

/1. Planning and Regulation Route Planning/RUS

East Coast Main Line RUS - Final Recommendations

Route Utilisation Strategy

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No filter applied.

ID	RUS Reference	Gap	Line of Route / Corridor / Location	Network Rail Route	Network Rail Strategic Route	RUS Recommendation	Intervention Type	RUS Assumptions / Notes	Proposed Funding Category	Recommendation status	Delivery period
1	ECML RUS 6.5 Gap 1, Option 1.1	Peak crowding and forecast growth.	ECML - London inner suburban	Eastern	Route G - East Coast	London inner suburban services. Extension of all inner suburban peak services to 6-car.	Train Lengthening	This option would reduce existing crowding in the shoulder peak and is likely to facilitate some peak spreading, but it will not be sufficient to meet projected passenger growth on its own. It is recommended that this option is progressed as soon as the rolling stock becomes available.	DfT via Franchise TOC	Implemented	Control Period 4
2	ECML RUS 6.5 Gap 1, Option 1.2	Peak crowding and forecast growth.	ECML - London inner suburban	Eastern	Route G - East Coast	London inner suburban services. Run additional peak services on Hertford Loop to Moorgate.	Infrastructure solutions	This option would provide a significant increase in capacity on Hertford Loop services. This option would require significant infrastructure investment, which would generate benefits outside the definition of gap 1; this solution is therefore examined further in Section 6.15. Alexander Palace to Finsbury Park infrastructure improvements are being delivered in CP4. The Thameslink KO2 timetable specification is being designed to meet growth on the Hertford Loop.	Network Rail ORR Determination	Committed	Control Period 5
3	ECML RUS 6.5 Gap 1, Option 1.3	Off-peak service levels.	ECML - London inner suburban	Eastern	Route G - East Coast	London inner suburban services. Increase inner suburban off-peak service to 4tph Monday to Saturday.	Timetable solutions	It is recommended that this option group is developed further, to confirm the revenue and operating costs for different timetable options, and review any conflicts with engineering access requirements. The work should include examining the extension of a second Hertford Loop line service to Stevenage and the provision of a separate bay platform there. Dependant upon Option 8.1	Transport for London (TfL)	Uncommitted	To be determined
4	ECML RUS 6.5 Gap 1, Option 1.4	Off-peak service levels.	ECML - London inner suburban	Eastern	Route G - East Coast	London inner suburban services. Increase inner suburban off-peak service to 4tph on Sundays	Timetable solutions	It is recommended that this option is not progressed at this stage, as it would not be deliverable for a substantial proportion of the year due to engineering work requirements.	Not applicable	Withdrawn	Not applicable
5	ECML RUS 6.5 Gap 1, Option 1.5	Off-peak service levels.	ECML - London inner suburban	Eastern	Route G - East Coast	London inner suburban services. Run trains to/from Moorgate after 22:00 on weekdays and at weekends.	Timetable solutions	It is recommended that this option is not progressed in isolation at this stage as it does not offer value for money (although on Saturdays it may be required to facilitate other options which increase overall service levels into King's Cross). However, it should be kept under review as to whether it can be delivered more cost effectively, or if the market demand increases.	Transport for London (TfL)	Uncommitted	To be determined
6	ECML RUS 6.5 Gap 1, Option 1.6	Peak crowding and forecast growth.	ECML - London inner suburban	Eastern	Route G - East Coast	London inner suburban services. Re-configure inner suburban rolling stock layout.	Rolling Stock solutions	It is recommended that this option be considered only when new or additional rolling stock is procured, or existing stock becomes due for refurbishment. It should thus be evaluated when the Class 313 fleet is replaced.	DfT via Franchise TOC	Uncommitted	To be determined
7	ECML RUS 6.6 Gap 2, Option 2.1	Peak crowding and forecast growth.	ECML - London outer suburban	Eastern	Route G - East Coast	London outer suburban services. Use paths of King's Cross - Letchworth/ Royston inner suburban services north of Welwyn Garden City for additional outer suburban peak services.	Timetable solutions / Infrastructure solutions		DfT via Franchise TOC	Implemented	Control Period 4

