

# RIA briefing: The status of the 2019 RNEP projects and other enhancement schemes 21 October 2022

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## **1. Introduction**

In 2019 the UK Government published a list of 58 rail enhancement projects in what was then a new Rail Network Enhancements Pipeline (RNEP) report.

There are significant benefits in setting out a transparent pipeline of rail projects. It gives companies the confidence to take investment decisions – anticipating the skills, capabilities, technologies that will be needed, and where these will need to be deployed. It is also essential to get best value for money from projects: a healthy supply chain that is ready to undertake work will result in the most efficient and appropriate responses. So RIA, on behalf of its members, consistently calls on Government to make clear, long-term commitments in the rail sector that provide transparency and predictability.

This briefing contains an analysis of progress on the 58 projects in the original RNEP, conducted for members of the Railway Industry Association (RIA), as well as for any other interested parties in the wider UK supply chain. It categorises our understanding of the current status of key rail projects, and is based on publicly available information, aiming to gather all relevant information in one place to provide an overview of decisions so far and highlight where the big uncertainties are. There are, unavoidably, gaps in the picture where decisions on schemes or funding levels are yet to be announced.

Section 2 of this document is a reminder of the RNEP process, Section 3 reviews the current status of the 58 projects included in the 2019 RNEP, and Section 4 identifies projects which have been announced since the 2019 RNEP.

## **2. Background to the Rail Network Enhancements Pipeline (RNEP)**

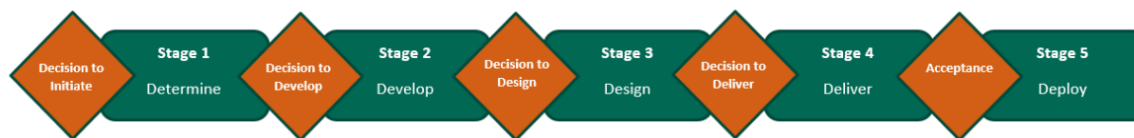
In 2018, the UK Government announced plans to move investment decisions for rail enhancements receiving funds from central government in England and Wales away from the five-year funding cycle for which Network Rail still receives funding for Operations, Maintenance and Renewals (OMR). The idea behind the RNEP was to “create a rolling programme of investment which focusses on delivering real benefits for passengers, freight users and the economy.”<sup>1</sup>

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<sup>1</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/953967/rail-network-enhancements-pipeline-document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/953967/rail-network-enhancements-pipeline-document.pdf)

The governance of the RNEP involves different “decision gateways”, which projects must pass through in order to receive funding from Government. This is illustrated below.

**RNEP decision gateways (source: Department for Transport)**



In October 2019, the UK Government then published [a list of 58 schemes in development](#), showing where in the gateway process these schemes were. RIA welcomed this as an open and transparent way of sharing the forward pipeline of potential work. That same document also stated that “(the) list of schemes in development will be updated in future publications, on an annual basis”. However, there has been no update since then.

### 3. RIA assessment of the current status of the RNEP projects

RIA has reviewed all projects listed in the 2019 RNEP and given them a rating, based on the extent to which there is certainty about the current (October 2022) status of the project – see the full list below. Due to the limited information available in the public realm, the analysis is inevitably incomplete and there are significant gaps in information on specific projects. If RIA members or suppliers have information to improve this analysis, please get in touch with Clara Wikforss in the RIA Policy team at [clara.wikforss@riagb.org.uk](mailto:clara.wikforss@riagb.org.uk).

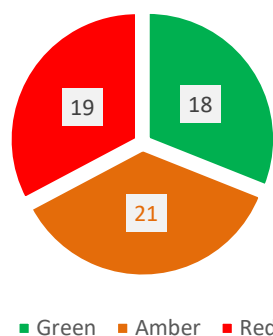
The 2019 RNEP included 58 projects, and RIA have analysed them to give them either a green, amber, or red rating. RIA’s rating indicates that:

- **Green:** scheme is complete, under construction or there is public information confirming that the project will be delivered;
- **Amber:** public information suggests the project development is progressing, but there is not yet certainty it will be delivered. In practice this usually means that the project is progressing towards a Strategic Outline Business Case or an Outline Business Case; and
- **Red:** no information about the status of the project; or there is a large amount of uncertainty over whether it is progressing (N.B. We have not identified any projects that have been formally cancelled, but would also include any such projects in this category).

