

CP5 Enhancements Delivery Plan - Change Control Request Form

Introduction

This form is explained in the CP5 Enhancements Change Control Process document available from LTPF@networkrail.co.uk

1 – Details of Project and Key Contacts

Project Details	
Project Code and Title	A001 – Ely North Junction Capacity Improvement
Document Author	[REDACTED]
Group Strategy PSP	[REDACTED]
Sponsor	[REDACTED]
IP Project Manager	[REDACTED]
What is your next regulated milestone and when is it due?	GRIP 3 Completion Single Option Selection December 2014

2 – Which of the following areas are changing?

Area	Y/N	Describe the Change
Regulated Outputs	N	
Regulated Scope	N	
Regulated Milestones	Y	<p>GRIP 3 completion Before Change Control: December 2014 After Change Control: May 2016</p> <p>GRIP 4 completion Before Change Control: July 2015 After Change Control: January 2017</p> <p>GRIP 6 Start Before Change Control: April 2016 After Change Control: August 2017</p> <p>GRIP 6 completion Before Change Control: May 2017 After Change Control: September 2018</p> <p>GRIP 3 milestone is subject to further review of the schedule and is to be confirmed by May 2015 Enhancements Delivery Plan update</p>
ECAM Date	Y	<p>ECAM Before Change Control: January 2015</p> <p>After Change Control: June 2016</p>

Project Funding	N	
AFC	N	

3 – Engagement & Consultation prior to Panel submission

ORR Engagement	Have they been consulted? (Y/N)
[REDACTED]	Yes

External Stakeholders	Have they been consulted? Y/N	Are they supportive? Y/N
[REDACTED] Freightliner	Yes	Yes
[REDACTED] GB Railfreight	Yes	Yes
[REDACTED]	No	N/A
[REDACTED] Greater Anglia	Yes	Yes
[REDACTED] GTR	Yes	No
[REDACTED], East Midlands	Yes	Yes
[REDACTED] CrossCountry	Yes	Yes
[REDACTED], Potters Group	Yes	Yes
[REDACTED] Department for Transport	Yes	

5 – Please describe the change requested

Description of Change
Changing the GRIP 3 Milestone and Enhancement Cost Adjustment Mechanism (ECAM) date to reflect the changes described above.

6 – Please list interfaces or related projects and describe the impact of the requested change on each

Area	Y/N	Describe the impact (if any)
Other Projects		
F2N Programme	Y	Opportunity to align with this package of works.
Ely Station Level Crossing	N	
Ely to Soham Line	Y	Opportunity to align timescales for delivery.
Other Projects		
Safety Output	N	
Train Service Performance	N	
Network Capacity	N	
Network Availability	N	

Area	Impact	Describe the Impact
Customer Impact	<p>Is there likely to be a customer impact?</p> <p>Yes</p>	<p>This project alone is not linked to a change to the train service.</p> <p>Changes to the access plan to deliver this scheme are likely and will be worked up during the next GRIP stage. This will be advised through a future change control.</p> <p>Govia Thameslink Railway have stated that the change of the milestone dates affect their ability to operate a half hourly service to Kings Lynn from May 2017. They therefore have rejected the change control on this basis.</p>

4 – Which of the following reasons best describes why this change is needed?

1. Change requested by DFT/TS or other funder/ customer
2. New project or entry to the CP5 Enhancements Delivery Plan
3. Administrative change – a clarification or refining of the project entry in the Enhancements Delivery Plan. Has no material impact.
4. Network Rail requested change which drives efficiency, improved value for money, or alignment with industry processes
5. Network Rail requested change due to unforeseen / unforeseeable events outside NR's risk profile.
6. Network Rail requested change due to a variation from our agreed assumptions.
7. Network Rail requested change due to...explain in the box below

If you need to elaborate on any of the above please use this box.

To date the Ely North Junction Scheme has not included changes to the Level Crossings either side of Ely North Junction owing to this not being linked to a change in train service specification. A change in GRIP 3 design around Level Crossing striking points, changes to Level Crossings Regulations and the introduction of CSM has meant that changes to Ely North Junction scheme are necessary. Although the scope of this project remains unchanged, this scheme now forms part of a strategic set of projects to delivery additional capacity in the Ely area to allow for a future increase in services.

The changes to the published milestone dates for this project is attributed to the following reasons:

1. Interface work being necessary with the 4 level crossings adjacent to Ely North Junction in light of the findings of GRIP 3 development stage and the introduction of Common Safety Method (CSM) regulation.
2. Alignment of Ely North Junction project with the Felixstowe to Nuneaton work package.

As a result of the above reasons, this project shall involve the following additional activities that are reflected in the new milestone for GRIP 3:

- Level Crossings impact assessment to test the proposed positioning of Signalling equipment and Level Crossing Striking points at Ely North Junction.
- Undertake a CSM System Definition assessment and apply changes to the project development phase to address the findings.
- Re-visit the GRIP work undertaken to date and assess this for compliance with the new regulations and make necessary alterations to the development phase of the project.

A separate project is being developed as part of the CP5 Felixstowe to Nuneaton project and is anticipated for delivery in early CP6 to make appropriate changes to the Level Crossings in the Ely Area as part of a phased approach to provide additional capacity in the Ely area.

7 – Please describe the impact of the requested change on the funding of this project

Area	Y/N	Describe the impact (if any)
AFC		
AFC increase or decrease?	Y	Yet to be defined. Will be advised in a future change control
Value in £	TBC	
Change to CP4 Rollover Requirement	N	
Value in £		
Additional Funding - External		
Change to Outputs?	N	
Change to Scope?	N	
Change to Funding required?	Y	Yet to be defined. Will be advised in future change control
From which party?	TBC	
Additional Funding - Internal		
Additional Funding Required from Network Rail?	N	
From which function?	N/A	

8 – NR Internal Approvals

Internal Stakeholder role	Name and Title	Date Approval received*
Principal Strategic Planner	[REDACTED]	21/11/2014
Route Client	[REDACTED]	21/11/2014
Route Managing Director	[REDACTED]	21/11/2014
Route Sponsor	[REDACTED]	21/11/2014
IP Regional Director	[REDACTED]	21/11/2014
Head of Programme Integration	[REDACTED]	21/11/2014
Area Director (West Anglia)	[REDACTED]	21/11/2014

*** There is no need to submit the actual approval documents but the project *MUST* maintain these and be able to provide the audit trail if requested to.**

8 – NR External Approvals

External signatories are asked to sign for Change Control and agree Customer Impact (section 6)

External signoff	Name and Title	Date Approval Received*
Freightliner	[REDACTED]	No response received.
Railfreight	[REDACTED]	No response received.
DB Schenker	[REDACTED]	No response received.
Abelio Greater Anglia	[REDACTED]	No response received
Govia Thameslink Railway	[REDACTED]	Does not approve
East Midlands Trains	[REDACTED]	Approved 5/12/2014
CrossCountry Trains	[REDACTED]	Approved 10/12/2014
Potters Group	[REDACTED]	No response received.
Department for Transport	[REDACTED]	

* External approvals must be provided as part of the submission