

Route M: West Midlands and Chilterns

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 6	Capability Maps	Page 7	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 8	<table border="0"> <tr><td>Arriva Trains Wales 94.1%</td></tr> <tr><td>Chiltern Railways 94.7%</td></tr> <tr><td>CrossCountry 88.3%</td></tr> <tr><td>First Great Western 90.1%</td></tr> <tr><td>London Midland 89.8%</td></tr> <tr><td>Virgin Trains 86.1%</td></tr> <tr><td>The above is based on 2010/2011 Period 11 data.</td></tr> </table>	Arriva Trains Wales 94.1%	Chiltern Railways 94.7%	CrossCountry 88.3%	First Great Western 90.1%	London Midland 89.8%	Virgin Trains 86.1%	The above is based on 2010/2011 Period 11 data.
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Current services	Train Operating Companies	Page 7	Wrexham, Shropshire and Marylebone Railway ceased trading in December 2010.							
Current services	Freight Operating Companies	Page 7	Fastline Freight ceased trading in March 2010.							

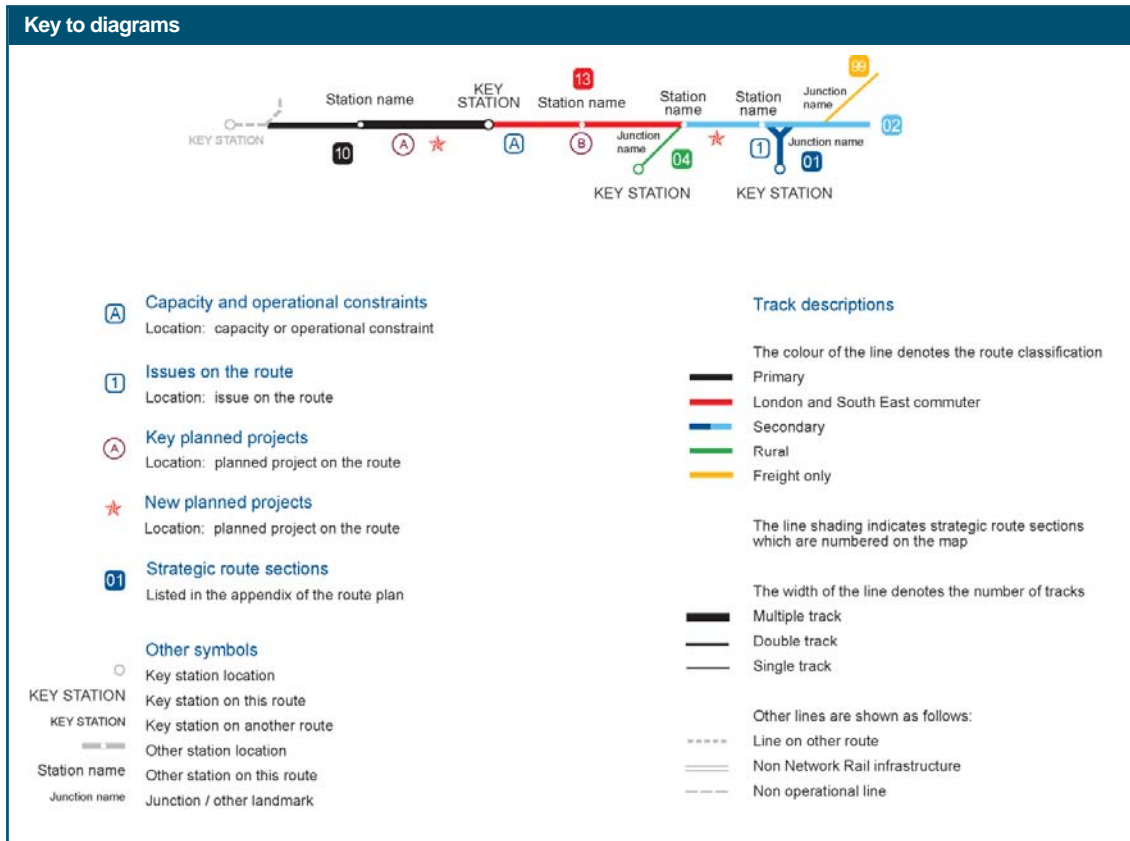
Appendix A: Updated Route Map

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

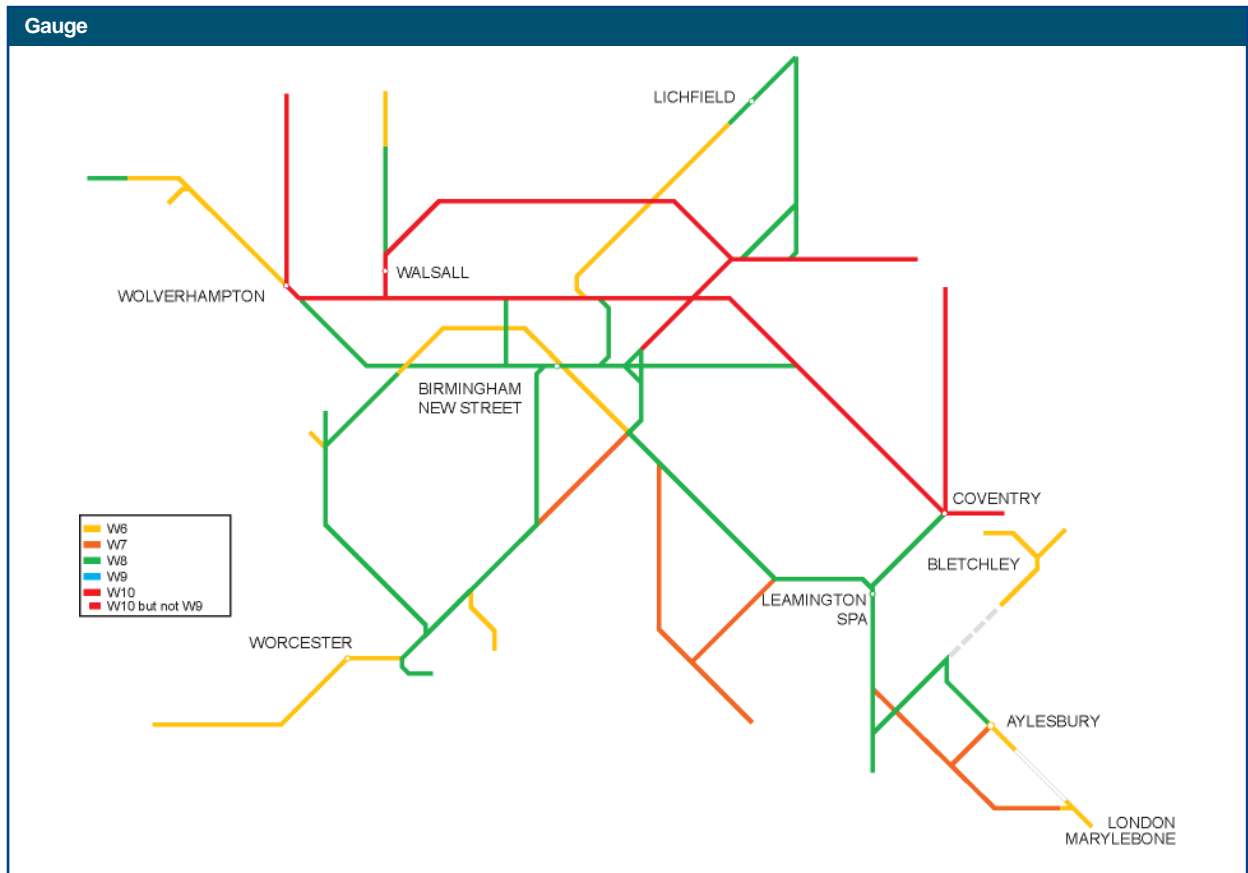
Appendix C: Updated list of CP4 enhancements

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 18 Infrastructure investment in CP4					
Implementation date	Project	Project description	Output change	Funding	GRIP Stage
2010/11	Birmingham Snow Hill additional entrance	Project complete			
2010/11	Oxley independent power supply	Project complete			
