Annual Return

Reporting on the year 2003-04

30 July 2004

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Executive summary

This is the fourth Annual Return, although the first relating to a full year under Network Rail's stewardship. It reports actual data for operational performance, asset condition, activity and expenditure looking back over the 2003-04 financial year, comparing these with forecasts and targets for the same period.

This Annual Return is a parallel production to the Annual Report, published 21 June 2004, and is prepared in accordance with Condition 15 of the network licence. The expenditure figures in this Return tie in with the Regulatory Accounts and with our Annual Report.

During the year we announced our intention to bring maintenance activities in-house, and to restructure the company. These fundamental changes will create a unified maintenance function with benefits for the industry in relation to the consistent application of high standards of railway maintenance, significant efficiencies and continued improvement in trackside safety standards. The first of the maintenance contractor areas, Reading and Wessex were transferred in 2003, and by June 2004 over half of maintenance activities are being undertaken directly by Network Rail. Clearly, it will be a long time before the full impact of the transfer and the contemporaneous restructuring along functional lines can be quantified robustly, but initial indications are encouraging with Wessex being the best performing maintenance area across the network.

We have continued the major works on the West Coast Route Modernisation (WCRM) through the year, working towards the improved September 2004 timetable. Doing this work around the operational railway is not straightforward; it impacts on the service, and significantly increases the costs over building a new railway on a 'green site'. Impact on performance of doing the work whilst maintaining the operational railway service is extremely difficult to quantify, as there are multiple, often overlapping effects from the different types of work undertaken, but it has been estimated to have cost the company up to 300,000 delay minutes during the reporting year. It is certain that significantly more delays than expected were experienced.

We have also made significant progress in developing our asset register. The Regulator has been positive about our progress, confirming Network Rail have turned this work around since the early days which led the Regulator to impose on Railtrack, the previous asset steward, a specific licence condition covering the asset register in 2001. Highlights in the year included the full roll out of the Minicom Information Management System (MIMS). We showcased our progress to the Office of Rail Regulation (ORR), the Strategic Rail Authority (SRA) and Government (DfT) in May and June 2004.

We appreciate that there is still a long way to go, but train performance is improving and costs are being bought under control. Steadily and surely the railway is delivering a better service to passengers and better value for money for the country.

Key points in the main sections in this Annual Return are:

a. Operational performance: Best in four years since Hatfield with 13.7 million train delay minutes attributable to the infrastructure, a reduction of 1 million minutes on the previous year, and equivalent to an improvement of nearly 9% after allowing for the increase in traffic on the network.

b. Asset condition and serviceability: Significant improvements in the stewardship of our fixed infrastructure, with real progress in improving track geometry, managing highest safety risk issues, and key targeted performance areas such as broken rails (lowest for over a decade, at less than half targeted values) and signalling failures (4% down).

c. Renewal activity: Up for principal track component assets by some 20% over 2002-03, and highest for four years as Network Rail recognises the need to invest in the network and counter decades of under-investment.

d. **Spend on the network:** Both key expenditure and investment areas of maintenance and renewals have seen steady increases since 2000-01: rail renewal expenditure was up on that forecast in the 2003 Business Plan (with real benefits delivered in very low broken rail numbers); other renewals are slightly down on forecast reflecting improved efficiency of the investment; the balance of the investment budget was moved towards maintenance, though trends are potentially distorted by activities to bring maintenance in-house and restructure the organisation.

e. **Network capability:** Now calculated centrally by the headquarter function, with big data quality improvements in conjunction with work on our asset register.

Operational performance

The improved performance of the network in 2003-04 was welcome. 13.7 million train delay minutes were attributable to the infrastructure compared with 14.7 million in 2002-03. Given traffic growth of around 2%, this represents an improvement of 8.7% in delay per 100 train km, at last indicating we have turned the corner from the Hatfield incident. Performance in terms of delay minutes is the key to our overall performance as a company, being a measure of how well we deliver our output to our customers. Given this, we were particularly pleased to see improvements in the industry's delivery to its customers, passengers and freight end-users, in terms of improved public performance measure (PPM) that gauges overall industry punctuality. During 2003-04 this has improved by two percentage points to 81.2% - equivalent to a reduction in the number of late trains of around 10%. Also we saw reductions in delay per incident figures reflecting effort made in our Performance Action Plan (PF1) and contributions made at the Performance Summit in December 2003.

The improved performance by cause of delay is shown in the following areas (% decrease in delay minutes compared with last year):

- track temporary speed restrictions (TSR) (34%)
- points and track circuit failures (12% and 10% respectively)
- autumn leaf fall/adhesion (11%)
- weather/structures delays (29%)

The performance improvement accelerated during the year, with the last six months of 2003-04 seeing close to a 20% reduction in delay minutes compared to the same period in 2002-03, an improvement which is particularly encouraging given the normal seasonal fluctuations which show delay peaks in the autumn/winter and which we had targeted with our extreme weather-preparedness strategies.

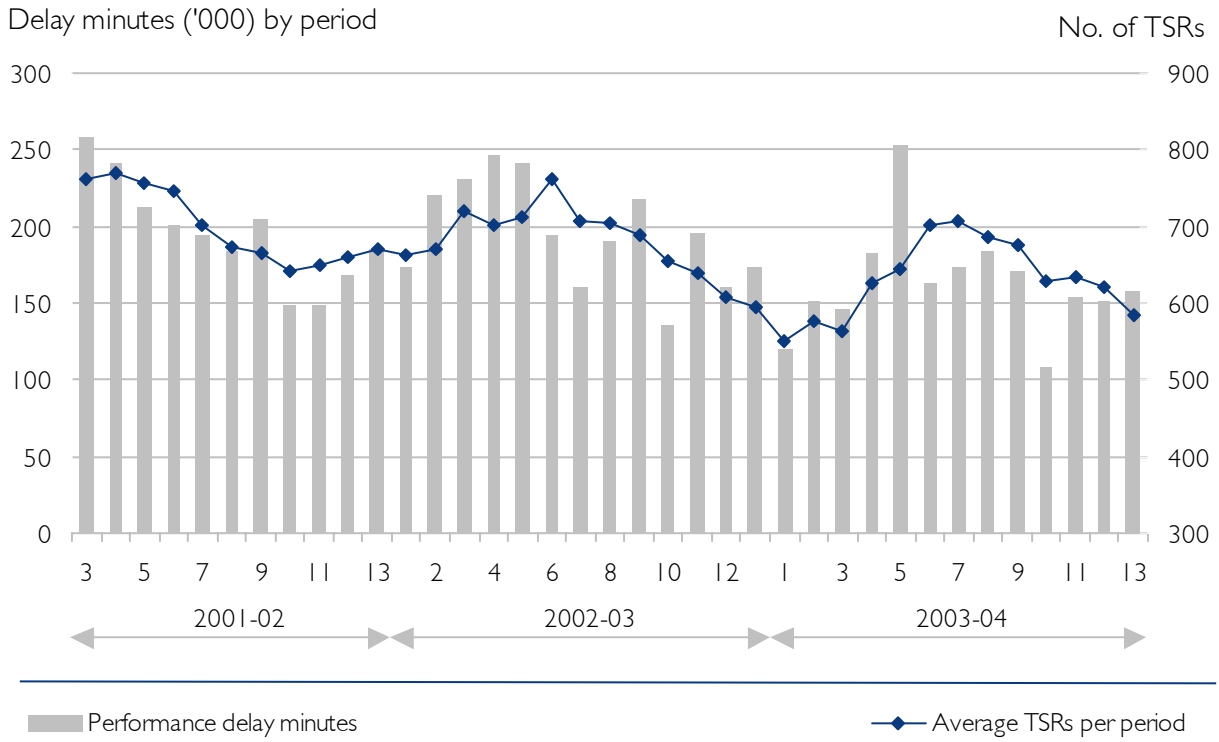
These improvements combined with the efforts of the train operators enabled the proportion of trains classified as having arrived on time on a rolling annual average (the public performance measure (PPM), as issued by the SRA) basis to rise from 79.2% to 81.2%.

The overall improvement of one million minutes reduction in delays would have been even better except for two exceptional events – the unprecedented heat wave last summer, which necessitated the introduction of speed restrictions, and the South London power blackout in September. Together they accounted for some 280,000 delay minutes. In addition, delays arising from upgrade works on the West Coast mainline were worse than expected.

The average delays per incident in our key asset categories, which had been rising steadily for some four years, are now declining sharply with a 13% reduction over the last six months, compared to the equivalent period a year earlier.

Numbers of temporary speed restrictions (TSRs) imposed on the network are showing a steady reduction year on year but, more importantly, our policy of prioritising actions addressing the speed restrictions which have the greatest impact on train performance has resulted in the impact of TSRs on train punctuality falling still further. Whilst these are not subject to a regulatory target we are encouraged by this trend, which insofar as the number of TSRs is a proxy for condition is a trend in the right direction. Figure 1 illustrates this, although it should be noted that many TSRs in the reduced totals are on rural lines that have zero or minor impact on train performance.

Figure 1 Temporary speed restriction delay minutes and numbers



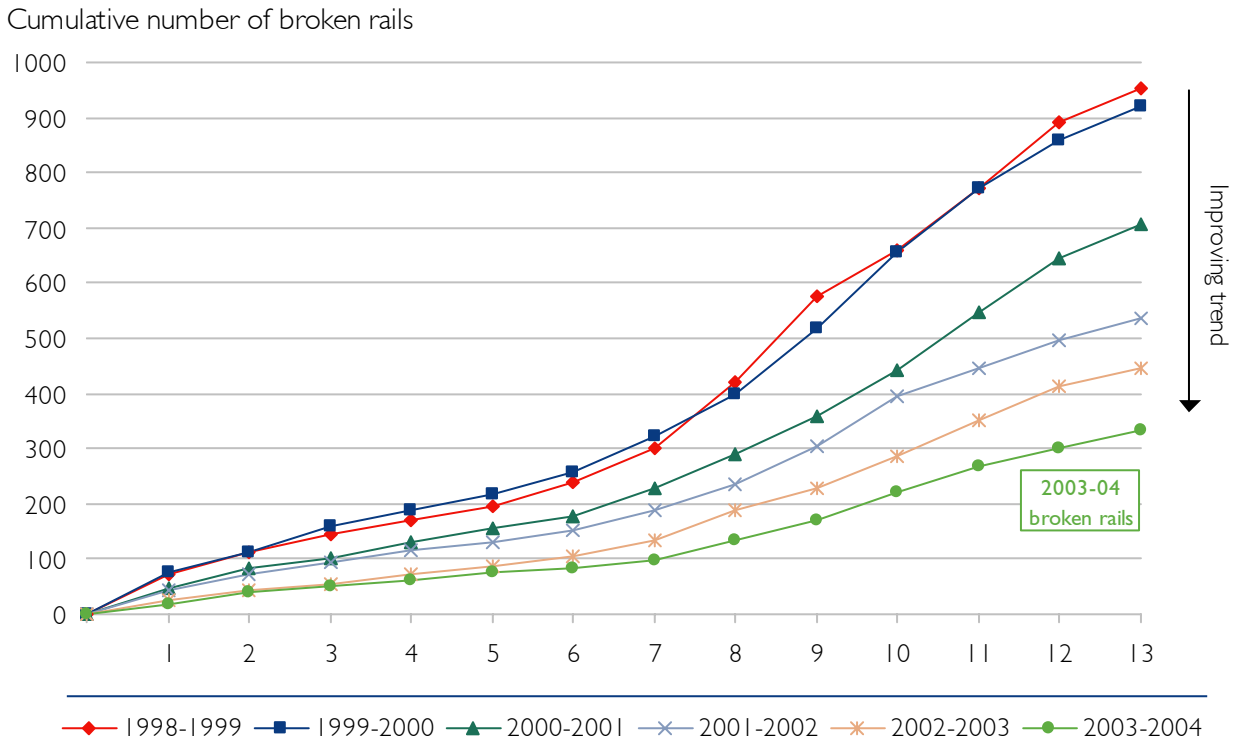
Note: Where appropriate day adjustments have been made to performance results in periods at start and end of financial year to allow valid comparisons of performance to be made.

Whilst it is too early for trends to be properly established, and we are in the middle of our major restructuring and programme for bringing maintenance in-house, we note that train performance has significantly improved in the earlier areas of the programme. The Thames Valley area, where maintenance came in-house in June 2003, has seen a 32% reduction in delay minutes (October-March) and delay minutes in the Wessex area (in-house from November 2003), have been reduced by 14% since transfer.

Asset condition and serviceability

Rail renewal and other initiatives to reduce incidences of broken rails continue to have a positive effect. These have reduced the number to 334 in 2003-04, which is 51% below the national regulatory target, the lowest since records have been kept and down on the peaks of more than 900 in 1998-99 and 1999-00. Figure 2 illustrates.

Figure 2 Broken rail yearly comparison chart



We achieved a significant reduction in track geometry faults (level 2 exceedences), as a result of our continuing initiative to focus efforts on areas of poorest track to achieve safety benefits. The number of level 2 exceedences was 39% better than the regulatory target.

The 50% and 90% horizontal deviation parameters remain significantly above (better than) target even though they have fallen slightly during the year. Improvements have been achieved on all the vertical deviation parameters despite the significant deterioration associated with the abnormally hot and dry summer and consequent destabilisation of clay embankments.

There was a 4% decrease in signalling failures causing a cumulative delay of more than 10 minutes per incident. This reversed last year's 5% increase.

Management of our assets is being improved considerably by the new technology that we are introducing across the rail network. The new measurement train (NMT) provides invaluable high quality data about asset condition and can run at up to 125mph across the entire high speed network every 2 weeks. We also now own 10 high-output grinding machines that have transformed rail-grinding productivity. Coupled with this, our asset information system known as MIMS (maintenance information management system) is now in use across the country allowing us to manage our maintenance workload far more effectively.

Renewal activity

Measures of asset condition continue to demonstrate significant improvement, largely as a result of the sizeable increases in renewal volumes which have occurred in recent years. Track renewal activity has increased steadily over the past four years, including last year where an overall increase of some 20% was achieved. The table shows activity over the past four years. The 2004 Annual Return contains new measures for earthwork and tunnel renewals. Reasons for significant differences between 2003 Business Plan forecasts and actual achievement are given in the main body of the document.

Table 1	Track activity volume comparison				
		2000-2001	2001-2002	2002-2003	2003-2004
Rail	(km of track renewed)	1,064	983	1,010	1391
Sleeper	(km of track renewed)	475	636	666	823
Ballast	(km of track renewed)	496	624	665	833
Switch and crossing	(No. of units replaced)	-	136	254	381

Spend on the network, and reconciliation with the 2003 Business Plan forecasts

Both key expenditure and investment areas of maintenance and renewals have seen steady increases since 2000-01, in line with our plans. Rail renewal investment is up on that forecast in the 2003 Business Plan (with real benefits delivered in very low broken rail numbers); other renewals are slightly down on forecast reflecting improved efficiency of the investment; the balance of the investment budget has moved towards maintenance, though actual costs incurred and (in particular) trends are distorted by exceptional items covering activities to bring maintenance in-house and to restructure the organisation.

Maintenance expenditure during 2003-04 was £1,245m against a forecast of £1,328m in the 2003 Business Plan and £1,184m during 2002-03. Renewals expenditure during 2003-04 was £3,203m against a 2003 Business Plan forecast of £3,464m and £2,421m during 2002-03. Material variances between actual and forecast expenditure and investment are explained in the body of this document. Enhancement expenditure during 2003-04 was £770m against a 2003 Business Plan forecast of £1,209m (primarily due to reduced scoping of the WCRM) and £746m during 2002-03.

Table 2	Expenditure comparison (£m)			
	2000-2001	2001-2002	2002-2003	2003-2004
Maintenance	698	950	1,184	1,245
Renewal	1,749	1,954	2,421	3,203
Enhancement	562	806	746	770

Customer reasonable requirements

We continued to improve clarity and robustness of customer reasonable requirements (CRRs), working with our customers to identify those that were ill defined, or no longer part of their business plans. During the year, 71 CRRs were completed or withdrawn from the 161 existing at the beginning of the year. After adding 22 new requirements, the total number of CRRs live at 31 March 2004 was 112.

Reporters

This year's Annual Return has been audited by independent reporters (technical auditors). Although this is the third Return that has had this external scrutiny, the previous two have involved a degree of retrospection as the reporters were not in place at the start of those particular reporting years. We have nevertheless built on their findings from the earlier audits and implemented agreed recommendations, and we believe our reporting is now more robust, partly as a result of their work. We have, where possible, also corrected any errors found and made appropriate comments in the text.

Confidence

The confidence that can be placed in the figures in this return is indicated by the confidence grades included in the text. These represent our view, although they have been discussed with the reporters. In future, we hope to measure confidence grades in a consistent way with the reporters so that they can be included as agreed in the Annual Return. Some improvements are evident from last year, though comparisons are difficult as last year was the first year of their use, but we expect this to be a useful tool in the future to enable us to measure and indeed improve the quality of our reporting in our Annual Return.

Introduction

This is the fourth Annual Return describing performance by Great Britain's rail network infrastructure provider, the first full year under Network Rail's stewardship. It reports on investment and expenditure, operational performance, activity and asset condition for the 2003-04 financial year, disaggregated into regional data where appropriate.

The Annual Return is the primary means by which Network Rail demonstrates progress in delivering outputs assumed in the 2000 Periodic Review. The Annual Return is publicly available, enabling stakeholders to use it as an important reference document.

Whilst for most measures, performance is described as that occurring during the year, or our position at the end of the year 2003-04, it should be noted that the laid down procedure for reporting of some measures (e.g. equipment failures) allows six months in which to agree the attribution of the cause of the failure. This may mean that some incidents are re-attributed after the Annual Return has been published; in such instances it may be necessary to show adjusted figures in the next year's Annual Return.

Scope of reporting against targets

In order to facilitate comparisons of our performance with that assumed at the recent access charges review many of the regulatory outputs are measured against targets established with the Regulator. A number of these targets for assets and network capability are specified as required to be demonstrating our performance as being at 'no deterioration from the position at the start of the second control period'. In some cases the target will relate to levels observed in 2000-01, whilst for others the baseline will be established later, when a sufficient sample is achieved (eg for asset condition).

Most asset condition information is based on assessments from a sample of assets and as more surveys are carried out, the reliability of the data reported for each asset category will improve, hence facilitating better comparisons with requirements.

Asset data quality

We have continued to put considerable effort into improving asset data quality, by undertaking specific checks, by clarifying definitions and procedures for measures, and by ensuring that employees involved in recording data have been properly trained. We have also carried out internal audits to test the robustness of procedures and consistency of interpretation across the country. These actions have improved the reliability and accuracy of data reporting, but there are some areas where we shall seek further improvements. Areas of particular concern (ie where we feel it is particularly important to improve data quality and hence are focussing our efforts) are highlighted in this Return.

Confidence reporting

We have assessed the quality of the data presented and described this in the Return by use of confidence grades. These consist of two aspects, an alpha part indicating the reliability of the data (A-D where A is the most reliable, being based on sound documented records, procedures, investigations and/or analysis, and D relies on at best unconfirmed verbal reports, cursory inspections or analysis, little better than a guess); and a numeric part describing the accuracy (1-6 where 1 is within ± 1% and 6 indicates poor accuracy defined as within the band ±50% - ±100%). Many measures can be reported as at A2, A3, B2 or B3 confidence; others are reported outside this typical range. For small numbers where accuracy cannot be properly ascribed, an 'X' is substituted in the numeric part of the confidence grade.

The tables below summarise the gradings:

Reliability band	Description
A	Sound textual records, procedures, investigations or analysis properly documented and recognised as the best method of assessment.
B	As A but with minor shortcomings. Examples include old assessment, some missing documentation, some reliance on unconfirmed reports, some use of extrapolation.
C	Extrapolation from limited sample for which Grade A or B data is available.
D	Unconfirmed verbal reports, cursory inspections or analysis.

Accuracy band	Accuracy to within +/-	but outside +/-
1	1%	-
2	5%	1%
3	10%	5%
4	25%	10%
5	50%	25%
6	100%	50%
X	Accuracy outside +/- 100 %, small numbers or otherwise incompatible	

Compatible confidence grades				
				Reliability band
Accuracy band	A	B	C	D
1	A1			
2	A2	B2	C2	
3	A3	B3	C3	D3
4	A4	B4	C4	D4
5			C5	D5
6				D6
X	AX	BX	CX	DX

Independent reporters

In October 2002 the Rail Regulator and Railtrack appointed independent reporters to provide an independent view on the accuracy and significance of the data that the asset steward reports as part of the monitoring of the stewardship of the rail network. The reporters have assessed the quality of the data provided in previous Annual Returns and the validity of the processes by which this data has been produced. The recommendations from previous reports have been taken into consideration in the compilation of this Return, after discussion with the Regulator. We have discussed the confidence grades in the Return with the reporters, however these representour view. In future, we hope to measure confidence grades in a consistent way with the reporters so that the can be included as agreed in the Annual Return.

Regulatory accounts

The regulatory reporting regime includes a requirement to prepare a set of Regulatory Accounts to report information that is relevant to setting access charges and which allows Network Rail's financial performance to be monitored against assumptions made by the Regulator at access charges reviews. The Regulatory Accounts for 2003-04 are not included in this Annual Return, but are being submitted to the ORR in a separate report and also made publicly available.

Section 1 – Operational performance

Delays to train journeys experienced by passenger and freight companies are broken down into Network Rail-caused delays and those caused by train operators. Those attributable to Network Rail typically relate to infrastructure, timetabling and operation of the network or external events. Those attributable to train operators typically relate to train operations, fleet reliability, or problems with train crew resources. In 2003-04 some 55% of all delays to passenger trains were attributable to Network Rail. This Annual Return provides data on Network Rail-caused delays only. Figures are presented for 2003-04 in delay minutes and in minutes delay per 100 train kilometres, with disaggregated results split down by cause, by Network Rail region and into those delays affecting passenger and freight trains. In addition, the number of performance incidents in asset related categories is shown. These incidents are recorded for the purpose of identifying the cause and responsibility of delays and cancellations, whilst providing valuable management information on the causes of and trends in delays and hence an indication of where to maintain or renew the network assets. The records do not seek to represent a catalogue of every single physical component or system failure occurring on the network.

Commentary

Delay minutes attributable to Network Rail's infrastructure and network management fell by one million minutes to 13.7 million minutes in 2003-04. This is a reduction of nearly 7%, and represents an improvement in Network Rail performance of 8.7% after allowing for overall traffic growth of some 2%. The scale of improvement was less than required to meet our overall target for the year (13.25 million minutes), however a significant part of the shortfall can be attributed to the serious disruption caused by record summer temperatures in 2003.

Table 3 National delays to all train services

Network Rail-attributed delays	1999-00	2000-01	2001-02 [2]	2002-03	2003-04
Total delay minutes (including minor operators)[1]	7,817,367	17,390,754	13,787,916	14,716,772	13,716,937
Train Km [3]	462,665,560	452,582,628	464,536,115	472,173,008	482,059,147
Delay per 100 train km [4]	1.69	3.84	2.97	3.12	2.85

1. Total delay minutes include delays to a number of minor operators, which are excluded from the main measure of major operators (passenger and freight). They are nevertheless included in the total Network Rail delay minutes. These include London Underground Limited (LUL) Bakerloo line services, charter operations and miscellaneous services.
2. Data definitions and process were changed slightly from 2002-03 onwards. The figures shown for 2001-02 are re-stated for comparison purposes based on a methodology consistent with 2002-03 and 2003-04 figures. Figures for earlier years have not been restated, and the effect of this re-statement is included only in the footnotes elsewhere in this report.
3. Train km run excluding empty coaching stock movements, as recorded in the performance and loading analysis database (PALADIN).
4. Based on delay minutes, divided by the train kilometres run, multiplied by 100.

The reduction in delay minutes to passenger trains was similar to the average (for passengers and freight) at 6.7%, but when combined with an increase of 2.2% in train kilometres run, it left the existing regulatory monitoring measure, of Network Rail-attributed delays per 100 train km, down by 8.7% to 2.65 minutes (see Table 4).

Delays to freight trains fell by 7% to 2.28 million minutes, with an increase of some 1% in freight train kilometres run (see Table 5).

Compared to 2002-03, the largest improvement was in track-related delays (see Table 7 and categories 104a-c in Table 9), which fell by 386,446 minutes - a 15% reduction. This reflected the combination of a 70% reduction in delay minutes due to rolling contact fatigue, a 25% reduction in the much larger category of TSRs due to condition of track, but offset by a 6% increase in other track delays. The improvement in track delays due to TSRs reflected the reductions in the number of TSRs on the network and the prioritisation of removing high impact speed restrictions from key routes.

The category of other track delays includes delays due to broken rails and a wide range of track faults. While the number of broken rails has fallen sharply, this category has not seen an improvement in overall delay, because other faults lead to an increase in the number of incidents causing delays. The total number of track fault incidents causing delay (category 104b) increased by 14%.

The second largest improvement in delay minutes arose from reductions in the performance impact of weather on the infrastructure. The weather was relatively benign for much of the year, with relatively low rainfall levels leading to fewer incidents of flooding and the absence of major storms across the country. As a consequence delays due to severe weather and structures (which are significantly affected by adverse weather) fell by 29% compared to the previous year. If the delays arising from extreme temperatures during the summer and structures-related incidents (due to flooding and other causes) are excluded, this improvement increases to around 50%.

Other (i.e. non-track) asset categories saw a 3% reduction in delay minutes contributing an improvement of 146,464 minutes to the overall improvement. Within this group, delays for the key categories of points, track circuit and signalling failures fell by 5% to 3.4 million minutes. This reflected a 4% reduction in the number of such incidents (Table 20) combined with a slight overall fall in the average delay per incident. This improvement was most noticeable in the second half of the year, when delay per incident showed a significant drop compared to the previous year.

The number of points failure incidents fell by 9%, whilst track circuit failures fell by 7%. These were offset by an increase of 6% in the number of signalling system and power supply failures, together with increases seen in other signal equipment failures and cable faults.

The network management/other grouping of delays saw a 4% reduction in delay minutes. This category includes possessions, miscellaneous infrastructure causes, signalling errors, timetabling, dispute resolution and unexplained.

Within this group of categories, delays due to possessions fell by 8% to 422,890 minutes (see Table 9). The commercial dispute take-back category (502c), which includes both shared incidents and the take-back of some disputed incidents fell by 12%, although this was partly offset by a rise of 10% in unexplained delays. Production delays, which include a range of operational causes and signaller errors, improved by 3%. Other infrastructure delays (category 106) increased by 5%; this category includes a range of delay causes, including delays arising from possessions taken for track inspection (some 138,000 minutes in 2003-04), and incidents arising from major project upgrade works and the installation of new equipment (particularly on the West Coast). The small category of "mishap - infrastructure causes" increased by 103% to 107,970 minutes; just over half of this increase was attributable to a crane derailment incident at Clapham Junction in January 2004, illustrating the volatility of such categories.

Autumn leaf fall and adhesion delay minutes improved by some 11%. While this partly reflects less extreme weather, it was also as a result of significantly better preparation and improved operational response. Within this category, delay minutes from track circuit failures due to leaf fall (category 305) fell by 64%, reflecting a recovery from the unusually high level of delays seen in the previous year, which had arisen with the intense level of leaf fall during the storm of October 2003. In addition to the benefit seen directly in these categories, the improvements in dispute takeback delays and in delay per incident (noted above) were particularly marked during the autumn period (compared to the previous year).

External category delays (categories 112, 401-403, 503-506) increased by 3% compared to the previous year to nearly 2 million minutes, and represented 14% of the Network Rail total. The increase was primarily due to a 27% increase in "other external" (category 506), which included the London electricity supply cuts, and a 19% increase in delays due to fires (categories 112 and 505). The latter included a number of major fires adjacent to the railway which caused significant disruption. By contrast road-related and trespass and vandalism delay minutes fell slightly.

The delays by cause category across Network Rail's s seven regions are shown in Tables 8 – 14. These highlight the relatively severe impact of track delays on the Midlands, North West and London North Eastern regions relative to train kilometres run. By contrast, Southern experiences a disproportionately high share of autumn leaf fall/adhesion delay and external causes. The North West region recorded the highest overall delay per 100 train km, with a relatively high level of delays in a number of categories; the region was particularly affected directly and indirectly by the West Coast upgrade works.

The trends in train performance during the year can be seen from Table 19, which shows delays by region split down into four-week periods. The year started well, with a good improvement being achieved in the first two periods (covering April and May, 2003). However, the next four months were disappointing. The extreme temperatures recorded during July and August 2003 led to the imposition of a significant number of precautionary speed restrictions on the network. The high temperatures on the exceptionally hot summer days triggered an additional 250,000 minutes delay of track and signalling infrastructure faults, compared to conditions in an average summer.

The trends in delays to passenger trains (relative to the train kilometres run) over the last four years is illustrated in Figure 1. This highlights the impact of the disruption after the Hatfield accident, the subsequent recovery, the impact of autumn in the following two years, and the improvement in the latter half of 2003-04.

Regional commentary

The delays by cause category across Network Rail's then seven regions are shown in Tables 10 – 16. These highlight the relatively severe impact of track delays on the Midlands, North West and London North Eastern regions relative to train kilometres run. By contrast, Southern experiences a disproportionately high share of autumn leaf fall/adhesion delay and external causes. The North West region recorded the highest overall delay per 100 train kilometres, with a relatively high level of delays in a number of categories; the region was particularly affected directly and indirectly by the West Coast upgrade works.

The trends in train performance during the year can be seen from Table 21, which shows delays by region split down into four-week periods. The year started well, with a good improvement being achieved in the first two periods (covering April and May, 2003). However, the next four months were disappointing. The extreme temperatures recorded during July and August 2003 led to the imposition of a significant number of precautionary speed restrictions on the network. The high temperatures on the exceptionally hot summer days triggered an additional 250,000 minutes delay of track and signalling infrastructure faults, compared to conditions in an average summer.

By contrast, the autumn and winter were much improved compared to the previous year, with delays down by around 20%. The rail network was also better prepared for the short period of widespread ice and snow, which reduced many roads (and air travel) to a standstill.

Summarised national data

Introduction

The total delay minutes shown and discussed in the previous section include delays to a number of minor operators and some unallocated minutes. These are excluded from the main measure of delays to major operators (passenger and freight), which is the main focus of the Performance section of the Annual Return. These minor operators accounted for 0.3% of total Network Rail delays and include LUL Bakerloo line services, charter operations and miscellaneous services. With the exception of Table 3 above, all the tables of the Annual Return are based on major operators.

National delays to passenger and freight train services

Table 4 National delays to passenger train services (regulatory monitoring target)					
Network Rail-attributed delays	1999-00	2000-01	2001-02	2002-03	2003-04
Delay minutes[1]	6,357,365	14,328,453	11,289,684	12,214,993	11,394,367
Train km[2]	411,783,295	402,794,776	412,176,056	421,267,094	430,472,798
Delay minutes per 100 train km[3]	1.54	3.56	2.74	2.90	2.65
Regulatory target in delay minutes per 100 train km	1.54	1.42	1.39	1.35	1.32

1. The delay totals are based on all PfPI delays affecting applicable passenger operators (main scheduled operators). Minor differences exist between 1999-00 and 2002-03 in the methodology used for compilation.
2. Train kilometres run for trains of applicable operators, excluding empty coaching stock movements, as recorded in PALADIN.
3. Based on all PfPI delay minutes, divided by the train kilometres run, multiplied by 100.
4. Data definitions and processes were changed slightly for 2002-03. The effect of applying these to 2001-02 data for comparison purposes would be to increase the delay minutes from 11.29m to 11.64m.

Table 5 National delays to freight train services					
Network Rail-attributed delays	1999-00	2000-2001	2001-2002	2002-03	2003-04
Delay minutes[1]	1,399,325	3,004,408	2,094,688	2,451,402	2,279,360
Train km[2]	47,092,101	46,556,047	48,761,221	47,201,404	47,828,365
Delay minutes per 100 train km[3]	2.97	6.45	4.30	5.19	4.77

1. The delay totals are based on all PfPI delays affecting applicable freight operators (main scheduled operators). Minor differences exist between 1999-00 and 2002-03 in the methodology used for compilation.
2. Train kilometres run for trains of applicable operators, excluding empty coaching stock movements, as recorded in PALADIN.
3. Based on all PfPI delay minutes, divided by the train kilometres run, multiplied by 100.
4. Data definitions and processes were changed slightly for 2002-03. The effect of applying these to 2001-02 data for comparison purposes would be to increase the delay minutes from 2.09m to 2.11m.

Impact of the train protection and warning system

The delay minutes shown above include delay minutes caused by the train protection and warning system (TPWS) as follows:

Table 6 TPWS delay minutes				
	2000-2001	2001-2002	2002-03	2003-04
Passenger trains	3,652	24,047	53,092	52,496
Freight trains	161	1,864	3,466	5,879

Table 7 National delays to passenger and freight trains by summarised category groups – trends						
Category group	2001-02		2002-03		2003-04	
	Total delay minutes	Delay minutes per 100 train km	Total delay minutes	Delay minutes per 100 train km	Total delay minutes	Delay minutes per 100 train km[1]
Track defects and TSRs[2]	3,024,543	0.66	2,514,840	0.54	2,128,394	0.44
Other asset defects[3]	4,058,661	0.88	4,656,471	0.99	4,510,007	0.94
Network management/other[4]	3,547,582	0.77	4,041,872	0.86	3,884,869	0.81
Autumn leaf fall and adhesion[5]	476,773	0.10	529,550	0.11	469,113	0.10
Severe weather/structures[6]	778,207	0.17	1,042,184	0.22	737,445	0.15
External factors[7]	1,498,606	0.33	1,881,478	0.40	1,943,899	0.41
Total minutes	**13,384,372**	**2.90**	**14,666,395**	**3.13**	**13,673,727**	**2.86**
Train km	**460,937,277**		**468,468,498**		**478,301,163**	

1. Delay totals are based on all delays recorded for attribution of responsibility to Network Rail, divided by train kilometres run.
2. Track defects and TSRs include broken rails, other track faults and speed restrictions for condition of track and rolling contact fatigue.
3. Other asset defects include points, track circuits, signal and signalling system failures, overhead power/third rail supply etc.
4. Network management/other delays include possessions, signalling errors, timetabling, dispute resolution and unexplained.
5. Autumn leaf fall and adhesion include leaf fall related delays and Network Rail's share of industry adhesion delays.
6. Severe weather/structures includes direct delays due to severe weather and all structures delays, which include weather related delays due to embankment instability risks, bridge scour and flooding. Heat-related speed restrictions are also shown within this category.
7. External factors include road-related incidents, fires, trespass and vandalism, security alerts, suicides and other external events.

National data by delay category

Table 8 National delays to passenger and freight trains by detailed cause category – 2003-04

No.	Category	Passenger trains		Freight trains		Combined total	
		Delay minutes	Delay minutes per 100 train km	Delay minutes	Delay minutes per 100 train km	Delay minutes	Delay minutes per 100 train km
101	Points failures	833,321	0.19	232,566	0.49	1,065,887	0.22
102	Problems with trackside signs, TSR boards	64,425	0.01	8,344	0.02	72,769	0.02
103	Level crossing failures	127,475	0.03	14,562	0.03	142,037	0.03
104A	TSRs due to condition of track	562,182	0.13	247,765	0.52	809,947	0.17
104B	Broken rails/track faults	994,295	0.23	249,774	0.52	1,244,069	0.26
104C	Rolling contact fatigue	59,019	0.01	15,359	0.03	74,378	0.02
105	Lineside structure defects (inc. weather impact)	203,347	0.05	71,621	0.15	274,968	0.06
106	Other infrastructure	518,296	0.12	92,167	0.19	610,463	0.13
107A	Possession over-run and related faults	243,135	0.06	61,857	0.13	304,992	0.06
107B	Possession work left incomplete	92,555	0.02	25,343	0.05	117,898	0.02
108	Mishap - infrastructure causes	88,740	0.02	19,230	0.04	107,970	0.02
109	Animals on line	148,091	0.03	14,419	0.03	162,510	0.03
110	External weather impact	410,834	0.10	51,643	0.11	462,477	0.10
111A	Wheel slip due to leaf fall	117,475	0.03	6,826	0.01	124,301	0.03
111B	Vegetation management failure	11,353	0.00	1,189	0.00	12,542	0.00
112	Fires on Network Rail infrastructure	76,203	0.02	5,439	0.01	81,642	0.02
150	Network Rail share of industry leaf fall/adhesion delays	298,512	0.07	6,720	0.01	305,232	0.06
201	Overhead line/third rail faults	331,822	0.08	63,240	0.13	395,062	0.08
301A	Signal failures	460,344	0.11	50,647	0.11	510,991	0.11
301B	Track circuit failures	1,117,958	0.26	152,002	0.32	1,269,960	0.27
302A	Signalling system and power supply failures	487,874	0.11	84,225	0.18	572,099	0.12
302B	Other signal equipment failures	107,805	0.03	22,241	0.05	130,046	0.03
303	Telephone failures	43,845	0.01	4,961	0.01	48,806	0.01
304	Cable faults (signalling and telecoms)	165,963	0.04	27,653	0.06	193,616	0.04
304A	Change of aspects - no fault found	17,739	0.00	1,254	0.00	18,993	.00
305	Track circuit failures - leaf fall	34,698	0.01	4,882	0.01	39,580	0.01
401	Bridge strikes	302,456	0.07	32,720	0.07	335,176	0.07
402	External infrastructure damage -vandalism/theft	301,726	0.07	39,515	0.08	341,241	0.07
403	External level crossing/road incidents (not bridges)	103,707	0.02	19,959	0.04	123,666	0.03
501	Network Rail production responsibility	807,033	0.19	155,975	0.33	963,008	0.20
502A	Network Rail commercial: train planning	313,627	0.07	182,749	0.38	496,376	0.10
502B	Network Rail commercial responsibility: other	11,511	0.00	11,454	0.02	22,965	0.00
502C	Network Rail commercial: dispute take-back	635,376	0.15	121,600	0.25	756,976	0.16
503	External fatalities and trespass	548,277	0.13	63,171	0.13	611,448	0.13
504	External police on line/security alerts	43,536	0.01	7,240	0.02	50,776	0.01
505	External fires	97,709	0.02	26,420	0.06	124,129	0.03
506	External other	223,188	0.05	52,633	0.11	275,821	0.06
601	Unexplained	388,915	0.09	29,995	0.06	418,910	0.09
Total minutes		**11,394,367**	**2.65**	**2,279,360**	**4.77**	**13,673,727**	**2.86**
Train km		**430,472,798**		**47,828,365**		**478,301,163**	

*Note: The definition of the 201 category above has been changed for 2003-04 to exclude weather-related incidents to avoid distortions in the figures caused by the coding of track and overhead line speed restrictions to a single code. These were significantly impacted by extreme temperatures during 2003-04. Prior year figures have been restated in line with this change. These minutes have been transferred to category 110.

Table 9 National delays to passenger and freight trains by detailed cause category – trends

No.	Category	2001-02		2002-03		2003-04	
		Total delay minutes	Delay minutes per 100 train km	Total delay minutes	Delay minutes per 100 train km	Total delay minutes	Delay minutes per 100 train km
101	Points failures	953,254	0.21	1,206,543	0.26	1,065,887	0.22
102	Problems with trackside signs, TSR boards	68,313	0.01	86,155	0.02	72,769	0.02
103	Level crossing failures	140,098	0.03	168,363	0.04	142,037	0.03
104A	TSRs due to condition of track	1,005,580	0.22	1,085,208	0.23	809,947	0.17
104B	Broken rails/track faults	1,030,372	0.22	1,178,882	0.25	1,244,069	0.26
104C	Rolling contact fatigue	988,591	0.21	250,750	0.05	74,378	0.02
105	Lineside structure defects (inc. weather impact)	330,529	0.07	332,341	0.07	274,968	0.06
106	Other infrastructure	470,863	0.10	582,746	0.12	610,463	0.13
107A	Possession over-run and related faults	291,435	0.06	364,411	0.08	304,992	0.06
107B	Possession work left incomplete	113,273	0.02	94,410	0.02	117,898	0.02
108	Mishap - infrastructure causes	55,776	0.01	53,061	0.01	107,970	0.02
109	Animals on line	173,562	0.04	153,377	0.03	162,510	0.03
110	External weather impact	447,678	0.10	709,843	0.15	462,477	0.10
111A	Wheel slip due to leaf fall	130,718	0.03	113,069	0.02	124,301	0.03
111B	Vegetation management failure	14,797	0.00	18,966	0.00	12,542	0.00
112	Fires on Network Rail infrastructure	65,155	0.01	60,911	0.01	81,642	0.02
150	Network Rail share of industry leaf fall/adhesion delays	325,031	0.07	306,079	0.07	305,232	0.06
201*	Overhead line/third rail faults	357,032	0.08	350,894	0.07	395,062	0.08
301A	Signal failures	463,732	0.10	509,725	0.11	510,991	0.11
301B	Track circuit failures	1,179,782	0.26	1,418,682	0.30	1,269,960	0.27
302A	Signalling system and power supply failures	473,516	0.10	482,853	0.10	572,099	0.12
302B	Other signal equipment failures	88,441	0.02	133,160	0.03	130,046	0.03
303	Telephone failures	38,932	0.01	44,014	0.01	48,806	0.01
304	Cable faults (signalling and telecoms)	168,104	0.04	146,318	0.03	193,616	0.04
304A	Change of aspects - no fault found	22,208	0.00	42,542	0.01	18,993	0.00
305	Track circuit failures - leaf fall	21,024	0.00	110,402	0.02	39,580	0.01
401	Bridge strikes	232,588	0.05	357,427	0.08	335,176	0.07
402	External infrastructure damage - vandalism/theft	403,708	0.09	369,946	0.08	341,241	0.07
403	External level crossing/road incidents (not bridges)	105,775	0.02	121,076	0.03	123,666	0.03
501	Network Rail production responsibility	1,078,029	0.23	996,320	0.21	963,008	0.20
502A	Network Rail commercial: train planning	538,930	0.12	574,950	0.12	496,376	0.10
502B	Network Rail commercial responsibility: other	53,578	0.01	31,743	0.01	22,965	0.00
502C	Network Rail commercial: dispute take-back	394,876	0.09	859,141	0.18	756,976	0.16
503	External fatalities and trespass	449,755	0.10	605,212	0.13	611,448	0.13
504	External police on line/security alerts	44,719	0.01	38,473	0.01	50,776	0.01
505	External fires	49,054	0.01	111,896	0.02	124,129	0.03
506	External other	147,852	0.03	216,537	0.05	275,821	0.06
601	Unexplained	467,712	0.10	379,969	0.08	418,910	0.09
Total minutes		**13,384,372**	**2.90**	**14,666,395**	**3.13**	**13,673,727**	**2.86**
Train km		**460,937,277**		**468,468,498**		**478,301,163**	

*Note: Prior year figures are otherwise as previously published in the annual return. It should be noted that dispute resolution and the outcome of technical enquiries can result in further changes in data over time. To ensure a like-for-like comparison between 2002-03 and 2003-04, the original published results for 2002-03 are retained, thus allowing an equivalent timeframe for changes due to re-attribution in both years.

Regional data by delay category

Table 10	East Anglia delays to passenger and freight trains by detailed cause category – 2003-04				
No	Category	Train delay minutes			
		Passenger	Freight	Combined	Per 100 train km
101	Points failures	59,697	19,166	78,863	0.19
102	Problems with trackside signs, TSR boards	6,010	1,480	7,490	0.02
103	Level crossing failures	20,549	1,898	22,447	0.05
104A	TSRs due to condition of track	27,388	7,031	34,419	0.08
104B	Broken rails/track faults	114,533	30,291	144,824	0.34
104C	Rolling contact fatigue	717	376	1,093	0.00
105	Lineside structure defects (inc. weather impact)	5,590	758	6,348	0.02
106	Other infrastructure	21,320	5,803	27,123	0.06
107A	Possession over-run and related faults	25,461	7,355	32,816	0.08
107B	Possession work left incomplete	11,435	10,557	21,992	0.05
108	Mishap - infrastructure causes	5,122	6,848	11,970	0.03
109	Animals on line	7,600	389	7,989	0.02
110	External weather impact	43,586	4,046	47,632	0.11
111A	Wheel slip due to leaf fall	6,248	1,005	7,253	0.02
111B	Vegetation management failure	308	47	355	0.00
112	Fires on Network Rail infrastructure	1,090	34	1,124	0.00
150	Network Rail share of industry leaf fall/adhesion delays	11,016	214	11,230	0.03
201	Overhead line/third rail faults	89,537	15,561	105,098	0.25
301A	Signal failures	43,259	4,089	47,348	0.11
301B	Track circuit failures	95,712	14,278	109,990	0.26
302A	Signalling system and power supply failures	40,781	5,103	45,884	0.11
302B	Other signal equipment failures	8,407	1,156	9,563	0.02
303	Telephone failures	5,348	348	5,696	0.01
304	Cable faults (signalling and telecoms)	5,235	800	6,035	0.01
304A	Change of aspects - no fault found	2,744	253	2,997	0.01
305	Track circuit failures - leaf fall	1,493	72	1,565	0.00
401	Bridge strikes	17,034	2,223	19,257	0.05
402	External infrastructure damage - vandalism/theft	22,530	912	23,442	0.06
403	External level crossing/road incidents (not bridges)	13,776	788	14,564	0.03
501	Network Rail production responsibility	115,663	25,826	141,489	0.34
502A	Network Rail commercial: train planning	39,969	27,919	67,888	0.16
502B	Network Rail commercial responsibility: other	3,517	812	4,329	0.01
502C	Network Rail commercial: dispute take-back	42,357	5,966	48,323	0.11
503	External fatalities and trespass	44,525	6,584	51,109	0.12
504	External police on line/security alerts	2,359	150	2,509	0.01
505	External fires	21,521	15,433	36,954	0.09
506	External other	18,460	5,175	23,635	0.06
601	Unexplained	12,379	1,513	13,892	0.03
Total minutes		**1,014,276**	**232,259**	**1,246,535**	**2.95**
Train km*				**42,216,903**	

*Note: Regional split of train km for 2003-04 is based on an updated mapping and is not directly comparable to the 2002-03 figures shown in the 2003 Annual Return

Table 11	Great Western delays to passenger and freight rains by detailed cause category – 2003-04				
No	Category	Train delay minutes			
		Passenger	Freight	Combined	Per 100 train km
101	Points failures	125,378	33,443	158,821	0.23
102	Problems with trackside signs, TSR boards	8,688	838	9,526	0.01
103	Level crossing failures	11,535	1,755	13,290	0.02
104A	TSRs due to condition of track	23,321	9,839	33,160	0.05
104B	Broken rails/track faults	173,382	47,491	220,873	0.32
104C	Rolling contact fatigue	15,060	1,594	16,654	0.02
105	Lineside structure defects (inc. weather impact)	30,520	9,014	39,534	0.06
106	Other infrastructure	37,707	7,431	45,138	0.07
107A	Possession over-run and related faults	33,030	12,986	46,016	0.07
107B	Possession work left incomplete	557	1,059	1,616	0.00
108	Mishap - infrastructure causes	9,034	3,387	12,421	0.02
109	Animals on line	30,290	3,392	33,682	0.05
110	External weather impact	58,711	9,182	67,893	0.10
111A	Wheel slip due to leaf fall	8,112	1,351	9,463	0.01
111B	Vegetation management failure	2,873	357	3,230	0.00
112	Fires on Network Rail infrastructure	604	17	621	0.00
150	Network Rail share of industry leaf fall/adhesion delays	7,574	211	7,785	0.01
201	Overhead line/third rail faults	631	2	633	0.00
301A	Signal failures	60,246	6,491	66,737	0.10
301B	Track circuit failures	185,747	27,937	213,684	0.31
302A	Signalling system and power supply failures	67,835	15,845	83,680	0.12
302B	Other signal equipment failures	24,778	4,102	28,880	0.04
303	Telephone failures	9,299	999	10,298	0.02
304	Cable faults (signalling and telecoms)	34,466	4,776	39,242	0.06
304A	Change of aspects - no fault found	2,976	341	3,317	0.00
305	Track circuit failures - leaf fall	895	137	1,032	0.00
401	Bridge strikes	63,601	8,235	71,836	0.10
402	External infrastructure damage - vandalism/theft	30,266	7,151	37,417	0.05
403	External level crossing/road incidents (not bridges)	13,907	4,283	18,190	0.03
501	Network Rail production responsibility	79,135	18,350	97,485	0.14
502A	Network Rail commercial: train planning	75,031	37,632	112,663	0.16
502B	Network Rail commercial responsibility: other	756	522	1,278	0.00
502C	Network Rail commercial: dispute take-back	47,418	12,227	59,645	0.09
503	External fatalities and trespass	74,207	10,780	84,987	0.12
504	External police on line/security alerts	10,001	2,695	12,696	0.02
505	External fires	25,352	6,559	31,911	0.05
506	External other	24,037	8,165	32,202	0.05
601	Unexplained	13,119	1,317	14,436	0.02
Total minutes		**1,420,079**	**321,893**	**1,741,972**	**2.54**
Train km				**68,516,729**	

Table 12	London North Eastern delays to passenger and freight trains by detailed cause category – 2003-04				
No	Category	Train delay minutes			
		Passenger	Freight	Combined	Per 100 train km
101	Points failures	84,279	46,514	130,793	0.16
102	Problems with trackside signs, TSR boards	7,145	1,643	8,788	0.01
103	Level crossing failures	29,850	6,419	36,269	0.04
104A	TSRs due to condition of track	261,300	145,679	406,979	0.50
104B	Broken rails/track faults	135,136	60,785	195,921	0.24
104C	Rolling contact fatigue	10,226	4,544	14,770	0.02
105	Lineside structure defects (inc. weather impact)	91,861	38,761	130,622	0.16
106	Other infrastructure	59,870	29,263	89,133	0.11
107A	Possession over-run and related faults	19,427	7,585	27,012	0.03
107B	Possession work left incomplete	8,855	6,525	15,380	0.02
108	Mishap - infrastructure causes	10,037	2,180	12,217	0.01
109	Animals on line	21,313	2,687	24,000	0.03
110	External weather impact	47,193	7,493	54,686	0.07
111A	Wheel slip due to leaf fall	19,725	842	20,567	0.03
111B	Vegetation management failure	808	267	1,075	0.00
112	Fires on Network Rail infrastructure	2,654	2,698	5,352	0.01
150	Network Rail share of industry leaf fall/adhesion delays	42,848	1,028	43,876	0.05
201	Overhead line/third rail faults	68,296	18,028	86,324	0.11
301A	Signal failures	48,541	12,206	60,747	0.07
301B	Track circuit failures	81,218	24,527	105,745	0.13
302A	Signalling system and power supply failures	83,028	19,179	102,207	0.12
302B	Other signal equipment failures	20,316	7,843	28,159	0.03
303	Telephone failures	12,613	2,645	15,258	0.02
304	Cable faults (signalling and telecoms)	22,512	8,568	31,080	0.04
304A	Change of aspects - no fault found	1,179	36	1,215	0.00
305	Track circuit failures - leaf fall	17,076	4,323	21,399	0.03
401	Bridge strikes	41,859	5,002	46,861	0.06
402	External infrastructure damage - vandalism/theft	45,730	9,396	55,126	0.07
403	External level crossing/road incidents (not bridges)	30,033	5,931	35,964	0.04
501	Network Rail production responsibility	105,706	34,825	140,531	0.17
502A	Network Rail commercial: train planning	21,551	48,826	70,377	0.09
502B	Network Rail commercial responsibility: other	598	1,966	2,564	0.00
502C	Network Rail commercial: dispute take-back	46,445	20,342	66,787	0.08
503	External fatalities and trespass	103,105	14,610	117,715	0.14
504	External police on line/security alerts	5,105	1,484	6,589	0.01
505	External fires	11,258	1,441	12,699	0.02
506	External other	33,750	23,390	57,140	0.07
601	Unexplained	104,159	10,339	114,498	0.14
Total minutes		**1,756,605**	**639,820**	**2,396,425**	**2.92**
Train km				**82,075,466**	

Table 13	Midland delays to passenger and freight trains by detailed cause category – 2003-04				
No	Category	Train delay minutes			
		Passenger	Freight	Combined	Per 100 train km
101	Points failures	183,468	65,375	248,843	0.31
102	Problems with trackside signs, TSR boards	25,057	2,714	27,771	0.04
103	Level crossing failures	17,856	1,675	19,531	0.02
104A	TSRs due to condition of track	142,439	53,531	195,970	0.25
104B	Broken rails/track faults	196,492	54,118	250,610	0.32
104C	Rolling contact fatigue	6,485	1,055	7,540	0.01
105	Lineside structure defects (inc. weather impact)	34,369	14,556	48,925	0.06
106	Other infrastructure	251,312	32,764	284,076	0.36
107A	Possession over-run and related faults	51,398	13,272	64,670	0.08
107B	Possession work left incomplete	22,502	3,354	25,856	0.03
108	Mishap - infrastructure causes	7,328	2,117	9,445	0.01
109	Animals on line	24,246	2,878	27,124	0.03
110	External weather impact	80,192	12,322	92,514	0.12
111A	Wheel slip due to leaf fall	16,185	1,269	17,454	0.02
111B	Vegetation management failure	2,608	244	2,852	0.00
112	Fires on Network Rail infrastructure	3,171	91	3,262	0.00
150	Network Rail share of industry leaf fall/adhesion delays	49,537	2,118	51,655	0.07
201	Overhead line/third rail faults	61,252	11,318	72,570	0.09
301A	Signal failures	90,123	12,160	102,283	0.13
301B	Track circuit failures	213,422	41,351	254,773	0.32
302A	Signalling system and power supply failures	98,821	24,854	123,675	0.16
302B	Other signal equipment failures	14,953	3,904	18,857	0.02
303	Telephone failures	2,296	241	2,537	0.00
304	Cable faults (signalling and telecoms)	36,910	4,547	41,457	0.05
304A	Change of aspects - no fault found	3,142	372	3,514	0.00
305	Track circuit failures - leaf fall	11	198	209	0.00
401	Bridge strikes	46,924	4,984	51,908	0.07
402	External infrastructure damage - vandalism/theft	45,371	11,359	56,730	0.07
403	External level crossing/road incidents (not bridges)	11,517	5,863	17,380	0.02
501	Network Rail production responsibility	103,333	32,929	136,262	0.17
502A	Network Rail commercial: train planning	41,313	21,639	62,952	0.08
502B	Network Rail commercial responsibility: other	3,004	2,858	5,862	0.01
502C	Network Rail commercial: dispute take-back	124,772	37,268	162,040	0.20
503	External fatalities and trespass	73,035	17,764	90,799	0.11
504	External police on line/security alerts	6,541	2,043	8,584	0.01
505	External fires	12,149	1,305	13,454	0.02
506	External other	39,973	7,137	47,110	0.06
601	Unexplained	43,131	3,952	47,083	0.06
Total		**2,186,638**	**511,499**	**2,698,137**	**3.40**
Train km				**79,330,187**	

