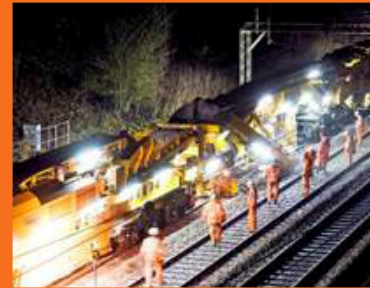


System Operator Planning a better network for you

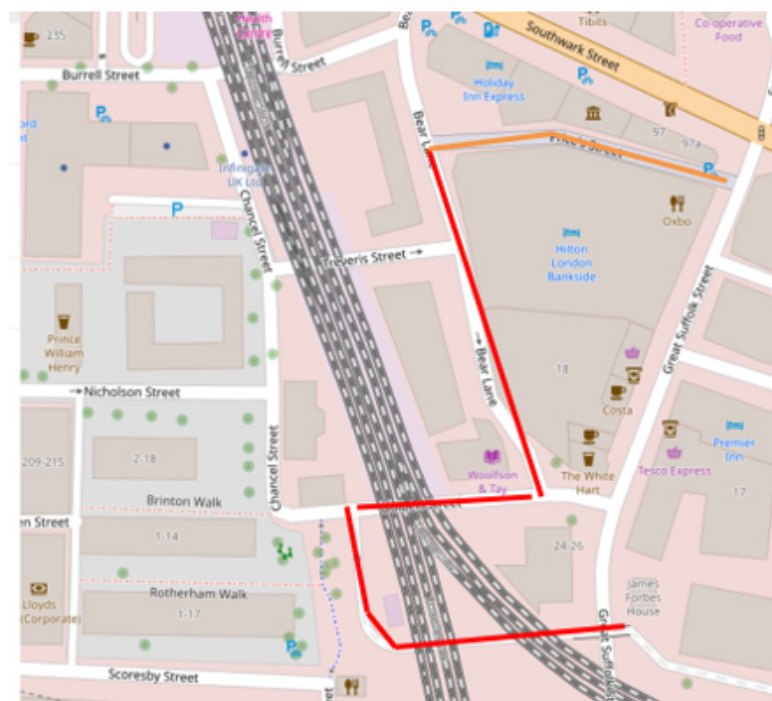


West Sussex Connectivity

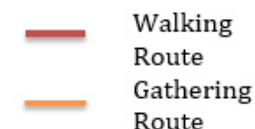
Continuous Modular Strategic Planning

Safety first

- No alarm expected today
- Leave room and turn left back to reception
- Alternatively, turn right and follow the fire escape signs
- Fire wardens – Paul Best and Simon Hulse
- Hold the handrail!
- Any problems/issues – just say!



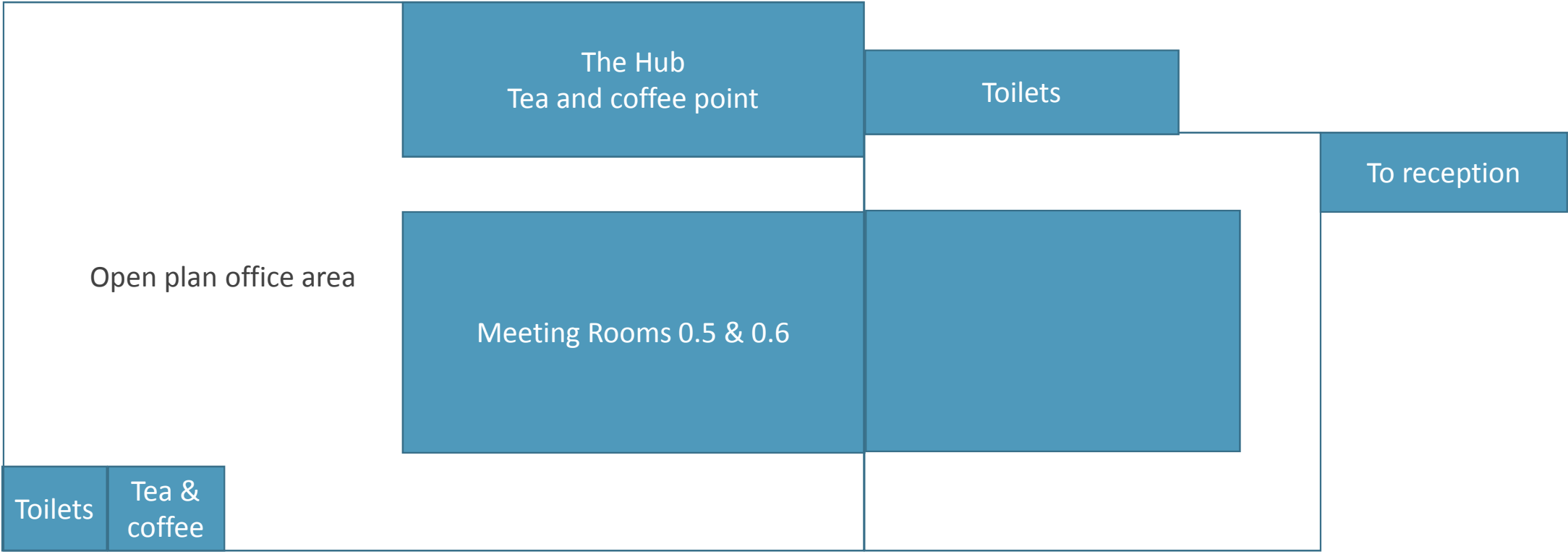
Total walking time: 2 mins (excluding ramp)



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Comfort



System Operator

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Agenda

- 09:30 – Welcome and introduction
- 09:45 – Introducing the Continuous Modular Strategic Planning process
- 10:00 – West Sussex Connectivity
- 10:15 – The Passenger Experience
- 10:45 – Where does rail fit in West Sussex?
- 11:00 – Tea, coffee and a chat
- 11:30 – Timetabling West Sussex
- 11:45 – Operating West Sussex from the ground up
- 12:15 – Highways in West Sussex
- 12:30 - Lunch

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Agenda

- 13:00 – How do we plan for housing growth?
- 13:15 – Workshop 1 – the impact of housing growth
- 13:45 – What’s happening across the border?
- 14:00 – Workshop 2 – what’s planned nearby?
- 14:30 – More stations, faster trains
- 14:35 – Workshop 3 – what would you like to see from rail in West Sussex?
- 15:00 – Working with Network Rail to fund schemes
- 15:15 – Workshop 4 – who pays for what? Identifying funding streams
- 15:30 – Any other issues?
- 16:00 – Next steps
- 16:15 – Wrap up

Welcome and introduction

Mike Smith, Head of Strategic Planning (South East)
System Operator, Network Rail

System Operator

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Introducing the Continuous Modular Strategic Planning (CMSP) process

Alex Hellier, Lead Strategic Planner
System Operator, Network Rail

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Context



“The surge in demand over the past 20 years means we need to **invest in capacity**. To rebalance the economy and create more homes we also need to **forge new links between places**, spurring development and economic growth”

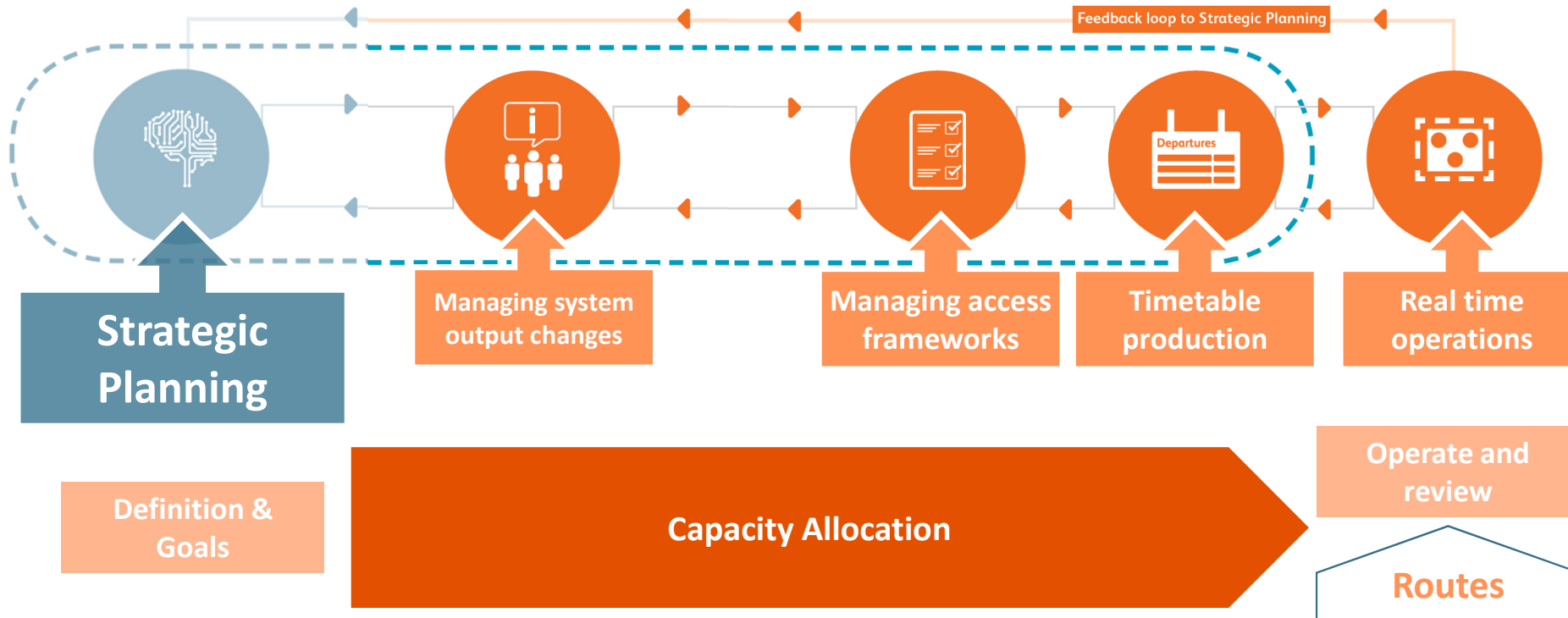
“Our challenge to our partners is to work with Government and the industry to **develop compelling proposals** for the next generation of rail schemes, identifying the places where rail is the **right answer for local transport needs** and finding the places where **rail schemes fit best** with housing strategies”

DfT, November 2017

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Strategic planning



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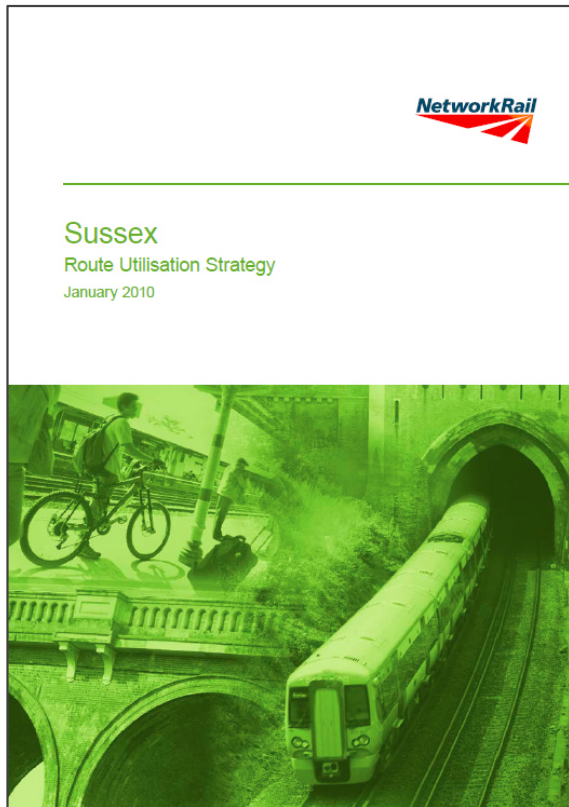
The context for change...

The collage features several documents: 'Delivering for our customers Transformation Plan Update July 2016' (Network Rail), 'Report of the Bowe Review into the planning of Network Rail enhancements Programme 2014-2016' (Department for Transport), 'The future shape and financing of Network Rail The recommendations March 2016' (The Shaw Report), and 'Report from Sir Peter Henty to the Secretary of State for Transport on the replanning of Network Rail's Investment Programme November 2015' (Network Rail). A callout box highlights 'R5' as 'RECOMMENDATION 5: Plan the railway based on customer, passenger and freight needs'. The background includes a stylized railway track graphic.

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Previously...



