

Rail Service Update

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Borough Council of
King's Lynn &
West Norfolk



Rail Service Update

Current Issues

- 8 car train project
- Consultation responses on timetable changes, ECML Route Study

Future Plans/Priorities

- Ely Area improvements
- Redoubling of the single track



Kings Lynn – Cambridge 8-car

Details

Project reference code: A006

HLOS driver: Capacity

Operating route: Anglia

Last updated: December 2017

CP5 output driver

The project will relieve overcrowding in the Peak Hour between Kings Lynn and Cambridge. These services are currently 8-car or 12-car between Cambridge and London Kings Cross but due to constraints on the Kings Lynn Line are only 4-car in length north of Cambridge. There is Peak crowding on these services particularly between Ely and Cambridge.

Network Rail's obligation

Network Rail's obligation is to develop a solution to enable 8-car operation of Peak services between Kings Lynn and Cambridge (and onto London Kings Cross).

Scope of works

This project will develop a scheme that allows for 8-car operation at all stations on the Kings Lynn Branch Line, which includes investigation of:

- Infrastructure capable of 8 – car operations at Waterbeach, Littleport and Watlington via: SDO, Platform Extension or Platform Relocation
- Closure of 1 Barrow Crossing and provision of alternative access at Littleport;
- Options for additional siding facilities for 2 x 4-car units at Kings Lynn
- Delivery programme
- Traction power modelling

Interfaces and assumptions

There are significant CP5 schemes linked to this project. Other interfacing schemes which will also deliver works in the area are:

- Anglia PSU A002 – West Anglia Outer power supply changes;

The following critical assumptions on internal factors are being made:

- The works can be contained within the current property boundary and be undertaken using Network Rail's Permitted Development Rights, excluding the siding at Kings Lynn;
- Other CP5 enhancements in the Anglia Route area are underway and as a result access and resource levels are constrained;
- Peak services which require lengthening are assumed to arrive/depart London between 0700-1000 and 1600-1900.

The following critical assumptions on external factors are being made:

- Funding is made available to develop this scheme;
- There will be sufficient Rolling Stock made available to increase train length upon delivery of the project;
- It is assumed for the purposes of modelling and development that the Rolling Stock will be of type Class 379;
- Funders will need to decide if this scheme progresses once GRIP 5-8 cost and programme are understood.

Activities and milestones (NR)

Milestone	Description	Date	Status
GRIP 2 completion	Pre-feasibility	October 2016	Complete
GRIP 3 AIP completion	Completion of AIP	February 2018	Indicative
EIS Infrastructure authorised	Infrastructure authorised for passenger use	TBC*	Indicative
Output delivered	First timetabled public use of the infrastructure	TBC*	n/a

*Dependent on the outcome of the GRIP 4 stage and whether funding is agreed for implementation of the scheme.

8 Car Train Project

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8 Car Train Project

- Design work complete
Summer 18 then Final
Investment Decision
- Access arrangements with
TOCs ongoing
- Develop detailed construction
programme
- Then delivery dates
determined