Table 14	North West delays to passenger and freight trains by detailed cause category – 2003-04				
No	Category	Train delay minutes			
		Passenger	Freight	Combined	Per 100 train km
101	Points failures	104,381	40,741	145,122	0.27
102	Problems with trackside signs, TSR boards	10,255	826	11,081	0.02
103	Level crossing failures	12,408	702	13,110	0.02
104A	TSRs due to condition of track	84,298	28,272	112,570	0.21
104B	Broken rails/track faults	166,444	33,159	199,603	0.37
104C	Rolling contact fatigue	24,560	7,617	32,177	0.06
105	Lineside structure defects (inc. weather impact)	20,630	5,963	26,593	0.05
106	Other infrastructure	62,761	10,859	73,620	0.14
107A	Possession over-run and related faults	34,195	10,972	45,167	0.08
107B	Possession work left incomplete	24,084	1,455	25,539	0.05
108	Mishap - infrastructure causes	8,940	3,534	12,474	0.02
109	Animals on line	31,536	2,836	34,372	0.06
110	External weather impact	57,730	10,413	68,143	0.13
111A	Wheel slip due to leaf fall	17,474	678	18,152	0.03
111B	Vegetation management failure	894	5	899	0.00
112	Fires on Network Rail infrastructure	4,181	202	4,383	0.01
150	Network Rail share of industry leaf fall/adhesion delays	65,076	1,095	66,171	0.12
201	Overhead line/third rail faults	23,405	15,098	38,503	0.07
301A	Signal failures	50,345	6,715	57,060	0.11
301B	Track circuit failures	133,154	17,985	151,139	0.28
302A	Signalling system and power supply failures	48,524	8,320	56,844	0.10
302B	Other signal equipment failures	16,246	2,661	18,907	0.03
303	Telephone failures	7,446	216	7,662	0.01
304	Cable faults (signalling and telecoms)	27,876	7,393	35,269	0.06
304A	Change of aspects - no fault found	2,108	67	2,175	0.00
305	Track circuit failures - leaf fall	13,545	147	13,692	0.03
401	Bridge strikes	32,720	2,207	34,927	0.06
402	External infrastructure damage - vandalism/theft	52,557	5,299	57,856	0.11
403	External level crossing/road incidents (not bridges)	9,840	265	10,105	0.02
501	Network Rail production responsibility	87,543	16,982	104,525	0.19
502A	Network Rail commercial: train planning	21,164	21,342	42,506	0.08
502B	Network Rail commercial responsibility: other	508	509	1,017	0.00
502C	Network Rail commercial: dispute take-back	73,348	22,075	95,423	0.18
503	External fatalities and trespass	53,785	5,087	58,872	0.11
504	External police on line/security alerts	7,785	551	8,336	0.02
505	External fires	13,034	1,145	14,179	0.03
506	External other	22,486	2,228	24,714	0.05
601	Unexplained	137,387	7,259	144,646	0.27
Total		**1,564,653**	**302,880**	**1,867,533**	**3.44**
Train km				**54,297,632**	

Table 15	Scotland delays to passenger and freight trains by detailed cause category – 2003-04				
No	Category	Train delay minutes			
		Passenger	Freight	Combined	Per 100 train km
101	Points failures	67,699	15,728	83,427	0.18
102	Problems with trackside signs, TSR boards	3,475	522	3,997	0.01
103	Level crossing failures	7,250	552	7,802	0.02
104A	TSRs due to condition of track	23,436	3,406	26,842	0.06
104B	Broken rails/track faults	40,726	8,246	48,972	0.10
104C	Rolling contact fatigue	1,961	173	2,134	0.00
105	Lineside structure defects (inc. weather impact)	5,505	1,165	6,670	0.01
106	Other infrastructure	9,794	1,172	10,966	0.02
107A	Possession over-run and related faults	10,073	2,314	12,387	0.03
107B	Possession work left incomplete	1,148	194	1,342	0.00
108	Mishap - infrastructure causes	537	4	541	0.00
109	Animals on line	12,949	1,637	14,586	0.03
110	External weather impact	20,762	4,000	24,762	0.05
111A	Wheel slip due to leaf fall	8,714	575	9,289	0.02
111B	Vegetation management failure	518	62	580	0.00
112	Fires on Network Rail infrastructure	0	0	0	0.00
150	Network Rail share of industry leaf fall/adhesion delays	9,529	232	9,761	0.02
201	Overhead line/third rail faults	13,272	1,513	14,785	0.03
301A	Signal failures	50,089	5,609	55,698	0.12
301B	Track circuit failures	70,480	11,970	82,450	0.18
302A	Signalling system and power supply failures	22,369	4,708	27,077	0.06
302B	Other signal equipment failures	7,990	1,912	9,902	0.02
303	Telephone failures	3,231	280	3,511	0.01
304	Cable faults (signalling and telecoms)	2,968	462	3,430	0.01
304A	Change of aspects - no fault found	1,303	33	1,336	0.00
305	Track circuit failures - leaf fall	0	0	0	-
401	Bridge strikes	27,878	3,491	31,369	0.07
402	External infrastructure damage - vandalism/theft	19,047	2,462	21,509	0.05
403	External level crossing/road incidents (not bridges)	7,030	2,411	9,441	0.02
501	Network Rail production responsibility	61,215	12,599	73,814	0.16
502A	Network Rail commercial: train planning	29,644	8,529	38,173	0.08
502B	Network Rail commercial responsibility: other	1,240	759	1,999	0.00
502C	Network Rail commercial: dispute take-back	67,493	11,900	79,393	0.17
503	External fatalities and trespass	31,292	4,532	35,824	0.08
504	External police on line/security alerts	2,321	113	2,434	0.01
505	External fires	2,461	283	2,744	0.01
506	External other	11,324	1,028	12,352	0.03
601	Unexplained	57,615	4,591	62,206	0.13
Total		**714,338**	**119,167**	**833,505**	**1.78**
Train km				**46,740,685**	

Table 16	Southern delays to passenger and freight trains by detailed cause category – 2003-04				
No	Category	Train delay minutes			
		Passenger	Freight	Combined	Per 100 train km
101	Points failures	208,419	11,599	220,018	0.21
102	Problems with trackside signs, TSR boards	3,795	321	4,116	0.00
103	Level crossing failures	28,027	1,561	29,588	0.03
104A	TSRs due to condition of track	0	7	7	0.00
104B	Broken rails/track faults	167,582	15,684	183,266	0.17
104C	Rolling contact fatigue	10	0	10	0.00
105	Lineside structure defects (inc. weather impact)	14,872	1,404	16,276	0.02
106	Other infrastructure	75,532	4,875	80,407	0.08
107A	Possession over-run and related faults	69,551	7,373	76,924	0.07
107B	Possession work left incomplete	23,974	2,199	26,173	0.02
108	Mishap - infrastructure causes	47,742	1,160	48,902	0.05
109	Animals on line	20,157	600	20,757	0.02
110	External weather impact	102,660	4,187	106,847	0.10
111A	Wheel slip due to leaf fall	41,017	1,106	42,123	0.04
111B	Vegetation management failure	3,344	207	3,551	0.00
112	Fires on Network Rail infrastructure	64,503	2,397	66,900	0.06
150	Network Rail share of industry leaf fall/adhesion delays	112,932	1,822	114,754	0.11
201	Overhead line/third rail faults	75,429	1,720	77,149	0.07
301A	Signal failures	117,741	3,377	121,118	0.12
301B	Track circuit failures	338,225	13,954	352,179	0.34
302A	Signalling system and power supply failures	126,516	6,216	132,732	0.13
302B	Other signal equipment failures	15,115	663	15,778	0.02
303	Telephone failures	3,612	232	3,844	0.00
304	Cable faults (signalling and telecoms)	35,996	1,107	37,103	0.04
304A	Change of aspects - no fault found	4,287	152	4,439	0.00
305	Track circuit failures - leaf fall	1,678	5	1,683	0.00
401	Bridge strikes	72,440	6,578	79,018	0.08
402	External infrastructure damage - vandalism/theft	86,225	2,936	89,161	0.08
403	External level crossing/road incidents (not bridges)	17,604	418	18,022	0.02
501	Network Rail production responsibility	254,438	14,464	268,902	0.26
502A	Network Rail commercial: train planning	84,955	16,862	101,817	0.10
502B	Network Rail commercial responsibility: other	1,888	4,028	5,916	0.01
502C	Network Rail commercial: dispute take-back	233,543	11,822	245,365	0.23
503	External fatalities and trespass	168,328	3,814	172,142	0.16
504	External police on line/security alerts	9,424	204	9,628	0.01
505	External fires	11,934	254	12,188	0.01
506	External other	73,158	5,510	78,668	0.07
601	Unexplained	21,125	1,024	22,149	0.02
Total		**2,737,778**	**151,842**	**2,889,620**	**2.75**
Train km				**105,123,561**	

Further breakdown of performance data

Table 17	Delays to individual operators – 2003-04			
		Delay minutes	Train kilometres	Delay per 100 train km
Applicable passenger operators				
EA	Transpennine Express	345,866	13,195,538	2.62
HA	ScotRail	651,614	36,476,868	1.79
HB	Great North Eastern Railway	300,067	18,251,708	1.64
HC	Arriva Trains Northern	753,511	23,612,641	3.19
HD	First North Western	667,684	18,623,017	3.59
HE	Merseyrail Electrics 2002	97,322	5,571,201	1.75
HF	Virgin West Coast Trains	617,992	17,094,251	3.62
HG	Central Trains Ltd	1,098,786	28,486,211	3.86
HH	Virgin Cross Country Trains	749,790	26,802,431	2.80
HI	Midland Mainline	308,332	10,938,006	2.82
HJ	First Great Western	373,626	15,833,152	2.36
HL	Arriva Trains Wales	413,505	20,195,227	2.05
HK	Wessex Trains	216,834	10,459,715	2.07
HM	Heathrow Express	44,556	1,560,191	2.86
HN	First Great Western Link (formerly Thames)	421,300	12,810,741	3.29
HO	Chiltern Railway	124,844	7,679,096	1.63
HP	Silverlink	316,980	9,827,634	3.23
HQ	WAGN	475,252	19,215,557	2.47
HR	Great Eastern Railways	306,787	12,535,529	2.45
HS	Anglia Railways	218,139	8,916,848	2.45
HT	c2c Rail	104,808	5,813,393	1.80
HU	South Eastern Trains	746,813	27,527,110	2.71
HV	Gatwick Express	46,383	2,323,365	2.00
HW	Southern Trains (formerly South Central)	665,061	25,715,501	2.59
HX	Thameslink Rail	252,586	10,839,704	2.33
HY	South West Trains	1,014,053	35,515,351	2.86
GA	Eurostar (UK)	26,423	1,558,743	1.70
PF	Hull Trains	13,716	854,284	1.61
PG	Nexus	21,737	2,239,788	0.97
Total		**11,394,367**	**430,472,798**	**2.65**
Applicable freight operators				
WA	English Welsh and Scottish Railway	1,516,499	31,154,042	4.87
DB	Freightliner	601,353	7,112,564	8.45
D2	Freightliner Heavyhaul	38,174	4,037,103	0.95
FM	Rail Express Systems	68,602	3,945,796	1.74
PE	GB Rail Freight	27,150	552,368	4.92
XH	Direct Rail Services	27,582	1,026,492	2.69
Total		**2,279,360**	**47,828,365**	**4.77**
Combined total for all applicable operators		**13,673,727**	**478,301,163**	**2.86**

Table 18 Delay per 100 train km to individual operators – 2003-04

		Period 1	Period 2	Period 3	Period 4	Period 5	Period 6	Period 7	Period 8	Period 9	Period 10	Period 11	Period 12	Period 13	Full Year avg
Applicable passenger operators															
EA	Transpennine Express	2.49	2.07	2.50	2.92	2.42	1.90	2.34	3.67	3.68	2.96	2.51	2.52	2.25	2.62
HA	ScotRail	2.04	1.57	1.79	1.65	1.79	1.54	1.74	2.42	1.96	1.82	1.75	1.74	1.47	1.79
HB	Great North Eastern Railway	1.51	1.66	1.49	1.93	2.39	1.47	2.01	1.47	1.45	1.85	1.62	1.08	1.49	1.64
HC	Arriva Trains Northern	2.92	2.49	2.77	3.09	3.31	2.37	2.99	4.66	4.56	3.44	3.00	3.11	2.90	3.19
HD	First North Western	3.30	2.37	2.79	3.65	3.49	2.36	3.24	6.70	5.34	3.30	3.60	3.55	3.02	3.59
HE	Merseysrail Electrics 2002	1.32	1.29	1.14	2.40	1.71	1.38	1.10	2.11	2.59	2.32	2.51	1.87	1.10	1.75
HF	Virgin West Coast Trains	3.39	2.95	3.38	3.82	5.50	4.40	4.40	4.03	3.69	2.55	2.88	2.66	3.34	3.62
HG	Central Trains	3.61	2.88	3.88	4.59	4.81	3.83	3.74	4.64	4.77	3.24	3.37	3.49	3.36	3.86
HH	Virgin Cross Country Trains	3.07	2.71	3.07	3.23	3.56	2.72	2.58	3.12	2.93	2.18	2.55	2.29	2.33	2.80
HI	Midland Mainline	2.44	2.75	3.84	3.55	3.08	2.52	2.55	3.31	3.09	2.08	2.25	2.77	2.36	2.82
HJ	First Great Western	2.22	1.98	2.86	3.05	3.33	2.57	2.64	2.11	2.23	2.47	1.86	1.75	1.71	2.36
HK	Arriva Trains Wales	1.96	1.69	1.73	2.58	2.62	1.89	2.06	2.56	2.46	1.52	1.70	1.92	1.86	2.05
HL	Wessex Trains	2.11	1.70	1.96	2.35	2.76	1.84	2.06	2.28	3.23	1.91	1.79	1.44	1.57	2.07
HM	Heathrow Express	3.23	2.38	3.02	3.65	3.24	4.78	3.38	2.04	1.95	1.85	1.81	3.15	2.74	2.86
HN	First Great Western Link (formerly Thames)	2.90	2.82	4.14	4.68	4.48	3.64	3.54	3.20	3.22	2.86	3.14	2.13	2.11	3.29
HO	Chiltern Railway	1.51	1.54	1.46	2.26	1.69	1.61	1.41	2.26	2.00	0.98	1.71	1.55	1.14	1.63
HP	Silverlink	2.09	2.14	2.66	3.22	4.84	4.22	4.43	3.66	3.67	2.37	2.64	2.50	3.51	3.23
HQ	WAGN	1.79	2.30	2.38	2.69	3.02	2.64	2.61	3.30	3.16	2.06	2.92	1.58	1.74	2.47
HR	Great Eastern Railways	1.53	2.15	1.41	2.17	4.89	3.03	2.77	2.36	3.53	1.79	2.35	1.79	1.99	2.45
HS	Anglia	1.93	2.15	2.26	2.29	3.53	2.09	2.45	3.03	2.88	1.99	2.60	1.87	2.60	2.45
HT	c2c Rail	0.86	2.50	1.49	1.79	1.12	2.10	2.69	1.75	3.30	1.12	2.44	1.26	1.06	1.80
HU	South Eastern Trains	1.79	2.00	2.38	2.50	3.08	3.37	3.05	3.73	3.30	2.17	3.08	2.26	2.42	2.71
HV	Gatwick Express	1.42	1.73	0.95	2.33	2.96	2.00	1.49	2.27	2.83	1.68	2.05	2.89	1.59	2.00
HW	Southern Trains (formerly South Central)	1.48	1.68	1.54	2.64	3.54	2.81	2.07	3.55	3.80	2.23	2.65	2.92	2.58	2.59
HX	Thameslink Rail	1.57	1.90	1.73	2.75	3.02	2.90	1.96	2.92	2.93	2.10	2.11	2.57	1.86	2.33
HY	South West Trains	2.82	2.07	2.86	2.99	3.92	2.18	2.26	2.73	4.56	1.96	4.94	2.42	1.67	2.86
GA	Eurostar (UK)	0.95	1.45	1.23	1.49	3.24	2.08	1.90	1.84	1.42	1.13	2.53	0.73	1.39	1.70
PF	Hull Trains	1.20	1.75	1.82	2.12	2.43	1.31	1.49	1.09	1.53	2.12	1.50	1.32	1.26	1.61
PG	Nexus	1.05	1.68	0.99	0.67	0.87	0.86	0.90	1.08	0.93	1.23	0.99	0.82	0.56	0.97
	All applicable passenger operators	**2.33**	**2.15**	**2.47**	**2.88**	**3.32**	**2.56**	**2.62**	**3.26**	**3.34**	**2.27**	**2.70**	**2.30**	**2.20**	**2.65**
Applicable freight operators															
WA	English Welsh and Scottish Railway	3.97	4.40	4.45	5.74	6.00	4.82	4.47	5.09	5.53	4.99	5.37	4.60	4.08	4.87
DB	Freightliner	8.17	8.77	7.36	9.51	10.61	7.84	7.82	7.65	8.48	8.95	8.59	7.95	8.33	8.45
D2	Freightliner Heavyhaul	2.66	0.64	0.96	0.82	1.08	0.78	1.07	1.26	0.97	0.76	0.50	0.88	1.04	0.95
FM	Rail Express Systems	1.45	1.69	1.92	2.10	2.55	1.75	1.48	1.41	1.78	1.36	1.48	1.32	1.25	1.74
PE	GB Rail Freight	6.02	4.81	4.09	5.17	8.29	5.65	5.49	6.59	4.60	3.38	3.89	4.45	4.11	4.92
XH	Direct Rail Services	1.80	1.62	2.27	2.52	2.53	2.66	3.18	4.13	3.33	2.04	3.54	2.36	2.93	2.96
	All applicable freight operators	**4.11**	**4.33**	**4.24**	**5.41**	**5.85**	**4.54**	**4.39**	**4.85**	**5.27**	**4.74**	**5.13**	**4.69**	**4.43**	**4.77**

Table 19	Delay minutes to all trains split by region and by four-weekly period – 2003-04							
Period	East Anglia	Great Western	London North Eastern	Midland	North West	Scotland	Southern	National Total
P1	61,412	127,501	153,999	159,980	142,618	68,484	159,068	873,062
P2	90,728	110,867	153,112	167,643	125,020	58,279	164,121	869,770
P3	82,075	150,762	163,567	222,075	107,522	66,905	187,342	980,248
P4	101,142	167,806	190,754	280,415	143,078	62,401	228,822	1,174,418
P5	145,181	190,732	197,682	264,980	160,035	64,087	298,036	1,320,733
P6	107,777	131,011	152,718	231,197	105,949	56,363	226,404	1,011,419
P7	99,279	143,598	194,748	206,771	138,034	60,668	207,172	1,050,270
P8	106,997	125,641	229,753	213,083	231,958	82,666	271,916	1,262,014
P9	120,955	140,544	232,282	217,563	202,721	66,228	322,050	1,302,343
P10	56,785	113,110	197,088	132,893	106,421	52,875	149,960	809,132
P11	103,175	123,758	188,246	184,199	139,151	69,448	274,942	1,082,919
P12	78,106	103,877	156,775	194,055	131,039	63,903	201,397	929,152
P13	92,923	112,765	185,701	223,283	133,987	61,198	198,390	1,008,247
Year total	**1,246,535**	**1,741,972**	**2,396,425**	**2,698,137**	**1,867,533**	**833,505**	**2,889,620**	**13,673,727**

Note:

P1	Tuesday 01 April 2003	- Saturday 26 April 2003
P2	Sunday 27 April 2003	- Saturday 24 May 2003
P3	Sunday 25 May 2003	- Saturday 21 June 2003
P4	Sunday 22 June 2003	- Saturday 19 July 2003
P5	Sunday 20 July 2003	- Saturday 16 August 2003
P6	Sunday 17 August 2003	- Saturday 13 September 2003
P7	Sunday 14 September 2003	- Saturday 11 October 2003
P8	Sunday 12 October 2003	- Saturday 08 November 2003
P9	Sunday 09 November 2003	- Saturday 06 December 2003
P10	Sunday 07 December 2003	- Saturday 03 January 2004
P11	Sunday 04 January 2004	- Saturday 31 January 2004
P12	Sunday 01 February 2004	- Saturday 28 February 2004
P13	Sunday 29 February 2004	- Wednesday 31 March 2004

Figure 3 Delays to passenger trains by four-weekly period: 2000-01 – 2003-04

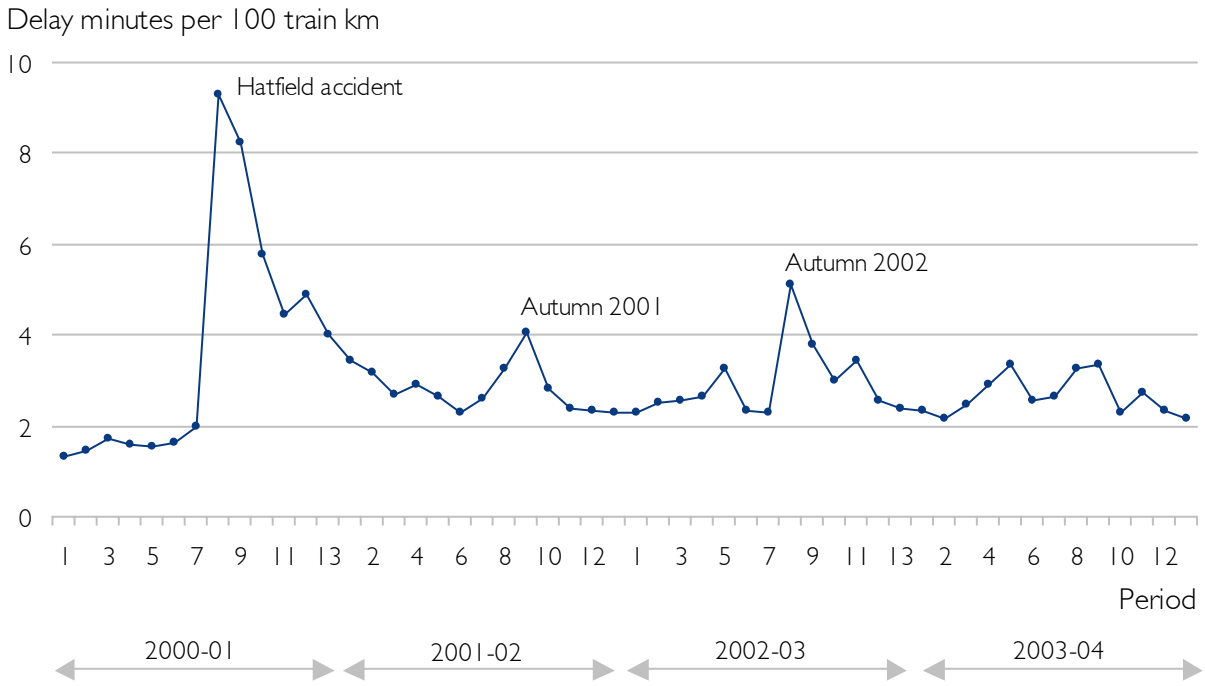


Table 20	Infrastructure incidents recorded for delay attribution			
No	Category	2001-02	2002-03	2003-04
		Number	Number	Number
101	Points failures	10,253	10,839	9,800
103	Level crossing failures	2,825	3,037	2,794
104A	TSR's due to condition of track	2,935	4,105	3,865
104B	Broken rails/track faults	6,086	6,509	7,452
104C	Rolling contact fatigue	3,140	637	216
105	Lineside structure defects (including weather impact)	1,087	1,069	1,086
106	Other infrastructure	5,293	6,979	8,215
108	Mishap - infrastructure causes	214	203	307
112	Fires on Network Rail infrastructure	426	423	513
201	Overhead line/third rail faults[1]	2,070	1,621	1,468
301A	Signal failures	9,254	9,156	9,121
301B	Track circuit failures	10,924	10,672	9,933
302A	Signalling system and power supply failures	3,431	3,506	3,730
302B	Other signal equipment failures[2]	2,012	2,568	2,646
303	Telephone failures	923	1,009	994
304	Cable faults (signalling and telecoms)	517	425	536
304A	Change of aspects-no fault found	460	534	342
401	Bridge strikes	1,626	1,913	2,010
	Total	**63,157**	**65,130**	**65,028**

Note: incidents are recorded for the attribution of delays and cancellations. In a small number of cases more than one incident will be created for the same physical incident, to reflect different responsibilities for contractual delay attribution purposes.

1. The definition of the 201 category above has been changed for 2003-04 to exclude weather-related incidents to avoid distortions in the figures caused by the coding of heat-related track and overhead line speed restrictions to a single code. These were significant due to the extreme temperatures recorded on a number of days during 2003-04. Prior year figures have been restated in line with this change.
2. The increase recorded under category 302B over the last three years above is largely accounted for by faults occurring with TPWS equipment. In 2003-04 this accounted for 1,105 incidents in this category.

Section 2 – Asset condition and serviceability

Number of broken rails (M1)

A broken rail is one which, before removal from the track, has a fracture through the full cross-section, or a piece broken out of it, rendering it unserviceable. This includes broken welds. Only broken rails occurring in running lines are included in this measure (ie sidings, depots, etc are excluded).

Results

Table 21 Number of broken rails						
Region	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04
East Anglia	89	70	63	34	31	29
Great Western	76	117	98	75	44	42
London North Eastern	267	233	161	125	79	53
Midland	203	161	129	98	90	54
North West	112	135	110	83	70	58
Scotland	88	81	51	46	40	35
Southern	117	122	94	74	90	63
Network total	**952**	**919**	**706**	**535**	**444**	**334**
Regulatory target			**765**	**735**	**705**	**675**

Note: in previous years, broken rails had seen a steady increase: 656 (1994-95), 755 (1995-96), 709 (1996-97), 755 (1997-98), and 952 (1998-99)

Regulatory target and tolerance

The regulatory target is for a reduction in broken rails from 765 in 2000-01 to 675 in 2003-04. The regulatory targets are not split by regions.

All infrastructure output measures are subject to statistical variability caused by random fluctuation and the accuracy of data measurement. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target; the assessment of the tolerance is based on an analysis of historical data. The statistical tolerance for the broken rail measure is assessed as ±13.7% of the target.

Commentary

In 1999 a major programme to reduce the number of broken rails was introduced following the sharp increase in 1998-99. The work included increased and targeted re-railing, revised rail management and inspection standards particularly with respect to rolling contact fatigue, improved welding procedures and competence, more rail grinding, more stone blowing, cold bolt hole expansion and additional re-ballasting. More Wheelchex equipment has also been introduced to measure wheel loads in traffic and so manage out high impact loads resulting from wheel flats and 'out of round' wheels. These actions continue to be effective.

New ultrasonic inspection techniques have also been introduced utilising the Sperry Roller Search Unit. These have been fitted to pedestrian and train based equipment and provide improved detection of transverse and horizontal defects in the rail head through near full rail head coverage.

334 broken rails in 2003-04 represents a 25% reduction on the previous year and 50% below the national regulatory target in the last year of control period 2.

Reporting of M1 – number of broken rails. We remain confident in this reporting. Nationally we report at A2 but some regions have more robust systems (Scotland for example) that imply a tighter accuracy band could probably be accorded. We will be revisiting these grades in the 2005 Annual Return, when suitable disaggregation for control period 3 will have been determined, potentially different from that used in this return (for control period 2), given our restructuring.

Rail defects (M2)

Definition

A defective rail is a rail that has any fault requiring remedial action (repair or replacement) to make it fit for purpose in accordance with RT/CE/S/103 and other Network Rail standards. This measure is reported split between isolated defects (ie welds, switches and crossings, etc) and continuous defects (ie corrosion, corrugations, etc).

2003-04 results

Table 22	Number of isolated rail defects						
Type of defect	2001-02 year end	2002-03 year end	Net data correction	New defects detected	Defects removed	Weld repairs	Defects remaining at year end
Rail ends	1,670	1,196	249	2,381	1,982	486	1,358
Welds	1,873	2,889	-1502	4,677	3,359	322	3,735
Midrail	25,705	26,440	-6,248	23,317	16,569	5,108	21,832
S&C	2,773	4,081	-836	4,151	1,942	1,180	4,274
Unclassified	1,637	338	-87	186	264	91	82
Total number	**33,658**	**34,964**	**-7,072**	**34,712**	**24,116**	**7,187**	**31,301**

Note: The use of the term unclassified in the table has been discontinued, but the small number reported in 2003-04 date from the start of the year before this was enforced.

Table 23	Isolated rail defects by region			
Region	Defects discovered	Defects removed	Defects repaired	Defects remaining at year end
East Anglia	4,545	1,282	387	814
Great Western	5,119	3,740	2,486	6,048
London North Eastern	6,302	5,533	229	3,696
Midland	9,298	6,367	838	9,956
North West	4,230	3,350	479	3,845
Scotland	3,269	1,964	2,455	6,136
Southern	1,949	1,880	313	806
Network total	**34,712**	**24,116**	**7,187**	**31,301**

Table 24	Lengths of continuous rail defects							
	2001-02 year end	2002-03 year end	Net data correction	New RCF defects detected	New other defects detected	Defective rail removed	Defective rail grinding	Defective rail remaining at year end
Total length (yards)	1,781,718	1,731,185	440,314	223,530	245,563	427,164	171,396	2,042,032
Total length (km)	1,629	1,583	403	204	225	391	157	1,867

Table 25 Lengths of continuous rail defects by region (yards)				
Region	Defects discovered	Defects removed	Defects ground	Defects remaining at year end
East Anglia	43,365	58,730	8,073	95,047
Great Western	72,523	91,878	39,490	179,514
London North Eastern	13,981	16,319	1,170	252,838
Midland	115,497	52,759	12,270	212,443
North West	30,505	22,817	3,807	249,194
Scotland	150,470	106,280	85,380	704,457
Southern	42,752	78,381	21,206	348,539
Network total	**469,093**	**427,164**	**171,396**	**2,042,032**

Regulatory target

There is no regulatory target for this measure.

Commentary

Rail defect reporting has not been as robust and consistent across the network as we require. Defect data is sourced from infrastructure maintenance contractors (IMCs) who all store the information on different stand-alone systems (but we will begin to rationalise this as maintenance comes fully in-house over the summer of 2004). There remain logistical problems with defect reporting which result in gaps and inconsistencies with the data presented in the tables above (as represented in the 'net data correction' column). To remedy this situation and improve the quality of reporting the following actions were in progress through the reporting period:

a. An upgrade to our Raildata was completed in 2003. This project has addressed the discrepancies that have existed in the past between the Raildata database fields and the requirements for defect reporting in RT/CE/S/057, Rail Failure Handbook. The revised specification now clarifies the way both isolated and continuous defects are classified and provides a national database that accepts up to date defect codes ensuring that a consistent approach can be adopted.

b. The Raildata upgrade project revised the current specification for both the database fields and the company standard to ensure that they are aligned allowing defects to be entered consistently.

c. The Raildata upgrade also allows, and requires, that new defects discovered and those existing in track are entered on the database, rather than just defects that had been removed as was the case previously.

d. A follow up project looked at improving data quality and ran in parallel with the software and specification changes to ensure that regions and IMCs will be in a position to switch over to the revised system, when required. This project continued to April 2004 and reviewed existing data involving workshops with the IMCs and regions to establish consistent data requirements and methods of inputting the data. The processes of bringing maintenance in-house have supplemented this data quality improvement work, and at the same time offered a unique opportunity to optimise this reporting.

A significant element of our work to manage continuous rail defects in 2003-04 was the procurement and implementation of train based rail grinding as the principal treatment for rolling contact fatigue. The rail grinding is carried out to impose an improved transverse and longitudinal profile on the rail to limit contact stresses and reduce the effect of track irregularities responsible for the initiation and growth of rolling contact fatigue. The use of improved inspection techniques and rail grinding allows rolling contact fatigue to be better managed without the need for wholesale rerailing.

Reporting of M2 - Rail Defects. Overall reporting for these measures at regional level is at B3 (ie defects remaining at year end, the right hand column for Tables 22 through 25). Defects removed and their sub-set (weld repairs), new defects detected, discovered and repaired (isolated defects), and defects discovered and removed (continuous rail lengths) - are all taken straight from IMC databases and confidence graded at B2. Lengths of continuous rail defects treated by grinding has been reported regionally in an inconsistent manner, and can only be graded at C5. We would expect to be able to report on a consistent basis next year (based on maintenance in-house for most of the reporting year) when our target for reporting confidence will be B2.

Track geometry - national standard deviation data (M3)

The purpose of this measure is to record the state of and trend in track geometry. This section summarises national results and the next group's data by speed band.

Track geometry is measured by track recording vehicles that record vertical and horizontal alignment of the rails. The track roughness is expressed as a standard deviation (SD) in millimetres for each unit of length (eighth of a mile). Two filters are used to ensure that design changes in alignment (e.g. gradients and curves) are not measured as deficiencies in geometry. The two filters are of 35m and 70m wavelengths, with the 35m measures encompassing all track and the 70m measures only track with a linespeed of 80mph or more. The 2 alignment and 2 filter measures give 4 parameters. For each of these the percentage of track in the 50%, 90% and 100% standards are reported as shown in the table below.

Results

Table 26 Track geometry (standard deviations)

	35m top (vertical deviation)			35m alignment (horizontal deviation)			70m top (vertical deviation)			70m alignment (horizontal deviation)		
Standards	50%	90%	100%	50%	90%	100%	50%	90%	100%	50%	90%	100%
Target established with the Regulator	64.6%	90.3%	98.3%	70.9%	91.6%	97.4%	62.5%	92.8%	97.8%	64.7%	91.9%	97.3%
Recorded at March 2001	61.3%	89.0%	96.9%	72.4%	92.7%	96.1%	60.7%	92.2%	95.4%	76.1%	95.0%	96.6%
Recorded at March 2002	62.4%	89.4%	97.1%	73.6%	93.1%	96.3%	61.9%	92.5%	95.6%	80.0%	96.0%	97.4%
Recorded at March 2003	61.9%	88.9%	97.0%	74.6%	93.6%	96.7%	62.2%	92.1%	95.2%	80.9%	96.2%	97.5%
Recorded at March 2004	62.4%	89.2%	97.0%	72.7%	92.9%	96.5%	63.6%	92.4%	95.3%	79.5%	95.8%	97.2%

Regulatory targets and tolerance

There are 2 elements to the track geometry targets established with the Regulator:

- to reduce as far as reasonably practicable the amount of track not yet achieving the 100% standard, as quantified by the target percentages stated in the table above
- to ensure that the amount of track meeting the 50% and 90% standards is not less than the amounts which met those standards on 1 April 1994. The target percentages stated in the table above are the levels which should have been recorded by the end of 2001-02 (taking account of the recording lag of up to 12 months)

All infrastructure output measures are subject to statistical variability caused by random fluctuation and the accuracy of data measurement. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target; the assessment of the tolerance is based on an analysis of historical data. The statistical tolerance for an average of the 12 measures was assessed as approximately ± 0.7% on the average measure as established by the Regulator in the 2000 Periodic Review final conclusions. Tolerances for each of the 12 individual regulatory targets set out in the table above have not been assessed; they would be significantly higher.

Commentary

The 50% and 90% alignment parameters remain significantly better than target even though they have fallen slightly during the year. Improvements have been achieved on all the top parameters despite the deterioration, discussed below, which took place during the summer months.

The main factors influencing national standard deviation achievement this year are:

1) Linespeed increases: 432 track km in the course of the year, of which 207 track km, exclusively in Midland region, transferred from the 80-110 to the 115-125 speed range. Higher linespeeds mean more onerous standard deviation thresholds and consequent apparent deterioration in track geometry achievement. The effect of the linespeed increases is to conceal significant track geometry improvements in the Midland region, and their beneficial effect nationally, during the past two years.

2) Weather: The abnormally hot and dry summer caused drying-out and consequent destabilisation of clay embankments, with attendant deterioration in track geometry. Tamping activity was limited by the need to avoid buckling of the thermally stressed rails. The previously improving trends were arrested and reversed as soil conditions deteriorated, followed by a slow recovery starting in periods 8 and 9. The recovery has been much quicker than initially expected, and certainly much quicker than when similar (though less extreme) conditions were last experienced in summer 1995. The summer 2003 deterioration slowed and started to reverse in September-October, and there is a reasonable prospect of recovery to the previous peak within 12 months of that date. By contrast, evidence of recovery from summer 1995 was not apparent until January-February 1996, and the total recovery period was much longer.

Reporting of M3 – Track Geometry, is reported at A2 confidence, which agrees with the reporter's independent assessment at Annual Return 2003 and is within the ORR's target tolerance requirements.

Track geometry – poor track geometry (M3)

The purpose of this measure is to record the state and trends of the track by monitoring trends in 'poor' track geometry. This measure indicates the percentage of very poor and super red track as defined in the speed band data section.

Results

Table 27 Poor track geometry		
Region	2002-03	2003-04
East Anglia	5.50%	6.16%
Great Western	3.50%	3.41%
London North Eastern	3.00%	3.25%
Midland	3.73%	4.02%
North West	4.56%	4.01%
Scotland	2.86%	2.61%
Southern	4.55%	4.77%
Network total	**3.80%**	**3.85%**

* Recording for Eastern region in 2002-03 was 3.69%

Regulatory target

There is no regulatory target for this measure.

Commentary

As poor track geometry is based on the 100% parameters and super reds, it is slower to recover from deterioration than other parameters; nevertheless nationally there has been no significant deterioration in the year. A transfer of high-quality WCML track from Midland to North West region during year ended 31 March 2003 slightly distorts the 2002-03 relativity between the regions' poor track geometry figures, favouring North West region.

A disproportionate amount of poor track is in S&C, which is the most difficult track to maintain, consequently an accelerated programme of S&C maintenance and renewals is being implemented over the next five years.

Reporting of M3 – Track Geometry (poor track geometry) is reported at A2 confidence, which is in line with the reporter's view of track geometry measurement at Annual Return 2003 (though poor track geometry per se was not reported last year) and is within the ORR's target tolerance requirements.

Track geometry – speed band data (M3)

This measure demonstrates the distribution of Standard Deviation (SD) values for the national network broken down into speed bands for both top and alignment, 35m (linespeed ranges 15-40, 45-70, 75-110 and 115-125mph) and 70m (linespeed ranges 80-110 and 115-125mph, ie not reported below 80mph) filters.

The proportion of high alignment SDs (9mm and above) is significantly exaggerated by false recording in the 15-40 mph speedband. This arises because of the presence of check-rails (features of S&C and tight curves) and other obstructions such as high ballast which distort signals employed by the laser detection system. Also, the majority of alignment super-reds are false due to limitations in the historic systems.

Terminology

Company Standard RT/CE/S104 defines SD thresholds for each parameter to be achieved by 50%, 90% and 100% of track. Track achieving the 50% standard is termed good, 50-90% standard is termed as satisfactory, 90-100% is termed poor. Track with SDs above the 100% standard is termed very poor.

A still higher (so-called "maximum") threshold is defined for 35m top and alignment, track which exceeds this is termed "super red". Immediate action is mandated for track identified as super red and it remains on record as such until its repair is demonstrated by re-measurement. For reasons given above, a significant proportion of alignment super reds in low-speed track are falsely reported.

For each of the four parameters an overall SD is defined as the SD of all deviations from design for the whole of the track under consideration. Values of overall SD for each parameter and linespeed range are displayed in the table below to supplement the graphs where, as is often the case, the difference between pairs of SD distribution curves (showing current compared to previous year) is barely discernible.

Year-on-year differences of less than 0.03 in SD cannot be regarded as significant, as these are within the level of accuracy of the measurement data.

Table 28	National track geometry summary					
Track recording parameter	Linespeed range (mph)	Overall SD at 31-03-01	Overall SD at 31-03-02	Overall SD at 31-03-03	Overall SD at 31-03-04	Total track km in this linespeed range
35m top	15-125	3.058	3.031	3.036	3.023	29,599.1
	15-40	4.286	4.216	4.243	4.276	3,771.6
	45-70	3.340	3.309	3.340	3.338	11,898.2
	75-110	2.542	2.513	2.517	2.497	12,345.6
	115-125	1.830	1.799	1.819	1.808	1,583.7
35m line	15-125	2.058	2.033	1.965	1.981	29,599.1
	15-40	4.274	4.331	4.089	4.082	3,771.6
	45-70	2.065	2.061	2.009	2.042	11,898.2
	75-110	1.284	1.229	1.224	1.267	12,345.6
	115-125	0.925	0.837	0.832	0.895	1,583.7
70m top	80-125	3.287	3.261	3.263	3.208	10,380.6
	80-110	3.386	3.363	3.368	3.325	8,796.9
	115-125	2.493	2.424	2.482	2.489	1,583.7
70m line	80-125	2.383	2.234	2.191	2.226	10,380.6
	80-110	2.477	2.326	2.284	2.326	8,796.9
	115-125	1.594	1.478	1.476	1.609	1,583.7

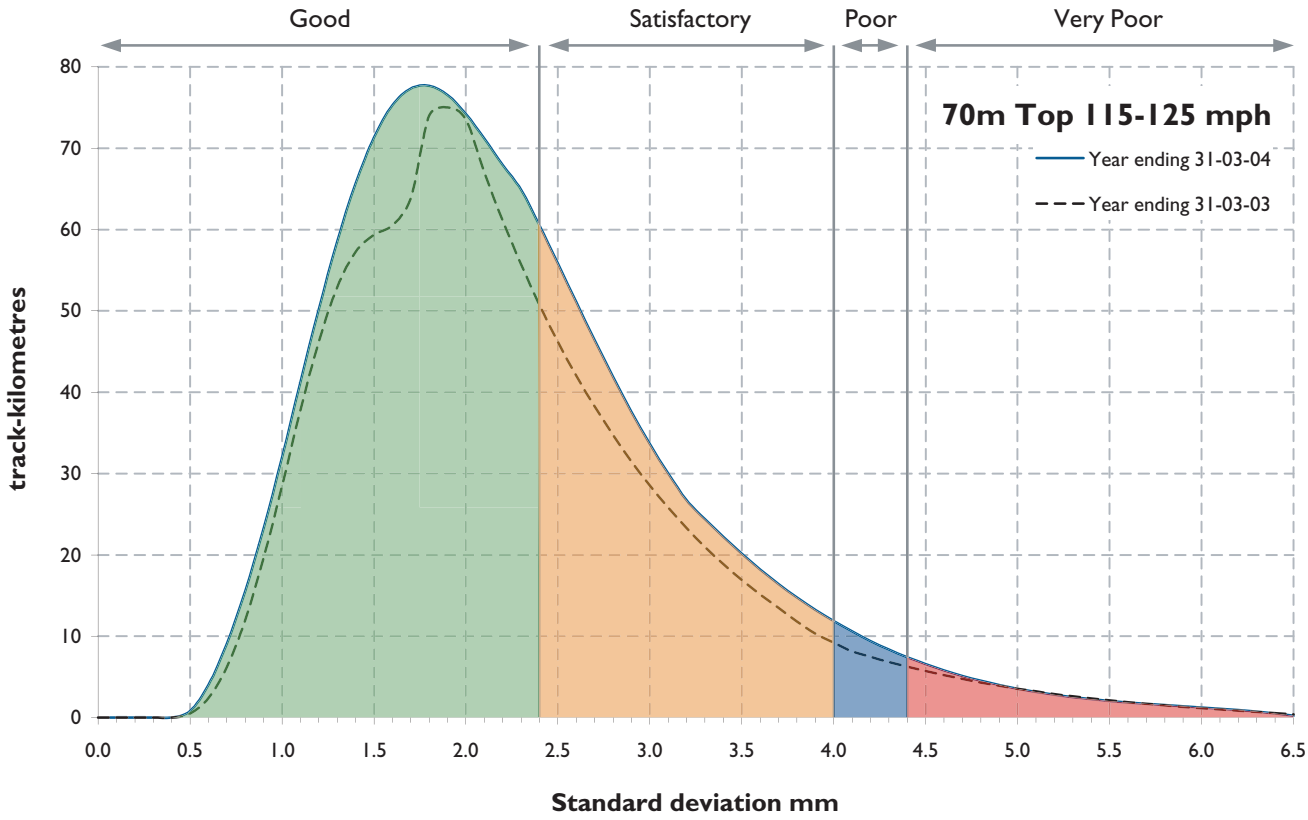
Commentary

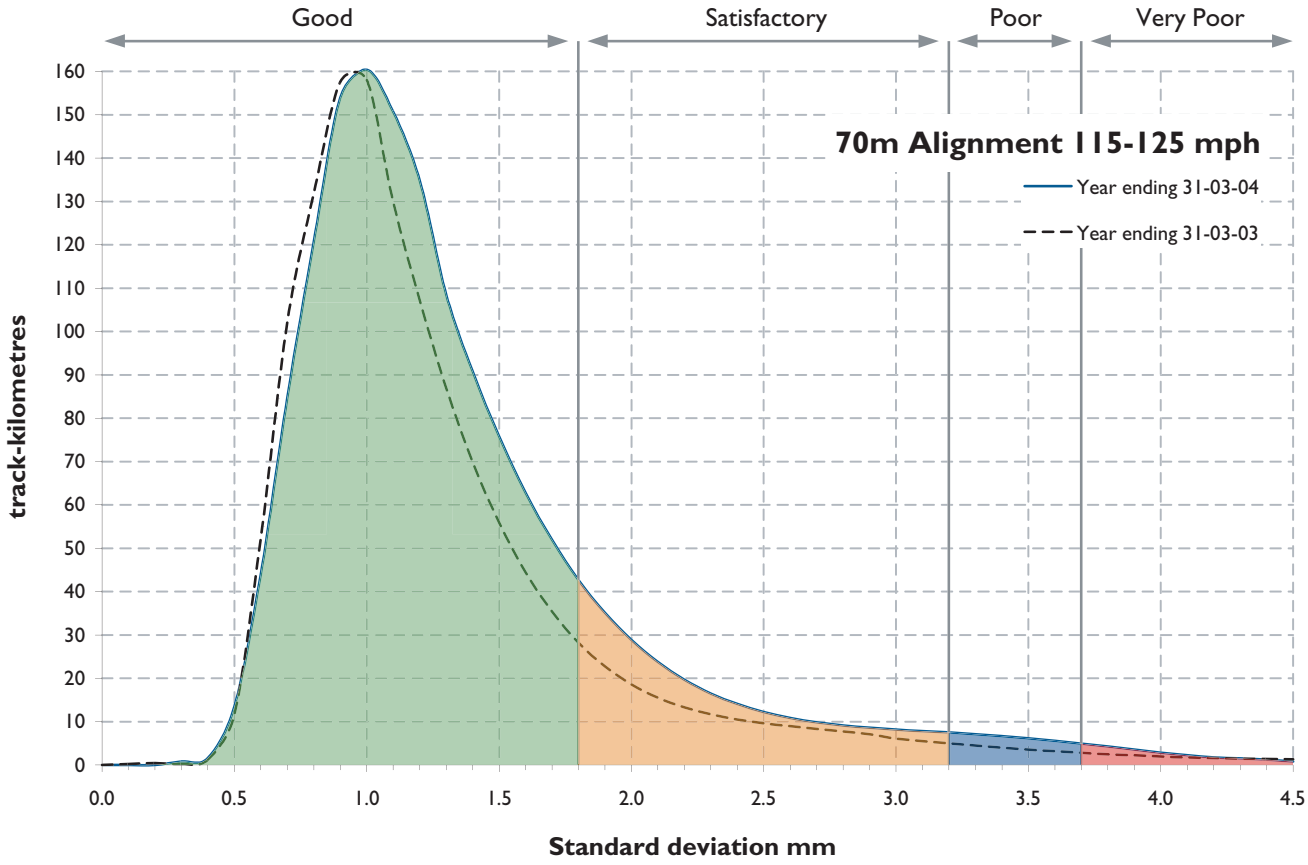
Total reportable kilometres reduced by 363km compared to last year. This results from clearing redundant records from the database (ongoing), rather than from any reduction in actual measurable track.

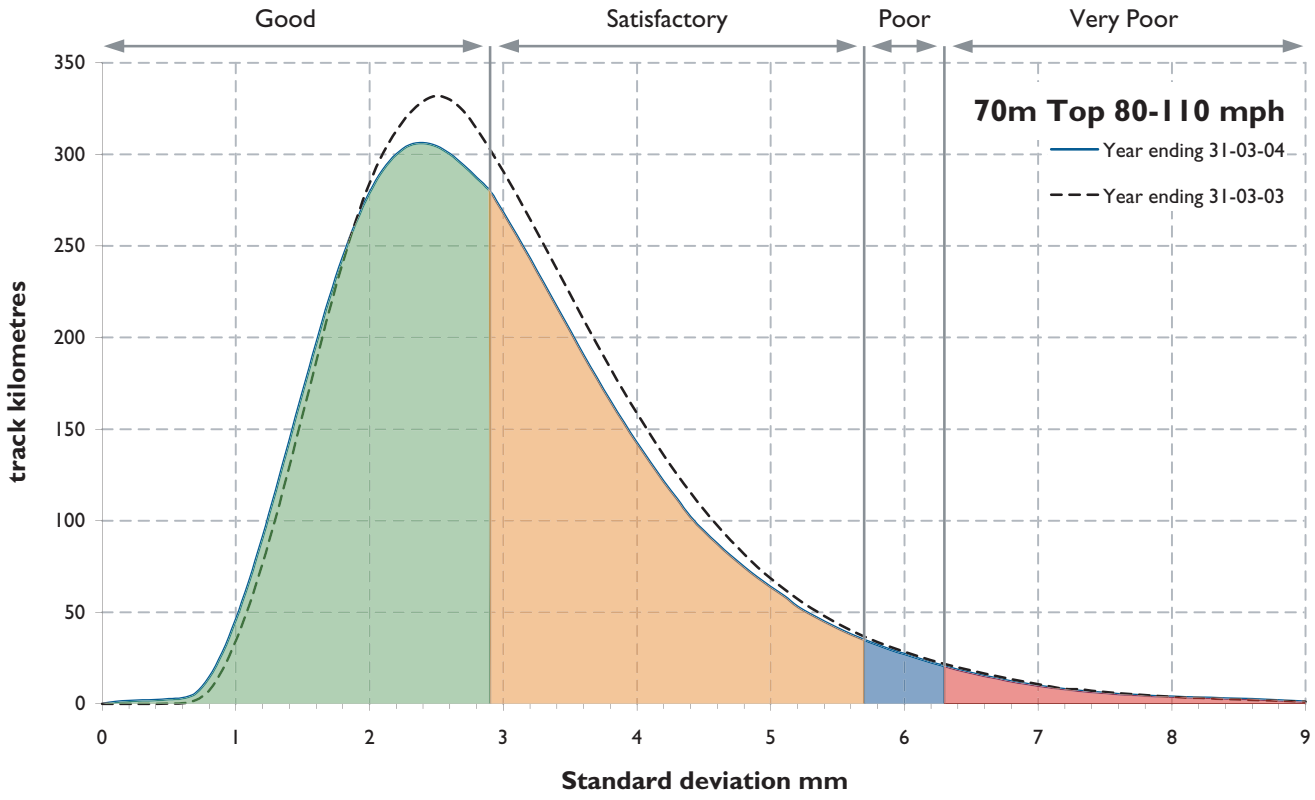
The abnormally hot and dry summer seriously handicapped improvement in SD levels. In spite of this, for top measures there has been an improvement (reduction) in SD level in the higher speed ranges. The improvement in top has been achieved at the cost of an increase in alignment SD levels across all speed ranges, where SD alignment percentages are significantly above specification and target.

Despite the 363km of track length correction mentioned above, the amount of track included in the top linespeed range is significantly higher than in the previous year, a result of the linespeed increases made during the year which resulted in a net transfer of more than 200km from the 80-110mph to the 115-125 mph speed range.

Reporting of M3 – Track Geometry (speed band data), is reported at A2 confidence, which agrees with the reporter's independent assessment at Annual Return 2003 and is within the ORR's target tolerance requirements.


