

Route I: London & East Midlands

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	Closed line at Rufford
Figures 4 to 7	Capability maps	Page 6	Electrification – removed Rufford branch from map Route Availability – removed Rufford branch from map Linespeed – removed Rufford branch from map Gauge – removed Rufford branch and an error has been rectified so that the route between London St Pancras International and Kentish Town is shown as W6 instead of W7.
Figure 11	Forecast end of year PPM	Page 12	CrossCountry 88.3% East Midlands Trains 92.0% First Capital Connect 89.2% Northern Rail 90.7% The above is based on 2010/2011 Period 11 data.

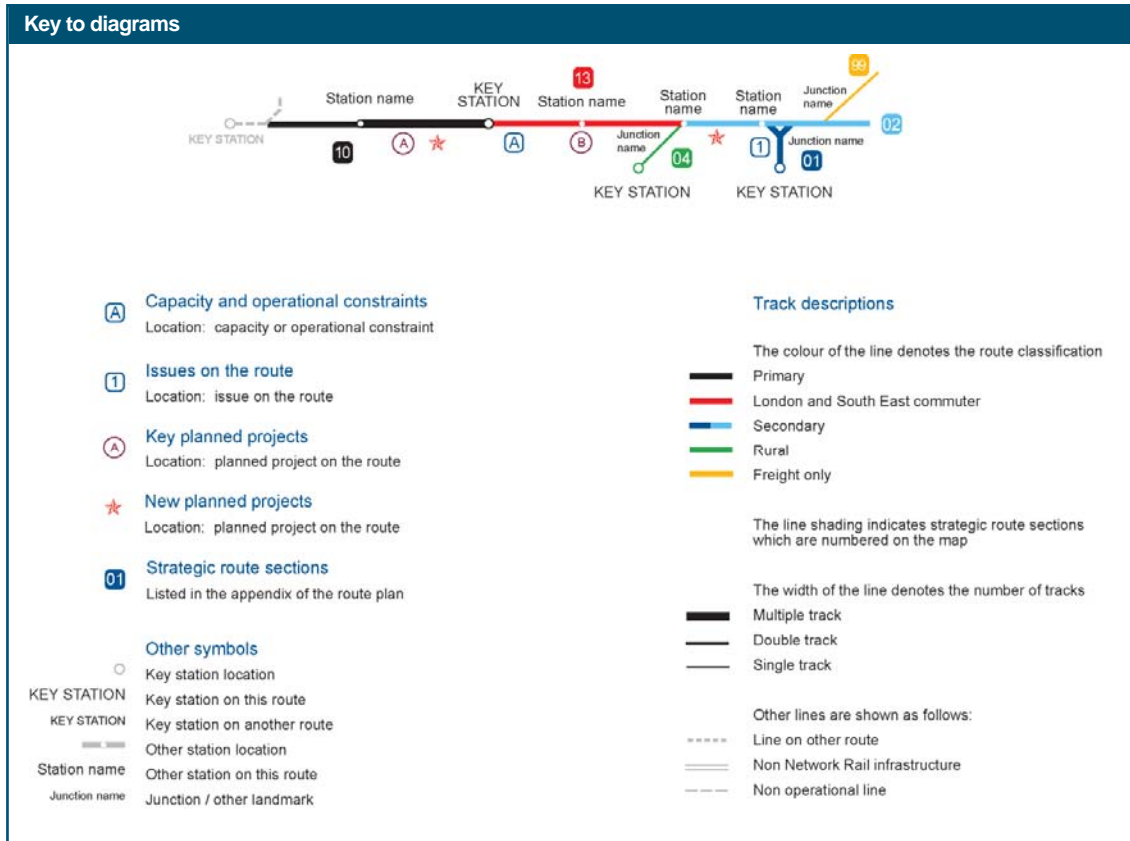
Appendix A: Updated Route Map

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

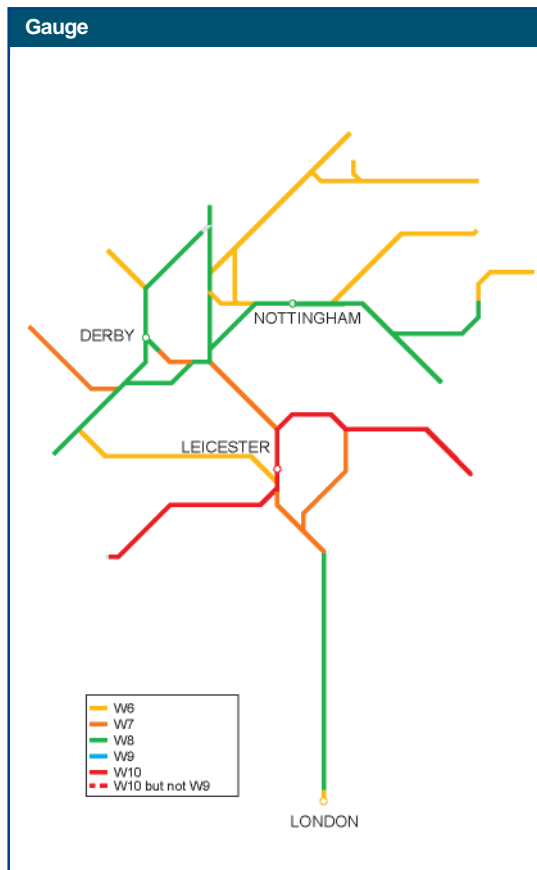
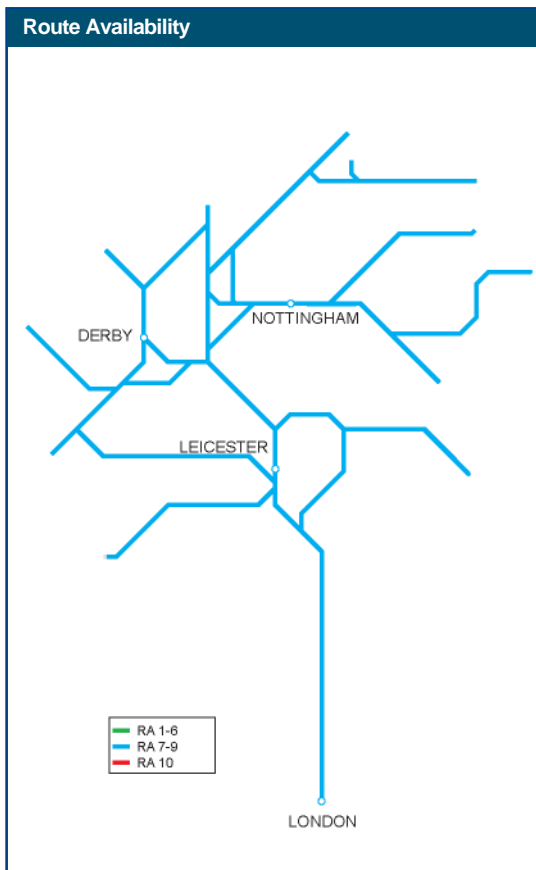
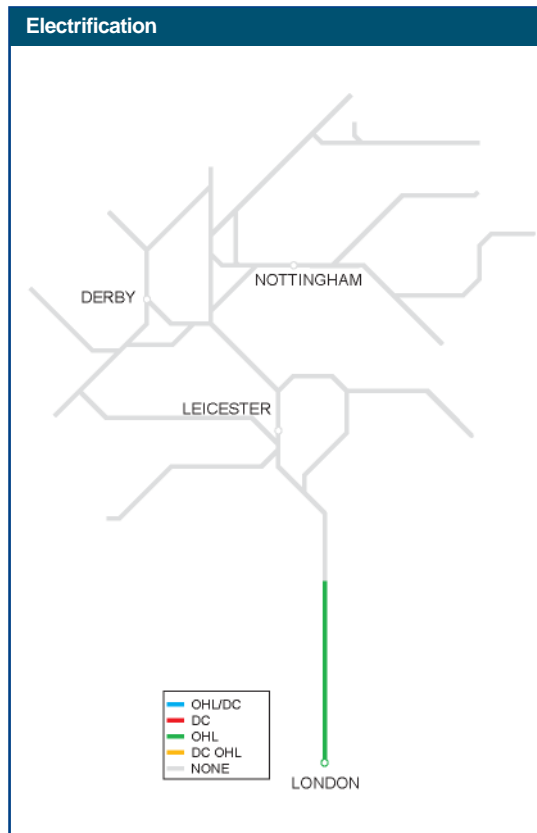
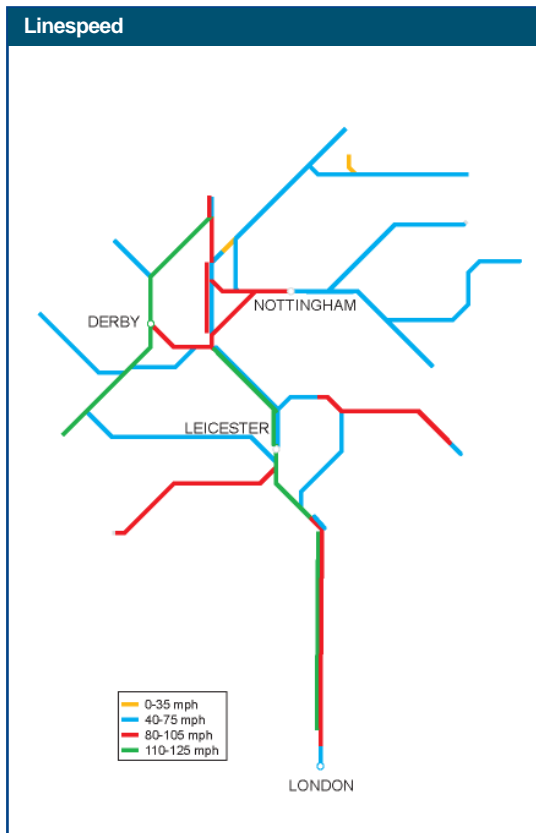
Appendix C: Updated list of CP4 enhancements