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Industry comments on Route Study process...

not sufficiently focused on the needs of customers, passengers and freight users

various customer and funder needs

do not focus sufficiently on incremental service changes

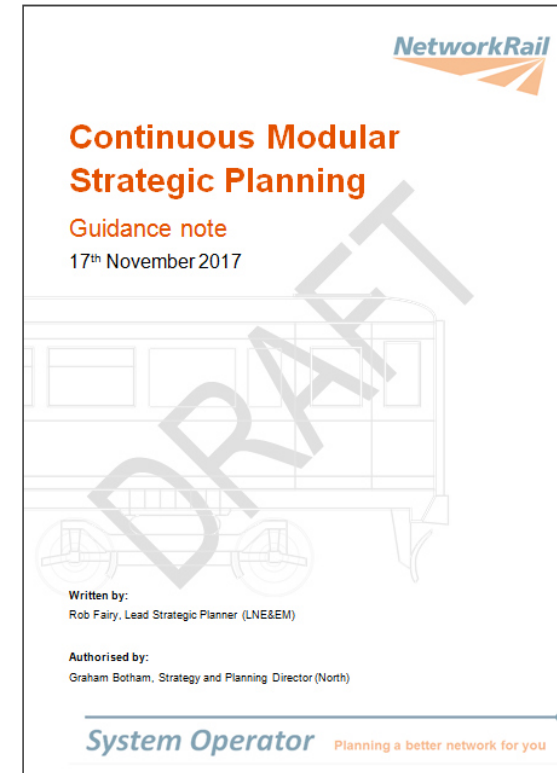
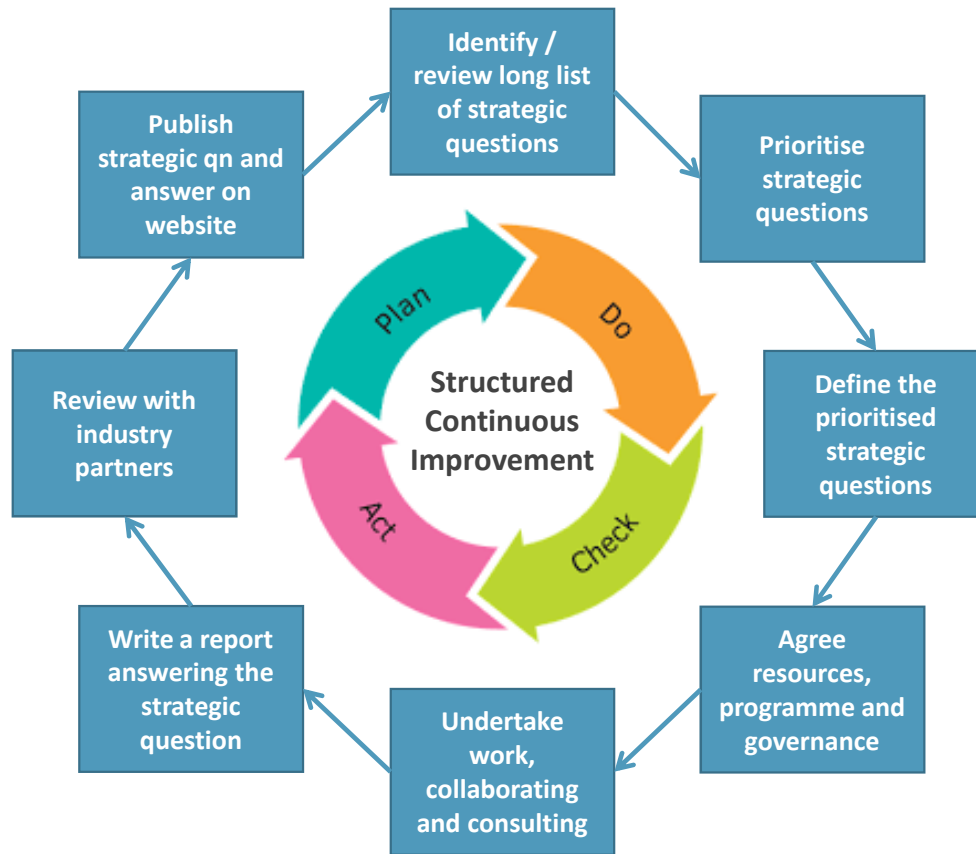
do not consistently identify significant customer intelligence

needs greater emphasis 'bottom-up' from route level

*Publications can become **unwieldy, outdated**, and fail to fully inform industry **decision-making***

*must become more **dynamic** and its products more **easily accessible***

What is Continuous Modular Strategic Planning?



The advantage of the CMSP

- We are only looking at the West Sussex area
- Brighton Main Line not the main focus
- Local issues can be investigated
- Joined up thinking
- You can have more influence
- Much shorter timescales
- Timing of refranchising
- Building on the relationships
- Looking beyond the tracks
- Local solutions

The challenges of the CMSP

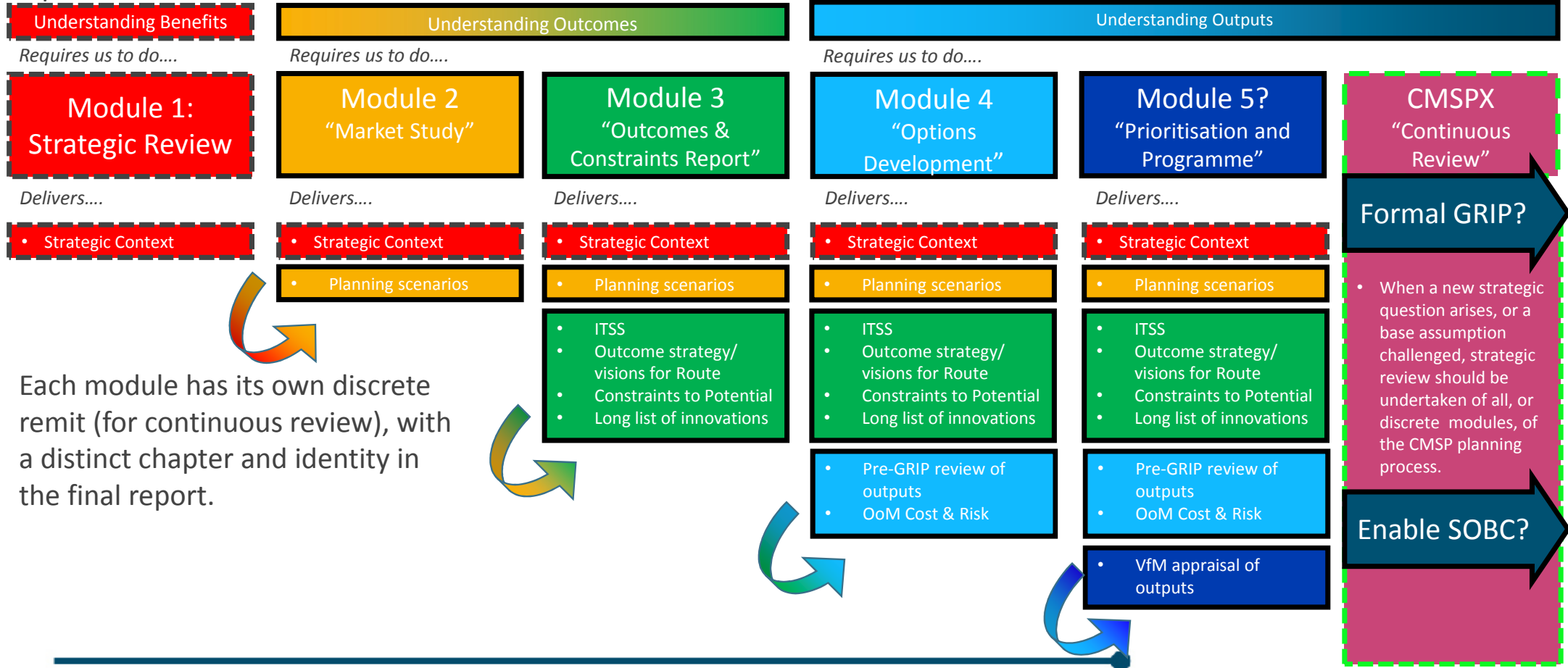
- We are only looking at the West Sussex area
- Brighton Main Line not the main focus
- Much shorter timescales
- Looking beyond the tracks

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Each study builds iteratively upon the modular products of the previous.

CMSP X.0 is given to the period of 'continuous review' whereby the strategy is monitored in governance



Each module has its own discrete remit (for continuous review), with a distinct chapter and identity in the final report.

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Investment Decision Framework

KEY TO STAGES

Funded through SO OPEX

Funder pays

How does this potentially fit into other frameworks?

1. Develop concepts into a number of high level options and order of magnitude costs to get certainty of outputs (inc. GRIP 3A activity)

3. Develop preferred option to obtain certainty of scope and costs (AFC) (inc. GRIP 3B and GRIP 4 activities)

2. Funder chooses one option to be progressed
Transition to Route.

Funder strategy

Funder decision to purchase railway output, not infrastructure

NR decision to deliver

Industry Integration: Timetable & rolling stock inputs to deliver service change

Module 1: Strategic Review

Module 2 "Market Study"

Module 3 "Outcomes & Constraints Report"

Module 4 "Options Development"

Module 5? "Prioritisation and Programme"

Stage A. Assess
Where is the railway now and what do our customers need medium and long term?

Stage B. Plan the Railway
What is the best railway strategy to deliver improved services?

Stage C. Identify
What are the right things to offer our funder(s)?

Stage D. Develop the Proposal
What is our proposal to the funder?

Stage E. Define & develop the Programme
How do we best deliver the outcomes?

Stage F. Design the service change
What is the best solution to deliver the service change?

Stage G. Execute
Deliver the work to enable the service change & deliver benefits

Stage H. Close the Programme
Have we delivered what we said and what lessons have we learnt?

SOBC

OBC

FBC

Joint Decision to develop

Joint Decision to design

Final Investment Decision

Strategy & opportunity development

Proposal development

Pre-contract

Execute & deploy

GRIP for programmes

Mobilise Programme

Identify

Define

Deliver & Demonstrate

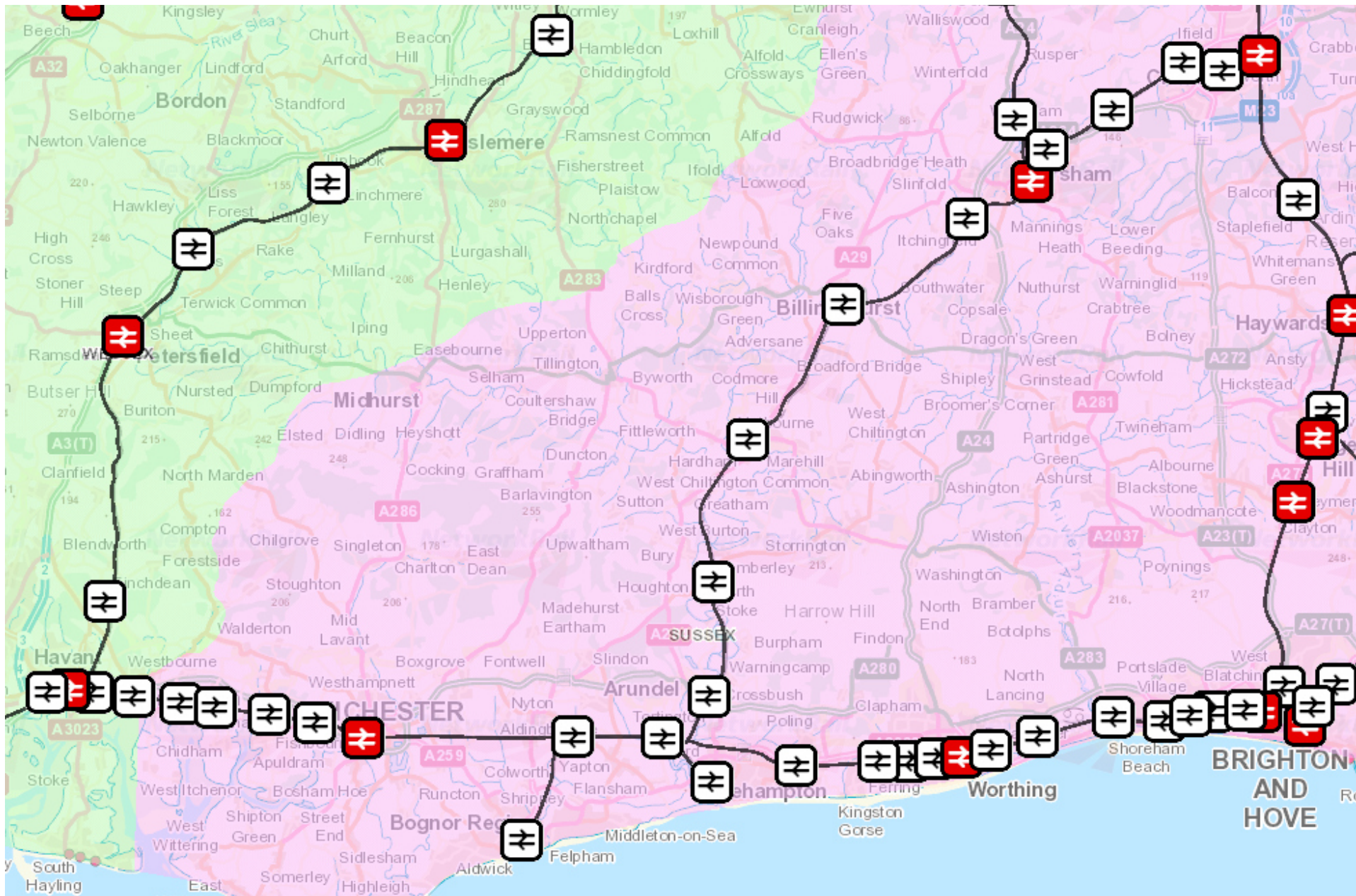
GRIP for Projects
Design and delivery of projects

