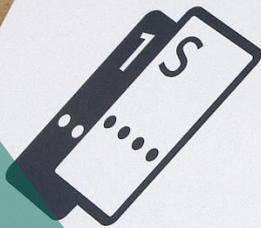




Department  
for Transport

# Rail Network Enhancements Pipeline Autumn 2019 Schemes Update

Moving Britain Ahead



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October 2019

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# 1. The RNEP Governance Process

## Creating the Pipeline

- 1.1 In March 2018, the government published its [new approach to Rail Enhancements](#). This document set out the rationale behind creating a rolling programme of investment which focusses on delivering real benefits for passengers, freight users and the economy.
- 1.2 This approach to Enhancements built upon the process set out in the [Memorandum of Understanding between the Department for Transport and Network Rail on Rail Enhancements](#) and the moves investments away from a rigid five-year funding cycle.
- 1.3 Enhancements add to the capability of the railway, such as through new or increased capacity, or providing technical improvements to the way the railway runs. Benefits of infrastructure Enhancements are typically realised through changes to train services, the introduction of improved trains, or revised timetables.
- 1.4 The Rail Network Enhancement Pipeline (RNEP) is the approach applied to all rail Enhancements within England and Wales which are in receipt of funding from central government (i.e. from the Department for Transport). This was set out in the [Statement of Funds Available \(SoFA\), which was published in October 2017](#). It does not apply to High Speed 1 or the core of the new High Speed 2 network.

## RNEP Decision Gateways

- 1.5 Schemes which are seeking funding from the Department for Transport need to progress through the RNEP decision gateways before moving into delivery. The details of these decision gateways are set out in the March 2018 RNEP publication. The process can be summarised as a five-stage process, moving from an initial 'Decision to Initiate', taking the scheme into the pipeline and unlocking funding for a Strategic Outline Business Case (SOBC) to deployment once an Enhancement has been completed and accepted onto the network.
- 1.6 The governance process is not rigid, and is intended to reflect the maturity of a scheme. For instance, a brand-new scheme may enter at the 'Decision to Initiate' gateway to unlock funding for an SOBC, and move through each subsequent gateway to delivery, and finally deployment. However, schemes which are considerably more mature, or have been part developed by a third party, may enter the pipeline at the 'Decision to Develop', 'Decision to Design' or 'Decision to Deliver' gateway.

1.7 The RNEP framework is illustrated below:



Figure 1 RNEP governance map

1.8 It is important to note that a scheme will not proceed into delivery until it has received a 'Decision to Deliver' (referred to by Network Rail as a Final Investment Decision). government will only ever commit to the next stage of the RNEP and schemes will be subject to a continual assessment of the business case for the scheme. For more information on business cases, please see the [HM Treasury Green Book](#).

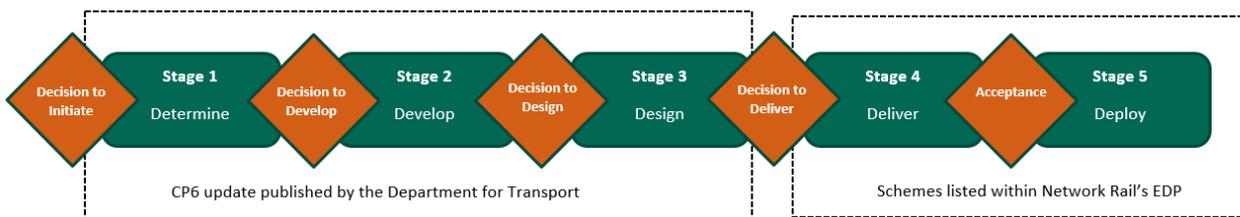
## Update on Schemes

1.9 This document is intended to provide an update to stakeholders on schemes which are progressing through the governance process. The Department is committed to transparent policy making and this document is intended to be a clear public statement on which schemes are at each decision gateway.

1.10 This document contains details on schemes which are in the Pipeline, indicating they have received a 'Decision to Initiate'. This document does not contain details of schemes which have received a 'Decision to Deliver' - these schemes are contained within Network Rail's Enhancements Delivery Plan (EDP) for England and Wales, which can be found at:

<https://www.networkrail.co.uk/who-we-are/publications-and-resources/>.

