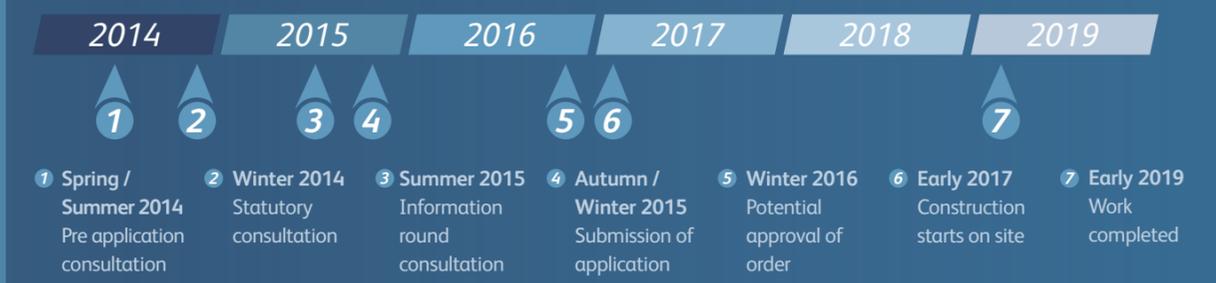




Werrington Junction Rail Improvement Scheme

Plans to improve services on
the **East Coast Main Line**

Timeline



To stay up to date with the consultation and plans for Werrington Junction over the coming months, please visit: www.networkrail.co.uk/werrington

You can also give us your feedback on the website, if you haven't already filled in a questionnaire. We are keen to hear from as many people as possible who live in the local community and use the local train services.

Construction

The current estimate for the length of time we need to build the scheme, regardless of which option is taken forward, is approximately two years. Network Rail is a considerate contractor and will work closely with Peterborough City Council and the local community to minimise the potential impact of the proposals on our line side neighbours.

Further into the consultation process we will be able to provide a greater level of detail on the construction.



The environment

At Network Rail, we work hard to reduce our impact on the environment and put rail at the heart of a low carbon economy. Initial environmental studies of the proposed options will be undertaken and the results will help inform the selection of the final scheme.

A full Environmental Impact Assessment (EIA) will also be carried out on the preferred option before the plans are finalised.

Business Reply
Licence Number
RTEY-RGKS-LRLH

Werrington
Unit 10b Utopia Village
7 Chalcot Road
LONDON
NW1 8LH



Your Feedback

Full Name _____
 Email _____
 Postcode _____

1 Do you support Network Rail's plans to improve rail services on the East Coast Main Line? *Please circle:*

Strongly Agree Agree Undecided Disagree Strongly Disagree

2 Which of Network Rail's proposals do you prefer?

Dive Under Fly Over Undecided

3 How could Network Rail's proposals be improved?

.....

4 Do you have any further comments on the proposals?

.....

Thank you

Your enquiries and comments will be analysed by Network Rail. Your personal details will be held securely by Network Rail in accordance with the Data Protection Act 1998, will be used solely in connection with the Werrington project and will not be passed to any third parties. We may contact you if we have any follow up questions concerning the answers you have provided above. By agreeing to participate in this questionnaire, you agree to being contacted in this way.

Please tick this circle if you do not wish us to contact you again

Improving rail travel on the East Coast Main Line

As part of our wider plan to improve rail travel between London and the North, we are looking to build a new structure to separate slow moving freight trains from faster, long distance passenger services at **Werrington Junction, just north of Peterborough.**

Currently, slow moving freight trains have to cross the East Coast Main Line (ECML) at Werrington to access the Great Northern, Great Eastern (GNGE) line which heads north through Spalding and Lincoln. We are currently exploring two alternative methods of these slower trains moving on to the GNGE. They include a 'flyover' which passes over the existing line, and a 'dive under' which passes underneath the existing East Coast Main Line.

The benefits

- Increased capacity between London and the North
- Improved reliability as a result of separating slow and fast moving services
- Decreased journey times along the route
- Reduced risk of delays to both passenger and freight services

The options

We are keen to hear your thoughts on both options. This is the first round of consultation and forms one part of a much wider exercise exploring the viability of each proposed option. We are consulting with the public, technical and environmental bodies as well as our partners in the rail industry. The feedback you submit, along with a range of other factors will help us decide which option to take forward.



DIVE UNDER	
Benefits	Challenges
Potentially less visually intrusive	Feasibility dependent upon existing ground conditions
Potentially easier to contain operational noise	Potentially more complex construction methods
Closer to existing railway, potentially minimising impact on land	Large amount of material to be removed from site

FLY OVER	
Benefits	Challenges
Further from the residential area of Werrington	Potentially more visually intrusive
More resilient to extreme rain / snowfall	Large amounts of materials to bring to site
Less disruptive to the ECML during construction	Potential impacts on land as further from existing railway
	Possible increased risk of operational noise