West Sussex Connectivity

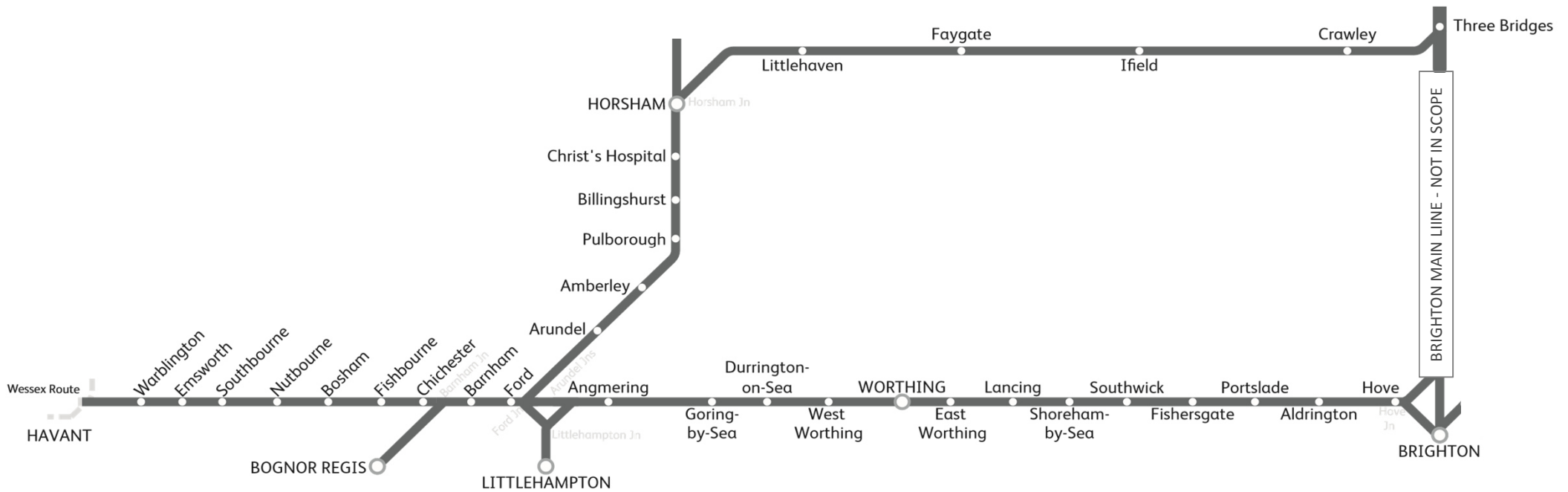
Paul Best, Senior Strategic Planner
System Operator, Network Rail

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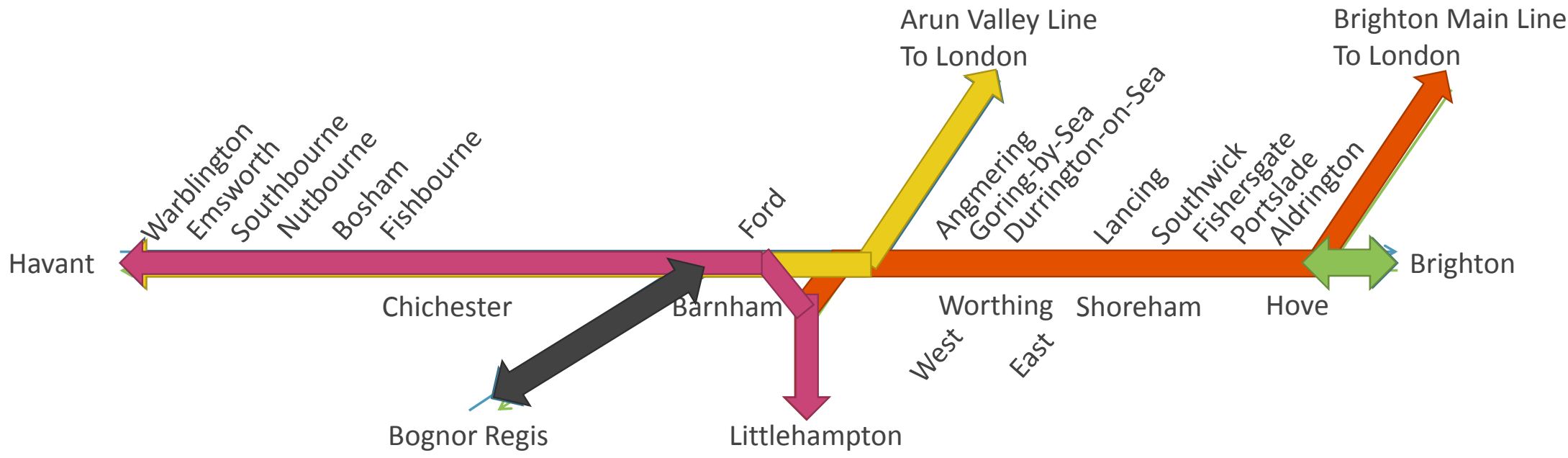


West Coastway CMSP



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Key

Each line represents a train tra...
The colour of the line refers to...
GTR service group:

Southern

Gatwick Express

London Overground

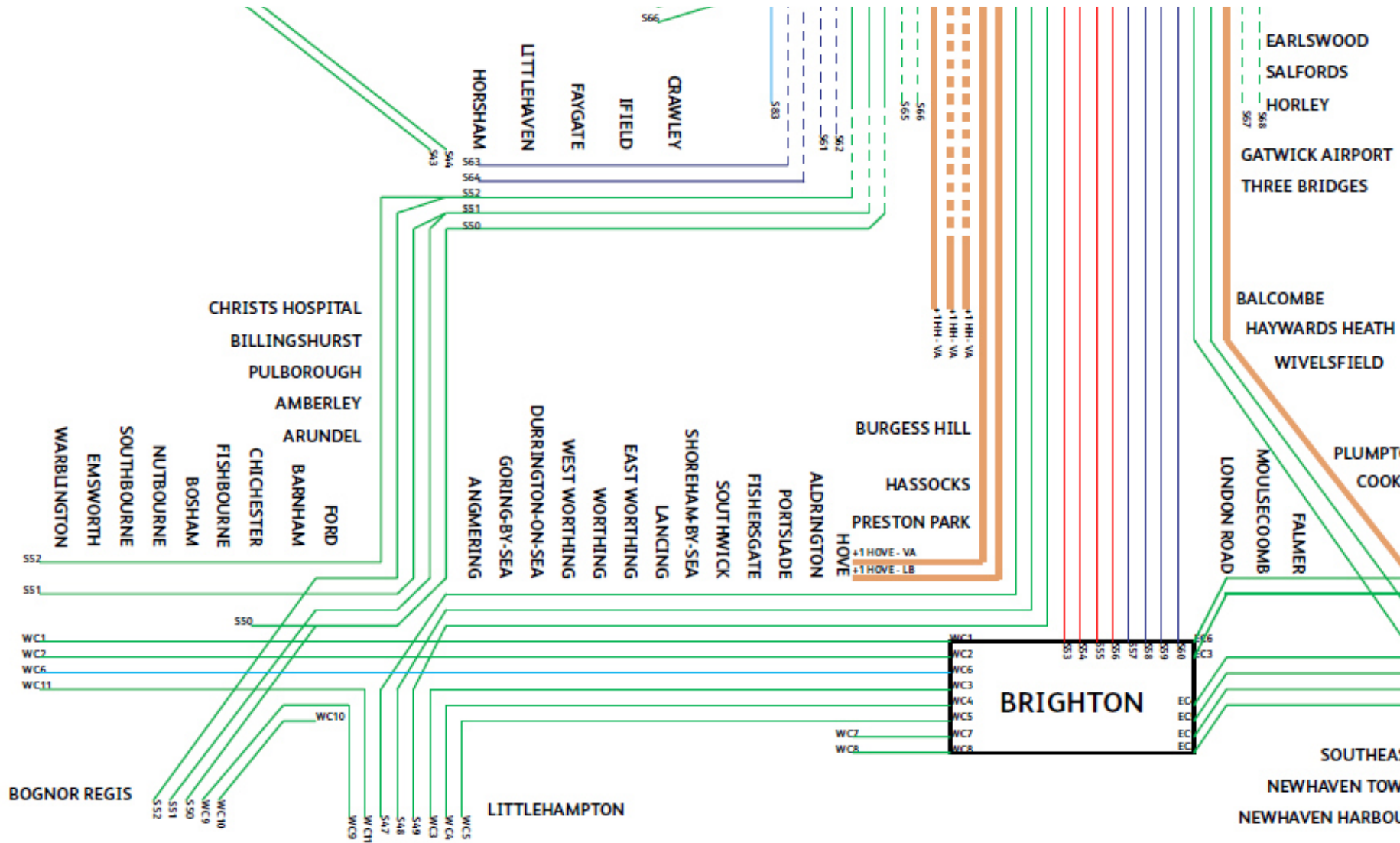
Thameslink

First Great Western

Additional BML services proposi...

Additional ELL services proposi...

(Based on DTT2011)



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2043 vision

- During today we will look at the whole travel experience
- Local plans
- National plans

- Political challenges
 - Brexit
 - Priorities
 - Influence
 - Short termism vs long termism

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But first...

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The passenger experience

Kirsten Firth, Community Rail Development Manager
Sussex Community Rail Partnership

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Passenger experience

Discussion

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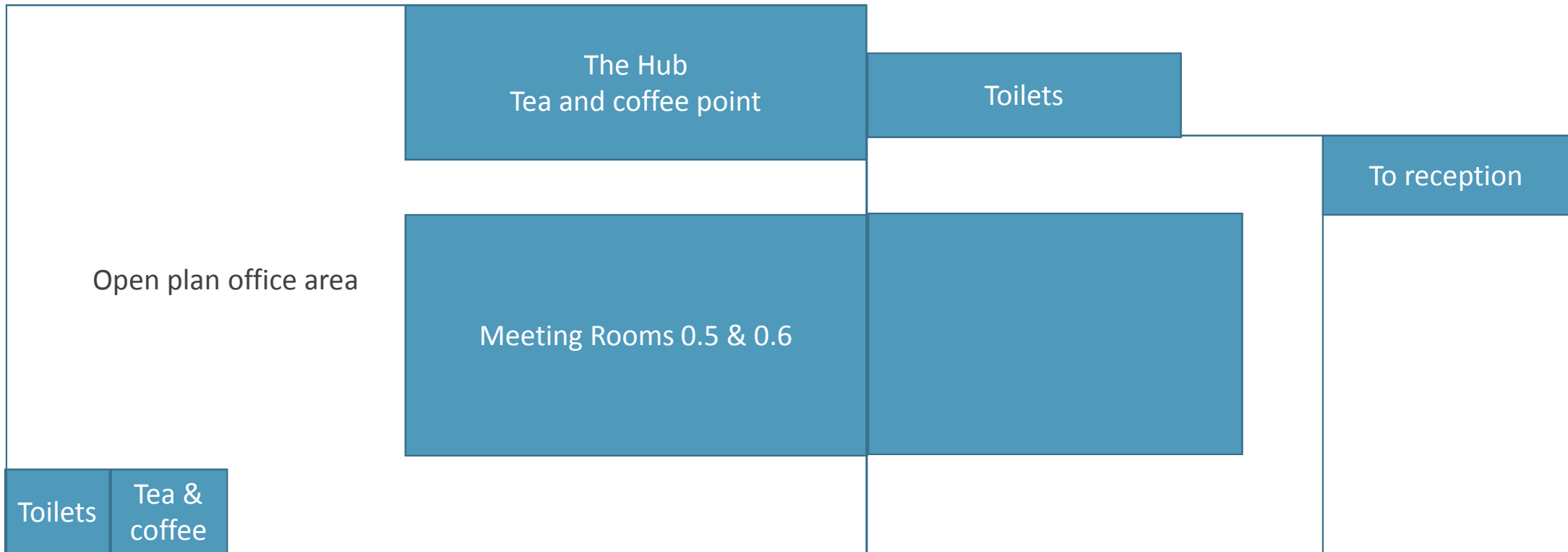
Where does rail fit in West Sussex?

