



# The biggest programme of rail modernisation since the Victorians



Journeys will be **quicker**, trains will run more **frequently** and it will be more **comfortable** on board.



By **2021**, **5,700** new train carriages will be running on our railways. That is **78** miles of train carriages!



Network Rail is spending **£130m** every single week on improvements for passengers through our **Railway Upgrade Plan**.

## In the last year alone we have:



- Completed the Ordsall Chord in Manchester, improving train journey times across the north;
- Re-opened the first phase of London Bridge station;
- Delivered the first phase of Crossrail;
- Completed key elements of the Reading – Didcot upgrade work;
- Opened brand new stations at Cambridge North, Ilkeston in Derbyshire and Low Moor in Yorkshire;
- Introduced new, faster, cleaner and quieter trains on the Great Western Main Line, as a result of our route modernisation programme, delivering 6,550 extra seats per day in each direction between Paddington and Maidenhead;
- Re-opened the Dover-Folkestone railway three months ahead of schedule, after the sea wall collapsed; and
- In December 2016, we completed the first new rail link between a major British city and London in more than 100 years, with the opening of the Oxford-Marylebone route. This followed the successful opening of the Borders Railway in Scotland in 2015.



Passengers will see a transformation in services in the next 18 months as much needed capacity with new, more frequent and longer trains come on stream



### Scotland

In Scotland, we will have completed the Edinburgh to Glasgow Improvement Programme, which includes modernisation and upgrades to key infrastructure and widespread electrification of the Scottish rail network, including the main line between Edinburgh and Glasgow and to Stirling and Dunblane.



### West & Wales

On the Great Western Main Line, we are electrifying one of Britain's oldest and busiest railways, providing greener, more reliable journeys and improving connections across southern England and South Wales including Bristol, Cardiff, Newbury and Oxford.



### South West

In the South and South West, increasing capacity on the mainline out of Waterloo will create space for an extra 45,000 passengers every morning, the equivalent of a three lane traffic jam from Winchester to London.



### North East & Midlands

On the East Coast Main Line, there will be a brand new fleet of trains. The new 'Azuma' trains will provide an extra 12,200 seats, reducing crowding, and reducing journey times by up to 22 minutes. We have also begun a major programme to transform travel on the Midland Main Line.



### North West

By 2022, we will have spent £1bn upgrading the rail network across the north through the Great North Rail Project, delivering 2,000 extra services a week, room for 40,000 more passengers every day and 500 new carriages.



### London, South East & Anglia

In London, there will be more frequent rail services on 16 lines into central London. The 30% capacity increase will allow an extra 90,000 passengers in the peak hour as new fleets of trains running on new and upgraded infrastructure are introduced.

Crossrail, known as the Elizabeth Line, a direct east-west link between Reading, Essex and Abbey Wood will bring an extra 1.5 million people to within 45 minutes of the heart of London.

The upgraded north-south Thameslink line will connect to the Elizabeth Line and allow trains to run every 2-3 minutes through central London. London's oldest terminus, London Bridge Station, will have been completely rebuilt as part of this project.

**Working for you**