2010/11	Oxley resignalling	Project complete			
2010/11	Oxley depot	Project complete			
2010/11	Shirley – Stratford resignalling enhancement element	Project complete			
2010/11	Birmingham Moor St: Ph 3	Project complete			
2010/11	Southampton to West Coast freight gauge upgrade	Project complete			
2010/11	Station lifts scheme at Aylesbury and Bicester North	Project complete			
2010/11	Hoggrills End crossings	Project complete			
2010/11	Dudley Port station	Project complete			
2013/14	(D) Walsall and Cannock lines enhancements (aligned with resignalling project)	Signalling renewal in the Walsall area including: Walsall station – platform 3 through running Reduced headways on the Sutton Park line Freight run-round facility on the Round Oak line Signalling renewal on the Cannock line including: 3-aspect signalling Facing connection at Mid-Cannock	Increased capacity and operational flexibility Increased capacity Performance benefits Increased capacity Operational flexibility	Network Rail Renewals and Network Rail Discretionary Fund	5-8
2014/15	(H) Birmingham New Street Gateway	Station Upgrade project including retail development, station environment and facilities	Increased passenger capacity, improved access and performance	Periodic Review 2008	5-8
2010 - 2013	(I) Evergreen Phase 3 Project	Expansion of route's capability and extension of services to Oxford (includes provision of crossover between Aynho – and Banbury and crossover between West Ruislip and London Marylebone)	Shorter journey times, improved performance	Third Party	5-8