Darryl Hemmings, Transport Planning & Policy Manager
West Sussex County Council

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Coffee break



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Timetabling West Sussex

Phil Hutchinson, Head of Strategic Planning

James Harris, Service Development Manager

Govia Thameslink Railway

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Operating West Sussex from the ground up – track, signalling and level crossings

Paul Best, Senior Strategic Planner
System Operator, Network Rail

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The basics

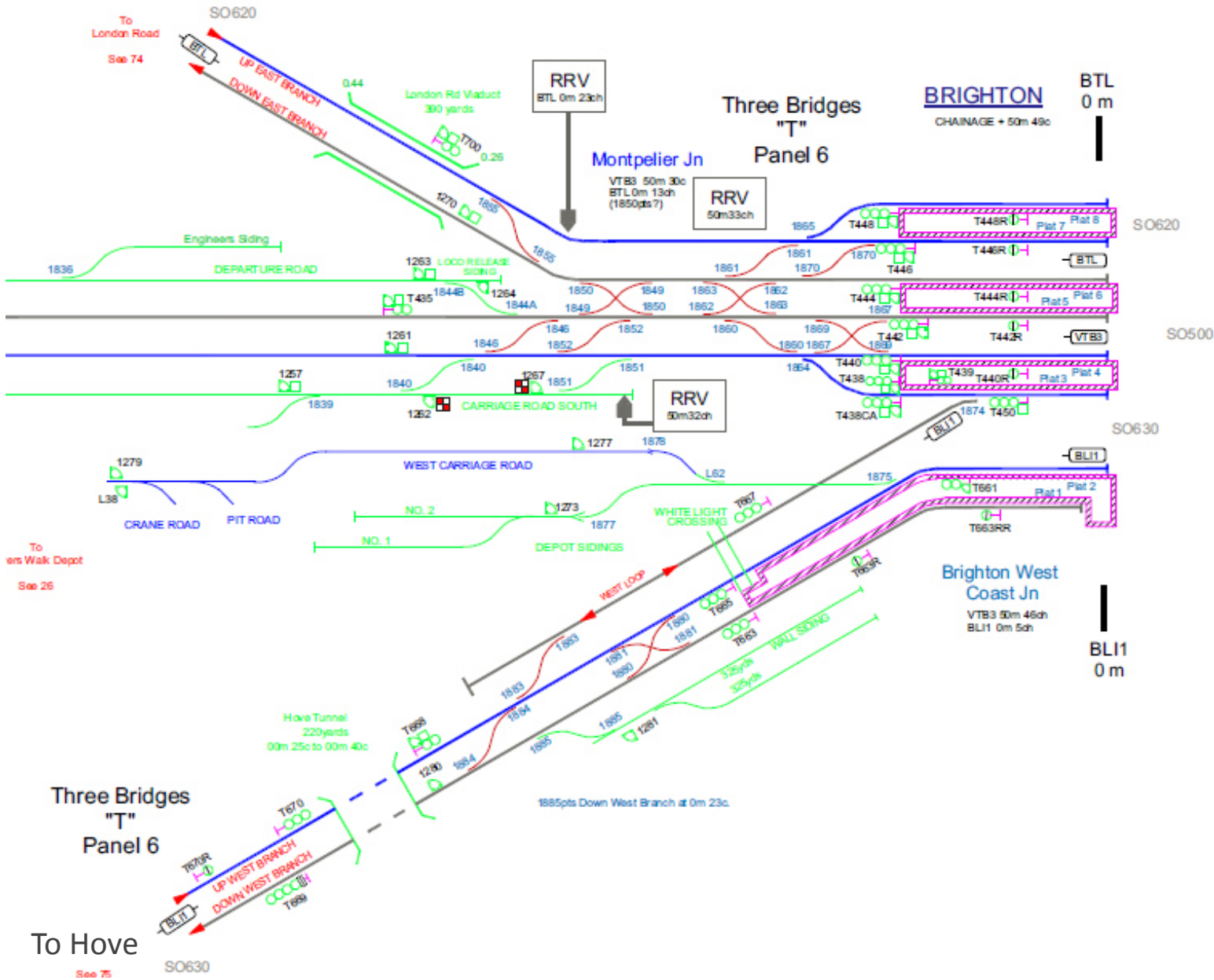
- Mostly two-tracks
- 750V dc third (conductor) rail electrified throughout
- Passing loops at Worthing and Barnham
- Flat junctions
- Lots of stations close together
- Differing services and markets

Brighton to Littlehampton

West Coastway (East)

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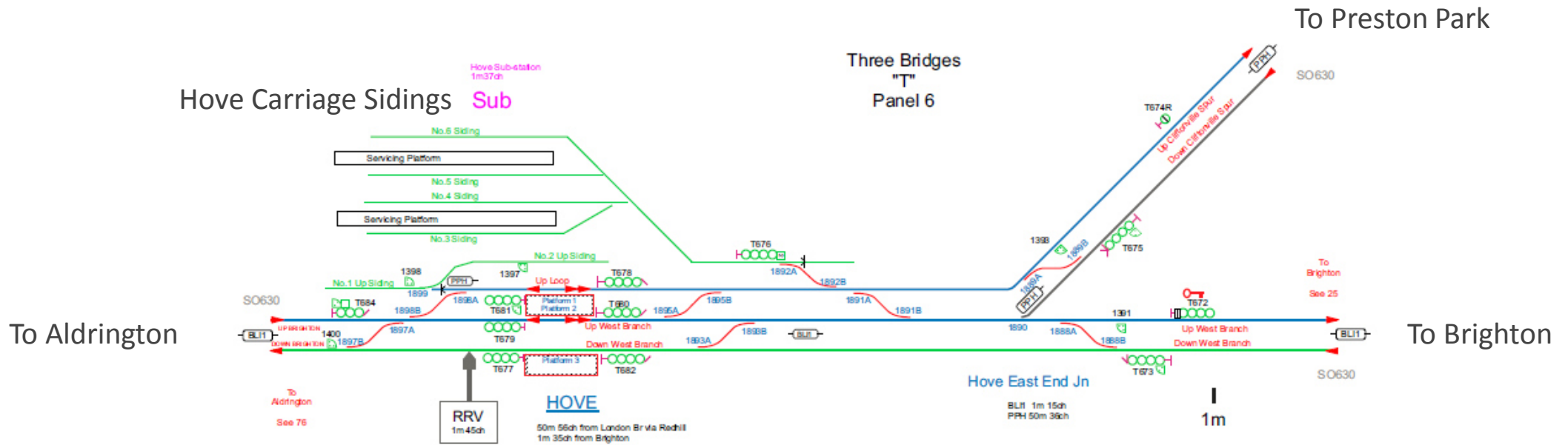
Only Platforms 1 and 2 are dedicated to West Coastway services

Platform 3 is accessible to West Coastway services but only up to 4-cars (20m vehicles)

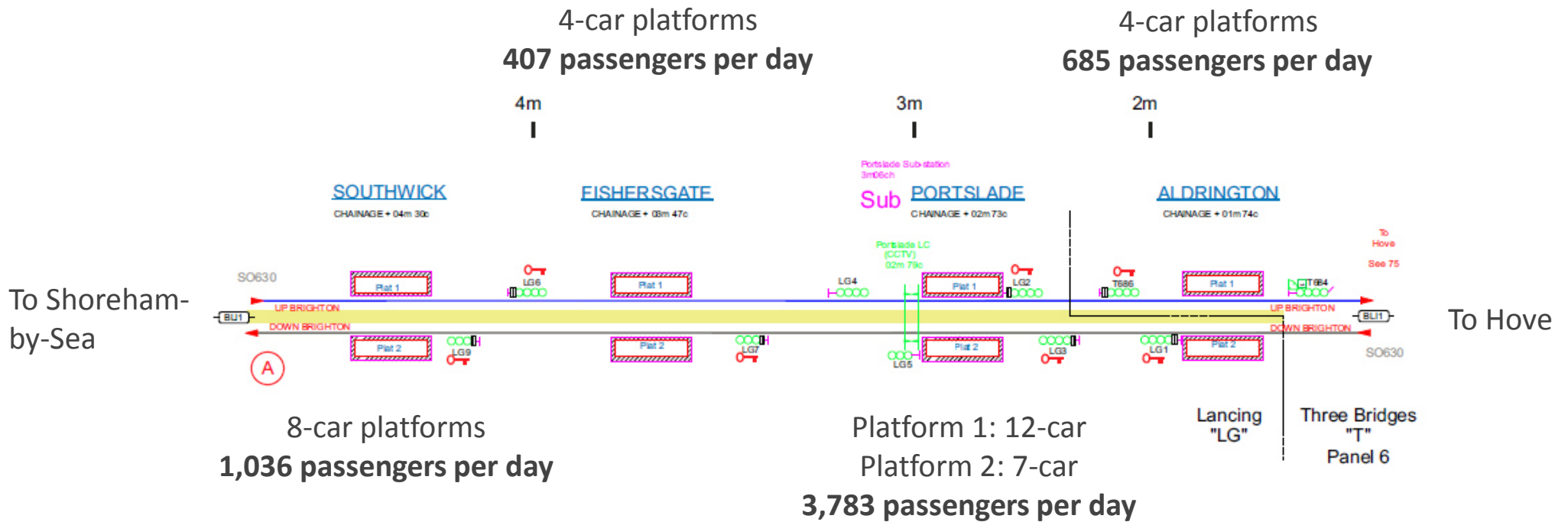
Only Platform 2 can accommodate 12-car trains

A lot of interchange between the West Coastway services and Brighton Main Line/East Coastway services

65,460 passengers per day



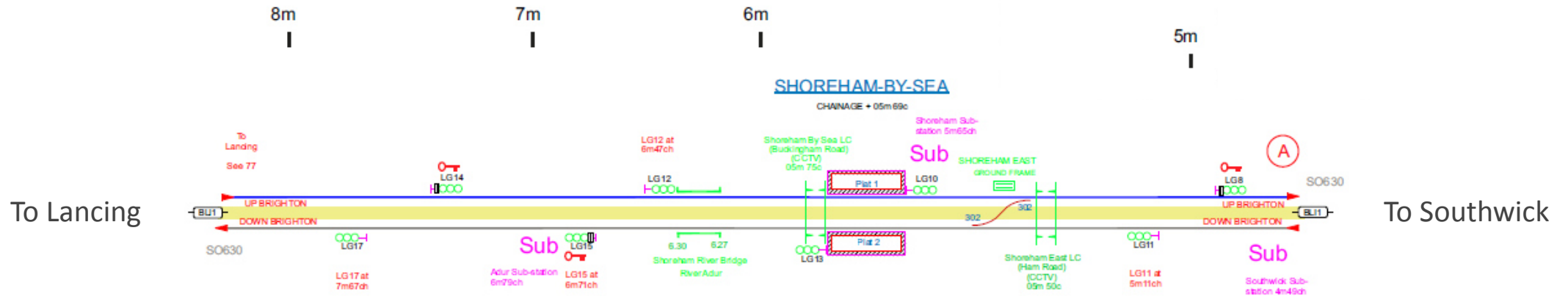
All platforms 12-car capacity
 9,428 passengers per day



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12-car platforms
4,365 passengers per day

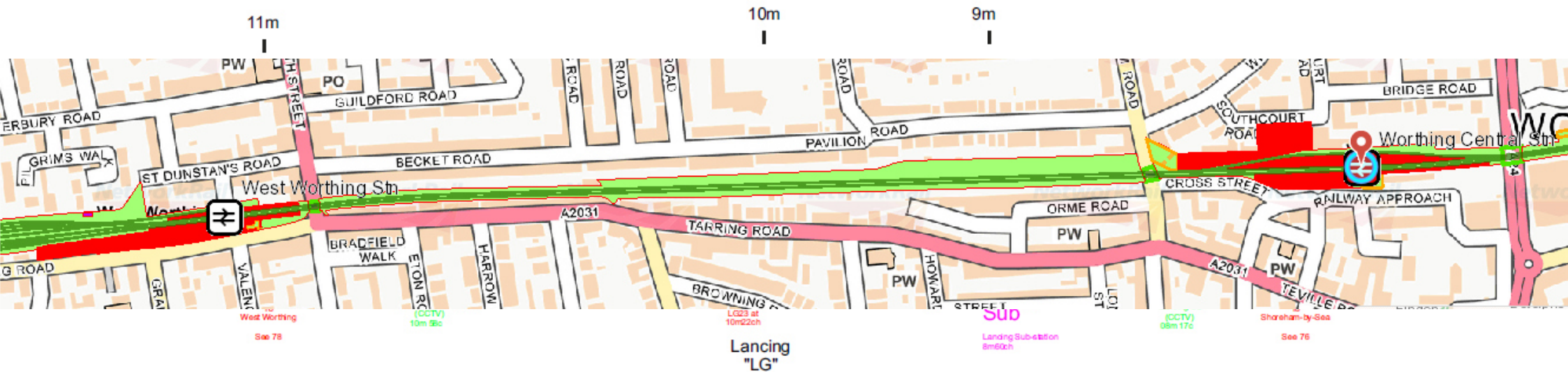


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12-car platforms
8,252 passengers per day

5-car platforms
3,138 passengers per day



4-car platforms
1,277 passengers per day

System Operator

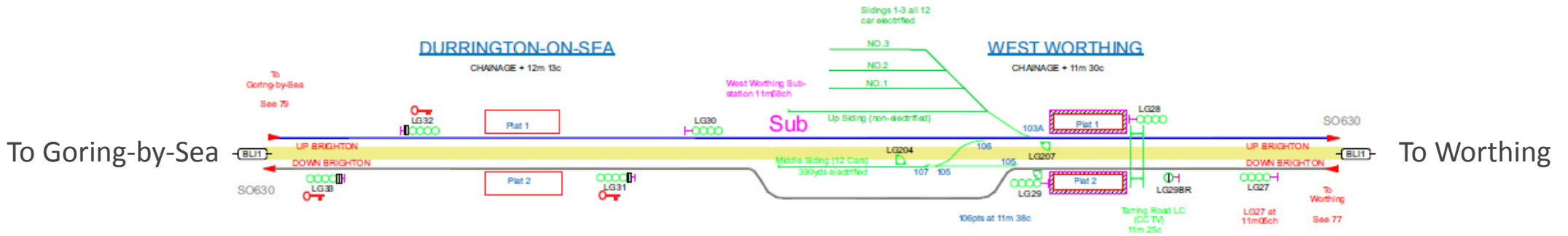
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6-car platforms
2,100 passengers per day

8-car platforms
2,388 passengers per day

12m
|

West Worthing Sidings subject to final confirmation
Operational from 23.04.18



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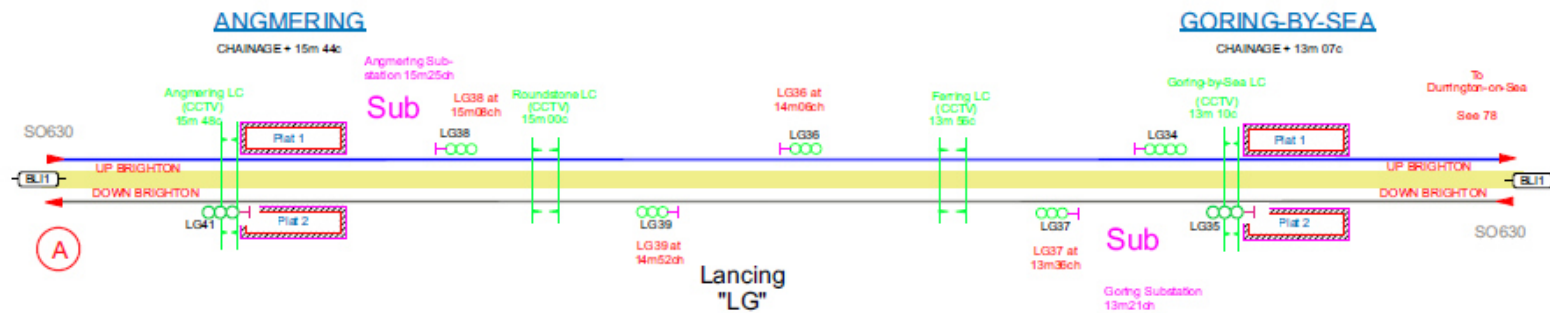
6-car platforms
2,830 passengers per day

