

Route Q: Scotland West

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 03	Airdrie to Drumgelloch line re-opened as part of new Drumgelloch to Bathgate line with three new additional stations at Caldercruix, Blackridge & Armadale (on Route P).												
Figures 8	Capability Maps	Page 10	Route Availability - Cathcart Circle via Maxwell Park now RA3.												
Figure 10	Forecast end of year PPM	Page 12	<table border="0"> <tr><td>CrossCountry</td><td>88.3%</td></tr> <tr><td>First TransPennine Express</td><td>90.9%</td></tr> <tr><td>ScotRail</td><td>90.1%</td></tr> <tr><td>East Coast Trains</td><td>83.6%</td></tr> <tr><td>Virgin Trains</td><td>86.1%</td></tr> <tr><td colspan="2">The above is based on 2010/2011 Period 11 data.</td></tr> </table>	CrossCountry	88.3%	First TransPennine Express	90.9%	ScotRail	90.1%	East Coast Trains	83.6%	Virgin Trains	86.1%	The above is based on 2010/2011 Period 11 data.	
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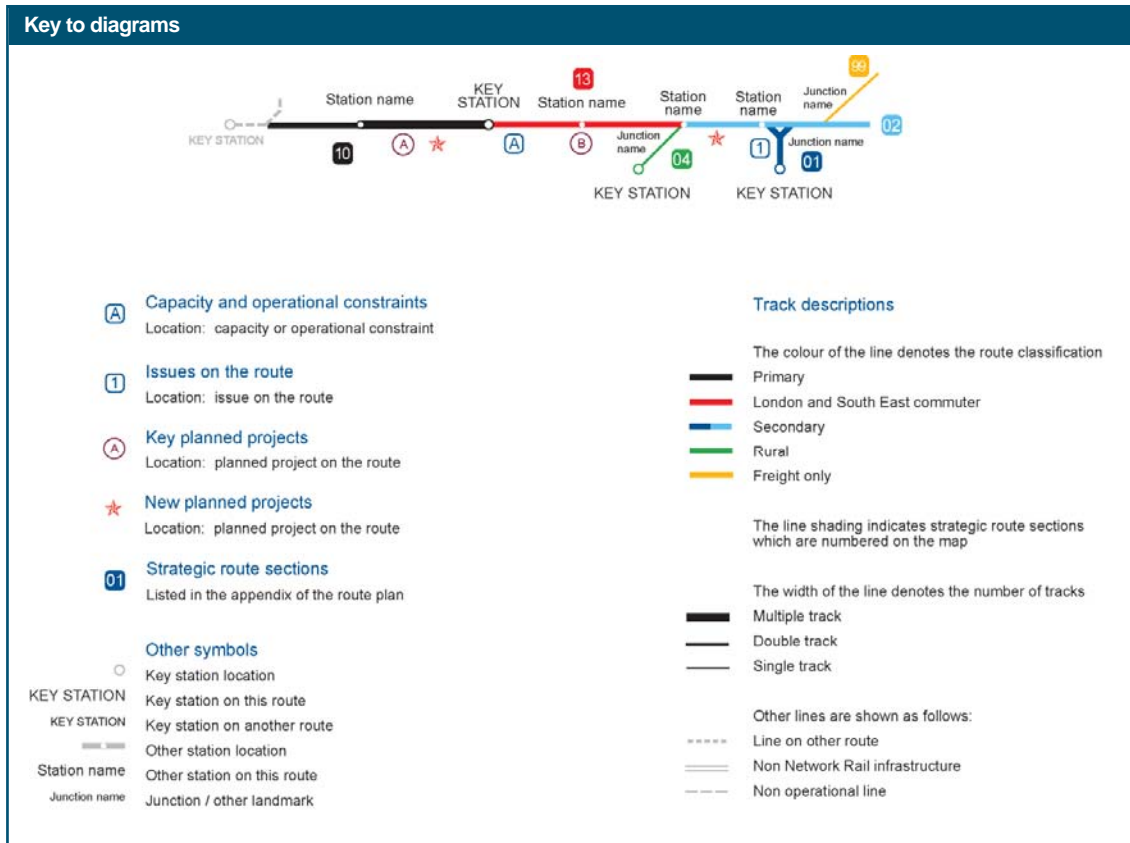
Appendix A: Updated Route Map