Good
Satisfactory
Poor
Very Poor
70m Top 115-125 mph
Year ending 31-03-04
Year ending 31-03-03
track-kilometres
Standard deviation mm


Good
Satisfactory
Poor
Very Poor
70m Alignment 115-125 mph
Year ending 31-03-04
Year ending 31-03-03
track-kilometres
Standard deviation mm


Good
Satisfactory
Poor
Very Poor
70m Top 80-110 mph
Year ending 31-03-04
Year ending 31-03-03
track kilometres
Standard deviation mm
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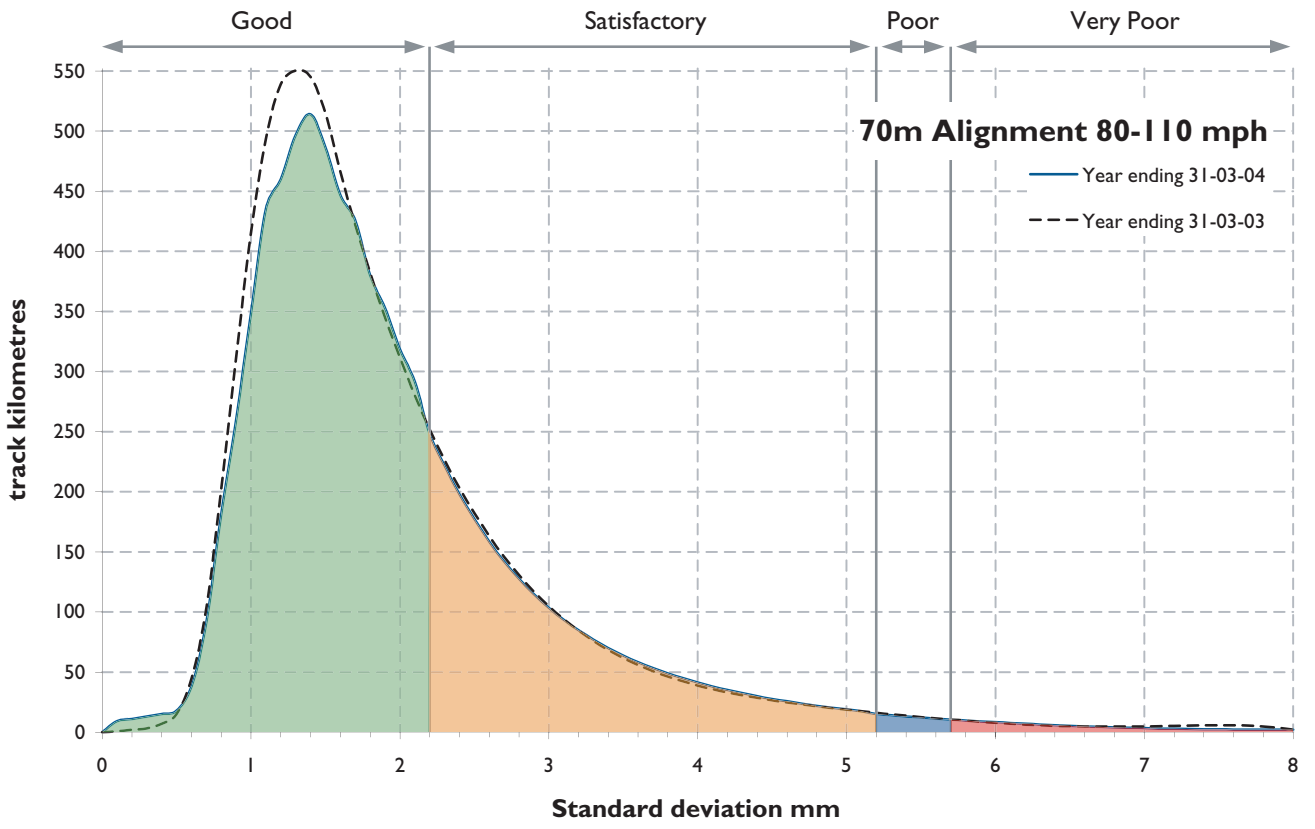
100
150
200
250
300
350
0
1
2
3
4
5
6
7
8
9


Good
Satisfactory
Poor
Very Poor
70m Alignment 80-110 mph
Year ending 31-03-04
Year ending 31-03-03
track kilometres
Standard deviation mm
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550
0
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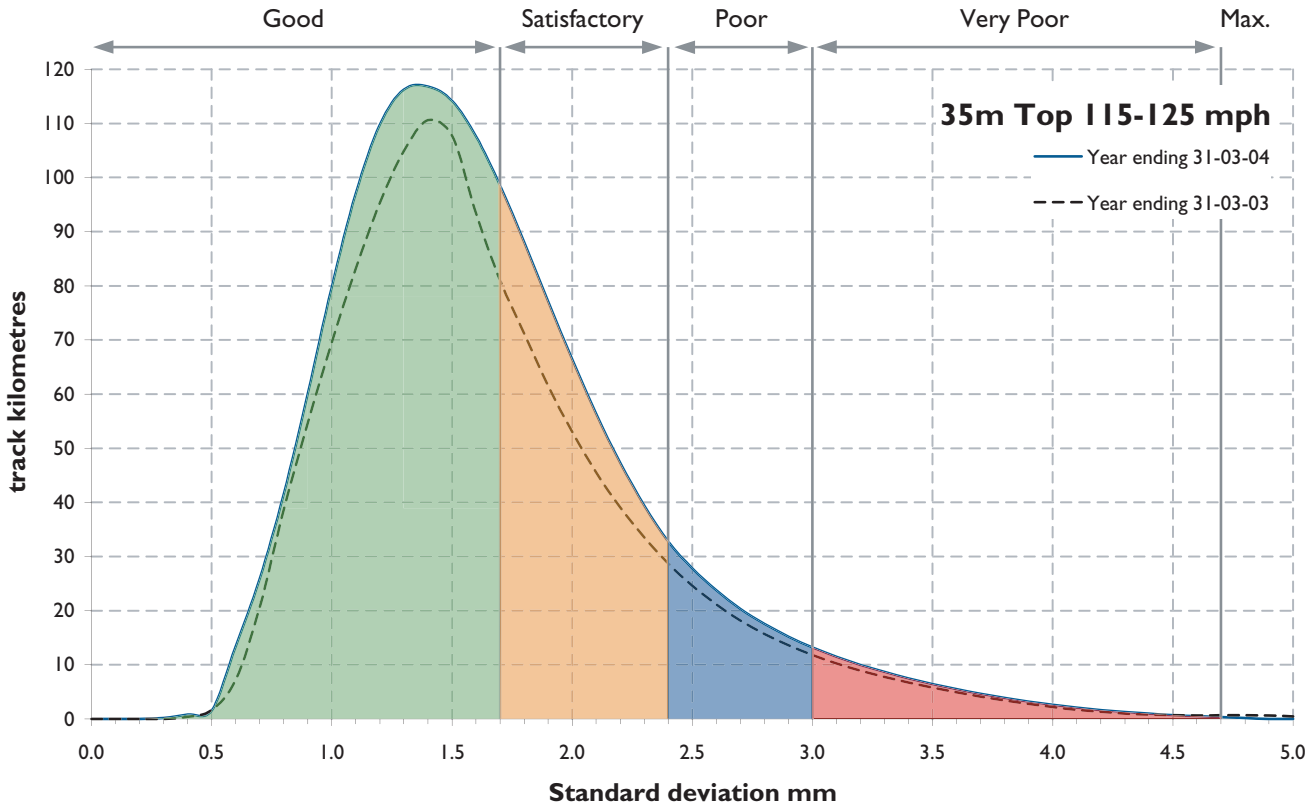
2
3
4
5
6
7
8


Good
Satisfactory
Poor
Very Poor
Max.
35m Top 115-125 mph
Year ending 31-03-04
Year ending 31-03-03
track kilometres
Standard deviation mm
0
10
20
30
40
50
60
70
80
90
100
110
120
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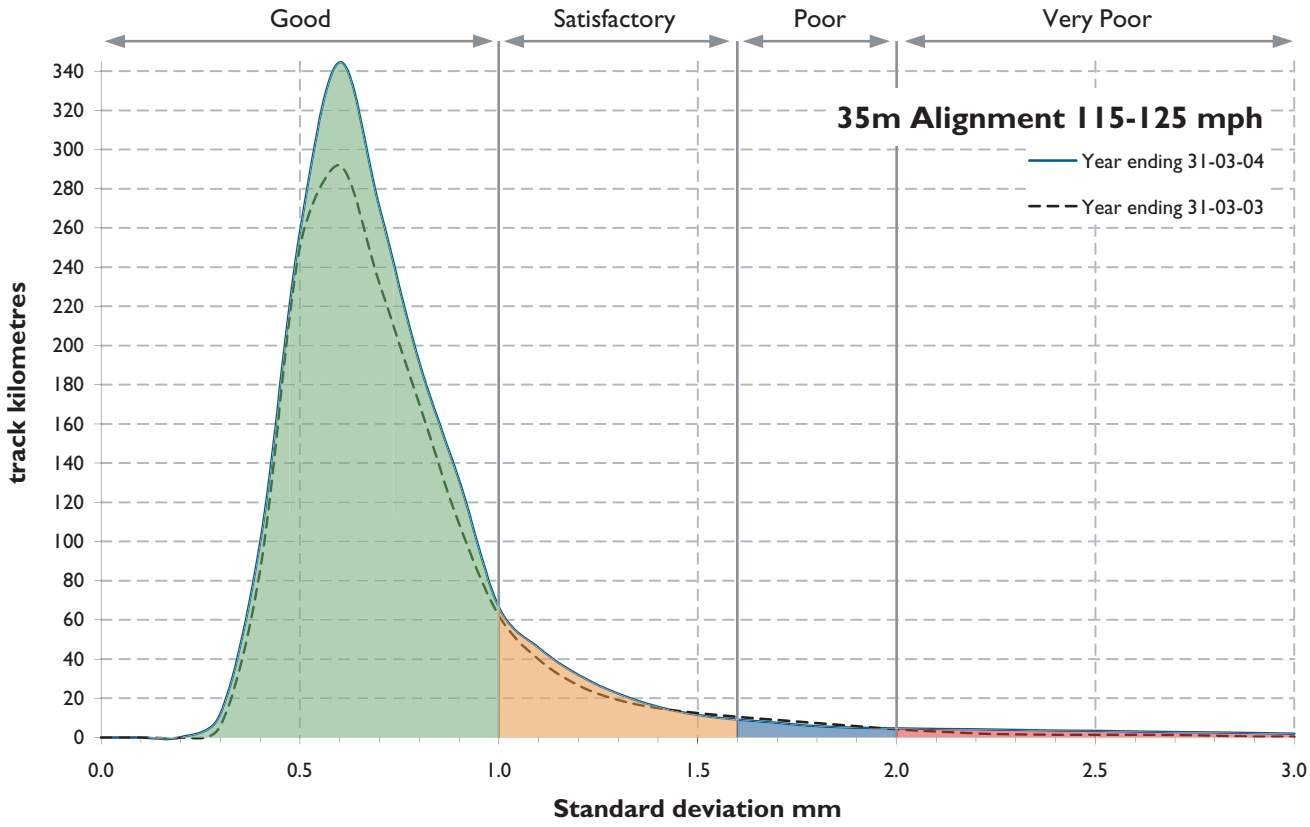
4.5
5.0


Good
Satisfactory
Poor
Very Poor
35m Alignment 115-125 mph
Year ending 31-03-04
Year ending 31-03-03
track kilometres
Standard deviation mm
0
20
40
60
80
100
120
140
160
180
200
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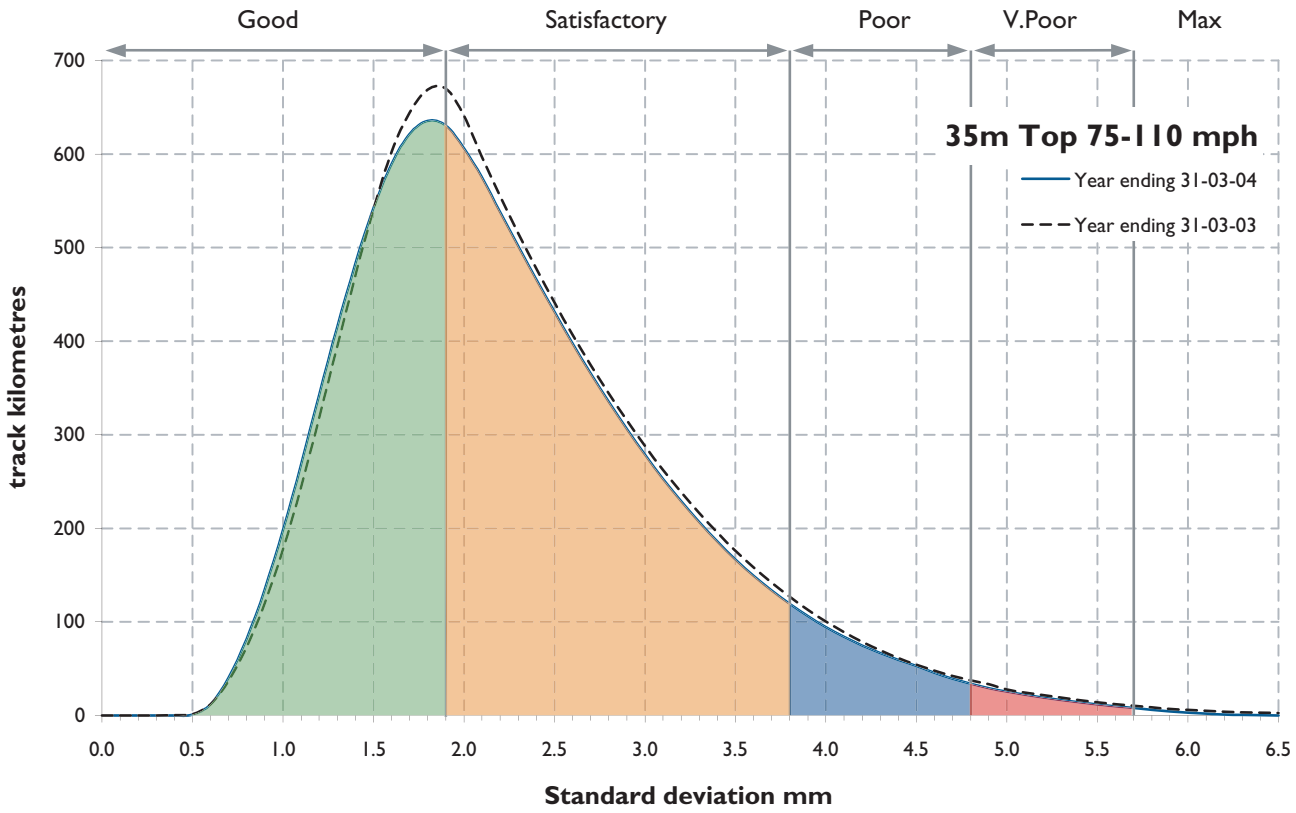
Good
Satisfactory
Poor
V.Poor
Max
35m Top 75-110 mph
Year ending 31-03-04
Year ending 31-03-03
track kilometres
Standard deviation mm
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100
200
300
400
500
600
700
0.0
0.5
1.0
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3.5
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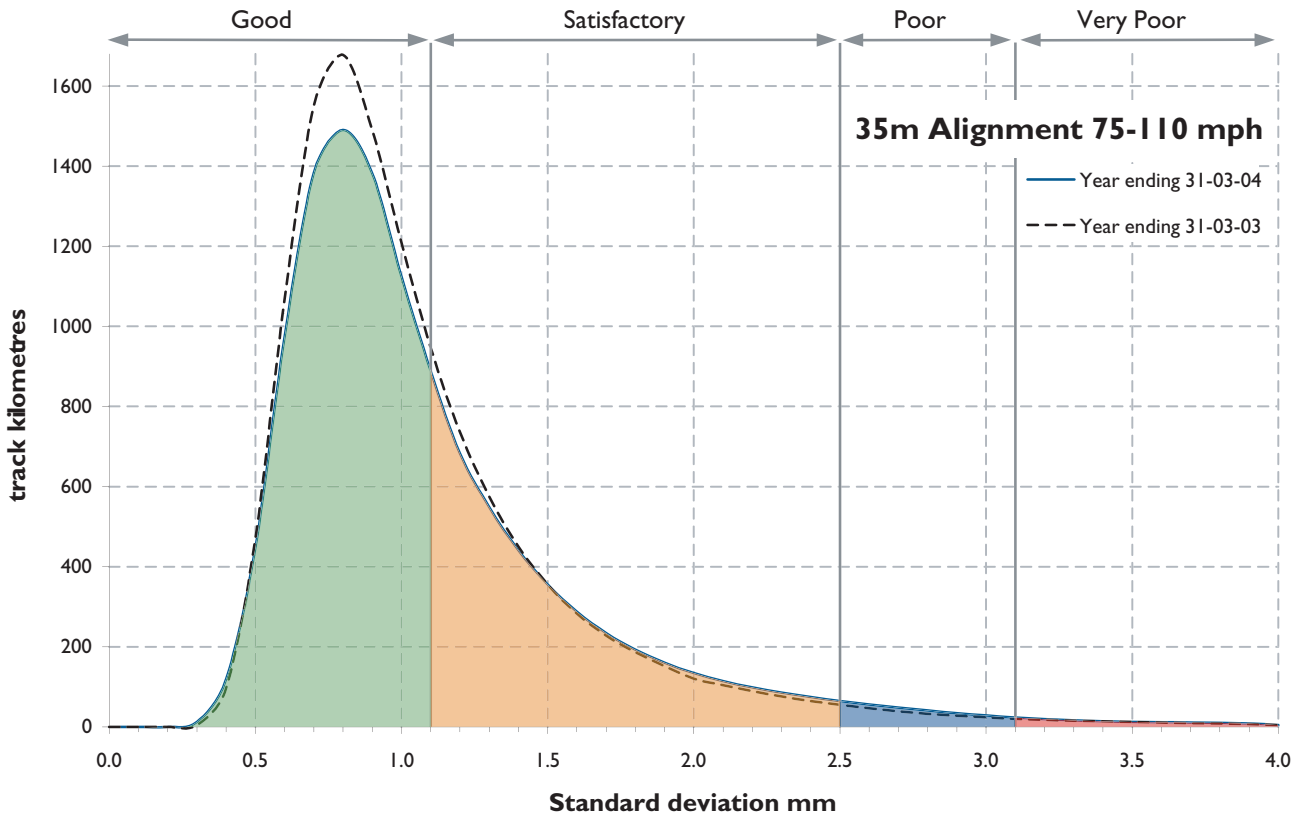
5.5
6.0
6.5


Good
Satisfactory
Poor
Very Poor
35m Alignment 75-110 mph
Year ending 31-03-04
Year ending 31-03-03
track kilometres
Standard deviation mm
0
200
400
600
800
1000
1200
1400
1600
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0.5
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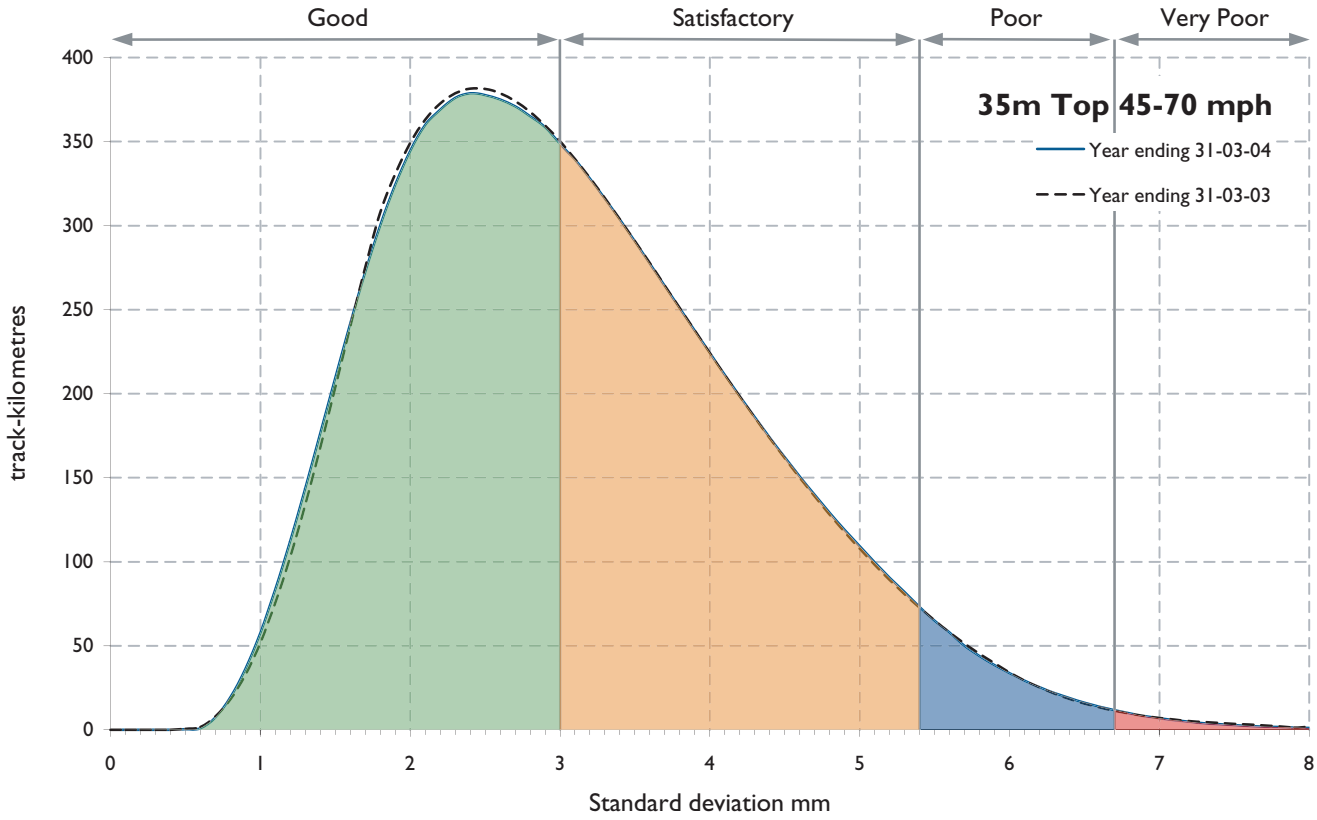
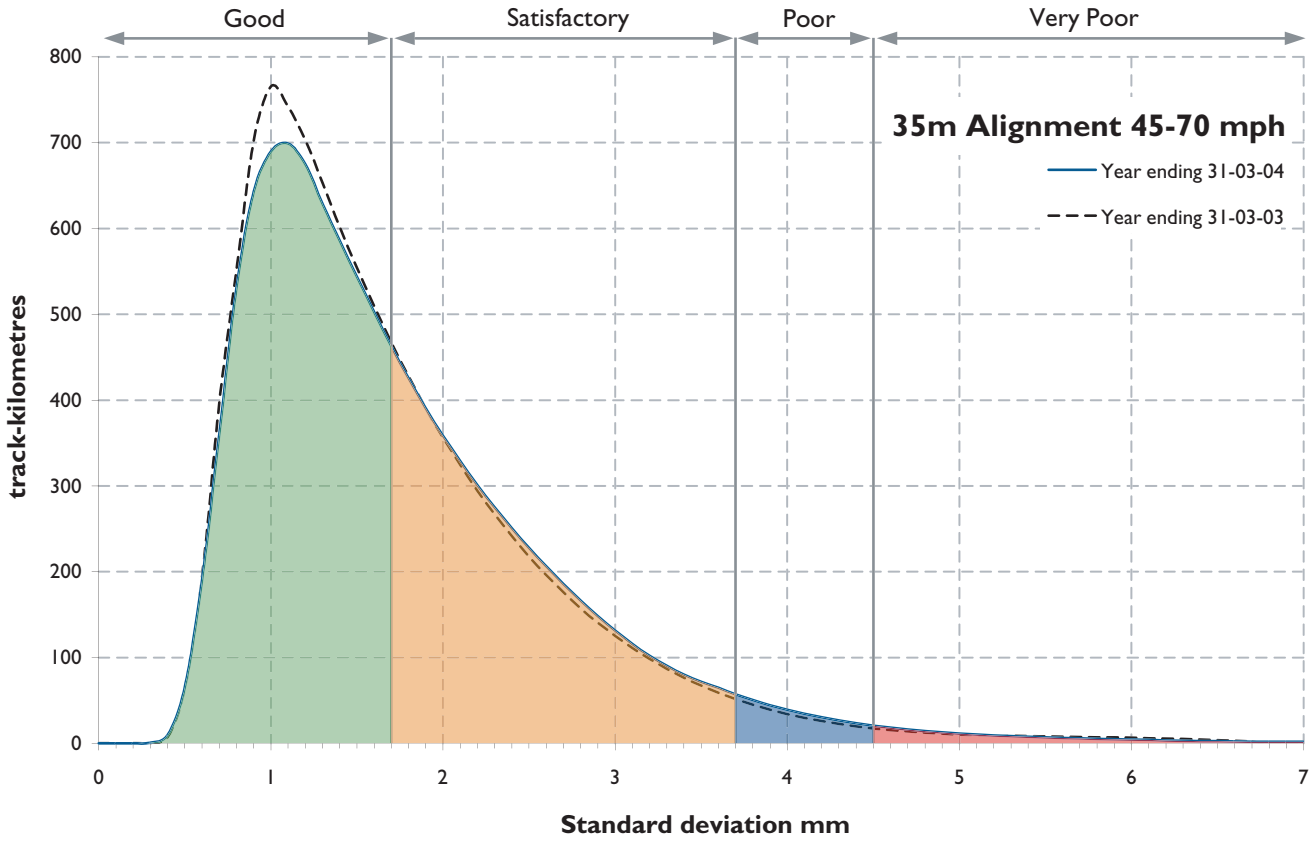
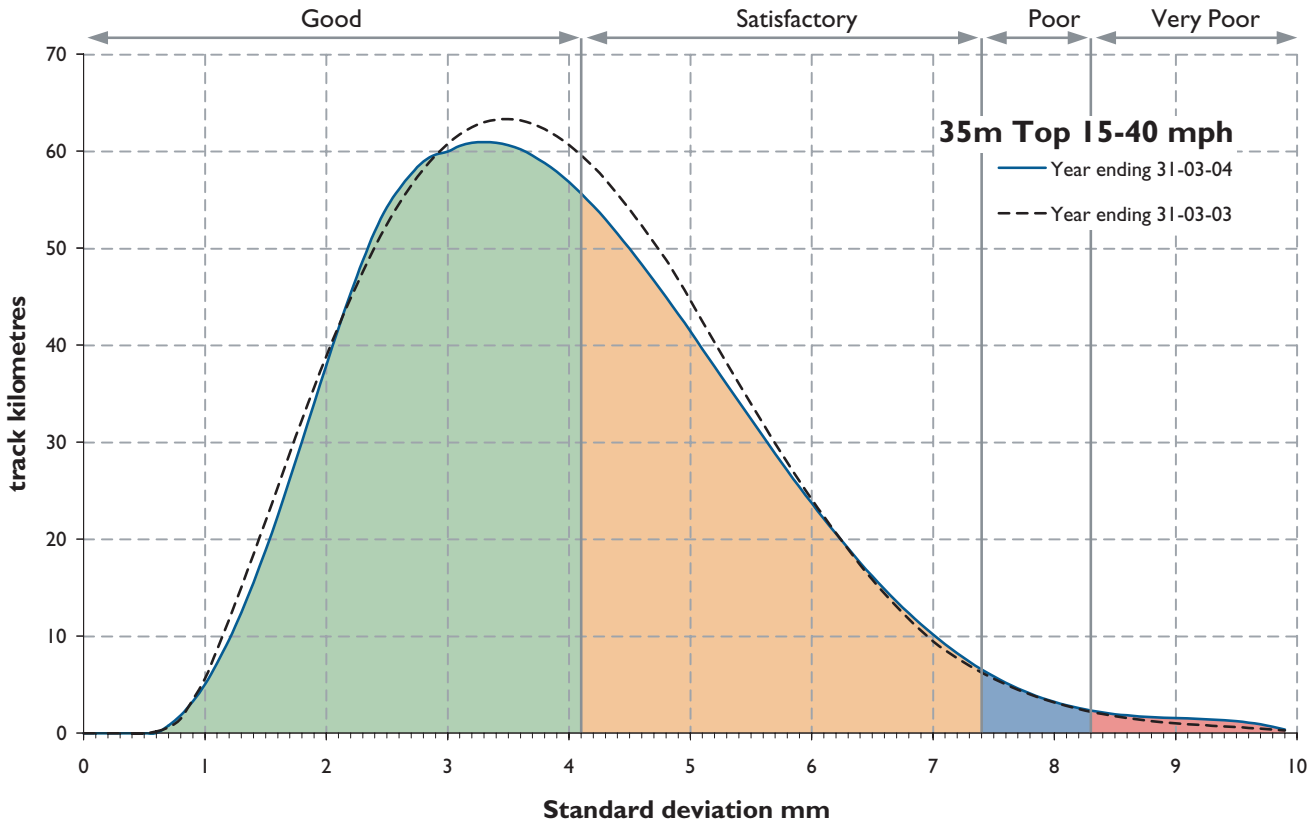
2.0
2.5
3.0
3.5
4.0


Good
Satisfactory
Poor
Very Poor
35m Top 45-70 mph
Year ending 31-03-04
Year ending 31-03-03
track-kilometres
Standard deviation mm


Good
Satisfactory
Poor
Very Poor
35m Alignment 45-70 mph
Year ending 31-03-04
Year ending 31-03-03
track-kilometres
Standard deviation mm


Good
Satisfactory
Poor
Very Poor
35m Top 15-40 mph
Year ending 31-03-04
Year ending 31-03-03
track kilometres
Standard deviation mm
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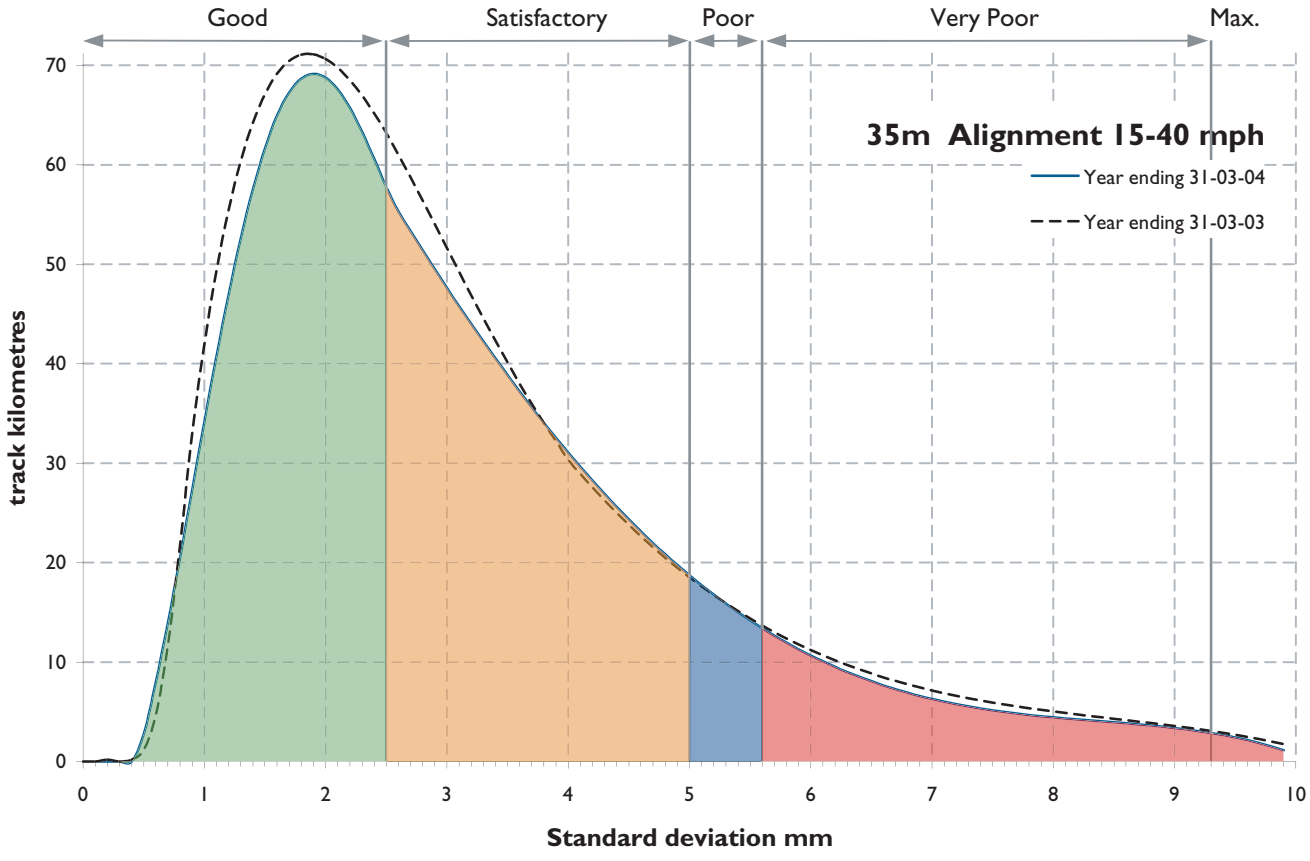
10
20
30
40
50
60
70
0
1
2
3
4
5
6
7
8
9
10


Good
Satisfactory
Poor
Very Poor
Max.
35m Alignment 15-40 mph
Year ending 31-03-04
Year ending 31-03-03
track kilometres
Standard deviation mm
0
10
20
30
40
50
60
70
0
1
2
3
4
5
6
7
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10

Track geometry – level 2 exceedences (M5)

Level 2 exceedences are individual geometry faults exceeding intervention criteria steps in Network Rails Company Standards. The level 2 parameters are top, alignment, gauge and 3 metre twist. Data for this measure is reported as the number of level 2 exceedences per track mile. Level 2 exceedences require remedial work within defined timescales specified in Network Rail Company Standards.

Results

Table 29 Level 2 exceedences per track mile

Region	2000-01	2001-02	2002-03	2003-04
East Anglia	1.863	1.504	1.614	1.771
Great Western	1.738	1.345	1.111	1.056
London North Eastern	1.660	1.225	1.058	0.985
Midland	1.745	1.263	1.119	1.219
North Western	2.480	1.770	1.565	1.357
Scotland	1.446	0.948	0.833	0.720
Southern	1.901	1.501	1.159	1.045
Network total	**1.820**	**1.351**	**1.179**	**1.113**

Regulatory target and tolerance

The regulatory target is for no deterioration from the network total reported for 2000-01 (1.820 per track mile).

All infrastructure output measures are subject to statistical variability caused by random fluctuation and the accuracy of data measurement. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target; the assessment of the tolerance is based on an analysis of historical data. The statistical tolerance for the level 2 exceedence measure is assessed as ±7% of the target.

Commentary

There has been a further reduction in track geometry faults (level 2 exceedences) across the network this year and the figure is well within the regulatory target.

There was a transfer of WCML infrastructure between Midland and North West regions before 31 March 2003 which distorts the figures slightly.

A significant factor in the East Anglia deterioration during the past two years is the North London Line, for which a recovery plan has been developed and is in implementation.

Track geometry – level 2 exceedences is reported at A2 confidence, which agrees with the reporter's independent assessment at the time of the 2003 Annual Return.

Condition of asset temporary speed restriction sites (M4)

This measure provides an assessment of the quality of stewardship of track, structures and earthworks by identifying the number of sites where track geometry or asset condition has fallen sufficiently below that required for the route speed and traffic type to require the imposition of a temporary speed restriction (TSR) or an emergency speed restriction (ESR). It is a cumulative measure indicating the annual number of sites where an ESR or TSR has been imposed for a duration of 4 weeks or more due to a degradation in the condition of the asset (track, structure or earthworks). As an additional indicator of stewardship, a severity score is calculated to measure the degree and the duration of the deterioration. The severity score is calculated using the formula below.

Formula for severity score

The total severity score reported is the sum of the individual severity scores for all of the speed restriction sites in force during the year which are within the scope of the measure. The severity score for an individual speed restriction site is calculated using the following formula:

Severity score $= LT(1 - F)$

where: L is the length of the speed resrtriction site measured to 3 decimal points (miles)

T is the duration of the speed restriction in weeks, measured by the day (e.g. 2 days are 2/7 = 0.286 weeks). For the purpose of calculating the annual severity score only days that the site is active during the reporting year are included in the duration. (i.e. days in prior years are not included in the severity calculation, although days in prior years are included for the purpose of determining if the site has been active for 4 weeks or more).

F is the fraction of the imposed (restricted) speed divided by the linespeed

$$\text{i.e. } F = \frac{\text{Imposed speed}}{\text{Linespeed}}$$

Where there are differential speeds for different traffic types (e.g. different freight and passenger speeds):

$$F = \left(\frac{\text{lowest imposed speed}}{\text{lowest line speed}} + \frac{\text{highest imposed speed}}{\text{highest line speed}} \right) / 2$$

If the imposed speed or linespeed varies along the length of the speed restriction site, then the severity is calculated separately for each distance, and summed to give the total severity for that speed restriction.

If the length, speed or linespeed changes during the life of the speed restriction, then the severity is calculated separately for each time interval, and summed to give the total severity for that speed restriction.

The annual number of sites and the severity score is reported, by region, individually for track, structures and earthworks. The reporting year begins on 1 April and ends on 31 March.

Results

Table 30 Track TSRs				
Region	2002-03 TSR Sites	2002-03 Severity score	2003-04 TSR Sites	2003-04 Severity score
East Anglia	125	370	119	298
Great Western	165	791	157	764
London North Eastern	245	1,275	264	1,291
Midland	284	2,152	221	2,547
North West	147	684	160	433
Scotland	135	383	74	232
Southern	54	99	66	147
Network total	**1,155**	**5,754**	**1,061**	**5,712**

Table 31 Structures TSRs				
Region	2002-03 TSR Sites	2002-03 Severity score	2003-04 TSR Sites	2003-04 Severity score
East Anglia	4	5	5	2
Great Western	9	13	11	17
London North Eastern	11	42	11	21
Midland	18	12	8	5
North West	3	3	2	1
Scotland	10	16	7	2
Southern	3	2	9	6
Network total	**58**	**93**	**53**	**54**

Table 32 Earthworks TSRs				
Region	2002-03 TSR Sites	2002-03 Severity score	2003-04 TSR Sites	2003-04 Severity score
East Anglia	4	6	5	38
Great Western	19	64	31	127
London North Eastern	21	74	21	82
Midland	24	145	16	30
North West	3	2	0	0
Scotland	14	29	1	7
Southern	10	2	11	39
Network total	**95**	**322**	**85**	**323**

Regulatory target

For 2003-04 the Regulator did not set a target for this measure to ensure that there is no disincentive to applying a speed restriction when it is judged to be necessary on safety grounds.

Commentary

The definition for the measure has been revised during the year and, as a result, the method of calculation and the formulae applied have changed. To allow year-on-year comparison, the results for 2002-03 have been recalculated from the base data. The results for 2001-02 have not been recalculated, as some base data is not available.

Overall, the number of condition of asset TSR sites has fallen in each of the last 2 years. This follows the general trend of reducing the number of speed restrictions which are active on the network at any given time. However, severity scores have not fallen by the same amount, reflecting that priorities are to address those speed restrictions giving rise to significant train delay. Some TSR sites not causing significant train delay are active for long periods of time, and cover long distances, giving rise to high severity score. Examples of this are the Bedford to Bletchley track and the freight tracks at Coalville, both in Midlands region. At Coalville, a 15 mile TSR has been imposed following a change of use to the line allowing additional traffic of empty Virgin Voyager trains taking this route to the servicing depot at Central Rivers. These trains run over this track at night, allowing engineering work to take place on the main line. No train delay is incurred but the severity score in 2003-04 is 818. Whilst the overall national numbers and severity scores have reduced, there are differences by region. Most notable of these are the condition of earthworks sites. In southern England (Southern, East Anglia and Great Western) embankments suffered a lot of shrinkage during the very dry summer, increasing count and severity scores. Conversely, Scotland benefited from the dry winter, giving less bank slippage due to wash-outs. Condition of track TSR sites in Southern region were also adversely affected by ground shrinkage on the clay soils.

The nature of the measure, and the complexity of the data used to compile the figures, mean that it is unlikely that we will attain a confidence grade of better than A2. It is considered that many regions currently meet confidence grade B2, but the 2 regions with the highest numbers of condition of asset TSR sites (London North East and Midlands) have had specific concerns this year with changes to process and personnel. We consider that the confidence grade for these 2 regions is B3, and as these form a high proportion of the national records, they have a significant influence on the overall confidence. Whilst the values reported at the national level are likely to be within 5%, we cannot state this as a certainty and therefore declare this data to have a confidence grade of B3.

Earthwork failures and derailments (M6)

This measure reports the annual number of embankment or cutting sites which have become unstable and failed and separately identifies the number of failures causing a passenger or freight train derailment on running lines. Incidents caused indirectly due to drainage failure are also included.

Results

Table 33	Slope failures
Region	2003-04
East Anglia	7
Great Western	21
London North Eastern	3
Midland	3
North Western	5
Scotland	7
Southern	1
Network total	47

Table 34	Slope failures causing derailments		
Region	2001-02	2002-03	2003-04
East Anglia	0	0	0
Great Western	0	0	0
London North Eastern	0	0	0
Midland	0	0	1
North Western	0	0	0
Scotland	1	0	0
Southern	0	1	0
Network total	1	1	1

Commentary

The number of train delays caused by earthwork incidents are recorded and reported nationally from National Control Log data. The number of train delays caused by earthwork incidents are recorded for all earthwork incidents causing delay. The term earthwork for this reporting measure includes embankments, cuttings, rock cuttings and natural slopes. This is a new measure for 2003-04.

There was only one slope failure causing a derailment in 2003-04. A passenger train derailment occurred on 17 January 2004 at Willersley, near Matlock Bath on Midland region. The train struck rock fall from a rock cutting on the approach to Willersley Tunnel resulting in a derailment.

Whilst we are confident about this reporting, and have a suitable reporting system in place, the numbers are small and earthwork failures are new this year so we accord a confidence grade of AX for this measure.

Bridge condition (M8)

The bridge condition grade is a measure from 1 to 5, with 1 representing good condition and 5 poor condition. Each bridge is graded from a structures condition marking index (SCMI) value determined using the scoring tool set out in the SCMI handbook. The SCMI process is a marking methodology that grades the condition of each bridge on a 1-100 scale and involves defining the elements of the bridge and determines the extent and severity of any defect in each of the elements. The bridge scores are collated into 5 bands: (1) 100-80, (2) 79-60, (3) 59-40, (4) 39-20 and (5) 19-1

Results

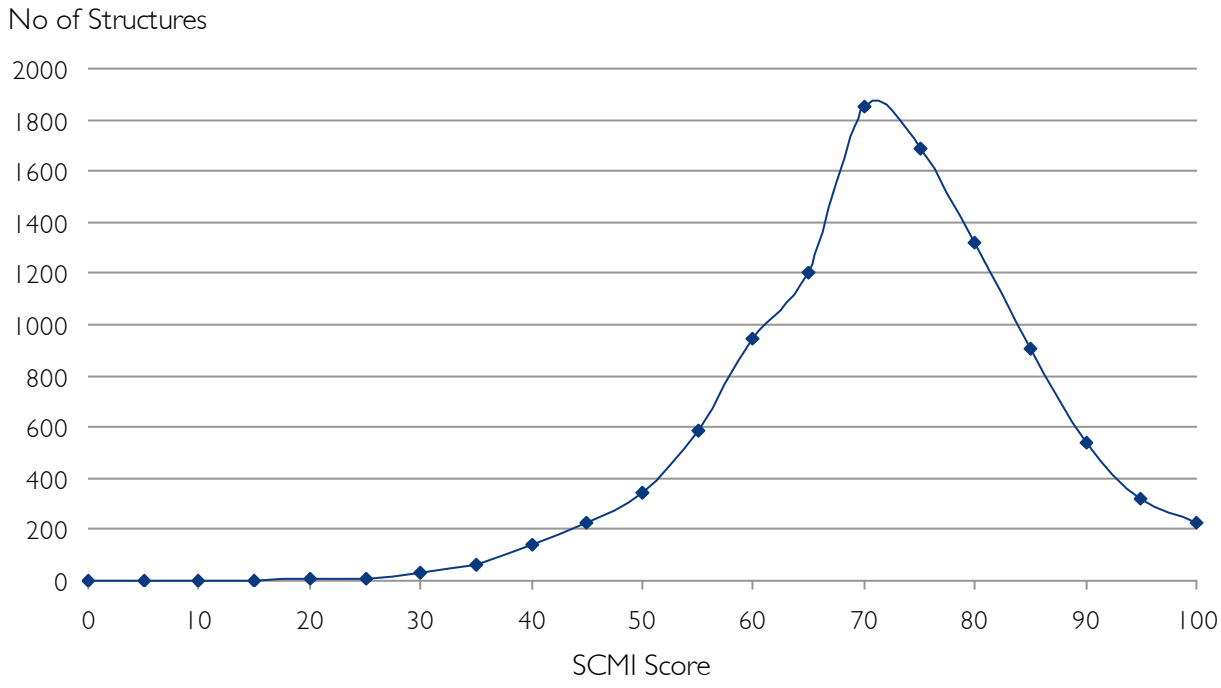
The reported measure consists of the number of bridges examined and scored that fall into each of the 5 condition grades.

Table 35 Bridge condition index

Bridge condition grade	Equivalent SCMI value	2000-01 No. of bridges	2001-02 No. of bridges	2002-03 No. of bridges	Previous year adjust-ments	2003-04 No. of bridges	2000-04 4-year total No. of bridges
1	80-100	141	340	1,015	+26	733	2,255
2	60-79	648	815	2,484	-6	2,067	6,008
3	40-59	210	249	692	-20	789	1,920
4	20-39	16	16	61	-2	126	217
5	1-19	0	1	3	0	3	7
Total no examined		1,015	1,421	4,255	-2	3,718	10,407
Average condition grade		2.1	2.0	2.0		2.1	2.0

Figure 4, below, gives a graphical representation of the distribution of the 10,407 bridge scores over the whole SCMI range.

Figure 4 SCMI score distribution – 10,407 structures



Regulatory target and tolerance

The regulatory target is for no deterioration from a baseline average condition grade which will be established once a sufficient sample is achieved.

All asset condition measures are subject to statistical variability caused by the accuracy of condition assessment (there is inevitably some subjectivity involved in condition surveys), and because not every asset is assessed each year. The tolerance for the bridge condition index is assessed as ± 0.1 on the target.

Commentary

Data reported for 2003-04 includes a sample of 3,718 under and over bridges that have completed the process of examination, checking and scoring on the structures condition monitoring index (SCMI) tool. Small adjustments have been made subsequent to the 2002-03 return to Scotland data due to errors in the reporting spreadsheet and to Great Western and North West data due to duplicated entries.

A sample audit of 215 of the bridges marked by structures examination contract (SEC) employees was undertaken by the same team of experienced bridge engineers used last year to ensure consistency and validate the results in all regions. Some 44% of the audited scores were within the variability expected from the system. This has been identified as needing improvement although this represents a significant improvement over the 36% for the previous year.

The SCMI tool has been in place now for a number of years, which gives us confidence in our reporting. Nationally we consider a confidence grade of B3 is appropriate.

Signalling failures (M9)

This measure reports the total number of signalling failures causing a cumulative total train delay of more than 10 minutes per incident, and only includes failures on Network Rail owned infrastructure.

Results

Table 36	Number of signalling failures							
Region	2000-01 No.	No. per million train km	2001-02 No.	No. per million train km	2002-03[1] No.	No. per million train km	2003-04 No.	No. per million train km
East Anglia	2,005	-	2,243	49	2,544	62	2,385	56
Great Western	3,205	-	3,776	58	3,838	64	3,847	56
London North Eastern	4,087	-	4,640	61	5,428	78	4,669	57
Midland	5,431	-	5,428	72	5,288	66	5,384	68
North West	2,822	-	3,426	68	3,428	67	3,609	66
Scotland	2,578	-	3,025	71	2,988	69	2,948	63
Southern	4,978	-	5,367	51	5,499	53	5,256	50
Network total	**25,106**	**56**	**27,905**	**61**	**29,013**	**65**	**28,098**	**59**

1. 2002-03 figures have been adjusted to reflect finalised year end figures and the transfer of assets from Midland to North West region.

Regulatory target and tolerance

The regulatory target is for no deterioration from the network total reported for 2000-01 (25,106).

All infrastructure output measures are subject to statistical variability caused by random fluctuation and the accuracy of data measurement. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target; the assessment of the tolerance is based on an analysis of historical data. The statistical tolerance for signalling failures is assessed as ±7.3% of the target.

Commentary

Since the first issue of this report in 2001, several changes to operating conditions have ensued. This has resulted in a deterioration of performamce, as described in previous years reports.

For the last 9 months or so, conditions have been reasonably static and a small number of trains have been removed from the timetable. Of the other changes previously reported, TPWS statutory fitment is complete, and the risk minimisation standard (RIMINI) has settled down in its operation and use. The weather following the summer of 2003 has been largely moderate. In order to prepare this commentary, other statistics have been consulted, to prove exactly why there is slight improvement over the figures given in 2002-03. One of these consulted statistics has been the downtime resulting from signalling failures, a figure recorded by FRAME (Network Rail's database for monitoring signalling failures). From figures taken in March 2004, the increase in downtime for approximately two years, which continued until April/May 2003, when a plateau was reached. From the FRAME data, the statistics show that starting in September 2003, the number of overall signalling failures remained static at the same time as the average delay per incident showed an improvement of around 10%. This has been reflected in statistics monitored by measure M9, where the 2003-04 figures for delays greater than 10 minutes show a small reduction back to roughly the 2001-02 levels.

Looking at the year in some detail, the greater than 10 minutes results show an interesting correlation with FRAME data for average downtime. At the beginning of the year, the trend of numbers of failures causing delay of greater than 10 minutes continued upwards. Around period 5, this trend reversed and records under this measure began to fall – this despite the very hot weather of summer 2003 and the effect it had on points and track circuits. It is possible that the speed restrictions caused by the heat nullified some signal engineering failures. Logic indicates signalling failures should have increased. They did not do so. We can infer that the statistics taken from TRUST (the train running system that is part of the total operations processing system) for the ORR measure and the FRAME average downtime are consistent.

The improvement in delays per incident is not national – North West continues to deteriorate. There is correlation of the FRAME figures, as North West 'delays greater than 10 minutes' also continues to deteriorate compared to the equivalent period in 2002-03. Care must be taken with these figures though, as several asset transfers of critical signalling infrastructure took place from Midland to North West in 2003. Revised regional totals for the previous (2002-03) Annual Return show the 'greater than 10 minutes category' fell by 550 failures and North West increased by a similar amount.

Reporting of M9 – signalling failures is at B2 confidence overall, with regional breakdowns at B3 also.

Signalling asset condition (M10)

The purpose of this measure is to assess the condition of signalling assets in terms of a 1-5 grading system, where a condition grade of 1 is good and 5 poor. Condition grade is based on residual life of the equipment in a signalling interlocking area using the signalling infrastructure condition assessment (SICA) tool. While the assessment is dominated by the condition of the interlocking, the condition of lineside signalling equipment is also taken into account. This measure does not include level crossings, remote frames or ground frames.

Results

Table 37 Signalling condition index :					
Condition grade	Observed nominal residual life (years)	2000-01 No. of interlocking areas in condition band	2000-02 2-year total No. of interlocking areas in condition band	2000-03 3-year total No. of interlocking areas in condition band	2000-04 4-year total No. of interlocking areas in condition band
1	>20	0	31	15	0
2	10-20	441	671	655	736
3	3-10	162	262	295	559
4	<3	27	79	67	98
5	At end of life	0	0	0	0
Average condition grade		**2.3**	**2.4**	**2.4**	**2.5**
Total number assessed		**630**	**1,043**	**1,032**	**1,393**

Table 38 Signalling condition index by region						
Region\condition grade	1	2	3	4	5	Total
East Anglia	0	33	48	3	0	**84**
Great Western	0	48	202	27	0	**277**
London North Eastern	0	168	36	1	0	**205**
Midland	0	58	100	41	0	**199**
North West	0	136	70	22	0	**228**
Scotland	0	129	38	2	0	**169**
Southern	0	164	65	2	0	**231**
Network total	**0**	**736**	**559**	**98**	**0**	**1,393**

Regulatory target and tolerance

The regulatory target is for no deterioration from a baseline average condition grade which will be established during the second control period once a sufficient sample size is achieved.

All asset condition measures are subject to statistical variability caused by the accuracy of condition assessment (there is inevitably some subjectivity involved in condition surveys), and because not every asset is assessed each year. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target. The tolerance for the signalling condition index is assessed as ± 0.1 on the target.

Commentary

The above figures represent 75% of interlockings. Network Rail believe that the slight rise in weighted average (indicating a worsening in condition) is due to a number of assessments of coming in 'yellow' (condition 3) this year and a number of schemes going 'red' (condition 4) on lines about to be resignalled.

Network Rail is on target to provide an assessment of condition on every interlocking by April 2006. In the order of 180 SICA 2B assessments have been included in the totals for Great Western region this year where these are the most recently performed assessment on the particular asset. Network Rail are reporting 1393 reports this year, compared to 1,032 in 2000-03. In the order of 15 interlockings have been abolished in the financial year. Therefore, the total shows 196 new assessments reported this year. It is worth noting that some assessments from previous years are being repeated: where the result of an assessment shows a low residual life, the reassessment date can be as quick as 12 months.

East Anglia and Scotland have reported no new condition assessments this year. East Anglia have, however, abolished 11 interlockings since the last report. Both rRegions were close to 100% reporting in 2000-03. In the report, all interlockings not reported this year are assumed to have one year less residual life than last year. The effect on residual life is not considered significant - as relatively few interlockings were due to be reported this year anyway. However, East Anglia has 4 brand new and unassessed interlockings that can be assumed to have a life of 20 plus years. Including these at Condition 1 would make the condition average reduce by 0.004 (statistically insignificant). Network Rail are disappointed that the previous good performance from Scotland and East Anglia have not been maintained, and will be taking steps to ensure that the two regions resume their good work of previous years. Assuming the two regions should have assessed some 30 to 40 interlockings between them, and that most re-assessments would produce no or little change from previous reports, then the condition assessments included in this report remain valid. In both cases, regional champions have accepted the assessed figures for 2000-04.

One issue has been highlighted by resignallings that will need to be considered after 2006. There is often a small 'gap' between resignalling and the first condition assessment. This will probably mean that a very small number of interlockings will be unassessed at a financial year-end. This is expected to be less than a dozen – because resignallings early in a year will have their interlockings assessed.