1.11 The diagram below illustrates where scheme information can be found:



1.12 By listing schemes in this document, the government is not committing to their ultimate delivery. As schemes move through the RNEP governance process, they will be subject to regular assessment of the value for money case, and priorities for funding across the entire portfolio. Schemes which do not meet these criteria at decision gateways will not proceed to the next stage.

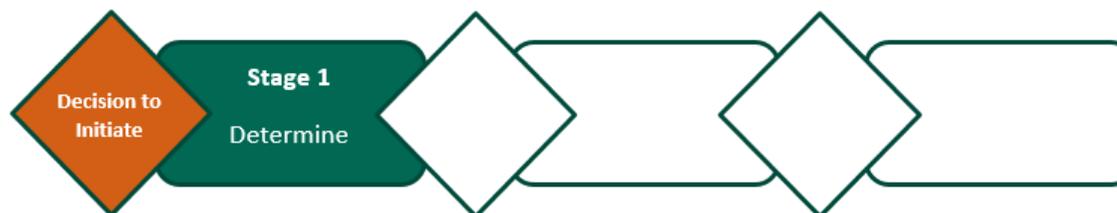
1.13 This document does not list schemes which have yet to receive a 'Decision to Initiate'. As such, it should also be noted that this document does not list all schemes which may be delivered in this, or future Control Periods. In addition, other schemes or aspirations which are currently being progressed but have yet to receive a 'Decision to Initiate' will not be listed in this document. The list of schemes in development will be updated in future publications, on an annual basis.

## 2. List of Schemes in Development

- 2.1 The following pages detail schemes contained within the Rail Network Enhancement Pipeline. It includes information on the proposed deliverables, current RNEP stage and next RNEP stage.
- 2.2 Schemes are categorised based on the most recent decision gateway passed. It is important to note that schemes can enter at any stage of development, or progress to a later decision gateway, dependent upon the scheme and the maturity of its development.
- 2.3 Most schemes within the RNEP are developed by either the Department for Transport or Network Rail. Such schemes are generally produced through internal Departmental policy development, inputs from Train Operating Companies and Freight Operating Companies, input from local stakeholders, or developed through route studies and Continuous Modular Strategic Planning.
- 2.4 Schemes entering the RNEP are at different levels of maturity. As such, some schemes may receive a 'Decision to Initiate' and then progress directly to a 'Decision to Design' or 'Decision to Deliver', without a 'Decision to Develop'. This can be due to:
  - development work taking place prior to a scheme entering the RNEP, and the scheme seeking funding to finalise the Full Business Case and Delivery; or
  - proceeding through each RNEP decision gateway may be disproportionate for some small, relatively simple schemes, and therefore progression to either an OBC and Decision to Design or FBC and Decision to Deliver after entering the RNEP may provide an opportunity for efficiencies and faster delivery.
- 2.5 In addition to the schemes contained within this document, the Department has announced that it is spending £300m on the Access for All programme, which will fund accessibility Enhancements at over 73 stations, in addition to 24 ongoing projects. The [Written Ministerial Statement](#) detailing this programme, including a list of stations which will benefit from this funding, was published on 4 April 2019.

Schemes within this document are still in development. government does not commit to delivery until a Decision to Deliver has been approved. Schemes marked with an asterisk are proceeding to a later stage of development, and will not go through all decision gateways, please see paragraph 2.4 for details.

## Schemes with a Decision to Initiate



Projects listed in this table are, predominantly, at the very earliest stage of consideration. The Department for Transport, Network Rail and other stakeholders may have identified an issue which could be addressed through a rail infrastructure enhancement but little or no technical development will have taken place. The focus of this stage is to explore the issue, what outcomes maybe sought and to assess the viability of the idea. This culminates in a Strategic Outline Business Case.

