

Route F: Thameside

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.

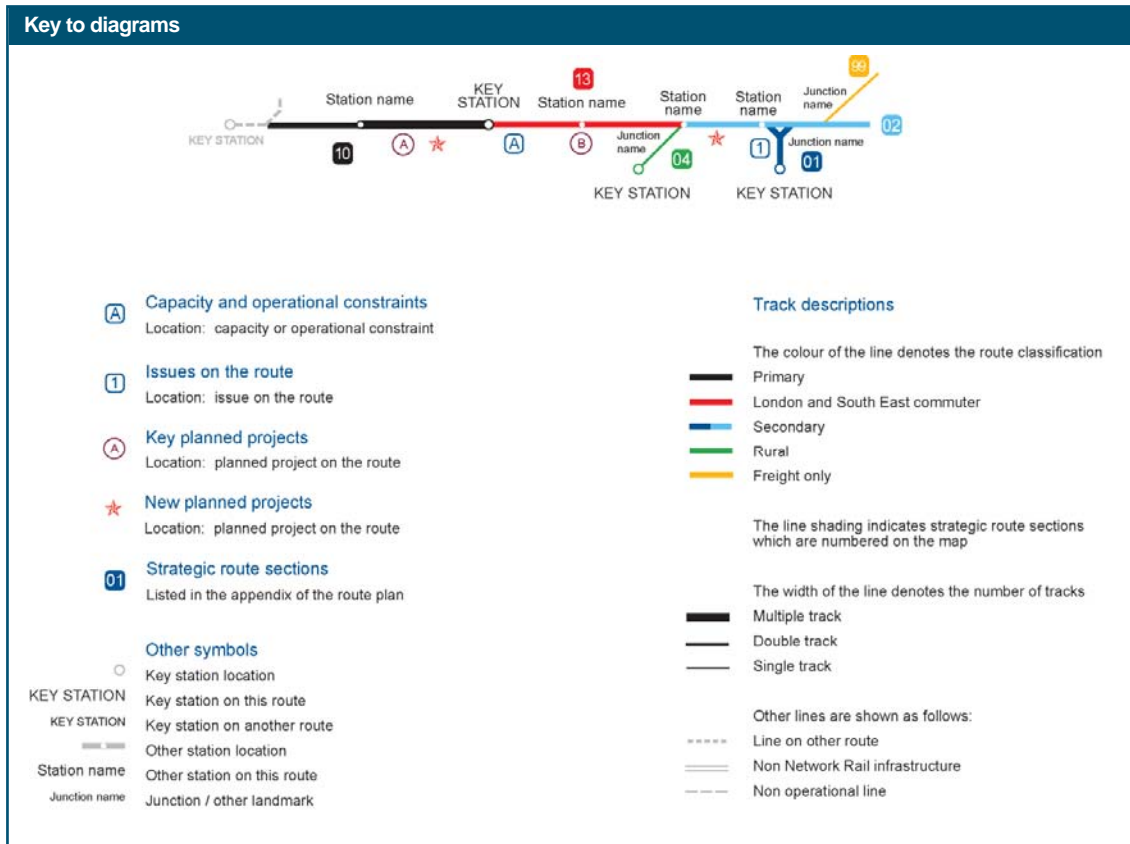
Summary of alterations			
Reference	Data	Location in Route Plan	Change
Page 3	Route Map	Page 3	Labels updated to match Appendix B.
Figure 11	Forecast end of year PPM	Page 12	c2c: 94.7% The above is based on 2010/2011 Period 11 data.

Appendix A: Updated Route Map

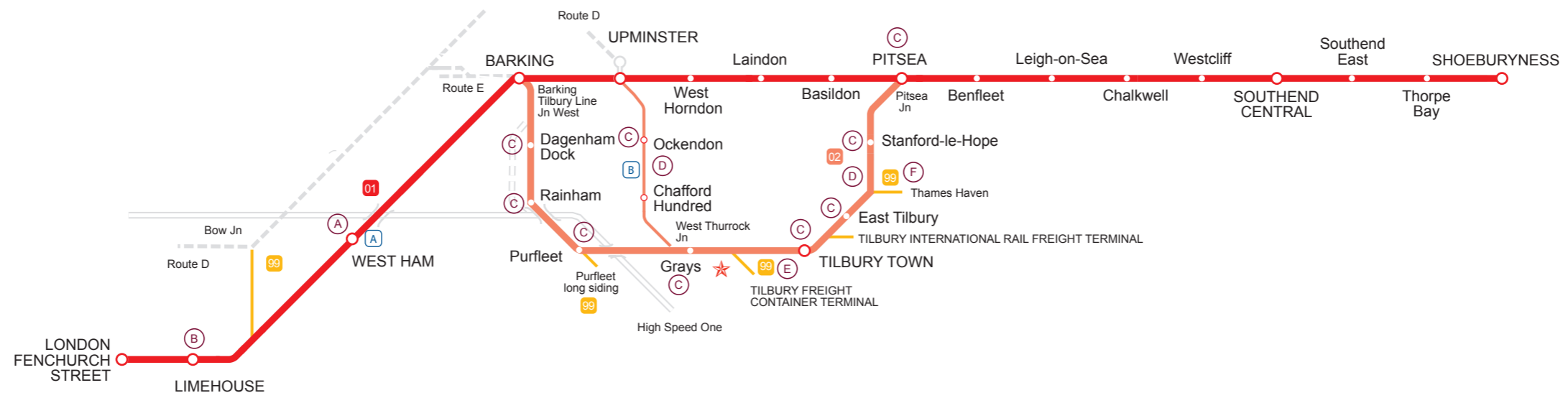
Appendix B: Updated list of CP4 enhancements

Appendix C: Constraints and issues on the route

Appendix A: Updated Route Map



Route F Thameside



Key
— London & SE Commuter
— Freight only

The line shading indicates strategic route sections which are numbered on the map

Appendix C: Infrastructure investment in CP4

Figure 18 Proposed enhancements in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2011	(C) Platform extensions on the Tilbury Loop and Ockendon branch	12-car platform extensions	Capacity Enhancement	Periodic Review 2008	5
2011	(D) Traction Power Supply Upgrade	Provide power supply to support longer trains on Thameside route	Capacity Enhancement	Periodic Review 2008	5
2011	(E) Tilbury Power Station rail link	New connection to Tilbury Power Station	New Freight Connection	Third Party	3
2011	(F) Thameshaven track doubling	Doubling of track for London Gateway Port development	Capacity Enhancement	Third Party	5

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

NRDF candidate schemes in CP4

Figure 19 Candidate NRDF schemes in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2011	(A) West Ham resignalling	Alterations to signalling headways and check on station capacity - Increased capacity and improved interchange with the DLR and District Line/JLE	Capacity Enhancement	Network Rail Discretionary Fund	6
2011	★ Tilbury Loop Line Speed Study	Investigations into increasing line speed	Improved performance/Journey time improvement	Network Rail Discretionary Fund	Pre-Grip

Appendix D Constraints and issues on the route

Capacity and operational constraints

- A Fenchurch Street – Barking: Trains stopping at West Ham reduce available capacity
- B Upminster – Grays: Single line track section with only one passing loop