

Route L: Wales

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 C.
Figure 7	Capability maps	Page 14	Gauge - North Wales Coast Line has been cleared to W7.
Figure 9	Forecast end of year PPM	Page 16	Arriva Trains Wales 94.1% First Great Western 90.1% Virgin Trains 86.1% CrossCountry 88.3% London Midland 89.8% The above is based on 2010/2011 Period 11 data.
Current services	Train Operating Companies	Page 8	Wrexham, Shropshire and Marylebone Railway ceased trading in January 2011.

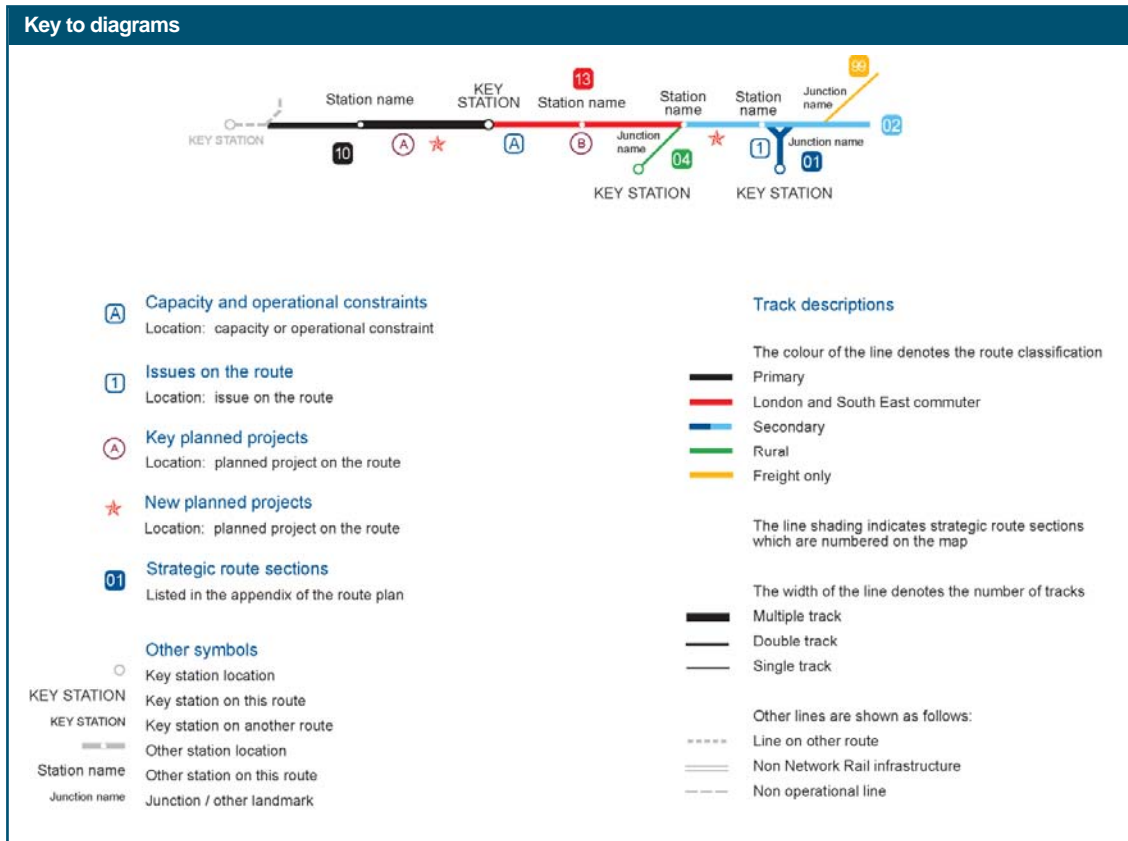
Appendix A: Updated Route Map

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

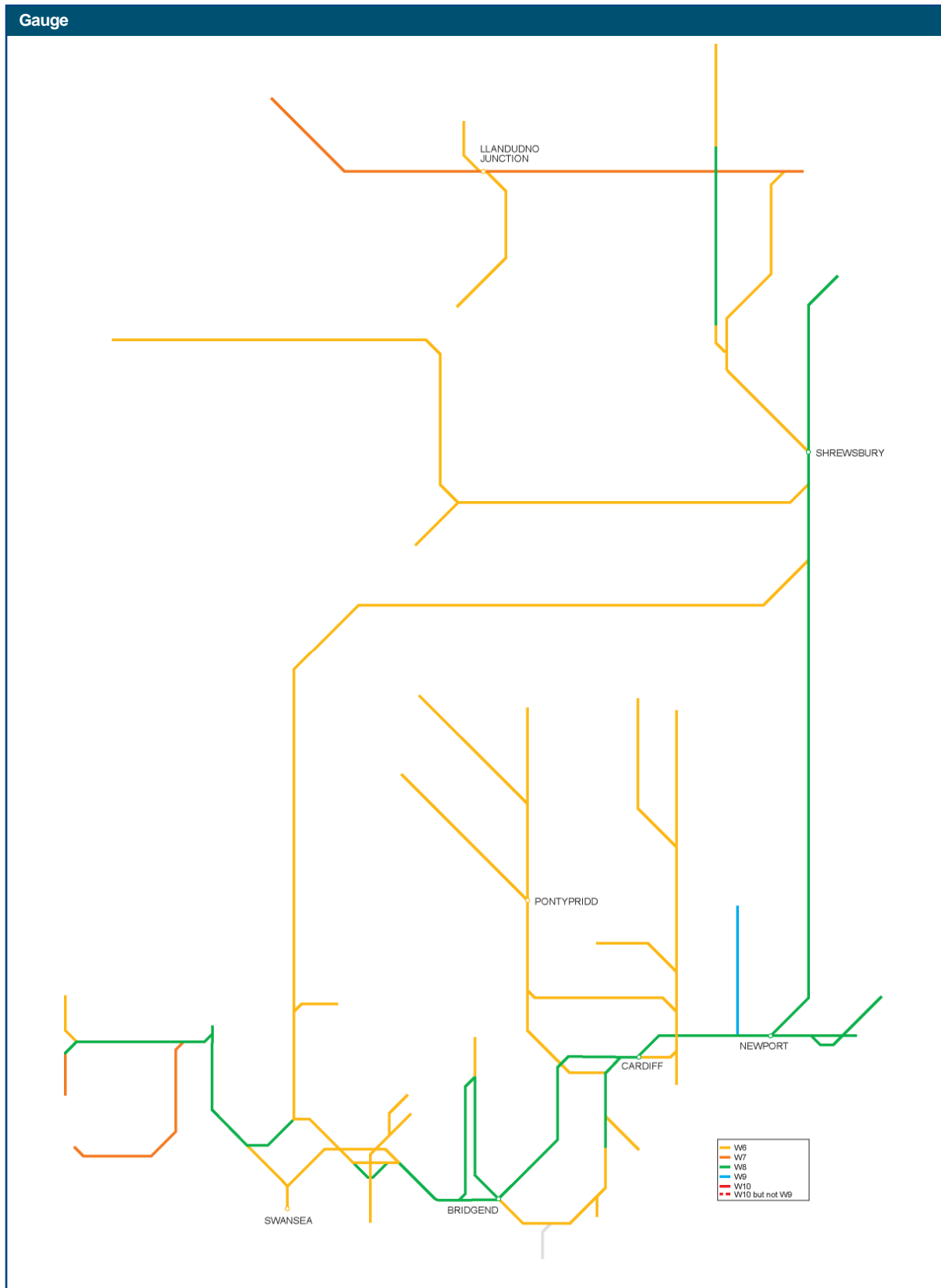
Appendix C: Updated list of CP4 enhancements

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 (formerly Proposed enhancements in CP4)

Implementation date	Project	Project description	Output change	Funder	GRIP stage
2011/12	(A) Buildings renewals	Buildings renewals at Pontypridd and Swansea	Renewal	Network Rail	Various
2011/12	(B) Earthworks renewals	Embankments renewals at Battlefield	Renewal	Network Rail	6
2011/12	(C) Structures renewals	Structures renewal at Britannia Bridge	Renewal	Network Rail	6
2010/11	Track renewals	Project complete			
2010/11	(E) Cambrian Line	New and improved passing loops	Improved reliability and additional capacity	Network Rail and Welsh Assembly Government	6
2010/11	Shrewsbury platform 3	Project complete			
2010/11	(G) Newport Area Signalling Renewal (NASR) Phase 2 enhancement element	Signalling renewal of Severn Tunnel Junction – Newport – boundary of Cardiff PSB	Improved reliability, additional capacity and improved track layout throughout the Newport area with rationalised eastern approaches to Newport station	Network Rail	5
2010/11	(H) Gaer Junction	Remodelled junction	Improved reliability and additional capacity	Network Rail and Welsh Assembly Government	5
2010/11	Newport station	Project complete			
2014/15	(J) Cogan Junction	Remodelled junction	Improved reliability and additional capacity	Periodic Review 2008	4
2011/12	(K) Wrexham North Junction – Saltney Junction single line	Options to redouble single line in part or whole	Increased capacity and linespeed improvements – journey time reductions	Welsh Assembly Government	3
2011/12	(L) North – South linespeeds	Options to develop linespeed increase	Reduced journey times	Welsh Assembly Government	3
2012/13	(M) Cockett – Duffryn single line	Options to redouble single line	Increased capacity and improved performance	Welsh Assembly Government	3
2013/14	(N) Chester station car park	Expansion of car park on west side of station	Increased car parking spaces	Third Party	4

