

Network Rail



Background briefing

National Assembly for Wales
Rail Infrastructure & Improved Passenger Services Committee

February 2006



Cynulliad National
Cenedlaethol Assembly for
Cymru Wales

Introduction

- The Railways Act (2005) resulted in additional responsibilities for Network Rail transferring a range of responsibilities formerly provided by the Strategic Rail Authority(SRA)
- A significant element of the new responsibilities comprise the development and co-ordination of enhancements to the network
- Enhancements will be both internally and externally funded
- The importance of externally funded enhancements will grow significantly
- Network Rail has established a new structure to deliver Route Enhancements through the Route Enhancement Manager

Network Rail Funding & The RAB

- Network Rail is a private company limited by Government guarantee
- Revenue is derived from Track Access Charges from Train Operating Companies (TOCs) and Freight Operating Companies (FOCs)
- The Office of the Rail regulator (ORR) oversees the economic regulation of Network Rail's business over a four year business planning cycle (Control Period)
- Network Rail can make a profit – but this **MUST** be reinvested into the Network Rail business
- The Regulated Asset Base (RAB) defines the total value of Network Rail's assets
- The RAB forms the basis of each 4 year Control Period

The Route Utilisation Strategy (RUS)

- It is a document which evaluates on a route by route basis how Network Rail currently utilises its network and how it proposes to utilise it in future
- It identifies network condition, constraints and enhancement opportunities
- It examines and records the key drivers for change on each route both in terms of internal Network Rail issues and for external stakeholders
- A Wales only RUS will be produced
 - consultation starts Jan 2007
 - completion Spring 2008
- Extensive consultation with internal and external stakeholders occurs during the preparation of the RUS

The Network Rail Enhancement Business Process

- Network Rail has a well defined Enhancement Business Process – Guide to Rail Investment Projects (GRIP)
- All Enhancement Projects must progress in accordance with the GRIP Business Rules
- GRIP is a stage-gated process with thorough reviews and approvals at each stage
- For internally generated Enhancements, Network Rail undertakes a rigorous Business Case Assessment
- Where Third Party Schemes are Proposed, we will review the proposals in terms of our Strategic Goals for each Route – these are encapsulated in the RUS
- For Third Party Enhancement Schemes the preparation and validation of the Business Case is the responsibility of the Third Party

Network Rail & Stakeholder Relationships

- Network Rail's Third Party Stakeholder relationships are vital precursor to our enhancement responsibilities:
- We
 - meet the WAG Rail & New Roads Division regularly
 - regular meetings with Arriva Trains Wales and First Great Western
 - hold regular consultation meetings with Passenger User Groups
 - hold regular meetings with Freight Operating Companies
 - attend the monthly SEWTA meetings
- Going forward we will engage with SWWITCH, TAITH and other Local Authority groups
- We have specific contacts with Community Rail Partnerships and other similar Groups

Network Rail - Constraints & Issues Around Enhancement Delivery

- All Enhancement Schemes must progress through the GRIP Process – sufficient time and budget should be allowed for this
- All external parties must confirm to our rigorous Design Standards and operational requirements
- Enhancement schemes and their promoters must recognise the positive local impacts of an Enhancement may result in wider dis-benefits – we operate an inter-related national system
- Resource constraints exist in signalling related disciplines
- We engage with Third Parties through a standard suite of Contract Agreements, agreed by the ORR
- We and Third Parties have limited access to the live railway environment – timetable and possession management requirements are a significant constraint

Enhancement Schemes: Progress To Date

In partnership with the Welsh Assembly Government, Welsh local authorities, Train Operators and transport groups, Network Rail has already delivered significant enhancement projects in Wales:

- The Vale of Glamorgan re-opening June '05 (£13M)
- Aberdare Line platform extensions June '05 (£2.5M)
- Caerphilly to Bargoed frequency upgrade Feb. '06 (£2.8M)

