



# Network Rail Monitor: Scotland

Quarter 2 of Year 5 of CP4 | 21 July 2013 – 12 October 2013

# Overview

This is our Scotland edition of the Q2 *Network Rail Monitor*, reporting Network Rail's performance in **Scotland** in the last quarter (21 July to 12 October 2013). Our review of Network Rail's performance across the whole of the Great Britain network can be found [here](#).

## Train performance

Network Rail is behind its punctuality (PPM) target for Scotland. We have asked the company to produce an improvement plan and detailed quarterly reports of progress against this. (Page 2)

## Asset management

Network Rail Scotland is behind with its plans to renew and maintain several types of asset, including track and civil structures. The company must increase the volumes of work it does on maintenance and renewal – and we need it to prove that the network will remain safe and sustainable in the longer term.

Track failures resulting from poor track geometry are affecting train performance in Scotland. We are launching a review to understand more clearly the reasons for the deterioration in track condition and what measures Network Rail has in place to improve the situation.

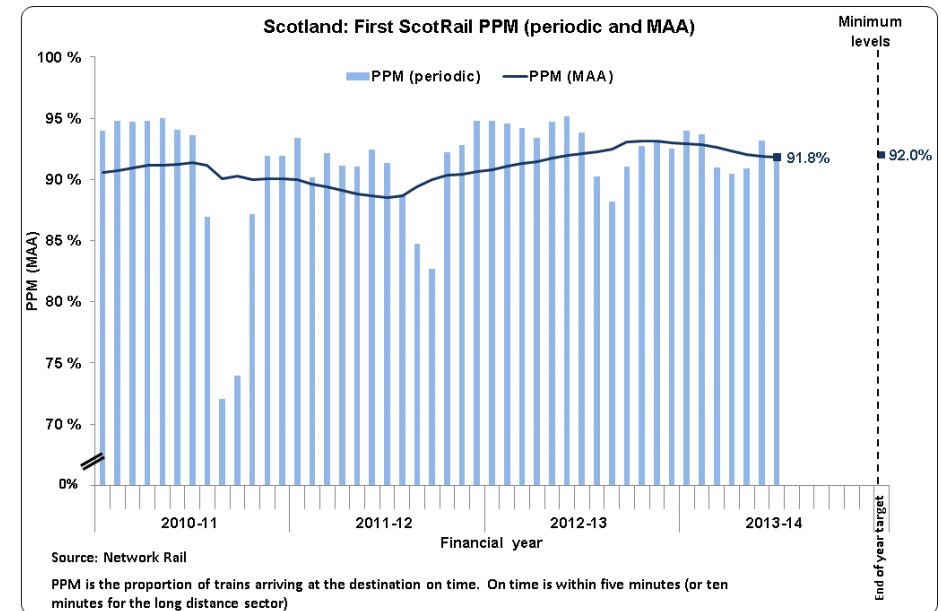
## Developing the network

Cumbernauld electrification continues to progress to plan. However, there are a number of issues affecting progress with the electrification of the Rutherglen & Coatbridge line. We have asked Network Rail to confirm its obligations and programme for this project.

# 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

First ScotRail showed a strong performance in 2012-13, when it met or bettered punctuality targets. Performance has deteriorated in the first half of 2013-14. PPM MAA for First ScotRail is currently at 91.8%, which is 0.4% behind target. Network Rail is carrying out a lot of work and analysis and we have asked it to produce an improvement plan to demonstrate how it will recover the situation.

Network Rail caused delays are worse year on year for all category groups with the exception of severe weather. Track geometry faults and consequent temporary speed restrictions are causing train delays, particularly on Stirling, Alloa, Kinkardine and the far North lines. Elsewhere in Scotland a number of closures to carry out track renewal work have been cancelled due to a shortage of drivers supplied by contractors to operate engineering trains. These cancellations will make it difficult for Network Rail to recover the position in the short term.

We have asked Network Rail to present a detailed report on First ScotRail performance at the end of the next quarter. We will use this to assess if Network Rail is doing everything reasonably practicable to achieve its performance targets.

Delays to passengers caused by First ScotRail were worse than target by 21.6%. This is mainly caused by rolling stock defects.



# Asset management

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

## Asset performance

The performance of Network Rail's assets is critical to train punctuality. In the first half of 2013-14, there were 1,939 infrastructure incidents on the Scottish network, 3% more than last year. Network Rail has made progress reducing incidents associated with signals, telecoms and civil engineering assets, but track incidents resulting in temporary speed restrictions, axle counter failures, cable faults and signalling system and power supply failures have all increased.

## Asset renewals

We highlighted in the Q1 monitor that Network Rail has a high volume of renewals to deliver in 2013-14, to catch-up on the work it planned and is funded to deliver in CP4 (by the end of March 2014)

Network Rail did not deliver the planned volume of asset renewals in Q1, and this shortfall has continued in Q2. Delivery of earthworks renewals is 40% ahead of plan, but renewal of other key assets is behind plan. For example: underbridges are, 69% behind; plain line track is 28% behind; switches & crossings are 53% behind; and overhead line electrification campaign changes have a shortfall of 33%.



Failure to deliver planned asset renewals is likely to have implications for the performance and sustainability of the network. Network Rail is analysing the impact of the shortfall on network sustainability. We will review the results of this work and the company's management of deferrals in terms of safety and performance.

### Track quality

The number of incidents attributed to track faults (including broken rails) remains consistent in Scotland. For the same period last year, the number of temporary speed restrictions due to track condition was 21; this has risen by 152% to 53, this year. Plain line track geometry faults that can affect safety have increased slowly, but there has been a more significant increase in the number of repeat faults.

We are launching a review of track quality to understand more clearly the reasons for the deterioration and what measures Network Rail has in place to improve the situation.

### Civil engineering assets

Network Rail continues to review the data describing bridge, culvert and other civil engineering assets, to provide a robust and consistent asset register for the start of CP5. Linked to this work is a programme of assessments (to be completed by March 2014) to provide up to date strength assessments for bridges.

Improving Network Rail's management of civil engineering assets at the working level in all routes is a key requirement of the Buildings and Civils Asset Management transformation

programme (BCAM). We have appointed the independent reporter Arup to review Network Rail's progress in delivering the transformation programme and they will report in early December.

## Developing the network

### Achievements



Electrification of the Glasgow to Cumbernauld line continues to make good progress, with the installation of overhead line equipment on target. Two project milestones have been achieved with the completion of signalling work at Cowlairs and the re-modelling of Springburn junction.

### Projects at Risk



As reported in the last Network Rail Monitor, we approved the acceleration of funding for the Rutherglen and Coatbridge (Whifflet route) electrification project in June 2013. This project is at risk of failing to meet its project milestones and possibly its original completion deadline because of difficulty in getting access to do the work. Also, Network Rail has not confirmed the project outputs in its delivery plan. This is a key step that sets out Network Rail's commitments to its customers and funders. We expect project outputs and milestones to be confirmed in Network Rail's draft delivery plan for CP5, which will be issued in December for consultation.

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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**Front cover photograph:** an electrification team using SRS Rail System Limited's road rail vehicles to erect overhead line on the Paisley Canal line, by JasWGillies.