6-car platforms
1,783 passengers per day

15m
|

14m
|

13m
|

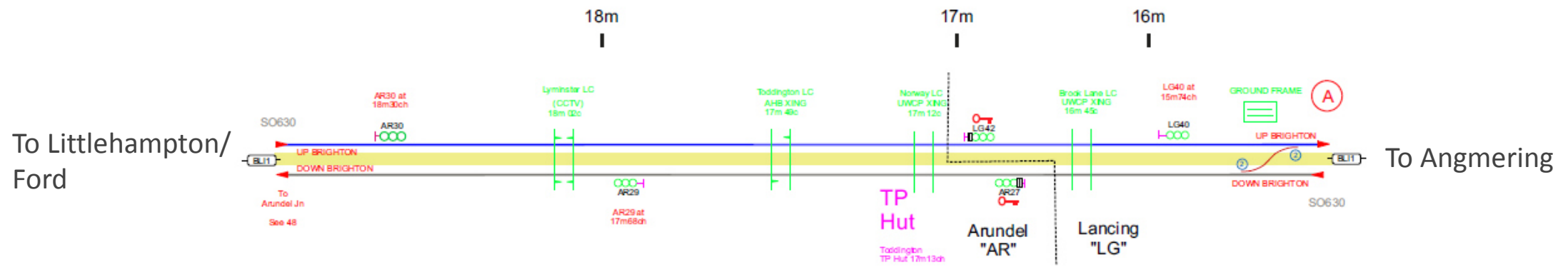


To Littlehampton/
Ford

To Durrington-
on-Sea

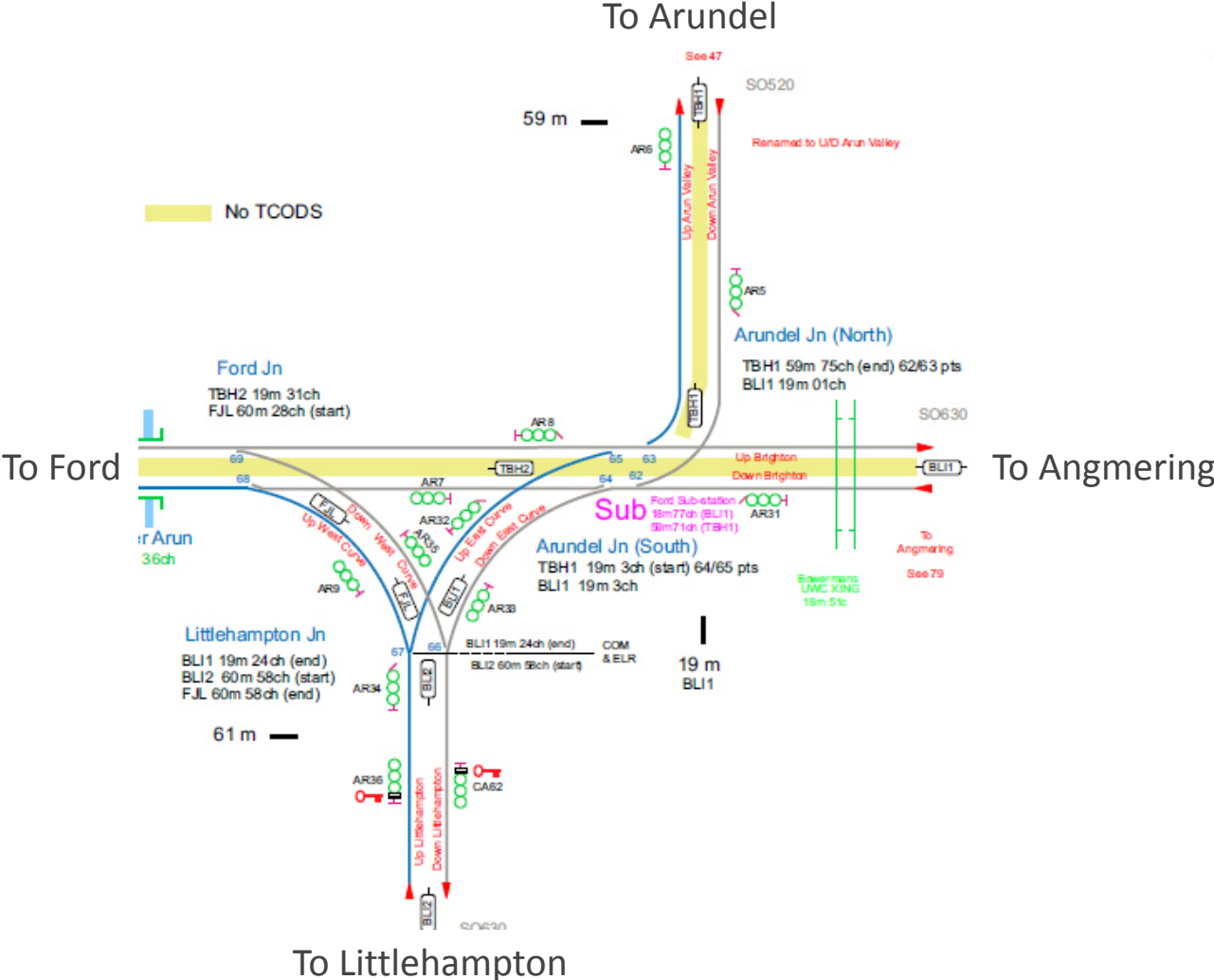
System Operator

Planning a better network for you



System Operator

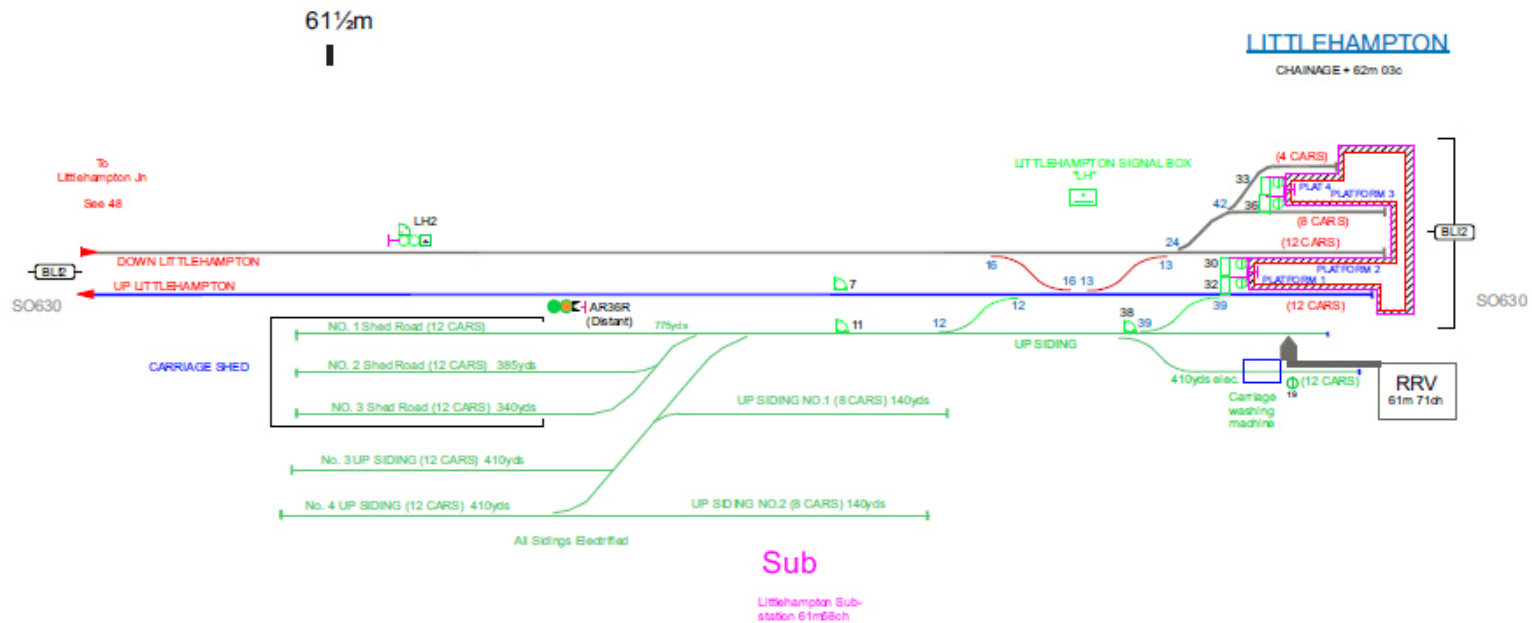
Planning a better network for you



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Planning a better network for you

To Littlehampton/
Ford



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Three Bridges to Bognor Regis

Arun Valley Line

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THREE BRIDGES

CHAINAGE + 29m 21c

29 m

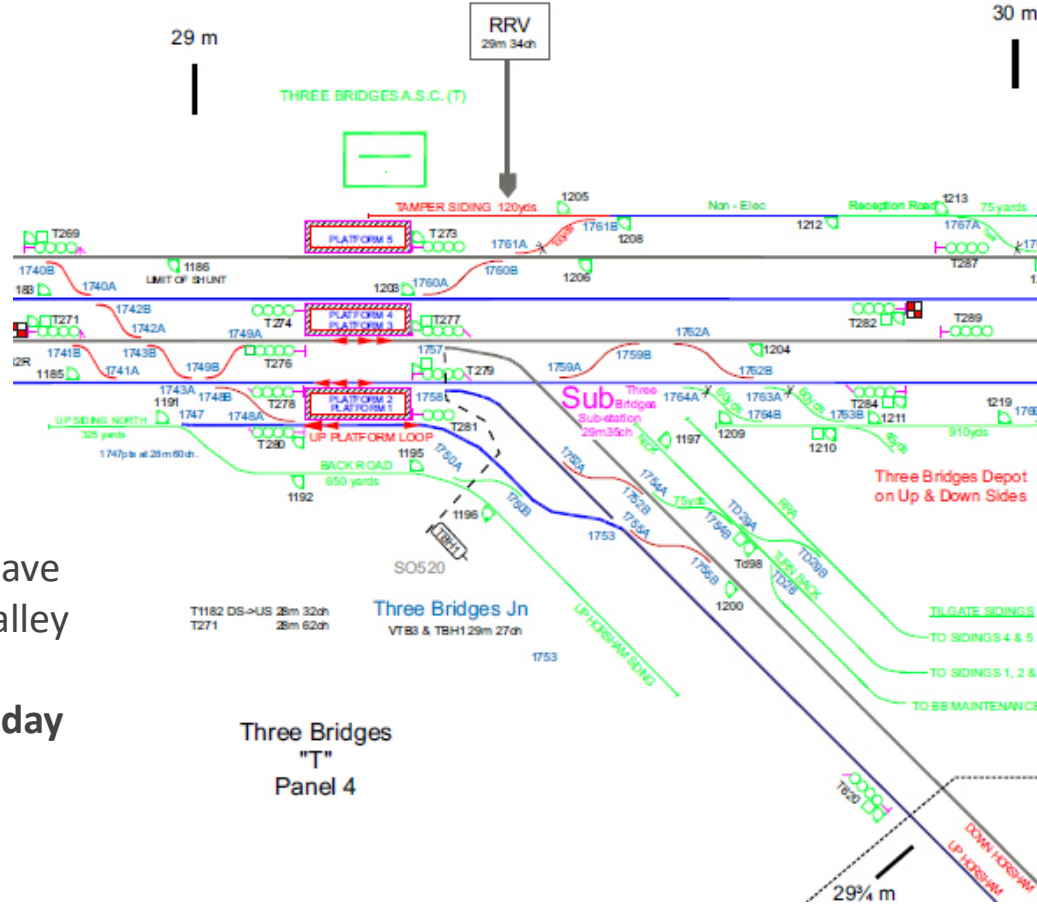
RRV
29m 34ch

30 m

THREE BRIDGES A.S.C. (T)