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

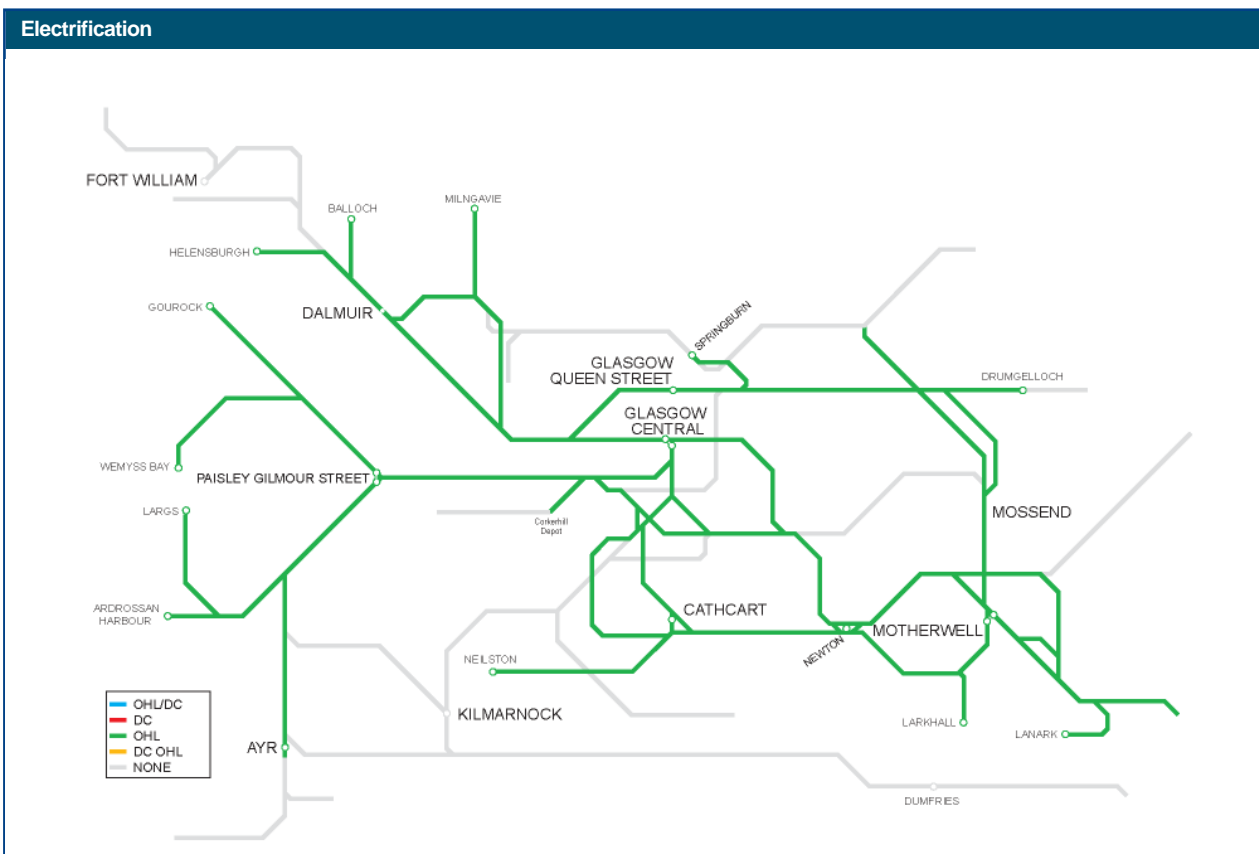
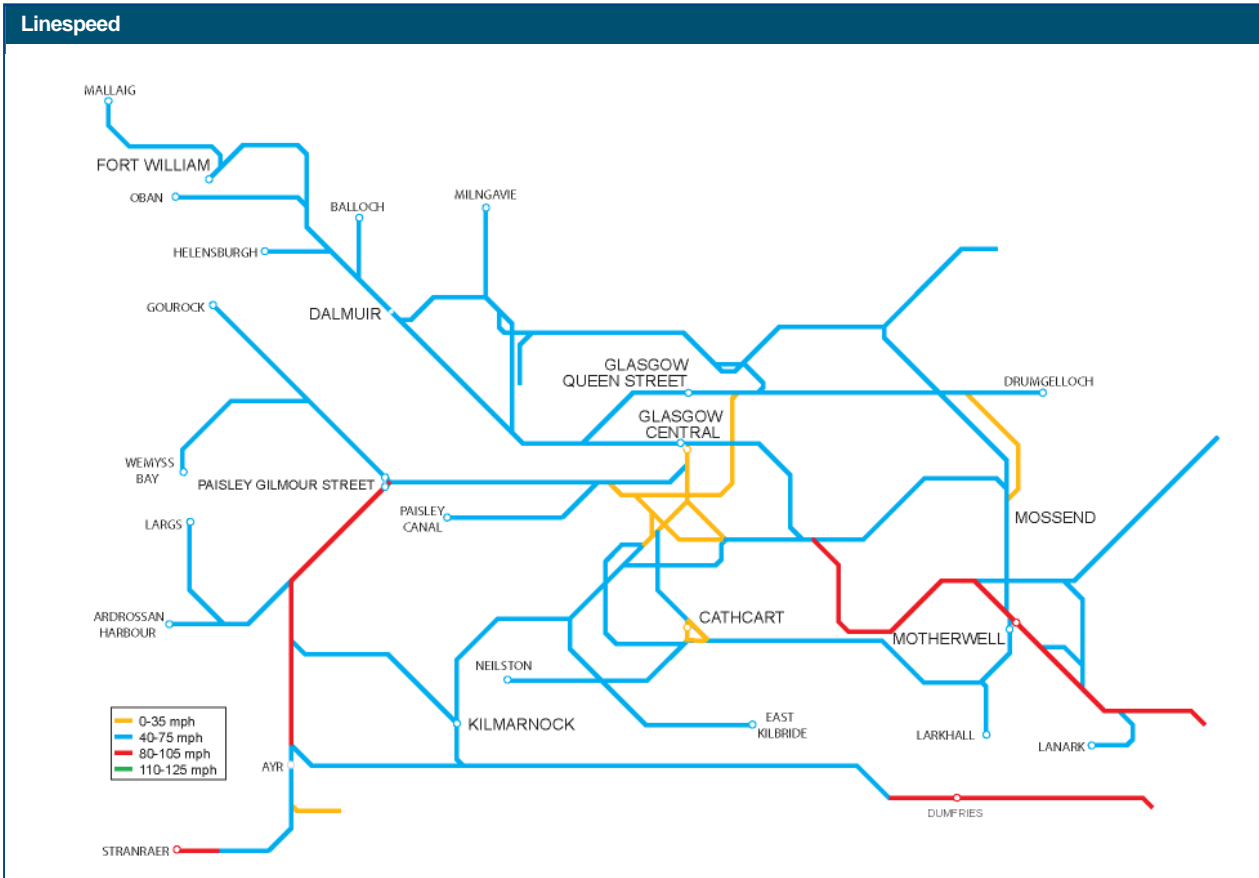
Appendix C: Updated list of CP4 enhancements

