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Calvin Lloyd
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Dear Calvin,

Enhancements Delivery Plan (EDP) change control: December 2014

I am writing to notify you of our decisions on the recent requests you made to amend the CP5 EDP under the change control mechanism established through the periodic review. We note that while Network Rail will be holding change control panels on a monthly basis, you will continue to update the online document each quarter.

We have worked with you to agree a consistent format for entries in the CP5 EDP. We expect that all milestones should be shown as either indicative, indicator, on hold, regulated output, missed or complete. In addition, every project should have at least one milestone that is listed as a regulated output. We have agreed that completed or missed milestones should now be shown as such and not removed from the EDP.

This letter sets out our decisions for your submissions between October 2014 and December 2014 and will be published on our website.

SC004 – EGIP Edinburgh Gateway (Advance Works)

This request is for the removal of the Edinburgh Gateway (Advance Works) entry from the enhancements delivery plan, as delivery of this interim project milestone includes only advance works, such as a sewer diversion. You are proposing the construction of Edinburgh Gateway station is added to the delivery plan entry for EGIP Initial Phase KO1. This is aligned with the EGIP outputs you have agreed with Transport Scotland.

We acknowledge that Transport Scotland and First ScotRail accept this change.

We approve this administrative change, to remove the entry for Edinburgh Gateway (Advance Works) and addition of a milestone to EGIP Initial Phase KO1 for the construction of Edinburgh Gateway station.

SC006 Advance Route Clearance Programme (Other Routes)

This request is for a delay to the completion milestone for advance route clearance works, from December 2014 to June 2015. This is because you have agreed an alternative solution at Carmuir's tunnel, installation of an aqueduct instead of slab track. This will provide clearance for freight and future line speed improvements. We note that additional funding for this change will come from the Scottish Strategic Rail Freight Investment Fund and renewals funding.

We acknowledge that Transport Scotland and First ScotRail accept this change.

We approve the new milestone and expect you to change status of the existing milestone to "revised".

SC011 Motherwell Stabling Area

This request is for a 12 month delay to the GRIP 3 regulated milestone for this project, from February 2015 to February 2016. This will allow you to develop the project in conjunction with the transition of the ScotRail franchise, as requested by Transport Scotland. We recognise the reason for this change but are concerned that it might lead to delivery issues within CP5. We will therefore be closely monitoring delivery of this project.

We note that Transport Scotland and First ScotRail accept this change.

We approve the new milestone and expect you to change status of the existing milestone to "revised".

SC012 Motherwell Resignalling Enhancements

This request is for a change to the outputs for this project and a delay in the regulated milestone, from February 2018 to April 2018. You have removed the scope to implement bi-directional signalling as this option is no longer value for money. Instead, you are planning to introduce three-aspect signalling on the Holytown Junction to Midcalder Junction line.

The above change to outputs is the reason for the delay in the completion date from February 2018 to April 2018. There is associated slippage in the indicator milestone for completion of GRIP 4 to March 2016. However, you have not included a new GRIP 3 regulated milestone to reflect his change.

We note these changes to scope and timescales have been agreed with your key stakeholders, including Transport Scotland.

We approve the change to scope and outputs and the new completion milestone. We also expect you to change the status of the existing milestone to “revised” and add a GRIP 3 regulated milestone, to reflect the change to this project.

LNE001 Northern Programme (Yorkshire)

The request is for a change to the regulated GRIP 3 completion date for Bradford Mill Lane Capacity Scheme from January 2015 to August 2015. The delay is due to a lack of signalling design resource delaying development.

The request includes TOC support for the change but we understand DfT does not support the delay to the milestone.

We accept this delay to the regulated milestone and expect you to change the status of the existing milestone to “missed”.

SF001 Scottish Stations Fund

You have requested an administrative change to the delivery plan, to reflect the rollover of £1.6m from the CP4 Tier 3 fund. We have already approved this rollover, in a letter from Graham Richards to Calvin Lloyd, dated 2nd October 2014. You are proposing to set out this change in the delivery plan, by increasing the stated available funding from £31.0m to £32.6m.

We note that Transport Scotland has previously agreed to this rollover of funding.