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8	ECML RUS 6.6 Gap 2, Option 2.2	Peak crowding and forecast growth.	ECML - London outer suburban	Eastern	Route G - East Coast	London outer suburban services. Progressive implementation of 12-car outer suburban peak services.	Timetable solutions / Infrastructure solutions		Network Rail ORR Determination	Committed	Control Period 5
10	ECML RUS 6.7 Gap 3, Option 3.1	Peak crowding and forecast growth.	ECML	Eastern		Long distance high speed (LDHS) services - lengthening of the LDHS train fleet.	Train Lengthening		DfT Major Project	Uncommitted	Control Period 5
11	ECML RUS 6.7 Gap 3, Option 3.3	Peak crowding and forecast growth / Journey times between London, Yorkshire, the North East and Scotland / Irregular service intervals / Direct services to destinations on and off the main ECML.	ECML	Eastern	Route G - East Coast	Long distance high speed (LDHS) services - increase linespeeds on ECML.	Timetable solutions	Superseded by 6.1.5.	Not applicable	Superseded	Control Period 4
12	ECML RUS 6.7 Gap 3, Option 3.5	Journey times between London, Yorkshire, the North East and Scotland.	ECML	Eastern	Route G - East Coast	Long distance high speed (LDHS) services - increase LDHS service at Kings Cross to 8tph peak / 6tph off-peak.	Infrastructure solutions	It is recommended that further work is undertaken on this option, in conjunction with improvements to infrastructure capacity and the IEP.	Network Rail ORR Determination	Uncommitted	To be determined
13	ECML RUS 6.7 Gap 3, Option 3.6	Direct services to destinations on and off the main ECML.	ECML	Eastern	Route G - East Coast	Long distance high speed (LDHS) services - improved services to various destinations on and off the main ECML.	Timetable solutions	It is recommended that, subject to the preservation of at least the existing frequency on all significant flows, the market will largely decide the ultimate destinations of LDHS services. Any final allocation of paths would be determined through the usual industry processes. Open access operators have made proposals for linking new destinations to London King's Cross.	TOC / FOC	Uncommitted	To be determined
14	ECML RUS 6.8 Gap 4, Option 4.1	Irregular service intervals / Stopping patterns at smaller stations.	ECML	Eastern	Route G - East Coast	ECML north service pattern - York to Newcastle: Improvements to the spread of services.	Timetable solutions	The spread of services will largely be determined by the development of future timetables but it is recommended that opportunities to optimise this spread should be considered within the constraints of the service mix. In particular, opportunities should be examined to reduce the gaps in the service at Durham.	None required	Uncommitted	Not applicable
15	ECML RUS 6.8 Gap 4, Option 4.2	Irregular service intervals / Stopping patterns at smaller stations.	ECML	Eastern	Route G - East Coast	ECML north service pattern - Newcastle to Edinburgh. Improvements to timetable.	Timetable solutions	The spread of services will largely be determined by constraints elsewhere on the network and the development of future timetables, but it is recommended that opportunities to maximise this spread should be considered within the constraints of the service mix (particularly the balance between freight and passenger requirements). In particular, there are two recommendations: 1) The regular interval timetable departures from Newcastle and Edinburgh for 'fast' services should be as close as possible to 30 minutes apart. 2) Regular calls at Berwick-upon-Tweed should be maintained, with other intermediate calls being market driven (including the local commuter peaks). Outside the peaks, there should be no more than two calls between Newcastle and Edinburgh, to maintain the service pattern and journey times.	None required	Uncommitted	To be determined
16	ECML RUS 6.8 Gap 4, Option 4.3	Irregular service intervals / Stopping patterns at smaller stations.	ECML	Eastern	Route G - East Coast	ECML north service pattern - Newcastle to Edinburgh: Improvements to timetable spread.	Timetable solutions		Transport Scotland	Uncommitted	Not applicable