| Scheme Name  | Network Rail Region    | Last RNEP decision gateway | Next RNEP decision gateway | Anticipated Railway output   |
|--|------------------------|----------------------------|----------------------------|--|
| <b>Leeds Station Capacity</b>                                      | Eastern                | Decision to Initiate       | Decision to Develop        | Additional capacity to accommodate train service enhancements and passenger demand growth, also supporting Leeds City Council's Masterplan proposal. |
| <b>London Liverpool Street passenger improvements (short term)</b> | Eastern                | Decision to Initiate       | Decision to Develop        | To increase passenger capacity within London Liverpool Street station.   |
| <b>Skipton Colne</b>   | Eastern                | Decision to Initiate       | Decision to Develop        | Improved passenger access between East Lancashire and the Leeds City Area. Provision of an additional trans-Pennine freight route.                   |
| <b>Stratford Station Passenger Capacity Project</b>                | Eastern                | Decision to Initiate       | Decision to Develop        | To accommodate increased passenger numbers at Stratford Station, in addition to accessibility improvements.  |
| <b>Syston to Trent gauge enhancement</b>                           | Eastern                | Decision to Initiate       | Decision to Develop        | Improvement in signalling to increase the frequency of services on the route.  |
| <b>Birmingham Moor Street Capacity</b>                             | North West and Central | Decision to Initiate       | Decision to Develop        | To reduce crowding and support forecast growth in Birmingham Moor Street Station.  |

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| Scheme Name   | Network Rail Region    | Last RNEP decision gateway | Next RNEP decision gateway | Anticipated Railway output   |
|---|------------------------|----------------------------|----------------------------|--|
| <b>Chiltern Train Lengthening</b>                                       | North West and Central | Decision to Initiate       | Decision to Develop        | To relieve passenger overcrowding on trains to meet forecast demand by the end of CP6.   |
| <b>Cross-Manchester Capacity and Performance (Castlefield Corridor)</b> | North West and Central | Decision to Initiate       | Decision to Develop        | To support continued growth in rail usage on the corridors in and out of Manchester.   |
| <b>Dudley Port Station Capacity</b>                                     | North West and Central | Decision to Initiate       | Decision to Develop        | To support train lengthening of local services to address passenger demand.  |
| <b>Power resilience on the WCML between Bushey and Euston</b>           | North West and Central | Decision to Initiate       | Decision to Develop        | Improve the reliability of traction power on the West Coast Main Line.   |
| <b>Watford Junction Capacity Upgrade (Watford station)*</b>             | North West and Central | Decision to Initiate       | Decision to Design         | To reduce peak time passenger crowding and support growth forecast in CP6 and beyond.  |
| <b>West Midlands Train Lengthening</b>                                  | North West and Central | Decision to Initiate       | Decision to Develop        | To relieve passenger overcrowding and meet forecast demand in the Control Period via train lengthening on key routes.                                  |
| <b>Wigan-Bolton Electrification</b>                                     | North West and Central | Decision to Initiate       | Decision to Develop        | To electrify remaining section of route originally proposed under NW Electrification Programme.  |
| <b>Clapham Junction - Long Term</b>                                     | Southern               | Decision to Initiate       | Decision to Develop        | To provide a permanent solution to passenger congestion at the station, including improved access to platforms and infrastructure to cope with demand. |
| <b>Clapham Junction (short term)</b>                                    | Southern               | Decision to Initiate       | Decision to Develop        | To mitigate congestion at the station.   |
| <b>SE Franchise Stations Congestion Relief- Lewisham</b>                | Southern               | Decision to Initiate       | Decision to Develop        | Additional station capacity to alleviate current passenger congestion issues and improve passenger experience'   |
| <b>Bathampton to Bradford Junction W8 Gauge (Dundas Aqueduct)</b>       | Wales and Western      | Decision to Initiate       | Decision to Develop        | To increase freight capacity between Bradford Junction and Bathampton, allowing for larger containers to be handled on the route'                      |
| <b>Cardiff Central Station*</b>   | Wales and Western      | Decision to Initiate       | Decision to Deliver        | To improve passenger flow and increase train capacity at Cardiff Central station.  |