Reporting of M10 - Signalling Asset Condition is at B3 confidence overall, with regional breakdowns at B4. We have reviewed the measurement of signalling asset condition and the SICA tool during the year, but the review is not yet finalised and there remain some uncertainties about how signalling equivalent units (SEUs) are assessed and the overall condition grade calculated, then weighted to give an overall score for the signalling assets by region. Although we have a respectable sample in each of the regions (smaller than we would like in East Anglia region), these uncertainties bring the overall confidence down to the B4 quoted.

Alternating current traction power incidents causing train delays (M11)

This measure reports the number of overhead line equipment (OLE) component related failures that lead to incidents of duration exceeding 500 train delay minutes. Incidents due to bird strikes and vegetation incursion are included but those proved to have been caused by defective train operating company (TOC) equipment, outside parties, vandalism and those arising as a direct result of extreme weather conditions are excluded.

Results

Table 39 Electrification failures – overhead line				
Region	2000-01	2001-02	2002-03	2003-04
East Anglia	24	14	24	24
Great Western	0	2	0	0
London North Eastern	12	23	18	18
Midland	26	35	39	21
North West	14	23	14	13
Scotland	11	10	7	3
Southern	1	0	0	0
Number of incidents	**88**	**107**	**102**	**79**

Regulatory target and tolerance

The regulatory target is for no deterioration from the number of incidents reported for 2000-01 (88).

All infrastructure output measures are subject to statistical variability caused by random fluctuation and the accuracy of data measurement. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target; the assessment of the tolerance is based on an analysis of historical data. The statistical tolerance for overhead line failures is assessed as ±28% of the target.

Commentary

The reported number of failures in 2003-04 represents a 22% improvement from last year and a 10% improvement from the number of incidents reported for the control year 2000-01.

Reporting of M11 – AC traction power incidents causing train delays is at B2 confidence grade – both nationally and as reported by region. On account of the few assets of this type in GW, Scotland and Southern, confidence is formally rated at BX.

Direct current traction power incidents causing train delays (M12)

This measure reports the number of conductor rail component related failures that lead to incidents of duration exceeding 500 train delay minutes. It excludes incidents proved to have been caused by defective TOC equipment, outside parties, vandalism, animals and those arising as a direct result of extreme weather conditions.

Results

Table 40 Electrification failures – conductor rail				
Region	2000-01	2001-02	2002-03	2003-04
East Anglia	0	0	1	0
Great Western	0	0	0	0
London North Eastern	0	0	0	0
Midland	1	0	1	0
North West	2	2	0	2
Scotland	0	0	0	0
Southern	42	28	30	31
Number of incidents	**45**	**30**	**32**	**33**

Regulatory target and tolerance

The regulatory target is for no deterioration from the number of incidents reported for 2000-01 (45).

All infrastructure output measures are subject to statistical variability caused by random fluctuation and the accuracy of data measurement. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target; the assessment of the tolerance is based on an analysis of historical data. The statistical tolerance for conductor rail failures is assessed as ±47% of the target.

Commentary

The reported number of failures for 2003-04 represents a 3% increase from last year and a 27% improvement from the number of incidents reported for the control year 2000-01.

Reporting of M12 – DC Traction Power Incidents causing train delays is at B2 confidence grade – both nationally and for Southern region, which has the vast majority of the DC assets. The only other region reporting incidents, NW, had only two on their Merseyside network and we are confident this can be reported at B1 confidence.

Electrification condition – AC traction feeder stations and track sectioning points (M13)

This is a measure of the condition of alternating current (AC) traction feeder stations (FSs) and track sectioning points (TSPs), on a scale of 1-5, based on visual inspection and the age, robustness of design, maintenance/refurbishment history and operational performance of the 25kV switchgear:

- band 1: Equipment is free from defects with negligible deterioration in condition
- band 2: Evidence of minor defects and/or early stage deterioration that may require some remedial work to be undertaken
- band 3: Defects and/or a level of deterioration that requires remedial work to be undertaken
- band 4: Significant defects and/or a high level of equipment deterioration needing major repairs/heavy maintenance or complete renewal to be programmed
- band 5: Serious defects and deterioration of a level that, should the equipment still be in operation, has potential for service disruption

The measure reports the percentage of feeder stations and track sectioning points falling within each of the defined condition grades.

Results

Table 41 Electrification condition – AC traction

Condition grade	2000-01 1-year total Feeder stations and sectioning points	2000-02 2-year total Feeder stations and sectioning points	2000-03 3-year total Feeder stations and sectioning points	2000-04 4-year total Feeder stations and sectioning points
1	17%	20%	28%	28%
2	57%	57%	52%	54%
3	23%	21%	19%	16%
4	3%	2%	1%	2%
5	0%	0%	0%	0%
Average condition grade	2.1	2.1	1.9	1.9

Regulatory target and tolerance

The regulatory target is for no deterioration from a baseline average condition grade which will be established once a sufficient sample is achieved.

All asset condition measures are subject to statistical variability caused by the accuracy of condition assessment (there is inevitably some subjectivity involved in condition surveys), and because not every asset is assessed each year. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target. The tolerance for AC feeder station condition is assessed as ±0.1 on the target.

Commentary

The current situation is that 66 FSs out of a network total of 83 have been inspected (80% of the asset base against a target of 75%). For TSPs, 148 out of the network total of 210 have been inspected (70% of the asset base as per the target). Previous assessments for locations that no longer function as a FS or TSP have been omitted from the statistics

Bringing maintenance employees in-house should have significant benefit in the control and standard of servicing the asset will receive.

An extensive relay renewal programme is ongoing which should provide improved protection against OLE failures and hence reduce train delays and repair costs.

It is anticipated that the average condition of the asset base will improve with the enhancements of the electrification system being undertaken on the West Coast Main Line.

Reporting of M13 – Electrification Condition AC traction feeder stations and TSPs, is graded at B3 confidence.

Electrification condition – DC traction substations (M14)

This is a measure of the condition of Network Rail's direct current (DC) traction substations, on a scale of 1-5, based on visual inspection and the age, robustness of design, maintenance/refurbishment history and operational performance of the high voltage (HV) switchgear, rectifier transformers, rectifiers and DC switchgear:

- band 1: Equipment is free from defects with negligible deterioration in condition
- band 2: Evidence of minor defects and/or early stage deterioration that may require some remedial work to be undertaken
- band 3: Defects and/or a level of deterioration that requires remedial work to be undertaken
- band 4: Significant defects and/or a high level of equipment deterioration needing major repairs/heavy maintenance or complete renewal to be programmed
- band 5: Serious defects and deterioration of a level that, should the equipment still be in operation, has potential for service disruption

Results

Table 42 Electrification condition – DC traction substations

Condition grade	2000-01 1-year total Feeder substations	2000-02 2-year total Feeder substations	2000-03 3-year total Feeder substations	2000-04 4-year total Feeder substations
1	14%	11%	18%	31%
2	56%	55%	60%	50%
3	30%	34%	21%	18%
4	0%	0%	1%	1%
5	0%	0%	0%	0%
Average condition grade	**2.2**	**2.3**	**2.1**	**1.9**

Regulatory target and tolerance

The regulatory target is for no deterioration from a baseline average condition grade which will be established once a sufficient sample is achieved.

All asset condition measures are subject to statistical variability caused by the accuracy of condition assessment (there is inevitably some subjectivity involved in condition surveys), and because not every asset is assessed each year. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target. The tolerance for DC feeder station condition is assessed as ± 0.1 on the target.

Commentary

The current situation is that 325 substations out of a network total of 418 substations have been inspected (78% of the asset base against a target of 75%). Previous assessments for substations that no longer function as a substation have been omitted from the statistics.

It is anticipated that the average condition of the asset base will improve as the impact of the current enhancements of the electrification system are realised.

Reporting of M14 – Electrification Condition DC traction substations, is graded at B3 confidence.

Electrification condition – AC traction contact systems (M15)

This is a measure of the condition of AC contact systems, on a scale of 1-5, based on physical wear measurement of contact wire and visual inspection of key components including contact and catenary wires, registration assemblies and structures. A condition grade of 1 is good and 5 is poor. This measure excludes all earthing, bonding and traction return circuits.

Results

Table 43 Electrification condition – AC traction contact system

Condition grade	2000-01 1-year total Contact wire/key components	2000-02 2-year total Contact wire/key components	2000-03 3-year total Contact wire/key components	2000-04 4-year total Contact wire/key components
1	22%	35%	35%	39%
2	66%	55%	55%	53%
3	11%	9%	10%	9%
4	1%	1%	0%	0%
5	0%	0%	0%	0%
Average condition grade	1.9	1.8	1.8	1.7

Regulatory target and tolerance

The regulatory target is for no deterioration from a baseline average condition grade which will be established once a sufficient sample is achieved.

All asset condition measures are subject to statistical variability caused by the accuracy of condition assessment (there is inevitably some subjectivity involved in condition surveys), and because not every asset is assessed each year. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target. The tolerance for overhead line condition is assessed as ± 0.1 on the target.

Commentary

Condition assessments are based on a combination of site inspections and service history.

The cumulative total for tension lengths of overhead contact system assessed between 2000-01 and 2003-04 represents 15% of the total population and is on target to meet the 20% of population required in the current control period. Consecutive tension lengths of the same design and traffic load are expected to be in similar condition, and so the 20% samples will be carefully selected to be representative of the whole network.

The assessment samples include West Coast Main Line (WCML) tension lengths, upgraded as part of West Coast Route Modernisation project.

Reporting of M15 – Electrification Condition AC traction contact systems, is graded at B3 confidence.

Electrification condition – DC traction contact systems (M16)

This is a measure of the condition of DC contact systems, on a scale of 1-5, based on physical wear measurement of conductor rail. A condition grade of 1 is good and 5 is poor. The measure excludes any associated equipment (e.g. insulators, anchor assemblies, protective boarding, etc.).

Results

Table 44 Electrification condition – DC traction contact system				
Condition grade	2000-01 1-year total Conductor rail	2000-02 2-year total Conductor rail	2000-03 3-year total Conductor rail	2000-04 4-year total Conductor rail
1	40%	39%	37%	37%
2	43%	43%	42%	44%
3	16%	16%	16%	16%
4	1%	2%	2%	2%
5	0%	0%	0%	0%
Average condition grade	1.8	1.8	1.8	1.8

Regulatory target and tolerance

The current regulatory target is for no deterioration from a baseline average condition grade which will be established once a sufficient sample is achieved.

All asset condition measures are subject to statistical variability caused by the accuracy of condition assessment (there is inevitably some subjectivity involved in condition surveys), and because not every asset is assessed each year. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target. The tolerance for conductor rail condition is assessed as ± 0.1 on the target.

Commentary

The cumulative length of conductor rail assessed so far for this measure represents 64% of the total population of conductor rail.

All the Midlands assessments reported this year have been undertaken in 2003-04.

North West region has 233 track kilometres of conductor rail, representing 5.2% of the DC network. Some 40% of this is aluminium/steel composite type conductor rail which has been recently installed, and therefore in good condition.

Reporting of M16 – Electrification Condition (DC traction contact systems) is graded at B3 confidence. We have revisited the Midlands assessments during the reporting year to deal with the issues arising from last year's audits, and are confident that all regional assessments can also be accorded B3 confidence, where significant numbers of assets exist.

Station condition index (M17)

This is the average condition rating of each station where trains make timetabled stops, summarised into categories (A – F, national hub – small unstaffed station) together with the overall condition rating for all stations.

This is calculated by assessing the condition of each element of a station by visual inspection. These condition scores are then combined into an overall score of each station. The scale represents a combination of the degree of deterioration. It has been adopted as a standard method for assessing the condition of a variety of assets types.

The definition of the grades is as follows:

Grade 1: Elements free from defects and in an "as installed" condition with negligible wear of defects presently fit for purpose with only very minor cosmetic reactive attention required.

Grade 2: Elements largely free from defects and minor wear from "as installed" condition, minor defects not requiring rectification for the asset to remain fit for purpose. No requirements for planned renewal within 10 years, subject to ongoing maintenance being undertaken.

Grade 3: Elements showing wear from "as installed" condition with either widespread minor defects or small number of more major repairs required. No requirements for planned renewal within 5 years, subject to any defects being corrected.

Grade 4: Elements showing significant wear and deterioration, widespread failures to resolve through reactive attention. Failure to carry out renewals within 2-5 years will result in condition 5 being reached. Monitoring may be required of defects to accurately track rate of deterioration.

Grade 5: Elements no longer serviceable due to combination of: a) structural failure has occurred or is predicted, b) health and safety defects cannot be rectified by further reactive repairs, c) condition justifies TOC carrying out works immediately at Network Rail's expense.

Results

Table 45 Number of stations in each condition grade							
Station category	Year	Grade 1	Grade 2	Grade 3	Grade 4	Grade 5	Total
A – National hub	2000-01	1	15	10	0	0	26
	2001-02	0	15	11	0	0	26
	2002-03	1	19	7	0	0	27
	2003-04	1	21	6	0	0	28
B – Regional hub	2000-01	0	51	8	0	0	59
	2001-02	0	54	12	0	0	66
	2002-03	0	54	13	0	0	67
	2003-04	1	52	14	0	0	67
C – Important feeder	2000-01	7	191	50	0	0	248
	2001-02	8	179	49	0	0	236
	2002-03	8	175	59	0	0	242
	2003-04	7	172	62	0	0	241
D – Medium, staffed	2000-01	15	208	58	0	0	281
	2001-02	19	212	60	1	0	292
	2002-03	18	200	78	1	0	297
	2003-04	18	190	89	0	0	297
E – Small, staffed	2000-01	28	504	118	2	0	652
	2001-02	35	505	127	3	0	670
	2002-03	35	492	145	4	0	676
	2003-04	34	486	152	4	0	676
F - Small, unstaffed	2000-01	61	787	288	7	0	1,143
	2001-02	63	804	296	5	0	1,168
	2002-03	61	833	292	4	0	1,190
	2003-04	44	894	249	4	0	1,191
All stations	**2000-01**	**112**	**1,756**	**532**	**9**	**0**	**2,409**
	2001-02	**125**	**1,769**	**555**	**9**	**0**	**2,458**
	2002-03	**123**	**1,773**	**594**	**9**	**0**	**2,499**
	2003-04	**105**	**1,815**	**572**	**8**	**0**	**2,500**

Scoring scale: Grade 1 is good, grade 5 is poor

The average condition grade for all stations in 2003-04 is 2.25.

Regulatory target and tolerance

The regulatory target is to maintain the average condition grade at 2.2.

All asset condition measures are subject to statistical variability caused by the accuracy of condition assessment (there is inevitably some subjectivity involved in condition surveys), and because not every asset is assessed each year. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target. The tolerance for the station condition index is assessed as ± 0.1 on the target.

Commentary

The 2001 baseline of 2.2 was established by inspecting stations during that year and the previous 2 years.

The condition score is an average of the score from 34 elements on the stations such as platforms, canopies, structure and decoration. These elements are condition rated using a scale of 1 to 5, where one is 'as installed' and five is 'no longer serviceable'.

The total number of Network Rail stations is 2,507. A total of 577 are included in this years sample including 85 inspections carried out in 2002-03 (inspections received after the cut off date for last year). The national average for the complete station portfolio now stands at 2.25, for the stations involved this year the average is 2.29. A full list of stations and their condition grade can be found in appendix 1.

Reporting of M17 – Station Condition Index, is confidence rated B2 in respect of the overall condition index and the breakdown of numbers of stations in 2003-04 by integer condition grade (1-5, where '1' is 1.00 through 1.49).

Station facility score (M18)

This measure assesses the level of facilities present at stations broken down by station category and by theme. The score is calculated by counting the number of specific items at each station.

Each station is allocated to one of six categories: (A) – national hub, (B) – regional hub, (C) – important feeder station, (D) – medium staffed station, (E) – small staffed station and (F) – small unstaffed station.

The facilities are grouped into 'themes'. The themes include the following facilities:

- access – disabled lavatories, induction loops, escalators
- comfort and convenience – lavatories, shelters, covered trail on platforms
- information and communications – clocks, public address, customer information systems
- integrated transport – taxi ranks, car parks, highway markings
- safety and security – lighting, handrails and anti-slip floors on footbridges and subways, CCTV, security doors and windows on employee accommodation, secure cash transfer facilities.

Results

Table 46 Access score

Station category	2000-01	2001-02	2002-03	2003-04
A	100 (955)	106.8 (1,020)	110.7 (1,057)	112.0 (1,070)
B	100 (1,026)	102.4 (1,051)	101.9 (1,045)	103.2 (1,059)
C	100 (2,272)	102.7 (2,334)	102.8 (2,336)	104.3 (2,369)
D	100 (1,959)	103.2 (2,022)	102.5 (2,008)	102.9 (2,016)
E	100 (2,435)	101.2 (2,465)	101.7 (2,477)	103.6 (2,522)
F	100 (3,775)	100.0 (3,774)	98.5 (3,720)	99.2 (3,745)

Table 47 Comfort and convenience score

Station category	2000-01	2001-02	2002-03	2003-04
A	100 (5,545)	97.3 (5,396)	102.2 (5,667)	106.8 (5,924)
B	100 (5,679)	103.6 (5,885)	100.0 (5,678)	100.4 (5,702)
C	100 (10,131)	100.2 (10,151)	99.5 (10,081)	99.4 (10,074)
D	100 (3,963)	101.8 (4,036)	101.2 (4,012)	101.8 (4,035)
E	100 (4,694)	101.3 (4,754)	101.5 (4,763)	103.6 (4,865)
F	100 (2,631)	98.7 (2,596)	97.8 (2,574)	99.3 (2,612)

Table 48 Information and communications score

Station category	2000-01	2001-02	2002-03	2003-04
A	100 (2,149)	102.9 (2,212)	106.8 (2,995)	122.6 (2,635)
B	100 (1,860)	103.4 (1,923)	100.3 (1,865)	101.4 (1,886)
C	100 (3,803)	102.8 (3,909)	105.3 (4,005)	107.4 (4,084)
D	100 (2,738)	106.7 (2,921)	107.4 (2,941)	109.6 (3,001)
E	100 (2,676)	101.9 (2,728)	103.7 (2,775)	104.7 (2,801)
F	100 (49)	100.0 (49)	128.6 (63)	165.3 (81)

Table 49	Integrated transport score			
Station category	2000-01	2001-02	2002-03	2003-04
A	100 (603)	100.3 (605)	104.6 (631)	114.1 (688)
B	100 (1,062)	105.0 (1,115)	96.2 (1,022)	97.5 (1,035)
C	100 (2,517)	100.2 (2,522)	99.2 (2,496)	100.0 (2,518)
D	100 (1,644)	102.6 (1,687)	102.3 (1,682)	104.3 (1,714)
E	100 (1,373)	100.6 (1,381)	100.1 (1,374)	101.2 (1,390)
F	100 (1,590)	99.1 (1,576)	98.1 (1,559)	98.2 (1,562)

Table 50	Safety and security score			
Station category	2000-01	2001-02	2002-03	2003-04
A	100 (15,919)	101.5 (16,161)	111.0 (17,670)	117.2 (18,649)
B	100 (12,462)	101.8 (12,681)	102.8 (12,812)	104.4 (13,012)
C	100 (23,583)	102.1 (24,088)	103.4 (24,388)	107.2 (25,271)
D	100 (17,209)	102.9 (17,715)	103.7 (17,852)	104.9 (18,057)
E	100 (21,568)	101.2 (21,822)	101.1 (21,812)	101.6 (21,921)
F	100 (15,577)	100.2 (15,614)	98.9 (15,398)	99.4 (15,480)

Table 51	Network score			
All stations	2000-01	2001-02	2002-03	2003-04
Network score	100 (173,447)	101.6 (176,193)	102.7 (178,056)	104.8 (181,778)

Regulatory target

There is no regulatory target for this measure.

Commentary

The scores for 2000-01 are presented as an index of 100 for ease of onward tracking of performance. Scores for 2003-04 and preceding years are shown relative to the index base. The number of relevant assets in each category is shown in parenthesis.

Overall the scores for 2003-04 show the total asset units for all stations to have increased against the base of 2000-01. The key themes which have contributed to this increase are information and communication, i.e. customer information systems and safety and security i.e. lighting, CCTV. This is consistent with our continuing strategy to work with our customers in improving passenger facilities at stations.

Reporting of M18 – Station Facilities score. We consider this can be reported at B2 confidence. Again there are issues with the scoring system, for example with distributed lighting is valued, but these should not mean our reporting is outwith the +/- 5% reporting band, broken down by station category and by theme. When totalled up for network scores, non-systematic error is cancelled and confidence in the score is increased.

Light maintenance depot – condition index (M19)

This measure assesses the overall average condition of light maintenance depots (LMDs) by providing, at each financial year-end, the number of depots in individual average condition ratings of 1 – 5.

Results

Table 52 Light maintenance depot – condition index

Condition grade	2000-01 1-year total No. of depots (in each grade)	2000-02 2-year total No. of depots (in each grade)	2000-03 3-year total No. of depots (in each grade)	2000-04 4-year total No. of depots (in each grade)
1	0	0	1	1
2	1	3	11	14
3	6	18	23	22
4	2	6	6	6
5	0	0	0	0
Average condition grade	**3.1**	**3.0**	**2.7**	**2.7**

Scoring scale: 1 good, 5 poor.

Regulatory target and tolerance

The regulatory target is for no deterioration from a baseline average condition grade.

All asset condition measures are subject to statistical variability caused by the accuracy of condition assessment (there is inevitably some subjectivity involved in condition surveys), and because not every asset is assessed each year. This "noise" is expressed as a tolerance when comparing actual values in this Annual Return with any regulatory target. The tolerance for the depot condition index is assessed as ± 0.1 on the target.

Commentary

Network Rail control 91 light maintenance depots. In 2003-04 we surveyed three, one which had been surveyed previously.

An average condition score of 2.7 has been generated this year, based upon a sample of 47% of the 91 LMD properties. The measure covers 11 major elements at all LMDs such as track, superstructure and plant and equipment, albeit not all LMDs have all elements.

The national average for the depot portfolio stands at 2.73.

Reporting of M19 – LMD Condition index. Confidence in this measure is assessed at C3. Whilst this may appear to underscore confidence in the overall condition assessment, it agrees with the reporter's assessment at Annual Return 2003 and is based on a limited sample.

Section 3 – Activity volumes

Introduction

This section provides data on the level of renewal activity on the network by giving volumes of work undertaken for 10 separate measures.

For asset categories reported previously, volumes renewed in preceding years are shown. For track activity volumes, forecasts are also shown. A degree of variance from forecasts is expected as the details of the planned work are refined in response to more detailed site knowledge, and as engineering priorities are adjusted during the year. These priority changes may be in response to emerging urgent works, to changes in standards, or to changes in funding. The Technical Plan 2003 was published before the Regulator's determination for the next ten years was known, and renewal volume plans have been altered as a result.

The reporting definitions have all been changed for the year 2003-04 to align with core management reports for both track and structures, replacing the bespoke end-of-year survey undertaken in previous years. For track the changes are minor, but some detailed definition has had to be adjusted due to the transition during the re-structuring for functional renewal delivery and bringing maintenance in-house. This will be re-established for next year. Much better definition is available for structures than previously. Signalling renewal activity is still collected by survey, but this year is significantly more accurate because the units of collection have been altered to more accurately reflect true renewal effort.

Rail renewed (M20)

The total length of track in kilometres where re-railing has been carried out. This measure counts the total length of plain line track where both rails have been replaced; if one rail is replaced the length counts as half.

Results

Table 53 Rail renewed

	Actual 2000-01 (km)	Actual 2001-02 (km)	Actual 2002-03 (km)	Business Plan forecast 2003-04 (km)	Actual 2003-04 (km)
WCRM	210	88	69	366	236
Non-WCRM					
East Anglia	142	101	65	122	97
Great Western	115	146	171	146	216
London North Eastern	110	217	161	104	193
Midland	229	92	224	207	230
North West	108	102	106	63	114
Scotland	28	93	85	79	132
Southern	124	145	128	112	183
Network total	**1,064**	**983**	**1,010**	**1,198**	**1,401**

Commentary

The network contains approximately 31,700 km of track.

The technical plan predicted 1,198 km of rail renewed: regional major renewals (889) plus rail renewed by maintainers (276) totalled 1,165 km. In addition, WCRM renewed 236 km of rail giving a company total of 1,401 km. This represents a renewal rate of about one km in 23 km per annum.

The full rail renewal activity of maintainers has not previously been captured: it currently contains renewal of shorter rails as well as the 'over 60m' category specified in the reporting definition. The full roll-out of MIMS should allow this to be broken down in next year's report.

Reporting of M20, M21, M22, M25 – Track Renewal Activities. Although accounting for activity volumes might seem relatively straight forward, systems are not as robust as we would like (but we are developing them) and there are uncertainties for example in the amount of work undertaken by infrastructure maintenance contractors (IMCs) and as part of larger projects (notably WCRM) and in the disaggregation of Eastern region into London North East and East Anglia. Scotland however is relatively self-contained, hence we report at B3 confidence (Scotland and network-wide) and C3 (all other regions).

Sleepers renewed (M21)

The total length of track in kilometres where re-sleepering has been carried out.

Results

Table 54 Sleepers renewed – all types

	Actual 2000-01 (km)	Actual 2001-02 (km)	Actual 2002-03 (km)	Business Plan forecast 2003-04 (km)	Actual 2003-04 (km)
WCRM	122	169	137	304	223
Non-WCRM					
East Anglia	29	52	52	88	67
Great Western	40	63	131	107	121
London North Eastern	40	80	76	65	110
Midland	72	74	87	108	118
North West	109	89	70	41	52
Scotland	21	41	39	31	45
Southern	42	67	74	106	101
Network total	**475**	**636**	**666**	**849**	**837**

Table 55 Concrete sleepers

	Actual 2001-02 (km)	Actual 2002-03 (km)	Actual 2003-04 (km)
WCRM	169	137	190
Non-WCRM			
East Anglia	37	25	43
Great Western	26	58	53
London North Eastern	20	24	54
Midland	15	30	29
North West	17	17	13
Scotland	1	2	13
Southern	62	73	91
Network total	**347**	**367**	**486**

Table 56 Timber sleepers

	Actual 2001-02 (km)	Actual 2002-03 (km)	Actual 2003-04 (km)
WCRM	0	0	0
Non-WCRM			
East Anglia	0	2	4
Great Western	0	16	14
London North Eastern	1	3	7
Midland	2	1	8
North West	11	15	8
Scotland	0	0	6
Southern	3	0	4
Network total	**17**	**37**	**51**

Table 57 Steel sleepers	Actual 2001-02 (km)	Actual 2002-03 (km)	Actual 2003-04 (km)
WCRM	0	0	33
Non-WCRM			
East Anglia	15	25	20
Great Western	37	57	54
London North Eastern	59	49	49
Midland	57	56	81
North West	61	38	31
Scotland	41	37	26
Southern	2	1	6
Network total	**272**	**263**	**300**

Commentary

The network approximately comprises 31,700km of track.

The technical plan predicted 846km of sleeper renewal: regional major renewals (559) plus sleepers renewed by maintainers (55) totalled 614km. In addition WCRM renewed 223km of rail giving a company total of 837km. The maintenance renewals are principally timber sleepers. This represents a renewal rate of about one km in 38km per annum.

Reporting of M20, M21, M22, M25 – Track Renewal Activities. Although accounting for activity volumes might seem relatively straight forward, systems are not as robust as we would like (but we are developing them) and there are uncertainties for example in the amount of work undertaken by IMCs and as part of larger projects (notably WCRM) and in the disaggregation of Eastern region into LNE and EA. Scotland however is relatively self-contained, hence we report at B3 confidence (Scotland and Network-wide) and C3 (all other regions).

Ballast renewed (M22)

The total length of track, in kilometres, where re-ballasting has been carried out.

Results

Table 58 Ballast renewed – all types

	Actual 2000-01 (km)	Actual 2001-02 (km)	Actual 2002-03 (km)	Business Plan Forecast 2003-04 (km)	Actual 2003-04 (km)
WCRM	112	90	90	340	205
Non-WCRM					
East Anglia	35	61	52	98	61
Great Western	44	80	120	127	106
London North Eastern	58	100	98	61	111
Midland	61	78	127	148	133
North West	96	82	65	46	48
Scotland	40	53	39	43	45
Southern	50	80	74	122	103
Network total	**496**	**624**	**665**	**985**	**812**

Table 59 Full ballast renewal by excavation

	Actual 2002-03 (km)	Actual 2003-04 (km)
WCRM	0	88
Non-WCRM		
East Anglia	24	35
Great Western	64	51
London North Eastern	33	44
Midland	39	51
North West	23	17
Scotland	7	15
Southern	72	87
Network total	**262**	**388**

Table 60 Partial reballast (automatic ballast cleaning)

	Actual 2002-03 (km)	Actual 2003-04 (km)
WCRM	90	84
Non-WCRM		
East Anglia	2	5
Great Western	2	0
London North Eastern	17	17
Midland	32	2
North West	2	0
Scotland	1	5
Southern	1	9
Network total	**147**	**122**

Table 61 Scarify (reballast with steel sleeper relay)		
	Actual 2002-03 (km)	Actual 2003-04 (km)
WCRM	0	32
Non-WCRM		
East Anglia	25	20
Great Western	54	54
London North Eastern	48	49
Midland	56	81
North West	41	31
Scotland	32	26
Southern	0	6
Network total	**256**	**299**

Commentary

The network contains approximately 31,700km of track.

The technical plan predicted 985km of ballast renewed: regional major renewals (599km) plus ballast renewed by maintainers (8km) totalled 607km. In addition, WCRM renewed 205km of ballast giving a company total of 812km. This represents a renewal rate of about one km per 39km per year.

Reporting of M20, M21, M22, M25 – Track Renewal Activities. Although accounting for activity volumes might seem relatively straight forward, systems are not as robust as we would like (but we are developing them) and there are uncertainties for example in the amount of work undertaken by IMCs and as part of larger projects (notably WCRM) and in the disaggregation of Eastern region into LNE and EA. Scotland however is relatively self-contained, hence we report at B3 confidence (Scotland and Network-wide) and C3 (all other regions).

Switches and crossings renewed (M25)

The total number of switch and crossing (S&C) units that have been renewed. This measure records the number of units installed (i.e. not the number removed and replaced with plain line track). Partial renewals (i.e. of individual components) are included in Table 63.

Results

Table 62 S&C renewals				
	Actual 2001-02	Actual 2002-03	Business Plan Forecast 2003-04	Actual 2003-04
WCRM	26	50	98	138
Non-WCRM				
East Anglia	6	0	22	15
Great Western	17	58	83	80
London North Eastern	38	20	32	37
Midland	34	88	82	37
North West	0	0	7	8
Scotland	0	1	17	15
Southern	15	37	52	43
Network total	**136**	**254**	**393**	**373**

Table 63 S&C partial renewals	
	Actual 2003-04
WCRM	95
Non-WCRM	
East Anglia	0
Great Western	2
London North Eastern	0
Midland	0
North West	0
Scotland	0
Southern	3
Network total	**100**

Commentary

The network contains 20,301 S&C units.

The technical plan predicted 393 S&C units renewed: regional major renewals (235) plus S&C units renewed by WCRM (138) gives a company total of 373.

This represents a renewal rate of approximately one in 54 per annum. This will be increased in forthcoming years until a sustainable rate of renewal to support the expected life of S&C, particularly the peak installed between 1965 and 1985, is reached.

Reporting of M20, M21, M22, M25 – Track Renewal Activities. Although accounting for activity volumes might seem relatively straight forward, systems are not as robust as we would like (but we are developing them) and there are uncertainties for example in the amount of work undertaken by IMCs and as part of larger projects (notably WCRM) and in the disaggregation of Eastern region into LNE and EA. Scotland however is relatively self-contained, hence we report at B3 confidence (Scotland and Network-wide) and C3 (all other regions).

Bridge renewals and remediation (M23)

The total number and square area of bridge decks that have been subject to renewal or remediation, with total cost per scheme greater than £100k. The term 'bridge' shall include only over and under bridges, side of line bridges and footbridges. This is a revised definition for 2003-04.

Results

Table 64 Bridge renewals and remediation – number by task category

	Preventative 2003-04	Repair 2003-04	Strengthening 2003-04	Replacement 2003-04	Total 2003-04
WCRM	0	13	27	12	52
Non-WCRM					
East Anglia	4	7	3	1	15
Great Western	2	10	2	15	29
London North Eastern	0	9	2	4	15
Midland	1	14	5	6	26
North West	6	5	7	10	28
Scotland	0	2	0	1	3
Southern	3	8	12	4	27
Network total	**16**	**68**	**58**	**53**	**195**

Table 65 Bridge renewals and remediation – square area of deck replacement

	Actual sq m 2003-04
WCRM	792
Non-WCRM	
East Anglia	52
Great Western	1,151
London North Eastern	541
Midland	1,278
North West	1,264
Scotland	84
Southern	449
Network total	**5,611**

Commentary

Network Rail is the single largest bridge owner in the UK with approximately 40,000 structures. Significant interventions at 170 bridges represents one in 235 receiving attention worth at least £100k.

The major improvement in definition achieved this year in all five structures renewal measures (M23, 26-29) is obtained from the national Unit Rate and Volume Report.

Reporting of M23, M26, M27, M28, M29 – Structures Renewals activities. Reporting of structures renewals (or structures receiving major maintenance), M23-bridges, M26-culverts, M27-retaining walls, and new this year M28-earthworks and M29-tunnels will remain a potential area of uncertainty in terms of unit definitions and small quanta, hence we consider that we report at B3 (or BX for zero or small reported volumes).

Signalling renewed (M24)

The total total number of signalling equivalent units (SEUs) that have been renewed. This is a revised definition for 2003-04. An attempt has been made to include the network total of SEUs for previous years.

Results

Table 66 Signalling renewed

	Actual 2000-01 (SEUs)	Actual 2001-02 (SEUs)	Actual 2002-03 (SEUs)	Actual 2003-04 (SEUs)
WCRM	-	-	-	203.0
Non-WCRM	-	-	-	
East Anglia	-	-	-	367.5
Great Western	-	-	-	89.4
London North Eastern	-	-	-	98.0
Midland	-	-	-	102.0
North West	-	-	-	21.5
Scotland	-	-	-	99.3
Southern	-	-	-	145.0
Network total	**1,338**	**1,440**	**1,120**	**1,125.7**

Commentary

This year's reporting is on the basis of "signalling equivalent units" (SEU) as an output measure of renewal. This offers a major improvement in activity measurement because it reveals renewal activity that does not strictly fit the previous description of "km re-signalled".

Our signalling assets amount to approximately 65,000 SEU, so this year's renewal of 922.7 (regional) and 203 (WCRM), totalling 1125.7 SEU represents a renewal rate of one in 58 per annum. The projected rate of renewal will reach between two and three times this volume (to between 1-in-20 and 1-in-30 per annum), permitting the asset to be managed sustainably in good condition.

Our indicative assessment of past volumes by "equivalent SEU" is as follows:

- 2000-2001…1338 (plus TPWS equivalent effort of 598)
- 2001-2002…1440 (plus TPWS equivalent effort of1485)
- 2002-2003…1120 (plus TPWS equivalent effort of 1952)

Reporting of M24 – Signalling renewed. We have improved the quality of our reporting against this measure for this Annual Return, though uncertainties remain in respect of quantifying the work qualifying (in terms of signalling equivalent units). Much of our signalling renewals work is related to the WCRM, and we consider reporting confidence is at B3.

Culverts renews and remediation (M26)

The total number of culverts that have been renewed or where major components have been replaced with a total cost per scheme greater than £50k. This scheme value threshold is a revision to the definition of this measure and is reported for the first time in this Annual Return.

Results

Table 67 Culverts renewed

	Preventative 2003-04 (number)	Repair 2003-04 (number)	Replacement 2003-04 (number)	Actual 2003-04 (number)
WCRM	0	2	0	2
Non-WCRM				
East Anglia	0	0	0	0
Great Western	0	0	0	0
London North Eastern	0	0	0	0
Midland	0	0	1	1
North West	0	0	1	1
Scotland	0	1	0	1
Southern	1	2	1	4
Network total	**1**	**5**	**3**	**9**

Commentary

The network contains 23,000 culverts. We carried out interventions valued at £50k or more at 9 locations. This is a revision to the definition of the measure reported for the first time in this Annual Return.

The major improvement in definition achieved this year in all five structures renewal measures (M23, 26-29) is obtained from the national Unit Rate and Volume Report.

Reporting of M23, M26, M27, M28, M29 – Structures Renewals activities. Reporting of structures renewals (or structures receiving major maintenance), M23-bridges, M26-culverts, M27-retaining walls, and new this year M28-earthworks and M29-tunnels will remain a potential area of uncertainty in terms of unit definitions and small quanta, so we consider that we report at B3 (or BX for zero or small reported volumes).

Retaining walls remediation (M27)

The total number and area in square metres of retaining walls of scheme value greater than £50k where renewal works have been carried out.

Results

Table 68 Retaining walls renewed - schemes				
	Preventative 2003-04 (number)	Repair 2003-04 (number)	Replacement 2003-04 (number)	Actual 2003-04 (number)
WCRM	0	3	1	4
Non-WCRM				
East Anglia	0	0	0	0
Great Western	0	1	0	1
London North Eastern	0	0	1	1
Midland	0	1	0	1
North West	1	0	0	1
Scotland	0	0	0	0
Southern	0	1	0	1
Network total	**1**	**6**	**2**	**9**

Table 69 Retaining wall renewed – area		
	Actual 2002-03 (m^2)	Actual 2003-04 (m^2)
WCRM	320	656
Non-WCRM		
East Anglia	0	0
Great Western	358	36
London North Eastern	0	120
Midland	0	339
North West	60	7,600
Scotland	390	0
Southern	80	60
Network total	**1,208**	**8,811**

Commentary

The network contains approximately 17,000 retaining walls. We carried out interventions valued at £50k or more at 9 locations.

The major improvement in definition achieved this year in all five structures renewal measures (M23, 26-29) is obtained from the national Unit Rate and Volume Report.

Reporting of M23, M26, M27, M28, M29 – Structures Renewals activities. Reporting of structures renewals (or structures receiving major maintenance), M23-bridges, M26-culverts, M27-retaining walls, and new this year M28-earthworks and M29-tunnels will remain a potential difficulty in terms of unit definitions and small quanta, and we consider that we report at B3 (or BX for zero or small reported volumes).

Earthwork remediation (M28)

The total number of earthwork schemes that have been subject to remediation, with total cost per scheme greater than £100k.

Results

Table 70 Earthworks renewals

	Preventative 2003-04 (number)	Repair 2003-04 (number)	Actual 2003-04 (number)
WCRM	3	41	44
Non-WCRM			
East Anglia	0	5	5
Great Western	8	15	23
London North Eastern	6	2	8
Midland	7	11	18
North West	10	5	15
Scotland	7	11	18
Southern	8	7	15
Network total	**49**	**97**	**146**

Commentary

This is a new measure reported for the first time in this Annual Return. The network contains approximately 10,000 route km of earthworks: embankments and cuttings. There is a particularly strong focus on earthworks remediation in Great Western region.

The major improvement in definition achieved this year in all five structures renewal measures (M23, 26-29) is obtained from the national Unit Rate and Volume Report.

Reporting of M23, M26, M27, M28, M29 – Structures Renewals activities. Reporting of structures renewals (or structures receiving major maintenance), M23-bridges, M26-culverts, M27-retaining walls, and new this year M28-earthworks and M29-tunnels will remain a potential difficulty in terms of unit definitions and small quanta, so we consider that we report at B3 (or BX for zero or small reported volumes).

Tunnel remediation (M29)

The total number of remediation schemes on tunnels with a total cost per scheme greater than £50k.

Results

Table 71 Tunnel renewals

	Preventative 2003-04 (number)	Repair 2003-04 (number)	Actual 2003-04 (number)
WCRM	0	1	1
Non-WCRM			
East Anglia	0	0	0
Great Western	2	2	4
London North Eastern	0	0	0
Midland	0	3	3
North West	1	1	2
Scotland	0	1	1
Southern	0	2	2
Network total	**3**	**10**	**13**

Commentary

This is a new measure reported for the first time in this Annual Return. The network contains approximately 200 tunnels. We carried out interventions valued at £50k or more at 13 locations (one in 15).

The major improvement in definition achieved this year in all five structures renewal measures (M23, 26-29) is obtained from the national Unit Rate and Volume Report.

Reporting of M23, M26, M27, M28, M29 – Structures Renewals activities. Reporting of structures renewals (or structures receiving major maintenance), M23-bridges, M26-culverts, M27-retaining walls, and new this year M28-earthworks and M29-tunnels will remain a potential problem in terms of unit definitions and small quanta, so we consider that we report at B3 (or BX for zero or small reported volumes).

Section 4 – Network capability

This section reports data on four measures of network capability:

- linespeed capability
- gauge capability
- structures route availability
- electrification

Network Rail central office, using exactly the same repeatable process as in 2003, has once again produced the capability data. The consequence of this is that any differences are caused only by changes to the source data and not by a different approach, as has been the possibility before. In the year, much effort has been spent in getting the source data on Geogis and MapInfo checked and agreed by the regional process owners, and updated where necessary. In addition, the Geogis Data Improvement Programme (GDIP) has updated the line speed data to bring it into line with the Sectional Appendix.

The result of all this work is that some errors were found in the 2003 figures and that many of this year's figures are now much closer to the figures in the 2002 Annual Return. There have also been several large changes this year, principally the transfer of part of the WCML from Midlands to North West. Major corrections to 2003 included the identification of 1,913km of track in East Anglia incorrectly identified as RA10 (the maximum permitted) instead of the normal running value RA8, and identification of 19km of DC OHL in London North East which was excluded last year as this does not have a separate code in Geogis. Further work is required to the databases in the coming year to further improve data quality.

The difference between the RA and linespeed totals, which was 359km last year, is now 307km. The difference occursbe cause route availability (RA) data is not held by Geogis with linespeed data. Work continues to resolve the differences between systems and reduce the deficite.

Regulatory targets

The regulatory targets for each of the network capability measures is for no overall reduction in functionality during the control period except as agreed through the network change procedure.

Reporting confidence

Following data quality improvements over the past year, in connection with our asset register work, we can report capability measures at B2 confidence.

Linespeed capability (C1)

This is a measurement of the length of running track in kilometres in the following speed bands:

- up to 35 miles per hour
- 40-75 miles per hour
- 80-105 miles per hour
- 110-125 miles per hour
- over 125 miles per hour

The measure includes running lines and loops but excludes sidings and depots. Where differential speeds apply to a section of track, the highest linespeed shall be assessed for that section of track.

Results

Table 72 Linespeed capability

Speed band (mph)	March 2003 km of track in each speed band	March 2004 km of track in each speed band
Up to 35	5,289	5,570
40 – 75	16,978	16,585
80 – 105	7,106	6,994
110 – 125	2,393	2,415
Over 125	0	0
Total	**31,766**	**31,564**

Tables 73 and 74 detail the linespeed increases and decreases applied to the network during the 2003-04 year. Many of these changes are the result of GDIP work to correct Geogis to reflect the Sectional Appendix. Some of the changes are within the same speed band and therefore do not effect overall capability. No attempt is made to offset the increases by the decreases.

The tables indicate the region, business plan route reference, engineer's line reference and track affected as well as details of the start location, length and speed band change.

Table 73	Linespeed change - increases						
Region	Strategic Route	ELR	Track	Start mileage	Length (miles)	Old speed band	New speed band
GW	28	CAM	Down Fast	0.7500	2.9313	10-20	25-30
GW	28	CAR	Down Fast	4.1250	4.7500	65-70	75-80
GW	28	CAR	Up Fast	9.1250	2.5000	25-30	45-50
GW	28	CAR	Other	19.0000	3.7500	45-50	55-60
GW	28	CRY	Other	0.3750	2.3489	35-40	45-50
GW	4	DAC	Other	220.6250	2.0000	45-50	55-60
GW	3	MLN1	Up Slow	2.1250	2.3750	80	100-110
GW	27	OXD	Other	26.3750	2.5000	10-20	25-30
GW	11	SBA2	Other	37.5000	2.5000	55-60	65-70
GW	11	SBA2	Other	45.6250	2.1250	45-50	55-60
LNE	36	LEH1	Up Fast	5.8750	2.1250	25-30	55-60
LNE	36	LEH1	Down Fast	5.8750	2.1250	25-30	55-60
LNE	5	TJC1	Up Fast	146.6250	7.8875	80	85-95
LNE	5	TJC1	Down Fast	146.6250	8.3875	80	85-95
LNE	13	WME	Up Fast	7.8750	1.9068	25-30	45-50
MID	1	CWJ	Up Fast	2.3750	2.5000	25-30	45-50
MID	1	CWJ	Up Fast	2.3750	2.5000	25-30	45-50
MID	7	DBP1	Down Fast	1.5000	12.2500	85-95	115-125
MID	7	DBP1	Up Fast	1.6250	12.3750	85-95	115-125
MID	7	DBP1	Up Fast	15.8750	7.5000	85-90	115-125
MID	7	DBP1	Down Fast	15.8750	7.5000	85-90	115-125
MID	7	DBP1	Up Fast	15.8750	7.5000	85-95	115-125
MID	7	DBP1	Down Fast	15.8750	7.5000	85-95	115-125
MID	7	DBP1	Up Fast	23.3750	6.1131	85-90	115-125
MID	7	DBP1	Down Fast	23.3750	6.1170	85-90	115-125
MID	7	DBP1	Up Fast	23.3750	6.1131	85-95	115-125
MID	7	DBP1	Down Fast	23.3750	6.1170	85-95	115-125
MID	7	DBP2	Up Fast	29.3750	3.8210	85-90	115-125
MID	7	DBP2	Down Fast	29.3750	3.7864	85-90	115-125
MID	7	DBP2	Up Fast	29.3750	3.8210	85-95	115-125
MID	7	DBP2	Down Fast	29.3750	3.7864	85-95	115-125
MID	7	DBP3	Up Fast	34.5000	4.9330	75	85-90
MID	7	DBP3	Up Fast	34.5000	4.9330	80	85-95
MID	7	DBP3	Down Fast	35.0000	4.3188	75	80
MID	7	DBP3	Down Fast	35.0000	4.3188	75	80
MID	7	DCL	Down Fast	100.7500	1.0000	80	85-95
MID	1	LEC1	Down Fast	56.8750	18.7500	100-110	115-125
MID	1	LEC1	Up Fast	58.6250	21.0000	100-110	115-125
MID	1	LEC2	Down Fast	84.0000	14.5000	100-110	115-125
MID	1	LEC2	Other	84.0000	12.6250	100-110	115-125
MID	1	LEC2	Up Fast	99.5000	2.1250	100-110	115-125
MID	31	NOG1	Up Fast	114.2500	6.7500	55-60	75
MID	31	NOG1	Up Fast	114.2500	6.7500	55-60	75
MID	30	OWW	Up Fast	135.6250	5.5000	55-60	75
MID	44	PBS1	Up Fast	133.8750	1.7500	10-20	35-40
MID	44	PBS1	Up Fast	133.8750	1.7500	10-20	35-40
MID	31	PBS2	Up Fast	137.2500	1.1250	10-20	35-40
MID	31	PBS2	Up Fast	137.2500	1.1250	10-20	35-40
MID	9	PMJ	Down Fast	0.2500	3.2500	55-60	85-95

Table 73	Linespeed change - increases						
Region	Strategic Route	ELR	Track	Start mileage	Length (miles)	Old speed band	New speed band
MID	31	RAC	Up Fast	125.7500	1.6250	10-20	55-60
MID	31	RAC	Up Fast	125.7500	1.6250	10-20	55-60
MID	5	SPC6	Down Fast	119.5000	6.7500	65-70	100-110
MID	5	SPC6	Down Fast	119.5000	6.7500	65-70	100-110
MID	5	SPC6	Up Fast	122.7500	3.5875	80	100-110
MID	5	SPC6	Up Fast	122.7500	3.5875	80	100-110
MID	5	SPC7	Up Fast	126.2500	1.0375	75	85-90
MID	5	SPC7	Down Fast	126.2500	1.0375	75	85-90
MID	5	SPC7	Up Fast	126.2500	1.0375	75	85-95
MID	5	SPC7	Down Fast	126.2500	1.0375	75	85-95
MID	5	SPC8	Up Fast	128.0000	6.8750	75	100-110
MID	5	SPC8	Down Fast	130.1250	5.6250	85-95	100-110
MID	5	SPC9	Up Fast	142.3750	1.7500	80	85-95
NW	35	CBC1	Up Fast	4.2500	1.8750	45-50	55-60
NW	1	CMD1	Down Fast	1.2500	7.1250	85-95	115-125
NW	1	CMD1	Up Fast	2.1250	5.8750	85-95	115-125
NW	1	CMD1	Up Fast	8.5000	5.8750	85-95	115-125
NW	1	CMD1	Down Fast	8.6250	5.7500	100-110	115-125
NW	1	CMD2	Up Fast	15.7500	15.5563	85-95	100-110
NW	1	CMD2	Down Fast	15.7500	13.9466	85-95	100-110
NW	12	CNH3	Up Fast	224.7500	1.7500	45-50	75
NW	12	CNH3	Down Fast	224.7500	1.8318	45-50	75
NW	32	DSE	Down Fast	18.5000	1.5000	55-60	75
NW	1	MCH	Down Fast	0.3750	6.5000	85-95	100-110
NW	1	MCH	Up Fast	1.8750	5.0000	85-95	115-125
NW	44	NMC1	Other	178.7500	2.4267	25-30	45-50
NW	32	SBH1	Up Fast	0.1250	1.7500	45-50	55-60
NW	32	SBH1	Down Fast	0.1250	1.0000	45-50	55-60
NW	44	SDJ2	Down Fast	11.5000	1.1250	10-20	35-40
NW	44	WJP1	Other	33.6250	1.2119	35-40	45-50
NW	44	WJP1	Other	33.6250	1.2119	35-40	45-50
SC	14	HGL2	Down Fast	111.3750	5.1250	75	80
SC	14	HGL2	Up Fast	111.3750	5.1250	65-70	80
SC	14	HGL2	Up Fast	111.3750	5.1250	65-70	80
SC	14	HGL2	Down Fast	111.3750	5.1250	75	80
SO	22	BAE2	Down Fast	113.5000	2.0000	75	85-90
SO	21	BML2	Up Slow	79.5000	1.0795	35-40	55-60
SO	18	HDR	Up Fast	17.3750	1.0000	35-40	45-50
SO	20	KJE3	Down Fast	14.7500	1.5000	80	85-90
SO	19	NFE	Other	16.7500	1.2500	45-50	55-60
SO	19	NFE	Other	16.7500	1.2500	45-50	55-60
SO	23	RSJ	Down Fast	30.7500	1.5000	35-40	65-70
SO	23	RSJ	Down Fast	30.7500	1.5000	35-40	65-70
				Total	421.23	Miles	

Table 74	Linespeed change - decreases						
Region	Strategic Route	ELR	Track	Start mileage	Length (miles)	Old speed band	New speed band
EA	16	LTN1	Other	15.1250	4.6250	65-70	55-60
EA	16	LTN1	Other	15.1250	3.1250	65-70	55-60
GW	3	ANL	Up Fast	5.2500	1.8750	45-50	10-20
GW	7	DCL	Down Fast	72.1250	2.8750	100-110	85-95
GW	7	DCL	Up Fast	72.6250	2.3750	100-110	85-95
GW	11	DJP	Other	96.5000	1.2500	45-50	10-20
GW	3	MLN1	Other	0.6250	1.0000	65-70	35-40
GW	3	MLN1	Other	0.6250	1.2500	85-90	35-40
GW	3	MLN1	Up Slow	2.1250	2.3750	100-110	80
GW	3	MLN1	Down Fast	34.5000	1.3750	115-125	85-95
GW	11	SBA2	Other	37.5000	4.8750	65-70	55-60
GW	11	WSJ2	Down Fast	194.5000	2.3750	65-70	55-60
LNE	31	PSE	Up Fast	143.5000	2.3750	55-60	35-40
LNE	31	PSE	Down Fast	143.5000	1.5000	55-60	35-40
LNE	37	STF	Down Fast	8.6250	1.5000	45-50	10-20
LNE	5	TJC1	Down Fast	155.1250	2.6250	85-90	45-50
MID	7	BAG2	Up Slow	47.2500	2.1023	65-70	35-40
MID	7	BAG2	Other	49.3750	1.3750	35-40	10-20
MID	43	GSM1	Down Fast	80.8750	2.3267	55-60	10-20
MID	43	KSL	Other	113.5000	1.0000	45-50	10-20
MID	43	KSL	Up Fast	116.8750	2.3750	45-50	25-30
MID	1	LLG	Up Fast	1.2500	1.2182	35-40	10-20
MID	44	PBS1	Down Fast	135.6250	2.7500	35-40	10-20
MID	30	RRN1	Up Fast	0.1250	6.7500	45-50	10-20
MID	5	SPC3	Other	65.5000	1.7869	45-50	35-40
MID	5	SPC6	Down Fast	119.5000	2.0000	100-110	65-70
MID	5	SPC8	Other	129.0000	1.6869	45-50	10-20
NW	1	CMD1	Down Fast	0.1250	1.2500	65-70	55-60
NW	12	CNH3	Down Fast	245.7500	1.0000	75	55-60
NW	34	DJH	Up Fast	11.3750	1.6239	45-50	10-20
NW	32	DSE	Down Fast	22.5000	3.0000	75	55-60
NW	34	FCO	Other	12.2500	13.1574	65-70	45-50
NW	1	WJL2	Down Slow	182.7500	1.2886	75	10-20
SC	14	EGM1	Down Fast	0.1250	1.2057	45-50	10-20
SO	22	BAE2	Other	86.2500	1.1852	85-90	65-70
SO	21	BML2	Up Fast	120.7500	1.5125	85-90	45-50
SO	18	HDR	Up Fast	17.3750	1.0000	45-50	35-40
SO	20	KJE3	Down Fast	14.7500	1.5438	85-90	80
SO	19	TBH1	Up Fast	35.5000	1.8920	65-70	10-20
SO	19	TBH1	Down Fast	35.5000	1.8750	85-90	10-20
SO	23	VWW	Down Fast	22.3750	2.2500	65-70	55-60
SO	21	WPH1	Up Fast	30.5000	1.0000	75	25-30
				Total	97.53		

Gauge capability (C2)

This is a measurement of the length of route in kilometres capable of accepting different freight vehicle types and loads by reference to size (gauge). This measurement is reported against five gauge bands:

- W6, height of vehicle (h)3338mm- width of vehicle (w)2600mm
- W7, (h)3531mm - (w)2438mm
- W8, (h)3618mm - (w)2600mm
- W9, (h)3695mm - (w)2600mm
- W10, (h)3900mm - (w)2500mm

Results

Table 75 Gauge capability

Gauge band	March 2003 km of route in each gauge band	March 2004 km of route in each gauge band
W6	5,379	5,223
W6 and W7	1,632	2,284
W8	7,126	6,340
W9	2,370	2,483
W9 and W10	163	163
Total	**16,670**	**16,493**

Commentary

This capability is presented in an amended form in this return, whereby only the maximum gauge band figures are identified with each section of route. For example, the dimensions of W8 gauge automatically includes W6 and W7 as well, whereas W7 does not include W6 but it happens that all W7 track is also W6. The sum of the five bands in the table above show the route length of the network.