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16								It is recommended that this option is not progressed in isolation at this stage due to poor value for money of the sub-options as tested. However, elements of it could be considered as part of a package of proposals for east of Edinburgh local services, which could be investigated further by Transport Scotland through the multi-model STAG methodology.			
17	ECML RUS 6.8 Gap 4, Option 4.5	Irregular service intervals / Stopping patterns at smaller stations.	ECML	Eastern	Route G - East Coast	ECML north service pattern - Berwick-upon-Tweed to Edinburgh local service, with new stations at East Linton and Reston.	Timetable solutions / Infrastructure solutions	The option is an aspiration of both Borders and East Lothian Councils. For conclusion see Option 4.6.	Transport Scotland	Uncommitted	To be determined
18	ECML RUS 6.8 Gap 4, Option 4.6	Irregular service intervals / Stopping patterns at smaller stations.	ECML	Eastern	Route G - East Coast	ECML north service pattern - North Berwick to Edinburgh half-hourly off-peak weekday service.	Timetable solutions	It is suggested that a full multi-model appraisal is undertaken before committing funds to this option.	Transport Scotland	Uncommitted	To be determined
19	ECML RUS 6.8 Gap 4, Option 4.7	Irregular service intervals / Journey times between London, Yorkshire, the North East and Scotland.	ECML	Eastern	Route G - East Coast	ECML north service pattern - New Down Platform at Dunbar.	Infrastructure solutions	It is recommended that this option is progressed further as it provides additional flexibility on the ECML, improving journey times and performance in the area. The scheme is considered good value for money.	None Identified	Uncommitted	To be determined
20	ECML RUS 6.8 Gap 4, Option 4.8	Stopping patterns at smaller stations / Increase in local services in Scotland / Funder's aspirations.	ECML	Eastern	Route G - East Coast	ECML north service pattern - Dunbar - Edinburgh hourly service.	Timetable solutions / Infrastructure solutions	This option would improve journey opportunities and frequency of trains between Dunbar and (in the off-peak) intermediate stations to Edinburgh. For conclusion see Option 4.6.	Transport Scotland	Uncommitted	To be determined
21	ECML RUS 6.9 Gap 5, Option 5.1	Funder's aspirations	Doncaster - Lincoln	Eastern	Route G - East Coast	South and West Yorkshire services - Introduction of a new train service to serve Robin Hood Airport Doncaster Sheffield (RHADS).	Timetable solutions / Infrastructure solutions	Superseded by Yorkshire and Humber RUS.	None Identified	Superseded	Not applicable
22	ECML RUS 6.9 Gap 5, Option 5.2	Peak crowding into Leeds (services via Wakefield Westgate) / Regional links / Funder's aspirations.	Sheffield - Doncaster - Wakefield Westgate - Leeds	Eastern	Route G - East Coast	South and West Yorkshire services - Provide additional capacity on the Sheffield / Doncaster - Wakefield Westgate - Leeds corridor.	Timetable solutions / Infrastructure solutions	Superseded by Yorkshire and Humber RUS.	Not applicable	Superseded	Not applicable
23	ECML RUS 6.9 Gap 5, Option 5.3	Peak crowding into Leeds (services via Wakefield Westgate) / Funder's aspirations.	Wakefield - Leeds	Eastern	Route G - East Coast	South and West Yorkshire services - Extension of Knottingly - Wakefield Kirkgate services into Wakefield Westgate and Leeds.	Timetable solutions	Superseded by Yorkshire and Humber RUS.	Not applicable	Superseded	Not applicable
24	ECML RUS 6.9 Gap 5, Option 5.4	Sheffield / Doncaster - London flows.	Various	Eastern	Route G - East Coast	South and West Yorkshire services - Improve South Yorkshire links to London via ECML or MML.	Timetable solutions / Infrastructure solutions		Third Party - Public	Implemented	Control Period 4
25	ECML RUS 6.10 Gap 6, Option 6.6	Schemes remitted from North East RPA.	Tees Valley	Eastern	Route G - East Coast	Tees Valley services - Reduction in Tees Valley journey times.	Timetable solutions	It is recommended that the option of increasing linespeeds is considered as renewals become due on these routes or as part of the Tees Valley Metro project.	None Identified	Uncommitted	To be determined
26	ECML RUS 6.10 Gap 6, Option 6.8	Peak crowding into Middlesbrough.	Middlesbrough corridor	Eastern	Route G - East Coast	Tees Valley services - Increasing peak capacity into Middlesbrough by train lengthening.	Train Lengthening	Gap closed after review by Northern RUS.	Not applicable	Withdrawn	Not applicable
27	ECML RUS 6.11 Gap 7, Option 7.1	Peak crowding into Newcastle.	Newcastle	Eastern	Route G - East Coast	Tyneside local services - Increasing peak capacity into Newcastle by train lengthening.	Train Lengthening	Gap closed after review by Northern RUS.	Not applicable	Withdrawn	Not applicable
28	ECML RUS 6.11 Gap 7, Option 7.2	Schemes remitted from North East RPA.	Tyne Valley line	Eastern	Route G - East Coast	Tyneside local services - Reduction in Tyne Valley line journey times.	Infrastructure solutions	It is recommended that the option of increasing linespeeds is considered as renewals become due on this route.	Network Rail Renewals/NRDF	Uncommitted	To be determined
29	ECML RUS 6.12 Gap 8, Option 8.1	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability of network between Wood Green Junction and Langley Junction.	Timetable solutions / Infrastructure solutions	It is recommended that this option is developed further, including (as a sub option for the Stevenage South scheme) a new Down bay platform at Stevenage, to allow termination of current Letchworth inner suburban services at Stevenage.	None Identified	Uncommitted	To be determined

