



OFFICE OF RAIL REGULATION



Network Rail Monitor: Scotland

Quarter 3 of Year 5 of CP4 | 13 October 2013 – 4 January 2014

Overview

This is our Scotland edition of the Q3 *Network Rail Monitor*, reporting Network Rail's performance in **Scotland** from 13 October 2013 to 4 January 2014. Our review of Network Rail's performance across the whole of the Great Britain network can be found [here](#).

Train performance

Network Rail's performance in Scotland was very strong in 2012-13, but it has deteriorated since then and is now below trajectory. There is a significant risk that it will not meet the end of year punctuality target of 92.0% (PPM). Network Rail is making a number of changes and there are some encouraging signs that these are having a positive effect.

Asset management

Network Rail Scotland remains behind target with its plans to renew and maintain several types of asset, including track and civil structures. We are reviewing Network Rail's proposals to recover the slipped plans and how any risks will be managed in the meantime.

Track geometry has improved in the last quarter; however we will continue to monitor track quality to understand the reasons for performance issues earlier in the year.

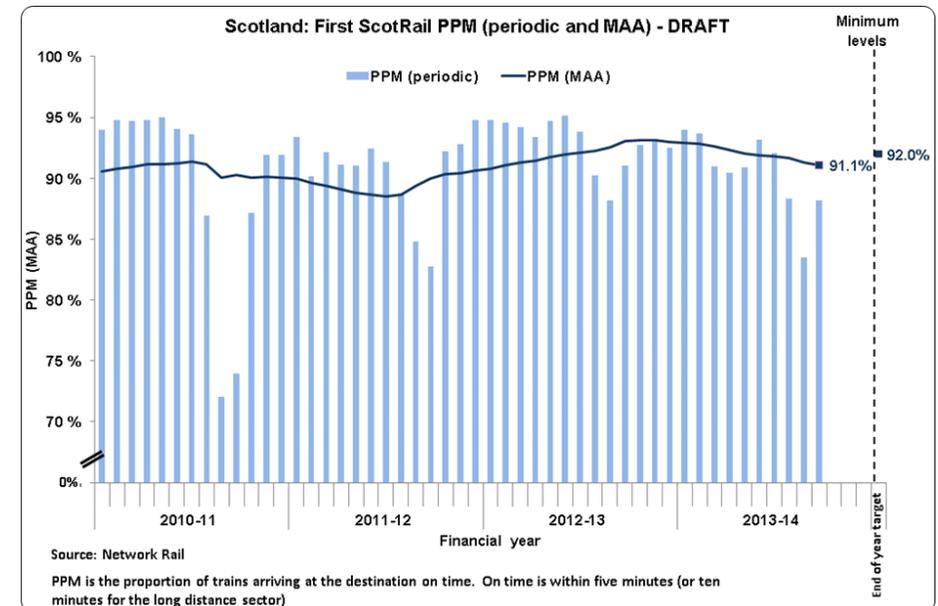
Developing the network

Network Rail is making good progress with the Edinburgh to Glasgow improvements programme (EGIP). The new station building and concourse at Haymarket was opened in December, providing greater space, accessibility and retail services for passengers at this busy station.

Train service performance

Overall punctuality

Here we report on the performance of First ScotRail services only. The Great Britain edition of *Network Rail Monitor* covers long-distance performance, including cross-border services and freight performance.



In this section we measure punctuality on a public performance measure ([PPM](#)) on a moving annual average (MAA) basis, unless we say otherwise. The MAA is the average of the last 13 four-week periods.

Passenger performance

Network Rail's performance (PPM) for First ScotRail has fallen below the very high levels achieved in 2012-13. It is now likely that the CP4 exit target of 92.0%, will be missed. The current PPM MAA is 91.1%, 0.9 percentage points below target and 2.0 percentage points down on the same period last year.

Network Rail prepared a further improvement plan to address recent performance; this was agreed by First ScotRail and shared with ORR before Christmas 2013. Our review found that the plan clearly identified where performance had deteriorated and identified opportunities for improvement for Network Rail and First ScotRail. The industry identified that some of the timetable changes made in December 2012 were adversely affecting performance and has made corrections in the December 2013 timetable changes. It is early days, but performance has improved in January 2014 with 93.3% PPM achieved for the individual period. We expect Network Rail to continue this improved performance over the coming months.