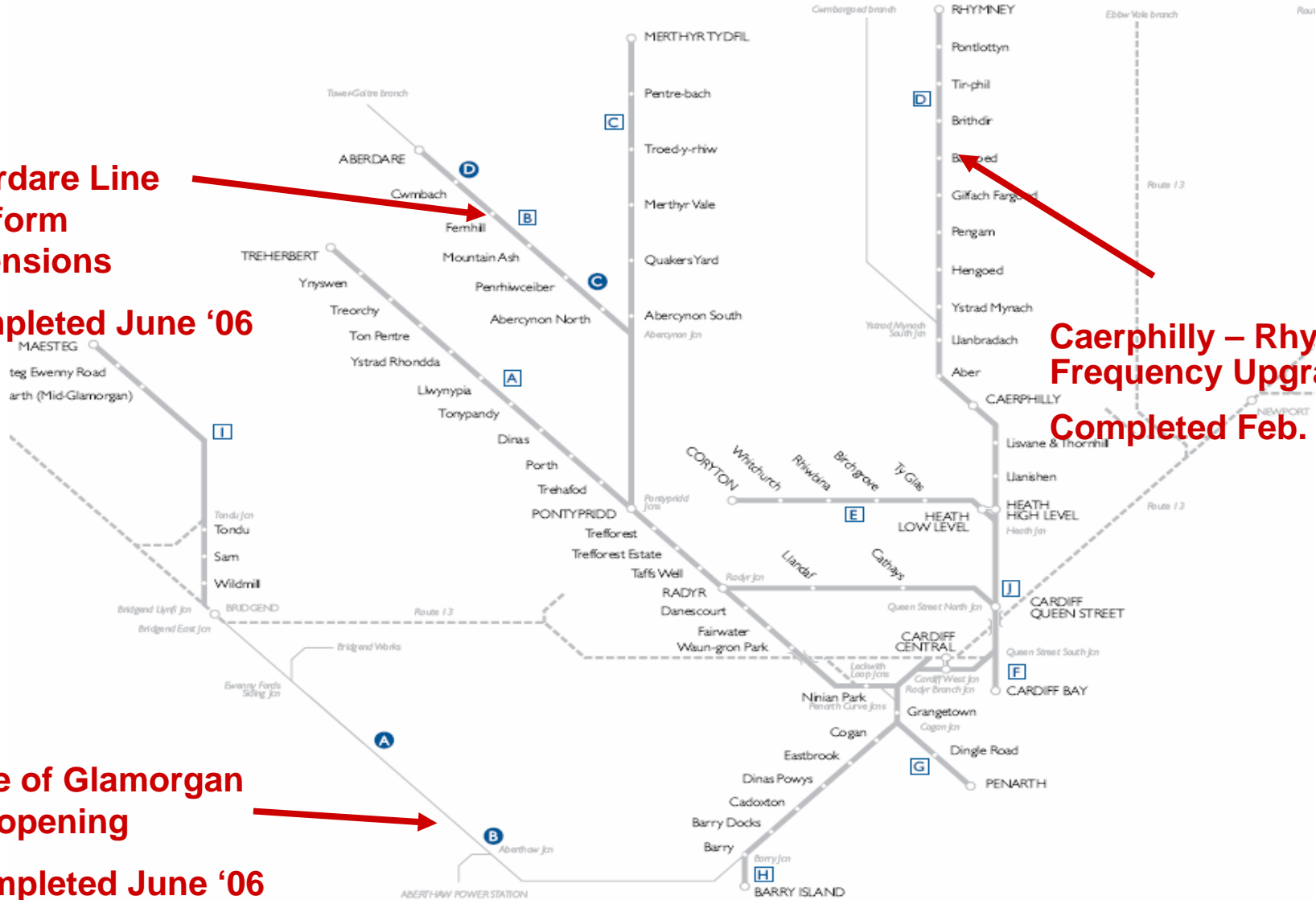
Aberdare Line Platform Extensions

Completed June '06

Vale of Glamorgan Re-opening

Completed June '06

Caerphilly – Rhymney Frequency Upgrade
Completed Feb. '06



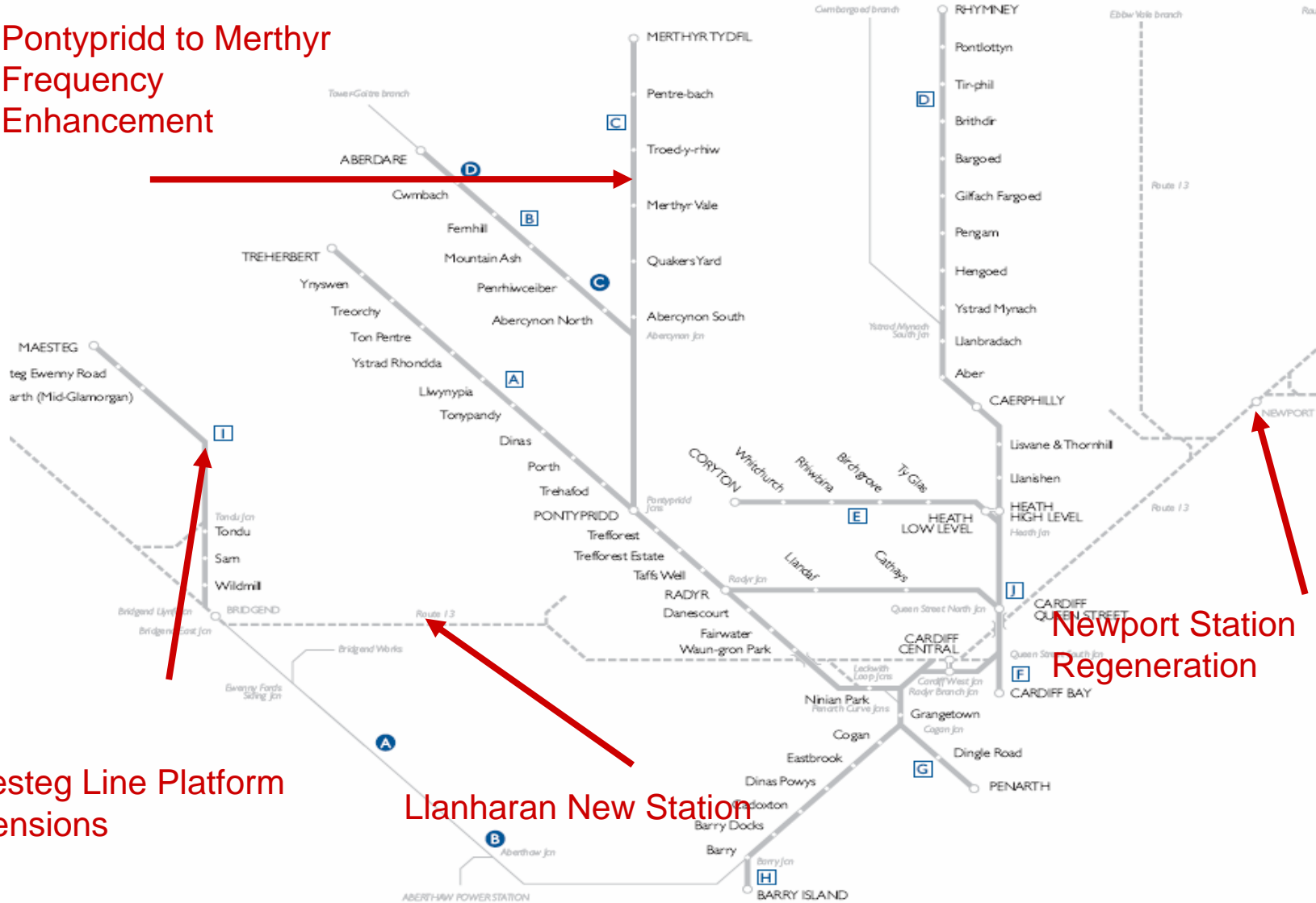
Enhancement Schemes: In Development

- Newport Incremental Development Scheme (June '07)
- Newport Station Regeneration (Spring '09)
- Rhymney Valley Platform Extensions (Winter '07)
- Rhondda Valley Platform Extensions (Winter '08)
- Merthyr Frequency Enhancement (Spring '08)
- Maesteg Line Platform Extensions (Spring '08)
- Llanharan New Station (Mid '07)

Enhancement Schemes: In Development

- Flint Station Enhancement
- Bangor Station Car Park Enhancement
- Shotton Station Enhancement Scheme
- Llandudno Station Enhancement Scheme
- Holyhead Station Enhancement Scheme