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30	ECML RUS 6.12 Gap 8, Option 8.2	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability of network between Langley Junction and Hitchin Cambridge Junction (and other 4-track sections where lines are paired by direction and are without any diversionary routes).	Infrastructure solutions	Where lines are paired by direction, the absence of bi-directional signalling constrains the possible use of single line working. When signalling renewals are due, consider bi-directional signalling over the Fast Lines and, where necessary, powered Fast Line to Fast Line crossovers, so that 'single line working' can be introduced easily over either the Down pair or Up pair with trains running 'wrong' line on the Fast Line.	None Identified	Uncommitted	To be determined
31	ECML RUS 6.12 Gap 8, Option 8.3	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability of network between Hitchin Cambridge Junction and Peterborough.	Infrastructure solutions	It is recommended that an option for this gap is developed further, as part of a wider project considering: 1) Potential further capacity increments on the Felixstowe to Nuneaton cross country route 2) The 7-Day Railway workstream, including examining the enhancement of the main line against enhancing the capability of the diversionary route. 3) The IEP programme When signalling renewals on the main line are due, or other enhancements in the area, bi-directional signalling over the two-track section across Stilton Fen should be considered, as should any necessary powered crossovers, so that 'single line working' can be introduced easily.	None Identified	Uncommitted	To be determined
32	ECML RUS 6.12 Gap 8, Option 8.4	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability of network between Werrington Junction and Newark (and on to Doncaster).	Infrastructure solutions		Network Rail ORR Determination	Committed	Control Period 4
33	ECML RUS 6.12 Gap 8, Option 8.5	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability of network between Newark and Doncaster Decoy Junctions.	Infrastructure solutions	The RUS recommends the more comprehensive upgrade of the Werrington Junction – Spalding – Lincoln – Gainsborough route, but opportunities to enhance the Newark – Lincoln section for diversions should still be examined. Signalling renewals should consider bi-directional provision and powered crossovers and the 7-Day Railway workstream should examine the opportunities for the above.	None Identified	Uncommitted	To be determined
34	ECML RUS 6.12 Gap 8, Option 8.6	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability of network between Marshgate Junction and Colton Junction.	Infrastructure solutions	It is recommended that the opportunities and requirements for using the diversionary routes are examined by the 7-Day Railway workstream, taking into account possible infill electrification east of Leeds, the IEP programme, and the potential that the Northern W10 project could include W9 and W10 clearance of some or all of the diversionary routes. When signalling renewals are due they should consider bi-directional provision and powered crossovers.	None Identified	Uncommitted	To be determined
35	ECML RUS 6.12 Gap 8, Option 8.7	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability of network between Marshgate Junction and Leeds.	Infrastructure solutions		None Identified	Uncommitted	To be determined