Figure 18 Infrastructure investment in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP Stage
2012	(J) Water Orton resignalling enhancement elements	Signalling renewal at Water Orton to include: improved layout at Water Orton remodelling of Landor St and Water Orton Jcns reduced headways between Water Orton – Nuneaton reduced headways on Sutton Park line	Increased capacity due to reduced signalling headways, operational flexibility and improved performance and capacity	Network Rail	5-8
2011/12	(K) Stourbridge – Hartlebury resignalling enhancement element	Reduced signalling headways between Stourbridge – Kidderminster. Higher exit/entry speed Kidderminster goods loop. New facing crossover at Stourbridge Jn.	Improved capacity and operational flexibility	Network Rail Discretionary Fund	5-8
2011 - 2014	(N) Kidderminster Station Enhancements	Modular station building and improved station facilities at Kidderminster, including NSIP and Access for All contributions	New station building and improved facilities at station	Multi-funded (Worcs CC in lead)	3-4
2011 - 2014	(O) Access for All Scheme – various stations	Improved access schemes at the following stations: Henley-in-Arden, Northfield, Selly Oak, Sutton Coldfield Shirley and Worcester Shrub Hill (both in early development stages)	Improved customer facilities	Periodic Review 2008	5-8 1-3
2011 - 2012	(P) NSIP : National Stations Improvement Programme	Station works nearing completion at: Cannock line stations, Tamworth, Telford and University Station works proposed at the following stations: Haddenham & Thame, Leamington Spa, Warwick, Banbury, Gerrards Cross, and High Wycombe	Improved capacity and customer facilities	Multi-funded	Various
2012 - 2013	(Q) West Midlands Platform lengthening scheme	Lengthening platforms across the West Midlands area to accommodate longer services (as part of the CP4 Delivery Plan) Tranche 1 Wythall, Whitlocks End, Yardley Wood, and Widney Manor Tranche 2 Across local West Midlands routes (including SDO in some instances)	Increased capacity	Periodic Review 2008	Various
2013	(T) Enhancement of Cross City services to Redditch	Provision of double track between Redditch and Alvechurch in order to accommodate increased services on the line.	Increased platform capacity and service frequency	Periodic Review 2008	3

Figure 18 Infrastructure investment in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP Stage
2014	(U) Bromsgrove: Station development	Redesign and redevelopment of current Bromsgrove station and car park area to provide enhanced facilities and services.	Increased capacity, performance and improved station facilities	Third party	4
<i>Timing to be determined</i>	Extension of cross city services (electrification scheme)	Extension of cross-city service to Bromsgrove providing a 20-minute electrified service	Increased capacity and service frequency	Periodic Review 2008	2
2014	(W) Coventry – Nuneaton	Service enhancements (with potential new stations)	Increased capacity	Third party (within DfT's Development pool of schemes awaiting confirmation of funding later in 2011)	4
2013/14	(Z) East West Rail Link	Re-opening of the Oxford/Aylesbury – Bedford railway between Claydon and Bletchley	New route and services creating extra capacity on the route	Third party (subject to DfT funding)	4
2011/12	(AB) High Wycombe station development	Enhancement to the station area including new station buildings and improved modal interchange	Improved station facilities	TOC	5-8
2014	(AD) Banbury car park	Car park extension	Improved car park facilities	Third party	1
2011 - 2014	(AG) Rowley Regis turnback	New turnback siding providing ability to increase services	Increased capacity	PTE	0-1
2014	(AI) New station proposals	Potential new stations in the following areas: Stratford-upon-Avon, Wolverhampton, Kenilworth and Worcester	Increased capacity	Third party	1-2
2011 - 2014	(AJ) Car park extension schemes	Car park extension schemes at various stations across the route in conjunction with TOCs and DfT	Improved station facility (and passenger access)	Multi-funded	Various

