

Enhancements Delivery Plan England and Wales

Entry Into Service (EIS) schedule

March 2026

Network Rail's obligation

The Enhancements Delivery Plan for England and Wales sets out the enhancement commitments Network Rail has made to the Department for Transport and other funders. Its purpose is to provide transparency of projects in their delivery phase and provide visibility of our plans to customers, stakeholders, and the public.

Network Rail has an obligation to publish Entry Into Service (EIS) milestones which represent the completion of our works to change the capability of the railway infrastructure.

In Control Period 6 and Control Period 7, we have agreed enhancements with our funders through the Investment Decision Framework (IDF) and the Department for Transport's (DfT) Rail Network Enhancement Pipeline (RNEP) process. These have been developed following the Memorandum of Understanding which was agreed between Network Rail and the DfT in 2016.¹

Network Rail and funders will only commit to the delivery of an enhancement programme once a project has passed its Final Investment Decision (FID). At FID stage, the project has sufficiently matured to provide a good understanding of its outputs, costs, and scope and hence, an informed decision on its delivery can be made. As such, EIS milestones will only be published in this plan once a scheme has passed its FID. It is only at this point there is adequate certainty of the outputs that NR can be reasonably held to account for.

A separate Enhancements Delivery Plan is published to describe our Enhancements obligations in Scotland: <https://www.networkrail.co.uk/who-we-are/publications-and-resources/>

Contacting Network Rail

The Enhancements Delivery Plan provides visibility of funded enhancements to potential third-party investors and to other railway undertakings to assist them in planning their businesses. Enquiries related to specific schemes for these purposes should be addressed to the Principal Programme Sponsor, or other listed contact, responsible for each programme. They are named in the document against each programme and their contact details are listed below.

General enquiries should be addressed to Network Rail using the contact details provided on our website: <https://www.networkrail.co.uk/communities/contact-us/>

East Coast Main Line Enhancements Programme, Darlington Station Capacity – Luke Durston, Principal Programme Sponsor – luke.durston@networkrail.co.uk

East West Rail Phase 2 – Peter Hume, Principal Programme Sponsor – peter.hume@networkrail.co.uk

Wigan to Bolton Electrification, North West Train Lengthening Phase 3A – Lorna Samways, Senior Sponsor – lorna.samways@networkrail.co.uk

North West Train Lengthening Phase 3B, Northumberland Line – Anna Weeks, Principal Programme Sponsor – anna.weeks@networkrail.co.uk

Manchester and Northwest Transformation Programme Configuration State 2 Infrastructure – Lorna Samways, Senior Sponsor – lorna.samways@networkrail.co.uk

Manchester and Northwest Transformation Programme Configuration State 3 Infrastructure – Simon Daly, Senior Sponsor, Simon.Daly@networkrail.co.uk

Transpennine Route Upgrade, Transpennine Route Upgrade – Ross Ashton, Principal Programme Sponsor – Ross.Ashton2@networkrail.co.uk

Cambridge South Infrastructure Enhancements, Stratford Station Congestion Relief Scheme (Short Term), Liverpool Street Pedestrian Capacity Project – Lucy Phipps, Principal Programme Sponsor – lucy.phipps@networkrail.co.uk

Bushey Power Supply Upgrade – Rajen Ranavara, Senior Sponsor – rajen.ranavaya@networkrail.co.uk

East Coast Digital Programme (ECDP) – Luke Durston, Principal Programme Sponsor – luke.durston@networkrail.co.uk

Oxford Corridor Phase 2 – Christopher Nash, Senior Sponsor - christopher.nash@networkrail.co.uk

Tactile Installation Programme – Jon Ratcliffe, Programme Sponsor - jon.ratcliffe@networkrail.co.uk

Midland Mainline Upgrade Programme: South of Bedford OLE 125 - Gavin Crook, Principal Programme Sponsor – gavin.crook@networkrail.co.uk