We approve this change, to increase the stated funding available to reflect the rollover of funds we have previously approved.

EM001 MML Long Distance High Speed Services Train Lengthening

You are proposing two changes to the delivery plan for this project, as requested by DfT:

- a change to the required train lengths to be accommodated by this project, from 260m to 240m; and
- a split of the programme into a two phased approach, for stations South (Phase 1) and North (Phase 2) of Leicester.

To accommodate these changes, you are also proposing a delay to the GRIP 3 milestone from March 2015 to June 2015 for phase 1 and October 2016 for phase 2. You have proposed status of the new GRIP 3 milestone as an “indicator”, however we consider this

should have a status of “regulated milestone” to be consistent with other GRIP 3 milestones.

We acknowledge you have received support for this change from DfT and East Midlands Trains. We also note East Midlands Trains considers there will be a customer impact, as the delay in timescales will limit its ability to run longer trains.

We approve the new GRIP 3 milestones for Phases 1 & 2, on the condition that both have a status of “regulated output”. We also expect you to change status of the existing milestone to “revised”.

EM002 St Pancras to Sheffield Line Speed Improvement

You are proposing a delay in the GRIP 6 milestone from December 2014 to July 2015. Completion of the milestone will provide a five minute improvement to the optimum journey time on this line. You will still have six outstanding temporary speed restrictions to be removed and closure of a level crossing to be completed, at the December timetable date, resulting in a shortfall of around 1% to 5% of the planned five minute improvement. You have been delayed in obtaining planning permission to remove the level crossing and are proposing a change to assumptions to reflect this outstanding requirement.

This is the second time you have failed to meet the regulated milestone for this project, originally planned for completion in December 2013. We made a financial adjustment to account for this previously missed milestone and we will also consider the impact of this extra missed milestone on your customers. We note that you expect the impact of this latest delay on train performance in 2015 will be minor.

We note you have received stakeholder acknowledgement of this change.

We accept the new milestone and expect you to change status of the existing milestone to “missed”.

CR007 Acton (GWML) to Wilsden (WCML) Electrification

This request is to delay the GRIP 3 regulated milestone from December 2014 to December 2015 due to a general shortage in Overhead Line Equipment (OLE) Design Resource and particularly a necessity to maintain the limited OLE resources on the core GWML Electrification programme in the early part of 2014.

Three TOCs have objected to the proposed change, one on the grounds of a loss of amenity and capability and two on the grounds that failure to complete on time implies loss of industry efficiency from electrification.

ORR is very disappointed at slippage of another Great Western electrification project, but agrees the best solution is for Network Rail and its customers to attempt to find an interim solution to allow the effect of programme slippage to be reduced.

We expect you to change status of the existing milestone to “missed”. Subject to the conditions below we accept the new milestone, with a note explaining why this will be subject to further change in March 2015. :

- Network Rail should work with its customers to achieve an agreed programme to achieve the earliest practicable electrification of the Acton East to Acton Wells section. This work should be noted in the December update to the EDP. A definite programme showing the steps required to achieve GRIP 3 for this section should be agreed and the revised milestone published in the March 2015 update to the EDP. (GRIP 3 does not have to be achieved by 31 March 2015, but the future date for doing so has to be confirmed by then);
- Network Rail should provide indicative dates by 31 March 2015 for GRIP 6 start and completion dates for Acton East to Acton Wells section; and
- Network Rail to publish the above dates for GRIP 3 completion, indicative GRIP 6 start and completion for the Acton works in a the March 2015 EDP update.

A001 Ely North Junction Capacity Improvement

This request is to delay the regulated output date for GRIP 3 from December 2014 to May 2016 and the indicative GRIP 4 and 6 completion dates to January 2017 and September 2018 respectively. The delay is to allow the project to realise opportunities in delivery efficiency opportunities through alignment with the Felixstowe to Nuneaton work package, and also due to interface work required with four level crossings adjacent to Ely North junction. This is in light of findings of the GRIP 3 development stage and the introduction of updated Common Safety Methods (CSM) regulation.

Govia Thameslink Railway (GTR) has objected to this change stating it will impact upon its ability to deliver their franchise commitment of a half hourly service to Kings Lynn from May 2017. You have also not provided written evidence of DfT support for the proposed change.

