

# *System Operator*

Planning a better network for you



## **Network Rail Update – Railfuture Event – Thursday 3 October 2019**

**Simon Hulse, Strategic Planner**

- Network Rail's drive to Put Passengers First has seen the creation of five new regions and 13 routes within those regions.
- Our Southern region is the busiest in the country, with more than 700 million passenger journeys a year and more than 7,000 passenger and freight services every weekday.
- The Southern Region has been created by merging the current Wessex and South East routes in a move which will shift power and decision making into smaller, regional organisations that are closer to customers, and will give local managers the authority to tackle performance issues head-on.
- The four routes within the new Southern region, Wessex, Sussex, Kent and Network Rail High Speed, went live on Monday 16 October
- Around £6.3 billion will be invested over the next five years regionally to operate, maintain and renew the railway, which also serves as a vital freight link, with more than 266,000 tonnes of freight passing through each week.
- Putting passengers first and addressing the decline in train performance are our priorities, and these changes will help us deliver the better service that passengers and freight users deserve.



**712m**  
passengers journey across  
the route each year



**544**  
stations across  
the route



**3,300**  
miles of track on  
the route



**895**  
level crossings



**5,300**  
employees

# Putting Passengers First

- Under the Southern Region, John Halsall is Regional Managing Director continuing from his previous role as South East Route Managing Director
- Under his leadership team there are four Route Managing Directors for HS1, Kent, Sussex and Wessex
  - HS1 Route Managing Director – Katie Frost
  - Kent Route Managing Director – Fiona Taylor
  - Sussex Route Managing Director – Shaun King
  - Wessex Route Managing Director – Mark Killick



# West Sussex Connectivity - What we're going to show you

- What we've been doing
- How we've done it
- The breadth of the work

# What we've been doing

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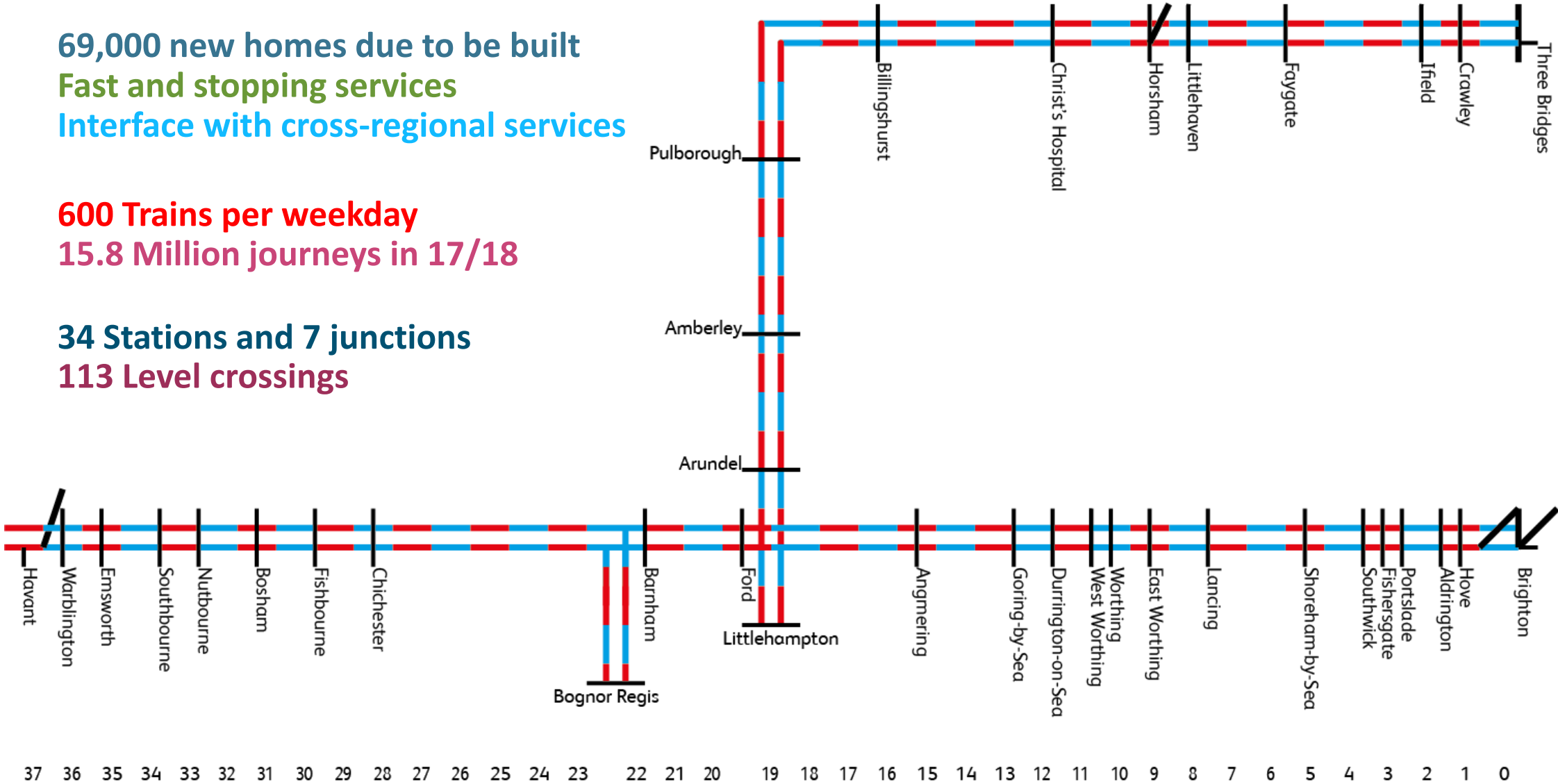
# West Sussex Connectivity CMSP