Our analysis shows that there are:

- 18 **Green** projects;
- 21 **Amber** projects; and
- 19 **Red** projects.

How RIA has rated the current status of the 58 RNEP projects

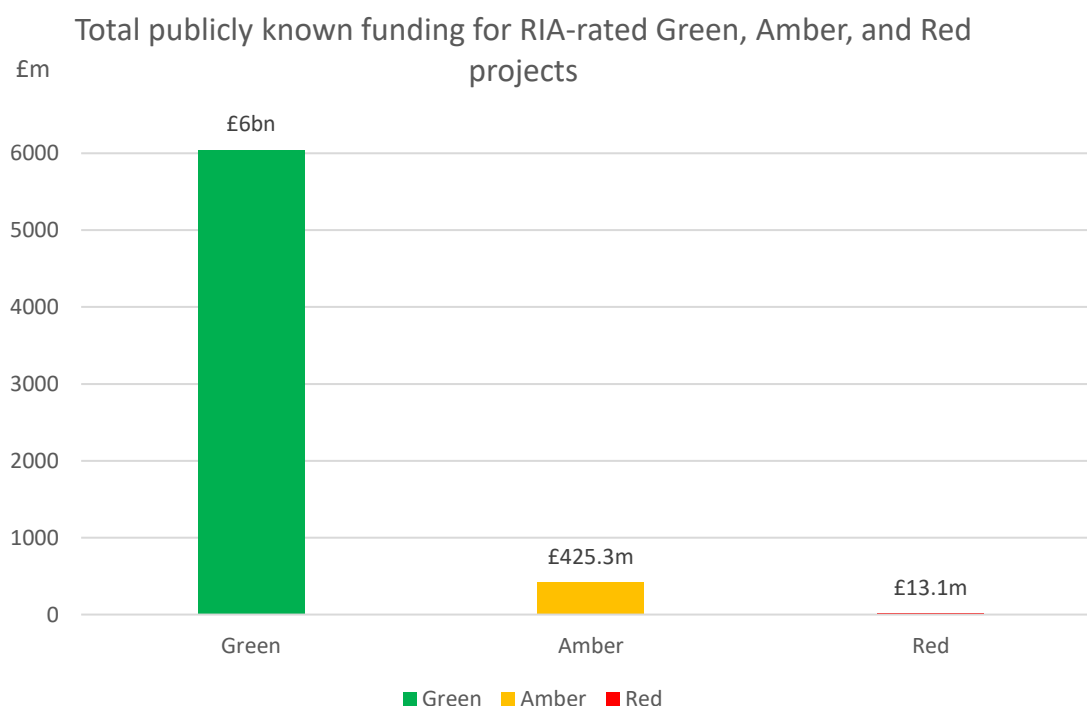


This analysis shows that there has been significant progress on many of the RNEP schemes, with evidence of them progressing towards design or delivery. Indeed, some of the projects have already been delivered. However, the 19 red and 21 amber entries highlights the significant uncertainty and the need for Government to provide an update on the status of these schemes.

While tracking the status of the projects through the decision gateways is difficult, there is even less publicly available information on the funding allocated to projects. RIA's rough analysis shows that approximately £6bn has been spent or announced so far. We have included the £2.9bn announced for the Transpennine Route Upgrade within the £6bn, but not the £9-11.5bn estimated to be required for the entire project.

The Government had committed to £10.4bn of total funding announced for enhancements in CP6, but has since revised down this amount and it is not clear exactly how much the budget now includes. However, it is not possible to directly compare with the value of funding announced for RNEP schemes, as some projects below will likely stretch beyond CP6. Additionally, other projects not included in the 2019 RNEP are also underway. Publicly available information on other schemes is summarised in Section 4.

The below figure illustrates that while we are aware of a significant amount of funding for green projects, we know little about the potential funding for amber projects, and almost nothing about the red projects.



The below table lists all of the 2019 RNEP schemes and their RIA rating. It includes the latest publicly available funding announcement as well as the latest overall update.

