

Enhancements Delivery Plan England and Wales

Entry Into Service (EIS) schedule

September 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/>

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509545/mou-dft-network-rail-rail-enhancements.pdf

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

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

North West Train Lengthening Phase 3B – 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 – Ross Ashton, Principal Programme Sponsor – Ross.Ashton2@networkrail.co.uk

Cambridge South Infrastructure Enhancements, Lucy Phipps, Principal Programme Sponsor – lucy.phipps@networkrail.co.uk

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

Stratford Station Congestion Relief Scheme (Short Term) – Lucy Phipps, Principal Programme Sponsor – lucy.phipps@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

Barnt Green Lifts – Simon Clifford, Senior Sponsor- simon.clifford@networkrail.co.uk

Old Oak Common Construction Programme Access Mitigations, Poplar Lines Electrification - Gavin Cambridge, Senior Development Manager - 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

Wales Timetable Changes - Mitigation Works – Richard Berg, Senior Sponsor – Richard.Berg@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
LNE638	North West Train Lengthening Platform Extensions	North West Train Lengthening Platform Extensions	Anna Weeks	The project will allow NR to deliver the infrastructure required in West Yorkshire to enable the introduction of longer 6-car trains.	Infrastructure includes platform extensions at seven stations across West Yorkshire for longer 6-car trains.	EIS Infrastructure Authorised	Dec-23	Aug-26	Revised and Complete
LNWN6 03b	Manchester and Northwest Transformation Programme	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 (Configuration State 3)	Simon Daly	Remodelling of Manchester Airport Railway Station to accommodate longer rolling stock being introduced by operators and to support a future timetable change opportunity.	Delivery of extensions to platforms 1, 2 and 3 at Manchester Airport station with associated rail systems alterations.	EIS Infrastructure Authorised	Oct-29	n/a – project is on target	On Target
LNE001 m	TransPennine Route Upgrade	E1 (Church Fenton to York)	Ross Ashton		This project will deliver electrification and line speed increase and enhancement of Leeds and Normanton lines	EIS Infrastructure Authorised	Apr-26	-	Complete

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					between Church Fenton and York.				
		W3 – Huddersfield to Ravensthorpe			- 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 - Major bridge strengthening, bridge renewals, retaining walls and earth works. - Mining remediation	EIS Infrastructure Authorised	Feb-30	n/a – project is on target	On target
		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	EIS Infrastructure Authorised	April-30	n/a – project is on target	On target

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					temporary depot facilitation is required to enable. This scheme enables the closure of multiple level crossings				
A601	Cambridge South Infrastructure Enhancements	-	Lucy Phipps	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. 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 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.	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. The new station will support the UK's growing life sciences industry, facilitating transport into and across life science 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.	EIS Infrastructure Authorised	Mar-25	Jun-26	Revised and Complete

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LNWS6 23	Bushey Power Supply Upgrade	-	Rajen Ranavaya	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. 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.	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,	Relocation of control room on Platform 6/8 towards London end	EIS Infrastructure Authorised	Mar-24	Mar-27	Revised and on target

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	East Coast Digital Programme (ECDP)	Tranche 2 (Welwyn to Hitchin Overlay)	Luke Durston	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.	ETCS Level 2 infrastructure overlay commissioned Network Rail ready to operate an ETCS railway and the first operator with ETCS enabled trains ready to commence L2 ETCS operational migration	Tranche 2 ready to commence ETCS L2 operational migration (K01)	Jul-25	Aug-26	Revised and Complete
		Tranche 2 (Welwyn to Hitchin Overlay)			Network Rail and all affected rail operators are ready to 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.	Ready to operate ETCS Level 2 No-signals	Apr-27	*Subject to Change Control	*Subject to Change Control <i>(Update expected for Dec-26 EDP)</i>
		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	*Subject to Change Control	*Subject to Change Control <i>(Update expected for Dec-26 EDP)</i>
W006a	Oxfordshire Connect	Oxford Corridor Phase 2	Kevin Miller	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. The scheme will deliver additional performance and capability to enable the introduction of additional freight and passenger services	The scheme will deliver: - Up to 2 minutes journey time improvement through Oxford North Junction (completed summer 2023) -50 % more through platform capacity at Oxford Station. Post the milestone recorded, future phases will deliver:	EIS Infrastructure Authorised (Oxford Station Platform 5)	Dec-24	Mar-29	Revised and on target

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				necessary to unlock wider economic benefits.	-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. - Provision for up to twelve additional freight paths per day through the Oxford Corridor.				
LNE616	East Coast Mainline IRP Schemes	Darlington Station Capacity	Luke Durston	New platforms and station entrance at Darlington Station, providing more capacity and operational resilience. Complemented by parallel Tees Valley Combined Authority (TVCA) funded and delivered project to provide additional car parking and improved transport interchange.	One new through platform and one new bay platform at Darlington Station, with an interchange bridge provided between new platforms and existing station. 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. New station entrance and multi-storey car park being built as an interfacing project by TVCA.	EIS Infrastructure Authorised	Oct-25	May-26	Revised and Complete
LNWS6 24	Barnt Green Lifts	-	Simon Clifford	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	The Project will deliver the following outputs • Construction of three lifts to existing station footbridge, including foundations, lift chambers, brickwork/cladding, equipment rooms • Installation of new sub-station power supply	EIS Infrastructure Authorised	Aug-24	Nov-25	Revised and Complete

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				increases appeared which led to the lifts being removed from scope, and passive provision only being allowed for. 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.	(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				
W644	Old Oak Common Construction Programme Access Mitigations	Poplar Lines Electrification	Gavin Cambridge	The Poplars Electrification will support the planned all line blockades required for the Old 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.	Full electrification of the Poplar Lines between Acton West Junction (Great Western Mainline) and Acton Wells Junction (North London Line), including Acton East Junction.	EIS Infrastructure Authorised	Jul-26	Apr-26	Complete
W606	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	• 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	EIS Infrastructure Authorised	Mar-30	n/a – project is on target	On target

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				the lengthening of Platform 0 with existing train operations	• 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				
W608	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 Portishead and the line fully re-signalled.	NR will deliver the rail infrastructure to enable a 1tph service.	Authorised for putting into Service (APIS)	Dec-28	n/a – project is on target	On target
W638	Wales Timetable Changes – Mitigation Works	North Wales Coast Footbridges	Richard Berg	Works to support Transport for Wales (TfW) transformational plan, which included introduction of additional passenger services across the Wales and Borders route.	-Construction of an accessible footbridge in Abergele, Conwy to facilitate the permanent closure of Pen Uchaf and Ty Gwyn footpath level crossings. - Construction of an accessible footbridge in Prestatyn, Denbighshire to facilitate the permanent closure of Sandy Lane and Beverley Drive footpath level crossings.	EiS of Footbridges	Mar-27	n/a – project is on target	On Target

We're transforming, making it easier for other organisations to invest in, and build on the railway.

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/>