Enhancements Delivery Plan England and Wales

Entry Into Service (EIS) schedule

December 2024

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

Gatwick Airport Station, London Victoria Redevelopment Programme – Stephen Diplock, Senior Commercial Scheme Sponsor – stephen.diplock@networkrail.co.uk

South West Rail Resilience Programme – Alina Murray, Senior Sponsor – alina.murray@networkrail.co.uk

University Station (Birmingham) – Simon Clifford, Senior Sponsor – simon.clifford2@networkrail.co.uk

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

Reading Independent Feeder – Jill Poyton, Senior Sponsor – jill.poyton@networkrail.co.uk

Hope Valley Capacity – Graeme Whitehead, Senior Sponsor – graeme.whitehead@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

Transpennine Route Upgrade, Transpennine Route Upgrade – Hannah Lomas, Industry Programme Director – hannah.lomas@networkrail.co.uk

Cambridge South Infrastructure Enhancements, Stratford Station Congestion Relief Scheme (Short Term), Liverpool Street Pedestrian Capacity Project – Natalie Allen, Principal Programme Sponsor – natalie.allen@networkrail.co.uk

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

Clapham Junction Enhancement Portfolio: Work Package 2 – Kate Neill-Sneller, Senior Commercial Scheme Sponsor – kate.neill-sneller@networkrail.co.uk

East Coast Digital Programme (ECDP) – Samantha Barker, Lead Investment Sponsor – samantha.barker@networkrail.co.uk

Littlehaven Station Enhancements – Lucy Phipps, Senior Commercial Scheme Sponsor – lucy.phipps@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 Electrification: Kettering to Wigston Electrification – Gavin Crook, Principal Programme Sponsor – gavin.crook@networkrail.co.uk

Barnt Green Lifts – Jennifer Slater, Sponsor – jennifer.slater@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 – Claire Woolford, Senior Sponsor, claire.woolford@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	Jun-25	**Revised and on Target**
W016	South West Rail Resilience Programme	Phase 4 (Dawlish to Holcombe Cliff Resilience)	Alina Murray	The South West Rail Resilience Programme aims to provide a resilient railway for the south-west of England. The only railway line connecting much of Devon and all of Cornwall to the rest of the UK rail network runs along the vulnerable coastal section between Dawlish Warren and Teignmouth. This stretch of railway is subject to the twin threats of coastal and geotechnical encroachment. In 2014 the railway here was closed for 8 weeks following the breaching of the sea wall at Dawlish and a subsequent landslip of cliffs near Teignmouth.	The output of this programme is to deliver a robust level of resilience for the next 100 years, considering climate change including sea level rise. The level of resilience to be delivered equates to reducing the probability of the railway being closed for more than a week to one in 100 years; the probability of a closure between 2 days and a week to no more than once every 20 years on average and all other smaller disruption events to be reduced compared to current levels.	Resilience delivered	Mar-24	Nov-24	**Revised and Complete**
LNWS610	University Station (Birmingham)	-	Simon Clifford	The project involves enlargement of University Station (Birmingham) to address current issues of crowding, congestion, safety and performance at the station and to accommodate projected	The project will deliver a new station building with enhanced passenger facilities; a second wider footbridge; a link footage to the University campus and wider platforms.	EIS Infrastructure Authorised	Sep-22	Jan-24	**Revised and Complete**

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				growth in passenger numbers over the next 25 years.	*Note: This is a third-party delivered scheme and this does not feed into the Network Rail scorecard.*				
CR003a	East West Rail Phase 2	-	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 *(expected between Dec-24 and Sept-25)*	Dec-24	n/a – project is on target	**Complete**
W001c	Great Western Route Modernisation	Reading Independent Feeder	Jill Poyton	Reading Independent Feeder (RIF) will provide an additional high-voltage power supply from the National Grid to the Great Western Main Line (GWML).	This project will improve reliability of passenger services and support the electric timetable, as well as providing greater flexibility for maintenance regimes.	EIS Infrastructure Authorised	Apr-23	Feb-25	**Revised and On Target**
CR005	Hope Valley Capacity	-	Graeme Whitehead	The scheme addresses poor connectivity and passenger capacity in the Hope Valley corridor. The scheme will allow more frequent passenger services to operate on the route while maintaining access for freight services.	This scheme delivers upgraded rail infrastructure across the route between Manchester and Sheffield to increase capacity and improve reliability, but also supports economic growth and "levelling up" opportunities.	EIS Infrastructure Authorised	Dec-23	Mar-24	**Revised and Complete**
LNWN602	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	The outputs are performance improvements, more passenger seats, reduced CO2 emissions and reduced operating costs.	EIS Infrastructure Authorised	May-24	Jul-25	