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| <b>Scheme Name</b>   | <b>Network Rail Region</b> | <b>Last RNEP decision gateway</b> | <b>Next RNEP decision gateway</b> | <b>Anticipated Railway output</b>  |
|--|----------------------------|-----------------------------------|-----------------------------------|--|
| <b>London Paddington Station Congestion Relief</b>                             | Wales and Western          | Decision to Initiate              | Decision to Develop               | To provide station congestion relief and accommodate the forecast increase in the number of passengers moving through London Paddington.               |
| <b>North Wales journey time improvement (Wrexham - Bidston and N Wales ML)</b> | Wales and Western          | Decision to Initiate              | Decision to Develop               | To improve journey times in North Wales by increasing line speeds and connectivity to High Speed Rail.   |
| <b>Severn Tunnel Junction to Cardiff relief lines upgrade</b>                  | Wales and Western          | Decision to Initiate              | Decision to Develop               | Upgrading relief lines between Severn Tunnel and Cardiff as part of journey time improvements across South Wales.                                      |
| <b>South Wales journey time improvement (Swansea to Cardiff)</b>               | Wales and Western          | Decision to Initiate              | Decision to Develop               | To improve journey times and connections between Swansea and Cardiff.  |
| <b>Thames Valley Corridor Capacity Programme</b>                               | Wales and Western          | Decision to Initiate              | Decision to Develop               | To deliver capacity improvements to alleviate forecast passenger overcrowding on high peak hour services on Main Line Services into London Paddington. |

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## Schemes with a Decision to Develop



Projects listed in this table have progressed through the first development stage and will either be working towards, or have completed a Strategic Outline Business Case. Some limited technical development work may have now taken place to further understand the case for action and to identify options to do so. The focus of this stage is to further advance development work towards a single viable option and to construct an Outline Business Case.

| Scheme name  | Network Rail Region | Last RNEP decision gateway | Next RNEP decision gateway | Anticipated Railway output  |
|--|---------------------|----------------------------|----------------------------|---|
| <b>Cambridge South</b>                                       | Eastern             | Decision to Develop        | Decision to Design         | To deliver a new station and associated infrastructure in the Cambridge South area.   |
| <b>East Coast Digital Programme</b>                          | Eastern             | Decision to Develop        | Decision to Design         | Digital signalling on the East Coast Mainline to increase capacity and improve performance.                                       |
| <b>Ely Area Capacity Enhancement</b>                         | Eastern             | Decision to Develop        | Decision to Design         | To increase capacity through the Ely area for freight and passenger services.   |
| <b>Haughley Junction, Suffolk</b>                            | Eastern             | Decision to Develop        | Decision to Design         | Double tracking Haughley Junction to improve capacity, journey times and resilience   |
| <b>Middlesbrough Station Capacity</b>                        | Eastern             | Decision to Develop        | Decision to Design         | To determine options to accommodate franchise and other track access commitments including alternative service operation choices. |
| <b>Northumberland Line: Passenger Service Reintroduction</b> | Eastern             | Decision to Develop        | Decision to Design         | Reintroduction of passenger services along the freight only 'Ashington-Blythe-Tyne line, including 6 new stations.                |
| <b>Robin Hood Line</b>                                       | Eastern             | Decision to Develop        | Decision to Design         | Reopening of a branch of the Robin Hood Line with aims including improvement of access to employment opportunities.               |