There are no reported physical changes for gauge capability. The changes in the figures from the 2003 Annual Return are due to improvements in the accuracy of data.

Route availability value (C3)

This is a measurement of the length of track in kilometres capable of accepting different loaded vehicle types by reference to the structures route availability (RA) value. There are three RA value bands:

- RA1-6
- RA 7-9
- RA10

This measure represents the lesser of the maximum single axle weight or the maximum equivalent load effect of a whole vehicle for underline bridges and structures on a route, specified in the definitive operating publication.

Results

Table 76 Structures route availability		
RA bands	March 2003 km of track in each RA band	March 2004 km of track in each RA band
RA 1-6	2,411	2,375
RA 7-9	24,262	26,297
RA 10	4,734	2,585
Total	**31,407**	**31,257**

Commentary

Structures route availability relates solely on the capability of the network to accept different loaded vehicle types by reference to the RA value. It does not report on permitted traffic flows, which require operating restrictions to permit the passage of traffic heavier than the capability of the structure at the maximum permitted line speed of the route.

There are no reported physical changes for structures route availability. The changes in the figures from the 2003 Annual Return are due to:

- further investigation of the differences between the 2002 and 2003 Annual Returns with the 2004 Annual Return aligning closely with the 2002 return,
- improvements in the accuracy of data.

The latter includes two manual changes: 1,908km of RA10 downgraded to RA8 in East Anglia region, and 270km of RA8 added to North West region, both due to errors in MapInfo. The North West problem was because records in MapInfo, principally for engineer line reference LEC and CMD lines, which had been handed over to North West due to a boundary change, were only partially amended and had route/track lengths of zero. The difference between the RA and linespeed totals, which was 359km last year, is now 307km.

Electrified track capability (C4)

This is a measurement of the length of electrified track in kilometres in the following bands:

- overhead line at 25kV a.c.
- third rail 650/750V d.c.
- 1500V d.c. overhead

The measurement includes the length of running track, including loops but excluding sidings and depots. Lengths of track that have more than one type of electrification count towards each of the respective electrification types. In addition, line that is not energised and permanently earthed is not included.

Results

Table 77 Electrification capability		
Type	March 2003 km of electrified track	March 2004 km of electrified track
25 kV a.c. overhead	7,751	7,780
3rd rail 650/750V d.c.	4,463	4,483
Dual a.c. overhead/3rd rail d.c.	33	33
1500V d.c. overhead	19	19
Total	**12,266**	**12,315**

Commentary

In the year there have been minor changes to overall electrified line capability arising largely from CTRL and WCRM major project works:

- increases arising from additional a.c. OLE (10km) and d.c. third rail (15km) capability provided as part of the CTRL works
- increase of 27km of new a.c. OLE electrification between Crewe and Kidsgrove provided as part of the WCRM works
- 19 km of Sunderland Direct 1500V d.c. OLE separately identified from a.c. OLE

Remaining differences are due to correction of errors identified in Geogis data.

Section 5 – Reconciliation for 2003 Business Plan

This reconciliation statement reports upon:

- the extent to which forecasts shown in the 2003 Business Plan were achieved in the year 2003-04
- the extent to which the forecasts were not achieved
- reasons for material changes to works forecast in the 2003 Business Plan

This section of the Annual Return contains the reconciliation statement for 2003-04 works and expenditure, which was forecast in the 2003 Business Plan.

Existing Business Plan routes do not generally align with region boundaries. Our project planning and subsequent project monitoring is carried out on a region-wide programme basis for track, structures and other renewals and on a project basis for specific projects such as resignalling and enhancements. These projects and programmes do not generally align with the current 45 Business Plan routes.

In order to present renewal and enhancement data by route in the Business Plan, it is necessary to apportion forecast expenditure between routes. The process of cutting projects, which were previously a recognised entity, across several routes and then again by asset category, can lead to inaccuracy and some incorrect assignment. Some projects are not appropriate for assignment to individual routes and this leads to regional totals being greater than the sum of routes. It also contributes to changes between routes and between asset categories during the year.

Following publication of the Business Plan, work is managed by regional programmes and projects, and changes to scope, cost, and timescales are recorded on this basis. Reconciling actual expenditure captured by project to forecast expenditure previously presented by route is therefore a very resource-intensive exercise. As can be seen from this Annual Return, a large number of reported changes are as a result of a different re-allocation between routes/asset categories rather than physical changes to scope or cost.

The financial forecasts in this reconciliation statement are shown as they were stated in the 2003 Business Plan, (i.e. 2003-04 prices). The actuals for 2003-04 are shown in cash prices. The sum of renewal and enhancement forecast, actual and variance columns may not precisely match the indicated column total due to rounding.

Data for 2003-04 on operational performance, condition of certain assets and the volume of renewal activities is reported in other sections of this Annual Return.

With a view to providing greater visibility of delivered expenditure against forecast expenditure, additional reconciliation tables have been produced for the Central, Network Rail-managed stations and West Coast Route Modernisation business units.

The following explanations are common across the project portfolio and are not repeated in individual tables:

Contingencies/overlays

References are occasionally made within this section to central office overlays or contingencies. These are centrally held/applied funds used to align individual business units aims and objectives with those of the corporate body. In most instances the funding levels are proportionately low in the context of overall expenditure.

Regional comparisons

The Annual Return provides details of expenditure by region, thus enabling cost and performance comparisons to be made. Any such comparisons should be treated with extreme caution because of the different operating characteristics of each region. These differences include geography, network density, freight tonnage, degree of congestion, length of electrified track and the age of assets.

Train protection warning system and safety and environment plan

The budget for TPWS and the Safety and Environment Plan were held centrally. At year end, central office allocated TPWS related actual costs to the regional accounts. This, in some cases, has not been recorded as actuals within the route analysis. Therefore, the sum of the route enhancement actuals does not always tie back to the regional table total.

Regulatory accounts

In reconciling the actual renewals and enhancement expenditure in this document against the regulatory accounts, the following needs to be taken into account.

- renewals – expenditure of £3,070m reported in the regulatory accounts excludes capitalised interest and reactive maintenance regulatory adjustment
- enhancement – the £651m reported in the regulatory accounts is before £21m of capitalised interest, and excludes the St Pancras operational lease rights of £55m and £43m of third party funded enhancements
- maintenance – excludes exceptional items and renewals categorised as reactive maintenance in the regulatory determination

Key performance indicators

There are nine high level key performance indicators (KPIs), which measure Network Rail's performance of the company's corporate goals. These high level KPIs are supported by a set of secondary KPIs. Since 2003-04, this full set of KPIs have been embedded into the Business Plan and included within the reporting cycle.

The results for the full set of high level KPIs for 2003-04 are included in this Annual Return, Table 89. These results have not been reviewed by the reporters or approved by ORR.

Reporting confidence

Reconciliation with 2003 Business Plan. Although all regions have systems in place for accounting for investment in renewals, variance figures reported against business plan forecasts suffer from uncertainties in respect of central office overlays, timing issues relating to when the budgets are struck (and reported in the Business Plan), judgements about allocation of investment by sub-asset (eg rail, sleepers, ballast) and between maintenance and renewals, and disaggregation of the former Eastern region into LNE and EA, and splits WCRM/Midlands and NW respectively. Scotland as a relatively self-contained unit has fewer of these allocation issues, so we consider reporting is at A2 (Scotland and Network-wide) and B2 (all other regions). This concurs with reporters' views at AR03. Zero spend in the year in the reported category is accorded AX and BX respectively.

Network total

Table 78 National expenditure to sustain the network (£m)			
(2003-04 prices)	Forecast	Actual	Variance
Maintenance	**1,360.0**	**1,245.0**	**-115.0**
Renewals			
Track	1,234.0	1,256.0	22.0
Signalling	727.0	533.0	-194.0
Structures	451.0	417.0	-34.0
Electrification	233.0	224.0	-9.0
Plant and machinery	234.0	190.0	-44.0
Information technology	105.0	92.0	-13.0
Telecoms	420.0	352.0	-68.0
Stations	88.0	86.0	-2.0
Depots	32.0	34.0	2.0
Lineside buildings	14.0	20.0	6.0
Other	7.0	0.0	-7.0
Total renewals	**3,545.0**	**3,203.0**	**-342.0**
Total enhancements	**1,238.0**	**770.0**	**-468.0**

For an explanation of variances, please see individual regional tables.

Differences between the sum of the individual asset categories and the total renewal value are entirely due to rounding.

East Anglia region

Table 79 East Anglia region expenditure (£m)			
	Forecast	Actual	Variance
Maintenance expenditure	181.9	146.2	-35.8
Renewals			
Track	70.7	56.4	-14.3
Signalling	32.8	40.1	7.3
Structures	22.5	17.3	-5.2
Electrification	6.1	3.2	-2.9
Plant and machinery	3.1	4.3	1.2
Information technology	0.0	0.0	0.0
Telecoms	4.6	3.8	-0.8
Stations	4.6	5.7	1.1
Depots	1.0	1.4	0.4
Lineside buildings	2.6	3.1	0.5
Other	0.0	0.0	0.0
Total renewals	148.0	135.3	-12.7
Total enhancements	2.0	14.0	12.0

Maintenance: Unused central office contingency overlay accounts for majority of variance.

Track: The £14.3m variance in the main comprises a net £11.1m for the release of prior year provisions. The remaining variance is primarily made up of £4.0m of funding reallocated for the increase on the West Anglia Route modernisation (signalling), £2.0m of provision moved to the London North Eastern region following the de-merger of Eastern region and (£3.0m) pertaining to a central office overlay. The main schemes affected were the London Tilbury Southend (LTS), North London Line (NLL), West Anglia (WA) and Great Eastern (GE) plain line track renewals £4.0m, rolling contact fatigue works £2.5m, S&C Design programme (£0.8m) and S&C renewals (£0.8m).

Signalling: The (£7.3m) variance is a result of an (£9.9m) increase on the West Anglia Route modernisation. This was partly mitigated by the deferral of £2.0m of signal box renewals.

Structures: The £5.2m variance is primarily made up of efficiencies through lower than expected prices and some resource constraints for future years development works. Additionally, the Thrandeston Bog project was delayed following further investigation into an optimal solution and contributed £1m.

Electrification: The £2.9m variance is a result of deferral of several schemes totalling £3.8m due to resource constraints, in particular D&C engineering. This was reduced by an increase on West Anglia Route modernisation of (£0.9m).

Plant and machinery: The (£1.2m) variance is the result of an increase of (£1.8m) on the West Anglia Route modernisation. This was reduced by £0.6m of deferral due to resource constraints.

Telecoms: The £0.8m variance is composed of £0.7m for cab secure radio (CSR) black spot remedial works scope reduction, £0.5m for LTS Telecommunication Transmission Network being deferred and additional works of (£0.6m) on West Anglia Route modernisation. The remaining variance being on CCTV driver only operation (DOO) Great Eastern/West Anglia, which was delayed due to a DOO "look back" issue at some of the locations. This has now been resolved and work is progressing.

Stations: The (£1.1m) variance is the result of additional reactive spend on stations.

Enhancements: Please see routes for explanation of variances.

London North Eastern

Table 80 London North Eastern region expenditure (£m)			
	Forecast	Actual	Variance
Maintenance expenditure	157.6	164.6	7.0
Renewals			
Track	112.0	123.0	11.0
Signalling	35.5	35.5	0.0
Structures	59.0	54.0	-5.0
Electrification	3.5	6.5	3.0
Plant and machinery	3.5	2.0	-1.5
Information technology	0.0	0.0	0.0
Telecoms	8.0	8.0	0.0
Stations	7.5	9.0	1.5
Depots	3.0	5.0	2.0
Lineside buildings	3.0	3.0	0.0
Other	0.0	0.0	0.0
Total renewals	235.0	246.0	11.0
Total enhancements	18.0	30.5	12.5

Maintenance: The overspend represents the final Jarvis settlement agreed in period 11. The result contains an under-spend of £0.7m for a number of safety and environment initiatives not being implemented during the year.

Track: Total variance due to condition led, unplanned works at Grantham-Boston £4m, Hull Seamer £0.5m, extra rolling contact fatigue (RCF) works, central office transfer of infrastructure maintenance transfer (IMT) costs £1m and the reclassification of Keadby (originally structures) into track £5.5m.

Structures: Variance due to BE4 Victoria roadwork deferred as a result of delays in agreement with third party for funding the provision of £1m. Keadby reclassification to track £5.5m as advised by supply chain.

Electrification: Variance of £1.5m for OLE Renewals needed due to poor performance of the asset and extra funding of £1.5m for Hertford loop booster transformers needed to increase capacity of the diversionary route.

Plant and machinery: Variance due to funding moved to electrification as a result of slippage in plant and machinery (P&M) development remits.

Stations: Variance resulting from additional unplanned sites due to access agreements with TOCs for short-term blockade works.

Depots: Variance due to £2m Neville Hill Depot transfer to LNE form Midlands.

Enhancements: Please see routes for explanation of variances. Also, the difference between the total forecast of route expenditure is lower than Table 1 due to Neville Hill carriage washer (£1.4m) not being allocated to a specific route.

Great Western

Table 81 Great Western region expenditure (£m)			
	Forecast	Actual	Variance
Maintenance expenditure	**220.2**	**191.0**	**-29.2**
Renewals			
Track	141.8	135.3	-6.5
Signalling	34.8	26.0	-8.8
Structures	87.0	80.0	-7.0
Electrification	0.5	0.5	0.0
Plant and machinery	4.6	6.0	1.4
Information technology	0.0	1.0	1.0
Telecoms	4.6	3.0	-1.6
Stations	6.1	5.0	-1.1
Depots	5.6	9.0	3.4
Lineside buildings	2.0	1.0	-1.0
Other	0.0	1.0	1.0
Total renewals	**287.0**	**268.8**	**-18.2**
Total enhancements	**22.5**	**24.0**	**1.5**

Maintenance: Variance due to unused central office contingency overlay.

Track: Plain line and S&C efficiencies resulted in lower spend than had been budgeted.

Signalling: Lower than expected possession costs, combined with slippage across a number of small signalling schemes.

Structures: Poor contractor performance resulting in deferral of works across the portfolio.

Depots: Accounting reclassifications between stations, depots and lineside buildings. Net effect nil.

Enhancements: Please see routes for explanation of variances.

Midlands

Table 82 Midlands region expenditure (£m)	Forecast	Actual	Variance
Maintenance expenditure	**211.5**	**209.1**	**-2.4**
Renewals			
Track	128.0	124.4	-3.6
Signalling	63.7	35.9	-27.8
Structures	39.3	38.6	-0.7
Electrification	12.6	9.2	-3.4
Plant and machinery	4.7	3.4	-1.3
Information technology	0.0	2.0	2.0
Telecoms	9.0	7.7	-1.3
Stations	15.2	17.0	1.8
Depots	2.3	1.6	-0.7
Lineside buildings	1.9	2.1	-0.2
Other	0.0	-2.0	-2.0
Total renewals	**276.8**	**239.9**	**-36.9**
Total enhancements	**16.5**	**52.0**	**35.5**

Maintenance: The original budget for the Midlands region was £189.8m (core maintenance and other infrastructure expenses). The variance of £19.2m (£209.1m less £189.8m) comprises a variety of issues across the core contract costs, variations issued, performance regime and freight haulage costs.

The total contractor maintenance costs were £21.2m in excess of budget. £6.6m of this relates to the West Midlands area - on increased spend on complementary works, increased work levels to be compliant with standards and on higher than anticipated contract inflation rates. £5.6m relates to the East Midlands area - on complementary works and core contract, being partially offset by a reduction in wheelburn defect removal. A further £6.8m relates to the West Coast Main Line south area – predominantly due to the fact that the budget was based on a steady state railway but the maintenance costs needed to be increased to satisfy the enhanced linespeeds that were necessary for the forthcoming introduction of the new timetable.

In addition to this the region incurred costs in excess of budget on freight haulage (£1.2m) and other outside contractor costs (£1.3m) with these being partially offset by an under-spend on National Logistics Unit (NLU) materials of £0.3m.

Other infrastructure expenses, at £14.0m, were £1.9m below budget. The major under-spends being on structures inspections and assessments of £0.6m, Other costs (on a variety of cost headings and post a review of prior year accruals and provisions) of £1.4m being partially offset by an overspend on the Safety and Environment Plan vegetation management of £0.2m.

The variance between the Business Plan forecast of £211.5m and the budgeted expenditure of £189.8m relates to an central office overlay.

Signalling: The variance of £27.8m relates predominantly to problems encountered on the following schemes: Bedford to Bletchley (£5.4m) and Willesden Suburban (£4.7m) on Route 1; Saltley Phase 2 – Leamington Corridor (£3.5m) and Cherwell Valley re-signalling (£1.5m) on Route 7; Glen Parva to Nuneaton re-signalling (£10.8m) on Route 9; being partially offset by increased spend on both Kingswinford signal box reinstatement (£1.5m) and Sutton Park Line development work (£0.5m) both on Route 43.

Electrification: The variance of £3.4m relates predominantly to problems encountered on the scheme to deliver the 25kV switchgear renewals on Route 1 (£4.9m) partially offset by increased spend on a variety of small works originally programmed for 2002-03 on Route 30 (£1.5m). The balance of £0.7m is across all other routes and has arisen due to the deferral of a number of small expenditure projects. These have largely been rescheduled for 2004-05.

Plant and machinery: The £1.3m variance has arisen due to the deferral of a number of small expenditure projects. These have largely been rescheduled for 2004-05.

Telecoms: The variance of £1.3m relates predominantly to problems encountered on the scheme to renew the signal post telecoms concentrator at Saltley (£1.7m) on Route 7 being partially offset by the delivery of a large number of small works items that were originally programmed for delivery in 2002-03.

Enhancement - Cross Country Route modernisation: with a spend of £35.5m compared to a budget of £7.0m.

The majority of the variance was as a result of a planning/budgeting error rather than a significant increase in spend on the scheme. The published plan overestimated the amount of work to be charged to track renewals and underestimated the amount to be charged to the enhancement element of the scheme, for the Midlands region. As a result, the budget was flexed in the early part of the financial year in order to correct this error.

Enhancement - Bescot Yard sidings: the completion date for which has slipped but the scheme does continue to progress towards delivery in 2004-05.

North West

Table 83 North West region expenditure (£m)			
	Forecast	Actual	Variance
Maintenance	172.0	148.0	-24.0
Renewals			
Track	40.9	41.0	0.1
Signalling	21.8	16.5	-5.3
Structures	40.9	40.3	-0.6
Electrification	0.7	0.8	0.1
Plant and machinery	4.5	2.0	-2.5
Information technology	0.0	0.0	0.0
Telecoms	3.0	1.6	-1.3
Stations	5.6	5.6	0.0
Depots	0.9	0.6	-0.3
Lineside buildings	1.1	1.7	0.6
Other	0.0	0.0	0.0
Total renewals	119.4	110.1	-9.3
Total enhancements	17.5	16.7	-0.8

Maintenance: Inflation and the effect of budget transfers for safety and environment spend, boundary changes with Midlands region and additional maintenance on new West Coast assets increased maintenance expenditure by £10 million. A further £2 million was spent on increased re-railing activity in the Preston contract area. A reported reduction in spend of £11 million was due to the favourable settlements of prior years contracts with the infrastructure maintenance contractors.

A central office engineering overlay of £21 million remained unspent.

Telecoms: Emergency works following the washout at Llanwrst of the line to Blaenau Ffestiniogg necessitated £1.1 million to be switched to structures Annual Maintenance Plan (AMP). This was achieved following cancellation of works and reduction of scope with the agreement of the regional engineer.

Lineside: Accounting adjustments to previous years projects account for £500k of the overspend reported.

Signalling: Shortly after the initial budgets were agreed, the attempt to set up a second delivery alliance failed, management costs not being agreed to by the contractor and commercial representatives. This led to a fundamental re-think of delivery and hence a revision to the planned programme. Consequently those values published in the route plans have, since late April 2004, not reflected the regional intentions. Full detail on the revisions and budget hand back is detailed on the Route Plans.

The ongoing TPWS programme has caused a nationwide signalling designer shortage. This has been exacerbated by conflict with West Coast route modernisation works, where access to source records has been hampered leading to delays in design and installation.

Poor contractor's commercial systems capability has lead to late cost forecasting and hence business planning difficulties. Process of target costing jobs and agreement of these costs led to delays in phase two instructions being given to Signalling Works Geographic Partnership Alliance (SWGPA). This, combined with the other issues previously mentioned, resulted in the region relinquishing some £8million of budget, which they recognised they would be unable to deliver within the financial year.

Depots: Under-spend resultant from reduced reactive interventions required and provision being made to accommodate additional SERCO management costs, shown under stations AMP.

Enhancements: Please see routes for explanation of variances.

Note:

1. £10m of forecast investment spend and £8.5m of actual investment spend has not been allocated to route tables. Hence the variance between the sum of the route data and Table 1.

Scotland

Table 84 Scotland region expenditure (£m)	Forecast	Actual	Variance
Maintenance expenditure	126.0	111.0	-15.0
Renewals			
Track	59.0	56.0	-3.0
Signalling	25.0	21.0	-4.0
Structures	59.0	46.0	-13.0
Electrification	2.0	1.0	-1.0
Plant and machinery	2.5	2.5	0.0
Information technology	0.0	0.0	0.0
Telecoms	4.0	3.0	-1.0
Stations	8.0	6.0	-2.0
Depots	3.0	2.0	-1.0
Lineside buildings	2.5	2.0	-0.5
Other	0.0	0.0	0.0
Total renewals	165.0	139.5	-25.5
Total enhancements	10.5	21.0	10.5

Maintenance: Variance due to unused central office overlay.

Track: The variance is primarily due to the reduction in works required to address rolling contact fatigue resulting from the beneficial effects of the enhanced programme of rail grinding recently implemented.

Signalling: The reduction in the forecast spend for signalling schemes was principally due to the efficient management of the Edinburgh Waverley re-interlocking project which accounted for £3m of the £5m under-spend. The remainder is due to other works and roundings.

Structures: The efficient delivery of the major project to divert the East Coast Main Line around old mine workings at Dolphinstone (between Wallyford and Prestonpans) resulted in an under-spend of £6m. The high number of landslips experienced due to exceptional rainfall during the summer months resulted in resources being diverted away from planned earthworks projects, resulting in a reduction in expenditure of £3m. The re-phasing of works at Blackhills Cutting (near Stonehaven), Jamestown Viaduct (near North Queensferry) and at Glenury Viaduct (near Stonehaven) to allow the consideration of alternative technical solutions resulted in a reduction in expenditure of £2m, £2m and £1m respectively. The remainder is due to other works and roundings.

Electrification: The under-spend of £1m arose due to the re-phasing of the Glasgow Central contact wire renewal works to co-incide with other planned works in future years.

Stations: The under-spend of £2m arose as a consequence of the re-phasing of planned works at Gourock due to ongoing discussions with stakeholders on potential synergies with their aspirations.

Enhancements: Please see routes for explanation of variances.

Southern

Table 85 Southern region expenditure (£m)			
	Forecast	Actual	Variance
Maintenance expenditure	269.3	244.1	-25.2
Renewals			
Track	108.5	110.3	1.8
Signalling	52.7	27.0	-25.7
Structures	65.0	63.2	-1.8
Electrification	26.1	8.0	-18.1
Information technology	0.0	0.0	0.0
Plant and machinery	2.6	6.8	4.2
Telecoms	5.6	3.3	-2.3
Stations	15.9	18.1	2.2
Depots	3.1	1.8	-1.3
Lineside buildings	1.0	1.6	0.6
Other	0.0	4.0	-4.0
Total renewals	280.5	244.1	-36.4
Total enhancements	102.3	54.2	-48.0

Maintenance: £24m of variance due to central office overlay. Remaining £2m variance split £1.2m core maintenance (regional contingency not utilised) and £0.8m other infrastructure costs (engineering strategic plant no longer required).

Track: £1.5m overspent due to late claim received on CTRL Shortlands track renewals.

Signalling: Significant programme delays on most of the signalling portfolio due to a combination of technical issues and resource constraints. Notable projects affected include: resignalling at Horsham, Dorset Coast and Sheerness.

Electrification: Variance due to planned regional renewal works being transferred to Southern region new trains programme (SRNTP).

Plant and machinery: Variance relates to mechanical and electrical engineering (M&EE) categorised as stations/depots in the original budget.

Telecoms: £1.5m DOO Kent/Sussex as a result of slippage due to scope changes and a delay in letting contracts.

Stations: £1.4m under-spend against original budget for TOC reactive/cyclical budgets due to transfer of M&EE to plant, (£3.7m) relating to expenditure on stations regeneration project (SRP) Hastings station project

Depots: Variance due to transfer of M&EE to plan

Other: Various deferred fixed asset (DFA) write-offs.

Enhancements: Please see routes for explanation of variances.

£55m due to SRA projects de-scoping or being withdrawn. These are identified within the route tables as Mark 1 rolling stock replacement and not commented upon individually.

Network Rail-managed stations

Table 86 Network Rail-managed stations expenditure (£m)			
	Forecast	Actual	Variance
Maintenance	**10.0**	**14.0**	**4.0**
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.5	0.0	-0.5
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	4.0	4.0
Information technology	0.0	1.0	1.0
Telecoms	14.5	16.5	2.0
Stations	21.0	19.5	-1.5
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	4.5	4.5
Total renewals	**36.0**	**45.5**	**9.5**
Total enhancements	**54.0**	**38.0**	**16.0**

Telecoms: Agreed budget for telecom renewals was £16.5m. Full year spend was delivered in line with the agreed budget.

Stations: Agreed budget for station renewals was £25.7m. Full year spend was £6.2m less than the agreed budget. This was due to deferrals on all Network Rail managed stations lift renewals (£0.6m), All Network Rail managed stations records and energy/utility project (£1.0m), all Network Rail managed stations asbestos surveys (£0.5m), Charing Cross repairs to platforms (£0.2m), Euston parcels deck fire protection (£0.4m) and Kings Cross trainshed glazing (£0.4m). There were also programme delays to Manchester Piccadilly north deck repairs (£0.5m). Efficiencies were achieved on Kings Cross and Waterloo glazing repairs (£1.8m).

Enhancements: Actual budget at beginning of the year was £44m. Variances to the budget were due to:

Sales enhancements: £4m deferral of land purchases for sales schemes.

Managed stations retail: £2m deferral of Paddington Hex and MacMillan house retail projects due to re-scoping of works, and delay on Victoria retail service centre to enable completion of a retail project.

West Coast Route Modernisation

Table 87 West Coast Route Modernisation expenditure (£m)			
	Forecast	Actual	Variance
Maintenance	**8.0**	**0.0**	**-8.0**
Renewals			
Track	568.0	579.0	11.0
Signalling	456.0	329.0	-127.0
Structures	77.0	79.0	2.0
Electrification	182.0	196.0	14.0
Plant and machinery	2.0	36.0	34.0
Information technology	0.0	0.0	0.0
Telecoms	27.0	119.0	92.0
Stations	1.0	0.0	-1.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	2.0	2.0
Total renewals	**1,313.0**	**1,339.0**	**26.0**
Total enhancements	**222.0**	**237.0**	**15.0**

Maintenance: All provision released to regional delivery units.

For an explanation of renewal and enhancement variances, please see Route 1.

Central

Table 88 Central expenditure (£m)			
	Forecast	Actual	Variance
Maintenance	**5.0**	**17.0**	**12.0**
Renewals			
Track	4.0	20.0	16.0
Signalling	5.0	2.0	-3.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	206.0	124.0	-82.0
Information technology	106.0	89.0	-17.0
Telecoms	339.0	186.0	-153.0
Stations	3.0	0.0	-3.0
Depots	14.0	14.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	7.0	-3.0	-10.0
Total renewals	**684.0**	**432.0**	**-252.0**
Total enhancements	**774.0**	**226.0**	**-548.0**

Maintenance: Higher than expected expenditure on a wide number of initiatives.

Track: Variance resulting from contract settlement payment to Jarvis Rail PLC.

Plant and machinery: National Logistics Unit under-spend of £57m on projects such as depot development, rail/ballast delivery/recovery fleet, stoneblowers, steel sleeper plant, S&C recycling plant. Also £30m under-spend on high output ballast cleaning and high output renewals systems.

Information technology: Primarily an under-spend on the restructuring budget (bringing IMCs in-house) issued late in the financial year.

Telecoms: Combination of programme delays, and SRA agreed scope reduction resulted in under-spends of £89m and £58m on fixed telecom network (FTN) and global system for mobile communication – railway (GSM-R) respectively.

Other: Various DFA write-offs.

Enhancements: Combination of programme delays, and SRA agreed scope reduction resulted in under-spend on SRNTP (£219m), scope reductions and efficiencies on TPWS (£89m), programme delays and release of contingency on CTRL Blockade and Thameslink 2000 (£34m), slower than anticipated development/delivery of the Safety and Environment plan (£24m), delays and agreed scope reductions to major facilities at stations (MFAS)/incremental output statements (IOS) (33m). The balance is primarily Felixstowe to Nuneaton, European railway traffic management system (ERTMS) (programme delays) and cross country route modernisation (CCRM) (central release of contingency).

Route 1 – West Coast Main Line: London – Glasgow and Edinburgh

Route 1 Midlands region expenditure (£m)	Forecast	Actual	Variance
Renewals			
Track	24.6	24.0	-0.6
Signalling	21.9	10.3	-11.6
Structures	5.1	5.1	0.0
Electrification	11.1	6.9	-4.2
Plant and machinery	0.4	0.1	-0.3
Information technology	0.0	0.0	0.0
Telecoms	0.3	0.4	0.1
Stations	5.4	5.4	0.0
Depots	1.7	1.2	-0.5
Lineside buildings	0.5	0.5	0.0
Other	0.0	0.0	0.0
Total renewals	**71.0**	**53.9**	**-17.1**
Committed enhancements			
Bescot Yard siding	5.9	2.6	-3.3
Cross Country Route modernisation	0.0	0.0	0.0
Total committed enhancements	**5.9**	**2.6**	**-3.3**

Signalling: The variance is predominantly due to problems encountered with two separate schemes. The scheme to re-signal the Bedford to Bletchley route encountered a range of technical and scope issues which resulted in slippage of the implementation of the scheme, leading to a reduction in spend in 2003-04 of £5.4m. The uncompleted work has now been re-programmed for completion in 2004-05. Delivery of the Willesden suburban re-signalling has been hindered by both internal and external resourcing issues which have resulted in an under-spend of £4.7m in 2003-04. The work necessary for completion has now been re-programmed for 2004-05 and 2005-06.

Electrification: The majority of the variance is due to the slippage of the delivery of the 25kV switchgear renewals on the route due to a mixture of a lack of available possessions and contractor resources. These have now been re-programmed to 2006-07 and beyond.

Enhancements: See preface to Section 5 for explanation of variances.

The completion date of the Bescot Yard sidings scheme has slipped but the scheme does continue to progress towards delivery in 2004-05.

Route 1 North West region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	5.0	4.4	-0.6
Signalling	1.2	0.3	-0.9
Structures	0.0	0.3	0.3
Electrification	0.1	0.0	-0.1
Plant and machinery	1.2	1.3	0.1
Information technology	0.0	0.0	0.0
Telecoms	0.3	0.3	0.0
Stations	1.0	0.1	-0.9
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**8.8**	**6.7**	**-2.1**
Committed enhancements			
Allerton Interchange	6.0	0.3	-5.7
Other	1.0	0.4	-0.6
Total committed enhancements	**7.0**	**0.7**	**-6.3**

Track: No spend on Piccadilly buffer stops otherwise delivery to programme.

Structures: Monies within the hazard management project were diverted to address bridge strike issues at Stoke.

Signalling: Decrease of £260k due for work on Carnforth relay room where the majority of traffic is West Coast now being implemented and funded by WCRM. Additional decreases due to protracted contractual negotiations preventing second signalling works group programme alliance (SWGPA) being put in to place. This has resulted in some packages of work commencing later.

Plant and machinery: An overspend is indicated where works for 'Wigan Wallgate - renewals' have been incorrectly budgeted against route 33 and not here.

Electrification: Variance caused by an accounting error, the full amount has not yet been reported against 'IMC 2000 (Capex) - electrification complementary works'. The adjustment package submitted in the business plan on the advice of the financial controller was transferred into Crewe high voltage (HV) Ring Main, a plant and machinery scheme.

Stations: Under-spend reported is due to £155k costs not yet being logged in business management information system (BMIS) for station AMP - Crewe to Manchester (2003-04 and beyond), works at Macclesfield station delivered by Virgin. Most of the £320k budget for Crewe station roof/canopy works was transferred in emergency works at Garswood. Monies were transferred out of station AMP - WCML (2003-04 and beyond) to balance the increase in SERCO management costs and also to help fund regional wide station inspection programme.

Allerton interchange – Protracted commercial negotiations failed to conclude and ultimately Network Rail delivered only those elements relating to its own infrastructure, the passenger transport executive (PTE) funding directly the bulk of its scheme separately.

Axle Counter - New Mills – scheme costs classified as a renewal.

Route 1	Scotland region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	5.5	4.0	-1.5
Signalling	0.5	1.0	0.5
Structures	0.5	0.5	0.0
Electrification	0.5	0.0	-0.5
Plant and machinery	0.5	0.0	-0.5
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**7.5**	**5.5**	**-2.0**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Track: The variance is primarily due to the reduction in works required to address rolling contact fatigue resulting from the beneficial effects of the enhanced programme of rail grinding recently implemented.

Route 1	Network Rail-managed stations expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	3.0	6.0	3.0
Stations	6.5	6.5	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	9.5	12.5	3.0
Committed enhancements			
Other (Euston Station planning application)	4.0	0.1	-3.9
Total committed enhancements	**4.0**	**0.1**	**-3.9**

Telecoms: Variance of £3m is a result of a £3m provision for a contractor claim on Birmingham New Street customer information system (CIS).

Enhancements: £3.9m variance is a result of Euston masterplan only incurring minor design fees and Network Rail project management costs. The project was subject to review by a steering group to determine how the project will be developed and funded in the future.

Route 1	West Coast Route Modernisation region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	568.0	579.0	11.0
Signalling	456.0	329.0	-127.0
Structures	77.0	79.0	2.0
Electrification	182.0	196.0	14.0
Plant and machinery	2.0	36.0	34.0
Information technology	0.0	0.0	0.0
Telecoms	27.0	119.0	92.0
Stations	1.0	0.0	-1.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	2.0	2.0
Total renewals	**1,313.0**	**1,339.0**	**26.0**
Committed enhancements	222.0	237.0	15.0
Total committed enhancements	**222.0**	**237.0**	**15.0**

Maintenance: All provision released to regional delivery units.

Renewals: As of period 3 (2003-04), the impact of the agreed strategy (Baseline 5) resulted in a number of changes in the work breakdown structure leading to significant movement of costs between projects, and therefore asset categories.

Track: Increase in cost of Project RIO (a new service from St Pancras station to Manchester Piccadilly, operated by Midland Mainline, it will help alleviate pressure on the West Coast route during the 19-week blockade and beyond) from original business plan submission. The train service was treated as AMP track as it supported the blockade works.

Signalling: Variance almost exclusively due to a reallocation of funding between signalling and telecoms.

Electrification: Following a review of the electricity feeder stations lease/buy options, a decision was made in period 7 to opt for the buy-out, resulting in an increased outturn.

Plant and machinery: Reclassification of works as a result of Baseline 5.

Telecoms: Variance almost exclusively due to a reallocation of funding between signalling and telecoms.

Enhancements: Following a review of the electricity feeder stations lease/buy options, a decision was made in Period 7 to opt for the buy-out, resulting in an increased outturn.

Route 2 – East Coast Main Line: London – Edinburgh

Route 2	London North Eastern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	77.5	76.0	-1.5
Signalling	21.5	11.0	-10.5
Structures	25.5	26.5	1.0
Electrification	3.5	6.5	3.0
Plant and machinery	1.0	0.5	-0.5
Information technology	0.0	0.0	0.0
Telecoms	7.5	4.5	-3.0
Stations	5.5	6.0	0.5
Depots	1.5	1.5	0.0
Lineside buildings	2.5	2.5	0.0
Other	0.0	0.0	0.0
Total renewals	**146.0**	**135.0**	**-11.0**
Committed enhancements			
ECML ipgrade	0.0	4.5	4.5
Other/TPWS	1.6	6.0	4.4
Total committed enhancements	**1.6**	**10.5**	**8.9**

Track: Route 2 should have a positive variance due to additional RCF work and budget flexes as detailed on summary sheet. The adverse variance of £1.5m is due to the overlay in the business plan.

Electrification: Variance due to £1.5m extra funding for OLE renewals needed due to poor asset performance and £1.5m extra funding for Hertford Loop booster transformers needed to increase capacity of the diversionary route.

Structures: Variance due to Budget flex for £1m for Browney Curve emergency embankment stabilisation.

Telecoms: Variance due to Business Plan stating incorrect route for North West £1.5m and North East £1.5m Concentrator renewals.

Signalling: Route 2 under-spend due to business plan stating incorrect route numbers for the value of £3m for signalling support systems, £3m for level crossings stage 2 and £4m for signal interlocking.

Enhancements: Original East Coast Main Line (ECML) forecast held within central business unit.

Route 2	Scotland region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	13.5	14.0	0.5
Signalling	0.0	0.0	0.0
Structures	9.0	3.0	-6.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	1.0	1.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**23.5**	**18.0**	**-5.5**
Committed enhancements			
TPWS	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Structures: The efficient delivery of the major project to divert the East Coast Main Line around old mine workings at Dolphinstone (between Wallyford and Prestonpans) resulted in an under-spend of £6m.

Route 2	Network Rail-managed stations expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	3.0	3.0	0.0
Stations	2.5	2.5	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**5.5**	**5.5**	**0.0**
Committed enhancements			
Kings Cross hub - concourse development	6.0	0.0	-6.0
Other	1.0	0.6	-0.4
Total committed enhancements	**7.0**	**0.6**	**-6.4**

Enhancements: Kings Cross hub sponsored and delivered in 2003-04. Other enhancements had a variance of (£0.4m) due to Spacia moratorium associated with required hurdle rates.

Route 3 – Great Western Main Line (Paddington to Bristol and Swansea)

Route 3	Great Western region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	62.5	59.3	-3.2
Signalling	24.6	16.5	-8.1
Structures	21.5	26.0	4.5
Electrification	0.5	0.1	-0.4
Plant and machinery	3.6	3.5	-0.1
Information technology	0.0	0.0	0.0
Telecoms	1.5	1.5	0.0
Stations	3.1	2.0	-1.1
Depots	3.6	7.0	3.4
Lineside buildings	1.5	0.5	-1.0
Other	0.0	1.8	1.8
Total renewals	**122.4**	**118.2**	**-4.2**
Committed enhancements			
Swindon platform 4	4.1	2.1	-2.0
Old Oak Common wheel lathe	2.6	0.1	-2.5
Southampton-West Coast freight upgrade	2.0	0.6	-1.4
TPWS	0.0	0.0	0.0
Other	0.5	0.0	-0.5
Total committed enhancements	**9.2**	**2.8**	**-6.4**

Track: Reprioritisation of workbank.

Signalling: Under-spends related to:

- removal of TOC compensation costs from Ladbroke Grove
- settlement of claims with main contractor on Ladbroke Grove
- Ladbroke Grove - OHLE design work deferred to 2004-05 due to lack of possessions for survey work
- slippage of S&C works

Structures: Poor contractor performance resulting in under-spend against forecast.

Depots: Scope of Old Oak Common was greater than forecast and expenditure has increased on the depot.

Enhancements: Cost savings on Swindon platform 4 project; reclassification of enhancement/renewal spend on Old Oak Common; slower than anticipated progress on Southampton-West Coast.

Route 3	Network Rail-managed stations expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	1.5	1.5	0.0
Stations	1.0	1.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**2.5**	**2.5**	**0.0**
Committed enhancements			
Paddington LTVA	3.5	3.8	0.3
Other	0.5	1.5	1.0
Total committed enhancements	**4.0**	**5.3**	**1.3**

Enhancements: Paddington long term vehicular access (LTVA) – Full year budget was higher than Business Plan forecast. Other enhancements £1m higher than forecast due to increased investment on retail projects at the station.

Route 4 – Reading and Bristol – Penzance and branches

Route 4	Great Western region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	31.2	29.2	-2.0
Signalling	4.1	1.0	-3.1
Structures	36.9	29.0	-7.9
Electrification	0.0	0.0	0.0
Plant and machinery	1.0	1.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.5	0.5	0.0
Stations	1.0	1.0	0.0
Depots	1.0	1.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**75.3**	**62.7**	**-12.6**
Committed enhancements			
Probus-Burngullow dualling development	0.0	0.0	0.0
TPWS	0.5	0.5	0.0
Other	0.0	0.0	0.0
Total committed enhancements	**0.5**	**0.5**	**0.0**

Track: Reprioritisation of workbank.

Signalling: Resource constraints led to slippage on a number of signalling schemes.

Structures: Poor contractor performance combined with reprioritisation across other routes within the region.

Route 5 – Midlands Main Line: London Sheffield

Route 5	London North Eastern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	2.5	1.0	-1.5
Signalling	0.5	2.5	2.0
Structures	0.5	0.0	-0.5
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.5	0.0	-0.5
Stations	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**4.0**	**3.5**	**-0.5**
Committed enhancements			
Cross country route moderisation (CCRM)	3.3	1.5	-1.8
Other/TPWS	0.0	1.5	1.5
Total committed enhancements	**3.3**	**3.0**	**-0.3**

Track: Route variance due to regional engineer re-prioritising elements of the work bank resulting in an under-spend of £1.5m on the track renewals programme on this route, this has been spent on other routes.

Signalling: £1m variance on signalling support work due to financial business plan not in line with engineering business plan at beginning of financial year. Variance of £1m due to renewal of Sheffield train describer brought forward due to consistent failures.

Enhancements: CCRM variance is a result of lower than anticipated expenditure on this project.

Route 5	Midlands region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	31.6	30.8	-0.8
Signalling	6.3	6.6	0.3
Structures	10.8	10.5	-0.3
Electrification	0.8	0.6	-0.2
Plant and machinery	1.3	1.0	-0.3
Information technology	0.0	0.0	0.0
Telecoms	4.3	4.1	-0.2
Stations	1.5	1.6	0.1
Depots	0.4	0.3	-0.1
Lineside buildings	0.4	0.4	0.0
Other	0.0	0.0	0.0
Total renewals	**57.5**	**55.8**	**-1.7**
Committed enhancements			
CCRM	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Route 6 – Channel Tunnel routes

Route 6 Southern region expenditure (£m)	Forecast	Actual	Variance
Renewals			
Track	28.2	25.7	-2.5
Signalling	5.6	3.0	-2.6
Structures	6.1	9.7	3.6
Electrification	5.6	2.1	-3.5
Plant and machinery	0.0	1.0	1.0
Information technology	0.0	0.0	0.0
Telecoms	1.0	0.7	-0.3
Stations	1.5	1.7	0.2
Depots	0.0	0.1	0.1
Lineside buildings	0.0	0.2	0.2
Other	0.0	0.0	0.0
Total renewals	**48.1**	**49.0**	**0.9**
Committed enhancements			
CTRL – Shortlands grade separation	9.7	7.3	-2.4
Ashford to Minster AWS	12.3	14.5	2.2
Mark 1 rolling stock replacement	1.0	0.0	-1.0
TPWS	3.6	6.2	2.6
Total committed enhancements	**26.6**	**28.0**	**1.4**

Track: Reprioritisation of workbank resulting in variance to forecast expenditure.

Signalling: Significant project variances include: Canterbury West interlocking £0.7m - not launched,;Folkestone East interlocking £0.5m - still in early development; Kent area maintainer renewals £0.3m; Folkestone Harbour £0.1m - not commenced and reclassification of spend from previous years £0.8m - relating to the information management system (IMS) data cleansing exercise.

Structures: Overspend on structures maintenance (£1.5)m Abbotscliffe Tunnel centring works (£0.6m) – not in original budget. Reclassification of spend from previous years (£0.8m) – relating to data cleansing exercise.

Electrification: Switchgear refurbishment £2.5m – transferred to SRNTP. HV feeder renewal £0.3m

Plant and machinery: Reactive TOC maintenance, lineside buildings and depot cyclical renewals £0.6m – M&EE spend originally budgeted as stations. reclassification of spend for data cleansing £0.1m

Enhancements: Efficiencies gained on CTRL – Shortlands project.

Route 6	Network Rail-managed stations expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	2.0	1.3	-0.7
Stations	2.5	2.5	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**4.5**	**3.8**	**-0.7**
Committed enhancements			
Other	4.0	0.0	-4.0
Total committed enhancements	**4.0**	**0.0**	**-4.0**

Telecoms: Variance of (£0.7m) is due to delay on Victoria CIS arising from value engineering telecom peer reviews.

Enhancements: Variance of (£4m) is the result of the Spacia moratorium associated with required hurdle rates, and deferral of land purchases for sales schemes.

Route 7 – Derby to Didcot and Bristol via Birmingham

Route 7	Great Western region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	17.9	19.2	1.3
Signalling	3.6	3.5	-0.1
Structures	6.7	7.0	0.3
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	1.5	1.0	-0.5
Stations	0.5	0.5	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**30.2**	**31.2**	**1.0**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Track: Reprioritisation of workbank.

Route 7	Midlands region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	23.3	22.7	-0.6
Signalling	9.7	4.5	-5.2
Structures	7.6	7.4	-0.2
Electrification	0.0	0.0	0.0
Plant and machinery	0.6	0.5	-0.1
Information technology	0.0	0.0	0.0
Telecoms	1.9	0.2	-1.7
Stations	2.8	2.7	-0.1
Depots	0.0	0.0	0.0
Lineside buildings	0.2	0.3	0.1
Other	0.0	0.0	0.0
Total renewals	**46.6**	**38.4**	**-8.2**
Committed enhancements			
Cross Country Routes upgrade	7.2	35.5	28.3
Total committed enhancements	**7.2**	**35.5**	**28.3**

Signalling: £3.5m of the £5.2m variance relates to a re-programming of the feasibility and early design works of the renewal of the signalling of the Leamington Corridor, also known as Saltley phase 2. This has been due to a number of technical issues regarding the type of signalling that will be used on the route. These have now been mainly resolved and the scheme has been re-programmed for delivery across 2004-05 to 2006-07. The balance of the variance relates to the fact that the Midlands region element for the Cherwell Valley re-signalling was transferred to the West Coast Main Line project team part way through the year. The scheme has continued and the new signalling has recently been commissioned and brought into use.

Telecoms: The variance all relates to slippage of delivery of the scheme to renew the signal post telecommunications concentrator at Saltley due to a re-prioritisation of the telecommunications budget. Due to budget constraints this scheme has now been deferred indefinitely.

Enhancements - Cross Country Routes upgrades: The majority of the variance of £28.3m was as a result of a planning/budgeting error rather than a significant increase in spend on the scheme. The published plan overestimated the amount of work to be charged to track renewals and underestimated the amount to be charged to the enhancement element of the scheme – for the Midlands region. As a result, the budget was flexed in the early part of the financial year in order to correct this error.

Route 8 – North Trans-Pennine (Main)

Route 8	London North Eastern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	11.0	0.0	-11.0
Signalling	10.0	0.5	-9.5
Structures	3.5	3.5	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	1.0	0.5	-0.5
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	1.5	2.0	0.5
Depots	1.5	3.0	1.5
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**28.5**	**9.5**	**-19.0**
Committed enhancements			
Leeds First	2.0	0.0	-2.0
Project X – Leeds	7.0	0.0	-7.0
Other/TPWS	0.5	4.0	3.5
Total committed enhancements	**9.5**	**4.0**	**-5.5**

Track: Route variance due to regional engineer re-prioritising elements of the work bank resulting in under-spend on this route. Plain line track renewals £9m and mechanised sleeper changing £1m both reported on different routes.

Depots: Variance due to £2m Neville Hill depot transfer to London North East form Midlands.

Signalling: Route variance is due to Business Plan overstating route 8 spend by £8.5m for renewal of major interlocking in LNE. Work on interlocking renewals work has been undertaken on various routes 37, 36, 31, 13, 2 and 8.

Enhancements: Variance due to budget for Project-X being overstated and altered subsequent to the production of the business plan. Project-X variance is a result of lower than anticipated expenditure.

Route 8	North West region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	2.5	2.9	0.4
Signalling	1.1	0.2	-0.9
Structures	2.2	1.7	-0.5
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.2	0.3	0.1
Stations	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**6.0**	**5.1**	**-0.9**
Committed enhancements			
TPWS	1.0	0.6	-0.4
Other	0.0	0.0	0.0
Total committed enhancements	**1.0**	**0.6**	**-0.4**

Track: Additional renewals carried out during year.

Structures: Under-spend of £115k following efficiencies delivered at bridge 109 Lovely Lane. £378k additional monies granted by central office post original budget determination and provisionally allocated to this route, transferred from additional earthworks and structures 2003-04.

Telecoms: The slight overspend was offset through the transfer of budget from Sandhills electrical control room (ECR)/AOC Reuters switch.

Signalling: Complexity of level crossing schemes has resulted in them taking approximately 24 months to complete. Hence schemes at Dean Lane and Low Mills have rolled over into 2004-05.

Route 8	Network Rail-managed stations expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	1.0	1.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**1.0**	**1.0**	**0.0**
Committed enhancements	0.5	1.1	0.6
Other	0.0	0.0	0.0
Total committed enhancements	**0.5**	**1.1**	**0.6**

Enhancements: £0.6m variance due to increased retail investments at Leeds City and Liverpool Lime Street stations, which arose through the year.

Route 9 – Birmingham and Coventry to Peterborough

Route 9	Midlands region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	11.6	11.3	-0.3
Signalling	14.3	3.2	-11.1
Structures	1.3	1.3	0.0
Electrification	0.2	0.0	-0.2
Plant and machinery	0.3	0.3	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.2	0.2	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.1	0.1	0.0
Other	0.0	0.0	0.0
Total renewals	**28.2**	**16.5**	**-11.7**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Signalling: The £11.1m variance relates predominantly to the scheme to deliver the first phase of the East Midlands resignalling – Glen Parva to Nuneaton. Due to a range of technical and specification related issues the delivery of this scheme has not been possible in 2003-04. This has now been re-programmed for 2004-05.

Route 10 – Crewe to Newport via Shrewsbury

Route 10	Great Western region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	8.2	8.8	0.6
Signalling	1.5	0.5	-1.0
Structures	2.0	1.0	-1.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	1.0	0.0	-1.0
Stations	0.5	0.5	0.0
Depots	0.5	0.5	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**13.8**	**11.3**	**-2.5**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Track: Reprioritisation of workbank.

Telecoms: Late start of FTN project resulted in deferral of synergy works.

Signalling: Resource constraints led to slippage on a number of signalling schemes.

Structures: Poor contractor performance combined with reprioritisation across other routes within the region.

Route 10 North West region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.4	0.4
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**0.0**	**0.4**	**0.4**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Signalling: Whilst not originally budgeted for, difficulties in completing 2002-03 schemes required them to be completed in this year, for which insufficient rollover was secured. However, efficient delivery resulted in an under-spend against the transferred budget.

Route 11 – Wolverhampton to Chester, Aberystwyth and Pwllheli

Route 11	Great Western region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	2.6	2.8	0.2
Signalling	0.0	0.0	0.0
Structures	3.1	3.0	-0.1
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**5.6**	**5.8**	**0.2**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Route 11 Midland region expenditure (£m)	Forecast	Actual	Variance
Renewals			
Track	2.5	2.4	-0.1
Signalling	1.4	1.2	-0.2
Structures	0.6	0.6	0.0
Plant and machinery	0.1	0.1	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.2	0.2	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.1	0.1	0.0
Other	0.0	0.0	0.0
Total renewals	**4.9**	**4.6**	**-0.3**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Route 11 North West region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.3	0.2	-0.1
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**0.3**	**0.2**	**-0.1**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Structures: £90k transferred from additional earthworks and structures 2003-04

Route 12 – Manchester and Crewe to North Wales

Route 12	North West region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	5.0	5.4	0.4
Signalling	5.0	2.1	-2.9
Structures	6.2	5.9	-0.3
Plant and machinery	0.1	0.1	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.7	0.3	-0.4
Stations	0.5	0.1	-0.4
Depots	0.1	0.1	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	17.6	14.0	-3.6
Committed enhancements			
TPWS	1.0	1.5	0.5
Other	0.5	0.8	0.3
Total committed enhancements	1.5	2.3	3.8

Track: Additional renewals carried out during the year.

Structures: Budget provision for structural works to equipment structures was incorrectly described on this route, the costs being incurred on route 35 and route 36.