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35								It is recommended that the opportunities and requirements for using this diversionary route are examined by the 7-Day Railway workstream, taking into account possible infill electrification east of Leeds, the IEP programme, and the potential that the Northern W10 project could include W9 and W10 clearance of the diversionary routes. When signalling renewals are due, bi-directional signalling over the two-track Doncaster to Leeds route should be considered, as should any necessary powered crossovers.			
36	ECML RUS 6.12 Gap 8, Option 8.8	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability of network between Northallerton and Ferryhill.	Infrastructure solutions	It is recommended that opportunities and requirements for using this diversionary route are examined by the 7-Day Railway workstream, taking into account proposals to improve headways and line speeds between Norton Junctions and Ferryhill, the IEP programme, and that the potential Northern W10 and Teesport projects could include W9 and W10 clearance.	None Identified	Uncommitted	To be determined
37	ECML RUS 6.12 Gap 8, Option 8.9	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability of network between Ferryhill and Newcastle.	Infrastructure solutions	It is recommended that opportunities and requirements for using this diversionary route are examined by the 7-Day Railway workstream, taking into account planned headway improvements between Hartlepool and Dawdon, and the IEP programme. It should also confirm the level of benefits that could contribute to the Leamside reinstatement costs.	None Identified	Uncommitted	To be determined
38	ECML RUS 6.12 Gap 8, Option 8.10	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability of network between Newcastle and Edinburgh.	Infrastructure solutions	It is recommended that the 7-Day Railway workstream examines enhancing those sections of the ECML in Scotland without bi-directional signalling (only Grantshouse to Innerwick is currently bi-directional) against the alternative of developing the capability of the diversionary route.	None Identified	Uncommitted	To be determined
39	ECML RUS 6.12 Gap 8, Option 8.11	Network capability.	ECML	Eastern	Route G - East Coast	Improve capability to enable use of ECML by traffic normally using other routes..	Infrastructure solutions		None required	Withdrawn	Not applicable
40	ECML RUS 6.13 Gap 9, Option 9.2	Freight capability.	Shaftholme	Eastern	Route G - East Coast	Construction of a remodelled junction at Shaftholme.	Infrastructure solutions		Network Rail ORR Determination	Committed	Control Period 4
41	ECML RUS 6.13 Gap 9, Option 9.3	Freight capability.	ECML	Eastern	Route G - East Coast	Provision of 2 freight paths per hour between Peterborough and Doncaster.	Infrastructure solutions		Network Rail ORR Determination	Committed	Control Period 4
42	ECML RUS 6.13 Gap 9, Option 9.4	Freight capability.	Various	Eastern	Route G - East Coast	Upgrading of certain route sections to W9, W10 and W12 gauge.	Infrastructure solutions		Strategic Freight Network	Uncommitted	Control Period 5

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42								The Freight RUS includes an aspiration that the following route sections be upgraded to W10 clearance: Canonbury to Peterborough Templehirst Junction to Portobello Junction Northallerton to Teesport Meanwhile, the Freight RUS also requests that any development work on the following route sections consider a further upgrading to W12 clearance: Canonbury to Portobello Junction (via Peterborough) Doncaster to Hare Park Junction Newcastle to Carlisle Northallerton to Teesport The Freight RUS includes a number of aspirations that certain route sections be upgraded to W10 or W12 clearance, as described above. Freight Operators would also like those routes above that are not already cleared to be capable of taking W9 traffic. A programme of feasibility work has been developed which will develop gauge clearance proposals for these routes.			
43	ECML RUS 6.13 Gap 9, Option 9.5	Freight capability.	Various	Eastern	Route G - East Coast	Upgrade of electrical power supplies.	Infrastructure solutions		None Identified	Uncommitted	To be determined
44	ECML RUS 6.13 Gap 9, Option 9.6	Freight capability.	Various	Eastern	Route G - East Coast	Increased capability for 775m trains.	Infrastructure solutions	There is an aspiration to be able to operate 775m freight trains along more of the core intermodel freight artery routes. It is recommended that this is considered during the development of renewals and enhancements where it can be delivered most efficiently.	None Identified	Uncommitted	To be determined
45	ECML RUS 6.14 Gap 10, Option 10.1	Station capacity - Kings Cross.	Kings Cross	Eastern	Route G - East Coast	There is a committed scheme to redevelop King's Cross station which will provide additional pedestrian capacity.	Infrastructure solutions		Network Rail ORR Determination	Committed	Control Period 4
46	ECML RUS 6.14 Gap 10, Option 10.2	Station capacity - Finsbury Park.	Finsbury Park	Eastern	Route G - East Coast	Resolving this issue would require complex engineering works. Various options are under consideration. The reinstatement of the disused Up platform as part of the Finsbury Park to Alexandra Palace third Up line proposal should form part of the solution.	Infrastructure solutions		Network Rail ORR Determination	Committed	Control Period 4
47	ECML RUS 6.14 Gap 10, Option 10.3	Station capacity - Peterborough.	Peterborough	Eastern	Route G - East Coast	Providing additional pedestrian capacity through a potential station redevelopment scheme is under consideration. This will include track works.	Infrastructure solutions		None Identified	Uncommitted	To be determined
48	ECML RUS 6.14 Gap 10, Option 10.4	Car parking capacity at specific stations.	Various	Eastern	Route G - East Coast	Several car parks are being very heavily used at suburban stations at the south end of the ECML. In particular, car parks at the following stations are being used at 95 percent capacity or higher: Gordon Hill, Hatfield, Hertford North, Huntingdon, Palmers Green, Potters Bar, Royston, & St. Neots.	Infrastructure solutions	Generally funding is uncommitted but car park extensions have been provided at Royston and is being progressed at Hatfield in CP4.	None Identified	Uncommitted	To be determined
49	ECML RUS 6.14 Gap 10, Option 10.5	Transport interchange issues at specific stations.	Various	Eastern	Route G - East Coast		Infrastructure solutions		Network Rail ORR Determination	Committed	Control Period 4