Project name	Region	2019 RNEP decision	Latest update about funding or spend	Latest update	RIA Rating
Leeds Station Capacity	Eastern	Initiate	<a href="#">£161m spent</a>	<a href="#">£161m of upgrades were completed in January 2022 and the project was included in the Government's 2022 Growth Plan</a>	
Wigan-Bolton Electrification	North West and Central	Initiate	<a href="#">£78m announced</a>	<a href="#">On 1 September 2021 then Rail Minister Chris Heaton-Harris announced £78m of funding</a>	
East Coast Digital Programme	Eastern	Develop	<a href="#">£1bn announced</a>	<a href="#">On 29 June 2022 then Transport Secretary Grant Shapps announced £1bn of funding</a>	
Middlesbrough Station Capacity	Eastern	Develop	<a href="#">£34m required for the project</a>	<a href="#">On 8 March 2022 planning approval was granted.</a>	
Northumberland Line: Passenger Service Reintroduction	Eastern	Develop	<a href="#">£34m</a>	<a href="#">In August 2022 NR said this was on target to be completed by December 2023</a>	
Brighton Main Line	Southern	Develop	<a href="#">£15m spent</a>	<a href="#">Delivered in Spring 2022</a>	
Surbiton Congestion Relief	Southern	Develop	<a href="#">£6.7m required</a>	<a href="#">Network Rail has said this is on target for delivery by November 2022</a>	
Oxford Corridor Capacity Phase 2	Wales and Western	Develop	<a href="#">£161m announced</a>	<a href="#">On 17 August 2022 then Rail Minister Wendy Morton announced £161m of funding</a>	
St Albans Station Capacity	Eastern	Design	<a href="#">£6.8m announced</a>	<a href="#">In July 2022 Network Rail resumed work on the scheme with a revised delivery target of January 2023</a>	
Transpennine Route Upgrade	Eastern	Design	<a href="#">£2.9bn announced so far, with project budget being £9bn - £11.5bn</a>	<a href="#">On 19 July 2022 then Transport Secretary Grant Shapps announced an additional £959m of funding</a>	

East West Rail Phase 2	North West and Central	Design	<a href="#">Government has committed over £1bn of funding</a>	<a href="#">Main construction work is due for completion in Spring 2024</a>	
Hope Valley Capacity	North West and Central	Design	<a href="#">£137m</a>	<a href="#">On 11 March 2021 then Rail Minister Crhis Heaton-Harris announced £137m of funding</a>	
Feltham Resignalling Enhancement	Southern	Design	<a href="#">£190m</a>	<a href="#">Network Rail expects to complete the final phase by February 2024</a>	
London Victoria Redevelopment (Work Package 1 - decongestion)	Southern	Design	<a href="#">£30m announced</a>	<a href="#">In July 2022 Network Rail shared plans for the £30m project which is scheduled to finish in late 2023</a>	
SE Franchise Stations Congestion Relief - Denmark Hill	Southern	Design	<a href="#">£7.5m spent</a>	<a href="#">Completed in September 2021</a>	
Bristol East Junction	Wales and Western	Design	<a href="#">£132m spent</a>	<a href="#">Work was completed in September 2021</a>	
South West Rail Resilience Programme - Parsons Tunnel North Resilience	Wales and Western	Design	<a href="#">£155m of funding has been announced for the SWRR Programme</a>	<a href="#">Network Rail are delivering the scheme, with geotechnical works already being carried out</a>	
South West Rail Resilience Programme - Central Tunnels Section Resilience	Wales and Western	Develop	<a href="#">£155m of funding has been announced for the SWRR Programme</a>	<a href="#">RIA understands that this has been renamed to 'Dawlish to Holcombe Cliff Resilience' and that it is in detailed design, with construction to being next year</a>	
London Liverpool Street passenger improvements (short term)	Eastern	Initiate	<a href="#">£1.5bn project with £450 funded through a private sector partnership</a>	<a href="#">On 6 October 2022 Network Rail, MTR and Sellar announced plans for the project, including £450m of private sector funding</a>	
Chiltern Train Lengthening	North West and Central	Initiate		<a href="#">In July 2021 Network Rail stated this is in development to be implemented in 2024</a>	

