re-instatement so that capacity and efficiency of the route are maintained and enhanced.

The Calder Valley is currently a diversionary route for Trans-Pennine services. It is essential that the enhancements to the Calder Valley line included in the scope of this programme are compatible with future electrification. We would welcome inclusion of this line in the proposals for further route electrification which are currently being considered by the study group commissioned by the DfT, so that the line can continue its diversionary role.

Midland Main Line Electrification (page 42)

We see urgent need to include Corby-Manton-Syston electrification in the funded MML programme, to coincide with Kettering to Nottingham electrification (stage 2 – 2019), for the growing through and local passenger market and diversionary routes.

Electric Spine Development Programme (page 44)

The present severe curvature at Market Harborough creates the following issues:

1. drastic speed restriction lengthening MML journey times and reducing fuel efficiency
2. no freight loops for 19 miles, which constrains pathing of passenger and freight.
3. short platforms
4. a dangerous gap between platform and trains.
5. no disabled access to the up platform (which should not happen on an intercity route)
6. overbridges too low for high cube containers or electrification.

We support the request by Leicestershire County Council that resolution of these issues be addressed in the Electric Spine Development Programme. We recommend that Network Rail work with the Leicester and Leicestershire Local Enterprise Partnership to identify additional funding, so that resolution of these issues can be included in scope for the programme, thus avoiding the higher costs that would be incurred if resolution were delayed until after electrification is completed.

As with the Midland Main Line Electrification programme, Corby-Manton-Syston should be incorporated in the Electric Spine Development Programme for diversionary purposes and provision of extra capacity for electrically hauled freight services.

We also recommend that either this programme or the East-West Rail programme include any development necessary to provide sufficient capacity at Bedford to accommodate East-West passenger and freight services at the junction with the Midland Main Line, without adversely impacting Midland Main Line services.

AC-DC Conversion between Basingstoke to Southampton must be expanded to convert and upgrade traction supply between Southampton and Weymouth and so improve service capacity and boost value for money, for example by enabling regenerative braking where there are no other trains within the power supply section and enabling electric Bournemouth – Manchester Cross-Country trains.

Anglia (page 47)

"Norwich in 90" requires the addition of a third track in the Chelmsford area, which has already been costed but is not directly mentioned in the CP5 Delivery Plan. Following recent lobbying and a visit to the region by the Chancellor, George Osborne, a Task Force has been set to up further cost the development required; we recommend that Network Rail work with the Task Force to identify alternative sources of funding so that this service improvement can be delivered in the CP5 timeframe.

West Anglia main line capacity increase (page 50)

There is severe and widespread disappointment that this is now unlikely to be available until the end of CP5, whereas earlier indications, in line with Meridian Water developer expectations at Angel Road, had led local stakeholders to believe mid-CP5 was the achievable target.

Uckfield line train lengthening (page 62)

The DfT will announce the new Combined Thameslink franchise operator barely two months after Network Rail's CP5 Delivery Plan commences. We note that there is a discrepancy between the DfT's ITT for the new franchise, requiring longer Uckfield line trains from December 2016, and the draft Enhancements Delivery Plan's expectation of 'infrastructure (extended platforms) ready for use' in March 2018.

The new operator may have proposals for achieving Uckfield line train lengthening in an alternative and more efficient way than currently envisaged, which may also have implications for the other diesel-operated route between Ashford International and Brighton. The ORR Final Determination left the way open for Network Rail to redesign the project should this occur. Therefore we urge Network Rail to work with local stakeholders East Sussex and Kent County Councils and the South East Local Enterprise Partnership, as well as the new operator, to identify additional funding so that the required output can be delivered through electrification of Hurst Green-Uckfield (with the use of gangway-connected electric rolling stock, thereby obviating the immediate need for platform lengthening) and if possible combined with electrification of Ashford International-Ore. Together these will deliver the most efficient and effective outcomes within CP5 both for passenger experience and the railway business as a whole.

If platform lengthening does proceed, this must not compromise the ability to redouble the line in future. The assumption that the increase in passenger numbers as a result of this project will be negligible may be valid, but passenger numbers are increasing substantially each year as commuters choose to travel via the Uckfield line in preference to the severely crowded Brighton Main Line and the Hastings direct line, to the extent that peak services to London are full and standing before Edenbridge Town. The availability of longer trains on the Uckfield line, compared with new Thameslink trains on the Brighton Main which have more capacity

but fewer seats, may accelerate this trend. The new station car park at Uckfield may also increase railheading to the station. Therefore it would not be acceptable to passengers to overcome the discrepancy between ITT and Delivery Plan dates by running trains with units locked out of use south of Oxted, or by splitting and joining trains at Oxted.

Dr. Day's Junction to Filton Abbey Wood capacity improvements (page 84)

We note that restoration of four tracks on this section depends on Bristol Area Signalling Renewals and Bristol East Junction remodelling being implemented on schedule. The layout for East Junction has not been finalised. If these associated schemes are delayed, there is a risk that the four tracking of Filton Bank may slip into CP6, delaying Phase 1 of Metro West, on which work is due to start early in 2017.

West of England Diesel Multiple Unit capability works (page 86)

We urge the DfT to provide the necessary remit to progress this scheme. The South West has for too long been the repository for outdated, uncomfortable rolling stock on secondary services. Cascaded Class 165/166 units would provide a much better passenger experience, complementing infrastructure improvements and thereby helping to reduce the region's over-dependence on car transport.

Swindon to Kemble redoubling (page 87)

We welcome the decision to start work early enough to complete it before core works for GWML electrification begin in the Bristol area. This is sensible planning which will enable the Kemble line to fulfil its role as a diversionary route.

North West Electrification (page 111)

We consider that the short (freight only) section from Bamfurlong Sidings Junction to Ince Moss Junction (sometimes called Ince Moss Goods) should be added to the electrification schedule. This small but strategically important enhancement would provide an electrified alternative route for Chat Moss route passenger services into Liverpool from Manchester and beyond, and alternative access for freight services to the Bootle Branch if that were to be electrified, given that the Olive Mount East chord is now open and attracting more traffic.

We also consider that plans for the electrification of the Blackpool line, which will also include complete signalling replacement and track renewals, should not prevent possible future re-opening of the Fleetwood branch to passenger services or re-doubling of the Kirkham to Blackpool South line.

Acton (Great Western Main Line) to Willesden (West Coast Main Line) Electrification (page 118)

Electrification of Acton Canal to Brent MML via the Dudding Hill line should be included in scope to allow through electric freight haulage between the Great Western Main Line and the Midland Main Line.