

# Introduction

The Route Plans document is produced in accordance with Network Rail's network licence condition 7 and is one of a suite of business plan documents that are produced on an annual basis. In this volume we set out how we intend to achieve our network stewardship objectives on individual routes. It outlines performance initiatives and outlines our stakeholders aspirations for development of the network. The document is designed to:

- provide our customers and funders with details of how we intend to deliver our relevant licence obligations on a route-by-route basis; and
- enable stakeholders and customers to plan their future financial and service requirements.

The Route Plans show in more detail how the strategies set out in the Management Plan will be delivered at a route level across the network, and how we are working with our customers and other stakeholders to improve the performance and utilisation of the network. It also shows a portfolio of activities to develop the network.

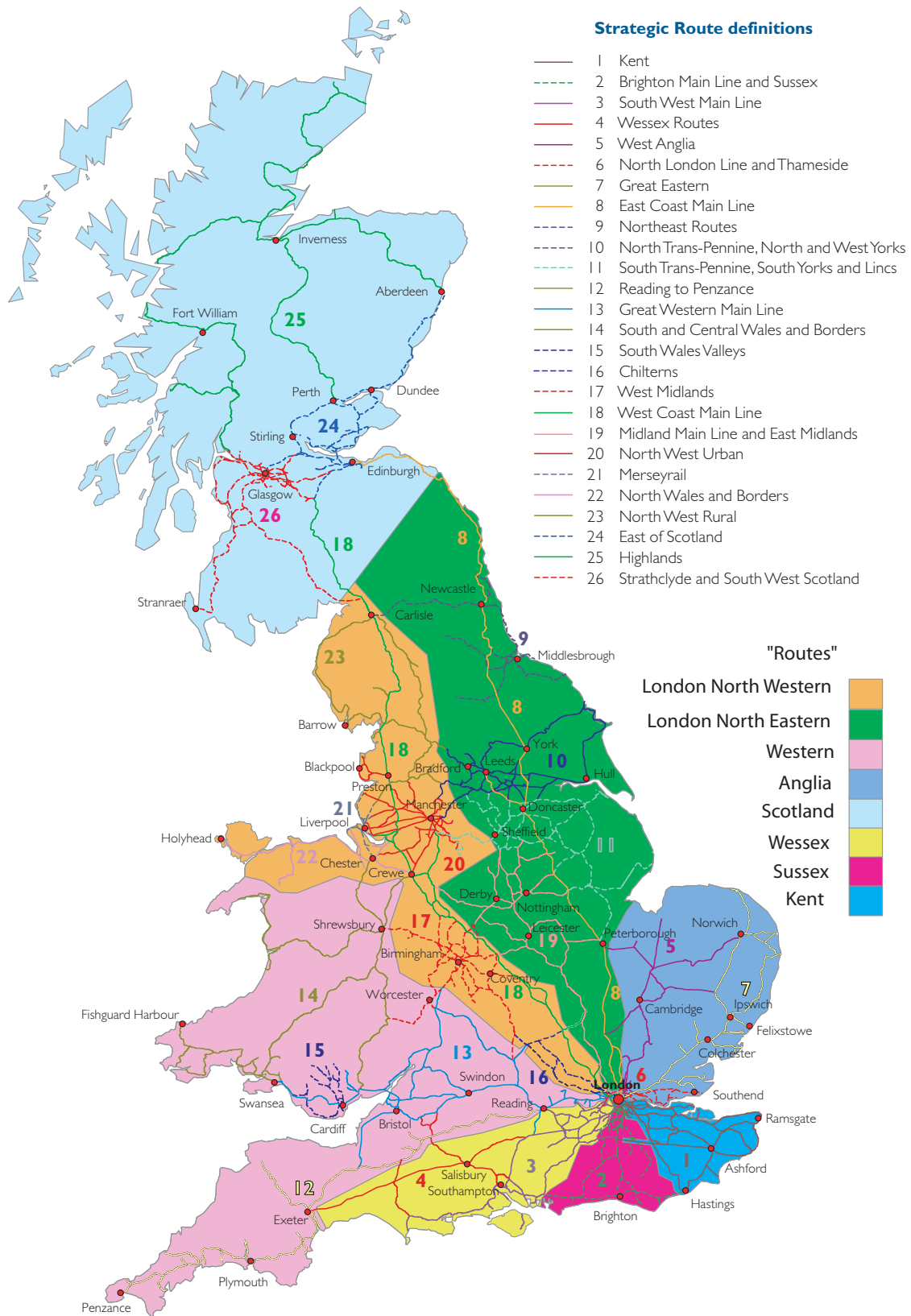
Figure 1.1 shows how the 26 Strategic Routes map to the 8 Routes that are used to plan the efficient delivery of our business to our customers. The 26 routes align closely to the traffic flows in the planning areas. They also broadly align to the 18 Areas to enable direct use of route plans for delivery.

