

Route C: Wessex

Route Plans are generally published on an annual basis including the most up-to-date position at that point in time. In 2011 we will be publishing information on a route basis as part of our Initial Industry Plan in the Autumn covering CP5 and beyond.

In the meantime we have retained the 2010 Route Plans, updated where appropriate with current information including our plans to the end of CP4. This document, therefore, should be read in conjunction with the equivalent 2010 Route Plan.

Should you require any further information, please contact the Route Plan 2011 mailbox at routeplans@networkrail.co.uk.

| Summary of alterations | | | | | | | | | | | | | |
|------------------------------|--------------------------|------------------------|---|------------------------------|-------|----------|-------|--------------|-------|---------------------|-------|-------------------|-------|
| Reference | Data | Location in Route Plan | Change | | | | | | | | | | |
| Page 3 | Route Map | Page 3 | No changes made, key refers to Appendix C. | | | | | | | | | | |
| Figure 7 | Capability Maps | Page 11 | Gauge - Southampton to West Coast Main Line gauge enhancement project has cleared the Coventry to Nuneaton route to W10 capability. | | | | | | | | | | |
| Figure 9 | Forecast end of year PPM | Page 13 | <table border="1"> <tbody> <tr> <td>Stagecoach South West Trains</td> <td>93.9%</td> </tr> <tr> <td>Southern</td> <td>89.6%</td> </tr> <tr> <td>CrossCountry</td> <td>88.3%</td> </tr> <tr> <td>First Great Western</td> <td>90.1%</td> </tr> <tr> <td>London Overground</td> <td>94.9%</td> </tr> </tbody> </table> <p>The above is based on 2010/2011 Period 11 data.</p> | Stagecoach South West Trains | 93.9% | Southern | 89.6% | CrossCountry | 88.3% | First Great Western | 90.1% | London Overground | 94.9% |
| Stagecoach South West Trains | 93.9% | | | | | | | | | | | | |
| Southern | 89.6% | | | | | | | | | | | | |
| CrossCountry | 88.3% | | | | | | | | | | | | |
| First Great Western | 90.1% | | | | | | | | | | | | |
| London Overground | 94.9% | | | | | | | | | | | | |