Appendix D: Constraints and issues on the route

Appendix A: Updated Route Map



Appendix B: Updated capability map



Appendix C: Infrastructure investment in CP4

Figure 17 Infrastructure Investment in CP4					
Implementation date	Project	Project description	Output change	Funding	GRIP stage
2009/10	Corby	Project Completed			
2009/10	Trent East Jn doubling	Project Completed			
2009/10	Kettering to Harrowden	Project Completed			
2009/10	Sheet Stores Jn	Project Completed			
2009/10	Derby to Stoke Renewals	Project Completed			
2009/10	Robin Hood line performance	Project Completed			
2009/10	Leicester Carriage Siding	Project Completed			
2010	Luton Station to High Town Bridge enhancements	Project Completed			
2010	Derby Etches Park	Project Completed			
2010	Chesterfield	Provide new platform	Increased capacity, improved performance and Seven Day Railway benefits	Seven Day Railway Fund	7
2010	Radlett Jn	Project Completed			
2010/11	Leicester, North Jn to Trent South Jn	Project Completed			
2009-2014	(F) National Station Improvement Programme	Enhancements to Derby, Leicester, Skegness, Loughborough, Kettering and Burton-on-Trent	Improved station facilities	National Station Improvement Programme	various
2010/11	(P) Castle Donnington	Connection to new freight terminal	New freight operators	Third Party	5
2010/11	(AR) Mountsorrel Level Crossing	Removal of level crossing and replace with a footbridge	Removal of future safety risk. To prevent TSR	Network Rail S&E funding	4
2010/11	(AT) Loughborough Station Car Park	To increase car parking to 327 spaces	To meet passenger growth, encourage new business	RAB funded	6

Figure 17 Infrastructure Investment in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2010/11	(AU) Loughborough Access For All	To provide step free access to platforms 2 and 3, improve safety and allow for future linespeed improvements by removing the barrow crossing	DDA compliant Footbridge	DfT funded	4
2010/11	(R) Wellingborough Station	A new station footbridge	Improved station facilities	Periodic Review 2008/Access for All	6
2009-2012	(M) MML St Pancras International – Sheffield LSI	Enhanced infrastructure capability	Improved journey times	Periodic Review 2008	3
2010-2015	(H) Flitwick Station	Provision of a station interchange, additional car parking and improvements to the station building	Improved interchange and station access facilities	Central Bedfordshire Council	3
2010/11	(S) Thameslink Programme	Platform extensions completed at Leagrave, Luton, Luton Airport Parkway and St Albans	Improved capacity and new journey opportunities	Periodic Review 2008	7
2011/12	(S) Thameslink Programme	Platform extensions underway at Bedford, Flitwick, Harlington, Harpenden, Mill Hill Broadway and West Hampstead Thameslink	Improved capacity and new journey opportunities	Periodic Review 2008	6
2011/12	(S) Thameslink Programme	Major works including revised track layout (including Bedford Station area), new Midland Road crossovers at St Pancras platforms A/B, amendments to the OHLE switching arrangements, platform extensions between Kentish Town and Bedford, stabling facilities at Bedford and Cricklewood, and new customer information service facilities	Improved capacity and new journey opportunities	Periodic Review 2008	6
2011/12	(Ah) Robin Hood Line and Kirkby Summit Recontrol	Signalling renewals	Renewal	Periodic Review 2008	4
2011/12	(T) Nottingham Hub.	Redevelopment, potential additional platform, improved waiting/retail facilities	Enhanced station and interchange facilities	Third Party/Network Rail	4
2011/12	(C) Leicester Jn	Renewal of S & C	Renewal	Periodic Review 2008	5
2011	(N) Peterborough – Nuneaton	Gauge clearance of the route and incremental capacity improvements between Peterborough and Nuneaton in connection with the port developments at Felixstowe and	To accommodate the carriage of deep sea container traffic on standard deck height wagons as an alternative route to operating via London and the West Coast Main Line and to provide increased capacity to meet	Transport Innovation Fund	7