Barnt Green Lifts – Simon Harding, Senior Sponsor - simon.harding@networkrail.co.uk

Leeds Area Improvement Programme Package 2 Bradford Forster Square Capacity Improvements – James Moy, Sponsor, james.moy@networkrail.co.uk

Old Oak Common Construction Programme Access Mitigations, Poplar Lines Electrification – Gavin Cambridge, Sponsor, gavin.cambridge@networkrail.co.uk

Cardiff Central Enhancements Project – Dale Crutcher, Senior Sponsor, Dale.Crutcher@networkrail.co.uk

Metrowest Phase 1b (Portishead) – Niall Spencer, Senior Sponsor, Niall.Spencer@networkrail.co.uk

Activities and Milestones

Ref. Code	Programme	Project	Network Rail Contact	Narrative	Output	Activity/ Milestone	Original Agreed Date	Updated Date(s)	Status
EC001	East Coast Main Line Enhancements Programme	Power supply upgrade phase 2	Luke Durston	The Programme is driven by a strategic priority to increase capacity, improve passenger experience and accelerate journey times between key cities. The outputs include implementation of the InterCity Express Programme on the East Coast Main Line, power supply upgrades and an improved track layout to the north of Peterborough. DfT have noted that the outputs listed here are to be treated as conditional as trade-offs may still be needed to be made as further work is completed by NR to develop the timetable	An increase in capacity from 6 to 8 Long-Distance High-Speed services (LDHS) between London King's Cross and Doncaster and from 5 to 6 LDHS paths between Doncaster and Newcastle per hour	EIS Infrastructure Authorised	Mar-24	May-27	Revised and On Target
CR003a	East West Rail	East West Rail Phase 2 (Connection Stage 1)	Peter Hume	East West Rail (EWR) will contribute to the Government's vision to unlock economic growth and new housing and employment opportunities in the Oxford-Cambridge Arc through the provision of improved rail connectivity. EWR has a staged output with three Connection Stages, the first of these - Connection Stage 1 (Oxford to Milton Keynes) is supported by Network Rail's EWR Phase 2 project works.	EWR Phase 2 will reinstate and upgrade the route between Bicester Village and Bletchley, with construction of a new station at Winslow, and new 'high level' platforms at Bletchley. This will allow two trains per hour to operate between Oxford and Milton Keynes Central, and will provide capacity for a freight path every two hours in each direction.	Infrastructure EIS to enable introduction of services (<i>services expected in 2026</i>)	Dec-24	n/a – project is on target	Complete
LNWN6 02	Wigan to Bolton electrification	-	Lorna Samways	The project delivers the 6.5mile electrification and platform extensions so that it's an enabler for introducing 6 car electrics on service on the Wigan – Bolton – Manchester corridor and on to Stalybridge under TRU.	The outputs are performance improvements, more passenger seats, reduced CO2 emissions and reduced operating costs.	EIS Infrastructure Authorised	May-24	Jul-25	Revised and Complete

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		NW Train Lengthening Phase 3B	Anna Weeks	The project will allow NR to deliver the infrastructure required in West Yorkshire to enable the introduction of longer 6-car trains.	Phase 3B infrastructure includes platform extensions at eight stations across West Yorkshire for longer 6-car trains.	EIS Infrastructure Authorised	Dec-23	*Subject to Change Control	*Subject to Change Control <i>(Note: Platform extensions have been delivered at five stations, the remaining three stations - Kirkstall Forge, Saltaire and Shipley - are subject to Change Control)</i>
LNWN6 03b		Configuration State 2 Infrastructure	Lorna Samways	Delivery of the CS2 Infrastructure to facilitate a timetable change opportunity.	Delivery of Oldfield Road turnback & sidings facility, Salford Crescent additional platform, Brewery turnback.	EIS Infrastructure Authorised	Dec-25	Dec-26	Revised and On Target
		Manchester Airport Remodelling	Simon Daly	Remodelling of Manchester Airport Railway Station to accommodate longer rolling stock being introduced by operators and to support		EIS Infrastructure Authorised	Oct-29		On Target
		E1 (Church Fenton to York)			This project will deliver electrification and line speed increase and enhancement of Leeds and Normanton lines between Church Fenton and York.	EIS Infrastructure Authorised	Apr-26	n/a – project is on target	On target
		W3 – Huddersfield to Ravensthorpe	Ross Ashton		<ul style="list-style-type: none"> - Significant works to provide a four-track railway providing additional capacity, linespeed improvements and removing conflicting train movements. - New stations at Ravensthorpe, Mirfield, Deighton. - Major enhancement to Huddersfield Station - Resignalling works (Digital ready) -Track & drainage renewals -Electrification between Huddersfield and Ravensthorpe -New Power supply 	EIS Infrastructure Authorised	Feb-30	n/a – project is on target	On target