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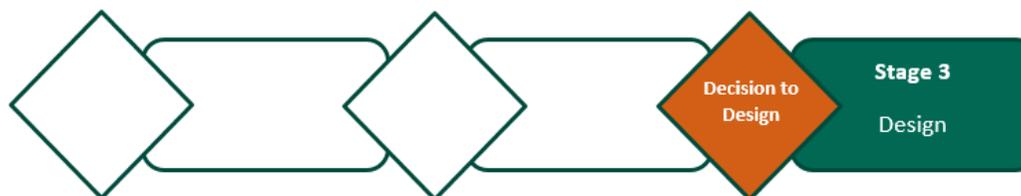
| Scheme name   | Network Rail Region    | Last RNEP decision gateway | Next RNEP decision gateway | Anticipated Railway output   |
|---|------------------------|----------------------------|----------------------------|--|
| <b>Cumbrian Coast Capacity / Energy Coast Rail Upgrade</b>                            | North West and Central | Decision to Develop        | Decision to Design         | To increase freight on the Cumbrian Coastline to accommodate expected demand from industrial developments and facilitate passenger service requirements. |
| <b>Leamington to Coventry Capacity Enhancement (Birmingham Connectivity)</b>          | North West and Central | Decision to Develop        | Decision to Design         | To provide higher frequency services, increasing capacity in the region.   |
| <b>Redevelopment of Euston Conventional Station</b>                                   | North West and Central | Decision to Develop        | Decision to Design         | Redevelopment of the conventional station to provide a more integration transport solution at Euston.  |
| <b>Solihull Corridor Capacity</b>   | North West and Central | Decision to Develop        | Decision to Design         | To deliver higher frequency services on the Solihull Corridor.   |
| <b>Brighton Main Line</b>   | Southern               | Decision to Develop        | Decision to Design         | To provide a performance improvement and permit additional peak trains on the Brighton Mainline.   |
| <b>Holden Recommendations: Output 1 Waterloo International Resignalling</b>           | Southern               | Decision to Develop        | Decision to Design         | Signalling enhancements to improve performance for train services using Waterloo International Terminal, as recommended in the Holden Report.            |
| <b>London Victoria Redevelopment (Work Package 2 - Regeneration)</b>                  | Southern               | Decision to Develop        | Decision to Design         | To consider requirements for increased platform length, expanded concourse capacity and associated improvements.   |
| <b>South London High Voltage Grid</b>   | Southern               | Decision to Develop        | Decision to Design         | To ensure sufficient high voltage power supply is available to operate future train service specifications   |
| <b>Surbiton Congestion Relief</b>   | Southern               | Decision to Develop        | Decision to Design         | Additional station capacity to alleviate current passenger congestion issues and improve passenger experience'   |
| <b>Woking Capacity Enhancement</b>  | Southern               | Decision to Develop        | Decision to Design         | Facilitate an increase in the Main Line capacity, enabling up to eleven trains per hour at Woking at high peak time.                                     |
| <b>GWML Freight Corridor /Gauge clearance Didcot - Bristol/Cardiff</b>                | Wales and Western      | Decision to Develop        | Decision to Design         | To provide additional freight capacity.  |
| <b>Oxford Corridor Capacity Phase 2</b>   | Wales and Western      | Decision to Develop        | Decision to Design         | Establish the interventions required to deliver the Train Service Specification for future development.  |
| <b>South West Rail Resilience Programme - Parsons Tunnel to Teignmouth resilience</b> | Wales and Western      | Decision to Develop        | Decision to Design         | To deliver critical resilience to the Great Western Mainline and secure the coastal route.   |

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| Scheme name   | Network Rail Region | Last RNEP decision gateway | Next RNEP decision gateway | Anticipated Railway output   |
|---|---------------------|----------------------------|----------------------------|--|
| <b>South West Rail Resilience Programme -Central Tunnels Section Resilience</b> | Wales and Western   | Decision to Develop        | Decision to Design         | To deliver critical resilience to the Great Western Mainline and secure the coastal route. |
| <b>Western Rail Access to Heathrow</b>  | Wales and Western   | Decision to Develop        | Decision to Design         | Improved access to Heathrow Airport and connectivity to services from the West of England. |

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## Schemes with a Decision to Design



Projects listed in this table have progressed through to the final development stage and will be either working towards, or have completed an Outline Business Case. Technical development work will now be finalised to ensure the desired output(s) can be delivered through the option being progressed so the right outcome(s) can be secured. The focus of this stage is to perform detailed design work and planning to prepare the scheme for Delivery as well as constructing a Full Business Case.

| Scheme name                                 | Network Rail Region    | Last RNEP decision gateway | Next RNEP decision gateway | Planned Railway output   |
|---|------------------------|----------------------------|----------------------------|--|
| <b>Harrogate station franchise capacity</b> | Eastern                | Decision to Design         | Decision to Deliver        | Capacity work to enable Class 800 services to operate to and from Harrogate.           |
| <b>St Albans Station Capacity</b>           | Eastern                | Decision to Design         | Decision to Deliver        | Construction of an additional foot bridge to reduce congestion.                        |
| <b>Transpennine Route Upgrade</b>           | Eastern                | Decision to Design         | Decision to Deliver        | To deliver improved performance, capacity and journey time between Manchester and York |
| <b>East West Rail Phase 2</b>               | North West and Central | Decision to Design         | Decision to Deliver        | Western Section Phase 2  |
| <b>Hope Valley Capacity</b>                 | North West and Central | Decision to Design         | Decision to Deliver        | To provide additional capacity on the Hope Valley line.                                |