Delays caused by Network Rail to First ScotRail are 35% greater than at the same time last year with asset reliability being a significant factor. Assets include all parts of the rail infrastructure, from track to structures like bridges, embankments and tunnels.



Asset management

Getting [asset management](#) right improves the safety, efficiency and performance of the railway and reduces costs in the long run.

Asset performance

The performance of Network Rail's assets is critical to train punctuality. Between April 2013 and January 2014, there were 2,787 infrastructure incidents on the Scottish network, 1.9% more than the previous year. Network Rail has improved the delays caused to trains from track faults, electrification and civils assets. However, delays associated with temporary speed restrictions, points, train detection equipment and signalling power supplies have all increased since last year over the same period.

Asset renewals

In previous Monitors, we highlighted the high volume of asset renewals Network Rail is required to deliver in 2013 to 2014 to meet the volumes it has been funded to deliver by the end of the current control period (CP4).

Network Rail did not completed all the scheduled work on some key assets between April and September 2013 and the situation is broadly the same at the end of December 2013. Switches and crossings renewals are 42% behind plan for the year, and plain line track renewals 21% behind plan. All planned signalling renewals have been completed, but overhead line electrification campaign changes are 35% behind plan. Network Rail has succeeded in accelerating work on



earthworks and is now 51% ahead of plan, but underbridges are 48% behind plan.

We are reviewing Network Rail's plans for the next control period, CP5 (2014-19), to recover the slipped work items and their proposals to manage safety risks, performance and maintenance issues in the meantime.

Track quality

Track quality indicators show a mixed picture. Track geometry has improved in the last quarter, with the number of incidents attributed to track faults (including broken rails) remaining unchanged. However, the number of temporary speed restrictions due to track condition has more than doubled (from 29 to 64) compared to the same period last year. Track condition on the Stirling-Alloa-Kincardine line means there are a significant number of speed restrictions. Network Rail has planned work to make repairs and this will take place in the near future.

We are continuing to require Network Rail to monitor track quality and to better understand its relationship with train performance.

Civil engineering assets

Network Rail is improving its data on civil engineering assets so that a robust and complete register is available for CP5.

The safety of civil engineering assets is largely managed by strength assessments and by carrying out examinations on-site. Network Rail has committed to have up to date assessments for bridges by the end of CP4 and we are monitoring their progress to deliver this.

Network Rail is carrying out a central review of the number and types of earthworks failures. The outcomes will be used to inform Network Rail's current asset policies and internal standards. We are monitoring this work and expect to report in more detail in the next quarter.

In November, we served a safety improvement notice on Network Rail requiring it to improve its process for examining earthworks that are covered by vegetation. We reviewed the actions taken by Network Rail and have now closed the notice.

Developing the network

Edinburgh to Glasgow Improvements Programme (EGIP)

The new station building and concourse at Haymarket was opened on time on the 19 December 2013 by Keith Brown, Minister for Transport and Veterans. The new building provides benefits for passengers including improved accessibility with new lifts and escalators, a public space ten times larger than before and enhanced retail facilities.

In December, we approved funding for the next phase of EGIP and determined the incentive mechanisms to drive Network Rail to deliver the works efficiently. This phase of the programme includes electrification of the Glasgow to Edinburgh line (via Falkirk High) and construction of Edinburgh Gateway station. Following our approval of funding, Network Rail has awarded alliancing contracts to develop the detailed scope for this phase of EGIP.



Rutherglen and Coatbridge (Whifflet route) electrification

The electrification at Whifflet has been delayed from July to August, because Network Rail has struggled to secure sufficient access to the track to allow the electrification work to take place. However, the company has worked with train and freight companies and other key stakeholders and suitable arrangements have now been agreed. This will avoid disruptive works during the Commonwealth Games.

Newton Junction

The re-doubling of Newton Junction was completed on time in December 2013. This will improve the capacity and performance at this key junction. There are early indications that this work is having a positive effect on train performance.



We welcome your feedback on this publication. Please address your comments or queries to:

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We publish the *Network Rail Monitor* every three - four months, focusing on Network Rail's delivery of its obligations to its customers and funders, for which it is mainly accountable under its network licence. We use colour flags to show at a glance our current level of concern with an issue:

Network Rail delivery is satisfactory or good.



Network Rail delivery is currently unsatisfactory and/or we have some concerns about future delivery. We have raised the issue with Network Rail.



The issue is subject to special scrutiny, with intensive investigation and enhanced monitoring.



We have major concerns about current and/or future delivery.



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