Pontypridd to Merthyr
Frequency
Enhancement



Newport Station
Regeneration

Maesteg Line Platform
Extensions

Llanharan New Station

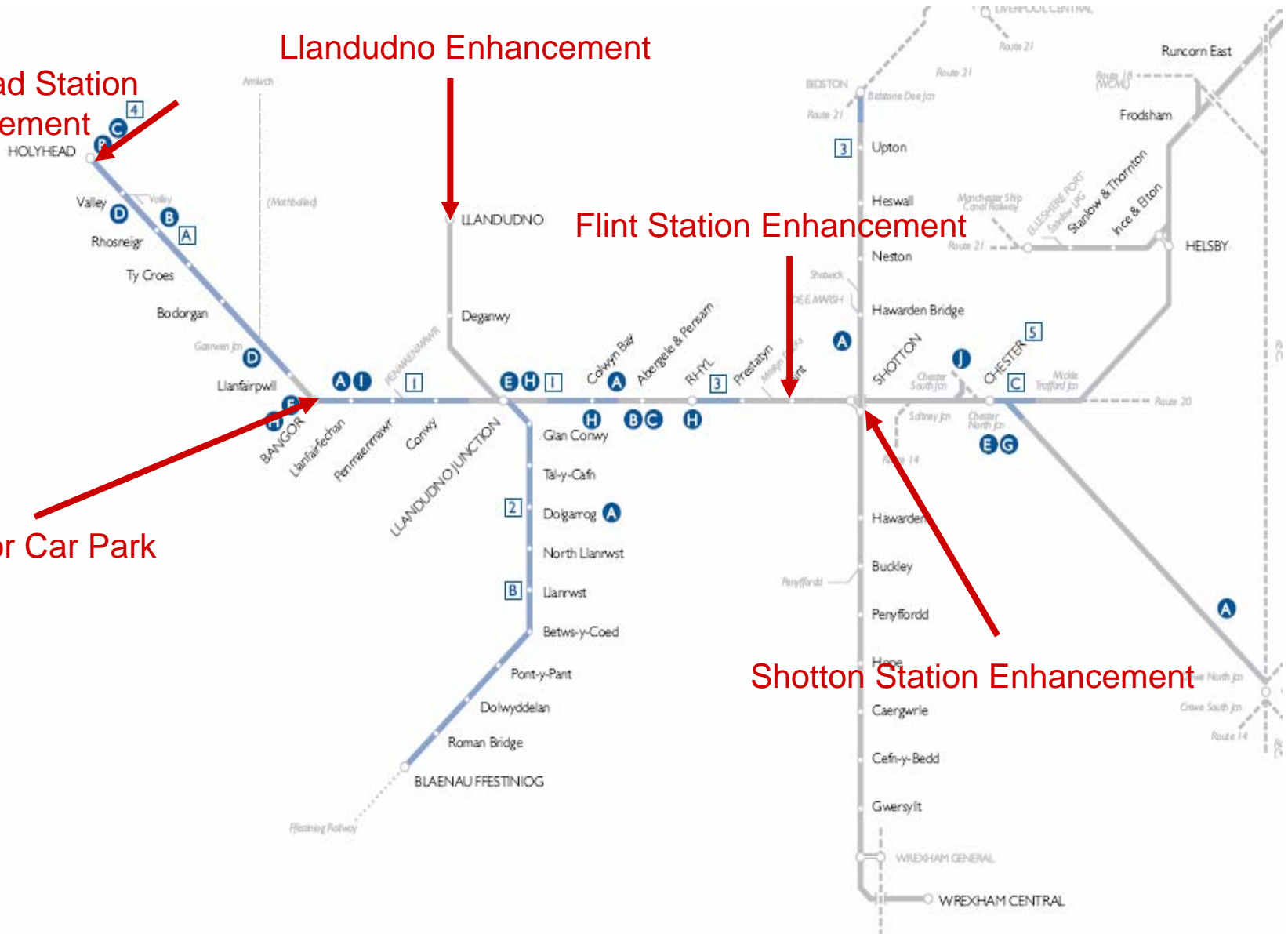
Holyhead Station Enhancement

Llandudno Enhancement

Flint Station Enhancement

Bangor Car Park

Shotton Station Enhancement

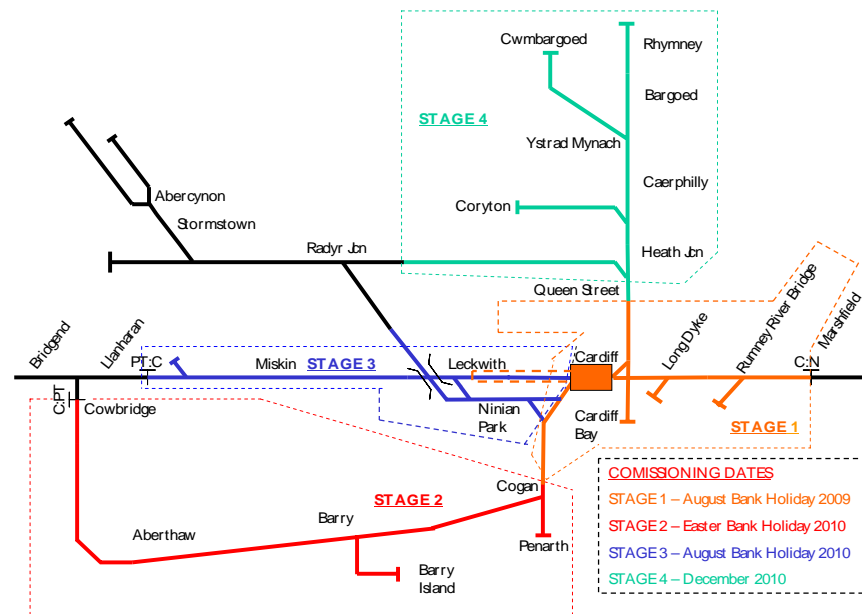


We are supporting the Ebbw Vale Line re-opening by

- Provision of multi-disciplinary rail engineering and operational expertise
- Review of external design information against Network Rail Group & Line Standards
- Timetabling Analysis
- Facilitation of land & property issues

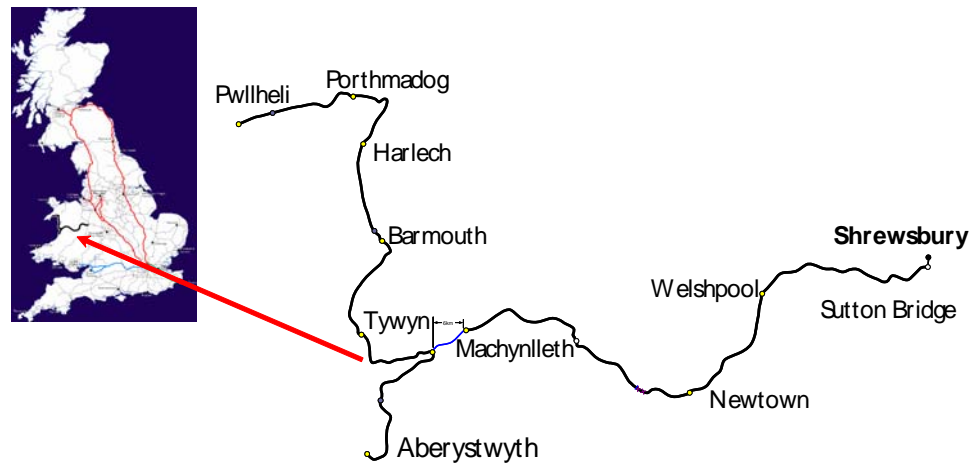
Major Signalling Renewal & Enhancement Projects have started in South Wales

- Newport Area Resignalling Scheme Phase 1 2008/09
- Cardiff Area Resignalling Scheme 2009/11
- Newport Area Resignalling Scheme Phase 2 2011/12



Through the ERTMS Project we are investigating potential Cambrian Line enhancements

- Current signalling system nearing end of life
- Replacement by ERTMS – First Implementation in UK
- Opportunity to deliver Route Enhancement through Capacity Improvements
- Currently being evaluated by ERTMS Project Team



The Western Area Recovery (W.A.R.) Programme in Wales