Telecoms: Greenbank concentrator was dependent on funding out of central fixed telecoms network budget, which did not materialise. Consequently monies were transferred to structures AMP to allow works following the flooding/washout at Llanwrst.

Signalling: The abolition of the signal box at Mold and Sandicroft was reduced in value by approximately £2 million. Initially circa £500k was rolled into 2004-05 as target costing giving greater definition of the scope of works increased costs and the deferral represented a more realistic delivery timescale. It was later realised that the region was not adequately resourced to deliver the programmed outputs in 2003-04, leading to a greater in year reduction.

A further decrease due to inability to deliver Carleton component of the rewires scheme before end of 2003-04. The complexity of level crossing schemes has extended the delivery timescales necessitating rollover into 2004-05.

Stations: Previous year project close out adjustments and the deferral of station AMP - Manchester - North Wales (2003-04 and beyond) to accommodate additional SERCO management costs.

Route 13 – South Trans – Pennine

Route 13	London North Eastern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	3.5	7.5	4.0
Signalling	0.5	3.0	2.5
Structures	16.5	10.0	-6.5
Electrification	0.0	0.0	0.0
Plant and machinery	0.5	1.0	0.5
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**21.0**	**21.5**	**0.5**
Committed enhancements			
Other/TPWS	0.0	1.5	1.5
Total committed enhancements	**0.0**	**1.5**	**1.5**

Track: Route variance due to regional engineer re-prioritising elements of the workbank resulting in overspend on the track renewals programme on route 8.

Signalling: Variance is due to £2m work on Scunthorpe interlocking renewals which was against a different route in the business plan.

Structures: Keadby reclassification to track on route 2 £5.5m as advised by central office supply chain.

Route 13 North West region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	2.0	2.0	0.0
Signalling	1.5	1.0	-0.5
Structures	0.9	2.1	1.2
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**4.4**	**5.1**	**0.7**
Committed enhancements			
TPWS	0.8	0.5	-0.3
Other	0.5	0.0	-0.5
Total committed enhancements	**1.3**	**0.5**	**-0.8**

Structures: Overspend is predominantly on 5411 earthworks/embankments (2003-04 and beyond) where monitoring of works at Marple suggested that future programmed works be combined in the available possession with those already ongoing.

Signalling: The bulk of the under-spend was resultant from a shortage of design resource for Edale schemes hampering the implementation phase of the project which will now be completed in 2004-05. Cost increases at Peak Forest led to a revision of cost phasing over two years and an under-spend in the current year.

Hope Valley freight capacity: SRA feasibility scheme has not progressed due to resource shortages.

Route 14 – Edinburgh to Glasgow and Edinburgh to Aberdeen and Inverness

Route 14 Scotland region expenditure (£m)	Forecast	Actual	Variance
Renewals			
Track	12.5	16.0	3.5
Signalling	17.0	13.0	-4.0
Structures	32.0	24.0	-8.0
Electrification	0.0	0.0	0.0
Plant and machinery	1.5	1.0	-0.5
Information technology	0.0	0.0	0.0
Telecoms	2.0	1.0	-1.0
Stations	4.0	4.0	0.0
Depots	1.0	1.0	0.0
Lineside buildings	1.5	1.0	-0.5
Other	0.0	0.0	0.0
Total renewals	**72.0**	**61.5**	**-10.5**
Committed enhancements			
TPWS	3.5	2.5	-1.0
Other	1.0	1.0	0.0
Total committed enhancements	**4.5**	**3.5**	**-1.0**

Track: The variance is primarily due to the reduction in works required to address rolling contact fatigue resulting from the beneficial effects of the enhanced programme of rail grinding recently implemented.

Signalling: The efficient management of the Edinburgh Waverley re-interlocking project accounted for £3m of the £4m under-spend. The remainder is due to other works and roundings.

Structures: The re-phasing of works at Blackhills Cutting (near Stonehaven), Jamestown Viaduct (near North Queensferry) and at Glenury Viaduct (near Stonehaven) to allow the consideration of alternative technical solutions resulted in a reduction in expenditure of £2m, £2m and £1m respectively. The deferral of planned earthworks projects resulted in a reduction in expenditure of £3m.

Telecoms: An under-spend of £1m, primarily composed of £0.5m efficiencies associated with the Edinburgh Waverley re-interlocking project.

Route 15 – West Anglia Main Line and branches

Route 15 East Anglia region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	21.5	20.1	-1.4
Signalling	26.1	33.1	7.0
Structures	6.7	6.5	-0.2
Electrification	2.0	2.7	0.7
Plant and machinery	2.0	3.8	1.8
Information technology	0.0	0.0	0.0
Telecoms	2.0	3.0	1.0
Stations	1.5	1.7	0.2
Depots	1.0	1.4	0.4
Lineside buildings	1.5	1.5	0.0
Other	0.0	0.0	0.0
Total renewals	**64.3**	**73.8**	**9.5**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Track: The £1.4m variance is predominantly made up of £2.0m reallocated to fund the increase on the West Anglia Route modernisation, £2.0m of provision moved to the London North East region following the de-merger of Eastern region and a net (£2.6m) across various schemes. The key items are; £1.5m of GCC works, 2.0m for the plain line programme, (£1.0m) for re-profiling of life extension works from the Great Eastern area and (£0.6m) for S&C design works.

Signalling: The (£7.0m) variance is primarily the result of an (£9.9m) increase on West Anglia Route modernisation. This was partly mitigated by £2.9m savings on signal box renewals. £2.0m of this was delayed work and £1.0m is for re-profiling of the work across the other routes.

Electrification: The variance is the result of an increase on the West Anglia Route modernisation.

Plant and machinery: The (£1.8m) variance is the result of increases on the West Anglia Route modernisation.

Telecoms: The (£1.0m) variance is made up of two items, an increase on the West Anglia Route modernisation of (£0.6m) and (£0.4m) on West Anglia Route modernisation cab secure radio.

Route 16 – Great Eastern Main Line and branches

Route 16 East Anglia region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	36.9	25.2	-11.7
Signalling	8.2	4.7	-3.5
Structures	10.2	7.3	-2.9
Electrification	1.0	0.0	-1.0
Plant and machinery	1.0	0.4	-0.6
Information technology	0.0	0.0	0.0
Telecoms	2.0	0.8	-1.2
Stations	2.6	3.0	0.4
Depots	0.0	0.0	0.0
Lineside buildings	1.5	1.5	0.0
Other	0.0	0.0	0.0
Total renewals	**63.4**	**42.9**	**-20.5**
Committed enhancements			
Ilford, Colchester and Clacton CET (see below)	1.0	0.0	-1.0
Other/TPWS	0.2	0.0	-0.2
Total committed enhancements	**1.2**	**0.0**	**-1.2**

Track: The £11.7m variance is predominantly explained by £10.1m of prior year provision releases. Of the remaining variance £1.1m was reallocated to fund the increase in the West Anglia Route modernisation. The key items were: a net £2.9m for S&C design and life extension due to a re-profiling of the work to the other routes, £1.0m for GCC works and (£2.5m) for plain line track renewals.

Signalling: The £3.5m variance is a culmination of works deferred mainly due to a lack of resources and the requirement to fund the increase for the West Anglia Route modernisation.

Structures: The £2.9m variance is primarily made up of efficiencies through lower than expected prices and some resource constraints for future years development works. Additionally, the Thrandeston Bog project was delayed following further investigation into an optimal solution and contributed £1m.

Electrification: The £1.0m variance is the result of the deferral of Romford ECR renewal due to resource constraints.

Telecoms: The £1.2m variance is primarily a result of £0.7m on CSR black spot remedial works scope reduction to release budget for the increase on the West Anglia Route modernisation and £0.3m on CCTV DOO GE/WA, which was delayed due to a DOO review issue at some locations. This has now been resolved and work is progressing.

Enhancements: The £1.0m variance on Ilford, Colchester and Clacton controlled emission toilet (CET) has occurred as a result of outside party funding being halted due to the client selecting an alternative strategy for delivery of the work.

Route 16	Network Rail-managed stations expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.5	0.5	0.0
Stations	1.0	1.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**1.5**	**1.5**	**0.0**
Committed enhancements			
Liverpool Street	0.0	2.0	2.0
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**2.0**	**2.0**

Enhancements: £2m variance was the result of a provision for a contractor claim on Liverpool Street retail 2 project.

Route 17 – London, Tilbury and Southend

Route 17 East Anglia region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	2.0	1.0	-1.0
Signalling	0.0	0.1	0.1
Structures	1.5	0.9	-0.6
Electrification	2.0	0.3	-1.7
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.5	0.0	-0.5
Stations	0.5	0.8	0.3
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**6.5**	**3.1**	**-3.4**
Committed enhancements			
TPWS	0.8	9.8	9.0
Total committed enhancements	**0.8**	**9.8**	**9.0**

Track: The majority of the £1.0m variance relates to the releasing of £1.2m of prior year provisions. (£0.6m) variance of S&C work is in part explained by a re-profiling across the routes and £0.2m of the remaining variance was used to fund the increase on the West Anglia Route modernisation.

Electrification: The £1.7m variance is a result of resource constraints, in particular design and construction (D&C) engineers.

Route 17	Network Rail-managed stations expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.5	0.5	0.0
Stations	1.0	1.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	1.5	1.5	0.0
Committed enhancements			
Other	0.5	0.1	-0.4
Total committed enhancements	0.5	0.1	-0.4

Enhancements: (£0.4m) variance due to reduced spend on Fenchurch Street retail as a result of protracted negotiations with station TOC over scope of works.

Route 18 – Chatham Main Line and North Kent

Route 18	Southern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	17.4	11.0	-6.4
Signalling	3.6	7.1	3.5
Structures	16.9	15.8	-1.1
Electrification	5.6	1.9	-3.7
Plant and machinery	0.5	1.0	0.5
Information technology	0.0	0.0	0.0
Telecoms	0.5	0.3	-0.2
Stations	2.6	2.5	-0.1
Depots	0.5	0.2	-0.3
Lineside buildings	0.0	0.2	0.2
Other	0.0	0.0	0.0
Total renewals	**47.6**	**40.0**	**-7.6**
Committed enhancements			
Medway Valley AWS	8.2	1.1	-7.1
Mark 1 rolling stock replacement	2.0	0.0	-2.0
TPWS	3.1	2.8	-0.3
Other	0.5	1.9	1.4
Total committed enhancements	**13.8**	**5.8**	**-8.0**

Track: Variance due to programme changes.

Signalling: Overspend due to Sheerness branch resignalling - no funding in original budget.

Electrification: MF36 Switchgear refurbishment £2.5m – transferred to SRNTP. HV feeder renewals £1.6m – transferred to SRNTP.

Enhancements: Medway Valley – delay to planned programme due to procurement negotiations.

Route 19 – Brighton Main Line and South London network

Route 19 Southern region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	12.8	21.5	8.7
Signalling	15.4	4.9	-10.5
Structures	12.3	19.3	7.0
Electrification	6.1	1.5	-4.6
Plant and machinery	0.0	1.7	1.7
Information technology	0.0	0.0	0.0
Telecoms	1.0	0.6	-0.4
Stations	1.5	3.3	1.8
Depots	0.5	0.2	-0.3
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**49.7**	**52.7**	**3.0**
Committed enhancements			
TPWS	3.6	3.5	-0.1
Mark 1 rolling stock replacement	4.1	0.1	-4.0
Fencing Safety and Environment Plan	0.0	0.7	0.7
SPAD mitigation 2003-04	0.0	0.8	0.8
Other	0.0	0.9	0.9
Total committed enhancements	**7.7**	**6.0**	**-1.7**

Track: Actual spend delivered by route significantly different to budget allocation due to programme reprioritisation.

Signalling: Under-spends relating to £5.2m Horsham resignalling – delays due to scope changes and contractor problems, £2.1m Three Bridges train describer (TD) programme delays, £0.5m vital frequency division multiplexing (FDM) renewals, £0.8m Sussex electric light semaphore signals – not launched. £0.4m Slade Green Lover's Walk and Selhurst remedial work to trailable points – not launched

Structures: Key project overspends - (£2.0m) Earlswood earthworks – no budget; (£3.1m) structures maintenance – no budget; (£0.9m) reclassification of spend for data cleansing; (£0.4m) Haywards Heath Tunnel – no budget

Electrification: Under-spends against forecast due to - £3.0m Dorking/Horsham HV cable and route renewals – transferred to SRNTP, £0.8m HV cable route refurbishment –transferred to SRNTP.

Plant and machinery: Reactive TOC maintenance, lineside buildings and depot cyclical renewals (£0.9m)– MEE spend originally budgeted as stations. (£0.2m) reclassification of area delivery group scheme for data cleansing exercise.

Stations: Insufficient route budget, for TOC cyclical/reactive maintenance

Route 19	Network Rail-managed stations expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.5	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	2.0	2.0	0.0
Stations	2.5	2.5	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**4.5**	**4.5**	**0.0**
Committed enhancements			
Victoria passenger growth driven upgrade	1.0	0.0	-1.0
Other	1.0	0.5	-0.5
Total committed enhancements	**2.0**	**0.5**	**-1.5**

Enhancements: Victoria passenger growth driven upgrade deferred pending outcome of Transport for London (TfL) study.

Other enhancements – Victoria retail service centre project started later than anticipated to allow for completion of a retail scheme.

Route 20 – South Coastal Route: Portsmouth to Ashford

Route 20	Southern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	2.6	0.4	-2.2
Signalling	2.0	-0.9	-2.9
Structures	6.1	3.4	-2.7
Electrification	1.5	0.5	-1.0
Plant and machinery	0.0	0.5	0.5
Information technology	0.0	0.0	0.0
Telecoms	0.5	0.3	-0.2
Stations	1.5	5.6	4.1
Depots	0.0	0.1	0.1
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**14.3**	**9.9**	**-4.4**
Committed enhancements			
TPWS	0.4	1.6	1.2
Other	0.1	-0.2	-0.3
Total committed enhancements	**0.5**	**1.4**	**0.9**

Track: Variance due to programme changes

Signalling: £2.0m Barnham and Bognor life expired signalling renewal – deferred as a result of reprioritisation

Structures: Unplanned emergency works resulting in overspend against forecast

Electrification: £0.8m HV feeder renewals

Stations: SRP Hastings (£4.2m) due to lower than anticipated expenditure.

Route 21 – London to Portsmouth and Weymouth

Route 21	Southern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	26.6	33.4	6.8
Signalling	14.8	16.6	1.8
Structures	9.2	9.7	0.5
Electrification	4.1	1.9	-2.2
Plant and machinery	0.5	1.2	0.7
Information technology	0.0	0.0	0.0
Telecoms	1.5	0.8	-0.7
Stations	2.6	2.5	-0.1
Depots	1.0	1.1	0.1
Lineside buildings	0.0	0.8	0.8
Other	0.0	0.0	0.0
Total renewals	**60.4**	**68.0**	**7.6**
Committed enhancements			
Mark 1 rolling stock replacement	44.0	2.4	-41.6
TPWS	3.6	6.7	3.1
Total committed enhancements	**47.6**	**9.1**	**-38.5**

Track: Variance due to programme changes

Signalling: (£5.0m) – Dorset Coast resignalling – budget flexed to accommodate interactive voice recognition system (IVRS) and axle counter concept safety case.

Electrification: £1.6m HV cable renewals – transferred to SRNTP

Route 21	Network Rail-managed stations expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	2.0	1.7	-0.3
Stations	2.5	4.4	1.9
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**4.5**	**6.1**	**1.6**
Committed enhancements			
Other	0.5	1.5	1.0
Total committed enhancements	**0.5**	**1.5**	**1.0**

Telecoms: (£0.3m) variance is a result of efficiencies achieved on Waterloo CIS

Stations: £1.9m variance due to increased spend on Waterloo roof renewal as a result of contractor claim and defects liability.

Enhancements: £1m variance due to budgeted spend on Spacia and retail projects being higher than anticipated. This is partly offset by reduced spend on other routes.

Route 22 – Wessex routes

Route 22	Great Western region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	2.6	1.2	-1.4
Signalling	0.0	0.0	0.0
Structures	2.0	1.0	1.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Infiormation technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.5	0.0	0.0
Depots	0.0	0.5	0.5
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**5.1**	**2.7**	**-2.4**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Track: Reprioritisation of workbank.

Route 22	Southern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	8.7	6.3	-2.4
Signalling	1.5	-0.6	-2.1
Structures	6.1	2.1	-4.0
Electrification	1.0	0.3	-0.7
Plant and machinery	0.5	0.6	0.1
Infiormation Technology	0.0	0.0	0.0
Telecoms	0.5	0.3	-0.2
Stations	2.6	1.2	-1.4
Depots	0.5	0.0	-0.5
Lineside buildings	0.0	0.1	0.1
Other	0.0	0.0	0.0
Total renewals	**21.5**	**10.2**	**-11.3**
Committed enhancements			
Southern region power supply upgrade dev.	0.5	1.2	0.7
TPWS	0.0	-2.0	-2.0
Total committed enhancements	**0.5**	**-0.8**	**-1.3**

Track: Variance due to programme changes

Signalling: Significant under-spends, £0.9m due to reclassification of asset type due to data cleansing for IMS, £1.1m automatic half barrier (AHB) level crossing tenewals - not launched

Structures: £0.9m Bridgeguard 3 – not expensed on this route; £1.0m drainage – not expensed on this route; £0.4m structures maintenance – not expensed on this route; £0.5m structures feasibilities – not launched

Stations: Excessive route budget, for TOC cyclical/reactive maintenance

Route 23 – Clapham Junction to Reading and branches

Route 23	Southern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	12.3	11.8	-0.5
Signalling	9.2	-0.2	-9.4
Structures	6.1	3.0	-3.1
Electrification	1.5	0.9	-0.6
Plant and machinery	0.5	0.5	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.3	0.3
Stations	2.6	1.2	-1.4
Depots	0.5	0.0	-0.5
Lineside buildings	0.0	0.2	0.2
Other	0.0	0.0	0.0
Total renewals	**32.3**	**17.7**	**-14.6**
Committed enhancements			
Mark 1 rolling stock replacement	5.1	0.1	-5.0
TPWS	0.5	1.7	1.2
Total committed enhancements	**5.6**	**1.8**	**-3.8**

Signalling: Key project under-spends include: £7.0m level crossing renewals – not launched, £2.0m Feltham CCTV – project not launched.

Route 24 – Isle of Wight: Ryde to Shanklin

Route 24	Southern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.1	0.0	-0.1
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**0.1**	**0.0**	**-0.1**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Route 25 – Chiltern Lines

Route 25 Midlands region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	9.2	9.0	-0.2
Signalling	1.0	1.3	0.3
Structures	5.2	5.0	-0.2
Plant and machinery	0.4	0.4	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.2	0.0	-0.2
Stations	1.6	1.7	0.1
Depots	0.0	0.0	0.0
Lineside buildings	0.2	0.2	0.0
Other	0.0	0.0	0.0
Total renewals	**17.9**	**17.6**	**-0.3**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Route 26 – North London Line routes

Route 26 East Anglia region expenditure (£m)	Forecast	Actual	Variance
Renewals			
Track	6.7	3.1	-3.6
Signalling	2.0	2.2	0.2
Structures	3.1	1.9	-1.2
Electrification	1.0	0.2	-0.8
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.3	0.3
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**12.8**	**7.7**	**-5.1**
Committed enhancements			
Other/TPWS	0.0	0.2	0.2
Total committed enhancements	**0.0**	**0.2**	**0.2**

Track: The variance of (£3.6m) is a result of £0.7m of prior year provision releases and £3.0m under-spend for plain line track renewals and site investigations. £0.5m of this was used to fund the West Anglia Route modernisation.

Structures: The variance of £1.2m is primarily attributable to efficiencies through lower than expected prices and some resource constraints for future years development works.

Electrification: The variance is a result of resource constraints, in particular D&C engineers.

Route 27 – Cotswolds

Route 27	Great Western region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	10.2	5.2	-5.0
Signalling	0.5	0.5	0.0
Structures	6.7	7.0	0.3
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.5	0.5	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**17.9**	**13.2**	**-4.7**
Committed enhancements			
TPWS	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Track: Reprioritisation of workbank.

Route 28 – Cardiff Valleys

Route 28	Great Western region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	1.0	2.4	1.4
Signalling	1.0	1.0	0.0
Structures	2.0	1.0	-1.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.5	0.5	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.3
Total renewals	**4.6**	**4.9**	**0.3**
Committed enhancements			
Cardiff Valleys: Queen St - Central corridor	0.5	0.0	-0.5
Other	0.0	0.0	0.0
Total committed enhancements	**0.5**	**0.0**	**-0.5**

Track: Reprioritisation of workbank.

Structures: Poor contractor performance combined with reprioritisation across other routes within the region.

Route 29 – West Wales

Route 29	Great Western region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	2.6	3.4	0.8
Signalling	0.0	0.0	0.0
Structures	4.6	5.0	0.4
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	1.1	1.1
Total renewals	**7.2**	**9.5**	**2.3**
Committed enhancements			
TPWS	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Track: Reprioritisation of workbank.

Structures: Poor contractor performance combined with reprioritisation across other routes within the region.

Other: Various DFA write-offs.

Route 30 – West Midlands local routes

Route 30 Midland region expenditure (£m)	Forecast	Actual	Variance
Renewals			
Track	12.4	12.0	-0.4
Signalling	2.4	1.3	-1.1
Structures	3.1	3.1	0.0
Electrification	0.2	1.7	1.5
Plant and machinery	0.6	0.4	-0.2
Information technology	0.0	0.0	0.0
Telecoms	1.1	2.6	1.5
Stations	2.2	2.2	0.0
Lineside buildings	0.2	0.2	0.0
Other	0.0	0.0	0.0
Total renewals	**22.1**	**23.3**	**1.2**
Committed enhancements			
TPWS	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Electrification: The variance of £1.5m was due to a significant amount of minor works and schemes delivered by Network Rail's maintenance contractors that were originally programmed for completion in 2002-03 but for which delivery slipped to 2003-04. These were all included in the 2002-03 plan.

Telecoms: The variance of £1.5m was due to a significant amount of minor works and schemes delivered by Network Rail's maintenance contractors that were originally programmed for completion in 2002-03 but for which delivery slipped to 2003-04. These were all included in the 2002-03 plan.

Route 31 – East Midlands local routes

Route 31	London North Eastern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	4.0	4.0
Signalling	0.0	2.0	2.0
Structures	1.0	1.5	0.5
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Telecoms	0.0	0.5	0.5
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**1.0**	**8.0**	**7.0**
Committed enhancements			
Other/TPWS	0.0	1.5	1.5
Total committed enhancements	**0.0**	**1.5**	**1.5**

Track: Route variance due to regional engineer re-prioritising elements of the work bank resulting in overspend to this route of £4m on track renewals programme.

Signalling: £2m of work undertaken at Lincoln interlocking renewal including life extension works, not originally planned at time of Business Plan publication.

Telecoms: Variance due to Business Plan stating incorrect route for telecom renewals.

Route 31 Midland region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	1.1	1.1	0.0
Signalling	4.8	4.4	-0.4
Structures	3.6	3.6	0.0
Plant and machinery	0.6	0.4	-0.2
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	1.0	1.1	0.1
Depots	0.0	0.0	0.0
Lineside buildings	0.2	0.2	0.0
Other	0.0	0.0	0.0
Total renewals	**11.3**	**10.8**	**-0.5**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Route 31 North West region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**0.0**	**0.0**	**0.0**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Route 32 – Merseyside

Route 32 North West region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	5.0	5.0	0.0
Signalling	1.1	1.2	0.1
Structures	2.0	2.0	0.0
Electrification	0.4	-0.2	-0.6
Plant and machinery	1.7	1.2	-0.5
Information technology	0.0	0.0	0.0
Telecoms	1.7	0.9	-0.8
Stations	0.0	0.3	0.3
Depots	0.2	0.1	-0.1
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**12.1**	**10.5**	**-1.6**
Committed enhancements			
Manchester PTE Station refurbishments	2.0	0	-2.0
TPWS	0.5	0.8	0.3
Total committed enhancements	**2.5**	**0.8**	**-1.7**

Track: There were some workbank substitutions but the programme remained financially on target.

Telecoms: Efficient delivery of Sandhills ECR/AOC Reuters switch and renewal of long line public address (LLPA) at Merseyrail underground stations resulted in under-spend, used to offset the overspend on route 8 and transferred to structures AMP to allow works following washout at Llanwrst.

Plant and machinery: Under-spend of £1.2million on 'Shore Road and George Dock pumping station renewals' due to the original option being reviewed and a more cost effective solution being chosen. Delivery to be in later years, 2004-05 and 2005-06. This is countered by £726k spend on Formby - Southport - emergency cable renewal, funded from the telecoms renewals budget.

Electrification: £537k of the variance relates to close out adjustments in BMIS for schemes from previous years. £52k transferred to Shore Road and Georges Dock scheme when planned works were cancelled for Merseyrail direct current (DC) distribution renewals

Stations: Previous year project close out adjustments, predominately SRP are compounded by emergency works at Garswood, budget for which was transferred from cancelled works at Crewe.

Manchester PTE station refurbishments: PTE station refurbishments have been deferred by the PTE into 2004-05 and 2005-06

Route 33 – Manchester to the coast

Route 33 North West region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	11.0	11.0	0.0
Signalling	7.2	5.0	-2.2
Structures	9.9	8.4	-1.5
Electrification	0.3	1.0	0.7
Plant and machinery	0.3	0.1	-0.2
Information technology	0.0	0.0	0.0
Telecoms	0.1	0.0	-0.1
Stations	0.4	0.4	0.0
Depots	0.2	0.1	-0.1
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**29.4**	**26.0**	**-3.4**
Committed enhancements			
TPWS	2.0	2.4	0.4
Total committed enhancements	**2.0**	**2.4**	**0.4**

Structures: Transfers made from earthworks/embankments (2003-04 and beyond) to support overspend on route 36, earthworks review: Settle - Carlisle (2001-02) and stabilisation of high risk rock cuttings.

Telecoms: Efficient delivery of Southport CIS renewal.

Signalling: A qualitative risk assessment in April resulted in a revision of budget in May, reducing the planned outturn by £1.2 million for Wigan Wallgate. The complexity of level crossing schemes has extended the delivery timescales, necessitating rollover into 2004-05 and a reduction in budget at May of approximately £1 million.

Plant and machinery: As indicated on Route 1, budget was incorrectly allocated here for Wigan Wallgate renewals.

Electrification: Variance caused by a miscoding to electrification in BMIS of £726k relating to Formby - Southport - emergency cable renewal', a plant and machinery project.

Route 34 – Lancashire

Route 34	North West region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	1.8	2.3	0.5
Structures	5.4	3.0	-2.4
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**7.2**	**5.3**	**-1.9**
Committed enhancements			
TPWS	0.5	1.0	0.5
Total committed enhancements	**0.5**	**1.0**	**0.5**

Structures: Variance due to poor contractor performance.

Signalling: Overspend predominately due to a revised scope on the level crossing scheme at Hoscar. This was a result of the decision to include bi-directional controls equipment so to comply to Her Majesty's Rail Inspectorare (HMRI) requirements.

Route 35 – Cumbria

Route 35	North West region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	1.0	1.3	0.3
Signalling	2.2	3.1	0.9
Structures	5.3	4.2	-1.1
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.1	0.2	0.1
Depots	0.3	0.2	-0.1
Lineside buildings	0.0	0.1	0.1
Other	0.0	0.0	0.0
Total renewals	**8.9**	**9.1**	**0.2**
Committed enhancements			
TPWS	1.0	1.2	0.2
Other	0.2	0.7	0.5
Total committed enhancements	**1.2**	**1.9**	**0.7**

Track: Additional work carried out.

Structures: An under-spend of approximate £550k is attributable to accounting adjustments made to prior years' packages. In April budget held in crest and slope drainage management was transferred to where the latest forecasts indicated a requirement, at that time region-wide spend on high risk rock cuttings, earthworks associated drainage and earthworks and embankments implementation.

Signalling: Some additional £700k of work rolled over into 2003-04 from the preceding year.

Lineside buildings: Adjustment entries to reverse previous year's accruals at project completion/reconciliation

Stations: Previous year's projects close out adjustments.

Enhancements (Other): Provision of user worked crossing phones, funded from safety and environment programme

Route 36 – Yorkshire

Route 36	London North Eastern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	7.5	23.5	16.0
Signalling	5.5	13.5	8.0
Structures	8.0	8.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.5	0.0	-0.5
Information technology	0.0	0.0	0.0
Telecoms	0.0	3.0	3.0
Stations	0.0	0.5	0.5
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**21.5**	**48.5**	**27.0**
Committed enhancements			
Other/TPWS	0.2	4.0	3.8
Total committed enhancements	**0.2**	**4.0**	**3.8**

Track: Variance due to £6.5m spend on Bramhope Tunnel being incorrectly identified to route 2 in the business plan and £9m spend on track renewals programme not identified against route 36 in business plan.

Telecoms: Variance due to Business Plan stating incorrect route for NW £1.5m and NE £1.5m Concentrator renewals.

Signalling: £1m of work undertaken to complete Healey Mills interlocking renewal, also close out of Jarvis level crossings partnership causing variance of £3m and miss-allocation of route works in business plan £4m.

Route 36 North West region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	3.5	3.5	0.0
Signalling	0.0	0.2	0.2
Structures	3.0	6.8	3.8
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.1	0.1
Depots	0.0	0.0	0.0
Lineside buildings	0.1	0.1	0.0
Other	0.0	0.0	0.0
Total renewals	**6.6**	**10.7**	**4.1**
Committed enhancements			
TPWS	0.5	0.5	0.0
Total committed enhancements	**0.5**	**0.5**	**0.0**

Structures: The £1.5million budget for earthworks review: Settle – Carlisle, continuing from 2001-02, was incorrectly described on route 34. Overspend on this was transferred in from slack in earthworks/embankments (2003-04 and beyond) on route 33.

Following tactile surveys: More detailed scopes and estimates were produced supporting works on stabilisation of high risk rock cuttings requiring approximately £950k more funding. Earthworks associated drainage was similarly funded through substitution, the with £1.8million in total transferred from additional earthworks and structures 2003-04 and earthworks/embankments.

£300k expenditure for preventative maintenance programme Items (2003-04) was incorrectly budgeted on route 34.

Stations: Previous year's projects close out adjustments.

Route 37 – North East England

Route 37	London North Eastern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	3.0	10.0	7.0
Signalling	0.5	3.0	2.5
Structures	3.5	3.0	-0.5
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.5	0.5
Depots	0.0	0.0	0.0
Lineside buildings	0.5	0.5	0.0
Other	0.0	0.0	0.0
Total renewals	**7.5**	**17.0**	**9.5**
Committed enhancements			
Sunderland Tyne and Wear Metro extension	2.0	1.5	-0.5
Other/TPWS	0.0	2.5	2.5
Total committed enhancements	**2.0**	**4.0**	**2.0**

Track: Variance due to £3m spend on track renewals programme not identified against route 36 in business plan and £3m spend on S&C sites not identified to correct route in the business plan.

Signalling: £1.5m Greatham interlocking renewal implementation works and £1m complementary signalling due to business plan stating incorrect route.

Route 38 – South West Scotland

Route 38	Scotland region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	1.5	1.5	0.0
Signalling	0.0	0.0	0.0
Structures	10.0	9.0	-1.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.5	0.0	-0.5
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.5	0.0	-0.5
Depots	0.5	0.0	-0.5
Lineside buildings	0.5	0.5	0.0
Other	0.0	0.0	0.0
Total renewals	**13.5**	**11.0**	**-2.5**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Structures: Under-spend of £1m comprising £0.5m resulting from efficiencies associated with works to Portrack Viaduct and £0.5m as a result of technical reappraisal and reassignment of drainage works to lineside neighbours.

Route 38 North West region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	0.0	0.0	0.0
Signalling	0.0	0.0	0.0
Structures	0.0	0.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**0.0**	**0.0**	**0.0**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Route 39 – Strathclyde

Route 39 Scotland region expenditure (£m)	Forecast	Actual	Variance
Renewals			
Track	15.0	14.5	-0.5
Signalling	6.0	4.0	-2.0
Structures	10.0	5.5	-4.5
Electrification	3.0	0.5	-2.5
Plant and machinery	0.5	0.5	0.0
Information technology	0.0	0.0	0.0
Telecoms	1.0	1.0	0.0
Stations	5.0	2.0	-3.0
Depots	1.0	0.5	-0.5
Lineside buildings	0.5	0.5	0.0
Other	0.0	0.0	0.0
Total renewals	**42.0**	**29.0**	**-13.0**
Committed enhancements			
Larkhall-Milngavie	0.5	3.0	2.5
TPWS	3.5	3.5	0.0
Other	0.5	1.5	1.0
Total committed enhancements	**4.5**	**8.0**	**3.5**

Signalling: Under-spend of £1.5m due to the rephrasing of the Glasgow Central interlocking renewal project to allow for further technical evaluation. The remainder of the £2m under-spend is due to technical reappraisal and deferral of other works.

Structures: Under-spend of £4.5m composed of a variety of renewal items where the technical workscope is being reassessed, or works deferred.

Electrification: The under-spend of £2.5m arose due to the re-phasing of the Glasgow Central and Shields Junction to Gourock OLE renewal works to coincide with other planned works in future years.

Stations: The under-spend of £3m arose as a consequence of the re-phasing of planned works at Gourock due to ongoing discussions with stakeholders on potential synergies with their aspirations.

Enhancements: Additional expenditure of £2.5m associated with the Larkhall-Milngavie project as a result of the sponsors requirement for acceleration of programmed works, and a further £1m primarily composed of safety related items such as lineside fencing.

Route 40 – Edinburgh and Fife

Route 40	Scotland region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	3.5	3.0	-0.5
Signalling	0.5	0.5	0.0
Structures	0.5	0.0	-0.5
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**4.5**	**3.5**	**-1.0**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Renewals: Overall under-spend of £1m achieved in the main by revised scope of track and drainage items.

Route 41 – Highlands

Route 41 Scotland region expenditure (£m)	Forecast	Actual	Variance
Renewals			
Track	1.0	2.0	1.0
Signalling	0.5	1.5	1.0
Structures	3.0	2.5	-0.5
Electrification	0.0	0.0	0.0
Plant and machinery	0.5	0.0	-0.5
Information technology	0.0	0.0	0.0
Telecoms	0.5	0.0	-0.5
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**5.5**	**6.0**	**0.5**
Committed enhancements			
TPWS	1.0	6.0	5.0
Other	0.0	2.5	2.5
Total committed enhancements	**1.0**	**8.5**	**7.5**

Track: Additional expenditure of £1m as a result of safety related renewals due to rapid sleeper deterioration at Dalnacardoch and the roll-over of works at 2 locations on the West Highland line as a result of programme slippage due to adverse weather conditions.

Signalling: Additional expenditure of £0.5m comprising safety related fitment of telephones to user worked level crossings at various locations, and the upgrade of Acheilidh No.2 level crossing as a consequence of the change in status of the road from private to public. Enabling works at Pass of Brander to construct safe access for employees in advance of the main project commencing in 2004-05, £0.5m.

Enhancements – Other: Additional expenditure of £2.5m primarily composed of radio electronic token block (RETB) and user worked crossing items.

Route 42 – Southern England and South Wales freight

Route 42 East Anglia region expenditure (£m)	Forecast	Actual	Variance
Renewals			
Track	6.7	6.9	0.2
Signalling	0.0	0.0	0.0
Structures	1.5	0.7	-0.8
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	8.2	7.6	-0.6
Committed enhancements			
Total committed enhancements	0.0	0.0	0.0

Structures: The variance is primarily attributable to efficiencies through lower than expected prices and some resource constraints for future years development works.

Route 42	Great Western region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	3.6	3.8	0.2
Signalling	0.5	0.0	-0.5
Structures	2.0	3.0	1.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**6.1**	**6.8**	**0.7**
Committed enhancements			
Barry to Bridgend route upgrade	9.7	0.0	-9.7
Total committed enhancements	**9.7**	**0.0**	**-9.7**

Structures: Poor contractor performance combined with reprioritisation across other routes within the region.

Enhancements: Agreed deferment of project.

Route 42	Southern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	0.5	0.0	-0.5
Signalling	0.5	0.0	-0.5
Structures	1.5	0.0	-1.5
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**2.6**	**0.0**	**-2.6**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Structures: Reallocation of forecast expenditure to cover overspends on emergency works on other routes.

Route 43 – Midlands freight only routes

Route 43	Midland region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	11.2	10.9	-0.3
Signalling	0.8	2.7	1.9
Structures	1.9	2.0	0.1
Electrification	0.0	0.0	0.0
Plant and machinery	0.5	0.3	-0.2
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.1	0.1	0.0
Other	0.0	0.0	0.0
Total renewals	**14.3**	**15.9**	**1.6**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Signalling: £1.5m incurred on the re-instatement of Kingswinford signal box and associated signalling after a fire had seriously damaged the original box. This was a malicious act that was not foreseen in the plan. The £1.5m is the net cost, to Network Rail, of the re-instatement post insurance recoveries. £0.5m was incurred on feasibility and early design work on the Sutton Park line, a decision as to whether this work will continue or not still being under review.

Route 44 – Northern England freight

Route 44	London North Eastern region expenditure (£m)		
	Forecast	Actual	Variance
Renewals			
Track	10.0	2.0	-8.0
Signalling	0.0	0.0	0.0
Structures	1.0	1.0	0.0
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**11.0**	**3.0**	**-8.0**
Committed enhancements			
Other/TPWS	0.0	2.0	2.0
Total committed enhancements	**0.0**	**2.0**	**2.0**

Track: Route variance due to £8m of S&C renewals allocated to incorrect route on the business plan.

Route 44 North West region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	4.5	4.5	0.0
Signalling	0.5	0.0	-0.5
Structures	1.8	1.5	-0.3
Electrification	0.0	0.0	0.0
Plant and machinery	0.9	0.1	-0.8
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**7.7**	**6.1**	**-1.6**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Structures: Monies originally allocated to 'additional earthworks and structures 2003-04' drawn down to other structures packages.

Signalling: Failure to achieve the second signalling alliance aborted the AWS freight fitment scheme and region wide silver migration was delivered and funded through the WCRM programme.

Plant and machinery: Crewe area: HV plant renewal (ring main, etc.) was delivered using under track crossings as opposed to line side routing which would have had a greater impedance and cost.

Route 45 – Scotland freight only routes

Route 45 Scotland region expenditure (£m)			
	Forecast	Actual	Variance
Renewals			
Track	3.0	2.0	-1.0
Signalling	0.0	0.0	0.0
Structures	2.5	0.0	-2.5
Electrification	0.0	0.0	0.0
Plant and machinery	0.0	0.0	0.0
Information technology	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.0	0.0	0.0
Depots	0.0	0.0	0.0
Lineside buildings	0.0	0.0	0.0
Other	0.0	0.0	0.0
Total renewals	**5.5**	**2.0**	**-3.5**
Committed enhancements			
Other	0.0	0.0	0.0
Total committed enhancements	**0.0**	**0.0**	**0.0**

Track: Under-spend of £1m resulting from the reprioritisation of regional workbanks.

Structures: Under-spend of £2.5m resulting from the technical reappraisal of planned drainage items and culvert works.

Key performance indicators

There are nine high level key performance indicators (KPIs), which measure Network Rail's performance of the company's corporate goals (1.0, 2.0, 3.0a, 3.0b, 4.0, 5.0a, 5.0b, 6.0 and 7.0 below). These high level KPIs are supported by a set of secondary KPIs. Since 2003-04, this full set of KPIs have been embedded into the Business Plan and included within the internal reporting cycle.

The purpose and definition of the high level KPI's are

1.0 Public safety index

This index measures safety benefits in terms of fatalities and injuries avoided, which are then converted into an index of equivalent fatalities. The public safety index is defined as all fatalities and injuries expressed in terms of equivalent fatalities per million train miles. Major and minor injuries are taken into account.

2.0 Public performance measure

This indicator monitors performance of the railway network for passengers. It is defined as the percentage of trains arriving on time. 'On time' is defined as planned and arriving less than 5 minutes late at final destination or less than 10 minutes late for inter-city operators.

3.0a/b Regulatory asset base (RAB) adjustment for passenger and freight volume incentives

These indicators promote the use and development of the rail network. They are volume based measures dependent on growth as reflected in the ORR's volume incentive.

For 3.0a, RAB adjustment for passenger volume incentive, the volume incentive is based on the growth over and above a baseline level of growth in:

1. actual passenger train miles and
2. farebox revenue

For 3.0b, RAB adjustment for freight volume incentive, the volume incentive is based on the growth over and above a baseline level of growth in:

1. actual freight train miles and
2. gross tonne miles

4.0 Passenger complaints

This indicator aims to improve services to passengers by assessing their direct feedback. It is defined as an expression of dissatisfaction by a customer or potential customer about service delivery or about company or industry policy, and is measured as the number of complaints per 100,000 journeys.

5.0a Financial Efficiency Index

This indicator measures the efficiency of expenditure on regional operations, maintenance, plain line track renewals and key headquarter based expenditure items. At a regional level the measure allows comparison between regions by incorporating activity levels as well as spend for maintenance and plain line track renewals.

5.0b Overall cost control

This indicator encourages more accurate budgeting and more effective control of costs, both centrally and at regional level. The aim is not to spend below budget, but rather to spend as close to budget as possible. It is defined as the percentage overspend/(under-spend) on total expenditure and is measured relative to the final budget agreed prior to the start of the financial year.

6.0 Asset stewardship incentive index

This indicator shows how asset stewardship is being improved. The asset stewardship incentive index reflects the overall status of a number of contributory indicators that have been selected to provide an incentive for our stewardship of the rail network. The contributors are track geometry, number of broken rails, level 2 exceedences, number of signalling failures, points/track circuit failures, structure & earthwork TSRs and traction power supply failures. The asset stewardship incentive index is the weighted sum of these individual components.

7.0 Employee engagement

The purpose of this indicator is to measure the level of employee engagement across all business areas and take actions to address areas of concern. Employee engagement surveys (Q12) conducted by Gallup are used to gauge overall employee satisfaction/engagement are used against a set of statements about their workplace. A five point scale is used for scoring. The highest level indicator in the report produced as a result of the survey is the "Q12 grand mean" score achieved overall by the company. The employee engagement indicator uses the Q12 grand mean as its measure.

The results for the full set of high level KPIs for 2003-04 are included in Table 89 below. These results have not been reviewed by the reporters or approved by ORR.

Table 89 Key performance Indicators

	Unit of Measure	2003-04 Target	2003-04 Actual	Variance
Improved safety				
1.0 Public safety index	Index	0.45	0.32	0.13
Higher performance				
2.0 Public performance measure	%	81.7%	81.2%	-0.5%
Increased system capability				
3.0a RAB adj for passenger volume incentive	£ million	26.6	81.3	54.7
3.0b RAB adj for freight volume incentive	£ million	-5.3	-4.6	0.7
Improved customer & stakeholder relationships				
4.0 Passenger complaints	Number/100k journeys	120	78	42
Improved financial control				
5.0a Financial efficiency indicator (1)	£ million	2,495	2,371	124
5.0b Overall cost control	%	0% to –10%	-15.2%	5.2%
Improved asset stewardship				
6.0 Asset stewardship index	Index	0.96	0.92	0.04
Improved business performance				
7.0 Employee engagement	Index	3.40	3.45	0.05

(1) FEI is the Business Plan and Management Incentive Plan target of 2,437 uplifted by inflation (2.4%). The FEI full year is 2,315 on a like for like basis

Section 6 – Customer reasonable requirements

This report summarises progress from 1 April 2003 to 1 April 2004.

Customer reasonable requirements (CRRs) form part of Network Rail's planning process and are reviewed at our Account Management meetings with operators and passenger transport executives (PTEs). Operators and PTEs can at any time add or withdraw CRRs and they can use the CRR process to record and track the delivery of their reasonable requirements.

During the year we introduced a centralised planning database of CRRs which is used by all account teams to record new CRRs, track their progress and monitor their delivery. We have also encouraged customers to include CRRs in their 'provision of information' section of local output commitments, to help provide an overarching document and process for recording and monitoring the delivery of future plans and actions.

We believe we now have a 'bedded-down' robust system for recording progress with CRRs, and, together with a reducing umber of outstanding or 'live' CRRs, consider these can be confidence graded at A2. Clearly, when broken down by customer or funder, numbers are small, and quotation of the accuracy with which we record them becomes academic. Confidence is then realistically graded as 'AX'.

Key overall results

In summary, progress of CRRs during the year shows:

Table 90 Summary of customer reasonable requirements	
Live CRRs at start of year	161
Numbers submitted during the year	22
Numbers completed or withdrawn during the year	-71
Number of live CRRs at 31 March 2004	**112**

Efforts have continued with operators and PTEs to improve the clarity and robustness of CRRs, and numerous CRRs that were NON-SMART have either been withdrawn or redefined and resubmitted or, if funding was currently not available, reclassified as 'aspirations'.

The number of new CRRs taken on for English, Welsh and Scottish (EWS) freight were originally joint investment funding projects which both Network Rail and EWS agreed to transfer to CRRs.

Successfully completed CRRs during the year included:

- remote infrastructure condition assessment/recording – including "on train"
- provision of track quality data and work to reduce the number of operator on-board accidents
- delivery of data regarding infrastructure performance and action plans put in place to improve it. 'Hotspots' identified and proposed solutions shown
- changes made mainly to stations and depots to accommodate high speed trains in LNE region
- renewal and operation of escalators outside Moorfields station
- enhancement of Liverpool Lime Street customer information system
- initial feasibility exercise to re-introduce passenger service at Blyth and Tyne
- refurbishment of Sutton station
- implementation of Brentford station developments
- provision of a desktop feasibility study examining gauging requirements for class 170 type DMU's on SPT routes from Glasgow Central
- car park enhancement at Kingham station
- trespass and vandalism fencing at Slough and Maidenhead
- Leeds North West Class 333 Operation (including 4 car operation)

Table 91	Customer reasonable requirements (CRRs) by customer						
	Totals				Breakdown of Live CRRs by category		
Customer or funder	No. of live CRRs (April 03)	No. withdrawn/completed during the year	No. submitted during the year	No.of live CRRs (April 04)	Enhancement	Process	Agreement not reached
Anglia	3	1	0	2	**2**	**0**	0
Merseyrail	3	1	0	2	**2**	**0**	0
Arriva Northern	0	0	0	0	**0**	**0**	0
ATOC	1	0	0	1	**1**	**0**	0
C2C	5	4	0	1	**1**	**0**	0
Central Trains	12	3	0	9	**7**	**2**	0
Centro	2	1	0	1	**1**	**0**	0
Chiltern Railway	2	1	0	1	**1**	**0**	0
South Eastern	16	4	0	12	**0**	**12**	0
DRS	5	0	0	5	**0**	**5**	0
Eurostar	11	4	1	8	**0**	**8**	0
EWS Freight	2	1	19	20	**20**	**0**	0
EWS Passenger	1	0	0	1	**0**	**1**	0
First Great Eastern	0	0	0	0	**0**	**0**	0
First Great Western	0	0	0	0	**0**	**0**	0
First North Western	0	0	0	0	**0**	**0**	0
Freightliner	0	0	0	0	**0**	**0**	0
GB Railfreight	0	0	0	0	**0**	**0**	0
Gatwick Express	2	1	0	1	**0**	**1**	0
GMPTE	7	3	0	4	**4**	**0**	0
GNER	9	5	2	6	**6**	**0**	0
Heathrow Express	7	7	0	0	**0**	**0**	0
Hull Trains	0	0	0	0	**0**	**0**	0
Island Line	0	0	0	0	**0**	**0**	0
Merseytravel	5	4	0	1	**1**	**0**	0
Midland Mainline	4	3	0	1	**1**	**0**	0
NEXUS	1	1	0	0	**0**	**0**	0
Scotrail	0	0	0	0	**0**	**0**	0
Silverlink	2	1	0	1	**1**	**0**	0
South Central	3	1	0	2	**2**	**0**	0
South West Trains	6	3	0	3	**3**	**0**	0
SPTE	20	1	0	19	**15**	**4**	0
SYPTE	1	1	0	0	**0**	**0**	0
Thames Trains	14	14	0	0	**0**	**0**	0
Thameslink	7	0	0	7	**7**	**0**	0
Virgin Cross Country	0	0	0	0	**0**	**0**	0
Virgin West Coast	3	0	0	3	**3**	**0**	0
WAGN	0	0	0	0	**0**	**0**	0
Arriva Trains Wales	5	5	0	0	**0**	**0**	0
Wessex	0	0	0	0	**0**	**0**	0
West Coast Railway	1	0	0	1	**1**	**0**	0
WYPTE	1	1	0	0	**0**	**0**	0
TOTAL	161	71	22	112	79	33	0
Percentage of total				100%	71%	29%	0%

Appendix 1 – List of station condition

Table 92 List of stations and their grades

Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Abbey Wood	SO	2002-03	1.83	1.83	2.09	2.09
Aber	GW	2002-03	1.98	2.17	2.04	2.04
Abercynon North	GW	2000-01	2.04	2.04	2.04	2.04
Abercynon South	GW	2000-01	1.90	1.90	1.90	1.90
Aberdare	GW	2000-01	2.06	2.06	2.06	2.06
Aberdeen	SC	2002-03	2.51	2.51	2.6	2.55
Aberdour	SC	2002-03	2.12	2.12	2.1	2.12
Aberdovey	GW	2003-04	1.66	1.66	1.66	1.77
Aberech	GW	2003-04	1.80	1.80	1.80	2.22
Abergavenny	GW	2000-01	2.05	2.05	2.05	2.05
Abergele and Pensarn	NW	2001-02	2.84	2.84	2.84	2.84
Aberystwyth	GW	2000-01	1.85	1.85	1.85	1.85
Accrington	NW	2003-04	2.88	2.88	2.88	2.21
Achanalt	SC	2001-02	2.08	2.08	2.08	2.08
Achnasheen	SC	2001-02	2.03	2.03	2.03	2.03
Achnashellach	SC	2001-02	2.11	2.11	2.11	2.11
Acklington	LNE	2000-01	1.95	1.95	1.95	1.95
Acle	EA	2000-01	1.31	1.31	1.31	1.31
Acocks Green	MD	2001-02	1.77	1.77	1.77	1.77
Acton Bridge	NW	2000-01	2.34	2.34	2.34	2.34
Acton Central	EA	2003-04	2.10	2.10	2.10	2.12
Acton Mainline	GW	2001-02	1.91	1.91	1.91	1.91
Adderley Park	MD	2001-02	1.99	1.99	1.99	1.99
Addiewell	SC	2002-03	2.44	2.44	2.7	2.68
Addlestone	SO	2000-01	2.37	2.37	2.37	2.37
Adisham	SO	2001-02	3.00	3.00	3.00	3.00
Adlington (Cheshire)	NW	2001-02	2.12	2.12	2.12	2.12
Adlington (Lancashire)	NW	2001-02	2.10	2.10	2.10	2.10
Adwick	LNE	2001-02	1.60	1.60	2.09	2.09
Aigburth	NW	2000-01	2.41	2.41	2.41	2.41
Ainsdale	NW	2003-04	2.02	2.02	2.02	2.07
Aintree	NW	2002-03	2.37	2.37	1.44	1.44
Airbles	SC	2001-02	1.94	2.63	2.14	2.14
Airdrie	SC	2003-04	2.26	2.26	2.32	2.32
Albany Park	SO	2000-01	2.48	2.48	2.48	2.48
Albrighton	MD	2002-03	2.77	2.77	2.90	2.90
Alderley Edge	NW	2001-02	1.99	1.99	1.99	1.99
Aldermaston	GW	2001-02	2.07	2.07	1.98	1.98
Aldershot	SO	2001-02	2.15	2.15	2.15	2.15
Aldrington	SO	2001-02	2.33	2.33	2.33	2.33
Alexandra Palace	LNE	2003-04	2.53	2.53	2.53	2.18
Alexandra Parade	SC	2003-04	2.93	2.93	2.72	2.31
Alexandria	SC	2003-04	2.15	2.15	2.03	2.10
Alfreton	MD	2003-04	1.29	1.29	1.32	1.64
Allens West	LNE	2002-03	1.99	1.99	1.99	2.56
Allerton	NW	2000-01	2.34	2.34	2.34	2.34

