Our London North Eastern and East Midlands Route (LNE & EM) is creating real momentum towards maximising the transformative opportunities that CP6 presents us, building on the challenges in CP5 to deliver a safer and more reliable railway for our colleagues, customers and passengers.

We are already delivering our maintenance more efficiently than ever before; train delay minutes attributed to the route and the number of performance affecting incidents is lower than they have ever been, and we must continue to improve the safety of our railway as the traffic and passenger numbers grow.

With that in mind the most important transformation of all in CP6 will be that of our people. Too long have the basic needs of our frontline people been overlooked. We will provide our staff with the facilities they rightly deserve and our main safety objective will be to eliminate manual handling injuries on our route, the single biggest cause of accidents.

This will help us to put in place a strategic workforce plan that responds to the future needs both of the business and the people we want to attract and retain, ensuring we exit CP6 with a more diverse, inclusive and empowered leadership within the Route that will carry on the pace of transformation.

Our approach to developing major enhancements such as the Transpennine Route Upgrade is acknowledged as being innovative by funders and stakeholders. We have commenced our once in a generation opportunity to realise a digital railway on the East Coast Main Line (ECML) with all the sustained and transformative cross industry opportunities it creates, and we are delivering the biggest upgrade of the Midland Main Line since it was completed, transforming passenger journeys. And of course we are looking forward to working with Government on the development of the East Coast Partnership.

Our role as the LNE & EM Route is straightforward; we simply need to ensure that our railway meets the needs of the communities and economies that it serves. Our vision for CP6 is to achieve efficient delivery which is responsive to customer and stakeholder priorities, making our railway much easier for third parties to realise their investment and growth opportunities. We are truly open for business.
Benefits to our passengers
CP6 will see unprecedented levels of change to the LNE & EM route with the realisation of multi-million pound investments on the Midland Main Line (MML), Transpennine and ECML corridors – it will be transformational for passengers with a 15% growth in train services and a corresponding increase in journeys.

Network Rail’s major improvements in CP6 are on LNE & EM

Transpennine Route Upgrade
- DFT’s recently published ‘Connecting People: A Strategic Vision for Rail’ sets out the Government’s plans for next generation of rail schemes, including the Transpennine Route Upgrade. This will lead to improved journey times from Manchester to Leeds and York.

ECML improvements
- Power supply upgrade
- Readiness for Intercity Express Programme trains
- Remodelling of track at King’s Cross

Midland Main Line Upgrade
- Bedford – Kettering/Corby
- Capacity and line speed improvements

Current and planned third party funding
The LNE & EM route has a proven record of attracting and delivering regionally funded projects and is currently supporting nearly 80 schemes, which are in various stages of development, design and delivery, with a combined value in excess of £2.0bn. These schemes range from new footbridges to the significant projects such as the complete redevelopment of the existing Leeds Station integrating the new HS2 station into a wider Leeds city regeneration including the South Bank project.

At a glance
The LNE & EM Route contains strategically important national assets which connect communities and economies across the length and breadth of the country. LNE & EM encompasses three of the country’s most important strategic rail corridors: the East Coast Main Line (ECML); the Midland Main Line (MML) and the Transpennine Route. Geographically it is the biggest Network Rail Route, with 4,600 miles of track spanning the length of the country from Scotland to London via Leeds and Sheffield.

- 221m passenger journeys every year
- 3,400 passenger trains every weekday
- 58m freight tonnes every year, equivalent to 6.9m lorry loads
- Serving towns and cities that generate over £330bn each year for UK plc
- Serving communities that are home to 7.6m people
- 5,696 employees
Our renewals plans will benefit the whole route

- **Newcastle to Border**: £73.8m
- **York to Newcastle**: £217.9m
- **York to Leeds (via Harrogate)**: £14.7m
- **Leeds to Colton Junction**: £105.8m
- **Sheffield to Swinton**: £56.6m
- **Nottingham to Chesterfield**: £16.5m
- **Derby to Stoke-on-Trent**: £19.2m
- **Leicester to Peterborough**: £35.1m
- **St Pancras to Bedford**: £205.3m
- **Bedford to Nottingham**: £133.2m
- **King’s Cross to Peterborough**: £453.1m
- **Hertford loop**: £37.4m
- **South Yorkshire / Midland Main Line**: £28.8m
- **Midland Main Line**: £16.8m
- **East Coast Main Line**: £16.5m
- **Transpennine Route**: £19.2m
Our strategy for CP6

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<th>Focus on our customers and stakeholders</th>
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<th>Efficient and effective delivery</th>
<th>Enable investment to time &amp; budget</th>
<th>Engage our workforce</th>
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Outcomes

- Safety (passengers): Passenger train accident risk reduction
- Safety (colleagues): Reduce LTIFR to 0.17
- Performance: 2% improvement in VTEC PPM, marginal improvements to other operators
- Asset resilience: 5.7% reduction in service affecting failures
- Efficient and effective delivery: 6% renewals efficiency by end CP6. Delivery of Tier 1 Enhancements to time and budget
- Customer outcomes: At least maintain NRPS at stations and on trains

Our Stakeholder engagement

In developing our plans for CP6 we have developed an ongoing process of formal and informal customer and stakeholder engagement, including CP6 stakeholder workshops to inform our submission. LNE & EM maintains important relationships with each of our customers; we currently have formal Alliance Agreements with VTEC, TPE and Northern. We also have a joint business plan with Grand Central and are in the process of developing a joint plan with First Hull Trains.

The Network Rail devolution agenda rightly pushes us towards our stakeholders and in doing so brings track and train closer together for the benefit of passengers, communities and economies. This allows us to ensure that our investment decisions are focused towards those who matter most, and in doing so are better placed to realise the opportunity of third party investment on our railway. Investing money in and around the LNE & EM route will become easier, faster and much more customer focused.

Stakeholder priorities

LNE & EM Route is working very hard to close the gap between our train performance trajectories and the franchise commitments of the TOC. We have built performance trajectories based on our knowledge of current performance, infrastructure plans, new fleet introduction and the very significant timetable changes. Whilst also growing our railway we will improve infrastructure reliability and train performance by reducing the number of service affecting failures by 9.9%, improve our workforce safety by 74%, and improve level crossing safety by 14%, before the impact of increased traffic is taken into consideration.