We note that in your formal response to the TSGN franchise bid review, Network Rail recognised the aspiration to operate 2 trains per hour on the Kings Lynn branch and that the proposed change in service level needed to be subject to a review of infrastructure implications on line of route. Your formal response also noted that Network Rail would work with the successful bidder’s timetable proposal to assess these issues and that the Ely North Junction project remained subject to the change control process with a delivery estimate of 2017 at the time of the response.

We do not accept your proposed GRIP 3 milestone as it is not aligned with GTR's franchise commitments. We expect the existing milestone to be marked as "missed".

A new GRIP 3 milestone should be added with a status of "to be determined", with a note that you will work with your customers and DfT to achieve an agreed programme of delivery. We also expect the GRIP 4 and GRIP 6 indicative dates to be treated likewise.

An updated change control request with agreed GRIP 3, 4 and 6 milestones should be submitted in advance of the March 2015 EDP update.

S005 Balcombe Bi-directional Signalling

This request is to move the GRIP 6 regulated milestone from December 2014 to April 2015. This allows for longer occupation durations to allow signal final connections and testing. The request demonstrates support from Network Rail's customers.

We accept the new milestone and expect you to update the status of the existing milestone to "missed" and the new milestone added.

W002b Intercity Express Programme: Specific GWML Capacity Schemes

This request is to transfer the Paddington Capacity Output from W002b to W002a as this is viewed as a capability output. There is no material impact on the overall project cost, scope or programme. We requested this change in meetings with the project team and we note that you have provided evidence of First Great Western and DfT support for this change.

We approve this administrative change.

A005 Gospel Oak to Barking Electrification

This request was a late submission, to split the development of this project into the following two parts:

- Part 1: Gospel Oak to Barking and Harringay Park Junction to Harringay Junction
- Part 2: Carlton Road to Junction Road Junction, London Gateway Port and Port of Tilbury

You are requesting a delay to the indicative GRIP 3 milestone for the first part of the project from November 2014 to March 2015. You are also requesting the addition of GRIP 3 (August 2015) and GRIP 4 (November 2015) indicative milestones for the second part of

the project. We note the milestones for this project all have a status of indicative, as this project is cash-funded by the DfT. We are currently developing our policy for the regulation of cash-funded projects, so we may request a change to the status of these milestones in the future.

We note you have received stakeholder acknowledgement from several train operators for this change.

We approve your proposed changes to the GRIP 3 and 4 milestones for this project, on the conditions set out in the above paragraph. As previous milestones are indicative, we expect you to remove them from the delivery plan. To ensure consistency across all rows in the table, please include the bullet lists of locations in the milestone column.

Although we have accepted this application, the complete submission including stakeholder comments, was not made until 13th January 2015. All other submissions were received by 17th December 2014. We will reject future submissions, if they do not allow sufficient time for us to review and make a complete assessment.

W006 – Oxford Corridor Capacity Improvements

You are requesting a change of the Phase 1 GRIP 3 milestone date, from October 2014 to February 2015. We disagree with your categorisation of this submission as an administrative change. We have discussed the slippage with the project sponsor and understand the delay is due to signalling design resource issues. We consider this is an issue within your control and the existing milestone should be noted as missed.

We acknowledge you have included stakeholder acceptance for the new milestone.

We accept the new milestone but expect you to update the status of the existing milestone to “missed”.

SC004 – EGIP Edinburgh Gateway (Gogar) Intermodal Transport Interchange (Advance Works)

You submitted change control request in November 2014. This has now been superseded by the change control request detailed on page 1 of this letter.

W001a – Great Western Electrification

This change requests a new regulated milestone for GRIP 3 of September 2015, with fully integrated AiP for complex areas. We believe the changing circumstances outlined during the Great Western projects plenary (18th November 2014) and other meetings, mean that

this proposed insertion of this new regulated milestone should be noted as subject to change, until your programme has been re-examined, revised and communicated to stakeholders.

We acknowledge you have included stakeholder acceptance for the revised milestone.

We accept the new milestone, but recognise this may be subject to change following further development of the programme and this will be noted in the delivery plan.