Cross-Manchester Capacity and Performance (Castlefield Corridor)	North West and Central	Initiate	<a href="#">£84m announced for this and other schemes, although this is just for short term improvements</a>	<a href="#">On 11 March 2022 then Transport Secretary Grant Shapps announced £84m for this and other schemes</a>
Power resilience on the WCML between Bushey and Euston	North West and Central	Initiate		<a href="#">In August 2022 Network Rail said this was on target for delivery by December 2023</a>
Clapham Junction (long term)	Southern	Initiate	<a href="#">£35m announced</a>	<a href="#">Network Rail reports £35m has been invested in works set to be carried out over 2022 and 2023</a>
Clapham Junction (short term)	Southern	Initiate	<a href="#">£35m announced</a>	<a href="#">Network Rail reports £35m has been invested in works set to be carried out over 2022 and 2023</a>
SE Franchise Stations Congestion Relief - Lewisham	Southern	Initiate	<a href="#">£250m required (some already spent)</a>	<a href="#">Network Rail says they are investing £250m in improving Lewisham station and the track and signalling through the area</a>
Cardiff Central Station	Wales and Western	Initiate	<a href="#">£5.8m announced</a>	<a href="#">On 21 August 2020 then Transport Secretary Grant Shapps announced that £5.8m had been released to TfW</a>
London Paddington Station Congestion Relief	Wales and Western	Initiate	<a href="#">£1m earmarked by Network Rail for this and other projects</a>	<a href="#">On 26 April 2019 Network Rail said it has set out £1m to improve facilities at London Paddington and other stations</a>
North Wales journey time improvement (Wrexham - Bidston and N Wales ML)	Wales and Western	Initiate		<a href="#">In September 2021 TfW said that additional services are delayed by driver training issues</a>
Severn Tunnel Junction to Cardiff relief lines upgrade	Wales and Western	Initiate	<a href="#">£2m announced for this and other schemes</a>	<a href="#">On 21 August 2020 then Transport Secretary Grant Shapps announced £2m for this and other schemes</a>

South Wales journey times improvement (Swansea to Cardiff)	Wales and Western	Initiate	<a href="#">£2m announced for this and other schemes</a>	<a href="#">On 21 August 2020 then Transport Secretary Grant Shapps announced £2m for this and other schemes</a>	
Cambridge South	Eastern	Develop		<a href="#">In August 2022 Network Rail said this was on target for delivery by March 2025</a>	
Cumbrian Coast Capacity / Energy Coast Rail Upgrade	North West and Central	Develop		<a href="#">In May 2022 Network Rail submitted the business case for the project</a>	
Redevelopment of Euston Conventional Station	North West and Central	Develop		<a href="#">On 25 July 2022 Network Rail published a tendering PIN seeking suppliers for the project</a>	
South West Rail Resilience Programme - Parsons Tunnel to Teignmouth resilience	Wales and Western	Develop	<a href="#">£155m of funding has been announced for the SWRR Programme</a>	<a href="#">Funding is yet to be secured for works to stabilise the cliffs. Ground investigations are being carried out, with proposals for further public discussions expected in Autumn 2022</a>	
Harrogate station franchise capacity	Eastern	Design		<a href="#">In 2020 Network Rail said that further work was needed to accommodate the Class 800 services</a>	
South East (Sussex and East London Line) Traffic Management Scheme	Southern	Design	<a href="#">£30m</a>	<a href="#">In October 2018 network Rail awarded a contract for the scheme</a>	
Metro West (Portishead element only)	Wales and Western	Design	<a href="#">£15.5m announced</a>	<a href="#">In July 2022 DfT announced £15.5m of funding</a>	
Stratford Station Passenger Capacity Project	Eastern	Initiate	<a href="#">£2m announced</a>	<a href="#">£2m to develop plans was announced on 16 September 2021</a>	
Skipton Colne	Eastern	Initiate		<a href="#">On 6 December 2021 then Rail Minister Chris Heaton-Harris said he could offer no assurance that the DfT will be able to prioritise further spending on the line</a>	

