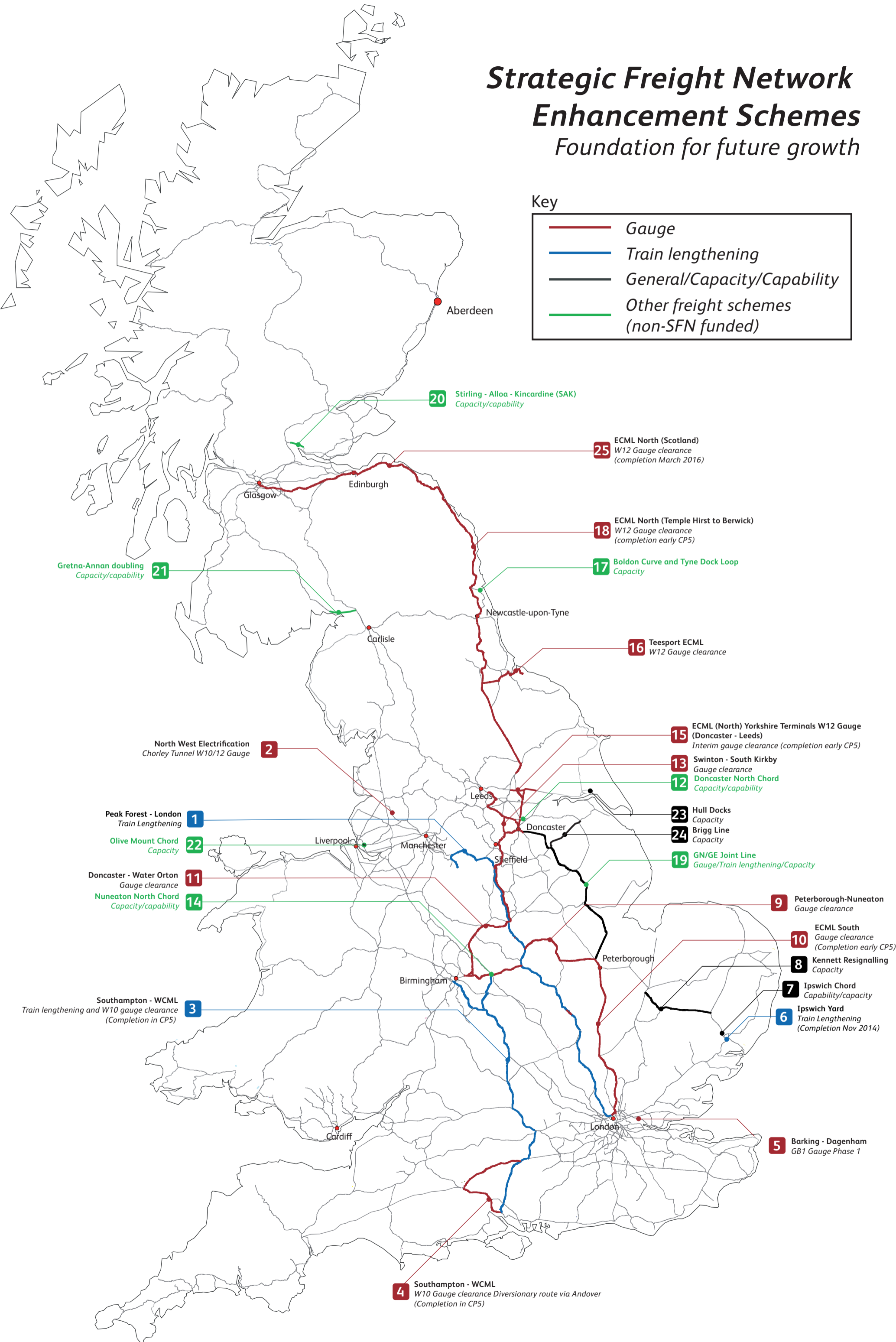


# Strategic Freight Network Enhancement Schemes

Foundation for future growth

Key

- Gauge
- Train lengthening
- General/Capacity/Capability
- Other freight schemes (non-SFN funded)



**20** Stirling - Alloa - Kincardine (SAK)  
Capacity/capability

**25** ECML North (Scotland)  
W12 Gauge clearance  
(completion March 2016)

**18** ECML North (Temple Hirst to Berwick)  
W12 Gauge clearance  
(completion early CP5)

**17** Boldon Curve and Tyne Dock Loop  
Capacity

**21** Gretna-Annan doubling  
Capacity/capability

**16** Teesport ECML  
W12 Gauge clearance

**2** North West Electrification  
Chorley Tunnel W10/W12 Gauge

**15** ECML (North) Yorkshire Terminals W12 Gauge  
(Doncaster - Leeds)  
Interim gauge clearance (completion early CP5)

**13** Swinton - South Kirkby  
Gauge clearance

**12** Doncaster North Chord  
Capacity/capability

**1** Peak Forest - London  
Train Lengthening

**23** Hull Docks  
Capacity

**24** Brigg Line  
Capacity

**22** Olive Mount Chord  
Capacity

**19** GN/GE Joint Line  
Gauge/Train lengthening/Capacity

**11** Doncaster - Water Orton  
Gauge clearance

**14** Nuneaton North Chord  
Capacity/capability

**9** Peterborough-Nuneaton  
Gauge clearance

**10** ECML South  
Gauge clearance  
(Completion early CP5)

**8** Kennett Resignalling  
Capacity

**7** Ipswich Chord  
Capacity/capability

**3** Southampton - WCML  
Train lengthening and W10 gauge clearance  
(Completion in CP5)

**6** Ipswich Yard  
Train Lengthening  
(Completion Nov 2014)

**5** Barking - Dagenham  
GB1 Gauge Phase 1

**4** Southampton - WCML  
W10 Gauge clearance Diversionary route via Andover  
(Completion in CP5)