

## **TRANSPORT AND WORKS ACT 1992**

### **Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006**

#### **The Network Rail (London to Corby) (Land Acquisition, Level Crossing and Bridge Works) Order**

---

#### **Statement of Aims**

*(Required by Rule 10(2)(c))*

Document Reference	1
Author	Network Rail
Date	22nd June 2018
Date of revision and revision number	FINAL

*[this page left intentionally blank]*

## **1. INTRODUCTION**

- 1.1 This statement is intended to provide a brief overview of the aims of the proposals to which the application for the Network Rail (London to Corby Electrification and Capacity Upgrade project) Order (“the Order”) relates.
- 1.2 The London to Corby Electrification and Capacity Upgrade project will provide equipment necessary to deliver an electrified railway north of Bedford South Junction to Kettering and from Bedford South Junction to Corby. The project will provide facilities to accommodate 240m length trains at the stations on the route, an electrified stabling facility at Kettering, additional track infrastructure to increase capacity on the route and a route cleared operational railway capable of accommodating train gauges between W6 to W12.
- 1.3 These works will be delivered under existing statutory powers and permitted development rights. The Order would
  - 1.3.1 confer powers of compulsory acquisition on Network Rail to acquire land, and rights over land, and to use land temporarily in connection with the consented development, [including rights to oversail land with a crane].
  - 1.3.2 confer powers to construct the works in connection with Bromham Road Bridge in Bedford
  - 1.3.3 authorise the closure and diversion of a level crossing

## **2. BACKGROUND**

- 2.1 The proposed Order is being sought as an enhancement project, with the Department of Transport being the Client and funder for the works.
- 2.2 The proposed Order is necessary to ensure that Network Rail, by 2020, has operational infrastructure capable of delivering an electrified railway, capable of allowing 240m length, W6 through to W12 gauge trains to operate over it.
- 2.3 The project will deliver capacity benefits, environmental benefits and an electrified stabling point to deliver the indicative timetabled service pattern. Project close out is scheduled for completion in 2021.

### **3. BRIEF DESCRIPTION OF THE PROPOSALS**

3.1 In order to meet the objectives set out above the Project includes the following proposals:

- a) Installation of an additional slow line between Sharnbrook Junction and Kettering South Junction along with all associated signalling, telecoms, earthworks and structures works, to provide a four track section to allow 6 passenger services and 3 freight services per hour in each direction.
- b) installation of OLE infrastructure between Bedford South Junction (fast lines) and Bedford Station (slow lines) to Corby.
- c) Provision of connections to the National Grid and other associated works (e.g. substation and distribution)
- d) Provision of W6a/7 to W12 gauge clearance between Bedford South Junction to Corby.
- e) Provision of new infrastructure to a maximum line speed of 90 mph (noting existing infrastructure will remain at its published PSR);
- f) Provision of axle weight clearances between Sharnbrook Junction and Kettering South Junction of RA10 at 60mph and RA8 at 90mph (up to permissible line speed) on the new slow line.
- g) Provide of the means to call 240m trains at the following stations: Bedford, Wellingborough, Kettering and Corby
- h) Provision of an electric stabling facility at Kettering
- i) Closure of the Souldrop Level Crossing over the Midland Main Line at Souldrop and extinguishment and diversion of the existing public footpath over the crossing

3.2 The Order provides for compensation for compulsory acquisition of land or use of land.

3.3 The rights of statutory undertakers to maintain their apparatus is not affected.

#### **4. WIDER BENEFITS**

- 4.1 Additional commuter seating capacity is realised when longer train rolling stock (up to 240m in length) call at stations between St Pancras International and Kettering / Corby.
- 4.2 Providing a greener railway by reducing carbon emissions is a wider benefit of the project. Completion of electrified infrastructure provides Railway Operators operating on the Midland Main Line an ability to transition from leasing a total diesel powered fleet of train rolling stock to more environmentally friendly electrified or bi-modal units.
- 4.3 More environmentally friendly rolling stock types, being less hard wearing to track when compared to the existing rolling stock fleet, will help to reduce the frequency and cost associated with maintaining and renewing track associated infrastructure. The cost of leasing, operating and maintaining the rolling stock units is understood to be lower than the rates for the diesel units in operation today.
- 4.4 This will enable better, more comfortable and efficient journeys from 2020, with more seats and less crowding, supporting the growth of the regional economies, connecting people to more job, education and leisure opportunities
- 4.5 For longer-distance journeys, this upgrade will reduce journey times between Nottingham and Sheffield and London by up to 20 minutes in the peak
- 4.6 For journeys from Corby, through Luton and into London, the consultation on the next East Midlands franchise proposed that this upgrade enables passengers to benefit from a new, dedicated service. From 2020, the trains would be fast and comfortable, like today, but also longer, quieter, with more seats and lower emissions
- 4.7 The upgrade will enable over 1000 additional seats an hour in the peak into London from 2020
- 4.8 Upgrades to deliver these benefits include track realignment, station remodelling, platform construction and lengthening, capacity works, bridge reconstructions, signalling works and wires south of Kettering and Corby to power modern electric and bi-mode trains
- 4.9 The upgrade will facilitate reduced industry costs as electric trains are cheaper to run than electric trains