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Date 3 April 2014

Calvin Lloyd  
Head of Long Term Planning & Funding  
Network Rail Infrastructure Limited  
Kings Place  
90 York Way  
London, N1 9AG

Dear Calvin,

### **Enhancements Delivery Plan (EDP) change control: March 2014**

I am writing to notify you of our decisions on the recent requests you made to amend the CP4 EDP under the change control mechanism established through the 2008 periodic review. We are transitioning from CP4 to CP5 and you have now published your CP5 EDP. While the control period boundaries are artificial in terms of project delivery it is important to maintain clarity and transparency on what has been delivered in CP4.

#### *CP4 projects changing milestones within CP4*

##### **16.01 – Kent power supply upgrade**

Work on phase 1 of this project was revised to align with the Gravesend blockade which completed in January 2014. As you did not update the December 2013 EDP, the published December 2013 milestone was missed. You have train operator approval for the revised programme and we approve this retrospective correction.

#### *CP4 projects that rollover outputs into CP5*

You have asked to revise the delivery milestones for a number of projects where the outputs will now be delivered in CP5 rather than CP4. Any revised milestone rolling over into CP5 will become a regulated output and should be reflected in the CP5 EDP. Your closing statement on CP4 (either in the annual return or any final CP4 EDP) should clearly show what was achieved in CP4 and sign post a link to the equivalent CP5 entry. In general, the changes approved have already been incorporated into your CP5 EDP. However, where they are missing you should ensure that appropriate milestones are provided for the next edition of the plan.

##### **3.05 – SFN Peak Forest to London train lengthening**

The published December 2013 milestone was missed and you want to change the completion date of this project to May 2014. Previous concerns over freight traffic being able to meet the timetable have now been resolved and you provided evidence of agreement from freight operators. You will close out remaining objections with train operators through the network change process. We approve the change to May 2014 which now becomes a CP5 regulated output for project F006.

#### **15.31 – Southern train lengthening – South West Suburban**

Works to complete platform extensions at Kingston and Strawberry Hill and sidings work at Effingham Junction are now expected to complete in June 14. South West Trains has confirmed that its operations are not affected by this delay. We approve this change and the CP5 project WX005 now has four regulated outputs for completion between April and June 2014.

#### **15.34 – Wessex ASDO**

Some of the equipment at stations on the Windsor lines has been affected by water damage and it is sensible not to install any more until the manufacturer has completed its investigation. South West Trains has confirmed that it will not be affected by this delay. We approve the delay to completion until April 2014 and this now becomes a CP5 regulated output for project WX006.

#### **16.04 – Wessex power supply upgrade**

An equipment failure at Pirbright and lack of engineering access have meant that it has been necessary to reschedule completion of the works from December 2013. As they are still scheduled to complete before the introduction of new trains and you have the support of the train operator we approve the change. The new completion date of July 2014 now becomes a CP5 regulated output for project WX008

#### **18.08 – North Doncaster Chord**

You have been unable to secure the necessary engineering access in April 2014 and have asked to move the completion milestone. We approve this change to June 2014 and this now becomes a CP5 regulated output for project LNE006.

#### **25.00 – Liverpool to Leeds journey time improvements**

The improvements from this work are required for the May 2014 timetable change. Having been unable to secure the necessary access in March 2014 you have asked that completion of the project be moved to 11 May 2014. The timetable change is on 18 May 2014 and the affected train operators have agreed the change but you must deliver in time for the new timetable. We approve this change but the new milestone is currently not in the CP5 EDP. For the purposes of clarity completing this project in time for the timetable change is a regulated obligation and failure to do this will be regarded as a missed CP5 milestone.

### **26.01 – Barry – Cardiff Queen Street corridor**

You are seeking to correct missed milestones in December 2013 and January 2014. The wider Cardiff area signalling renewals project (CASR) has been rephased, delaying the enhancement works that are to be delivered alongside it. We approve the change to completion at Cardiff Queen Street from December 2013 until June 2014 and this now becomes a regulated output for project WL002.

We note the concerns from the Welsh Government and local train operators over the dates for delivery of future phases of CASR. You should continue to work with these stakeholders to develop an agreed programme for the remainder of the work. This may result in further changes to the dates currently shown in the CP5 EDP.

### **26.03 – Westerleigh to Barnt Green linespeed increase**

You are seeking to correct a milestone that you missed in December 2013. Issues with asset condition outside the scope of this project mean that the new speeds cannot be commissioned until remedial works have been completed. The train operator supports the change as it is already operating the new timetable with a performance agreement that will need to continue until the works are complete. We approve this change to delay completion to April 2015 and this now becomes a CP5 regulated output for project W011.

### **102.00 – Swindon to Kemble redoubling**

Scarce engineering resources at Easter mean that you have asked to move completion of this work to Aug14. This will then allow the works to be completed at the same time as the Swindon A signalling works, reducing disruption on the route. You have been working with the train operator to plan the commissioning and we approve this change which becomes a CP5 regulated output for project W010.

### **28.00 – GSM-R on freight-only branch lines**

You are seeking to correct milestones that were missed in autumn 2013. Your application stated that this work will complete by February 2014. However, this date has passed and you revised the completion date to May 2014. We approve the change to May 2014, noting that it is this that was included in your CP5 EDP as the regulated output for project CR009.

### **29.00 – Station security**

Works at five stations have been delayed so that they can be aligned with third party works. We will separately work with you to consider the rollover of CP4 funding and note that all works should be completed within the first two years of CP5. We approve this change but it is not currently in the CP5 EDP project CR008 entry.

### **100.01 – Great Western Electrification – High Output Plant System (HOPS)**

You are seeking to correct milestones that were missed in October and November 2013. Delivery of the piling module was achieved in February 2014 with the structures module now expected in June and the wiring system in August 2014. As this equipment was funded through the Investment Framework these delivery milestones are regulated outputs and they should be included in your CP5 delivery plan as a cross-route project.

### **33.06 – Edinburgh – Glasgow electrification**

You have asked to delay the completion of route clearance works from June 2014. This will not have an impact on the delivery of the project and we approve this change. This now becomes a CP5 regulated output for project SC006.

### **33.13 Rutherglen & Coatbridge electrification**

You have asked to delay completion of these works from July 2014 to August 2014. There will be no impact on the introduction of electric services and on this basis you have the agreement of the affected train operators. We approve the change which now becomes the CP5 regulated output for project SC014.

The application suggested that ORR will determine efficient costs at the end of the project. However, our letter of 24 October 2013 confirmed that we will determine the efficient CP5 costs as part of the ECAM review (Rolling Programme of Electrification).

### **20.00 St Pancras to Sheffield linespeed improvements**

You have not included a change control application to correct the December 2013 completion milestone which you missed. We are aware of the train operator concerns with the delivery of this project and expect that CP5 project EM002 will be updated to include a new regulated output.

Yours sincerely

A handwritten signature in black ink, appearing to read 'G. Richards', written in a cursive style.

**Graham Richards**