Appendix D: Constraints and issues on the route

Appendix A: Updated Route Map



Appendix B: Updated capability maps



Appendix C: Infrastructure investment

Figure 18 Infrastructure investment in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2011/12	Newton	Track Side Cabin	Renewal	NR	5
2009/10	Eglinton St Feeder Station	Project Completed	Renewal	NR	8
2009/10	Ayrshire Customer Information System	Project Completed	Renewal	NR	8
2009	Ayrshire Long Line Public Address	Project Completed	Renewal	NR	8
2010/11 – 2011/12	^D Dalmarnock Tunnel	Tunnel strengthening	Bridgeguard 3	NR	6
2011/12	^B G&SW / Ayrshire Coal Route Initiatives: Sanquhar PSR Removal	Grouting of old mine workings to allow removal of long standing PSR (Mine remedial works complete, PSR removal being progressed following meeting.)	Performance/ capacity/Journey Time Reductions	NR	8
2009/10	Garriongill Jn Intersection Bridge	Project Completed	Replace Structure	NR	8
2009/10	Brownhill S&C Renewal	Project Completed	Renewal	NR	8
2010	^G Glasgow Central PA	Public Address	Renewal	NR	7
2010	^G Glasgow Central LLPA	Long Line Public Address	Renewal	NR	7
2010	^H Motherwell LLPA	Long Line Public Address	Renewal	NR	7