Consultation Responses

2018 Timetable Consultation (July/Dec. 17)

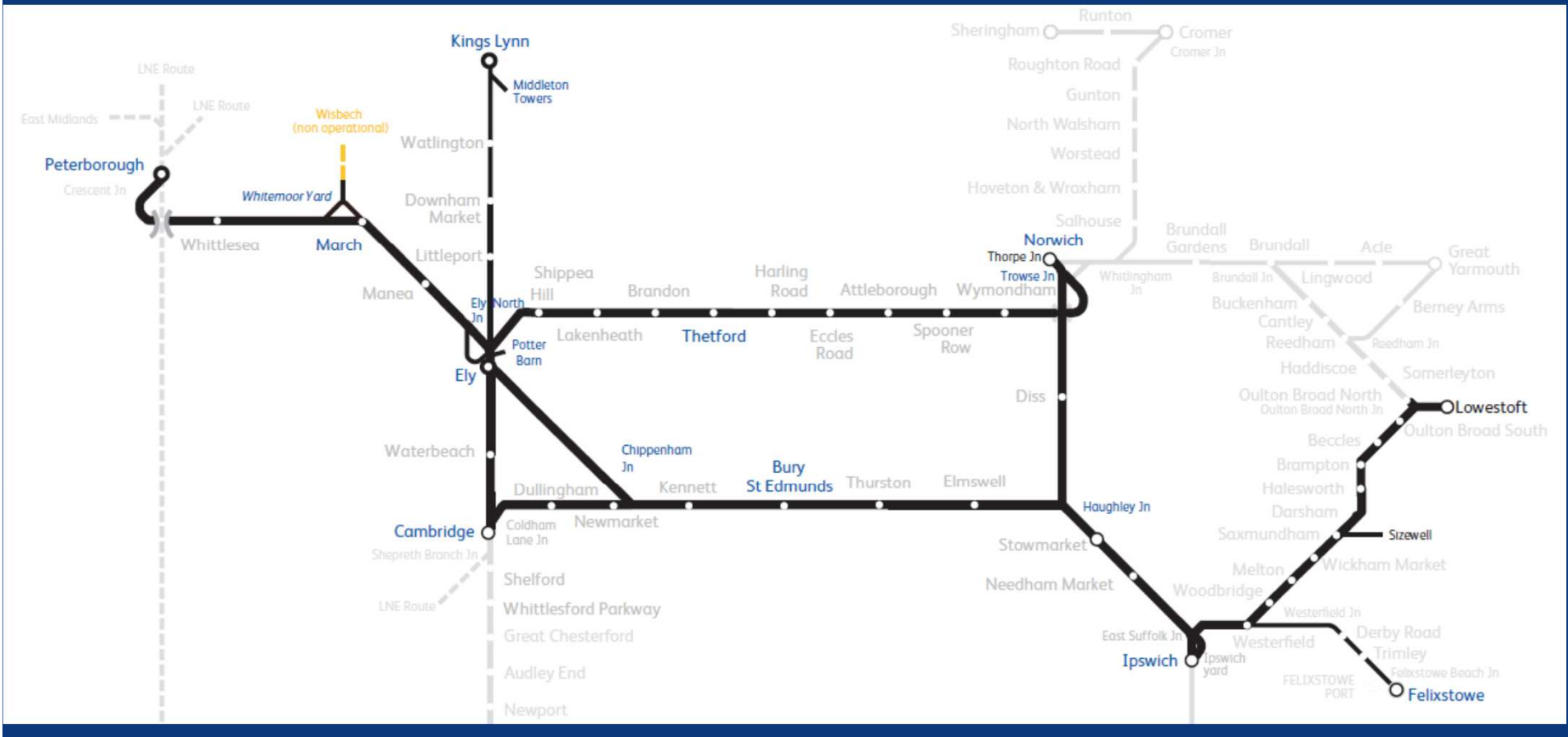
- Concerns re longer journey times
- Highlights single track issues and congestion on ECML
- May commencement of changes

East Coast Main Line Route Study (Mar. 18)