Syston to Trent gauge enhancement	Eastern	Initiate		<a href="#">Rail Freight Group stated they do not know whether funding is available for this scheme in January 2022</a>	
Birmingham Moor Street Capacity	North West and Central	Initiate		<a href="#">In July 2021 Network Rail stated that this is in development for CP7</a>	
Dudley Port Station Capacity	North West and Central	Initiate			
Watford Junction Capacity Upgrade (Watford station)	North West and Central	Initiate		<a href="#">In August 2022 the mayor of Watford said that the project has been delayed</a>	
West Midlands Train Lengthening	North West and Central	Initiate			
Bathampton to Bradford Junction W8 Gauge (Dundas Aqueduct)	Wales and Western	Initiate		<a href="#">In September 2018 Network Rail said this was in development but subject to funding from DfT</a>	
Thames Valley Corridor Capacity Programme	Wales and Western	Initiate			
Ely Area Capacity Enhancement	Eastern	Develop	<a href="#">£13.1m funding announced for design options</a>	<a href="#">Network Rail have confirmed that the Outline Business Case has been submitted to DfT in March 2022 and the funding will have to be confirmed in the RNEP.</a>	
Haughley Junction, Suffolk	Eastern	Develop		<a href="#">On 14 May 2022 it was reported that a DfT spokesperson said that government is assessing the project and that the decision now rests solely with Whitehall.</a>	
Robin Hood Line	Eastern	Develop		<a href="#">The IRP, published November 2021, stated that the line extension was going ahead</a>	
Leamington to Coventry Capacity Enhancement (Birmingham Connectivity)	North West and Central	Develop		<a href="#">In July 2021 Network Rail said that funding was TBC but that the project was in development for CP7</a>	



Solihull Corridor Capacity	North West and Central	Develop		<a href="#">Solihull Corridor improvements were included as one of the schemes to be fast-tracked in the Government's Growth Plan 2022, published 23 September 2022, but it is unclear which parts of the scheme the plan refers to and RIA understands it likely refers to the bus corridor</a>	
Holden Recommendations: Output 1 Waterloo International Resignalling	Southern	Develop			
London Victoria Redevelopment (Work Package 2 - Regeneration)	Southern	Develop			
Woking Capacity Enhancement	Southern	Develop		<a href="#">In April 2022 Woking Borough Council said that the DfT has not prioritised the Woking Area Capacity Enhancement scheme and that it will be revisited</a>	
GWML Freight Corridor / Gauge clearance Didcot - Bristol/Cardiff	Wales and Western	Develop			
Western Rail Access to Heathrow	Wales and Western	Develop			
Reading Independent Feeder (Power Supply)	Wales and Western	Design		<a href="#">In August 2022 Network Rail said that the delivery of the project was subject to change control</a>	

#### 4. An update on other rail enhancements

There are a number of significant enhancement schemes that are progressing or under consideration which were not included in the 2019 RNEP.

If the RNEP were to be updated today, RIA recommends that it also includes the projects listed below. It is helpful to have clarity over the total volume of funding for enhancements, therefore RIA recommends that the schemes included in the pipeline for the £500m Restoring Your Railways fund also be included in an updated RNEP to provide a comprehensive picture. We have excluded HS2 from this analysis, given the scale and unique nature of the project.

Project name	Latest update	Latest update on funding
Midland Main Line Electrification Phase 3	<a href="#">This was included in the Integrated Rail Plan and Network Rail are currently delivering work and tendering for more.</a>	<a href="#">The scheme includes £1.3bn of work</a>
University Station (Birmingham)	<a href="#">Initial work was completed in summer 2022 with further redevelopment to follow</a>	<a href="#">£12m announced with scope for a larger £56m project</a>
Gatwick Station	<a href="#">Network Rail has stated that the new concourse is set to open 2023</a>	<a href="#">In 2019 government announced a £150m investment. This is also co-funded by Gatwick Airport Ltd (£37m) and Coast to Capital Local Enterprise Partnership (£10m)</a>
Thorpe Park	<a href="#">This was included in the government's Growth Plan 2022 as one of the projects to be accelerated.</a>	
Ashford to Ramsgate journey time improvement (Phase 2)	<a href="#">In August 2022 Network Rail said this was on target for delivery by May 2023</a>	
Northern Powerhouse Rail	<a href="#">Prime Minister Liz Truss said she would deliver NPR in full, and in October 2022 she confirmed that Bradford will get a new station and that Hull would be included in the scheme</a>	<a href="#">The estimated cost is £17.2bn</a>
The Integrated Rail Plan	<a href="#">The Integrated Rail Plan was published in November 2021, setting out £96bn of rail projects in the North and the Midlands</a>	