69,000 new homes due to be built  
 Fast and stopping services  
 Interface with cross-regional services

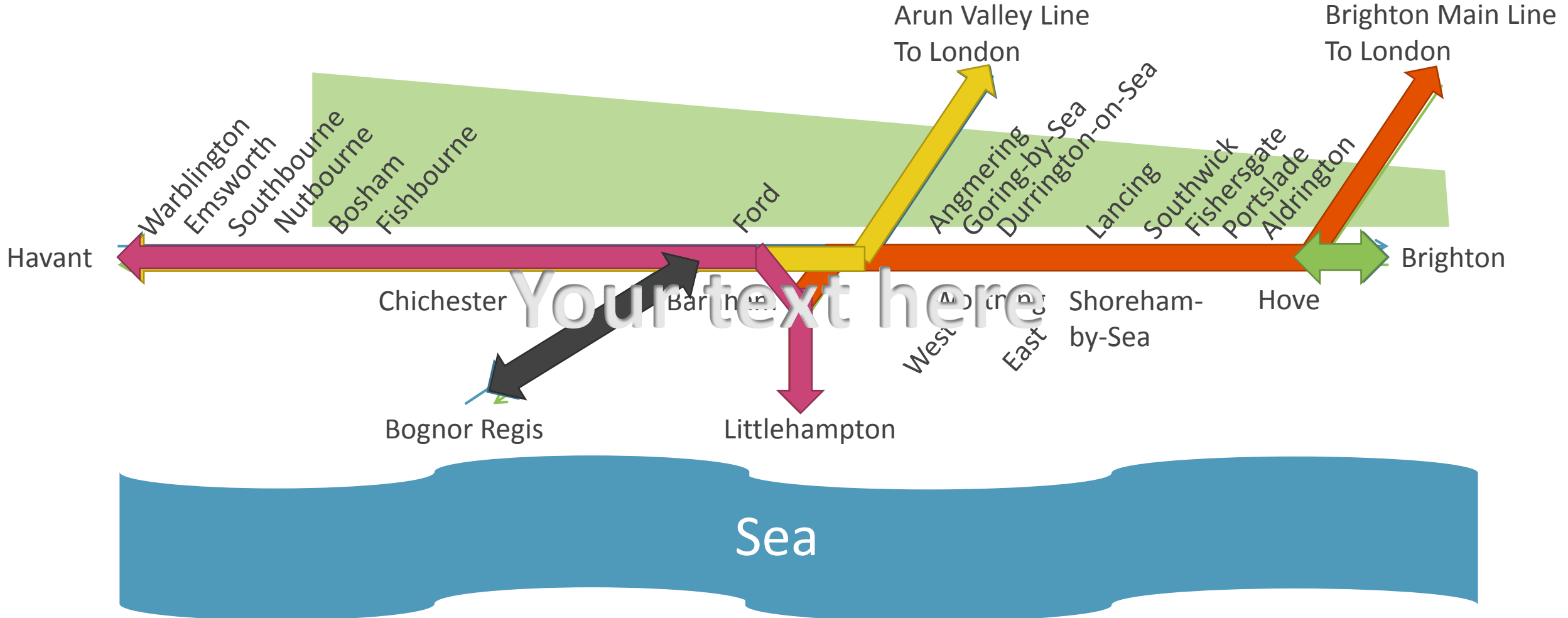
600 Trains per weekday  
 15.8 Million journeys in 17/18