Figure 17 Infrastructure Investment in CP4					
Implementation date	Project	Project description	Output change	Funding	GRIP stage
		Bathside Bay	growth in freight train demand associated with the aforementioned ports		
2011	(AV) Burton-upon-Trent	Bridge strengthening and forecourt works	Improve station facilities	In development for Third Party funding	3
2011	(AL) Enhanced signalling at Harpenden and Radlett	Enhanced signalling arrangements for trains crossing between the fast and slow lines	Improved performance	Performance Fund	5
2011	(AS) West Hampstead	New station building	Improved station facilities	Network rail Discretionary Fund	5
2011	(G) Derby Station Master Plan Phase 1	Enhancements to the transport interchange facilities	Improved transport interchange facilities	Third Party	4
2011	(O) Luton Station	Redevelopment of the station	Improved station facilities and footfall capacity	Third Party / Network Rail Discretionary Fund	2
2011	(O) Luton Station	New car park	Improved station facilities and footfall capacity	Third Party / Network Rail Discretionary Fund	6
2011	(AW) Luton Airport Parkway Station	Create new forecourt on platform 1 for new ticket office and entrance, demolish current warehouse building and sell off unused land	Station Upgrade	In development for Third party funding	3
2012	(X) Whitwell Tunnel	Removal of tunnel	Impact on maintenance, renewal savings	Third Party	1
2012/13	(U) East Midlands resignalling: Nottingham station area enhancement element	Enhancements on the back of Nottingham station resignalling scheme	Capacity, performance and journey time improvements	Periodic Review 2008	4
2012/13	East Midlands Airport Rail Freight connection	Project Closed			
2012/13	(AG) Nottingham to Grantham Recontrol	Signalling Renewals	Renewal	Periodic Review 2008	3
2012/13	(AA) East Midlands platform extensions	Measures to accommodate longer LDHS and interurban services	Increased capacity	Periodic Review 2008	various
2012/13	(J) Bedford to Kettering Slow Line capacity improvements	Linespeed increase and an additional loop	Increased capacity to support Seven Day Railway Principles	Development funded by Seven Day Railway	3
2012/13	(E) Leagrave	Renewal of S & C	Renewal	Periodic Review 2008	4

Figure 17 Infrastructure Investment in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2012-2014	(AJ) Derby to Stoke Level Crossings	Level Crossings Renewals	Renewal	Periodic Review 2008	3
2012-2015	(AK) Syston to Peterborough Level Crossings	Level Crossings Renewals	Renewal	Periodic Review 2008	3
2013-2016	Peterborough to Nuneaton capacity increase	Project Closed (Incorporated into CP5 scheme for Leicester resignalling)			
2012/13	(AD) Nottingham to Lincoln	Development work to examine linespeed improvements	Increased linespeed	Development funded by Third Party	2
2013/14	(W) Radlett	Connection to new freight terminal	New freight operations	Third Party	2
2013/14	(Z) Hope Valley to London train lengthening	Development work to examine facilities required to accommodate longer and heavier freight trains	Increased capacity for freight	Development funded by Strategic Freight Network	2
2013/14	(AM) Midlands routes gauge improvements (Water Orton – Doncaster)	Gauge clearance of various routes	To accommodate the carriage of deep sea container traffic on standard deck height wagons	Subject to agreement	4
Tba	(Q) Wixams (Elstow)	New station	To meet local housing developments	Third Party	4
Tba	(AX) Burnaston Cross rail freight connection	New eastbound and westbound rail connections to the NSS line	Rail freight link	In development for Third party funding	3
Tba	(AY) Willington C Power Station	Provide a new rail connection and siding to a new power station	New freight operations	Third Party	3
Tba	(AZ) Nottingham to Skegness	Linespeed improvements	Improve journey times	Third party	2

NRDF candidate schemes in CP4

Figure 18 Candidate NRDF schemes in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2011/12	(AN) Leicester (Burton) Jn – Clay Mills	Enhanced turn in/turn out speeds at Leicester (Burton) Jn and Clay Mills plus upgrade of the Up goods line to passenger status	Reduced journey time and improved performance	Network Rail Discretionary Fund	2
2011/12	(AB) Nottingham to Sheffield linespeed increases.	Linespeed increases	Increased capacity and improved performance	Third Party / Network Rail Discretionary Fund	2

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

Capacity and operational constraints

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| A Nottingham station: complex station layout and curvature |
| B Leicester station: constrained station layout and curvature |
| C Wellingborough – Leicester – Syston: mixture of two and three tracks |
| D Bedford: constrained station layout |
| E Matlock – Ambergate: single line section |
| F Bulwell – Kirkby in Ashfield: single line section |