



Network Rail

Control Period 7

Overview

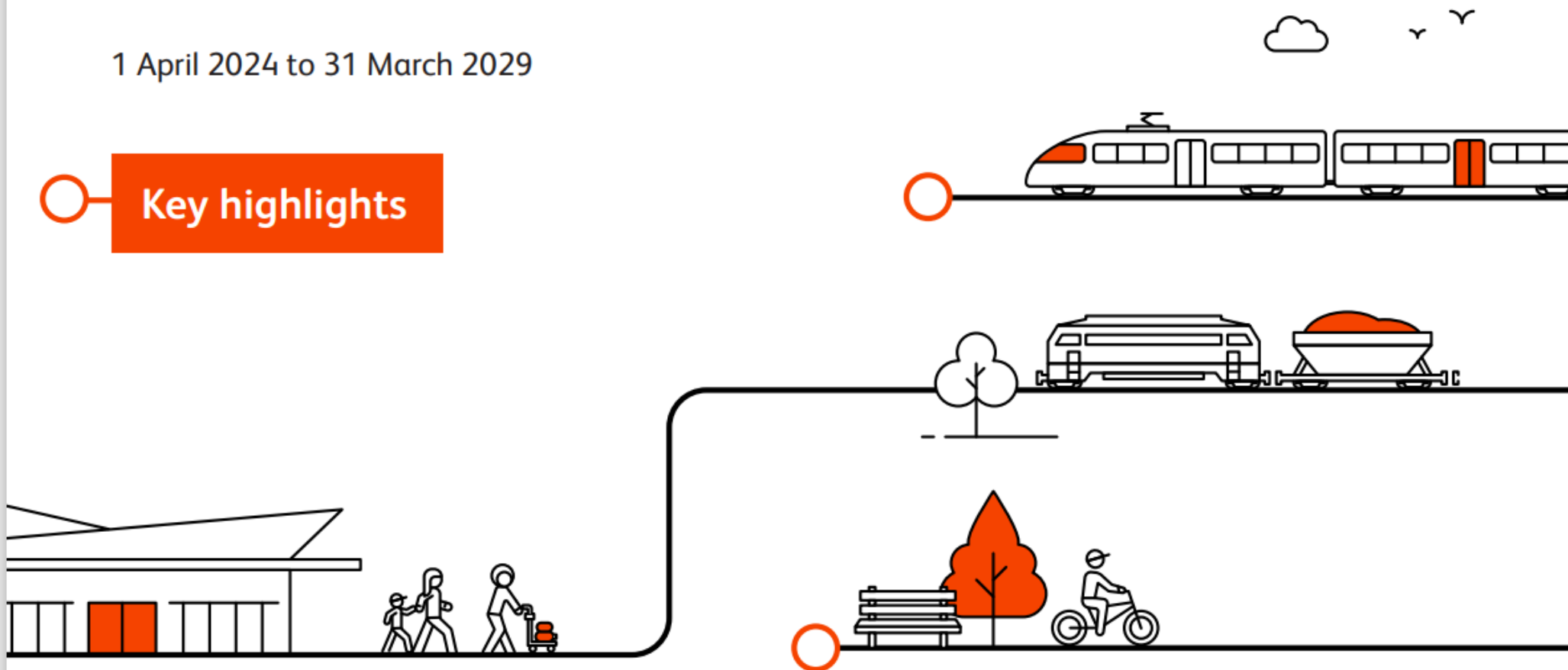


Danielle Lahan

A summary of our CP7 delivery plan

1 April 2024 to 31 March 2029

Key highlights



Who we are and our vision

Network Rail is a public sector arm's length body of the Department for Transport (DfT). We own, operate, maintain and develop the railway infrastructure in England & Wales, and Scotland (our network). Our business is split into five geographical regions, with those regions sub-divided into 14 routes, as shown on the map opposite.

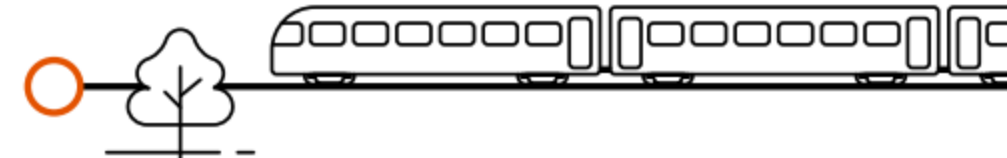
Our plan covers 13 of the 14 routes. Network Rail High Speed provides dedicated operations, maintenance and renewals for the HS1 infrastructure and stations, and its activities and funding are separate from our CP7 plan.

Our purpose is to connect people and goods with where they need to be. Our role is to run a safe, reliable and efficient rail network with a vision to deliver a simpler, better and greener railway for our customers and communities.