Restoring Your Railway £500m fund – <a href="#">In June 2022 the Department for Transport published an update</a> , setting out the status of the schemes being considered (the below list excludes the Northumberland line and Metro West which are both in the 2019 RNEP)		
Reopened lines and new passenger services, Bolton-Radcliffe / Bolton-Bury	Developing towards a Strategic Outline Business Case	
Reopened lines and new passenger services, Consett-Newcastle	Developing towards a Strategic Outline Business Case	
Reopened lines and new passenger services, Gainsborough - Barton	Developing towards a Strategic Outline Business Case	
New Station at Langport and Somerton, Castle Cary - Taunton	Developing towards a Strategic Outline Business Case	
Reopened lines and new passenger services, Wareham - Swanage	Developing towards a Strategic Outline Business Case	
New station at Beeston Castle and Tarporley, Crewe - Chester	Developing towards a Strategic Outline Business Case	
Enhanced existing passenger services, Preston - Blackpool South	Developing towards a Strategic Outline Business Case	
New Station at St Anne's Park, Bristol Temple Meads - Bath Spa	Developing towards a Strategic Outline Business Case	
New Station at Waverley, Sheffield - Chesterfield	Developing towards a Strategic Outline Business Case	
Reopen the Gaerwen – Amlwch line, Anglesey to passenger services	Developing towards a Strategic Outline Business Case	
Reopen the Ashton - Stockport line to passenger services	Developing towards a Strategic Outline Business Case	
Reopen the Askern Branch line	Developing towards a Strategic Outline Business Case	
Reinstate the Beverley - York line	Developing towards a Strategic Outline Business Case	
Reopen Corsham Station	Developing towards a Strategic Outline Business Case	

Reopen the Darlington - Weardale line to passenger services	Developing towards a Strategic Outline Business Case	
Reopen the Middlewich line to passenger services	Developing towards a Strategic Outline Business Case	
Reopen the Oswestry - Gobowen line	Developing towards a Strategic Outline Business Case	
Reopen the Rawtenstall - Buckley Wells line to passenger services	Developing towards a Strategic Outline Business Case	
Reopen the Don Valley line to passenger services	Developing towards a Strategic Outline Business Case	
Reopen the Stoke – Leek line	Developing towards a Strategic Outline Business Case	
Reopen Stonehouse Bristol Road station	Developing towards a Strategic Outline Business Case	
Reopen the Tavistock to Plymouth line	Developing towards a Strategic Outline Business Case	
Mablethorpe and Firsby	Developing towards a Strategic Outline Business Case	
Aldridge Line Upgrade	Progressing past a Strategic Outline Business Case	
To reinstate the Fleetwood Railway Line	Progressing past a Strategic Outline Business Case	
To reintroduce passenger services on the Barrow Hill line between Sheffield and Chesterfield	Progressing past a Strategic Outline Business Case	
To reintroduce passenger services on the Leicester to Burton (Ivanhoe) line	Progressing past a Strategic Outline Business Case	
To re-open the Meir station between StokeOn-Trent and North Staffordshire	Progressing past a Strategic Outline Business Case	
To introduce passenger services on the Waterside line (between Totton and Hythe)	Progressing past a Strategic Outline Business Case	

To re-open Wellington and Cullompton stations	Progressing past a Strategic Outline Business Case	
To reinstate rail access to Devizes via a new station at Lydney	Progressing past a Strategic Outline Business Case	
New Station at Ferryhill, Ferryhill - Stockton-on-Tees	Progressing past a Strategic Outline Business Case	
Mid Cornwall Metro (Restoring direct services between Newquay, St. Austell, Truro and Falmouth)	Progressing past a Strategic Outline Business Case	
Deeside Station	Progressing past a Strategic Outline Business Case	
Haxby Station	Progressing past a Strategic Outline Business Case	
Dartmoor Line	Delivered in November 21 with an enhanced service introduced in May 2022.	
Marsh Barton Station	Currently in construction with delivery set for 2023.	
Thorpe Park Station	Delivery scheduled for March 2024.	
Thanet Parkway Station	Currently in construction with delivery set for 2023.	
Edginswell Station	Delivery scheduled for March 2024.	
St Clears Station	Delivery scheduled for March 2024.	
White Rose Station	Currently in construction with delivery set for 2023. This is also included in the government's 2022 Growth Plan for projects which will be accelerated.	

***For further information on this analysis, please contact Senior Policy Executive Clara Wikforss on [clara.wikforss@riaqb.org.uk](mailto:clara.wikforss@riaqb.org.uk) and 020 7201 0777.***