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				service on the Wigan – Bolton – Manchester corridor and on to Stalybridge under TRU.					**Revised and On Target**
LNWN603	Manchester and Northwest Transformation Programme	NW Train Lengthening Phase 3A	Lorna Samways	The project will allow NR to deliver the infrastructure required in the North West to enable the introduction of longer 6-car trains	Phase 3A infrastructure includes depot enhancements at Blackpool North carriage sidings, and platform extensions at nine stations across the North West for longer 6-car trains, and the installation of beacons and balises at two stations.	EIS Infrastructure Authorised	Aug-23	Dec-24	**Revised and Complete**
		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**
LNWN603b		Configuration State 2 Infrastructure	Lorna Samways	Delivery of the CS2 Infrastructure to facilitate a timetable change opportunity.	Delivery of Oldfield Road turnback, Salford Crescent additional platform, Man Vic Passenger Improvements	EIS Infrastructure Authorised	May - 26	n/a – project is on target	**On target**
LNE622	Northumberland Line *(Restoring Your Railway)*	-	Anna Weeks	This project will upgrade an existing freight route to carry two passenger service in each direction per hour, 6 new stations and improvements to track and signalling.	Introduction of 2 new passenger services in each direction per hour with a journey time of 35 minutes from Ashington to Newcastle	Completion of Network Rail works to support EiS	Dec-23	Aug-24	**Revised and Complete**
LNE001m	Transpennine Route Upgrade	W1 / 2A (Manchester to Stalybridge incl)	Hannah Lomas	The TRU Programme will deliver a step-change increase in infrastructure capability to improve the reliability of the route, and level up experience and opportunity for a growing population up to the 2040s. TRU will facilitate a more transformational Northern Powerhouse Rail Leeds-Manchester route in the medium term, as recommended in the Integrated Rail Plan.	This project will deliver the following: - Electrification and increase of line speeds out of Manchester Victoria and remodelling of Miles Platting Junction to reduce journey time, - Improvement of capacity at Manchester Victoria by extending local electric services to Stalybridge with electrification between Manchester Victoria, Stalybridge, and Guide Bridge - Remodelling of Stalybridge Station and associated junctions to increase journey time and	EIS Infrastructure Authorised	Dec-25	Dec-24	**Revised and Complete**

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					capacity. - Electrification of station area.				
		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			- 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 - Creation of new sidings at Hillhouse and temporary station to support disruption Discharge of consents associated with TWAO.	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	EIS Infrastructure Authorised	April-30	n/a – project is on target	**On target**

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					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				
S603	London Victoria Redevelopment Programme	Work Package 1: CP6 Passenger Improvements	Stephen Diplock	A scheme to deliver significant passenger improvements to London Victoria, the UK's 2nd busiest station.	Deliver sufficient gate line capacity to handle projected passenger demand to 2040.	EIS Infrastructure Authorised	Mar-24	**Subject to Change Control**	***Subject to Change Control**
A601	Cambridge South Infrastructure Enhancements	-	Natalie Allen	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	**Subject to Change Control**	***Subject to Change Control**
LNWS623	Bushey Power Supply Upgrade	-	Rajen Ranavara	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	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	Auto Transformer Feeder - EIS Infrastructure Authorised	Oct-23	Forecasted to be delivered before March 2028	***Subject to Change Control**