34 Stations and 7 junctions  
 113 Level crossings



Simplified track diagram - junctions have been removed for clarity

Each coloured segment = 1 mile



# What the Stakeholders said..



‘We would like journey time reductions between Brighton and Chichester’

‘We need more stations’

‘There’s too much road congestion ’

‘Can we have a direct train from Brighton to Arundel/the Arun Valley’

‘Can the last train of the day be extended to support the night economy’

‘We would like to operate a more regular service along the West Coastway’

‘Is there a way to encourage the public to attend major events by public transport’

‘We’re frustrated with Level Crossings’

‘We’d like to run an hourly Great Western Railway service to Bristol’



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next stop 14:13

# 2 Ifield Station

Shipley Road

Ifield Station

Tangmere Road

BP headquarters - Those insi

Destination	Plt	Sch	Est	ATOC
Horsham <small>Littleshaven, Horsham</small>	2	14:26	On time	
Peterborough <small>Cauldon South, East Croydon, London Bridge, London Blackfriars</small>	1	14:35	On time	
Horsham <small>Littleshaven, Horsham</small>	2	14:56	On time	
Peterborough <small>Cauldon South, East Croydon, London Bridge, London Blackfriars</small>	1	15:05	On time	
Horsham <small>Littleshaven, Horsham</small>	2	15:26	On time	



# How we've done it

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# Key Milestones

## Period 4:

- Module 1-3 Stage Gate completed
- Interim Report Completed

## Period 6:

- Operations Strategic Advice Report Completed.

## Period 7:

- Module 4 Stage Gate completed.
- Timetable Service Specification output received (GTR)

## Period 9:

- Outputs from the feasibility report received (NRDD)

## Period 10:

- Draft report issued for review
- Stakeholder session to present findings.

## Period 13:

- Final report issued
- Module 5 Stage Gate completed
- Lessons Learned completed.

# CMSP Stagegate – ‘Leave no stone unturned’



## M1: Strategic Review

- Geography
- Policies
- Project Growth
- Connectivity

## M2: Market Study

- Market Requirements
- Analysis

## M3: System Capability

- System Capability
- Service Change
- Constraints
- Rolling Stock

## M4: Identification

- Identification
- Prioritisation
- Assessment

## M5: Strategic Continuous Programming

- Opportunities
- Options
- Output
- Lessons Learned

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**CMSP Stage Gate Checklist and Certificate Module 1 Strategic Review**

CMSP Name	West Sussex Connectivity
Senior Strategic Planner	Paul Best
Senior Development Manager	Santana Deen

This box is to include any relevant notes to this Stage Gate and Products delivered:

	Consideration	Required	Owner	Reference	Date of Completion	Last Updated	Status	Notes/Actions
Geograph	Economic geography	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	Useful info also in the employment density document
	Cross-boundary assumptions	Y	SH	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Demographics	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Field Work	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Tourism and local attractions	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Environmental factors	Y	SH	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	Summary of geo tech issues along the Arun Valley and summary of case study of Offham Embankment between Amberley and Arundel
	Local factors considered -schools, stadiums, business parks, large events	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
Policies	National policies	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Review of relevant transport strategies	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Infrastructure delivery plans	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Employment growth/Employment density	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
Projected	Local development/aspirations	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Population projections (region, boroughs)	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Local planning commitments/aspirations	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Review franchise commitments (current and future)	Y	PB	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Housing growth and plans	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	Congestion issues	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	
	First and last mile	Y	SC	<a href="#">Link</a>	11/07/2019	11/07/2019	Complete	Document produced showing connectivity to rail network from major population areas without train stations