LNE003 – LNE Route Power Supply Upgrade

You have requested a change to the GRIP 3 regulated milestone from December 2014 to February 2017. This is due to the project now revisiting GRIP 2 to look at a wider range of solutions based on lessons learnt from other PSU projects with the aim of developing a more efficient solution with better whole life costs. You are proposing the addition of an indicative GRIP 2 milestone of December 2015 to reflect this approach. Delivery was always planned to complete in CP6 so there is no impact to any CP5 GRIP 6 delivery dates.

We acknowledge you have included stakeholder acceptance for the revised milestone.

We approve the new milestones and expect you to update the status of the existing GRIP 3 milestone to “revised”.

LNE004 – Stevenage and Gordon Hill Turnbacks

You have requested a change to the GRIP 3 regulated completion date from December 2014 to December 2015. During GRIP 2 the project was advised that the required signalling changes could be accommodated within existing equipment. This position has now changed due to the condition of the existing interlocking and the project now needs to delay GRIP 3 completion to undertake further signalling optioneering. This is almost certain to increase costs and has the potential to affect the GRIP 6 completion date.

We acknowledge you have included stakeholder acceptance for the revised milestone.

We approve the new GRIP 3 milestone and expect you to update the status of the existing milestone to “revised”. This is an exception to our recently agreed criteria for the status of changed milestones, as you informed us that you were considering a change control for this milestone around six months ago.

Completed ECAM project reviews with outstanding change control requests

The following projects have been through ECAM and you need to submit change requests promptly that are consistent with the ECAM decisions and clearly identify stakeholder views.

Project	ECAM determination
K004 New Cross Grid	6 th August 2014
ES001 Midland Mainline Electrification	7 th November 2014
WX004 Wessex Traction Power Supply	12 th December 2014
LNW006 Walsall to Rugeley Trent Valley Electrification	19 th December 2014

ECAM and regulated milestones clarification

Under the process agreed for the Enhancements Cost Adjustment Mechanism (ECAM) projects are to be submitted for ECAM review a month after GRIP 3 is completed, or 2 months for large projects. Up to that point the GRIP 3 milestone is the regulated milestone then, once a project has been through ECAM, the delivery completion milestone becomes the regulated milestone.

We are now seeing instances where projects have not come to ECAM until over 6 months after reportedly completing their GRIP 3 milestone. This means that the Delivery Plan for these projects does not show any regulated milestone.

For the avoidance of doubt we wish to clarify that where, for any reason, a project or programme does not come to ECAM within 2 months of GRIP 3 completion we will, by default, treat the completion milestones in the delivery plan as regulated milestones.

For example in the case of CR005 Northern Programmes (LNW) the majority of the constituent projects had completed GRIP 3 by March 2014. The ECAM submission date has slipped a number of times, most recently in December 2014 and no submission has yet been made. In this circumstance we are viewing the GRIP 6 milestones currently in the Enhancements Delivery Plan as regulated milestones and, should any be missed, will treat them accordingly.

Logging of previously missed milestones

We have recently agreed the criteria for updating the status of changed milestones to either missed or revised. We have used this criteria to make the decisions in this letter and we will use it to assess future submissions. We will only consider exceptions to the criteria on a case-by-case basis, where you will need to provide suitable evidence.

To improve transparency and ensure all GRIP 6 milestones align with this criteria, you should retrospectively change the status of the following GRIP 6 milestones in the CP5 Enhancements Delivery Plan to missed.

- WX005 Package 7, 10 Car West Suburban Railway: This delivery plan entry has a GRIP 6 milestone of April 2014 for Raynes Park to Dorking. We understand from discussion with the project the Ewell West works were not completed until May 2014. We therefore request the status of the existing milestone is changed to missed and the actual completion date is added to the table.
- SC011 Motherwell Area Stabling – Phase 1 Back of shops sidings: This delivery plan entry has a GRIP 6 milestone of May 2014. We previously approved a change to the text for this entry, noting sidings No. 4 & 5 were not complete until July 2014. We therefore request the status of the existing milestone is changed to missed and the actual completion date is added in the table.

Yours sincerely



pp Graham Richards