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. It is this uncomplicated aim which underpins our vision and mission for CP6, namely to achieve efficient and effective delivery which is responsive to customer and stakeholder priorities.

Over the next five years, passengers on our route will see the highest levels of targeted investment in a generation allowing new trains to run more frequently and more reliably. As the Network Rail route with the most significant investment on new infrastructure during CP6, we will focus on placing the passenger at the heart of everything we do – putting their needs at the forefront of our decisions while developing, designing and delivering our projects. This will prove vital in completing work with the least possible disruption; and ensuring that we ultimately deliver the service improvements our passengers and freight customers need.

This investment will be transformational for passengers, enabling a 15 per cent uplift in services providing more trains to more destinations across the route. At the same time as growing our railway, we will also continue to develop technologies which will enable engineers to predict when infrastructure is likely to fail, reducing the number of service-affecting infrastructure failures by 9.9 per cent and making journeys more reliable.

I am also determined that CP6 will represent the dawn of a new era for the UK rail industry with the deployment of Digital Railway technology across LNE & EM. By its very nature, this technology will serve to knit the rail industry more closely together. It will also greatly reduce the taxpayer’s bill for the operation, maintenance and renewal of our railways in the future.

The control period will also see us transform the working environment and safety of our valuable staff who work tirelessly to deliver a safe and reliable railway each and every day. We will provide modern and diverse welfare facilities to every corner of the route befitting the high quality of our people.

By putting the communities and economies we serve at the heart of all we do in CP6 we will provide the reliable, responsive service our passengers and freight customers rightly demand.
LNE & EM links economies and communities across the length of England, including important economic hubs, leisure destinations, ports, power stations and airports. Our route encompasses three of the country’s most important passenger and freight 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, incorporating 4,600 miles of track. The route supports:

**Our route at a glance**

- **221m** passenger journeys annually
- **3,400** passenger trains every weekday
- **58m** freight tonnes annually – equivalent to 6.9m lorry loads
- **7.6m** people live in the communities served by our route serves
- **330bn** generated annually by our towns and cities

**Major improvement work in CP6**

- **Trans Pennine Upgrade**
  The Transpennine Route Upgrade work will enable more frequent services with increased capacity for passengers.

- **ECML improvements**
  Improving the layout of track and signals outside London King’s Cross to deliver faster arrival and departure times.
  Building a ‘dive under’ at Werrington to separate slow-moving freight and intercity passenger services.
  Plus power upgrades between York and Edinburgh.

- **Midland Main Line upgrade**
  Completing electrification of the line from London up to Kettering/Corby.
  A suite of improvements to the line and at many stations to allow more, longer and faster trains to run on the line.

**Working with communities to deliver locally funded projects**

LNE & EM has a proven record of attracting and delivering locally funded projects. These are schemes which are being promoted and funded by local partners to respond to the needs of passengers and local economies. The route is currently supporting in the region of 150 schemes, which are at various stages of development, design and delivery. The schemes vary in scope and size, from upgrading short sections of track to allow more frequent services, building new stations on existing lines to connect more communities to direct rail services, to the redevelopment of Leeds station to enable future integration with HS2.

**Over the next five years we will:**

- Invest £5.45bn to improve services and renew the railway ensuring continued safety and reliability for passengers;
- Make step-change improvements that directly benefit passengers by investing £0.8bn committed funding;
- Provide a 15 per cent increase in services.

---

**Working with communities to deliver locally funded projects**

LNE & EM has a proven record of attracting and delivering locally funded projects. These are schemes which are being promoted and funded by local partners to respond to the needs of passengers and local economies. The route is currently supporting in the region of 150 schemes, which are at various stages of development, design and delivery. The schemes vary in scope and size, from upgrading short sections of track to allow more frequent services, building new stations on existing lines to connect more communities to direct rail services, to the redevelopment of Leeds station to enable future integration with HS2.

**Over the next five years we will:**

- Invest £5.45bn to improve services and renew the railway ensuring continued safety and reliability for passengers;
- Make step-change improvements that directly benefit passengers by investing £0.8bn committed funding;
- Provide a 15 per cent increase in services.

---

**Working with communities to deliver locally funded projects**

LNE & EM has a proven record of attracting and delivering locally funded projects. These are schemes which are being promoted and funded by local partners to respond to the needs of passengers and local economies. The route is currently supporting in the region of 150 schemes, which are at various stages of development, design and delivery. The schemes vary in scope and size, from upgrading short sections of track to allow more frequent services, building new stations on existing lines to connect more communities to direct rail services, to the redevelopment of Leeds station to enable future integration with HS2.

**Over the next five years we will:**

- Invest £5.45bn to improve services and renew the railway ensuring continued safety and reliability for passengers;
- Make step-change improvements that directly benefit passengers by investing £0.8bn committed funding;
- Provide a 15 per cent increase in services.
Overview of planned renewals spending in CP6 on the LNE & EM. Figures are indicative based on RF6 submission.
Based on 2017/18 prices.
Benefits

Our investment over the next five years will be transformational for passengers, helping to realise a 15 per cent increase in services across our route. Work will continue on the Transpennine Route Upgrade, which will enable more frequent services with increased capacity for passengers across the north of England.

On the East Coast Main Line (ECML), we will enable more long-distance high-speed services between King’s Cross and Doncaster, increasing from six to eight services an hour, and long distance high-speed services between Doncaster and Newcastle will also increase from five to six per hour. We will maintain two freight paths per hour on specific sections of the ECML and reduce journey times to four hours between Edinburgh and London, and two hours between Leeds and London.

Working with stakeholders

We developed our CP6 plan through formal and informal engagement with stakeholders, including dedicated workshops for each of our key strategic routes. Our route maintains relationships with all of our customers, with a dedicated customer relationship management team supplementing a regular structure of meetings. The route has in place alliance agreements with LNER, TransPennine Express and Northern. There are regular, senior oversight meetings with all passenger operators.

In addition to this, the route is carrying out a full audit of our stakeholder engagement. The route stakeholder engagement strategy is in production which will give line of sight about how decisions were influenced and made. This will be reported upon annually.

LNE & EM is working hard to close the gap between our projected train performance and the franchise commitments of our train operating customers. Our projections are based upon knowledge of current performance, infrastructure plans, new fleet introduction and scheduled timetable changes. We continue to work with our customers to implement these smoothly and deliver the best possible experience for passengers.

Our people

In CP6, the route will continue to invest in workforce facilities that our staff, present and future, rightly deserve. With 45 per cent of our workforce becoming eligible for retirement in the next 10 years, we will plan for the future needs of both our business and the people we want to attract and retain. We will exit CP6 in 2024 with a more diverse, inclusive and empowered route team.

Note: As part of this Delivery Plan, each of the route strategic plans have evolved from those published in February 2018. Once the new organisational structures are in place, the changes to Route Strategic Plans and associated settlements for each region will be published in subsequent updates during CP6. We will ensure that the revised delivery plan outcomes are consistent with those outlined in the Final Determination.