Figure 17 Infrastructure investment in CP4 (formerly Proposed enhancements in CP4)

Implementation date	Project	Project description	Output change	Funder	GRIP stage
2012/13	Ⓓ Llandudno transport interchange	New transport interchange on the station forecourt	Improved station facilities and local connectivity with buses	Welsh Assembly Government	4
2011/12	Ⓔ Bangor transport interchange	Provision of a new car park, improved access and a new transport interchange on the station forecourt	Improved station facilities and local connectivity with buses	Welsh Assembly Government	6
2010 – 2013	Ⓔ Cardiff Queen Street – Cardiff Central corridor	Additional platforms at Cardiff Queen Street and Cardiff Central and bi-directional signalling	Improved reliability and additional capacity	Periodic Review 2008	4
2010 – 2015	Ⓔ Cardiff Area Signalling Renewal (CASR)	Signalling renewal of Cardiff PSB area	Improved reliability, additional capacity and capability throughout the Cardiff area – facilitates additional platforms at Cardiff Central and Queen Street – signalling controls migrate to new South Wales signalling centre – signal box closures	Network Rail	4
2011/12	Ⓔ Track renewals	Track renewals at Grange Court, Margam Moors Junction, Stretton Heath, Forden, Pontsarn and Sutton Bridge	Renewal	Network Rail	Various
2012/13	Ⓔ Structures renewals	Structures renewals at Loughor Viaduct, River Cynon Underbridge and Pont Briwet Viaduct	Renewal	Network Rail	Various
2012/13	Ⓔ Track renewals	Track renewals at Craven Arms, Borth and Margam Moors	Renewal	Network Rail	Various
2012/13	Ⓔ Ebbw Vale branch	Extension of Ebbw Vale branch northwards beyond Ebbw Vale Parkway to new station at Ebbw Vale Town	Lengthened branch line	Welsh Assembly Government (subject to agreement)	4
2012/13	Ⓔ Ninian Park – Radyr (City line)	Linespeed improvements	Reduced journey times – additional capacity	Periodic Review 2008	4

Figure 17 Infrastructure investment in CP4 (formerly Proposed enhancements in CP4)

Implementation date	Project	Project description	Output change	Funder	GRIP stage
2012/13	(X) Barry station additional platform	Additional platform	Improved reliability and additional capacity for Vale of Glamorgan line	Welsh Assembly Government	3
2012/13	(Y) Caerphilly station additional platform	Additional turnback bay platform	Additional capacity for Rhymney Valley line	Welsh Assembly Government	3
2012/13	(Z) Pontypridd station additional platform	Additional turnback bay platform	Additional capacity for Taff Vale line	Welsh Assembly Government	3
2012/13	(AA) Trefforest Curve	Doubling of single line (adjacent to Canton depot) between Cardiff Central and Ninian Park	Improved reliability and additional capacity	Periodic Review 2008	4
2012/13	(AB) Maesteg branch capacity	New passing loop at Tondu	Additional capacity for half hourly frequencies	Welsh Assembly Government (subject to agreement)	3
2012/13	(AC) Rhymney Valley capacity	New passing loop at Tir-phil	Additional capacity for half hourly frequencies north of Bargoed	Welsh Assembly Government (subject to agreement)	4
2012/13	(AD) Rhymney Valley line	New station at Energlyn	Improved access to the railway in the area north of Caerphilly	Welsh Assembly Government (subject to agreement)	4
2013/14	(AE) Cynon Valley extension	Extension of Cardiff-Aberdare passenger services beyond Aberdare to Hirwaun	Expansion of south Wales valleys network	Welsh Assembly Government (subject to agreement)	2
2013/14	(AF) Milford Haven station	Upgrade of facilities	Improved station facilities	Third Party (subject to agreement)	3
2013/14	Holyhead Depot relocation	Project terminated			
2013/14	(AH) Gaerwen – Llangefni	Reopening of branch line for new services from Llandudno Junction/Bangor to Llangefni	Addition of branch line to Wales national network	Welsh Assembly Government	2
2013/14	(AI) Newport Area Signalling Renewal (NASR) Phase 2 enhancement element	Signalling renewal of Severn Tunnel Junction – Gloucester and Newport – Abergavenny	Additional capacity and improved track layout throughout the area – signalling controls migrate to new South Wales Signalling Centre	Network Rail	4
2011/12	★ Plant renewals	Renewal of ventilation systems at Sudbrook	Renewal	Network Rail	6
2011– 13	★ Plant renewals	Renewal of signalling power distribution cables at Dorrington	Renewal	Network Rail	5
2011/12	★ Structures renewals	Structures renewal at River Clettwr Viaduct	Renewal	Network Rail	4