Figure 1: Network Rail regions and routes

- Eastern**
 - 1 Anglia Route
 - 2 East Coast Route
 - 3 East Midlands Route
 - 4 North & East Route
- North West & Central**
 - 5 Central Route
 - 6 North West Route
 - 7 West Coast South Route
- Scotland's Railway**
 - 8 Scotland Route
- Southern**
 - 9 Kent Route
 - 10 Network Rail High Speed
 - 11 Sussex Route
 - 12 Wessex Route
- Wales & Western**
 - 13 Wales & Borders Route
 - 14 Western Route



Introduction to our plan

The UK and Scottish governments are investing over £45bn in CP7. Our plan does not include any enhancement expenditure or activity. It also does not include any GBR transition team (GBRTT) expenditure or activity which are funded separately.

The national goals of CP7 are to:

- Reduce delays by 20 %
- Increase capacity by 30 %
- Reduce carbon emissions by 70 %
- Achieve a fatality-free railway

Expenditure
Operations £4.4bn
Support £5.3bn
Maintenance £12.6bn
Renewals £19.3bn
Industry costs & rates £2.0bn
Risk funding £1.8bn
Electricity for Traction £4.3bn

North West Route	North & East Route
£3.4bn	£2.1bn
This funding is split between Opex and Capex	
Within this funding envelope we must deliver significant efficiencies throughout the control period	

Control periods are designed to ensure efficient, reliable, and safe rail services for passengers and rail freight, thereby improving train performance

CP7 Expenditure

Our delivery plan outlines the key areas where money will be spent. Here are the main categories:

- Operations: this covers the day-to-day running of trains
- Support: this includes costs for HR, IT, and other administrative functions
- Asset management: this covers planned maintenance and repairs for railway infrastructure
- Other capital expenditure: this includes funding for research and development projects, as well as costs related to electrical safety
- Industry costs and rates: this covers fees paid to industry bodies and for property taxes



North West Route	
Operations, Maintenance & Renewals	£1.7b OPEX Renewals, W £446m, Crev
Enhancements	£764m

Our CP7 outcomes

Summarised below are our CP7 outcomes. These are grouped around the six key areas of our plan, called our strategic themes. Our devolved structure means that regions and functions can adapt their strategies to their unique circumstances and local stakeholder priorities, while contributing to the network-wide outcomes.



Safety

We will reduce the number of injuries to our workforce and deliver train accident risk reduction activity every year in CP7.



Train service delivery

We will work with our industry partners to improve train service reliability and punctuality. We will support 7.5 % freight growth over the next five years. Our asset age will decline overall, so we will manage this carefully by focusing our asset maintenance and renewal activity in the areas that need it most.



Efficiency

We will deliver £3.9bn worth of efficiencies in CP7, building on the success of Control Period 6 (CP6).



Customers & communities

We will improve overall passenger satisfaction and satisfaction at our managed stations.



Sustainable growth

We will further reduce our carbon emissions by 20.5 % and improve the biodiversity on our land.



People

We will improve employee engagement and develop our talented, diverse and well trained workforce delivering the right work at the right time.

NW&C CP7 Priorities

Our five Musts are the strategic plan for our region: our ‘must-do’ activities to deliver against our purpose and achieve our vision of Putting Passengers First

Our Musts	To achieve...	...we must
Safety, Health and Wellbeing 	Everyone home safe every day and fit for the future.	Manage risks to protect the safety, health & wellbeing of our people, passengers and the public, not have life changing injuries (mental or physical) and maintain the integrity of the infrastructure.
Efficiency 	A value for money railway.	Improve how we do things to save public money each year.
Service 	A transport service of choice.	Deliver a flexible and reliable service that enables more passengers and freight users to choose rail.
Sustainable Growth 	A cleaner, greener railway fit for the future.	Deliver a rail network that supports the economy, is kind to the environment, and makes our communities great places to live.
People 	One team where everyone plays their part.	Train, develop and support our people to work respectfully as one team.

West Coast Main Line (North) programme

The WCML (North) programme is a major part of our planned activity. The north end of the WCML was last modernised in the early 1970s and most of that same equipment remains in use today – well beyond its design life. Over CP7 (with work continuing into CP8 and early CP9), we are planning to invest c.£0.4bn to replace and modernise assets on this part of our network in a way that minimises disruption and maximises efficiency. This includes ETCS resignalling activities at Warrington, Preston and Carlisle, delivering overhead line renewals between Crewe and the Scottish Border and undertaking essential track renewals between Crewe and Carlisle.

Part of our intention for carrying out the WCML (North) programme in CP7 (as well as in CP8 and early CP9) was to support the operation of HS2 trains on our network following the planned start of HS2 services in the 2030s, as well as minimise the impact on our customers from taking access to the network. Following the government's announcement of the cancellation of HS2 Phase 2, we are working with HS2 Ltd and the government to identify the impact that this decision has on our CP7 plans, including the WCML (North) programme. We will update our plans, as required, once our reviews of HS2-related works conclude.



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For a more in-depth look at our National CP7 plan. Please visit:

[Our Control Period 7 \(CP7\) delivery plans - Network Rail](#)