Increasingly our Route Plans will reflect and build upon Route Utilisation Strategies (RUSs). Following the Government's White Paper, responsibility for developing RUSs transfers from the SRA to Network Rail. It has been agreed that the SRA will complete work on the West Midlands, Brighton Main Line and Greater Western RUSs. These are due to be completed by Spring 2005 and they will underpin the franchises that are due to be let for 2006.

Section 2 of this volume contains the individual route plans for each Strategic Route. These individual route plans outline specific issues related to deliver of our baseline outputs and performance on each route;

Section 3 contains additional information, including a list of passenger and freight train operators, a description of significant capacity bottlenecks on our network, maps showing network capability, a table identifying stations to routes, a glossary of terms used in the document and a description of project development phases.

**Figure I.1 26 Strategic Routes and 8 Routes**

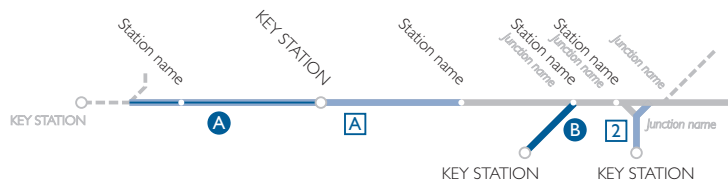


# Structure of Route Plans

We set out below how route plans in Section 2 are structured, and specify what information they contain. The headings below refer to headings in each route plan.

## Route diagram

We include route diagrams to show the geography of routes, including all stations, major junctions, capacity constraints and other issues. The locations of key renewal and enhancement projects planned for the next three years (2005/06 - 2007/08) are also shown on the diagrams. The key to these projects is shown at the end of each route plan, in the form of key project summary and diagram key tables. The diagrams are schematic and not to scale.



<p><b>Capacity and operational constraints</b></p> <p><b>A</b> Location: Capacity or operational constraint</p> <p><b>B</b> Location from - Location to: Capacity or operational constraint</p> <p><b>Issues on the route</b></p> <p><b>1</b> Location: Capacity or operational constraint</p> <p><b>2</b> Location from - Location to: Capacity or operational constraint</p> <p><b>Key planned projects</b></p> <p><b>A</b> Location: Capacity or operational constraint</p> <p><b>B</b> Location from - Location to: Capacity or operational constraint</p> <p><b>Other symbols</b></p> <p>○ Key station location</p> <p>○ KEY STATION Key station on this route</p> <p>○ KEY STATION Key station on another route</p> <p>○ Other station location</p> <p>○ Station name Other station on this route</p> <p>○ Junction name Junction / other landmark</p>	<p><b>Junction indication</b></p> <p>— / — Junction on route</p> <p>— / - - - Junction off route</p> <p>— / - - - Connection severed</p> <p>— / - - - Route finishes some way before junction</p> <p><b>Track descriptions</b></p> <p>— Passenger line on the route</p> <p>- - - Passenger line off route</p> <p>— Freight only line</p> <p>— Non Network Rail infrastructure, where we run</p> <p>= = = Channel Tunnel Link - under construction</p> <p>- - - Mothballed</p> <p>— Proposed new line</p>
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## Route context

This section describes the geographical area covered by each route, and the main markets it serves. Any important issues facing the route are listed here.

## Route description

This section contains a description of each route, including its capabilities, and current and future traffic.

## Characteristics

This section contains a description of each route, covering the major components of the route, together with predominant line speeds, number of tracks, signalling and, where applicable, electrification.

## Current capabilities

The route capability tables show fastest journey times on representative flows and forecast linespeed, gauge and axle weight data for 1 April 2005. Improvements in methodology and data quality are reflected in the figures shown in this year's plans. Route Availability (RA) figures show the maximum axle weight of trains. Vehicles heavier than the route's rating can sometimes be accommodated provided that special dispensation, which may for example require travelling at reduced speed over certain structures, is in place. The RA values quoted in route plans assume such dispensation where appropriate. They can, therefore, be greater than the actual capability of the routes at their normal operating speeds.