Figure 17 Infrastructure investment in CP4 (formerly Proposed enhancements in CP4)

Implementation date	Project	Project description	Output change	Funder	GRIP stage
2012/13	★ Pembroke Dock	Station improvements and station interchange	Improvements to local connectivity	Third Party	4
2012/13	★ Pontypool and New Inn	Station access improvements	Improved links to Pontypool town	Third Party	2
2012/13	★ Signalling renewals	Signalling renewals in the Stormstown area	Renewal	Network Rail	4
2012/13	★ Signalling renewals	Shrewsbury to Crewe modular signalling project	Renewal	Network Rail	5
2012/13	★ Telecoms renewals	Port Talbot SPT concentrator renewal	Renewal	Network Rail	6
2013/14	★ Milford Haven	Line extension into docks area	Create access to new freight traffic source within Milford Haven Docks	Third Party	2
2013/14	★ Plant renewals	Renewal of fuel tanks at Sudbrook	Renewal	Network Rail	1
2013/14	★ Signalling renewals	South West Wales life extension works	Renewal	Network Rail	4
2013/14	★ Structures renewals	Structures renewal at Windsor Road Overbridge	Renewal	Network Rail	3
2013/14	★ Track renewals	Track renewals at Severn Tunnel	Renewal	Network Rail	3
2017	★ Great Western Main Line electrification	Electrification from London Paddington to Bristol and Cardiff	Electrified network	Department for Transport	3

NRDF candidate schemes in CP4

Figure 18 Candidate NRDF schemes in CP4

Implementation date	Project	Project description	Output change	Funder	GRIP stage
2011/12	(A) Llanvihangel bank	Introduction of a new intermediate block signal on Llanvihangel bank	Reduced signalling headways and increased capacity	Network Rail Discretionary Fund	4

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

- A Cockett – Duffryn: Single line limits capacity
- B Newport – Crewe: Existing line speeds restrict journey time improvements
- C Cambrian Line: Single line sections limit capacity
- D Wrexham North Junction – Saltney Junction: Single line limits capacity
- F Severn Tunnel Junction – Cardiff: variable relief line speeds restrict capacity
- G Capacity constraint at Cardiff Queen Street station
- H Capacity constraint at Cogan Junction
- I Single line between Porth and Treherbert
- J Single line between Abercynon and Aberdare
- K Single line between Abercynon and Merthyr Tydfil
- L Single line between Bargoed and Rhymney
- M Single line between Heath Junction and Coryton
- N Single line between Cardiff Queen Street and Cardiff Bay
- O Single line between Cogan Junction and Penarth
- P Single line between Barry and Barry Island
- Q Single line between Bridgend, Tondy and Maesteg
- R Holyhead – Llanfairpwll: long signalling block section
- S Conwy Valley: single line

Other issues on the route

- 1 Cambrian line: introduction of ERTMS
- 2 Tywyn Sea Defences: require constant monitoring
- 3 City of Cardiff expansion and road congestion
- 4 Employment profile changes throughout the south Wales valleys
- 5 Expansion of Cardiff Airport
- 6 North Wales coast sea defence issues
- 7 River Conwy flooding issues