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					<p>-Major bridge strengthening, bridge renewals, retaining walls and earth works.</p> <p>- Mining remediation</p> <p>- Creation of new sidings at Hillhouse and temporary station to support disruption Discharge of consents associated with TWAO.</p>				
		W4 – Ravensthorpe to Leeds			This project delivers full electrification of the route between Ravensthorpe and Leeds. It also delivers linespeed improvements through track and signalling changes including moving and rebuilding new accessible station and closure of level crossing.	EIS Infrastructure Authorised	Feb-30	n/a – project is on target	On target
		E234 Leeds – Church Fenton			This project will deliver full electrification between Leeds & Church Fenton as well as line speed improvements. The scheme requires a major closure of the Neville Hill Depot in order to deliver this work, so a programme of temporary depot facilitation is required to enable. This scheme enables the closure of multiple level crossings	EIS Infrastructure Authorised	April-30	n/a – project is on target	On target
A601	Cambridge South Infrastructure Enhancements	-	Lucy Phipps	<p>Cambridge South Infrastructure Enhancement (CSIE) introduces a new four-platform railway station and associated infrastructure to the national rail network. This will allow for a provisionally agreed calling pattern of 7-8 trains per hour in each direction to serve multiple destinations.</p> <p>Significant additional railway infrastructure is required to maintain capacity and performance. This includes remodelling of Shepreth Branch Junction to increase linespeed, changes to the throat of</p>	<p>The principal benefits are journey time savings for people travelling to and from Cambridge Biomedical Campus and adjacent areas. The Campus is on track to become one of the leading biomedical centres in the world and is already a major site of employment. The station is projected to serve c.1.9m passengers annually upon opening, rising to 2.4 by 2040.</p> <p>The new station will support the UK’s growing life sciences industry, facilitating transport into and across life science</p>	EIS Infrastructure Authorised	Mar-25	June 2026	Revised and on-target

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				Cambridge station to allow parallel moves into the station and improve performance of services, increasing the number of signalling block sections in the area to maintain headways and closure of Websters and Dukes No.2 level crossings and provision of a turnback facility.	clusters and supporting network growth between key biomedical clusters in the UK. Improving global and regional connectivity of the biomedical campus will support its growth, helping to attract a highly skilled workforce.				
LNWS6 23	Bushey Power Supply Upgrade	-	Rajen Ranavaya	<p>The West Coast Main Line (WCML) is among the busiest mixed-used passenger and freight railways in Europe. Legacy equipment between Bourne End and Euston operates near the limits of its current capability and there is a trend of increasing frequency and impact of failure events; commitments and aspirations for passenger and freight electric rolling stock will exacerbate this, driving even greater power failure frequency and impact.</p> <p>The Bushey PSU project will upgrade the power supply equipment between Bourne End and Euston. The infrastructure will enable resilient and reliable passenger and freight journeys, headroom for more electric traction, operational efficiency, reduced carbon and improved safety.</p>	The main scope of works include Reconfiguring Acton Lane feeder station to enable independence between WCML and North London Lines/Gospel Oak – Barking power feeds; upgraded equipment at Bushey to ‘Auto Transformer’; associated upgrades along the 26-mile line of route between North Wembley and Bourne End and Abbey Line and installation of Advanced Distance Protection System	Auto Transformer Feeder, ADP & Acton Lane FS Reconfiguration - EIS Infrastructure Authorised	Oct-23	Dec-27	Revised and on-target
A603	Stratford Station Congestion Relief Scheme (Short Term)	-	Lucy Phipps	This project focusses on reducing passenger congestion and improving customer satisfaction at Stratford station. The project intends to remove pinch points on Platform 6/8 (including relocation of a control room) which currently result in unsafe levels of passenger congestion at peak times, widen a stairway to a critical passenger subway by relocating a lift, and enhancements and	<ol style="list-style-type: none"> 1. Relocation of control room on Platform 6/8 towards London end 2. Relocation of lift in Southern Concourse / Western Subway and widening of stairs 3. Enhanced and simplified Station Signage 	EIS Infrastructure Authorised	Mar-24	*Subject to Change Control	*Subject to Change Control