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| Scheme name   | Network Rail Region | Last RNEP decision gateway | Next RNEP decision gateway | Planned Railway output  |
|---|---------------------|----------------------------|----------------------------|---|
| <b>Feltham Resignalling Enhancement</b>                                       | Southern            | Decision to Design         | Decision to Deliver        | Implement signalling enhancements at Virginia Water, Bracknell and Twickenham as part of Feltham Re-signalling.   |
| <b>London Victoria Redevelopment (Work Package 1 - decongestion)</b>          | Southern            | Decision to Design         | Decision to Deliver        | Short term congestion relief, including decluttering the concourse.   |
| <b>SE Franchise Stations Congestion Relief - Denmark Hill</b>                 | Southern            | Decision to Design         | Decision to Deliver        | Additional station capacity to alleviate current passenger congestion issues and improve passenger experience'  |
| <b>South East (Sussex and East London Line) Traffic Management Scheme</b>     | Southern            | Decision to Design         | Decision to Deliver        | Improve service reliability (reducing reactionary delay by c. 5%) across the area, resulting in reduced delay for rail customers and improved customer satisfaction.                                    |
| <b>Bristol East Junction</b>  | Wales and Western   | Decision to Design         | Decision to Deliver        | To improve the existing junction layout to meet current and future forecast demand, specifically the enhanced train service specifications for both the long distance and local cross-Bristol services. |
| <b>Metro West (Portishead element only)</b>                                   | Wales and Western   | Decision to Design         | Decision to Deliver        | To re-open the Portishead rail line and enhance passenger services on the Severn Beach and Bath to Bristol lines.   |
| <b>Reading Independent Feeder (Power Supply)</b>                              | Wales and Western   | Decision to Design         | Decision to Deliver        | As part of the electrification of the Great Western Main Line, this will provide an additional National Grid connection to provide resilience and additional capacity to the power system.              |
| <b>South West Rail Resilience Programme - Parsons Tunnel North Resilience</b> | Wales and Western   | Decision to Design         | Decision to Deliver        | To deliver critical resilience to the Great Western Mainline and secure the coastal route.  |

## 3. Third Party Schemes

- 3.1 The funding for rail Enhancements in CP6 is not exclusively available for schemes promoted by Network Rail and the Department for Transport. Both organisations promote and support interaction with third parties, including Local Enterprise Partnerships (LEPs), Local Authorities, Train Operating Companies and businesses. Any schemes which are part or fully funded through capital funding for Enhancements must progress through the RNEP.
- 3.2 Third Party promoters can access the RNEP via either the relevant route team within Network Rail, or the relevant client team within the Department for Transport. Typically, the required documentation will be completed by the third-party promoter. They will be required to demonstrate a value for money case for the scheme, in line with the requirements in Section 1. They must also demonstrate a satisfactory level of input and engagement from Network Rail and the relevant train operators.
- 3.3 Only schemes which are seeking DfT funding need to progress through RNEP governance. Where a scheme is entirely third-party funded, the Department for Transport and Network Rail only require notification of the proposal. This is to ensure the scheme does not impact on other benefits being delivered through DfT funded Enhancements or other works planned by Network Rail.

### Case Study: Gatwick Airport Station

In July 2019, the Department for Transport announced a major upgrade to Gatwick Airport Station, which will benefit tens of millions of passengers.

The enhancement has been funded through a tripartite agreement between Gatwick Airport Ltd, Coast to Capital Local Enterprise Partnership and the Department for Transport.

This scheme was progressed through the Rail Network Enhancement Pipeline. It demonstrates how public funding for railway Enhancements can support the delivery of important infrastructure and which demonstrates value for money for the taxpayer.

The development of this enhancement was supported by Officials within the Department for Transport, alongside Network Rail and representatives from both the LEP and Gatwick Airport.

The improvement works will begin in Spring 2020 and will take around three years to complete. The Department and Network Rail have worked to minimise disruption by sequencing works, enabling the station to remain open throughout the works.