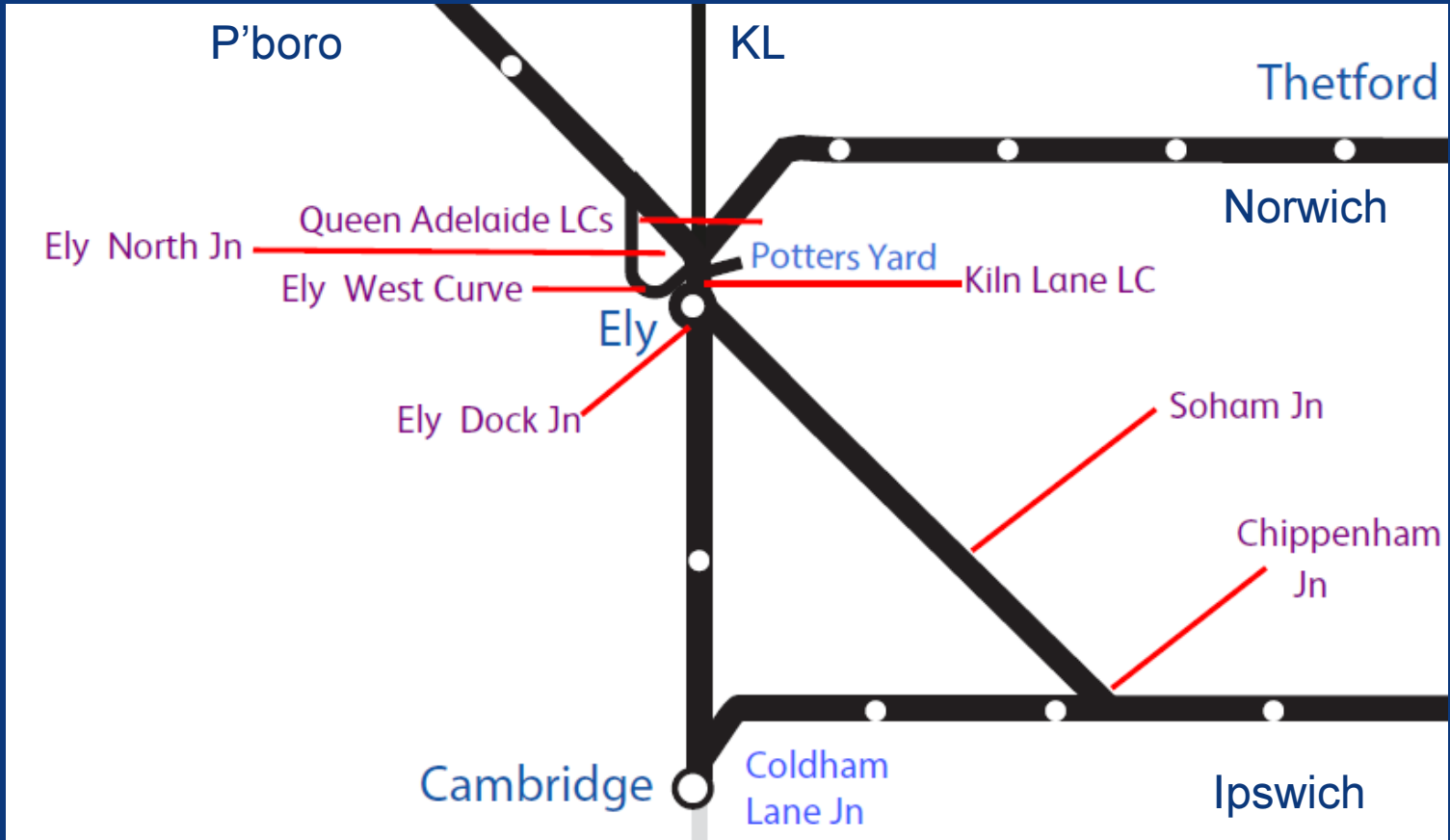
- Welcome proposed introduction of Digital Railway programme, including European Train Control System (ETCS), on the ECML/call for earliest introduction on entire KL-KX route.