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				simplifications to station signage.					
LNE605	East Coast Digital Programme (ECDP)	Northern City Line (NCL)	Luke Durston	<p>ECDP will fit the European Train Control System (ETCS) to a 100-mile stretch of railway between London and Stoke Tunnel (near Grantham) on the East Coast Main Line, together with ETCS fitment to the Northern City Line (NCL) branch into Moorgate. It will replace life expired signalling equipment with state-of-the-art digital signalling and will fit rolling stock and enable operators to run ETCS Level 2 with no signals. The programme uses a collaborative thin client model where the industry, including suppliers take a significant role in the decision making and delivery of the programme, ensuring buy-in from stakeholders and industry decision making. The introduction of ETCS will improve system capability (which could be used to increase utilised capacity, performance, or a combination), safety, carbon emissions and will reduce the cost of maintenance and renewals when compared with conventional signalling.</p>	<p>ETCS Level 2 with no signals on the Northern City line running from Moorgate to Finsbury Park. Upgrade of passenger rolling stock, business readiness activities for Network Rail and the passenger operator, including signaller and driver conversion training and changes to systems and processes.</p>	ETCS L2 Northern City Line	Jun-24	May - 25	Revised and Complete
		Tranche 2 (Welwyn to Hitchin Overlay)			<p>ETCS Level 2 overlay between Welwyn and Hitchin available to enable partners to migrate to be 'ETCS ready', including signaller and driver conversion training. Fitment or upgrade of passenger trains, fitment of freight locomotives, on track machinery and charter and heritage units and changes to systems and processes to support migration of partners to be 'ETCS ready'.</p>	Tranche 2 ready to commence ETCS L2 operational migration	Jul-25	*Subject to Change Control	*Subject to Change Control
		Tranche 2 (Welwyn to			Network Rail and all affected rail operators are ready to	Ready to operate ETCS	Apr-27		