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Alness	SC	2000-01	2.59	2.59	2.59	2.59
Alnmouth	LNE	2000-01	2.08	2.08	2.08	2.08
Alresford	EA	2003-04	2.89	2.89	2.89	2.50
Alsager	NW	2001-02	2.56	2.56	2.56	2.56
Althorne	EA	2000-01	2.14	2.14	2.14	2.14
Althorpe	LNE	2002-03	2.50	2.50	2.50	2.71
Altnabreac	SC	2001-02	2.42	2.42	2.42	2.42
Alton	SO	2000-01	2.58	2.58	2.58	2.58
Altrincham	NW	2001-02	2.20	2.20	2.20	2.20
Alvechurch	MD	2003-04	2.54	2.54	2.54	1.70
Ambergate	MD	2000-01	2.43	2.43	2.43	2.43
Amberley	SO	2003-04	2.48	2.48	2.48	2.94
Ammanford	GW	2000-01	2.25	2.25	2.25	2.25
Ancaster	LNE	2002-03	2.16	2.16	2.60	2.60
Anderston	SC	2001-02	2.18	2.18	2.19	2.19
Andover	SO	2003-04	2.05	2.05	2.35	2.40
Anerley	SO	2001-02	2.14	2.14	2.14	2.14
Angel Road	EA	2001-02	2.11	2.11	2.11	2.11
Angmering	SO	2001-02	2.51	2.51	2.51	2.51
Annan	SC	2003-04	2.00	2.00	2.22	2.15
Anniesland	SC	2003-04	2.21	2.93	2.18	2.14
Ansdell and Fairhaven	NW	2001-02	2.81	2.81	2.81	2.81
Appleby	NW	2000-01	2.34	2.34	2.34	2.34
Appledore	SO	2000-01	2.66	2.66	2.66	2.66
Appleford	GW	2003-04	2.06	2.06	2.06	2.53
Appley Bridge	NW	2001-02	2.30	2.30	2.30	2.30
Apsley	MD	2003-04	2.24	2.24	2.24	2.07
Arbroath	SC	2002-03	2.23	2.23	2.30	2.34
Ardgay	SC	2001-02	2.52	2.52	2.52	2.52
Ardlui	SC	2001-02	2.00	2.00	2.13	2.13
Ardrossan Harbour	SC	2003-04	2.17	2.17	2.17	2.14
Ardrossan South Beach	SC	2003-04	2.21	2.21	2.21	2.14
Ardrossan Town	SC	2003-04	2.05	2.05	2.05	2.05
Ardwick	NW	2001-02	2.04	2.04	2.04	2.04
Argyle Street	SC	2001-02	2.29	2.29	2.23	2.23
Arisaig	SC	2001-02	2.32	2.32	2.32	2.32
Arlesey	LNE	2000-01	2.00	2.00	2.00	2.00
Armathwaite	NW	2000-01	2.04	2.04	2.04	2.04
Arnside	NW	2001-02	2.25	2.25	2.25	2.25
Arram	LNE	2000-01	2.14	2.14	2.14	2.14
Arrochar and Tarbet	SC	2001-02	3.00	3.00	2.14	2.14
Arundel	SO	2002-03	2.59	2.59	3.55	3.55
Ascot	SO	2000-01	2.40	2.40	2.40	2.40
Ascott-Under-Wychwood	GW	2000-01	2.50	2.50	2.50	2.50
Ash	SO	2001-02	2.23	2.23	2.23	2.23
Ash Vale	SO	2001-02	2.44	2.44	2.44	2.44
Ashburys	NW	2003-04	1.99	1.99	1.99	2.03
Ashchurch For Tewksbury	GW	2000-01	2.00	2.00	2.00	2.00

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Ashfield	SC	2001-02	2.17	2.17	2.06	2.06
Ashford (Surrey)	SO	2003-04	2.48	2.48	2.81	2.82
Ashford International	SO	2000-01	1.86	1.86	1.86	1.86
Ashley	NW	2000-01	2.44	2.44	2.44	2.44
Ashtead	SO	2000-01	2.21	2.21	2.21	2.21
Ashton-Under-Lyne	NW	2001-02	2.75	2.75	2.75	2.75
Ashurst	SO	2002-03	2.52	2.52	2.65	2.65
Ashurst New Forest	SO	2000-01	2.26	2.26	2.26	2.26
Ashwell and Morden	LNE	2000-01	2.34	2.34	2.34	2.34
Askam	NW	2001-02	3.14	3.14	3.14	3.14
Aslockton	MD	2002-03	1.15	1.15	1.23	1.23
Aspatria	NW	2002-03	1.98	1.98	2.23	2.23
Aspley Guise	MD	2000-01	2.23	2.23	2.23	2.23
Aston	MD	2001-02	1.10	1.10	1.10	1.10
Atherstone	MD	2002-03	2.47	2.47	2.44	2.44
Atherton	NW	2000-01	2.36	2.36	2.36	2.36
Attadale	SC	2001-02	2.00	2.00	2.00	2.00
Attenborough	MD	2000-01	1.43	1.43	1.43	1.43
Attleborough	EA	2002-03			2.45	2.45
Auchinleck	SC	2003-04	2.11	2.11	2.11	2.12
Audley End	EA	2001-02	1.42	1.42	1.42	1.42
Aughton Park	NW	2001-02	2.05	2.05	2.05	2.05
Aviemore	SC	2001-02	1.47	1.47	1.47	1.47
Avoncliff	GW	2003-04	2.20	2.20	1.70	1.83
Avonmouth	GW	2002-03	3.03	3.03	2.13	2.13
Axminster	SO	2003-04	2.55	2.55	2.40	2.38
Aylesbury	MD	2002-03	2.14	2.14	1.99	1.99
Aylesford	SO	2003-04	2.42	2.42	2.42	3.04
Aylesham	SO	2001-02	2.78	2.78	2.78	2.78
Ayr	SC	2003-04	2.38	2.38	2.38	2.40
Bache	NW	2001-02	1.97	1.97	1.97	1.97
Baglan	GW					
Bagshot	SO	2001-02	2.09	2.09	2.09	2.09
Baildon	LNE	2000-01	2.30	2.30	2.30	2.30
Baillieston	SC	2001-02	2.04	2.04	2.10	2.10
Balcombe	SO	2000-01	2.43	2.43	2.43	2.43
Baldock	LNE	2000-01	2.06	2.06	2.06	2.06
Balham	SO	2003-04	2.00	2.00	2.00	2.78
Balloch	SC	2003-04	2.07	2.07	2.20	2.22
Balmossie Halt	SC	2002-03	2.43	2.43	2.80	2.81
Bamber Bridge	NW	2003-04	2.45	2.45	2.45	2.10
Bamford	NW	2001-02	2.40	2.40	2.40	2.40
Banavie	SC	2002-03	2.13	2.13	2.13	2.13
Banbury	MD	2001-02	1.45	1.45	1.45	1.45
Bangor	NW	2000-01	2.10	2.10	2.10	2.10
Bank Hall	NW	2001-02	2.15	2.15	2.15	2.15
Banstead	SO	2000-01	2.42	2.42	2.42	2.42
Barassie	SC	2003-04	2.17	2.17	2.17	2.17

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Bardon Mill	LNE	2000-01	2.40	2.40	2.40	2.40
Bare Lane	NW	2002-03	2.23	2.23	2.04	2.04
Bargeddie	SC	2001-02	2.22	2.22	2.17	2.17
Bargoed	GW	2000-01	2.03	2.03	2.03	2.03
Barking	EA	2001-02	1.88	1.88	1.92	1.92
Barlaston	NW	2000-01	2.86	2.86	2.86	2.86
Barming	SO	2003-04	2.43	2.43	2.43	2.44
Barmouth	GW	2003-04	1.99	1.99	1.99	1.96
Barnehurst	SO	2002-03	2.31	2.31	2.37	2.37
Barnes Bridge Station	SO	2003-04	1.71	1.71	1.15	1.99
Barnes Station	SO	2003-04	2.45	2.45	2.77	2.79
Barnetby	LNE	2002-03	1.49	1.49	1.83	1.83
Barnham	SO	2002-03	2.53	2.53	2.94	2.94
Barnhill	SC	2003-04	2.21	2.21	2.24	2.24
Barnsley Exchange	LNE	2002-03	1.10	1.10	1.10	1.10
Barnstaple	GW	2003-04	2.20	2.20	2.20	1.89
Barnt Green	MD	2001-02	2.24	2.24	2.24	2.24
Barrhead	SC	2003-04	3.00	3.00	2.30	2.30
Barrhill	SC	2003-04	1.93	1.93	1.93	1.84
Barrow Haven	LNE	2002-03	2.70	2.70	2.70	2.48
Barrow Upon Soar	MD	2000-01	2.11	2.11	2.11	2.11
Barrow-in-Furness	NW	2001-02	2.17	2.17	2.17	2.17
Barry (Town)	GW	2000-01	1.94	1.94	1.94	1.94
Barry Docks	GW	2000-01	2.12	2.12	2.12	2.12
Barry Island	GW	2000-01	2.00	2.00	2.00	2.00
Barry Links	SC	2002-03	2.76	2.76	2.50	2.49
Barton on Humber	LNE	2002-03	2.35	2.35	2.35	2.35
Basildon Station	EA	2003-04			2.14	2.13
Basingstoke	SO	2001-02	2.22	2.22	2.22	2.22
Bat and Ball	SO	2002-03	2.44	2.44	2.67	2.67
Bath Spa	GW	2001-02	2.21	2.21	2.13	2.12
Bathgate	SC	2001-02	2.07	2.07	2.07	2.07
Batley	LNE	2002-03	2.00	2.00	2.00	2.19
Battersby	LNE	2001-02	2.45	2.45	2.24	2.24
Battersea Park	SO	2003-04	2.23	2.23	2.23	2.88
Battle	SO	2002-03	2.44	2.44	2.56	2.56
Battlesbridge	EA	2003-04			2.52	2.41
Bayford	LNE	2003-04	2.83	2.83	2.83	1.96
Beaconsfield	MD	2000-01	2.06	2.06	2.06	2.06
Bearley	MD	2000-01	3.33	3.33	3.33	3.33
Bearsden	SC	2003-04	2.21	2.21	2.18	2.17
Bearsted	SO	2001-02	2.75	2.75	2.75	2.75
Beasdale	SC	2001-02	2.10	2.10	2.10	2.10
Beaulieu Road	SO	2000-01	2.46	2.46	2.46	2.46
Beauly	SC	2003-04			1.00	1.00
Bebbington	NW	2001-02	2.25	2.25	2.25	2.25
Beccles	EA	2000-01	1.23	1.23	1.23	1.23
Beckenham Hill	SO	2003-04	2.37	2.37	2.37	2.95

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Beckenham Junction	SO	2003-04	2.54	2.54	2.54	2.82
Bedford	MD	2000-01	1.67	1.67	1.67	1.67
Bedford St John's	MD	2003-04	1.67	1.67	1.67	2.20
Bedhampton	SO	2000-01	2.41	2.41	2.41	2.41
Bedminster	GW	2001-02	2.24	2.24	2.24	1.96
Bedworth	MD	2002-03	1.91	1.91	2.37	2.37
Bedwyn	GW	2001-02	2.10	2.10	2.12	2.12
Beeston	MD	2000-01	1.21	1.21	1.21	1.21
Bekesbourne Station	SO	2003-04	2.34	2.34	2.34	3.02
Belle Vue	NW	2002-03	2.48	2.48	1.98	1.98
Bellgrove	SC	2003-04	3.00	3.00	3.00	2.20
Bellingham	SO	2000-01	2.43	2.43	2.43	2.43
Bellshill	SC	2001-02	3.01	3.01	2.48	2.48
Belmont	SO	2000-01	2.26	2.26	2.26	2.26
Belper	MD	2002-03	1.80	1.80	2.28	2.28
Beltring	SO	2000-01	2.26	2.26	2.26	2.26
Belvedere	SO	2002-03	1.83	1.83	1.96	1.96
Bempton	LNE	2000-01	1.72	1.72	1.72	1.72
Ben Rhydding	LNE	2001-02	2.21	2.21	2.21	2.21
Benfleet	EA	2001-02	1.88	1.88	1.99	1.99
Bentham	NW	2001-02	2.57	2.57	2.57	2.57
Bentley	SO	2001-02	2.45	2.45	2.45	2.45
Bentley [S.Yorks]	LNE	2000-01	1.40	1.40	1.40	1.40
Bere Alston	GW	2000-01	2.16	2.16	2.16	2.16
Bere Ferrers	GW	2000-01	2.16	2.16	2.16	2.16
Berkhamsted	MD	2002-03	1.98	1.98	1.97	1.97
Berkswell	MD	2001-02	1.63	1.63	1.63	1.63
Berney Arms	EA	2003-04	3.20	3.20	3.20	3.22
Berry Brow	LNE	2002-03	2.29	2.29	2.29	2.29
Berrylands	SO	2003-04	2.45	2.45	2.74	2.85
Berwick	SO	2002-03	2.60	2.60	3.61	3.61
Berwick-Upon-Tweed	LNE	2000-01	2.14	2.14	2.14	2.14
Bescar Lane	NW	2003-04	2.55	2.55	2.55	2.25
Bescot	MD	2001-02	1.26	1.26	1.26	1.26
Betchworth	SO	2001-02	2.68	2.68	2.68	2.68
Bethnal Green	EA	2000-01	2.19	2.19	2.19	2.19
Betws-y-Coed	NW	2000-01	2.31	2.31	2.31	2.31
Beverley	LNE	2000-01	2.26	2.26	2.26	2.26
Bexhill	SO	2002-03	2.11	2.11	3.28	3.28
Bexley	SO	2000-01	2.57	2.57	2.57	2.57
Bexleyheath	SO	2001-02	2.43	2.43	2.43	2.43
Bicester North	MD	2003-04	2.03	2.03	2.03	1.82
Bicester Town	GW	2000-01	2.46	2.46	2.46	2.46
Bickley	SO	2003-04	2.42	2.42	2.42	2.85
Bidston	NW	2001-02	3.17	3.17	3.17	3.17
Biggleswade	LNE	2000-01	2.06	2.06	2.06	2.06
Bilbrook	MD	2000-01	1.52	1.52	1.52	1.52
Billericay	EA	2001-02	2.10	2.10	2.14	2.14

Table 92 List of stations and their grades

Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Billingham	LNE	2001-02	2.17	2.17	2.40	2.40
Billingshurst	SO	2002-03	2.52	2.52	2.90	2.90
Bingham	MD	2000-01	1.28	1.28	1.28	1.28
Bingley	LNE	2002-03	2.50	2.50	2.50	2.61
Birchgrove	GW	2002-03	2.03	2.03	2.01	2.01
Birchington-On-Sea	SO	2003-04	2.44	2.44	2.44	2.73
Birchwood	NW	2001-02	2.01	2.01	2.01	2.01
Birkbeck	SO	2000-01	2.18	2.18	2.18	2.18
Birkdale	NW	2003-04	2.35	2.35	2.35	2.14
Birkenhead Central	NW	2000-01	2.35	2.35	2.35	2.35
Birkenhead North	NW	2001-02	2.24	2.24	2.24	2.24
Birkenhead Park	NW	2001-02	2.04	2.04	2.04	2.04
Birmingham International	MD	2001-02	1.94	1.94	1.94	1.94
Birmingham Moor Street	MD	2001-02	1.83	1.83	1.83	1.83
Birmingham New Street	HQ	2003-04	1.81	1.81	1.77	1.70
Birmingham Snow Hill	MD	2001-02	1.78	1.78	1.78	1.78
Bishop Auckland	LNE	2002-03	1.85	1.85	1.85	1.93
Bishopbriggs	SC	2002-03	1.47	1.47	1.60	1.62
Bishops Stortford	EA	2003-04	2.93	2.93	2.93	2.26
Bishopstone	SO	2000-01	2.67	2.67	2.67	2.67
Bishopton	SC	2001-02	2.00	2.00	2.00	2.00
Bitterne	SO	2000-01	2.16	2.16	2.16	2.16
Blackburn	NW	2001-02	2.83	2.83	2.83	2.83
Blackfriars	SO	2000-01	1.74	1.74	1.74	1.74
Blackheath	SO	2001-02	2.38	2.38	2.38	2.38
Blackhorse Road	EA	2002-03			1.97	1.97
Blackpool North	NW	2002-03	2.37	2.37	2.17	2.17
Blackpool Pleasure Beach	NW	2003-04	2.84	2.84	2.84	2.27
Blackpool South	NW	2003-04	2.39	2.39	2.39	2.00
Blackrod	NW	2001-02	1.97	1.97	1.97	1.97
Blackwater	SO	2001-02	2.65	2.65	2.65	2.65
Blaenau Ffestiniog	NW	2000-01	2.06	2.06	2.06	2.06
Blair Atholl	SC	2001-02	2.05	2.05	2.05	2.05
Blairhill	SC	2003-04	2.19	2.19	2.19	2.17
Blake Street	MD	2002-03	1.81	1.81	1.69	1.69
Blakedown	MD	2000-01	1.83	1.83	1.83	1.83
Blantyre	SC	2001-02	1.91	2.72	2.14	2.14
Blaydon	LNE	2002-03	2.27	2.27	2.27	2.24
Bleasby	MD	2002-03	1.33	1.33	1.77	1.77
Bletchley	MD	2002-03	2.15	2.15	1.90	1.90
Bloxwich	MD	2003-04	2.47	2.47	2.47	2.49
Bloxwich North	MD	2000-01	2.40	2.40	2.40	2.40
Blundellsands and Crosby	NW	2000-01	2.53	2.53	2.53	2.53
Blythe Bridge	MD	2003-04	2.82	2.82	2.82	2.42
Bodmin Parkway	GW	2001-02	2.23	2.23	2.23	2.20
Bodorgan	NW	2001-02	2.54	2.54	2.50	2.50
Bognor Regis	SO	2001-02	2.26	2.26	2.26	2.26
Bogston	SC	2001-02	2.69	2.69	2.69	2.69

Table 92 List of stations and their grades

Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Bolton	NW	2001-02	2.20	2.20	2.20	2.20
Bolton On Dearne	LNE	2002-03	2.44	2.44	2.44	2.34
Bookham	SO	2000-01	2.39	2.39	2.39	2.39
Bootle	NW	2002-03	2.14	2.14	2.02	2.02
Bootle New Strand	NW	2000-01	1.97	1.97	1.97	1.97
Bootle Oriel Road	NW	2001-02	2.20	2.20	2.20	2.20
Bordesley	MD	2001-02	2.42	2.42	2.42	2.42
Borough Green and Wrotham	SO	2001-02	2.38	2.38	2.38	2.38
Borth	GW	2003-04	2.12	2.12	2.12	1.82
Bosham	SO	2002-03	2.51	2.51	3.00	3.00
Boston	LNE	2000-01	2.56	2.56	2.56	2.56
Botley	SO	2000-01	1.97	1.97	1.97	1.97
Bottesford	MD	2000-01	2.23	2.23	2.23	2.23
Bourne End	GW	2000-01	1.95	1.95	1.95	1.95
Bournemouth	SO	2001-02	2.37	2.37	2.37	2.37
Bourneville	MD	2001-02	1.96	1.96	1.96	1.96
Bow Brickhill	MD	2000-01	1.67	1.67	1.67	1.67
Bowes Park	LNE	2000-01	2.15	2.15	2.15	2.15
Bowling	SC	2003-04	2.90	2.68	2.16	2.35
Boxhill and Westhumble	SO	2001-02	2.41	2.41	2.41	2.41
Bracknell	SO	2000-01	2.40	2.40	2.40	2.40
Bradford Forster Square	LNE	2002-03	1.00	1.00	1.03	1.03
Bradford Interchange	LNE	2000-01	1.20	1.20	1.20	1.20
Bradford-on-Avon	GW	2002-03	2.21	2.21	2.26	2.26
Brading	SO	2000-01	2.41	2.41	2.41	2.41
Braintree	EA	2000-01	1.96	1.96	1.96	1.96
Braintree Freeport	EA	2002-03			1.97	1.97
Bramhall	NW	2002-03	2.33	2.33	1.54	1.54
Bramley	LNE	2000-01	1.30	1.30	1.30	1.30
Bramley [Hants]	SO	2000-01	2.33	2.33	2.33	2.33
Brampton	LNE	2002-03	2.61	2.61	2.61	2.28
Brampton [Suffolk]	EA	2000-01	2.38	2.38	2.38	2.38
Branchton	SC	2001-02	2.45	2.45	2.45	2.45
Brandon	EA	2003-04			2.83	2.44
Branksome	SO	2000-01	2.46	2.46	2.46	2.46
Braystones	NW	2002-03	2.48	2.48	2.04	2.04
Bredbury	NW	2000-01	2.31	2.31	2.31	2.31
Breich	SC	2002-03	2.50	2.50	2.60	2.60
Brentford	SO	2003-04	2.04	2.04	1.52	2.51
Brentwood	EA	2001-02	2.20	2.20	2.35	2.35
Bricket Wood	MD	2003-04	1.84	1.84	1.84	2.43
Bridge of Allan	SC	2001-02	2.69	2.69	2.69	2.69
Bridge of Orchy	SC	2001-02	2.72	2.72	2.72	2.72
Bridgend	GW	2000-01	2.09	2.09	2.09	2.09
Bridgeton	SC	2001-02	2.17	2.17	2.18	2.18
Bridgwater	GW	2001-02	2.30	2.30	2.30	2.30
Bridlington	LNE	2000-01	2.43	2.43	2.43	2.43
Brierfield	NW	2002-03	2.60	2.60	2.05	2.05

Table 92 List of stations and their grades

Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Brigg	LNE	2002-03	2.67	2.67	2.67	2.66
Brighouse	LNE	2002-03			1.36	1.36
Brighton	SO	2001-02	2.51	2.51	2.51	2.51
Brimsdown	EA	2002-03	2.06	2.06	2.06	2.04
Brinnington	NW	2000-01	2.22	2.22	2.22	2.22
Bristol Parkway	GW	2000-01	2.10	2.10	2.10	1.20
Bristol Temple Meads	GW	2001-02	2.90	2.90	2.05	2.05
Brithdir	GW	2000-01	1.80	1.80	1.80	1.80
British Steel Redcar	LNE	2001-02	2.69	2.69	2.36	2.36
Briton Ferry	GW	2000-01	2.00	2.00	2.00	2.00
Brixton	SO	2000-01	2.02	2.02	2.02	2.02
Broad Green	NW	2003-04	2.27	2.27	2.27	2.06
Broadbottom	NW	2000-01	2.15	2.15	2.15	2.15
Broadstairs	SO	2001-02	2.23	2.23	2.23	2.23
Brockenhurst	SO	2000-01	2.60	2.60	2.60	2.60
Brockholes	LNE	2001-02	2.64	2.64	2.52	2.52
Brockley	SO	2002-03	2.11	2.11	2.58	2.58
Brockley Whins	LNE	2000-01	2.13	2.13	2.13	2.13
Bromborough	NW	2003-04	2.09	2.09	2.09	2.05
Bromborough Rake	NW	2001-02	2.09	2.09	2.09	2.09
Bromley Cross	NW	2003-04	2.31	2.31	2.31	2.10
Bromley North	SO	2002-03	2.43	2.43	2.89	2.89
Bromley South	SO	2000-01	2.51	2.51	2.51	2.51
Bromsgrove	GW	2000-01	2.00	2.00	2.00	2.00
Brondesbury	EA	2000-01	1.73	1.73	1.73	1.73
Brondesbury Park	EA	2000-01	1.73	1.73	1.73	1.73
Brookmans Park	LNE	2003-04	2.53	2.53	2.53	2.07
Brookwood	SO	2001-02	2.32	2.32	2.32	2.32
Broome	GW	2000-01	2.00	2.00	2.00	2.00
Broomfleet	LNE	2000-01	2.25	2.25	2.25	2.25
Brora	SC	2001-02	2.29	2.29	2.32	2.32
Brough	LNE	2000-01	2.14	2.14	2.14	2.14
Broughty Ferry	SC	2002-03	1.54	1.54	2.10	2.10
Broxbourne	EA	2000-01	2.01	2.01	2.01	2.01
Bruce Grove	EA	2002-03	2.00	2.00	2.09	2.09
Brundall	EA	2003-04	2.55	2.55	2.55	2.39
Brundall Gardens	EA	2003-04	2.19	2.19	2.19	2.47
Brunstone	SC	2002-03			1.00	1.00
Brunswick	NW	2001-02	1.00	1.00	1.00	1.00
Bruton	GW	2003-04	2.88	2.88	2.88	2.17
Bryn	NW	2001-02	2.71	2.71	2.72	2.72
Buckenham	EA	2000-01	1.72	1.72	1.72	1.72
Buckley	NW	2002-03	2.30	2.30	2.13	2.13
Bucknell	GW	2000-01	2.00	2.00	2.00	2.00
Bugle	GW	2000-01	2.08	2.08	2.08	2.08
Builth Road	GW	2000-01	2.08	2.08	2.08	2.08
Bulwell	MD	2000-01	1.77	1.77	1.77	1.77
Bures	EA	2000-01	2.25	2.25	2.25	2.25

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Burgess Hill	SO	2002-03	2.37	2.37	3.22	3.22
Burley Park	LNE	2003-04	1.60	1.60	3.00	1.99
Burley-in-Wharfdale	LNE	2001-02	2.10	2.10	2.10	2.10
Burnage	NW	2000-01	2.20	2.20	2.20	2.20
Burneside	NW	2003-04	2.23	2.23	2.23	2.15
Burnham	GW	2001-02	2.10	2.10	2.74	2.74
Burnham-On-Crouch	EA	2002-03			2.07	2.07
Burnley Barracks	NW	2003-04	3.10	3.10	3.10	2.06
Burnley Central	NW	2000-01	2.80	2.80	2.80	2.80
Burnley Manchester Rd	NW	2003-04	1.96	1.96	1.96	2.07
Burnside	SC	2001-02	2.19	2.19	2.17	2.17
Burntisland	SC	2002-03	2.21	2.21	2.20	2.22
Burscough Bridge	NW	2002-03	1.80	1.80	1.51	1.51
Burscough Junction	NW	2001-02	1.94	1.94	1.94	1.94
Bursledon	SO	2000-01	2.21	2.21	2.21	2.21
Burton Joyce	MD	2000-01	1.36	1.36	1.36	1.36
Burton-on-Trent	MD	2002-03	1.24	1.24	1.60	1.60
Bury St Edmunds	EA	2000-01	2.02	2.02	2.02	2.02
Busby	SC	2001-02	2.38	2.38	2.02	2.02
Bush Hill Park	EA	2001-02	1.91	1.91	1.91	1.91
Bushey	MD	2002-03	2.32	2.32	2.00	2.00
Butlers Lane	MD	2002-03	1.33	1.33	1.34	1.34
Butlins Penychain	GW	2003-04	1.56	1.56	1.56	1.65
Buxted	SO	2000-01	2.43	2.43	2.43	2.43
Buxton	NW	2000-01	2.61	2.61	2.61	2.61
Byfleet and New Haw	SO	2000-01	2.12	2.12	2.12	2.12
Bynea	GW	2000-01	2.30	2.30	2.30	2.30
Cadoxton	GW	2000-01	1.94	1.94	1.94	1.94
Caergwrle	NW	2001-02	2.21	2.21	2.21	2.21
Caerphilly	GW	2002-03	2.04	2.68	2.14	2.14
Caersws	GW	2003-04	2.08	2.08	2.08	1.99
Caldicot	GW	2000-01	2.03	2.03	2.03	2.03
Caledonian Road and Barnsbury	EA	2000-01	2.10	2.10	2.10	2.10
Calstock	GW	2000-01	2.24	2.24	2.24	2.24
Cam and Dursley	GW	2000-01	2.05	2.05	2.05	2.05
Camberley	SO	2000-01	2.49	2.49	2.49	2.49
Camborne	GW	2001-02	2.30	2.30	2.30	2.24
Cambridge	EA	2001-02	1.99	1.99	2.02	2.02
Cambridge Heath	EA	2000-01	2.13	2.13	2.13	2.13
Cambuslang	SC	2001-02	2.25	2.25	2.24	2.24
Camden Road	EA	2002-03			1.94	1.94
Camelon	SC	2002-03	2.34	2.26	2.20	2.19
Canley	MD	2001-02	1.24	1.24	1.24	1.24
Canning Town	EA	2002-03	1.00	1.00	1.00	1.00
Cannock	MD	2002-03	1.95	1.95	2.23	2.23
Cannon Street	HQ	2003-04	1.96	1.96	1.96	1.73
Canonbury	EA	2000-01	2.45	2.45	2.45	2.45
Canterbury East	SO	2000-01	2.56	2.56	2.56	2.56

Table 92 List of stations and their grades

Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Canterbury West	SO	2003-04	2.27	2.27	2.27	3.01
Cantley	EA	2003-04	2.76	2.76	2.76	2.68
Capenhurst	NW	2000-01	2.13	2.13	2.13	2.11
Carbis Bay	GW	2000-01	2.05	2.05	2.05	2.05
Cardenden	SC	2002-03	2.22	2.22	2.20	2.24
Cardiff Bay	GW	2002-03	2.00	2.00	2.19	2.19
Cardiff Central	GW	2003-04	2.16	2.16	2.16	2.15
Cardiff Queen Street	GW	2000-01	2.05	2.05	2.05	2.05
Cardonald	SC	2003-04	2.13	2.13	2.13	2.18
Cardross	SC	2001-02	2.23	2.72	2.07	2.07
Carfin	SC	2001-02	1.83	1.83	1.83	1.83
Cark and Cartmel	NW	2001-02	2.23	2.23	2.23	2.23
Carlisle	NW	2002-03	2.75	2.75	2.16	2.16
Carlton	MD	2000-01	1.45	1.45	1.45	1.45
Carluke	SC	2001-02	1.80	2.80	2.08	2.08
Carmarthen	GW	2000-01	2.08	2.08	2.08	2.08
Carmyle	SC	2001-02	2.16	2.16	2.13	2.13
Carnforth	NW	2001-02	1.99	1.99	1.99	1.99
Carnoustie	SC	2002-03	2.22	2.22	2.60	2.57
Carnoustie Golf Street	SC	2002-03	3.02	3.02	1.60	1.63
Carntyne	SC	2003-04	2.39	2.39	2.20	2.20
Carpenders Park	MD	2003-04	2.48	2.48	2.48	2.04
Carrbridge	SC	2001-02	2.23	2.23	2.23	2.23
Carshalton	SO	2000-01	2.43	2.43	2.43	2.43
Carshalton Beeches	SO	2003-04	2.40	2.40	2.40	2.74
Carstairs	SC	2001-02	1.22	1.22	1.29	1.29
Cartsdyke	SC	2001-02	2.00	2.00	2.00	2.00
Castle Bar Park	GW	2000-01	2.09	2.09	2.09	2.09
Castle Cary	GW	2002-03	2.30	2.30	2.15	2.15
Castleford Central	LNE	2002-03	1.90	1.90	1.90	2.22
Castleton	NW	2001-02	2.19	2.19	2.19	2.19
Castleton Moor	LNE	2000-01	2.67	2.67	2.67	2.67
Caterham	SO	2000-01	2.50	2.50	2.50	2.50
Catford	SO	2002-03	2.45	2.45	2.95	2.95
Catford Bridge	SO	2000-01	2.42	2.42	2.42	2.42
Cathays	GW	2000-01	2.88	2.88	2.88	2.88
Cathcart	SC	2001-02	2.07	2.07	2.14	2.14
Cattal	LNE	2000-01	1.76	1.76	1.76	1.76
Causeland	GW	2003-04	2.00	2.00	2.00	2.06
Cefn-Y-Bedd	NW	2002-03	3.00	3.00	1.95	1.95
Chadwell Heath	EA	2001-02	2.25	2.25	2.25	2.25
Chafford Hundred	EA	2000-01	1.30	1.30	1.30	1.30
Chalkwell	EA	2001-02			1.94	1.94
Chapel-en-le-Frith	NW	2001-02	3.20	3.20	3.20	3.20
Chapeltown	LNE	2000-01	2.34	2.34	2.34	2.34
Chapleton	GW	2003-04	2.40	2.40	2.40	2.35
Chappel and Wakes Colne	EA	2000-01	2.02	2.02	2.02	2.02
Charing	SO	2000-01	2.46	2.46	2.46	2.46

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Charing Cross	SC	2003-04	1.67	1.67	1.67	2.00
Charlbury	GW	2003-04	2.04	2.04	2.04	2.56
Charlton	SO	2002-03	2.00	2.00	2.17	2.17
Chartham	SO	2000-01	2.37	2.37	2.37	2.37
Chassen Road	NW	2003-04	2.28	2.28	2.28	2.01
Chatham	SO	2001-02	2.48	2.48	2.48	2.48
Chathill	LNE	2002-03	2.37	2.37	2.37	2.46
Cheadle Hulme	NW	2002-03	2.08	2.08	2.07	2.07
Cheam	SO	2002-03	2.36	2.36	2.97	2.97
Cheddington	MD	2003-04	2.12	2.12	2.12	2.03
Chelford	NW	2001-02	2.18	2.18	2.18	2.18
Chelmsford	EA	2001-02	1.82	1.82	1.82	1.82
Chelsfield	SO	2000-01	2.51	2.51	2.51	2.51
Cheltenham	GW	2003-04	2.48	2.48	2.48	2.28
Chepstow	GW	2000-01	2.00	2.00	2.00	2.00
Cherry Tree	NW	2003-04	2.49	2.49	2.49	2.14
Chertsey	SO	2000-01	2.55	2.55	2.55	2.55
Cheshunt	EA	2002-03			2.16	2.16
Chessington North	SO	2000-01	2.52	2.52	2.52	2.52
Chessington South	SO	2000-01	2.46	2.46	2.46	2.46
Chester	NW	2000-01	2.42	2.42	2.42	2.42
Chester Road	MD	2000-01	1.30	1.30	1.30	1.30
Chesterfield	LNE	2001-02	2.48	2.48	1.36	1.36
Chester-Le-Street	LNE	2000-01	1.69	1.69	1.69	1.69
Chestfield and Swalecliffe	SO	2003-04	2.56	2.56	2.56	2.91
Chetnole	SO	2001-02	3.30	3.30	3.30	3.30
Chichester	SO	2003-04	2.53	2.53	2.53	2.98
Chilham	SO	2000-01	2.91	2.91	2.91	2.91
Chilworth	SO	2001-02	2.81	2.81	2.81	2.81
Chingford	EA	2001-02	1.99	1.99	1.99	2.03
Chinley	NW	2001-02	2.07	2.07	2.07	2.07
Chippenham	GW	2001-02	2.66	2.66	2.05	2.05
Chipstead	SO	2000-01	2.22	2.22	2.22	2.22
Chirk	GW	2000-01	2.04	2.04	2.04	2.04
Chislehurst	SO	2003-04	2.47	2.47	2.47	2.85
Chiswick	SO	2000-01	2.36	2.36	2.36	2.36
Cholsey	GW	2001-02	2.10	2.10	2.80	2.80
Chorley	NW	2001-02	2.04	2.04	2.04	2.04
Christchurch	SO	2000-01	2.48	2.48	2.48	2.48
Christs Hospital	SO	2000-01	2.36	2.36	2.36	2.36
Church and Oswaldtwistle	NW	2003-04	2.11	2.11	2.11	2.18
Church Fenton	LNE	2002-03	1.90	1.90	1.98	1.98
Church Stretton	GW	2003-04	2.10	2.10	2.10	1.77
Cilmeri	GW	2000-01	2.00	2.00	2.00	2.00
City Thameslink	SO	2000-01	1.41	1.41	1.41	1.41
Clacton-On-Sea	EA	2003-04	2.62	2.62	2.62	2.69
Clandon	SO	2000-01	2.62	2.62	2.62	2.62
Clapham	NW	2001-02	2.45	2.45	2.38	2.38

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Clapham High Street	SO	2002-03	2.08	2.08	1.93	1.93
Clapham Junction	SO	2001-02	2.39	2.39	2.39	2.39
Clapton	EA	2002-03	2.20	2.20	2.41	2.41
Clarbeston Road	GW	2000-01	2.03	2.03	2.03	2.03
Clarkston	SC	2001-02	2.23	2.23	2.19	2.19
Claverdon	MD	2000-01	2.90	2.90	2.90	2.90
Claygate	SO	2003-04	2.38	2.38	2.38	2.76
Cleethorpes	LNE	2000-01	2.39	2.39	2.39	2.39
Cleland	SC	2001-02	2.28	2.28	2.28	2.28
Clifton	NW	2003-04	3.39	3.39	3.39	2.16
Clifton Down	GW	2003-04	2.20	2.20	2.53	2.38
Clitheroe	NW	2003-04	1.51	1.51	1.51	2.00
Clock House	SO	2002-03	2.55	2.55	2.96	2.96
Clunderwen	GW	2000-01	1.78	1.78	1.78	1.78
Clydebank Central	SC	2003-04	2.11	2.11	2.15	2.20
Coatbridge Central	SC	2001-02	2.16	2.16	2.16	2.16
Coatbridge Sunnyside	SC	2003-04	1.80	2.89	2.24	2.33
Coatdyke	SC	2003-04	2.75	2.99	2.55	2.25
Cobham and Stoke D'Abernon	SO	2000-01	2.58	2.58	2.58	2.58
Codsall	MD	2002-03	2.73	2.73	2.42	2.42
Cogan	GW	2000-01	2.00	2.00	2.00	2.00
Colchester North	EA	2001-02	2.02	2.02	2.05	2.05
Colchester Town	EA	2003-04	2.82	2.82	2.82	2.91
Collingham	LNE	2002-03	1.42	1.42	1.95	1.95
Collington	SO	2002-03	2.36	2.36	3.30	3.30
Colne	NW	2001-02	2.11	2.11	2.11	2.11
Colwall	GW	2000-01	2.41	2.41	2.41	2.41
Colwyn Bay	NW	2002-03	2.19	2.19	2.06	2.06
Combe	GW	2003-04	2.37	2.37	2.37	2.20
Commondale	LNE	2002-03	2.28	2.28	2.28	2.45
Congleton	NW	2002-03	2.16	2.16	2.11	2.11
Conisbrough	LNE	2002-03	1.55	1.55	1.80	1.80
Connel Ferry	SC	2001-02	2.43	2.43	2.43	2.43
Cononley	LNE	2002-03	2.30	2.30	2.33	2.33
Conway Park	NW	2001-02	1.08	1.08	1.08	1.08
Conwy	NW	2002-03	2.02	2.02	2.17	2.17
Cooden Beach	SO	2001-02	2.37	2.37	2.37	2.37
Cookham	GW	2000-01	1.50	1.50	1.50	1.50
Cooksbridge	SO	2002-03	2.52	2.52	2.84	2.84
Coombe Halt	GW	2003-04	2.17	2.17	2.17	1.78
Copplestone	GW	2003-04	2.70	2.70	2.70	2.12
Corbridge	LNE	2002-03	2.25	2.25	2.25	2.10
Corkerhill	SC	2001-02	2.32	2.30	2.25	2.25
Corkickle	NW	2001-02	2.86	2.86	2.86	2.86
Corpach	SC	2001-02	2.07	2.07	2.07	2.07
Corrour	SC	2001-02	2.95	2.95	2.95	2.95
Coryton	GW	2000-01	2.21	2.21	2.21	2.21
Coseley	MD	2001-02	1.32	1.32	1.32	1.32

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Cosford	MD	2000-01	2.63	2.63	2.63	2.63
Cosham	SO	2000-01	2.42	2.42	2.42	2.42
Cottingham	LNE	2001-02	2.20	2.20	2.45	2.45
Cottingley	LNE	2002-03	3.10	3.10	3.10	2.26
Coulsdon South	SO	2001-02	2.53	2.53	2.53	2.53
Coventry	MD	2001-02	1.65	1.65	1.65	1.65
Cowden	SO	2003-04	2.55	2.55	2.55	3.23
Cowdenbeath	SC	2002-03	2.12	2.12	2.20	2.21
Cradley Heath	MD	2003-04	1.57	1.57	1.58	1.75
Craigendoran	SC	2001-02	2.04	2.04	2.00	2.00
Cramlington	LNE	2000-01	2.29	2.29	2.29	2.29
Craven Arms	GW	2000-01	2.00	2.00	2.00	2.00
Crawley	SO	2000-01	2.49	2.49	2.49	2.49
Crayford	SO	2001-02	1.38	1.38	1.38	1.38
Crediton	GW	2003-04	2.47	2.47	2.47	2.36
Cressing	EA	2003-04	3.16	3.16	3.16	2.48
Cressington	NW	2002-03	2.19	2.19	2.18	2.18
Creswell	LNE	2002-03			1.88	1.88
Crewe	NW	2000-01	2.18	2.18	2.18	2.18
Crewekerne Station	SO	2003-04	2.69	2.69	2.76	2.70
Crews Hill	LNE	2000-01	2.04	2.04	2.04	2.04
Crianlarich	SC	2001-02	2.11	2.11	1.67	1.67
Criccieth	GW	2003-04	1.82	1.82	1.82	2.34
Cricklewood	MD	2003-04	2.00	2.00	2.00	2.03
Croftfoot	SC	2001-02	2.19	2.19	2.18	2.18
Crofton Park	SO	2003-04	2.30	2.30	2.30	2.92
Cromer	EA	2003-04	2.48	2.48	2.48	1.63
Cromford	MD	2000-01	2.92	2.92	2.92	2.92
Crookston	SC	2001-02	2.00	2.00	2.25	2.25
Crossflatts	LNE	2000-01	1.90	1.90	1.90	1.90
Crossgates	LNE	2001-02	1.50	1.50	3.13	3.13
Crosshill	SC	2001-02	2.15	2.15	2.07	2.07
Crossmyloof	SC	2001-02	2.39	2.39	2.39	2.39
Croston	NW	2001-02	2.41	2.41	2.41	2.41
Crouch Hill	EA	2002-03			1.79	1.79
Crowborough	SO	2003-04	2.35	2.35	2.35	3.10
Crowhurst	SO	2002-03	2.45	2.45	2.68	2.68
Crowle	LNE	2000-01	1.99	1.99	1.99	1.99
Crowthorne	SO	2001-02	2.62	2.62	2.62	2.62
Croy	SC	2002-03	1.35	1.35	1.40	1.40
Crystal Palace	SO	2002-03	2.48	2.48	2.48	2.48
Cuddington	NW	2003-04	2.78	2.78	2.78	2.50
Cuffley	LNE	2000-01	2.02	2.02	2.02	2.02
Culham	GW	2003-04	2.70	2.70	2.70	2.28
Culrain	SC	2001-02	2.26	2.26	2.26	2.26
Cumbernauld	SC	2001-02	2.20	2.20	2.20	2.20
Cupar	SC	2001-02	2.05	2.05	2.05	2.05
Curriehill	SC	2002-03	2.01	2.01	2.00	2.02

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Custom House	EA	2000-01	2.30	2.30	2.30	2.30
Cuxton	SO	2002-03	2.68	2.68	3.00	3.00
Cwmbach	GW	2000-01	3.17	3.17	3.17	3.17
Cwmbran	GW	2000-01	2.65	2.65	2.65	2.65
Cynghordy	GW	2000-01	2.00	2.00	2.00	2.00
Dagenham Dock	EA	2000-01	2.00	2.00	2.00	2.00
Daisy Hill	NW	2001-02	2.61	2.61	2.61	2.61
Dalgety Bay	SC	2002-03	1.01	1.01	1.2	1.18
Dalmally	SC	2001-02	2.42	2.42	2.42	2.42
Dalmarnock	SC	2001-02	2.16	2.16	2.25	2.25
Dalmeny	SC	2002-03	2.34	2.34	2.40	2.37
Dalmuir Park	SC	2003-04	2.23	2.23	2.10	2.14
Dalreoch	SC	2001-02	2.10	2.10	2.14	2.14
Dalry	SC	2003-04	2.10	2.10	2.10	2.07
Dalston [Cumbria]	NW					
Dalston Kingsland	EA	2003-04	2.07	2.07	2.07	2.15
Dalton-in-Furness	NW	2001-02	2.23	2.23	2.23	2.23
Dalwhinnie	SC	2001-02	2.36	2.36	2.36	2.36
Danby	LNE	2001-02	2.50	2.50	2.50	2.48
Danescourt	GW	2002-03	3.19	2.27	2.20	2.20
Danzey	MD	2000-01	1.86	1.86	1.86	1.86
Darlington [Bank Top]	LNE	2000-01	2.34	2.34	2.34	2.34
Darnall	LNE	2000-01	2.24	2.24	2.24	2.24
Darsham	EA	2002-03	2.15	2.15	2.24	2.24
Dartford	SO	2000-01	2.59	2.59	2.59	2.59
Darton	LNE	2000-01	1.70	1.70	1.70	1.70
Darwen	NW	2001-02	2.28	2.28	2.28	2.28
Datchet	SO	2003-04	2.24	2.24	2.11	2.23
Davenport	NW	2001-02	2.19	2.19	2.19	2.19
Dawlish	GW	2001-02	2.45	2.45	2.45	2.45
Dawlish Warren	GW	2001-02	2.07	2.07	2.07	2.07
Deal	SO	2001-02	2.73	2.73	2.73	2.73
Dean	SO	2000-01	2.33	2.33	2.33	2.33
Dean Lane	NW	2000-01	2.88	2.88	2.88	2.88
Deansgate	NW	2000-01	2.10	2.10	2.10	2.10
Deganwy	NW	2002-03	2.09	2.09	2.13	2.13
Deighton	LNE	2001-02	2.71	2.71	2.71	2.71
Delamere	NW	2003-04	1.82	1.82	1.82	2.24
Denby Dale	LNE	2000-01	2.22	2.22	2.22	2.22
Denham	MD	2002-03	2.24	2.24	2.21	2.21
Denham Golf Club	MD	2000-01	2.33	2.33	2.33	2.33
Denmark Hill	SO	2003-04	2.46	2.46	2.46	2.83
Dent	NW	2000-01	2.27	2.27	2.27	2.27
Denton	NW	2001-02	3.06	3.06	3.06	3.06
Deptford	SO	2003-04	2.42	2.42	2.42	2.54
Derby	MD	2002-03	1.41	1.41	1.61	1.61
Derby Road (Ipswich)	EA	2001-02	1.93	1.93	1.93	1.93
Derker	NW	2001-02	2.49	2.49	2.49	2.49

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Devonport	GW	2001-02	2.96	2.96	2.96	2.55
Dewsbury	LNE	2000-01	3.00	3.00	3.00	3.00
Didcot Parkway	GW	2001-02	1.80	1.80	2.21	2.21
Digby and Sowton	GW	2000-01	2.20	2.20	2.20	2.20
Dilton Marsh	GW	2000-01	1.45	1.45	1.45	1.45
Dinas [Mid-Glamorgan]	GW	2000-01	3.00	3.00	3.00	3.00
Dinas Powys	GW	2000-01	2.04	2.04	2.04	2.04
Dingle Road	GW	2000-01	1.81	1.81	1.81	1.81
Dingwall	SC	2001-02	2.10	2.10	2.10	2.10
Dinsdale	LNE	2000-01	2.84	2.84	2.84	2.84
Dinting	NW	2000-01	2.10	2.10	2.10	2.10
Disley	NW	2002-03	2.02	2.02	2.03	2.03
Diss	EA	2003-04	2.68	2.68	2.68	2.75
Dockyard	GW	2001-02	2.76	2.76	2.76	2.19
Dodworth	LNE	2000-01	1.80	1.80	1.80	1.80
Dolau	GW	2000-01	2.00	2.00	2.00	2.00
Doleham	SO	2000-01	2.37	2.37	2.37	2.37
Dolgarrog	NW	2001-02	2.23	2.23	2.23	2.23
Dolwyddelan	NW	2002-03	2.28	2.28	2.40	2.40
Doncaster	LNE	2002-03	1.88	1.88	1.88	1.73
Dorchester South	SO	2003-04	2.35	2.35	2.88	2.45
Dorchester West	SO	2000-01	2.68	2.68	2.68	2.68
Dore	LNE	2000-01	2.00	2.00	2.00	2.00
Dorking	SO	2002-03	2.53	2.53	2.58	2.58
Dorking Deepdene	SO	2001-02	2.79	2.79	2.79	2.79
Dorking West	SO	2001-02	2.71	2.71	2.71	2.71
Dormans	SO	2000-01	2.62	2.62	2.62	2.62
Dorridge	MD	2001-02	2.36	2.36	2.36	2.36
Dove Holes	NW	2001-02	3.02	3.02	3.02	3.02
Dover Priory	SO	2000-01	2.48	2.48	2.48	2.48
Dovercourt	EA	2003-04	2.78	2.78	2.78	2.86
Dovey Junction	GW	2003-04	2.50	2.50	2.50	1.54
Downham Market	EA	2001-02	2.00	2.00	2.00	2.00
Drayton Green	GW	2000-01	2.11	2.11	2.11	2.11
Drayton Park	LNE	2000-01	2.08	2.08	2.08	2.08
Drem	SC	2002-03	2.11	2.11	2.2	2.20
Driffield	LNE	2001-02	2.20	2.20	2.54	2.54
Drigg	NW	2001-02	3.26	3.26	3.26	3.26
Droitwich Spa	GW	2000-01	2.10	2.10	2.10	2.10
Dronfield	LNE	2000-01	2.30	2.30	2.30	2.30
Drumchapel	SC	2003-04	2.18	2.18	2.06	2.06
Drumfrochar	SC	2001-02	1.20	1.20	1.20	1.20
Drumgelloch	SC	2003-04	2.26	2.26	2.35	2.34
Drumry	SC	2003-04	2.20	2.20	2.12	2.05
Duddeston	MD	2001-02	1.77	1.77	1.77	1.77
Dudley Port	MD	2001-02	1.75	1.75	1.75	1.75
Duffield	MD	2002-03	2.01	2.01	2.12	2.12
Duirinish	SC	2001-02	2.30	2.30	2.30	2.30

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Duke Street	SC	2003-04	2.17	2.17	2.17	2.17
Dullingham	EA	2003-04	2.24	2.24	2.24	2.40
Dumbarton Central	SC	2003-04	2.37	2.37	2.53	2.58
Dumbarton East	SC	2003-04	3.37	2.66	2.01	2.22
Dumbreck	SC	2001-02	2.06	2.06	2.01	2.01
Dumfries	SC	2003-04	2.00	2.00	2.18	2.20
Dumpton Park	SO	2000-01	2.23	2.23	2.23	2.23
Dunbar	SC	2001-02	1.86	1.86	1.86	1.86
Dunblane	SC	2002-03	2.33	2.33	2.30	2.34
Dunbridge Station	SO	2003-04	2.03	2.03	2.03	2.15
Duncraig	SC	2001-02	2.19	2.19	2.19	2.19
Dundee Tay Bridge	SC	2002-03	2.46	2.46	2.50	2.47
Dunfermline	SC	2002-03	2.08	2.08	2.10	2.12
Dunfermline Queen Margaret	SC	2002-03	1.13	1.13	1.10	1.14
Dunkeld and Birnam	SC	2002-03	2.41	2.41	2.30	2.31
Dunlop	SC	2003-04	2.18	2.18	2.18	2.03
Dunrobin	SC	2001-02	2.47	2.47	2.47	2.47
Dunston	LNE	2001-02	2.21	2.21	2.48	2.48
Dunton Green	SO	2000-01	2.80	2.80	2.80	2.80
Durham	LNE	2002-03	2.37	2.37	2.37	2.39
Durrington-on-Sea	SO	2001-02	2.48	2.48	2.48	2.48
Dyce	SC	2002-03	1.95	1.95	1.80	1.83
Dyffryn Ardudwy	GW	2003-04	1.40	1.40	1.40	2.01
Eaglescliffe	LNE	2000-01	2.49	2.49	2.49	2.49
Ealing Broadway	GW	2001-02	2.39	2.39	2.39	2.39
Earley	SO	2002-03	2.29	2.29	2.34	2.34
Earlsfield	SO	2000-01	2.41	2.41	2.41	2.41
Earlstown	NW	2001-02	2.98	2.98	2.98	2.98
Earlswood	SO	2001-02	2.71	2.71	2.71	2.71
Earlswood [W.Midlands]	MD	2000-01	2.35	2.35	2.35	2.35
East Boldon	LNE	2000-01	2.16	2.16	2.16	2.16
East Croydon	SO	2000-01	1.98	1.98	1.98	1.98
East Didsbury	NW	2001-02	3.12	3.12	3.12	3.12
East Dulwich	SO	2003-04	2.11	2.11	2.11	2.28
East Farleigh	SO	2003-04	2.46	2.46	2.46	3.05
East Garforth	LNE	2002-03	1.50	1.50	1.31	1.31
East Grinstead	SO	2000-01	2.51	2.51	2.51	2.51
East Kilbride	SC	2001-02	2.15	2.15	2.18	2.18
East Malling	SO	2002-03	2.50	2.50	2.53	2.53
East Tilbury	EA	2003-04	1.34	1.34	1.34	1.28
East Worthing	SO	2001-02	2.84	2.84	2.84	2.84
Eastbourne	SO	2000-01	1.95	1.95	1.95	1.95
Eastbrook	GW	2000-01	2.16	2.16	2.16	2.16
Easterhouse	SC	2003-04	2.89	2.82	2.30	2.22
Eastham Rake	NW		1.17	1.17	1.33	1.41
Eastleigh	SO	2000-01	2.48	2.48	2.48	2.48
Eastrington	LNE	2002-03	2.40	2.40	2.42	2.42
Eccles	NW	2002-03	2.90	2.90	2.10	2.10

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Eccles Road	EA	2003-04	2.64	2.64	2.64	2.46
Eccleston Park	NW	2002-03	2.20	2.20	2.08	2.08
Edale	NW	2003-04	2.68	2.68	2.68	2.01
Eden Park	SO	2000-01	2.43	2.43	2.43	2.43
Edenbridge	SO	2002-03	2.75	2.75	2.87	2.87
Edenbridge Town	SO	2003-04	2.45	2.45	2.45	3.13
Edge Hill	NW	2003-04	2.48	2.48	2.48	2.02
Edinburgh Haymarket	SC	2002-03	2.31	2.31	2.50	2.46
Edinburgh Waverley	HQ	2003-04	2.20	2.20	2.09	2.05
Edmonton Green	EA	2002-03	2.10	2.10	2.19	2.19
Effingham Junction	SO	2000-01	2.70	2.70	2.70	2.70
Eggesford	GW		2.40	2.40	2.40	2.30
Egham	SO	2002-03	2.14	2.14	2.33	2.33
Egton	LNE		2.48	2.48	2.48	2.31
Elephant and Castle	SO	2000-01	2.02	2.02	2.02	2.02
Elgin	SC	2001-02	2.08	2.08	2.08	2.08
Ellesmere Port	NW	2003-04	2.03	2.03	2.03	2.00
Elmers End	SO	2001-02	2.63	2.63	2.63	2.63
Elmstead Woods	SO	2003-04	2.55	2.55	2.55	2.82
Elmswell	EA		1.96	1.96	1.96	2.10
Elsecar	LNE	2002-03	2.30	2.30	2.30	2.24
Elsenham	EA	2001-02	1.94	1.94	1.94	1.94
Elstree and Borehamwood	MD	2000-01	2.05	2.05	2.05	2.05
Eltham	SO	2000-01	2.40	2.40	2.40	2.40
Elton and Orston	MD	2000-01	1.65	1.65	1.65	1.65
Ely	EA	2003-04	2.79	2.79	2.85	2.42
Emerson Park	EA	2000-01	1.82	1.82	1.82	1.82
Emsworth	SO	2002-03	2.53	2.53	2.86	2.86
Enfield Chase	LNE	2000-01	1.99	1.99	1.99	1.99
Enfield Lock	EA	2000-01	2.10	2.10	2.10	2.10
Enfield Town	EA	2001-02	2.07	2.07	2.07	2.07
Entwhistle	NW	2001-02	2.05	2.05	2.05	2.05
Epsom	SO	2003-04	2.52	2.52	2.52	2.84
Epsom Downs	SO	2000-01	2.20	2.20	2.20	2.20
Erdington	MD	2002-03	1.74	1.74	1.26	1.26
Eridge Station	SO	2003-04	2.71	2.71	2.71	3.46
Erith	SO	2000-01	2.44	2.44	2.44	2.44
Esher	SO	2000-01	2.13	2.13	2.13	2.13
Essex Road	LNE	2000-01	2.26	2.26	2.26	2.26
Etchingham	SO	2002-03	2.73	2.73	2.94	2.94
Etruria	NW	2000-01	2.44	2.44	2.44	2.44
Euxton Balshaw Lane	NW	2002-03			1.89	1.89
Evesham	GW	2003-04	2.07	2.07	2.07	2.31
Ewell East	SO	2000-01	2.56	2.56	2.56	2.56
Ewell West	SO	2000-01	2.44	2.44	2.44	2.44
Exeter Central	GW	2002-03				
Exeter St Davids	GW	2001-02	2.51	2.51	2.10	2.10
Exeter St Thomas	GW	2001-02	2.39	2.39	2.39	2.39