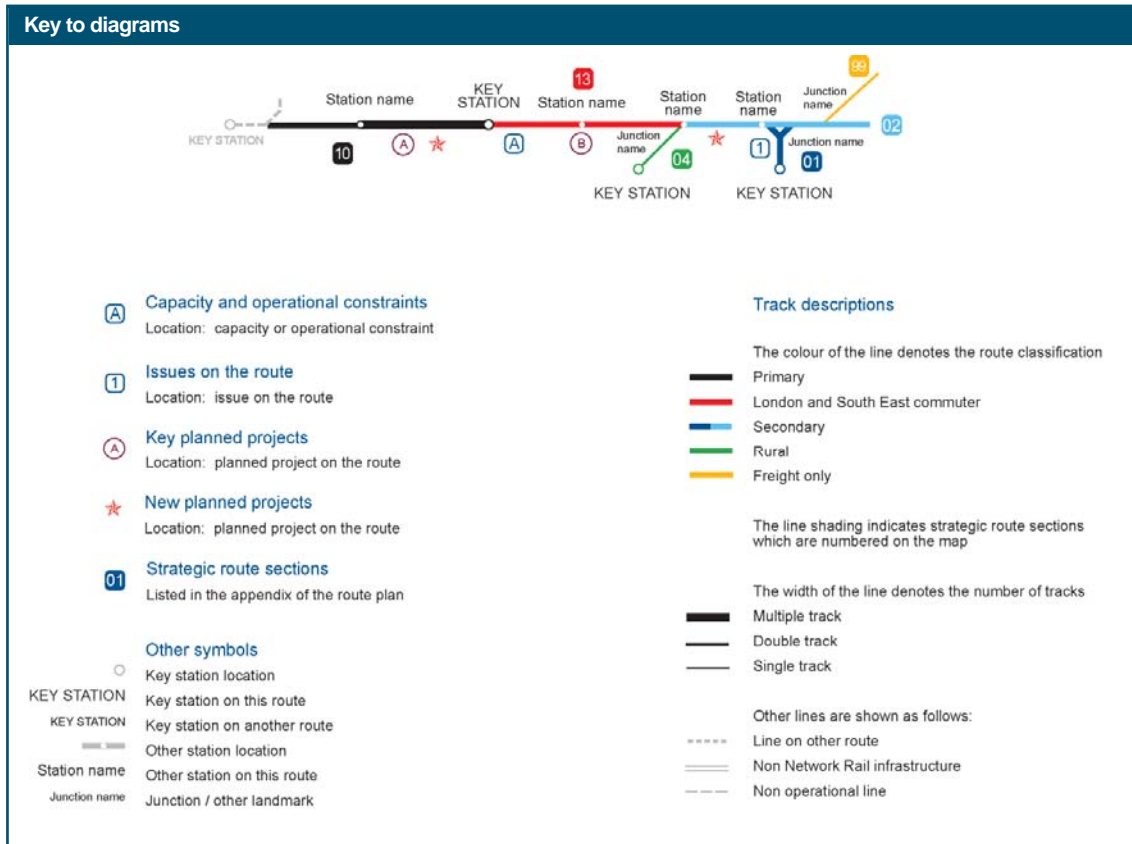
Appendix A: Updated Route Map

Appendix B: Updated Capability Maps where a change has occurred since March 2010

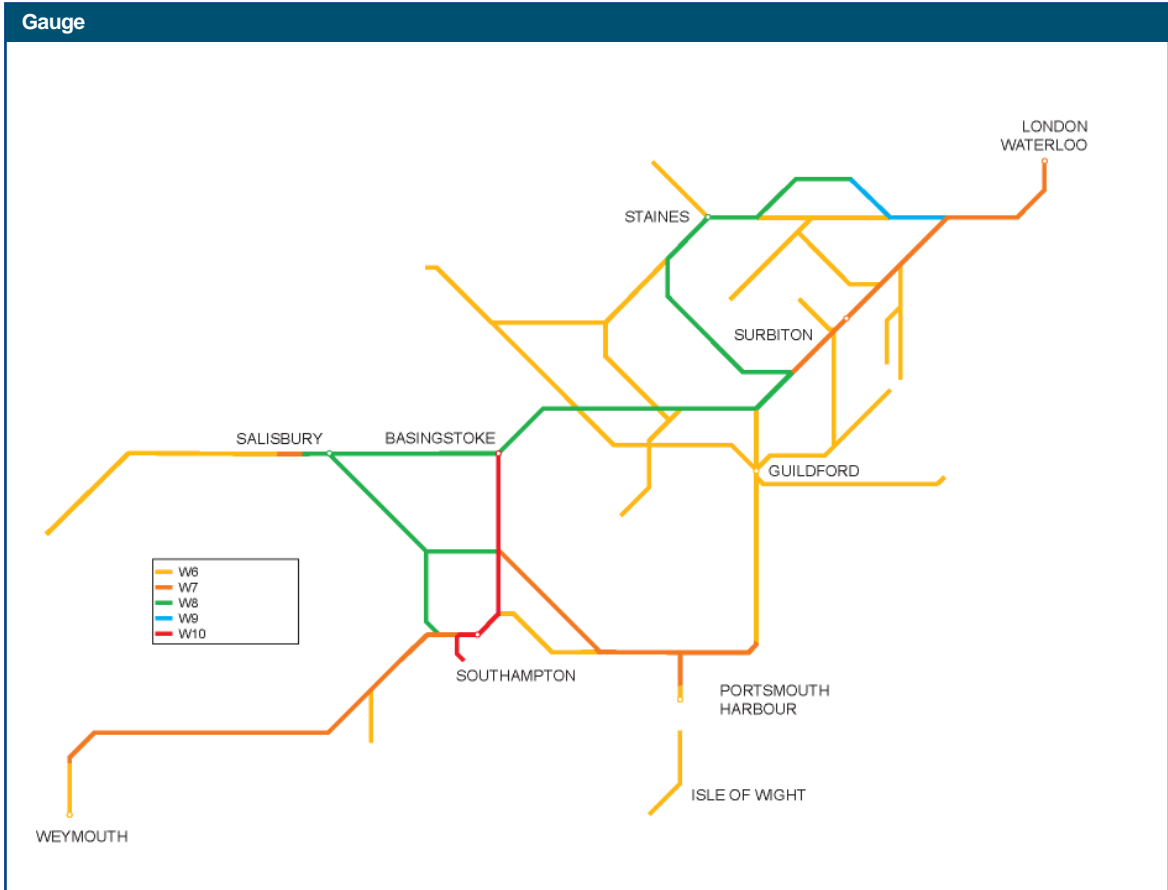
Appendix C: Updated list of CP4 enhancements