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		Hitchin Overlay)			operate ETCS Level 2 with no signals on the first area of ECML (S). This includes the necessary vehicle ETCS fitment and business change activities for Network Rail, passenger, freight, On Track Machines (OTM) and charter and heritage operators, including driver conversion training and changes to systems and processes.	Level 2 No-signals		*Subject to Change Control	*Subject to Change Control
		Tranche 4 (full roll-out)			Progressive roll out of no signals running from Kings Cross to Stoke Tunnel with overlay mode at Peterborough Station and Werrington to Stoke tunnels (to allow crossing manoeuvres).	All no signals areas operational	Oct-30	n/a – project is on target	On target
W006a	Oxfordshire Connect	Oxford Corridor Phase 2	Christopher Nash	<p>Oxford Phase 2 is a deferred Control Period 5 project which unlocks physical and timetabling constraints both at Oxford station and along the rail corridor North and South of Oxford.</p> <p>The scheme will deliver additional performance and capability to enable the introduction of additional freight and passenger services necessary to unlock wider economic benefits.</p>	<p>The scheme will deliver:</p> <ul style="list-style-type: none"> Reduction in level crossing risks at two level crossings north of Oxford (Sandy Lane and Yarnton Lane). Signalling headways reduced to 4 minutes between Wolvercote and Heyford to facilitate capacity improvements. Up to 2 minutes journey time improvement through Oxford North Junction. 50 % more through platform capacity at Oxford Station. Provision for up to twelve additional freight paths per day through the Oxford Corridor 	EIS Infrastructure Authorised (Oxford Station Platform 5)	Dec-24	Mar-29	Revised and on target
F607	Tactile Installation Programme	Tactile Installation	Jon Ratcliffe	<p>The Programme is driven by a fatal incident at Eden Park Station in 2020.</p> <p>Recommendations were made by RAIB and this addresses recommendation 2, to install tactiles.</p>	To install tactile paving at all mainline station platforms, open to passengers in England, Scotland and Wales that are not due to receive them as part of other planned works.	Delivery of tactiles	Mar-25	n/a – project is on target	Complete

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A604	Liverpool Street Pedestrian Capacity Project	-	Lucy Phipps	This project facilitates the removal of safety concerns (potential slips and trips) within Liverpool Street Station by removing pinch points across gatelines on Platforms 1-10. These currently result in high levels of passenger congestion at peak times due to a sub-optimal gateline layout, obstructed by retail units, which impede passenger flow.	The interventions proposed focus on the following areas: <ul style="list-style-type: none"> • The addition of 21 ticket barriers on Platforms 1-10 • Conversion of 4 manual wide aisle gates to automatic • Removal of 5 retail units from the gateline on Platforms 1-10 • Ticket hall moved into the former first class lounge area • Installation of 3 retail units in the ticket hall area 	EIS – Infrastructure works complete, including retail shell and core	Oct-24	May-25	Revised and Complete
	Midland Main Line Upgrade Programme	South of Bedford OLE 125 (SoBEER)	Gavin Crook	<p>This project is for the OLE works specifically for South of Bedford.</p> <p>This combined Enhancements and Renewals scheme is part of a rail industry programme that aims to transform travel to and from London on the Midland Mainline between the core centres of population and economic activity in the East Midlands and South Yorkshire.</p>	Increase the current Overhead Line (OHL) capability from the current 100mph up to 125mph to allow for the running of the new East Midlands Railway (EMR) class 810 bi-mode train in electric mode up to 125mph South of Bedford.	Infrastructure EIS - ready for operation up to line speed.	Aug-25	n/a – project is on target	Complete
LNE616	East Coast Mainline IRP Schemes	Darlington Station Capacity	Luke Durston	<p>New platforms and station entrance at Darlington Station, providing more capacity and operational resilience.</p> <p>Complemented by parallel Tees Valley Combined Authority (TVCA) funded and delivered project to provide additional car parking and improved transport interchange.</p>	<p>One new through platform and one new bay platform at Darlington Station, with an interchange bridge provided between new platforms and existing station.</p> <p>New platforms will provide capacity for a 7th ECML passenger path through Darlington and help to enable future infrastructure improvements for a potential 8th or 9th path.</p> <p>New station entrance and multi-storey car park being</p>	EIS Infrastructure Authorised	Oct-25	May-26	Revised and on target