The W.A.R. programme is delivering incremental, operationally focused enhancements in Wales to improve train performance:

- Cogan Junction – Queen St. Golden Route (£250K)
- Cardiff & Valleys Bridge Strike Initiative (£60K)
- Barry & Cadoxton Turnback Facilities (£1M)
- Point Upgrading South Wales Mainline & Valleys (£1M)
- Cambrian Flood Monitoring (£300K)
- Treforest Track Circuit Upgrade (£250K)
- Cambrian Linespeed Enhancements (TBC)

Through regular contacts with our Stakeholders we are aware of emergent & aspirational enhancement schemes

- Wrexham – Bidston Electrification
- Wrexham – Chester Capacity Improvements
- Gowerton – Swansea Capacity Improvements
- Rhymney Valley Phase 2 Frequency improvement
- Maesteg Frequency Improvement
- Queen Street & Cardiff Central Station Capacity Improvement
- Cogan Junction Improvements

We are delivering enhancements with significant impact on the “Route To Wales”

- Swindon Platform 4 (Completed)
- Filton Junction (Completed)
- Bristol Parkway Platform 3 (2007)
- Swindon Up Goods Loop Enhancement (Summer 2006)
- Reading Area Enhancement Scheme (2010 onwards)
- Severn Tunnel Junction Remodelling (2009)
- Severn Tunnel – Cardiff Relief Line Upgrade (2009) - **NRDF Funded**