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Implementation date	Project	Project description	Output change	Funding	GRIP stage
2010	Re-instatement of Airdrie/Bathgate Line	Project Completed	Reinstatement of disused line	Period Review 2008	8
2010	ⓐ Ayrshire Platform Extensions	Project Completed	Increase in seating capacity	Transport Scotland	7
2011	ⓑ Gourock Station (Phase 1 & 2)	Station Redevelopment	Enhanced facility to improve accessibility and integration with other transport modes	NR	7 / 5
2010	Stranraer Station	Relocation of station to improve interchange Project Closed	Improved station and interchange facilities	Third Party	3
2011	ⓓ Dalmuir Station	Provision of new station buildings	Enhanced station facilities	Third Party	5
2009 - 2011	Ⓜ Kilwinning Interlocking	Kilwinning Interlocking Rewire	Renewal	NR	6
2011	Ⓝ Inverclyde LLPA	Long Line Public Address	Renewal	NR	5
2011	ⓔ Tunnel lighting	Anderston Tunnel	Renewal	NR	6
2009 - 2012	Ⓟ Ayr Interlocking	Ayr Life Extension	Renewal	NR	3
2009 - 2012	Ⓠ Paisley Corridor Improvements)	Paisley Corridor Improvements (Enhancement funded via RAB) Following the Scottish Governments cancellation of the GARL Project, timetable options are being developed to optimise the use of the additional capacity benefits gained by the enhancement to the Paisley Corridor Infrastructure	Renewal/Enhancement	Period Review 2008	6
2012/13	Ⓡ Dalmarnock Station	Provision of new station buildings	Enhanced station facilities	Third Party	4
2012/13	Ⓢ Gourock (11 /12) and Colgrain (12/13) Coastal Defence	Long term works to protect quay wall, station and Rock Armour	Coastal Defence Long Term Works	NR	5/5

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Implementation date	Project	Project description	Output change	Funding	GRIP stage
2013	(AE) W10 Gauge Improvements	Gauge clearance of the line from East Coast Mainline through Carstairs Station	To accommodate the carriage of deep sea container traffic from East Coast Ports to Scotland (Mossend)	7 Day Railway (tbc)	3
2013/14	(T) Hyndland ³	Provision of facility to permit turnback of trains from Queen Street Low Level direction before congested Finnieston to Hyndland section	Improved Performance. Additional Capacity.	Transport Scotland	4
2013	(U) Cumbernauld Electrification ³	Electrification of the line to Cumbernauld.	integration with North Electric services	Transport Scotland	4
2013	Garnagad Chord³	Construction of "Garnagad" chord Project Closed	integration with North Electric services	Transport Scotland	4
2012 /13	(V) Cathcart Signalling Centre	Cathcart SC Area	Complete Renewal	NR	4
2016	(H) Motherwell Area North Re-signalling (WCML) Including Enhancements	Motherwell North (WCML) Relay Room Renewals and capacity enhancements	Renewal/ Enhancement	NR / Tier 3 Development Fund	1
2018	(H) Motherwell Area South Re-Signalling (Including Enhancements)	Motherwell Phase 2 Re-Signalling works and capacity enhancements	Renewal/ Enhancement	NR	0
2020 WITHDRAWN IN CP4	(W) Ayrshire Re-Signalling	Ayrshire Re-Signalling Phases 1,2 & 3 (Delivery now planned for CP6)	Renewal	NR	0
2015	(X) Yoker Re-control	Migration of Yoker IECC to West of Scotland Signalling Centre	Renewal	NR	1
2010/11	(Z) Tulloch Viaduct (Over River Spean) Re-Painting, Waterproofing and Steelwork Repairs	Waterproofing & Re-Painting	Re-painting and Waterproofing	NR	6

Figure 18 Infrastructure investment in CP4					
Implementation date	Project	Project description	Output change	Funding	GRIP stage
2009/10	Tulloch Viaduct (Over River Spean) Timber Deck Renewal	Project Completed	Renewal	NR	8
2010/11	Ⓐ RETB Control Rack	Control Rack	Renewal	NR	7
2011/12	ⒶB Finnart Viaduct Re-painting & Waterproofing	Waterproofing (in combination with deck renewal work)	Re-Painting and Waterproofing	NR	6
2010	Glasgow Central Platforms	Project Completed	Improved Performance, Additional Capacity	Period Review 2008	8
2013 WITHDRAWN IN CP4	Ⓒ G&SW Improvements	Provision of additional signalling between Annan and Mauchline (No business case to progress further at this stage based on current levels of traffic.)	Improved capacity	Network Rail	6-8
2011	★ Dalmarnock Station	Treatment of structural concrete beams	Enabling works for main Station project	Tier 3 Development Fund	5
2014 Development in CP4	★ City Union Electrification	Development of electrification of the City Union Line from Shields Jn through to High St Jn. (Part of Electrification phase 2 Glasgow Suburban in-fill.)	The City Union Line offers a shorter route for empty stock movements between the north and south Glasgow suburban rail network.	Tier 3 Development Fund	3
2014 Development in CP4	★ Shotts Line Electrification	Development of electrification of the Shotts line from Holytown to Midcalder (Part of Electrification phase 2 Glasgow Suburban in-fill.)	The Shotts Line completes the electrification of the Edinburgh to Glasgow rail network and would improve connectivity to parts of Central Scotland. Improved performance of the service. Integration with existing South Suburban Electrified services.	Tier 3 Development Fund	3
2014 Development in CP4	★ Paisley Canal Electrification	Development of electrification of the Paisley Canal line from Corkerhill to Paisley Canal (part of Electrification phase 2 Glasgow Suburban in-fill.)	Improved performance of the service. Integration with existing South Suburban Electrified services.	Tier 3 Development Fund	3

