

Route K: West of England

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 B.
Figure 11	Forecast end of year PPM	Page 12	First Great Western 90.1% <hr/> CrossCountry 88.3% <hr/> Stagecoach South West Trains 93.9% <hr/> Arriva Trains Wales 94.1% <hr/> The above is based on 2010/2011 Period 11 data.

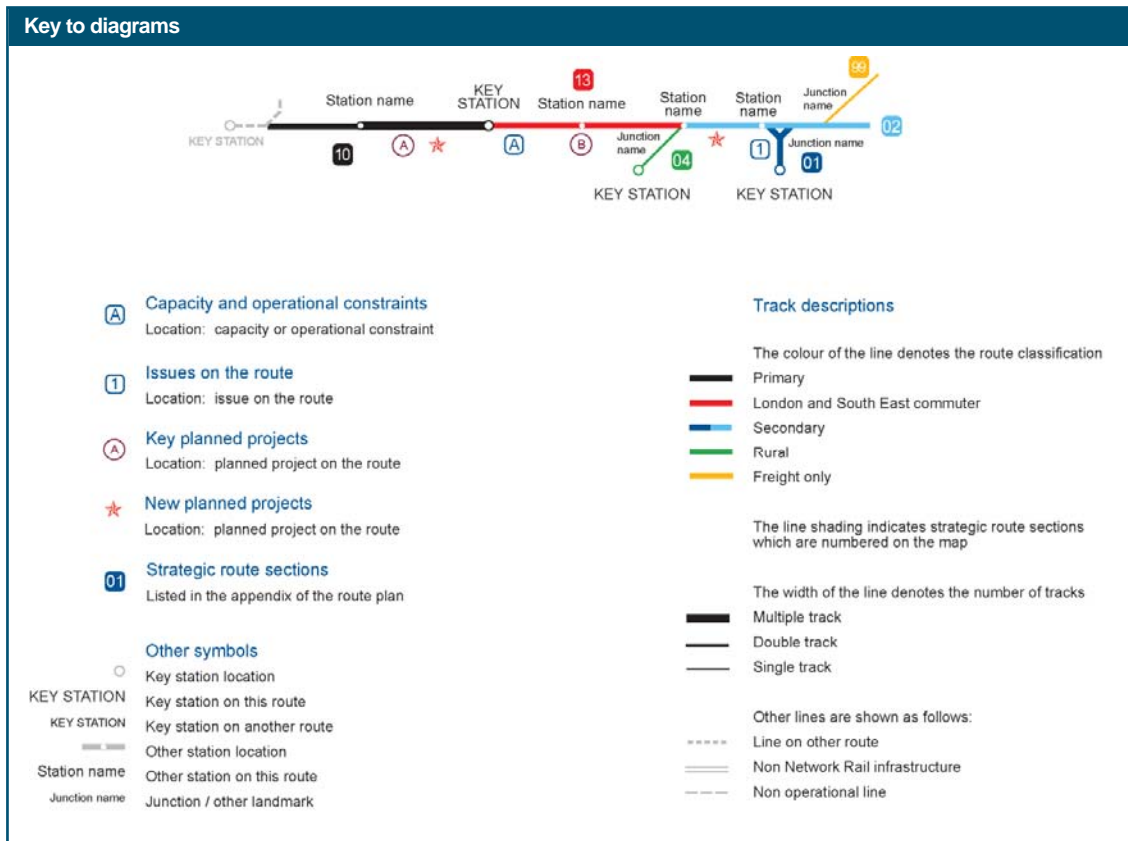
Appendix A: Updated Route Map

Appendix B: Updated list of CP4 enhancements

Appendix C: Constraints and issues on the route

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Appendix A: Updated Route Map



Appendix B: Infrastructure investment in CP4

Figure 15 Infrastructure investment in CP4 (formerly Proposed enhancements in CP4)

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2011/12	(A) Earthworks renewals	Embankments renewals at Dauntsey Bowds Farm and Eckington	Renewal	Network Rail	Various
2011/12	(B) Telecoms renewals	CIS, PA and CCTV renewals at Exeter St Davids and Plymouth	Renewal	Network Rail	5
2010/11	Track renewals	Project complete			
2010 – 13	(D) Structures renewal	Structures renewal at Royal Albert Bridge	Renewal	Network Rail	6
2011/12	Earthworks renewals	Project deferred			
2011/12	(F) Telecoms renewals	CIS, PA and CCTV renewals at Bristol Temple Meads	Renewal	Network Rail	5
2011/12	(G) Track renewals	Track renewals at Dr Days Junction and Barnwood Junction	Renewal	Network Rail	Various
2012/13	Track renewals	Project deferred			
2013/14	(I) Westerleigh Junction – Bant Green line upgrade	Options for linespeed increases up to 100mph	Improved reliability and additional capacity and journey time savings between Bristol and Birmingham	Periodic Review 2008	4 – 6
2011/12	★ Signalling renewals	Bristol TDM renewals	Renewal	Network Rail	5/6
2012/13	★ Plant renewals	Renewal of signalling power distribution cables in the Gloucester area	Renewal	Network Rail	5
2013/14	★ Track renewals	Track renewals at Patchway Junction	Renewal	Network Rail	3
On-going until 2015/16	★ Signalling renewals	Signalling renewal of the Bristol Signalling Centre area	Renewal	Network Rail	3
On-going until 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 16 Candidate NRDF schemes in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2011/12	⌚ Bath Spa capacity enhancement	Repositioning of signals	Improved reliability, additional capacity and reduced platform reoccupation times. Facilitates enhanced cross-Bristol service	Network Rail Discretionary Fund	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 C Constraints and issues on the route

Capacity and operational constraints

- A Westerleigh Junction – Bristol Parkway: two track section on highly utilised converging route
- B 5 AHB level crossings north of Cheltenham restrict linespeed to 100mph
- C Weston-super-Mare loop: single line restricts capacity and flexibility
- D Dorchester West – Castle Cary: single line sections prevent significant increases in train service frequency
- E Signalling headways between Newton Abbot and Plymouth
- F Royal Albert Bridge: single line section linking Devon and Cornwall
- G St Pinnock and East Largin viaducts: single line sections

Other Issues on Route

- 1 Somerset Levels – flooding
- 2 Flood plain to the north of Exeter requires constant monitoring
- 3 Dawlish Sea Wall defences require constant monitoring and enhanced maintenance