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					built as an interfacing project by TVCA.				
LNWS6 24	Barnt Green Lifts	-	Simon Harding	<p>The Bromsgrove Electrification project reconstructed Barnt Green station footbridge, to a new height over a metre higher than the old footbridge, to allow sufficient vertical headroom for the overhead electrification equipment. During the delivery of electrification scheme, cost increases appeared which led to the lifts being removed from scope, and passive provision only being allowed for.</p> <p>The non-provision of lifts was challenged by the ORR and local politicians as not being in line with the Equality Act 2010. Therefore it was agreed between NR and the DFT that this project will install the lift access.</p>	<p>The Project will deliver the following outputs</p> <ul style="list-style-type: none"> • Construction of three lifts to existing station footbridge, including foundations, lift chambers, brickwork/cladding, equipment rooms • Installation of new sub-station power supply (insufficient capacity on existing power supply) • Installation of an under-track crossing (UTX) or similar for associated cabling • Upgrade of earthing and bonding installation on Platforms 3&4 to provide PAN102 & BSEN50122 compliance 	EIS Infrastructure Authorised	Aug-24	Nov-25	Revised and Complete
LNE607	Leeds Area Improvement Programme	Package 2 - Bradford Forster Square Capacity Improvements	James Moy	<p>The scheme is to provide additional platform capacity at Bradford Forster Square to facilitate the potential scheduling of up to seven daily 10-car LNER services (9-car platform length with selective door opening for remaining carriages), as well as enable longer trains for Northern Trains Limited (NTL) and facilitate improved network capacity for the Leeds North West rail network.</p>	<p>The project proposes the following enhancements:</p> <ul style="list-style-type: none"> • creation of a new Platform 0 at Bradford Forster Square, to enable platforming of at least 9 cars of a 10-car Azuma train. • relocation of 5128 Points at Bradford Forster Square, to provide greater operational flexibility. • associated changes to track, signalling, civils and overhead line to enable the works. 	Practical Completion for whole scheme	Dec-24	Mar-25	Revised and Complete
W644	Old Oak Common Construction	Poplar Lines Electrification	Gavin Cambridge	<p>The Poplars Electrification will support the planned all line blockades required for the Old</p>	Full electrification of the Poplar Lines between Acton West Junction (Great Western	EIS Infrastructure Authorised	July-26	n/a – project is on target	On target

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	Programme Access Mitigations			Oak Common Construction Programme. The new infrastructure will provide a full electrified diversionary route between MTR Elizabeth Lines maintenance depot and the Great Western Main Line west of Old Oak Common. This capability will allow MTR to circulate units with much greater flexibility and maintain service levels during the blockade. It will also directly link the existing OLE infrastructure on the GWML to the rest of the electrified UK Rail network for the first time.	Mainline) and Acton Wells Junction (North London Line), including Acton East Junction.				
	Cardiff Central Station Modernisation		Dale Crutcher	Cardiff Central Station Modernisation will deliver improvements to in-station walk times, journey quality improvements associated with improvements to the passenger environment and station facilities; and improved operational resilience through the lengthening of Platform 0 with existing train operations	<ul style="list-style-type: none"> • Extension and widening of Platform 0 • Enhanced access to Platform 0, bringing it within the paid area of the station • Relocation and expansion of the northern ticket gateline • New southern concourse with enhanced ticket barriers and retail provision • Re-purposing and refurbishment of platform buildings (including platform canopies) for passenger and retail use • Improved cycle storage and interchange with other modes of transport 	EIS Infrastructure Authorised	March-30		On target
	MetroWest	MetroWest 1b: Portishead Line	Niall Spencer	MetroWest 1b will reopen the Portishead branch line. The project will construct 5km of railway along the disused track bed between Pill and Portishead. It will connect to the Portbury Dock line by a new junction at Pill. New stations will be constructed at Pill and	NR will deliver the rail infrastructure to enable a 1tph service.	Authorised for putting into Service (APIS)	Dec-28		On target

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				Portishead and the line fully re-signalled.					

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Providing valuable opportunities for other organisations to invest in and build on the railway reduces the tax-payer burden. The increased competition drives down cost, while also increasing efficiency, creativity, and innovation.

Further information on Network Rail's Open for Business initiatives can be found on our website: <https://www.networkrail.co.uk/industry-commercial-partners/third-party-investors/network-rail-open-business/>

Contact details for our Business Development Directors in each region can also be found on our website: <https://www.networkrail.co.uk/industry-commercial-partners/third-party-investors/network-rail-open-business/opportunities-for-third-parties/>