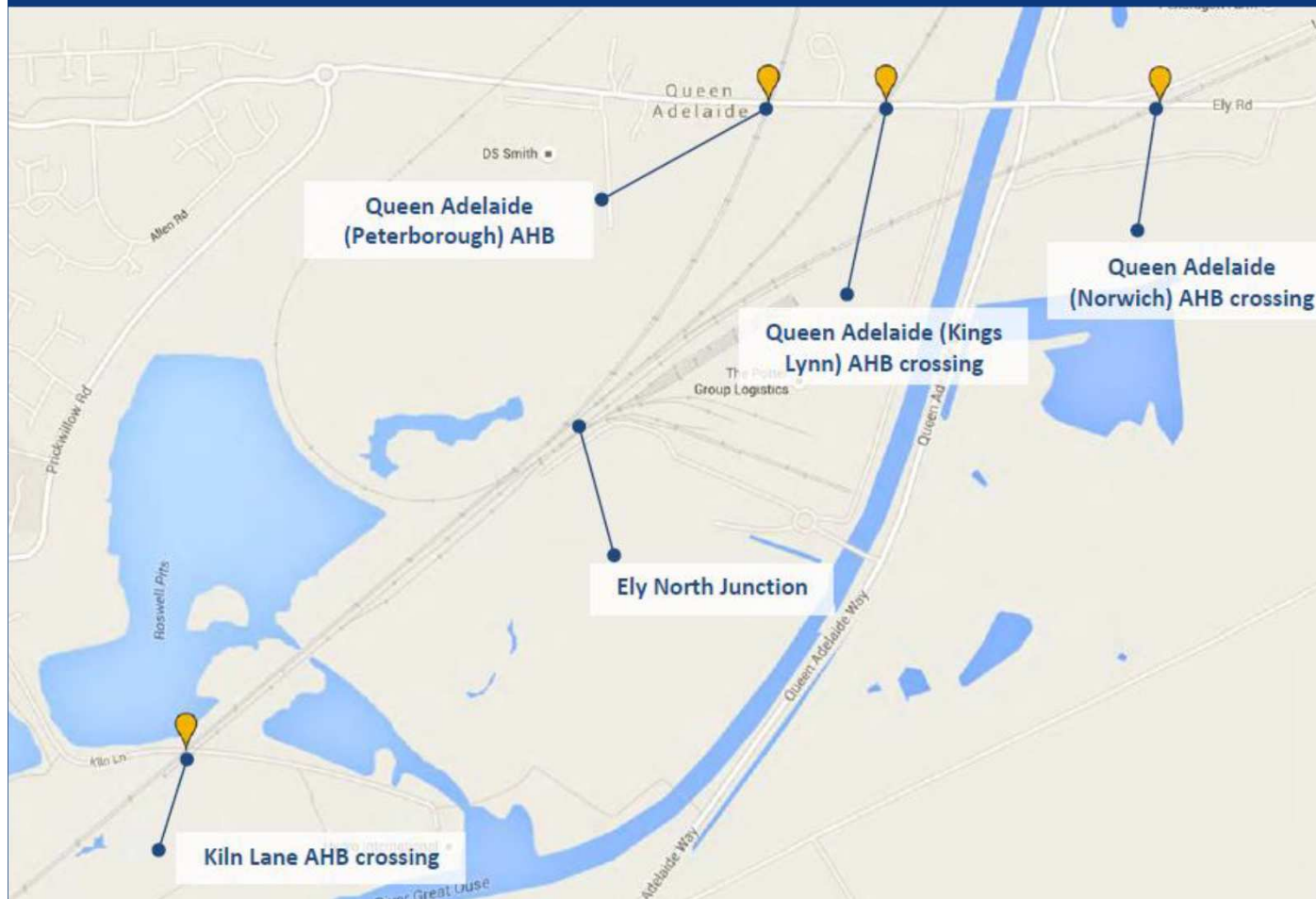
Ely Area Improvements – wider context



Ely Area Improvements – close up



Ely Area Improvements – Ely N & Level Crossings



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Ely Area Improvements – Ely N & Queen Adelaide

Studies:

- QA Traffic Study – QA Level Crossings – complete – Cambs CC – no LC closures – comprehensive road &/or rail soln.
- QA Road Study - Options development work to be commissioned by CA – ‘GRIP4’ stage by Spring 2019
- Rail Study (Ely Area Capacity Enhancements Programme) — funded by LEPs/SFN - OBC by Spring 2019
- CP6 2019-2024 for build
- Enables ½ hourly services KL-KX Franchise commitment + much more for others



Track Redoubling

- Need identified through timetable consultations/ECML response
- Ely Area improvements won't remove all of our constraints
- Minimum two-track railway KL-KX to accom. 12 car trains as long term goal
- SOBC needed
- Outcome based – may be other solutions



Next Steps

- Keep pressure on for 8 Car Trains
- Complete Ely Area improvements study/Road study Ph. 2 – monitor through Ely Area Task Force
- Lobby for implementation as soon as possible in CP6
- Make case for further capacity improvements – track redoubling/other measures



Thank you
Any Questions?

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