Figure 18 Infrastructure investment in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2014 Development in CP4	★ Muirhouse South Junction to East Kilbride, Barrhead, and to Kilmarnock and Barassie Electrification.	Development of electrification of East Kilbride Branch and Line out to Barrhead & Kilmarnock and Barassie (part of Electrification phase 2 Glasgow South Suburban in-fill. The development of the Barrhead, Kilmarnock to Barassie section will be reviewed at a later time.)	Improved performance of the service. Integration with existing South Suburban Electrified services.	Tier 3 Development Fund	3
2014 Development in CP4	★ Motherwell Area Stabling	Development of the provision of enhanced train stabling facilities in the Motherwell area.	Provision of quality facilities that permit the TOC to deliver improved quality of train cleaning and presentation. In addition, there is currently insufficient stabling capacity in the area. This facility will also reduce the number of daily empty coaching Stock (ECS) moves between Yoker and Motherwell.	Tier 3 Development Fund	1
2014 Development in CP4	★ Improving the Capacity and Capability of Mossend	Feasibility Study to be carried out to improve the capacity and capability of the infrastructure in and around Mossend Up and Down yards	Deliver reasonable options that should be pursued for Improving the capacity and capability of the infrastructure in the vicinity of Mossend Up and Down yards	Tier 3 Development Fund	1
2014 Development in CP4	★ Carstairs Remodelling	Feasibility study to be carried out looking at the junction as a whole with a view to improving the layout at all 3 junctions around Carstairs, in association with CP5 renewals.	Deliver reasonable options that should be pursued for improving junction layout, both in terms of journey time and in terms of capacity improvements.	Tier 3 Development Fund	2

Small Projects Fund (SPF) candidate schemes in CP4

Figure 19 Candidate SPF schemes in CP4 (<£5m)					
Implementation date	Project	Project description	Output change	Small Projects Fund	GRIP Stage
2009	Greenock Central Turnback Facility	Provision of additional signalled routes to provide enhanced turnback facilities. Relocation of existing crossovers. – Project Closed	Improved Performance.	Network Rail	0
2012	(AE) Shields/Paisley Bi-Directional Signalling	Additional bi-directional facilities in the Shields Jn area to provide enhanced maintenance access opportunities	Improved Performance. Additional Capacity.	Small Projects Fund	6
2011/12	(AF) Dumfries improved turnback	Improvements to provide a better turnback move from the South.	Improved Performance. Additional Capacity.	Small Projects Fund	4
2013 WITHDRAWN FROM CP4	(AG) Mauchline/Ayr Resignalling	Replacement of existing Key Token signalling with Track Circuit Block signalling including replacing Annbank G/F with control from Mauchline SB	Additional Capacity	Small Projects Fund	1
2013	(AH) Glasgow South Suburban Resignalling (Enhancement element)	Doubling of Busby Jn and provision of new turnback facility at Whitecraigs	Additional capacity/Improved Performance	NR	4
2010	★ Improved RETB Token Exchange on the WHL	Project Completed	Improved Performance and reliability	NR	8
2010	★ Neilston Branch Linespeed Improvement	Project Completed	Improved Performance	NR	8
2011	★ Hurford PSR	Move distant signal to facilitate removal of PSR	Improved Performance	NR	3
2011	★ Maxwell Park	Improved Linespeed	Improved Performance and reliability	NR	4
2011	★ Langloan to Whifflet	Improved Linespeed	Improved Performance and reliability	NR	6

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	Finnieston – Hyndland: double track at capacity
C	Milngavie branch: single line section
D	Bellgrove – Finnieston: signalling headways and limited track capacity
E	Glasgow Central – Paisley Gilmour Street: double track at capacity
F	Paisley Gilmour Street – Kilwinning: signalling headways
G	Ardrossan – Largs: single line passenger section
H	Barassie – Kilmarnock: single line section
I	Busby – East Kilbride: single line with limited crossing facility
J	Glasgow Central High Level Station – Muirhouse Junction: limited track and platform capacity
K	Newton North Jn – Single lead Junction onto West Coast Main Line
L	West Highland Line – Single line and restricted loop lengths