## Planned and potential capability changes

Where significant changes to route capability are expected to occur as a result of committed schemes, or may occur as a result of planned schemes not yet committed to implementation, then a table is included to show such changes. We also note significant items which are, or are expected to be, subject to the Network Change process.

## Current traffic

This section lists the train operators which run services on the route, with an outline of the type of service provided. Tables show the overall level of traffic on the route, as well as the busiest route sections. For each of these sections, we show the total number of daily trains (passenger and freight) in both directions, averaged over the year. Where the section has multiple tracks, trains on all lines are included. Where the number of trains varies along the section, the number for the busiest part of the section is shown. Short sections of route at station throats are not included. The table shows the busiest three sections on the route, together with the fourth and fifth busiest sections where there are at least 250 trains per day.

## Forecast changes in demand

This section describes the forecast changes to passenger and freight demand on the route.

## Planned traffic changes

This section shows significant changes planned to the train services on the route.

## Potential traffic changes

This section describes future traffic changes which, while not firmly planned, we anticipated could occur on the route. These include changes in response to a change in demand, or those facilitated by an enhancement scheme.

## Plans for the route

### Planning framework

This section describes Route Utilisation Strategies produced by the SRA which are relevant to the route, and notes our plans to carry out a Route Utilisation Strategy. It also notes existing and planned Regional Planning Assessments produced by SRA/DfT, and, in Scotland, the Scottish Planning Assessment produced by the Scottish Executive.

## Performance

This section describes current performance on the route. It notes expected performance improvements as a result of recent initiatives, and describes planned initiatives to deliver further improvements in performance.

## Renewals

This section describes the actions planned under each asset category to deliver the baseline output. Renewal offers an opportunity to introduce incremental enhancements at reduced cost, disruption and call on resources, than if implemented as a stand-alone project. We therefore examine whether there is an industry business case for providing incremental enhancements when a renewal is undertaken. Examples include reduction in signalling headways or remodelled junctions.

Those projects whose geographical extent spans more than one route are described in the Enhancement section of the Management Plan.

## Enhancements

This section describes planned and committed enhancements on the route. A table shows forecast expenditure on the route, with major schemes listed.

## Potential enhancements

This section describes potential enhancement schemes currently under development on the route.

## Engineering access

This section describes the arrangements for access for maintenance, renewals and enhancement. Details of major possessions are shown.

## Emerging issues under evaluation

This section describes issues relating to asset stewardship, performance, or capacity constraints which we have identified but where no solution is currently funded. Where appropriate, we suggest potential solutions to these issues.

## Land implications

This section covers items which potentially impinge on our land.

## Forecast expenditure

A table is included which shows:

- the planned level of expenditure on maintenance on the route over the next ten years;
- the planned level of expenditure on renewals on the route over the next ten years; and
- expenditure on planned enhancements on the route over the next ten years.

Figures shown are in 2004/05 prices and are rounded to the nearest £1 million. An entry of £0, therefore, indicates spend of less than £0.5 million.

The precise timing and scope of renewals remains subject to review to enable us to meet our overall obligations as efficiently as possible in accordance with the plans of operators and other stakeholders.

Some asset spend is retained at national or territory level, and not allocated to strategic route. Pending the outcome of the signalling interim review, we have included indicative signalling spend by strategic route only for the first three years of the plan. In addition, we are currently developing a new centralised management system for operational property (ATRIUM) which we shall use to improve our expenditure projections. We have therefore not yet developed detailed plans by strategic route for depots beyond the first three years of the plan.

## Forecast activity volumes

A table is included which shows the planned volumes for track renewals on the route over the next ten years, and, where applicable, for resignalling over the next three years.

## Planned projects summary & diagram key

The tables list planned and committed projects for the next three years (2005/06-2007/08). They serve as a key to the diagrams, but they additionally contain route wide projects, which do not have a diagram reference. The column to the right of the project description indicates whether the work is a renewal (R) or an enhancement (E).

Large items of maintenance work may be shown (M), but routine maintenance is not. For enhancements, the current development level is given, based the project development matrix shown in section 3.