To Gatwick Airport

To Balcombe



12-car platforms
Only Platforms 1-3 have
access to the Arun Valley
Line

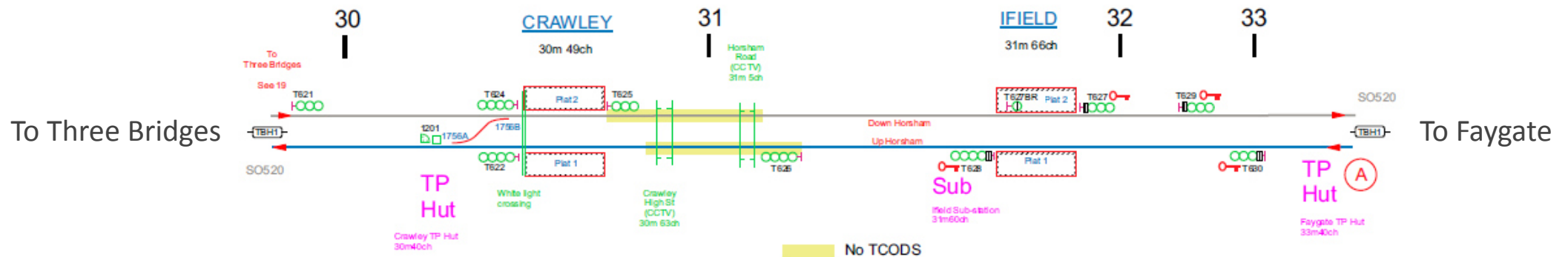
14,138 passengers per day

Three Bridges
"T"
Panel 4

To Crawley

12-car platforms
6,078 passengers per day

5-car platforms
1,095 passengers per day

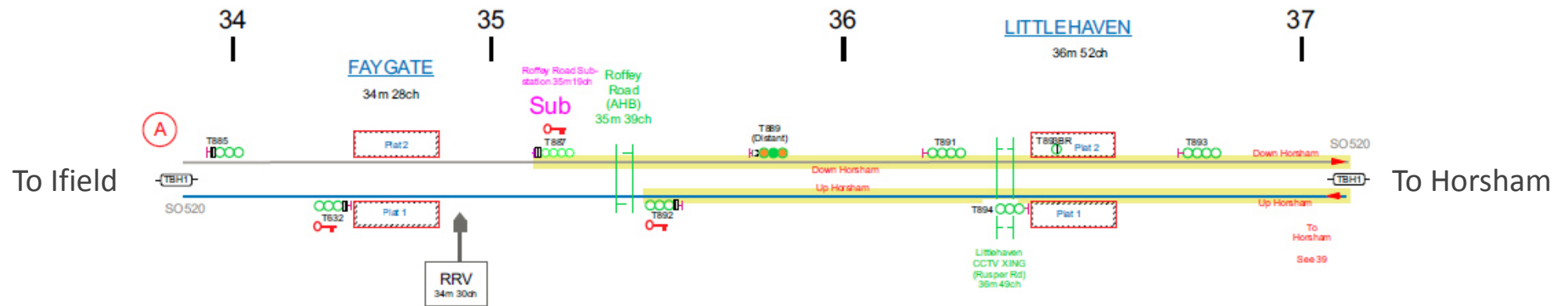


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5-car platforms
29 passengers per day

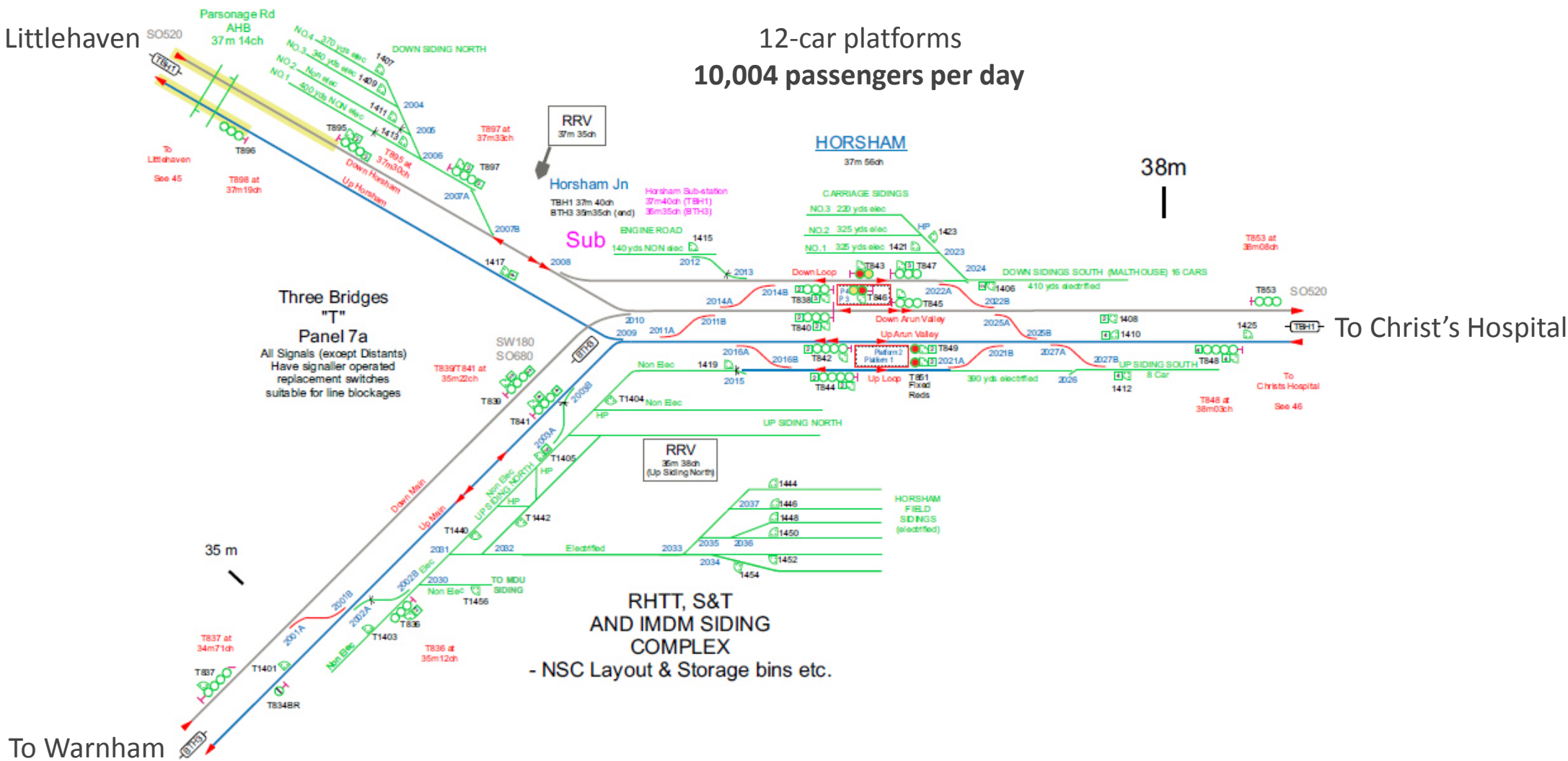
8-car platforms
989 passengers per day



System Operator

Planning a better network for you

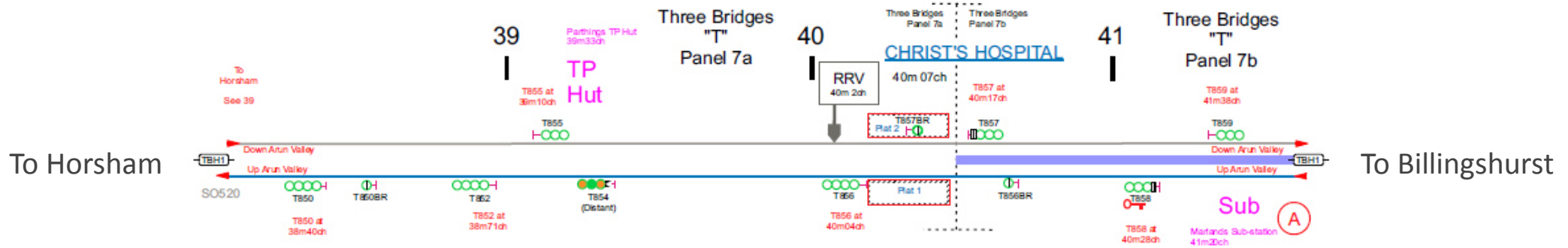
12-car platforms
10,004 passengers per day



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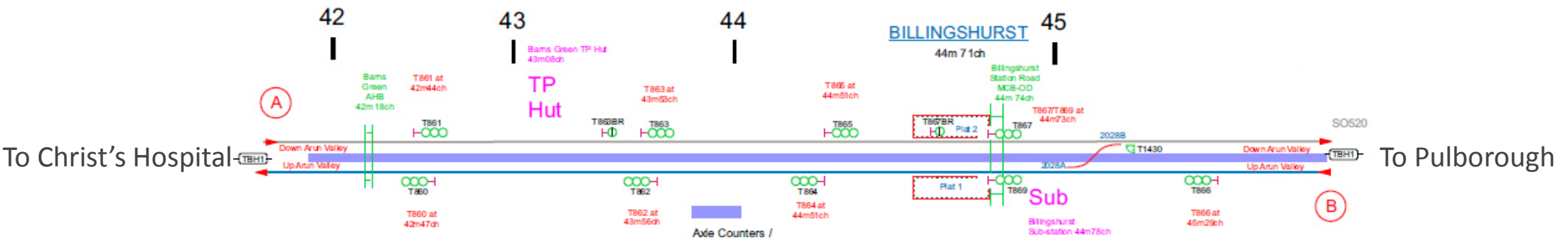
7-car platforms
584 passengers per day



System Operator

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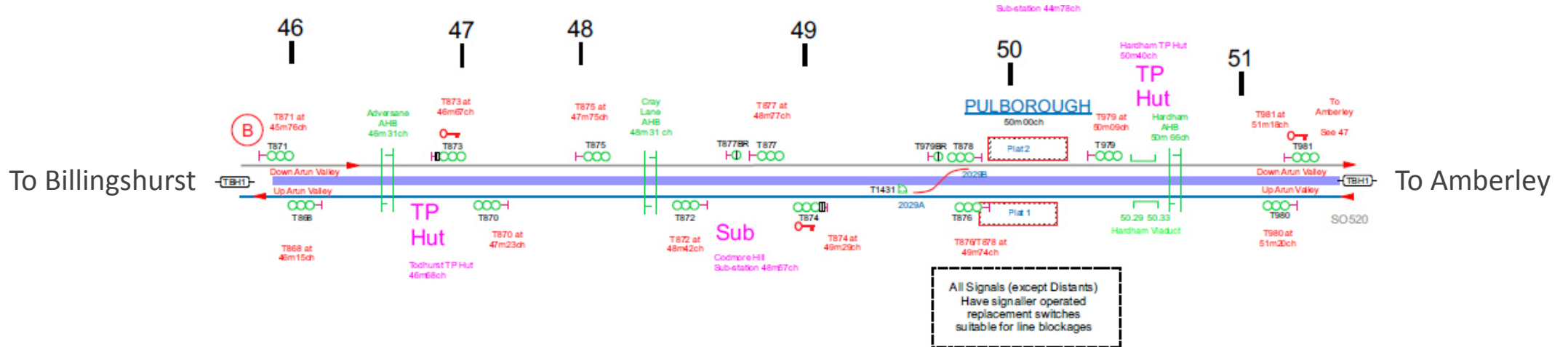
8-car platforms
1,621 passengers per day



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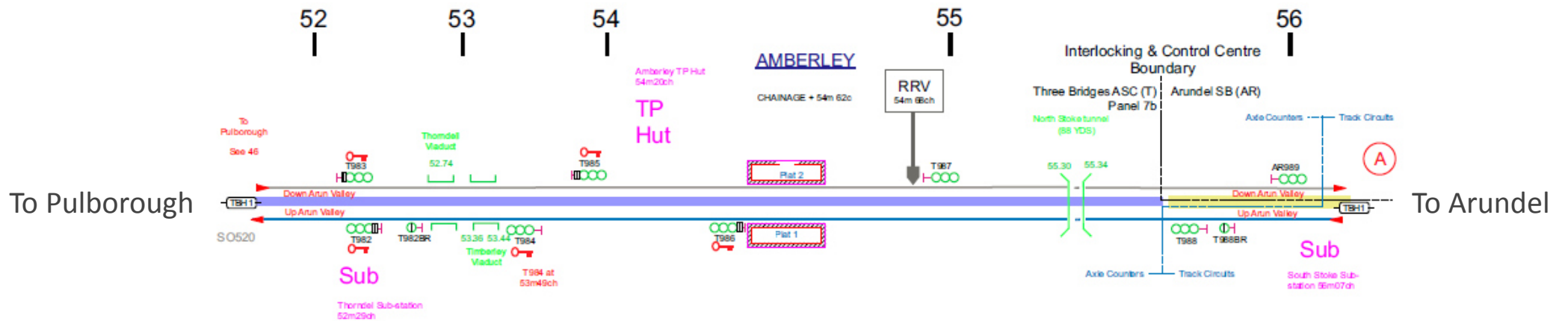
Platform 1: 10-car
 Platform 2: 9-car
 1,299 passengers per day



System Operator

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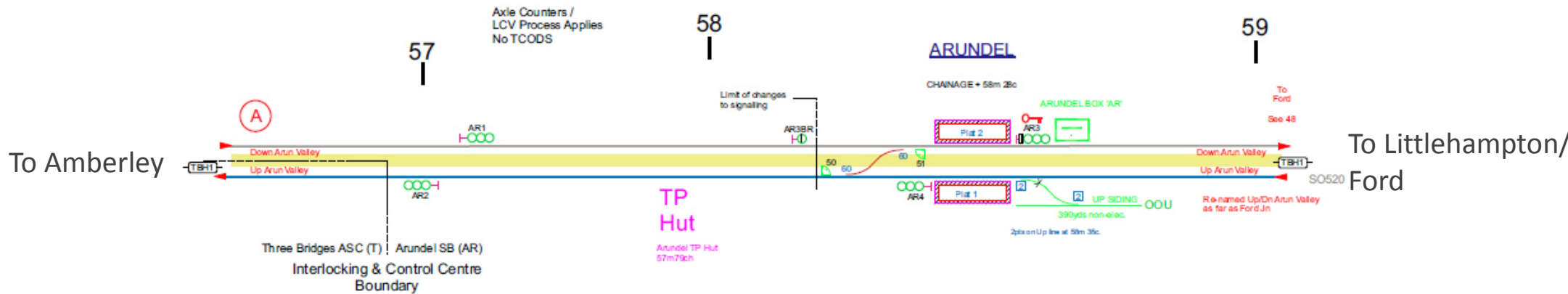
4-car platforms
190 passengers per day