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49						Whilst many of the stations within the RUS area are adequate to meet future demand, at certain locations it is clear that action will be required to accommodate future demand. King's Cross is currently the subject of a major scheme funded by DfT to improve interchange with LUL services. On completion in 2010 this will provide a new northern ticket hall linked to King's Cross main line station and St Pancras International and step-free access from the street and mainline international and domestic services to all LUL lines. Associated with this, Network Rail is currently working on the provision of a new western concourse which will greatly increase the space available to passengers compared with the existing facility. The present southern concourse will then be redeveloped creating a new open piazza area at the front of the main train shed. Finsbury Park will require work associated with the proposed increase in inner suburban services and reinstatement of an additional platform. This will focus on improving access between the platforms and the subway and to LUL services. Highbury & Islington is expected to see substantially increased passenger volumes from 2011.					
50	ECML RUS 6.14 Gap 10, Option 10.6	Station capacity.	M25 Parkway	Eastern	Route G - East Coast	A new station would be constructed at the intersection of the ECML and the M25. A full multi-modal study would be necessary before progressing this proposal.	Infrastructure solutions		None Identified	Further work required	To be determined
51	ECML RUS 6.15 Option A (Considers combination of the elements of Options 1.2, 3.3 and 9.4 together to develop the strategy set out in Chapter 8 of the ECML RUS)	Network capacity.	ECML	Eastern	Route G - East Coast	Provision of an additional third Up line between Alexandra Palace and Finsbury Park.	Infrastructure solutions		Network Rail ORR Determination	Committed	Control Period 4
52	ECML RUS 6.15 Option B (Considers combination of the elements of Options 1.2, 3.3 and 9.4 together to develop the strategy set out in Chapter 8 of the ECML RUS)	Network capacity.	Hertford Loop to Moorgate	Eastern	Route G - East Coast	Run additional peak services between Hertford Loop stations to Moorgate.	Timetable solutions / Infrastructure solutions	It is recommended that this option is included in the strategy, with consideration of appropriate mitigations for the anticipated reduction in performance on inner suburban services.	DfT via Franchise TOC	Implemented	Control Period 4
53	ECML RUS 6.15 Option C (Considers combination of the elements of Options 1.2, 3.3 and 9.4 together to develop the strategy set out in Chapter 8 of the ECML RUS)	Network capacity.	ECML	Eastern	Route G - East Coast	Increase LDHS service at Kings Cross to 8tph peak / 6tph off-peak, and increase freight capacity in line with Freight RUS forecasts.	Timetable solutions / Infrastructure solutions	Six tph off-peak service operating currently. Eight tph in the peak is uncommitted.	Network Rail ORR Determination	Committed	Control Period 4