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				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 and install a neutral section in the Bushey area. The infrastructure will enable resilient and reliable passenger and freight journeys, headroom for more electric traction, operational efficiency, reduced carbon and improved safety.	to 'Auto Transformer'; associated upgrades along the 26-mile line of route between North Wembley and Bourne End and Abbey Line; Installation of a neutral section in the Bushey area to switch on Auto Transformer feeding from Bushey and enable future removal of North Wembley Neutral Section.	Carrier Wire Neutral Section - EIS Infrastructure Authorised	Dec-23	Forecasted to be delivered before March 2028	***Subject to Change Control**
WX604	Clapham Junction Enhancement Portfolio: Work Package 2	Brighton Yard Refurbishment	Kate Neill-Sneller	A scheme to reduce congestion at Clapham Junction station by discouraging the use of the existing passenger subway (in place of alternative entrances) as well as improve passenger satisfaction.	Refurbishment of the Brighton Yard entrance to increase the size of the gateline construct larger toilets and create a Changing Places facility	EIS – infrastructure works complete (excluding retail fit out)	Sep-23	Jan-24	**Revised and Complete**
A603	Stratford Station Congestion Relief Scheme (Short Term)	-	Natalie Allen	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 simplifications to station signage.	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**
LNE605	East Coast Digital Programme (ECDP)	Northern City Line (NCL)	Samantha Barker	ECDP will fit the European Train Control System (ETCS) to a 100-mile stretch of railway between	ETCS Level 2 with no signals on the Northern City line running from Moorgate to Finsbury Park.	ETCS L2 Northern City Line	Jun-24	May - 25	**Revised and On Target**

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				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.	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.				
		Tranche 2 (Welwyn to Hitchin Overlay)			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'.	Tranche 2 ready to commence ETCS L2 operational migration	Jul-25	Oct -25	**Revised and On Target**
		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	Sep-27	**Revised and On Target**
		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	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: Reduction in level crossing risks at two level crossings north of Oxford (Sandy Lane and Yarnton Lane). - Signalling headways reduced to 4 minutes between	EIS Infrastructure Authorised (Oxford Station Platform 5)	Dec-24	*Subject to Change Control	***Subject to Change Control**

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				The scheme will deliver additional performance and capability to enable the introduction of additional freight and passenger services necessary to unlock wider economic benefits.	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				
F607	Tactile Installation Programme	Tactile Installation	Jon Ratcliffe	The Programme is driven by a fatal incident at Eden Park Station in 2020. Recommendations were made by RAIB and this addresses recommendation 2, to install tactiles.	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	**On target**
A604	Liverpool Street Pedestrian Capacity Project	-	Natalie Allen	This project facilitates the removal of safety concerns (potential slips and slips) 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: • 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	Mar-25	**Revised and On Target**
ES001	Midland Mainline Electrification	Kettering to Wigston Electrification	Gavin Crook	By combining MMLE Route Section One with KO1a to produce a more efficient delivery this creates the Kettering to Wigston project. This Enhancements Programme is a part of a rail industry programme that aims to transform travel to and from London on the Midland Mainline	Kettering to Wigston Electrification will enable six long distant high-speed trains per hour to operate in electric traction between St Pancras and Market Harborough (considering also the scope being delivered South of Bedford).	Infrastructure – K2W Completion of OLE Infrastructure to enable subsequent stage of energisation	Mar-24	Jul-24	**Revised and Complete**

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				and improve the links between the core centres of population and economic activity in the East Midlands and South Yorkshire.					
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	***Subject to Change Control**	***Subject to Change Control**
LNWS624	Barnt Green Lifts	-	Jennifer Slater	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. The non-provision of lifts was challenged by the ORR and local politicians as not being in line with the Equality Act 2010.	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 (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	EIS Infrastructure Authorised	Aug-24	Aug-25	**Revised and On Target**

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				Therefore it was agreed between NR and the DFT that this project will install the lift access.	PAN102 & BSEN50122 compliance				
LNE607	Leeds Area Improvement Programme	Package 2 - Bradford Forster Square Capacity Improvements	James Moy	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 (8-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.	The project proposes the following enhancements: • creation of a new Platform 0 at Bradford Forster Square, to enable platforming of at least 8 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	***Subject to Change Control**	***Subject to Change Control**
W644	Old Oak Common Construction Programme Access Mitigations	Poplar Lines Electrification	Claire Woolford	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	July-26	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/