System Operator

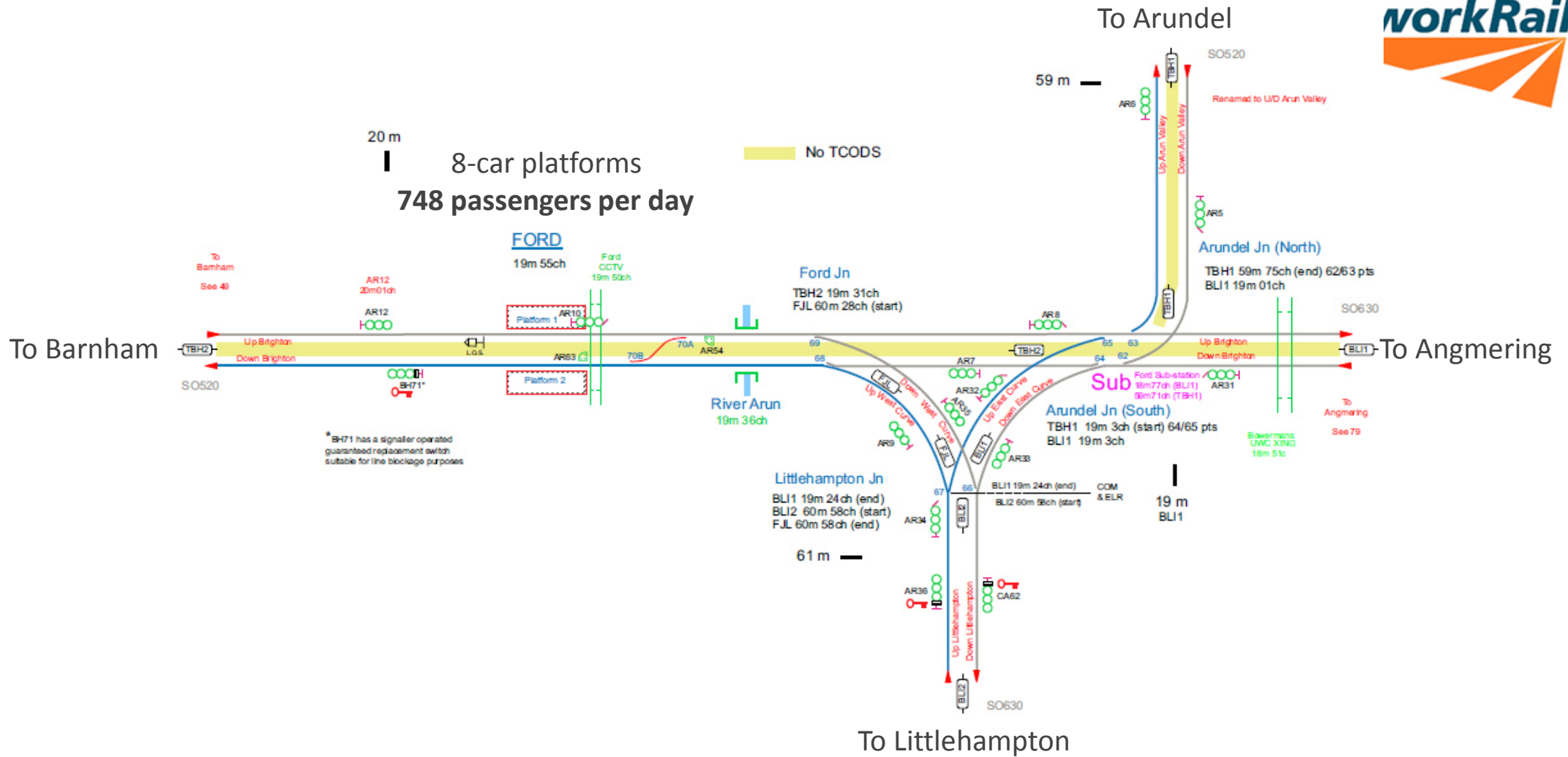
Planning a better network for you

12-car platforms
1,070 passengers per day



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Planning a better network for you

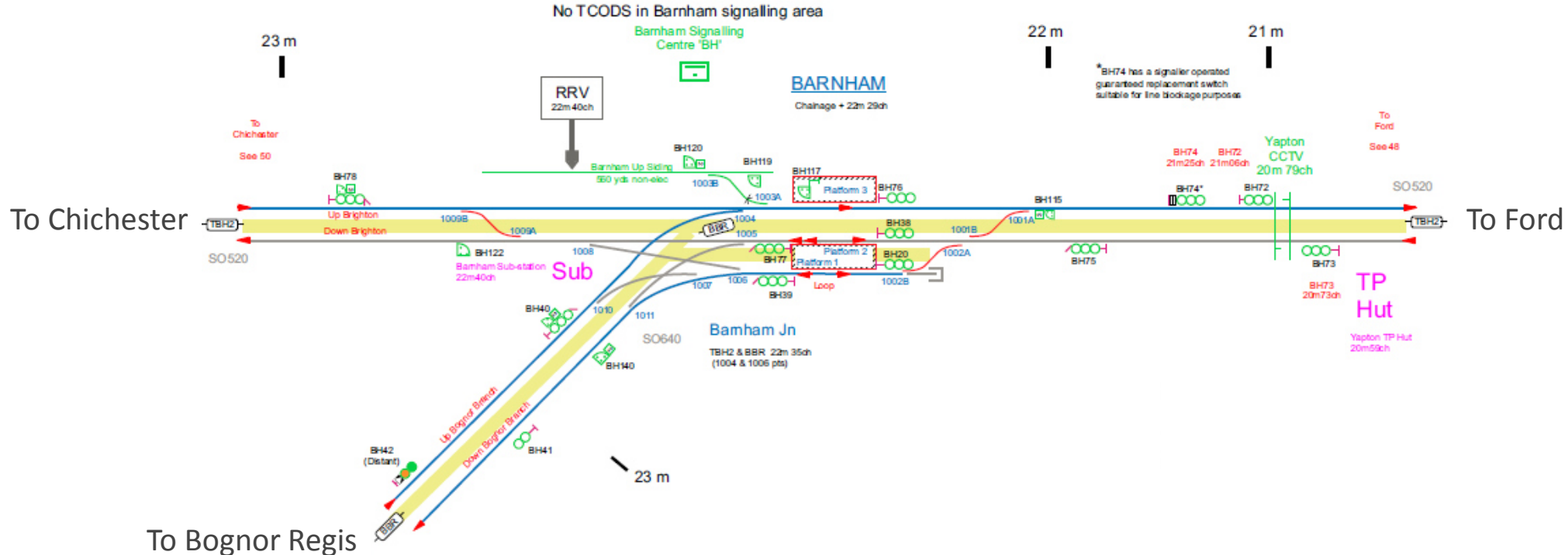


System Operator

Planning a better network for you



12-car platforms
6,073 passengers per day

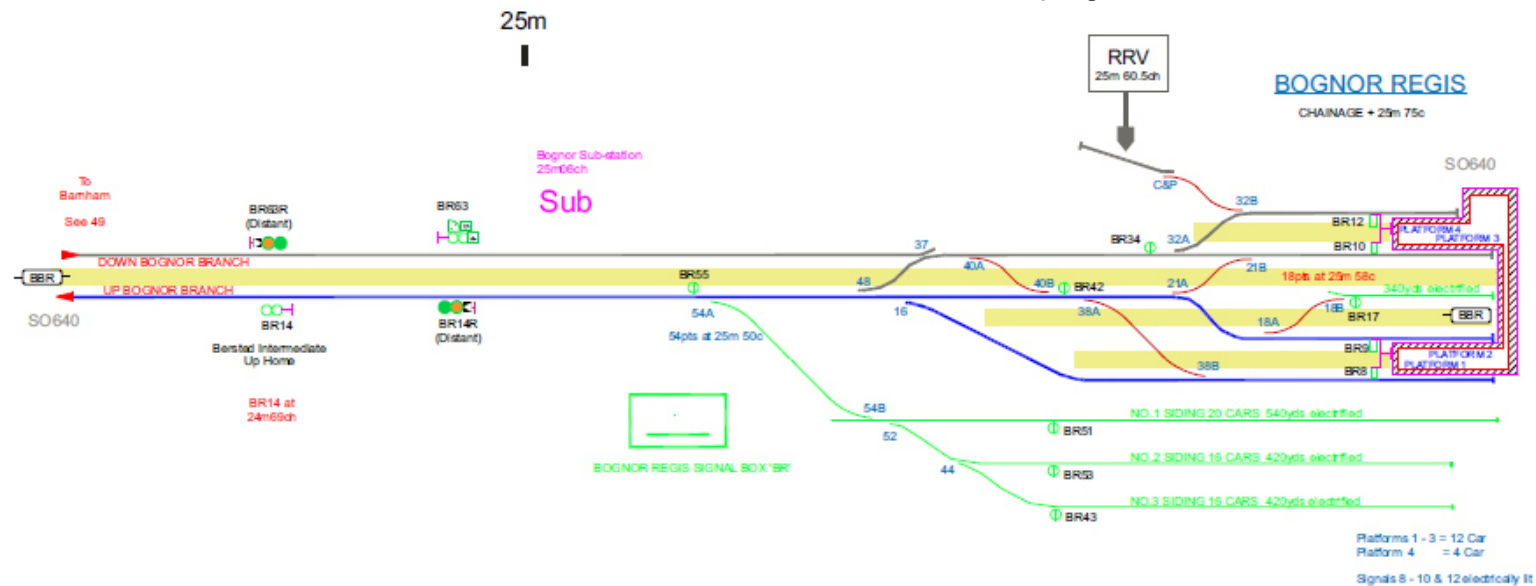


System Operator

Planning a better network for you

Platforms 1-3: 12-car
 Platform 4: 4-car
3,668 passengers per day

To Barnham



Barnham to Havant

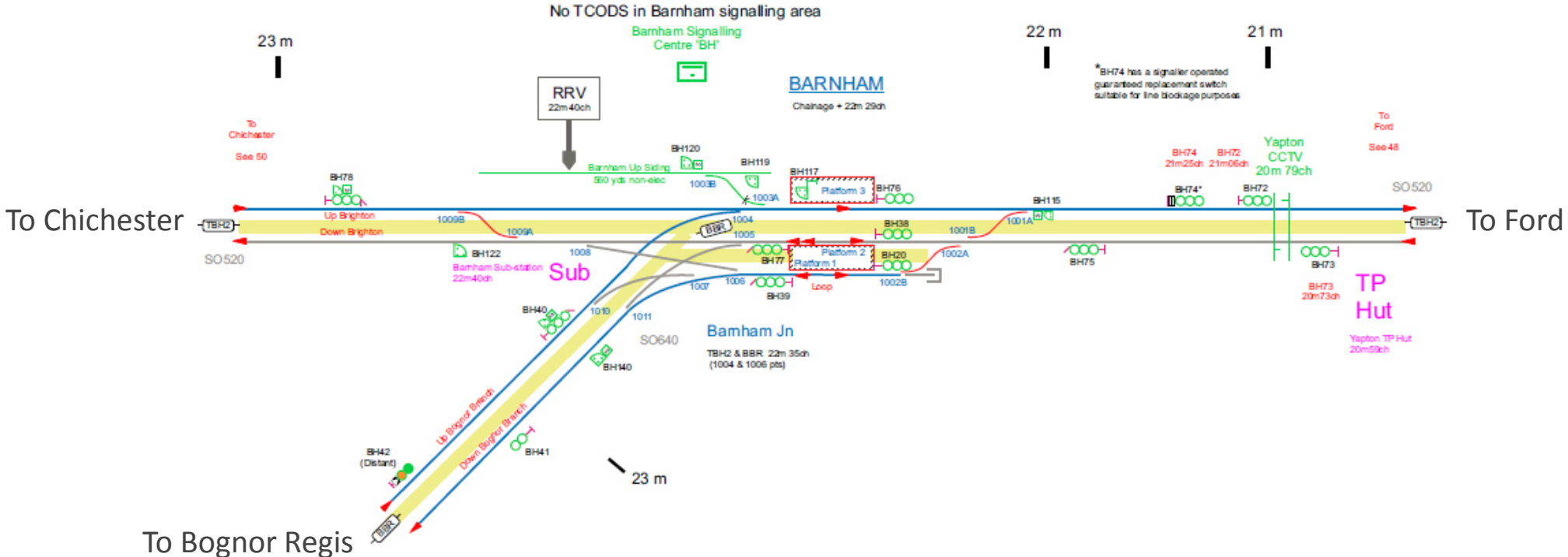
West Coastway (West)