Appendix D: Constraints and issues on the route

Appendix A: Updated Route Map



Appendix B: Updated Capability Maps



Appendix C: Infrastructure investment in CP4

Figure 17 Infrastructure investment in CP4

| Implementation date | Project | Project description | Output change | Funding | GRIP stage |
|---------------------|---|---|---|---------------------------------|------------|
| By 2014 | Ⓐ 10-Car Suburban Railway | Extension of suburban network platforms to 10-car length | Enables the lengthening of suburban trains to provide additional capacity | Periodic Review 2008 | 4 |
| 2011 | Ⓑ Southampton to West Coast freight upgrade | Works to allow W10 gauge trains to run from Southampton to the WCML via Winchester | The line via Winchester will be cleared to enable 9' 6" high containers to be conveyed on conventional wagons | Transport Innovation Fund | 6 |
| 2013 | Ⓒ Southampton to West Coast freight upgrade | Works to allow W10 gauge trains to run from Southampton to the WCML via Andover | The line will be cleared as a diversionary route to enable 9'6" high containers to be conveyed on conventional wagons | Strategic Freight Network | 4 |
| | Salisbury Platform 1 reinstatement and other works | Project closed | | | |
| 2012/13 | Ⓔ Reading Remodelling | Replacement of platforms 4a and 4b with three new 12-car capable platforms | Enables the lengthening of trains, parallel working in and out of platforms, and provision for Airtrack | Periodic Review 2008 | 6 |
| TBC | Ⓕ Airtrack (subject to TWA powers) | Provision of new train service to/from Heathrow Terminal 5 | A new train service of 2 tph from Heathrow to each of Waterloo, Reading and Guildford | Third party | 3 |
| Ongoing | Ⓖ Various car park expansion schemes | Car park expansion schemes at numerous locations | Increased parking provision | Various | Various |
| | Clapham Junction redevelopment | Project closed | | | |
| By 2014 | Ⓘ Power supply enhancements | Upgrade of infrastructure to facilitate operation of 10-car suburban railway | Facilitates 10-car network | Periodic Review 2008 | 4 |
| 2012-2014 | Ⓙ Waterloo International Conversion (Medium term) | Conversion of Waterloo International Terminal to domestic use, including the extension of 1-4 platforms in the main station | Enables full implementation of the 10-car suburban railway | Periodic Review 2008 | 4 |
| 2010-2011 | Ⓚ Regenerative braking | To facilitate the return of braking energy into power supply system | Reduction in operational costs | Periodic Review 2008 | – |
| 2013/14 | Ⓛ Farnham area signalling re-control (enhancement elements) | Bentley Loop extension and improved turnout speeds at Farnham | Improved operations and linespeed improvements | Network Rail Discretionary Fund | 3 |
| 2012 | Ⓝ Journey time reduction between Worting Jn and Exeter | Investigation into the scope for increasing linespeed | Potential to reduce section running times | Network Rail Discretionary Fund | 2 |
| 2012-2014 | Ⓞ Fareham additional signal section | Provision of new signal to allow down trains to clear single line | Improved performance | Network Rail Discretionary Fund | 5 |

Figure 17 Infrastructure investment in CP4

| Implementation date | Project | Project description | Output change | Funding | GRIP stage |
|---------------------|---|---|--|---|------------|
| 2010-2014 | ⑤ Dean and Dean Hill AHBC Renewals | Opportunity to provide passive provision for future linespeed increase | Improves performance | Network Rail Discretionary Fund | 4 |
| 2012/13 | ⑦ Poole-Wool signalling renewals (enhancement elements) | Freight run-round at Wool, reduced crossing downtime at Wool, reconnection of Swanage railway and a turnback at Wareham | Enhanced operational flexibility, connectivity and performance. Road traffic benefit | Network Rail Discretionary Fund, Dorset County Council and Seven Day Railway Fund | 4 |
| 2012-2014 | ⑩ Eastleigh capacity and capability improvements | New signal section between Eastleigh and Southampton Airport Parkway; ability to route 12-car up trains into Platform 3 | Increased capacity, operational flexibility and performance | Network Rail Discretionary Fund | 3 |

NRDF candidate schemes in CP4

Figure 18 Candidate NRDF schemes in CP4

| Implementation date | Project | Project description | Output change | Funding | GRIP stage |
|---------------------|---|---|---|---------------------------------|------------|
| 2010 | ⑩ Buriton tunnel removal of speed restriction | Removal of 40mph speed restriction through tunnel | Would improve performance and capacity utilisation | Network Rail Discretionary Fund | – |
| 2009-2014 | ⑩ Basingstoke Freight Loop | Provision of a looping and recessing facility for up direction freight trains | Enables improved regulation of trains. Passive provision already made under the Basingstoke resignalling scheme | Network Rail Discretionary Fund | – |
| 2009-2014 | ⑩ Southampton Central Platform 5 | Signalling enhancements to permit full passenger use of platform | Improved capacity utilisation in light of predicted freight growth | Network Rail Discretionary Fund | – |
| 2009-2014 | ⑩ Raynes Park turnback facility | Provision of fully signalled turnback facility | Would improve performance and recovery from perturbation | Network Rail Discretionary Fund | – |

GRIP stages: 1 Output definition, 2 Pre-feasibility, 3 Option selection, 4 Single option selection, 5 Detailed design, 6 Construction, test and commission, 7 Scheme hand back, 8 Project close out

Appendix D Constraints and issues on the route

Figure 21 Capacity and other operational constraints

- | | |
|----------|---|
| A | Waterloo station: all domestic platforms operate at or near to capacity during peak; station approaches close to capacity all day |
| B | Waterloo – Raynes Park: slow lines at capacity during peak |
| C | Waterloo – Woking: fast lines at capacity during peak |
| D | Waterloo – Twickenham: operates close to capacity with passenger overcrowding; level crossing down-times |
| E | Woking, Basingstoke and Eastleigh Junctions: crossing moves over flat junctions restrict capacity |
| F | Worting Jn – Southampton: traffic mix and two track sections restrict capacity |
| G | Reading station: only two platforms available for electric trains and short single track section leading to both |
| H | Reading – Redhill: mix of traffic restricts capacity, predominantly two track with no passing loops limits ability to run faster services |
| I | Wokingham – North Camp: signalling headway restricts capacity |
| J | Salisbury – Exeter: single line sections prevent significant increases in train service frequency, and limit use as a diversionary route, although the position has improved following the commissioning of Axminster loop in December 2009 |