# The breadth of work

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# Whole System Outputs

	Consideration <input type="text"/>
Systematic Capability	Route capacities
	Speeds
	Power
	Depots
	Stabling facilities
	Platform lengths
	Signal Box Opening Hours
	Enhancement/Renewals planned
	Enhancement/renewal aspirations
	Level crossings
	Digital railway
	Signalling system
	Gauge clearance
	Track – formation and key junctions
	Infrastructure Assumptions
	Operational specialist consulted
	System innovations

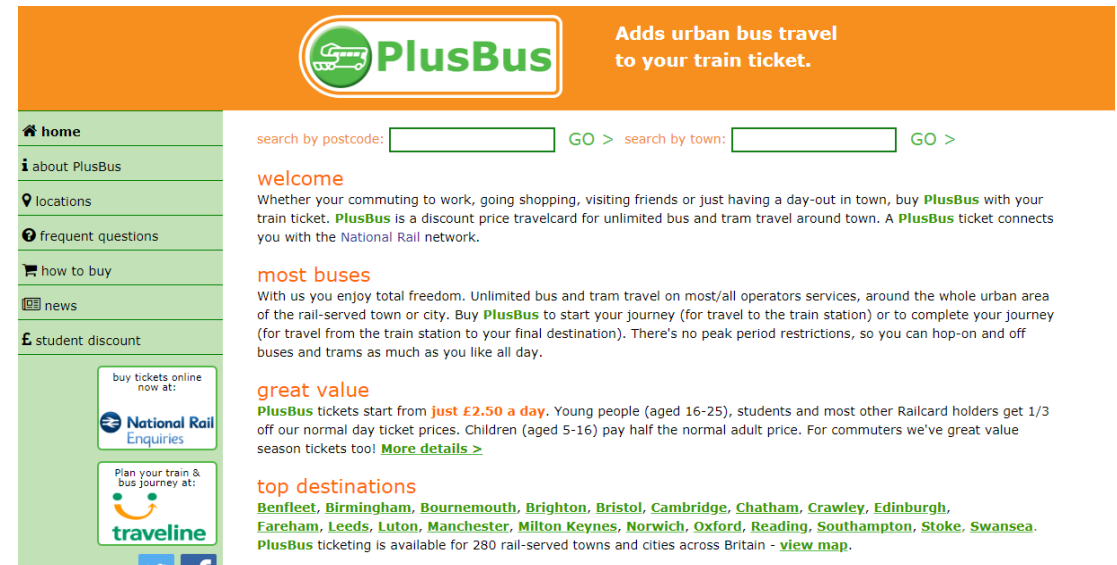
Service Changes	Current and planned service changes
	Compliant with the DfT Network Modelling Framework
	Timetabling anomalies
	Reliability/Performance
	Timetable Analysis
	Service specifications
	Frequency
	Journey time
	Connectivity
	Analysis of service change proposals
	Constraint
Constraints captured against each service change proposal	

Constraint	Land
	Constraints captured against each service change proposal
Rolling stock	Train class
	Number of carriages/formation
	Toilet facilities
	Bike/luggage storage
	Standing capacity
	Seat capacity
	Stabling facilities
	Franchise commitments
	Quantity of trains



# Rail System Integration - *First and Last Mile*

- How does rail integrate with other modes of transport?
- Bus and rail integrated ticketing – *PlusBus, Traveypass, Robin Hood Card.*
- Creation of a first and last mile checklist for each CMSP including the following:
  - ✓ *Bus services to population hubs without rail stations*
  - ✓ *Wider population catchment areas for stations*
  - ✓ *Assessment of car parking spaces at stations and their occupancy levels*
  - ✓ *Cycle Spaces assessment*



The screenshot shows the PlusBus website interface. At the top, there is a navigation bar with the PlusBus logo and the tagline "Adds urban bus travel to your train ticket." Below this is a search bar with two input fields: "search by postcode:" and "search by town:", each followed by a "GO >" button. The main content area is divided into several sections: "welcome" (explaining PlusBus as a discount price travelcard), "most buses" (describing the freedom of unlimited bus and tram travel), "great value" (listing discounts for young people, students, and children), and "top destinations" (listing 280 rail-served towns and cities across Britain). A sidebar on the left contains a menu with links to home, about PlusBus, locations, frequent questions, how to buy, news, and student discount. At the bottom of the sidebar, there are two promotional boxes: one for "buy tickets online now at: National Rail Enquiries" and another for "Plan your train & bus journey at: traveline".

**Thank you**  
**Any questions?**