System Operator

Planning a better network for you

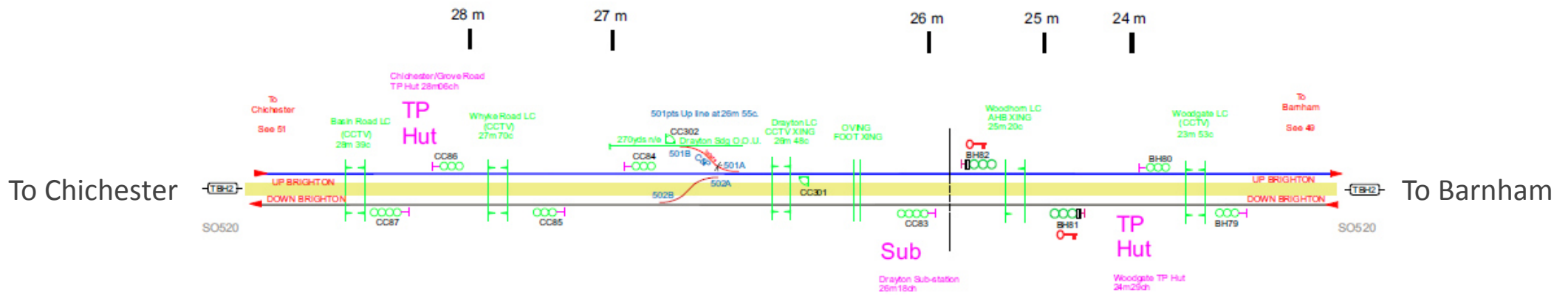


12-car platforms
6,073 passengers per day



System Operator

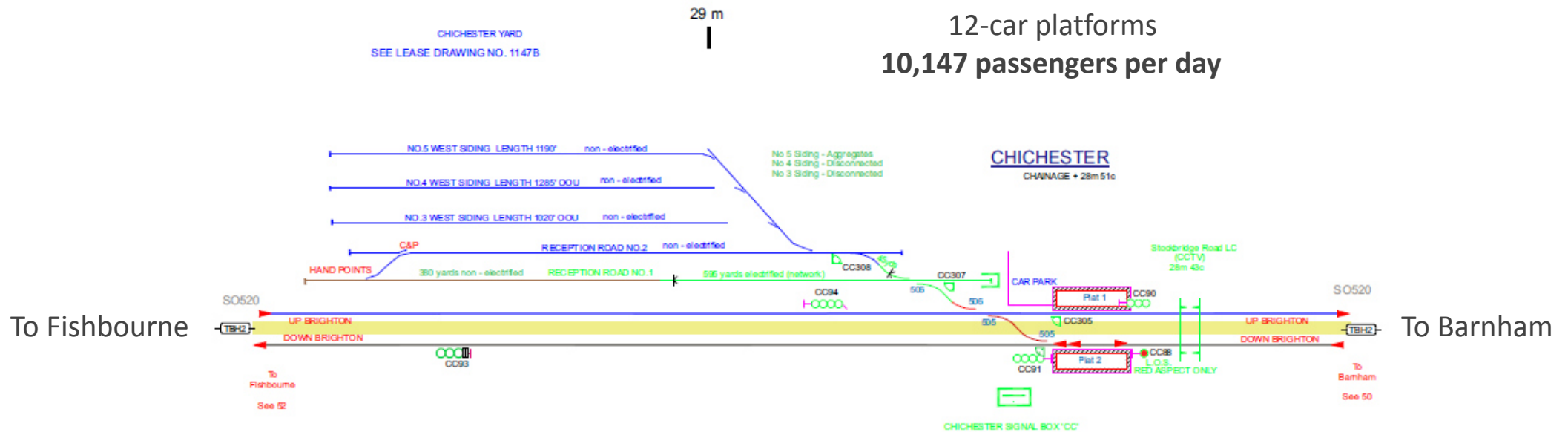
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12-car platforms
10,147 passengers per day

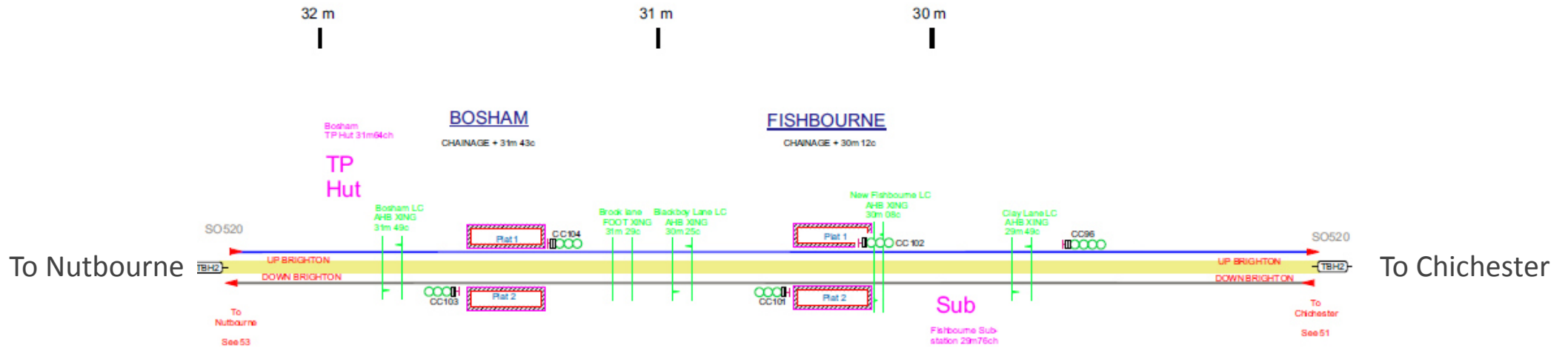


System Operator

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Platform 1: 7-car
 Platform 2: 6-car
 272 passengers per day

Platform 1: 7-car
 Platform 2: 6-car
 227 passengers per day

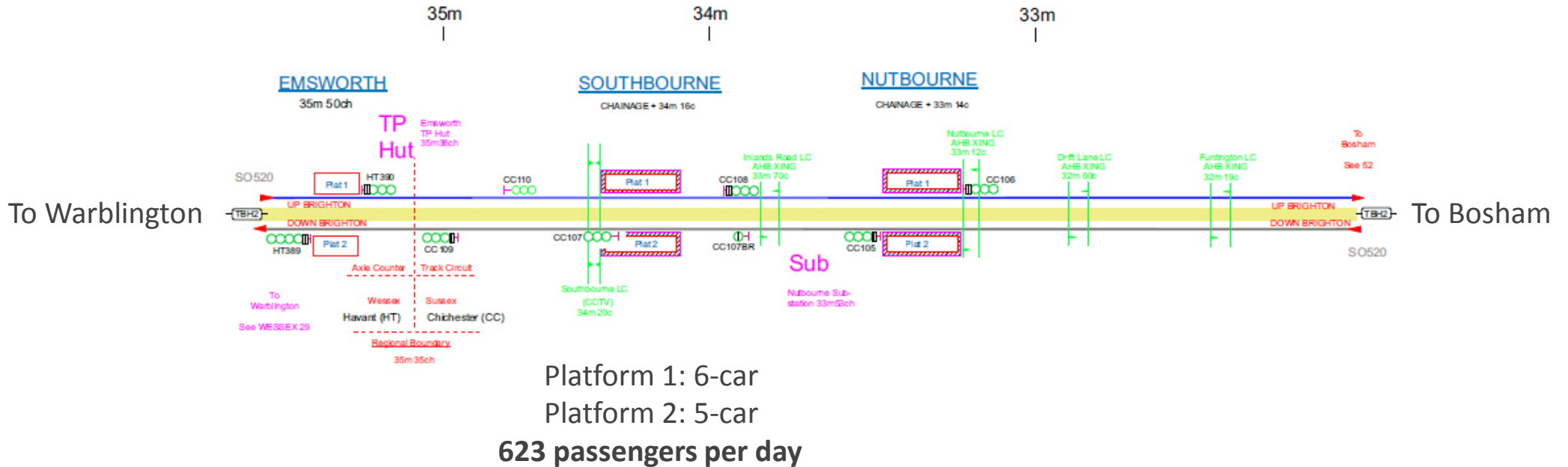


System Operator

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7-car platforms
1,071 passengers per day

6-car platforms
296 passengers per day

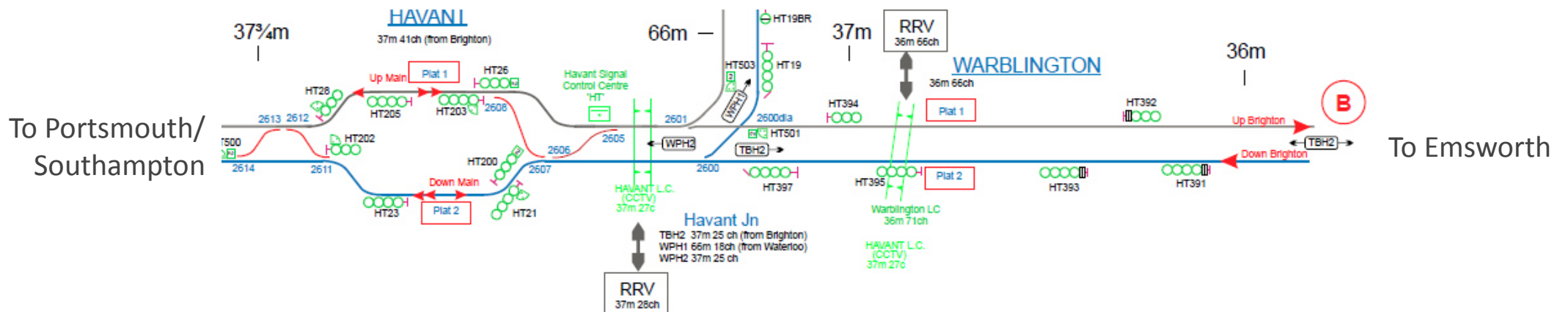


System Operator

Planning a better network for you

12-car platforms
8,809 passengers per day

6-car platforms
94 passengers per day



System Operator

Planning a better network for you

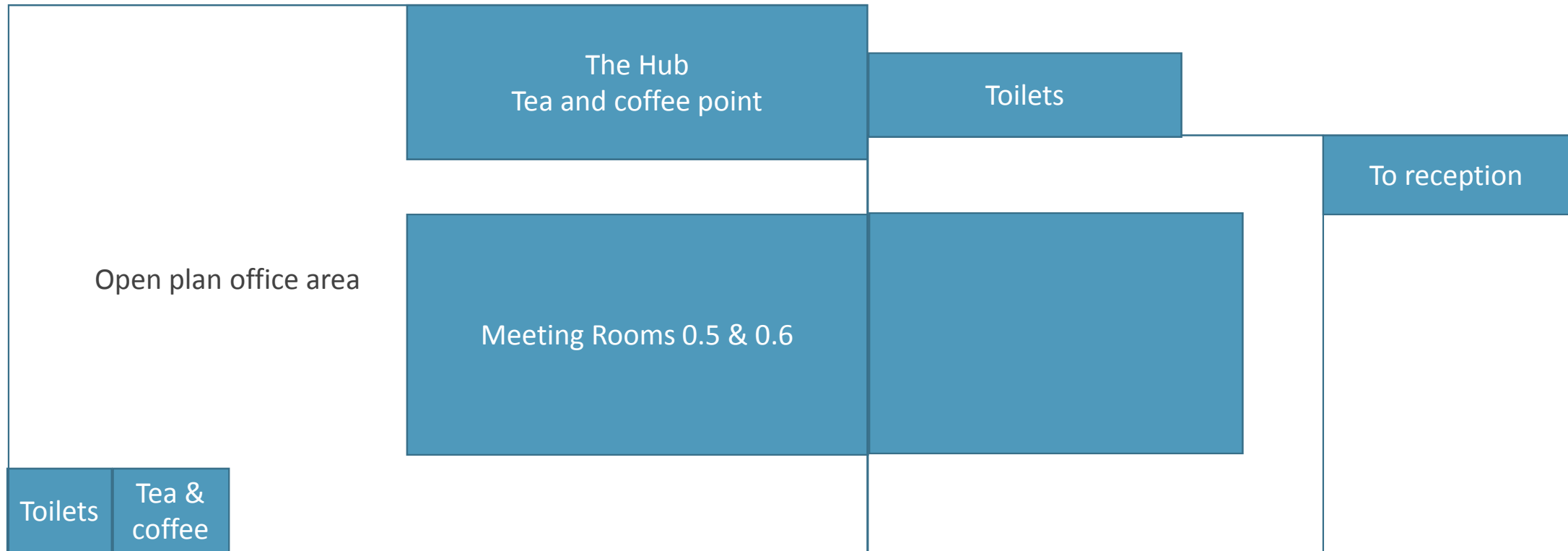
Highways in West Sussex

Peter Phillips, Route Sponsor - South Coast Central
Highways England

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Lunch



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How do we plan for housing growth?

James Hodgson, Senior Economic Analyst
System Operator, Network Rail

Workshop 1: The impact of housing growth

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What's happening across the border?

Paula Haustead, Lead Strategic Planner (Wessex)
System Operator, Network Rail

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Workshop 2: What's planned nearby?

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More stations, faster trains

Paul Best, Senior Strategic Planner
System Operator, Network Rail

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Workshop 3: What would you like from rail in West Sussex?

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Working with Network Rail to fund schemes

John Gill, Director, Route Business Development

Thomas Freeman, Project Manager, Route Business Development

South East Route, Network Rail

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Workshop 4: Who pays for what? Identifying funding streams

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Any other issues?

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Next steps

- Data collation
- Long list
- Short list

- 4-weekly Working Group

- Economic analysis
- Timetable modelling

- Update meeting in the summer

Wrap up

Alex Hellier, Lead Strategic Planner
System Operator, Network Rail

System Operator

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Thank you!