Figure 18 Infrastructure investment in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP Stage
2011 - 2014	(AK) E&P Renewals Programme	Overhead line renewals 25Kv Switchgear renewal and signalling supply points	E&P Renewal	Network Rail	Various
2011 - 2014	(AL) Track Renewals Programme	S&C and plain line works are planned at various locations across the route	Track Renewal	Network Rail	Various
2011 - 2014	(AM) Structures Renewals Programme :	Embankment, earthworks and drainage works at various locations across the route	Structures Renewal	Network Rail	Various
2011 - 2014	(AN) Signalling and Telecomms Renewals Programme:	Signalling and Telecomms renewals at various locations across the route e.g. Codsall – Madeley recontrol and PA renewals at a number of West Midlands local stations.	Signalling and Telecomms renewal	Network Rail	Various
2011 - 2014	(AO) Buildings Renewals Programme	Property renewals at various locations across the route	Buildings renewal	Network Rail	Various
2011 - 2014	(AP) Neasden Drury Way strategic freight site	Development of Strategic Freight site in Neasden to support the movement of aggregate	Increase freight capacity	Third Party	0
2011/12	★ Wolverhampton : platform extensions	Extension of platforms 2, 3 and 4 at Wolverhampton station for longer trains to accommodate anticipated future requirements.	Increased platform capacity	Network Rail	4-8
2014	★ SFN longer trains : Southampton to West Coast Main Line	Capability to run longer freight trains between Southampton to West Coast Main Line with specific proposals across the West Midlands.	Increased freight capability	SFN	3

Schemes currently on-hold due to timing of funding

Figure 18 Infrastructure investment in CP4 – schemes currently on hold

Implementation date	Project	Project description	Output change	Funding	GRIP Stage
-	Wolverhampton to Shrewsbury line speed improvements	Line speed improvement to achieve 90 mph between Wolverhampton and Shrewsbury	Reduced journey times	Withdrawal of RFA	4
-	Cannock line speed improvements	Increase line speed along Cannock Line to 75mph post re-signalling.	Reduced journey times	Withdrawal of RFA	3
-	Bloxwich level crossing closure	Potential closure of level crossing at Bloxwich pending legal determination	Closure of level crossing for vehicles	Project withdrawn at current time	2
-	Chinnor & Princes Risborough Railway	Extension of heritage railway to Princes Risborough	Extension of Line	Third Party	5
-	Wolverhampton Interchange	Improved station building and facilities	Improved facilities at station	Third party	3
-	Wellington station	Improved access and interchange facilities	Improved access	Third party	3
-	Brinsford station	New station with large park and ride facility	Improved access to the rail network and capacity for growth	Third party	2

Candidate NRDF schemes in CP4

Figure 19 Candidate NRDF Schemes in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP Stage
2011 - 2014	(AO) West Midlands line speed improvements	Review of linespeed profiles in conjunction with resignalling and remodelling renewals	Reduced journey times	Network Rail Discretionary Fund	0
2011 - 2014	(AR) Loop entry/exit speed review	Review of loop speeds across the route	Increased capacity and performance	Network Rail Discretionary Fund	0

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	Birmingham New Street: platform and junction capacity
B	Birmingham Snow Hill: restricted platforms, and limited headway
C	Coventry – Birmingham – Wolverhampton: two-track sections with intensive and mixed traffic
D	Five Ways – Kings Norton: stopping patterns and signalling headways
E	Coventry – Leamington Spa: single line capacity constraint
F	Landor St – Water Orton: track layout and convergence of freight traffic
G	Walsall – Bescot: track layout and convergence of freight traffic
H	Wolverhampton Steel Terminal – access issues for freight
I	Banbury – Oxford: signalling headways and traffic mix
J	Barnt Green – Redditch: single line section
K	Worcester – Hereford: single line sections and long headway
L	Water Orton – capacity for crossing moves to Sutton Park
M	Sutton Park line – limited headway
N	Kingsbury Oil Terminal – access issues for freight
O	Bescot yard – access issues for freight
P	Token working Aylesbury Vale Parkway – Claydon LNE Junction
Q	Beaconsfield station : no through fast lines
R	Aylesbury – Princes Risborough : single track section
S	Marylebone to Banbury : no loops for overtaking

Other issues on the route	
1	Birmingham New Street: passenger capacity at peak times
2	Lickey Incline: restricts tonnage and speed of freight trains