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Exmouth	GW	2003-04	2.30	2.30	2.30	2.29
Exton	GW	2000-01	3.20	3.20	3.20	3.20
Eynsford	SO	2000-01	1.97	1.97	1.97	1.97
Failsworth	NW	2000-01	2.78	2.78	2.78	2.78
Fairbourne	GW	2003-04	1.42	1.42	1.42	1.73
Fairfield	NW	2003-04	2.11	2.11	2.11	2.14
Fairlie	SC	2003-04	2.16	2.16	2.16	2.05
Fairwater	GW	2000-01	2.36	2.36	2.36	2.36
Falconwood	SO	2000-01	2.48	2.48	2.48	2.48
Falkirk Grahamston	SC	2002-03	2.80	2.77	2.9	2.86
Falkirk High	SC	2002-03	2.18	2.18	2.20	2.21
Falls of Cruachan	SC	2001-02	2.46	2.46	2.46	2.46
Falmer	SO	2000-01	2.48	2.48	2.48	2.48
Falmouth Docks	GW	2000-01	2.50	2.50	2.50	2.50
Falmouth Town	GW	2003-04	2.00	2.00	2.00	1.92
Fambridge	EA	2000-01	1.64	1.64	1.64	1.64
Fareham	SO	2000-01	2.02	2.02	2.02	2.02
Farnborough	SO	2000-01	2.52	2.52	2.52	2.52
Farnborough North	SO	2001-02	2.96	2.96	2.96	2.96
Farncombe	SO	2000-01	2.58	2.58	2.58	2.58
Farnham	SO	2001-02	2.24	2.24	2.24	2.24
Farningham Road	SO	2000-01	2.60	2.60	2.60	2.60
Farnworth	NW	2003-04	2.10	2.10	2.10	2.25
Farringdon	MD	2000-01	2.00	2.00	2.00	2.00
Fauldhouse	SC	2002-03	2.52	2.52	2.5	2.49
Faversham	SO	2000-01	2.30	2.30	2.30	2.30
Faygate	SO	2001-02	2.63	2.63	2.63	2.63
Fazakerley	NW	2001-02	1.85	1.85	1.85	1.85
Fearn	SC	2001-02	2.33	2.33	2.33	2.33
Featherstone	LNE	2002-03	2.15	2.15	2.15	2.36
Felixstowe	EA	2001-02	2.05	2.05	2.15	2.15
Feltham	SO	2003-04	2.26	2.26	1.93	1.93
Fenchurch Street	HQ	2003-04			2.25	2.39
Feniton	SO	2000-01	2.69	2.69	2.69	2.69
Fenny Stratford	MD	2000-01	1.83	1.83	1.83	1.83
Fernhill	GW	2000-01	2.87	2.87	2.87	2.87
Ferriby	LNE	2002-03	2.39	2.39	2.39	2.49
Ferryside	GW	2000-01	1.70	1.70	1.70	1.70
Ffairfach	GW	2003-04	2.00	2.00	2.00	2.30
Filey	LNE	2001-02	2.43	2.43	2.43	2.43
Filton Abbey Wood	GW	2003-04	1.80	1.80	1.80	1.90
Finchley Road and Frognal	EA	2000-01	2.18	2.18	2.18	2.18
Finnieston Exhibition Centre	SC	2001-02	2.16	2.16	2.18	2.18
Finsbury Park	LNE	2000-01	2.17	2.17	2.17	2.17
Finstock	GW	2003-04	2.33	2.33	2.33	2.24
Fishbourne	SO	2000-01	2.56	2.56	2.56	2.56
Fishersgate	SO	2001-02	2.54	2.54	2.54	2.54
Fishguard Harbour	GW	2000-01	2.15	2.15	2.15	2.15

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Fiskerton	MD	2000-01	1.00	1.00	1.00	1.00
Fitzwilliam	LNE	2000-01	2.30	2.30	2.30	2.30
Five Ways	MD	2001-02	1.60	1.60	1.60	1.60
Fleet	SO	2001-02	2.45	2.45	2.45	2.45
Flimby	NW	2002-03	2.39	2.39	2.14	2.14
Flint	NW	2001-02	2.96	2.96	2.96	2.96
Flitwick	MD	2003-04	2.07	2.07	2.07	2.09
Flixton	NW	2003-04	2.14	2.14	2.14	2.01
Flowery Field	NW	2001-02	2.00	2.00	2.00	2.00
Folkestone Central	SO	2000-01	2.28	2.28	2.28	2.28
Folkestone Harbour	SO	2003-04	3.00	3.00	3.00	3.26
Folkestone West	SO	2000-01	2.41	2.41	2.41	2.41
Ford	SO	2002-03	2.50	2.50	2.65	2.65
Forest Gate	EA	2003-04	1.90	1.90	1.90	2.31
Forest Hill	SO	2002-03	2.04	2.04	2.30	2.30
Formby	NW	2002-03	2.17	2.17	2.15	2.15
Forres	SC	2002-03	2.27	2.27	2.50	2.49
Forsinard	SC	2001-02	2.76	2.76	2.76	2.76
Fort Matilda	SC	2001-02	2.28	2.28	2.28	2.28
Fort William	SC	2001-02	2.25	2.25	2.25	2.25
Four Oaks	MD	2002-03	1.96	1.96	1.93	1.93
Foxfield	NW	2002-03	3.10	3.10	1.92	1.92
Foxton	EA	2003-04	3.15	3.15	3.13	2.38
Frant	SO	2001-02	2.58	2.58	2.58	2.58
Fratton	SO	2000-01	2.50	2.50	2.50	2.50
Freshfield	NW	2003-04	1.99	1.99	1.99	2.10
Freshford	GW	2000-01	2.36	2.36	2.36	2.36
Frimley	SO	2001-02	2.43	2.43	2.43	2.43
Frinton On Sea	EA	2003-04	2.73	2.73	2.73	2.71
Frizinghall	LNE	2000-01	2.10	2.10	2.10	2.10
Frodsham	NW	2003-04	3.80	3.80	2.00	2.04
Frome	GW	2000-01	2.25	2.25	2.25	2.25
Fulwell	SO	2000-01	2.56	2.56	2.56	2.56
Furness Vale	NW	2001-02	2.92	2.92	2.92	2.92
Furze Platt	GW	2000-01	2.10	2.10	2.10	2.10
Gainsborough Central	LNE	2000-01	3.43	3.43	3.43	3.43
Gainsborough Lea Road	LNE	2000-01	1.86	1.86	1.86	1.86
Garelochhead	SC	2001-02	2.42	2.42	2.42	2.42
Garforth	LNE	2002-03	1.50	1.50	1.50	2.36
Gargrave	LNE	2002-03	1.30	1.30	1.30	1.95
Garrowhill	SC	2003-04	2.98	2.98	2.98	2.18
Garscadden	SC	2003-04	2.16	2.16	2.17	2.22
Garsdale	NW	2001-02	2.78	2.78	2.78	2.78
Garston [Herts.]	MD	2000-01	1.50	1.50	1.50	1.50
Garston [Merseyside]	NW	2002-03	2.20	2.20	2.04	2.04
Garswood	NW	2001-02	3.35	3.35	3.35	3.35
Garth	GW	2000-01	2.00	2.00	2.00	2.00
Garth [Mid-Glamorgan]	GW	2000-01	2.29	2.29	2.29	2.29

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Garve	SC	2001-02	2.07	2.07	2.07	2.07
Gathurst	NW	2000-01	2.16	2.16	2.16	2.16
Gatley	NW	2001-02	3.12	3.12	3.12	3.12
Gatwick Airport	HQ	2003-04	2.00	2.00	2.57	2.53
Georgemas Junction	SC	2001-02	2.17	2.17	2.17	2.17
Gerrards Cross	MD	2000-01	2.25	2.25	2.25	2.25
Gidea Park	EA	2001-02	1.93	1.93	1.93	1.93
Giffnock	SC	2001-02	1.79	2.74	2.16	2.16
Giggleswick	NW	2001-02	2.03	2.03	2.06	2.06
Gilberdyke	LNE	2002-03	2.35	2.35	2.37	2.37
Gilfach Fargoed	GW	2002-03	2.28	2.28	2.74	2.74
Gillingham	SO	2001-02	2.54	2.54	2.54	2.54
Gillingham	SO	2003-04	2.43	2.43	2.43	2.09
Gilshochill	SC	2001-02	2.22	2.22	2.06	2.06
Gipsy Hill	SO	2002-03	2.05	2.05	2.62	2.62
Girvan	SC	2003-04	2.29	2.29	2.29	2.27
Glaisdale	LNE	2001-02	2.40	2.40	2.56	2.56
Glan Conwy	NW	2002-03	2.30	2.30	2.13	2.13
Glasgow Central	HQ	2003-04	2.83	2.83	2.12	2.12
Glasgow Central Low Level	SC	2001-02	2.25	2.25	2.29	2.29
Glazebrook	NW	2003-04	2.01	2.01	2.01	2.07
Gleneagles	SC	2001-02	2.84	2.84	2.84	2.84
Glenfinnan	SC	2001-02	2.08	2.08	2.08	2.08
Glengarnock	SC	2003-04	2.10	2.10	2.10	2.13
Glenrothes and Thornton	SC	2002-03	2.30	2.30	2.40	2.44
Glossop	NW	2000-01	2.97	2.97	2.97	2.97
Gloucester	GW	2000-01	2.20	2.20	2.20	2.20
Glynde	SO	2002-03	3.44	3.44	3.45	3.45
Gobowen	GW	2000-01	1.98	1.98	1.98	1.98
Godalming	SO	2000-01	2.49	2.49	2.49	2.49
Godley	NW	2001-02	2.17	2.17	2.17	2.17
Godstone	SO	2002-03	2.73	2.73	3.28	3.28
Goldthorpe	LNE	2001-02	2.25	2.25	2.25	2.25
Golspie	SC	2001-02	2.18	2.18	2.18	2.18
Gomshall Station	SO	2003-04	3.21	3.21	2.78	2.76
Goodmayes	EA	2003-04	1.76	1.76	1.76	2.26
Goole	LNE	2001-02	2.12	2.12	2.12	2.12
Goostrey	NW	2002-03	2.10	2.10	2.14	2.14
Gordon Hill	LNE	2000-01	2.04	2.04	2.04	2.04
Goring and Streatley	GW	2001-02	2.30	2.30	2.67	2.67
Goring-by-Sea	SO	2000-01	2.52	2.52	2.52	2.52
Gorton	NW	2003-04	2.33	2.33	2.33	2.13
Gospel Oak	EA	2001-02	2.05	2.05	2.05	2.05
Gourock	SC	2001-02	2.60	2.60	2.60	2.60
Gowerton	GW	2000-01	2.00	2.00	2.00	2.00
Goxhill	LNE	2002-03	2.22	2.22	2.22	2.14
Grange Park	LNE	2000-01	2.22	2.22	2.22	2.22
Grange-over-Sands	NW	2001-02	3.00	3.00	3.00	3.00

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Grangetown	GW	2000-01	2.10	2.10	2.10	2.10
Grantham	LNE	2002-03	2.19	2.19	2.23	2.23
Grateley	SO	2003-04	2.13	2.13	2.32	2.60
Gravelly Hill	MD	2003-04	1.96	1.96	1.96	1.96
Gravesend	SO	2000-01	2.35	2.35	2.35	2.35
Grays	EA	2000-01	1.99	1.99	1.99	1.99
Great Ayton	LNE	2000-01	2.33	2.33	2.33	2.33
Great Bentley	EA	2003-04	2.77	2.77	2.77	2.46
Great Chesterford	EA	2001-02	1.82	1.82	1.82	1.82
Great Coates	LNE	2000-01	2.47	2.47	2.47	2.47
Great Malvern	GW	2000-01	2.10	2.10	2.10	2.10
Great Missenden	MD	2003-04	2.01	2.01	2.01	2.06
Great Yarmouth	EA	2000-01	1.92	1.92	1.92	1.92
Green Lane	NW	2002-03	2.40	2.40	1.92	1.92
Green Road	NW	2000-01	2.12	2.12	2.12	2.12
Greenbank	NW	2001-02	2.41	2.41	2.41	2.41
Greenfaulds	SC	2001-02	2.07	2.07	2.07	2.07
Greenfield	NW	2000-01	3.35	3.35	3.35	3.35
Greenhithe	SO	2001-02	2.00	2.00	2.00	2.00
Greenock Central	SC	2001-02	1.37	2.29	1.96	1.96
Greenock West	SC	2001-02	1.59	1.59	1.59	1.59
Greenwich	SO	2003-04	2.28	2.28	2.28	2.38
Gretna Green	SC	2003-04	2.26	2.26	2.26	2.33
Grimsby Docks	LNE	2002-03	2.35	2.35	2.24	2.24
Grimsby Town	LNE	2001-02	2.29	2.29	2.58	2.58
Grindleford	NW	2002-03	2.40	2.40	2.36	2.36
Grosmont	LNE	2002-03	2.86	2.86	2.86	2.53
Grove Park	SO	2003-04	2.42	2.42	2.42	2.89
Guide Bridge	NW	2002-03	2.36	2.36	2.30	2.30
Guildford	SO	2001-02	2.05	2.05	2.05	2.05
Guiseley	LNE	2000-01	2.30	2.30	2.30	2.30
Gunnersbury	EA	2002-03	1.90	1.90	1.85	1.85
Gunnislake	GW	2000-01	2.00	2.00	2.00	2.00
Gunton	EA	2002-03	2.59	2.59	2.59	2.16
Gwersyllt	NW	2002-03	2.31	2.31	2.31	2.04
Gypsy Lane	LNE	2002-03	2.50	2.50	2.50	2.50
Habrough	LNE	2002-03	2.48	2.48	2.29	2.29
Hackbridge	SO	2000-01	2.18	2.18	2.18	2.18
Hackney Central	EA	2000-01	2.06	2.06	2.06	2.06
Hackney Downs	EA	2002-03	1.92	1.92	2.00	2.00
Hackney Wick	EA	2001-02	1.95	1.95	2.05	2.05
Haddenham and Thame Parkway	MD	2000-01	1.74	1.74	1.74	1.74
Haddiscoe	EA	2000-01	2.36	2.36	2.36	2.36
Hadfield	NW	2002-03	2.66	2.66	2.18	2.18
Hadley Wood	LNE	2000-01	1.99	1.99	1.99	1.99
Hag Fold	NW	2000-01	2.32	2.32	2.32	2.32
Hagley	MD	2000-01	1.33	1.33	1.33	1.33
Hairmyres	SC	2001-02	2.18	2.18	2.18	2.18

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Hale	NW	2000-01	2.27	2.27	2.27	2.27
Halesworth	EA	2000-01	1.64	1.64	1.64	1.64
Halewood	NW	2003-04	2.29	2.29	2.29	2.05
Halifax	LNE	2002-03			1.95	1.95
Hall Green	MD	2002-03	2.00	2.27	2.51	2.51
Hall i' th' Wood	NW	2001-02	2.43	2.43	2.43	2.43
Hall Road	NW	2003-04	2.43	2.43	2.43	2.02
Halling	SO	2003-04	2.41	2.41	2.41	2.20
Haltwhistle	LNE	2002-03	2.26	2.26	2.26	1.98
Ham Street	SO	2000-01	2.56	2.56	2.56	2.56
Hamble	SO	2000-01	2.19	2.19	2.19	2.19
Hamilton Central	SC	2001-02	2.11	2.81	2.21	2.21
Hamilton Square	NW	2000-01	2.44	2.44	2.44	2.44
Hamilton West	SC	2001-02	2.35	2.35	2.16	2.16
Hammerton	LNE	2002-03			1.64	1.64
Hampden Park	SO	2003-04	2.45	2.45	2.45	3.30
Hampstead Heath	EA	2002-03	1.80	1.80	2.05	2.05
Hampton	SO	2000-01	2.61	2.61	2.61	2.61
Hampton Court	SO	2003-04	2.97	2.97	3.28	3.27
Hampton Wick	SO	2000-01	1.73	1.73	1.73	1.73
Hampton-in-Arden	MD	2001-02	2.23	2.23	2.23	2.23
Hamstead	MD	2001-02	1.56	1.56	1.56	1.56
Hamworthy Station	SO	2003-04	2.60	2.60	3.22	3.20
Hanborough	GW	2003-04	2.41	2.41	2.41	1.37
Handforth	NW	2002-03	2.10	2.10	1.28	1.28
Hanwell	GW	2001-02	2.31	2.31	2.64	2.64
Hapton	NW	2000-01	2.10	2.10	2.10	2.10
Harlech	GW	2000-01	1.63	1.63	1.63	1.63
Harlesden	MD	2003-04	2.17	2.17	2.17	2.06
Harling Road	EA	2003-04	2.57	2.57	2.57	2.39
Harlington	MD	2003-04	1.98	1.98	1.98	2.10
Harlow Mill	EA	2003-04			2.17	2.17
Harlow Town	EA	2000-01	2.01	2.01	2.01	2.01
Harold Wood	EA	2001-02	1.97	1.97	1.97	1.97
Harpenden	MD	2000-01	2.18	2.18	2.18	2.18
Harrietsham	SO	2000-01	2.51	2.51	2.51	2.51
Harringay	LNE	2000-01	2.37	2.37	2.37	2.37
Harringay Green Lanes	EA	2002-03			1.95	1.95
Harrington	NW	2000-01	2.21	2.21	2.21	2.21
Harrogate	LNE	2002-03	2.30	2.30	2.30	2.37
Harrow and Wealdstone	MD	2000-01	2.41	2.41	2.41	2.41
Hartford	NW	2001-02	1.98	1.98	1.98	1.98
Hartlebury	MD	2002-03	1.00	1.00	1.08	1.08
Hartlepool	LNE	2001-02	2.20	2.20	2.35	2.35
Hartwood	SC	2001-02	2.19	2.19	2.19	2.19
Harwich International	EA	2003-04	1.89	1.89	1.95	1.95
Harwich Town	EA	2003-04	2.72	2.72	2.72	2.56
Haslemere	SO	2000-01	2.05	2.05	2.05	2.05

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Hassocks	SO	2002-03	2.40	2.40	3.26	3.26
Hastings	SO					
Hatch End	MD	2000-01	2.29	2.29	2.29	2.29
Hatfield	LNE	2000-01	1.83	1.83	1.83	1.83
Hatfield and Stainforth	LNE	2002-03	2.50	2.50	2.10	2.10
Hatfield Peverel	EA	2003-04	2.86	2.86	2.86	2.38
Hathersage	NW	2001-02	2.12	2.12	2.12	2.12
Hattersley	NW	2000-01	2.10	2.10	2.10	2.10
Hatton	MD	2001-02	1.53	1.53	1.53	1.53
Havant	SO	2000-01	2.39	2.39	2.39	2.39
Havenhouse	LNE	2002-03	1.76	1.76	2.35	2.35
Haverfordwest	GW	2000-01	1.92	1.92	1.92	1.92
Hawarden	NW	2003-04	2.65	2.65	2.65	2.05
Hawarden Bridge	NW	2000-01	2.71	2.71	2.71	2.71
Hawkhead	SC	2001-02	2.22	2.22	2.19	2.19
Haydon Bridge	LNE	2002-03	2.08	2.08	2.08	2.17
Haydons Road	SO	2003-04	2.44	2.44	2.44	2.30
Hayes	SO	2001-02	2.68	2.68	2.68	2.68
Hayes and Harlington	GW	2001-02	2.18	2.18	2.37	2.37
Hayle	GW	2001-02	2.05	2.05	2.51	2.51
Haywards Heath	SO	2003-04	2.44	2.44	2.44	2.66
Hazel Grove	NW	2002-03	1.20	1.20	2.17	2.17
Headcorn	SO	2002-03	2.38	2.38	2.55	2.55
Headingley	LNE	2000-01	2.80	2.80	2.80	2.80
Headstone Lane	MD	2000-01	2.03	2.03	2.03	2.03
Heald Green	NW	2001-02	3.09	3.09	3.09	3.09
Healing	LNE	2001-02	3.24	3.24	3.24	3.24
Heath High Level	GW	2000-01	2.09	2.09	2.09	2.09
Heath Low Level	GW	2002-03	2.83	2.42	2.30	2.30
Heaton Chapel	NW	2000-01	1.90	1.90	1.90	1.90
Hebden Bridge	LNE	2002-03	2.26	2.26	2.29	2.29
Heckington	LNE	2002-03	1.89	1.89	1.89	2.46
Hedge End	SO	2000-01	2.03	2.03	2.03	2.03
Hednesford	MD	2002-03	1.93	1.93	1.86	1.86
Heighington	LNE	2002-03	1.61	1.61	1.61	1.86
Helensburgh Central	SC	2003-04	2.22	2.22	2.19	2.15
Helensburgh Upper	SC	2003-04	2.57	2.57	2.57	2.36
Hellifield	NW	2000-01	2.26	2.26	2.26	2.26
Helmsdale	SC	2001-02	2.39	2.39	2.39	2.39
Helsby	NW	2003-04	2.07	2.07	2.07	2.00
Hemel Hempstead	MD	2002-03	2.12	2.12	2.13	2.13
Hendon	MD	2000-01	2.23	2.23	2.23	2.23
Hengoed	GW	2002-03	2.16	2.16	2.16	2.16
Henley in Arden	MD	2003-04	3.36	3.36	3.36	3.41
Henley-on-Thames	GW	2000-01	2.00	2.00	2.00	2.00
Hensall	LNE	2001-02	1.93	1.93	1.93	1.93
Hereford	GW	2000-01	2.01	2.01	2.01	2.01
Herne Bay Station	SO	2003-04	2.39	2.39	2.39	2.79

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Herne Hill	SO	2000-01	2.56	2.56	2.56	2.56
Hersham	SO	2000-01	2.52	2.52	2.52	2.52
Hertford East	EA	2002-03	2.40	2.40	2.22	2.22
Hertford North	LNE	2000-01	2.12	2.12	2.12	2.12
Hessle	LNE	2002-03	2.22	2.22	2.22	2.40
Heswall	NW	2000-01	2.34	2.34	2.34	2.34
Hever	SO	2003-04	2.27	2.27	2.27	3.02
Heworth	LNE	2000-01	2.43	2.43	2.43	2.43
Hexham	LNE	2002-03	2.15	2.15	2.15	2.08
Heyford	MD	2001-02	2.07	2.07	2.07	2.07
Heysham Port	NW	2002-03	2.80	2.80	2.48	2.48
High Brooms	SO	2001-02	2.41	2.41	2.41	2.41
High Street	SC	2003-04	2.84	2.57	2.38	2.29
High Wycombe	MD	2000-01	2.14	2.14	2.14	2.14
Higham	SO	2003-04	2.34	2.34	2.34	2.80
Highams Park	EA	2001-02	1.95	1.95	1.95	1.95
Highbridge and Burnham-On-Sea	GW	2003-04	2.90	2.90	2.90	2.66
Highbury and Islington [Gn City Line]	LNE	2000-01	2.32	2.32	2.32	2.32
Highbury and Islington [N.London Line]	EA	2000-01	2.34	2.34	2.34	2.34
Hightown	NW	2002-03	2.57	2.57	2.12	2.12
Hildenborough	SO	2001-02	2.37	2.37	2.37	2.37
Hill Side	NW	2003-04	2.06	2.06	2.06	2.11
Hillfoot	SC	2003-04	2.18	2.18	2.33	2.27
Hillington East	SC	2003-04	2.16	2.16	2.16	2.08
Hillington West	SC	2003-04	2.33	2.33	2.33	2.37
Hilsea	SO	2000-01	2.40	2.40	2.40	2.40
Hinchley Wood	SO	2000-01	2.61	2.61	2.61	2.61
Hinckley	MD	2000-01	1.70	1.70	1.70	1.70
Hindley	NW	2000-01	2.32	2.32	2.32	2.32
Hinton Admiral	SO	2000-01	2.70	2.70	2.70	2.70
Hitchin	LNE	2000-01	2.59	2.59	2.59	2.59
Hither Green	SO	2000-01	2.44	2.44	2.44	2.44
Hockley	EA	2000-01	2.50	2.50	2.50	2.50
Hollingbourne	SO	2000-01	2.96	2.96	2.96	2.96
Hollinwood	NW	2003-04	2.34	2.34	2.34	2.05
Holmes Chapel	NW	2002-03	2.30	2.30	2.15	2.15
Holmwood	SO	2001-02	2.70	2.70	2.70	2.70
Holton Heath	SO	2001-02	2.67	2.67	2.67	2.67
Holyhead	NW	2002-03	2.13	2.13	2.09	2.09
Holytown	SC	2001-02	2.42	2.42	2.42	2.42
Homerton	EA	2001-02	2.07	2.07	2.07	2.07
Honeybourne	GW	2000-01	2.37	2.37	2.37	2.37
Honiton	SO	2003-04	2.32	2.32	2.44	2.44
Honley	LNE	2003-04	2.54	2.54	2.51	2.51
Honor Oak Park	SO	2002-03	2.02	2.02	2.52	2.52
Hook	SO	2001-02	2.40	2.40	2.40	2.40

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Hooton	NW	2003-04	2.06	2.06	2.06	2.05
Hope	NW	2001-02	2.17	2.17	2.17	2.17
Hope [Flintshire]	NW	2000-01	2.37	2.37	2.37	2.37
Hopton Heath	GW	2000-01	2.32	2.32	2.32	2.32
Horley	SO	2002-03	2.50	2.50	2.89	2.89
Hornbeam Park	LNE	2001-02	2.10	2.10	2.67	2.67
Hornsey	LNE	2000-01	2.54	2.54	2.54	2.54
Horsforth	LNE	2000-01	2.40	2.40	2.40	2.40
Horsham	SO	2000-01	2.62	2.62	2.62	2.62
Horsley	SO	2003-04	2.62	2.62	2.62	3.19
Horton in Ribblesdale	NW	2001-02	2.56	2.56	2.56	2.56
Hoscar	NW	2001-02	2.64	2.64	2.64	2.64
Hough Green	NW	2003-04	3.18	3.18	3.18	2.04
Hounslow	SO	2000-01	2.52	2.52	2.52	2.52
Hove	SO	2001-02	2.50	2.50	2.50	2.50
Hoveton and Wroxham	EA	2000-01	1.94	1.94	1.94	1.94
How Wood	MD	2000-01	1.75	1.75	1.75	1.75
Howden	LNE	2001-02	3.30	3.30	2.97	2.97
Howwood	SC	2003-04	2.00	2.00	2.00	2.00
Hoylake	NW	2003-04	2.18	2.18	2.18	2.01
Hubberts Bridge	LNE	2001-02	2.67	2.67	2.67	2.67
Hucknal	MD	2003-04	1.52	1.52	1.52	1.08
Huddersfield	LNE	2002-03	2.20	2.20	2.38	2.38
Hull	LNE	2002-03	2.76	2.76	2.76	2.47
Humphrey Park	NW	2001-02	2.08	2.08	2.08	2.08
Huncoat	NW	2003-04	1.20	1.20	1.20	2.15
Hungerford	GW	2001-02	2.40	2.40	1.87	1.87
Hunmanby	LNE	2000-01	1.98	1.98	1.98	1.98
Huntingdon	LNE	2000-01	2.28	2.28	2.28	2.28
Huntly	SC	2001-02	1.22	1.22	1.22	1.22
Hunts Cross	NW	2001-02	2.08	2.08	2.08	2.08
Hurst Green	SO	2003-04	2.40	2.40	2.40	2.89
Hutton Cranswick	LNE	2000-01	2.69	2.69	2.69	2.69
Huyton	NW	2000-01	2.15	2.15	2.15	2.15
Hyde Central	NW	2000-01	2.30	2.30	2.30	2.30
Hyde North	NW	2001-02	3.65	3.65	3.65	3.65
Hykeham	LNE	2001-02	2.80	2.80	2.80	2.80
Hyndland	SC	2003-04	3.04	3.04	3.04	2.09
Hythe	EA	2003-04	2.69	2.69	2.69	2.83
IBM Halt	SC	2001-02	1.97	1.97	1.97	1.97
Ifield	SO	2000-01	2.52	2.52	2.52	2.52
Ilford	EA	2000-01	1.89	1.89	1.89	1.89
Ilkley	LNE	2001-02	2.30	2.30	2.30	2.30
Ince and Elton	NW	2002-03	2.57	2.57	2.08	2.08
Ince [Manchester]	NW	2003-04	3.65	3.65	2.00	2.00
Ingatestone	EA	2001-02	2.07	2.07	2.07	2.07
Insch	SC	2002-03	1.49	1.49	1.40	1.37
Invergordon	SC	2001-02	2.57	2.57	2.57	2.57

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Invergowrie	SC	2002-03	2.76	2.76	2.90	2.89
Inverkeithing	SC	2002-03	2.14	2.14	2.10	2.15
Inverkip	SC	2001-02	2.09	2.09	2.09	2.09
Inverness	SC	2001-02	2.16	2.16	2.16	2.16
Invershin	SC	2001-02	2.11	2.11	2.11	2.11
Inverurie	SC	2001-02	1.97	1.97	1.97	1.97
Ipswich	EA	2001-02	1.93	1.93	1.93	1.93
Irlam	NW	2002-03	2.30	2.30	1.96	1.96
Irvine	SC	2003-04	2.09	2.09	2.09	2.17
Isleworth	SO	2000-01	2.81	2.81	2.81	2.81
Islip	GW	2000-01	2.00	2.00	2.00	2.00
Iver	GW	2001-02	2.43	2.43	2.53	2.43
Ivybridge	GW	2001-02	2.00	2.00	1.84	1.84
James Street	NW	2000-01	2.30	2.30	2.30	2.30
Jewellery Quarter	MD	2001-02	1.01	1.01	1.01	1.01
Johnston	GW	2000-01	1.70	1.70	1.70	1.70
Johnstone	SC	2003-04	2.11	2.11	2.11	2.13
Jordanhill	SC	2003-04	2.26	2.26	2.07	2.02
Kearsley	NW	2002-03	4.00	4.00	2.39	2.39
Kearsney	SO	2000-01	2.66	2.66	2.66	2.66
Keighley	LNE	2000-01	2.70	2.70	2.70	2.70
Keith	SC	2002-03	1.88	1.88	2.0	2.02
Kelvedon	EA	2000-01	1.95	1.95	1.95	1.95
Kemble	GW	2001-02	2.30	2.30	2.30	2.30
Kempston Hardwick	MD	2000-01	1.67	1.67	1.67	1.67
Kemsing	SO	2002-03	2.50	2.50	2.66	2.66
Kemsley	SO	2002-03	2.87	2.87	2.50	2.50
Kendal	NW	2001-02	2.56	2.56	2.56	2.56
Kenley	SO	2000-01	2.49	2.49	2.49	2.49
Kennett	EA	2003-04	2.39	2.39	2.39	3.14
Kennishead	SC	2000-01	2.40	2.40	2.40	2.40
Kensal Green	MD	2003-04	1.80	1.80	1.80	1.91
Kensal Rise	EA	2000-01	1.95	1.95	1.95	1.95
Kensington Olympia	SO	2000-01	2.43	2.43	2.43	2.43
Kent House	SO	2000-01	2.54	2.54	2.54	2.54
Kentish Town	MD	2002-03	2.24	2.24	2.27	2.27
Kentish Town West	EA	2000-01	2.00	2.00	2.00	2.00
Kenton	MD	2000-01	2.05	2.05	2.05	2.05
Kents Bank	NW	2000-01	2.00	2.00	2.00	2.00
Kettering	MD	2000-01	1.75	1.75	1.75	1.75
Kew Bridge	SO	2000-01	3.01	3.01	3.01	3.01
Kew Gardens	EA	2002-03	2.00	2.00	2.02	2.02
Keyham	GW	2003-04	2.56	2.56	2.56	2.34
Keynsham	GW	2001-02	2.62	2.62	2.05	2.05
Kidbrooke	SO	2000-01	2.49	2.49	2.49	2.49
Kidderminster	MD	2003-04	1.85	1.85	1.85	1.81
Kidsgrove	NW	2000-01	3.11	3.11	3.11	3.11
Kidwelly	GW	2000-01	1.78	1.78	1.78	1.78

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Kilburn High Road	MD	2003-04	1.81	1.81	1.81	2.02
Kildale	LNE	2002-03	2.30	2.30	2.30	2.79
Kildonan	SC	2001-02	2.61	2.61	2.61	2.61
Kilgetty	GW	2000-01	1.71	1.71	1.71	1.71
Kilmarnock	SC	2003-04	1.98	1.98	1.98	2.03
Kilmaurs	SC	2003-04	2.31	2.31	2.31	2.23
Kilpatrick	SC	2003-04	2.11	2.11	2.21	2.49
Kilwinning	SC	2003-04	2.28	2.28	2.28	2.32
Kinbrace	SC	2001-02	2.75	2.75	2.75	2.75
Kingham	GW	2000-01	2.31	2.31	2.31	2.31
Kinghorn	SC	2002-03	2.11	2.11	2.20	2.16
Kings Cross Thameslink	MD	2000-01	2.07	2.07	2.07	2.07
Kings Langley	MD	2000-01	2.01	2.01	2.01	2.01
Kings Lynn	EA	2001-02	1.87	1.87	1.87	1.87
Kings Norton	MD	2001-02	2.16	2.16	2.16	2.16
Kings Nympton	GW	2003-04	3.30	3.30	3.30	2.75
Kings Park	SC	2001-02	2.90	2.16	2.10	2.10
Kings Sutton	MD	2001-02	2.18	2.18	2.18	2.18
Kingsknowe	SC	2002-03	2.26	2.26	2.00	2.03
Kingston	SO	2000-01	2.53	2.53	2.53	2.53
Kingswood	SO	2000-01	2.57	2.57	2.57	2.57
Kingussie	SC	2001-02	2.00	2.00	2.00	2.00
Kintbury	GW	2000-01	2.39	2.39	2.39	2.39
Kirby Cross	EA	2003-04			2.55	2.39
Kirk Sandall	LNE	2000-01	2.59	2.59	2.59	2.59
Kirkby [Merseyside]	NW	2000-01	2.06	2.06	2.06	2.06
Kirkby in Ashfield	MD	2002-03	1.35	1.35	1.27	1.27
Kirkby Stephen	NW	2001-02	2.37	2.37	2.37	2.37
Kirkby-in-Furness	NW	2002-03	1.88	1.88	2.01	2.01
Kirkcaldy	SC	2002-03	2.05	2.05	2.0	2.03
Kirkconnel	SC	2003-04	3.00	3.00	2.31	2.23
Kirkdale	NW	2002-03	1.18	1.18	1.65	1.65
Kirkham and Wesham	NW	2003-04	2.49	2.49	2.49	2.23
Kirkhill	SC	2001-02	2.33	2.33	2.20	2.20
Kirknewton	SC	2002-03	3.19	3.19	2.2	2.22
Kirkwood	SC	2001-02	2.00	2.00	2.06	2.06
Kirton Lindsey	LNE	2001-02	3.18	3.18	3.18	3.18
Kiveton Bridge	LNE	2001-02	2.17	2.17	2.17	2.17
Kiveton Park	LNE	2002-03	2.14	2.14	2.09	2.09
Knaresborough	LNE	2002-03	2.40	2.40	2.40	2.49
Knebworth	LNE	2000-01	2.23	2.23	2.23	2.23
Knighton	GW	2000-01	2.07	2.07	2.07	2.07
Knockholt	SO	2000-01	2.57	2.57	2.57	2.57
Knottingley	LNE	2002-03	2.41	2.41	2.41	2.42
Knucklas	GW	2000-01	2.00	2.00	2.00	2.00
Knutsford	NW	2000-01	2.38	2.38	2.38	2.38
Kyle of Lochalsh	SC	2001-02	2.02	2.02	2.02	2.02
Ladybank	SC	2002-03	2.28	2.28	2.30	2.35

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Ladywell	SO	2001-02	2.46	2.46	2.46	2.46
Laindon	EA	2001-02	1.82	1.82	1.93	1.93
Lairg	SC	2001-02	2.25	2.25	2.25	2.25
Lake	SO	2000-01	2.44	2.44	2.44	2.44
Lakenheath	EA	2003-04	1.57	2.56	1.83	1.97
Lamphey	GW	2002-03	1.57	2.07	2.00	2.00
Lanark	SC	2001-02	1.57	2.46	2.26	2.26
Lancaster	NW	2002-03	2.11	2.11	1.94	1.94
Lancing	SO	2001-02	2.30	2.30	2.30	2.30
Landywood	MD	2003-04	2.02	2.02	2.02	2.16
Langbank	SC	2001-02	2.49	2.49	2.49	2.49
Langho	NW	2000-01	1.68	1.68	1.68	1.68
Langley	GW	2001-02	2.00	2.00	2.53	2.53
Langley Green	MD	2002-03	1.19	1.19	1.20	1.20
Langley Mill	MD	2000-01	1.75	1.75	1.75	1.75
Langside	SC	2001-02	2.60	2.75	2.65	2.65
Langwathby	NW	2000-01	1.51	1.51	1.51	1.51
Langwith Whaley Thorns	LNE	2002-03			2.00	2.00
Lapford	GW	2003-04	2.36	2.36	2.36	2.31
Lapworth	MD	2001-02	1.44	1.44	1.44	1.44
Larbert	SC	2001-02	2.09	2.09	2.09	2.09
Largs	SC	2003-04	1.43	1.43	1.43	1.51
Lawrence Hill	GW	2003-04	2.15	2.15	1.84	2.24
Layton	NW	2003-04	2.36	2.36	2.36	2.26
Lazonby and Kirkoswald	NW	2000-01	1.66	1.66	1.66	1.66
Lea Green	NW	2002-03			1.92	1.92
Lea Hall	MD	2001-02	1.34	1.34	1.34	1.34
Leagrave	MD	2000-01	2.00	2.00	2.00	2.00
Lealholm	LNE	2001-02	2.39	2.39	2.39	2.39
Leamington Spa	MD	2001-02	1.81	1.81	1.81	1.81
Leasowe	NW	2002-03	2.14	2.14	2.00	2.00
Leatherhead	SO	2003-04	2.49	2.49	2.49	2.92
Ledbury	GW	2003-04	2.04	2.04	2.04	2.31
Lee	SO	2001-02	2.16	2.16	2.16	2.16
Leeds City	HQ	2003-04	3.02	3.02	1.91	1.97
Leicester	MD	2000-01	1.55	1.55	1.55	1.55
Leigh (Kent)	SO	2002-03	2.54	2.54	3.06	3.06
Leigh-on-Sea	EA	2001-02	1.95	1.95	1.95	1.95
Leighton Buzzard	MD	2002-03	2.00	2.00	1.84	1.84
Lelant	GW	2000-01	2.06	2.06	2.06	2.06
Lelant Saltings	GW	2000-01	2.08	2.08	2.08	2.08
Lenham	SO	2000-01	2.62	2.62	2.62	2.62
Lenzie	SC	2002-03	2.00		2.20	2.22
Leominster	GW	2003-04	1.96	1.96	1.96	2.00
Letchworth	LNE	2000-01	2.10	2.10	2.10	2.10
Leuchars	SC	2002-03	2.09	2.09	2.10	2.14
Levenshulme	NW	2000-01	2.19	2.19	2.19	2.19
Lewes	SO	2001-02	2.13	2.13	2.13	2.13

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Lewisham	SO	2000-01	2.43	2.43	2.43	2.43
Leyland	NW	2001-02	2.29	2.29	2.29	2.29
Leyton Midland Road	EA	2003-04	2.80	2.80	2.80	2.00
Leytonstone High Road	EA	2000-01	1.81	1.81	1.81	1.81
Lichfield City	MD	2002-03	2.99	2.05	2.53	2.53
Lichfield Trent Valley	MD	2003-04	2.91	2.91	2.91	2.61
Lidlington	MD	2000-01	2.00	2.00	2.00	2.00
Limehouse	EA	2000-01	2.29	2.29	2.29	2.29
Lincoln Central	LNE	2002-03	1.27	1.27	1.27	2.28
Lingfield	SO	2000-01	2.48	2.48	2.48	2.48
Lingwood	EA	2003-04	1.86	1.86	1.86	2.31
Linlithgow	SC	2002-03	2.37	2.37	2.40	2.35
Liphook	SO	2000-01	2.61	2.61	2.61	2.61
Liskeard	GW	2001-02	2.61	2.61	2.61	2.61
Liss	SO	2000-01	2.51	2.51	2.51	2.51
Lisvane and Thornhill	GW	2000-01	2.00	2.00	2.00	2.00
Little Kimble	MD	2000-01	2.75	2.75	2.75	2.75
Little Sutton	NW	2002-03	2.30	2.30	2.06	2.06
Littleborough	NW	2002-03	2.13	2.13	2.06	2.06
Littlehampton	SO	2002-03	2.49	2.49	2.63	2.63
Littlehaven	SO	2003-04	2.59	2.59	2.59	2.58
Littleport	EA	2001-02	2.04	2.04	2.04	2.04
Liverpool Central	NW	2000-01	2.31	2.31	2.31	2.31
Liverpool Lime Street	HQ	2003-04	2.55	2.55	2.55	2.55
Liverpool Lime Street (Low Level)	NW	2003-04			2.90	2.90
Livingston North	SC	2002-03	2.26	2.26	2.30	2.33
Livingston South	SC	2002-03	2.30	2.30	2.50	2.53
Llanaber	GW	2002-03	1.80	1.80	1.80	1.90
Llanbedr	GW	2003-04	1.25	1.25	1.25	2.29
Llanbister Road	GW	2000-01	2.00	2.00	2.00	2.00
Llanbradach	GW	2002-03	2.09	2.17	1.73	1.73
Llandaf	GW	2000-01	2.92	2.92	2.92	2.92
Llandanwyg	GW	2003-04	1.31	1.31	1.31	1.87
Llandecwyn	GW	2003-04	1.46	1.46	1.46	1.97
Llandeilo	GW	2000-01	3.11	3.11	3.11	3.11
Llandovery	GW	2000-01	2.00	2.00	2.00	2.00
Llandrindod Wells	GW	2003-04	2.00	2.00	2.00	1.95
Llandudno	NW	2002-03	2.27	2.27	2.09	2.09
Llandudno Junction	NW	2000-01	2.23	2.23	2.23	2.23
Llandybie	GW	2000-01	2.02	2.02	2.02	2.02
Llanelli	GW	2000-01	2.11	2.11	2.11	2.11
Llanfairfechan	NW	2000-01	2.19	2.19	2.19	2.19
Llanfairpwll	NW	2000-01	2.22	2.22	2.22	2.22
Llangadog	GW	2000-01	2.10	2.10	2.10	2.10
Llangammarch	GW	2000-01	2.00	2.00	2.00	2.00
Llangennech	GW	2000-01	2.17	2.17	2.17	2.17
Llangynllo	GW	2000-01	2.00	2.00	2.00	2.00
Llanishen	GW	2000-01	2.07	2.07	2.07	2.07

Table 92 List of stations and their grades

Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Llanrwst	NW	2000-01	2.11	2.11	2.11	2.11
Llansamlet	GW	2000-01	2.00	2.00	2.00	2.00
Llanwrda	GW	2000-01	2.00	2.00	2.00	2.00
Llanwrtyd	GW	2000-01	2.57	2.57	2.57	2.57
Llwyngwril	GW	2003-04	2.23	2.23	2.23	1.61
Llwynypia	GW	2000-01	2.10	2.10	2.10	2.10
Loch Awe	SC	2001-02	2.47	2.47	2.47	2.47
Lochailort	SC	2001-02	2.23	2.23	2.23	2.23
Locheil Outward Bound	SC	2001-02	2.00	2.00	2.00	2.00
Locheilside	SC	2001-02	2.00	2.00	2.00	2.00
Lochgelly	SC	2002-03	2.17	2.17	2.20	2.16
Lochluichart	SC	2001-02	1.99	1.99	1.99	1.99
Lochwinnoch	SC	2003-04	2.04	2.04	2.04	2.02
Lockerbie	SC	2001-02	2.05	2.05	2.18	2.18
Lockwood	LNE	2000-01	2.38	2.38	2.38	2.38
London Bridge	HQ	2003-04	2.11	2.11	3.09	2.91
London Charing Cross	HQ	2003-04	2.40	2.40	2.17	2.17
London Euston	HQ	2003-04	2.40	2.40	2.64	2.29
London Fields	EA	2003-04	2.00	2.00	2.00	2.04
London Kings Cross	HQ	2003-04	2.11	2.11	2.37	2.44
London Liverpool Street	HQ	2003-04	3.13	3.13	2.10	2.10
London Paddington	HQ	2003-04	3.12	3.12	2.35	2.40
London Road (Brighton)	SO	2000-01	2.52	2.52	2.52	2.52
London Road (Guildford)	SO	2000-01	2.58	2.58	2.58	2.58
London Victoria	HQ	2003-04	2.70	2.70	2.56	2.54
London Waterloo	HQ	2003-04	2.78	2.78	2.63	2.38
Long Buckby	MD	2003-04	2.13	2.13	2.13	2.16
Long Eaton	MD	2000-01	1.31	1.31	1.31	1.31
Long Preston	NW	2000-01	2.33	2.33	2.33	2.33
Longbeck	LNE	2000-01	2.57	2.57	2.57	2.57
Longbridge	MD	2002-03	1.68	1.68	1.83	1.83
Longcross	SO	2003-04	2.82	2.82	3.44	3.37
Longfield	SO	2000-01	2.36	2.36	2.36	2.36
Longniddry	SC	2002-03	2.40	2.40	2.3	2.25
Longport	NW	2000-01	3.23	3.23	3.23	3.23
Longton	MD	2000-01	2.79	2.79	2.79	2.79
Looe	GW	2003-04	2.17	2.17	2.17	2.24
Lostock	NW	2003-04	2.10	2.10	2.10	2.32
Lostock Gralam	NW	2001-02	3.68	3.68	2.00	3.68
Lostock Hall	NW	2003-04	2.39	2.39	2.39	2.24
Lostwithiel	GW	2000-01	2.67	2.67	2.67	2.67
Loughborough	MD	2000-01	1.91	1.91	1.91	1.91
Loughborough Junction	SO	2000-01	2.46	2.46	2.46	2.46
Lowdham	MD	2000-01	1.42	1.42	1.42	1.42
Lower Sydenham	SO	2000-01	2.48	2.48	2.48	2.48
Lowestoft	EA		1.34	1.34	1.20	1.24
Ludlow	GW	2000-01	2.00	2.00	2.00	2.00
Luton	MD	2003-04	2.68	2.68	2.68	2.08

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Luton Airport Parkway	MD	2002-03			1.02	1.02
Luxulyan	GW	2000-01	2.08	2.08	2.08	2.08
Lydney	GW	2000-01	2.09	2.09	2.09	2.09
Lye	MD	2000-01	1.82	1.82	1.82	1.82
Lymington Pier	SO	2001-02	2.21	2.21	2.21	2.21
Lymington Town	SO	2000-01	2.48	2.48	2.48	2.48
Lympstone Commando	GW	2000-01	2.80	2.80	2.80	2.80
Lympstone Village	GW	2000-01	2.70	2.70	2.70	2.70
Lytham	NW	2001-02	2.47	2.47	2.47	2.47
Macclesfield	NW	2001-02	2.29	2.29	2.29	2.29
Machynlleth	GW	2000-01	1.70	1.70	1.70	1.70
Maesteg	GW	2000-01	2.14	2.14	2.14	2.14
Maesteg (Ewenny Road)	GW	2000-01	2.14	2.14	2.14	2.14
Maghull	NW	2002-03	1.87	1.87	1.79	1.79
Maiden Newton	SO	2003-04	3.00	3.00	2.94	2.57
Maidenhead	GW	2001-02	2.20	2.20	2.62	2.62
Maidstone Barracks Station	SO	2003-04	2.24	2.24	2.24	2.61
Maidstone East	SO	2000-01	2.51	2.51	2.51	2.51
Maidstone West	SO	2000-01	2.53	2.53	2.53	2.53
Malden Manor	SO	2000-01	2.55	2.55	2.55	2.55
Mallaig	SC	2001-02	2.07	2.07	2.07	2.07
Malton	LNE	2002-03	2.18	2.18	2.18	2.28
Malvern Link	GW	2000-01	2.09	2.09	2.09	2.09
Manchester Airport	NW	2000-01	1.61	1.61	1.61	1.61
Manchester Oxford Road	NW	2002-03	2.21	2.21	2.01	2.01
Manchester Piccadilly	HQ	2003-04		2.00	1.50	2.80
Manchester Victoria	NW	2002-03	2.67	2.67	2.02	2.02
Manea	EA	2003-04	2.35	2.35	2.35	2.23
Manningtree	EA	2000-01	2.13	2.13	2.13	2.13
Manor Park	EA	2000-01	2.30	2.30	2.30	2.30
Manor Road	NW	2003-04	2.07	2.07	2.07	2.08
Manorbier	GW	2000-01	2.00	2.00	2.00	2.00
Manors	LNE	2000-01	2.65	2.65	2.65	2.65
Mansfield	MD	2000-01	1.10	1.10	1.10	1.10
Mansfield Woodhouse	MD	2003-04	1.01	1.01	1.01	1.35
March	EA	2000-01	2.49	2.49	2.49	2.49
Marden	SO	2000-01	2.51	2.51	2.51	2.51
Margate	SO	2001-02	2.29	2.29	2.29	2.29
Market Harborough	MD	2000-01	1.99	1.99	1.99	1.99
Market Rasen	LNE	2002-03	1.28	1.28	1.32	2.42
Markinch	SC	2002-03	2.22	2.22	2.2	2.23
Marks Tey	EA	2001-02	1.98	1.98	1.98	1.98
Marlow	GW	2000-01	2.19	2.19	2.19	2.19
Marple	NW	2000-01	2.07	2.07	2.07	2.07
Marsden	LNE	2003-04	2.36	2.36	2.36	1.95
Marske	LNE	2002-03	1.73	1.73	1.73	2.56
Marston Green	MD	2001-02	1.39	1.39	1.39	1.39
Martin Mill	SO	2002-03	4.35	4.35	2.62	2.62

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Martin'S Heron	SO	2003-04	2.11	2.11	2.12	2.22
Marton	LNE	2001-02	2.61	2.61	3.06	3.06
Maryhill	SC	2001-02	2.33	2.33	2.13	2.13
Maryland	EA	2000-01	2.23	2.23	2.23	2.23
Marylebone	MD	2000-01	2.03	2.03	2.03	2.03
Maryport	NW	2002-03	1.88	1.88	2.00	2.00
Matlock	MD	2003-04	2.75	2.75	2.75	2.21
Matlock Bath	MD	2000-01	2.47	2.47	2.47	2.47
Mauldeth Road	NW	2001-02	3.04	3.04	3.04	3.04
Maxwell Park	SC	2001-02	2.71	2.71	2.14	2.14
Maybole	SC	2003-04	2.35	2.35	2.35	2.42
Maze Hill	SO	2003-04	2.37	2.37	2.37	2.51
Meadowhall	LNE	2002-03	1.35	1.35	1.46	1.46
Meldreth	EA	2001-02	1.77	1.77	1.77	1.77
Melksham	GW	2000-01	2.25	2.25	2.25	2.25
Melton	EA	2001-02	1.75		1.89	1.89
Melton Mowbray	MD	2000-01	3.90	3.90	3.90	3.90
Menheniot	GW	2001-02	3.14	3.14	3.14	3.14
Menston	LNE	2002-03	2.50	2.50	2.50	2.33
Meols	NW	2003-04	2.18	2.18	2.18	2.36
Meols Cop	NW	2003-04	2.58	2.58	2.58	2.58
Meopham	SO	2000-01	2.47	2.47	2.47	2.47
Merstham	SO	2003-04	2.51	2.51	2.51	3.08
Merthyr Tydfil	GW	2000-01	2.79	2.79	2.79	2.79
Merthyr Vale	GW	2000-01	2.86	2.86	2.86	2.86
Metheringham	LNE	2002-03	1.38	1.38	2.14	2.14
Metrocentre	LNE	2001-02	2.08	2.08	2.42	2.42
Mexborough	LNE	2002-03	2.19	2.19	1.90	1.90
Micheldever	SO	2001-02	2.23	2.23	2.23	2.23
Micklefield	LNE	2002-03	1.30	1.30	1.30	2.09
Middlesbrough	LNE	2000-01	2.48	2.48	2.48	2.48
Middlewood	NW	2001-02	2.75	2.75	2.75	2.75
Midgham	GW	2002-03	2.17	2.17	2.22	2.22
Milford	SO	2000-01	2.59	2.59	2.59	2.59
Milford Haven	GW	2000-01	2.00	2.00	2.00	2.00
Mill Hill [Lancashire]	NW	2003-04	3.03	3.03	3.03	2.03
Mill Hill Broadway [N.London]	MD	2000-01	2.63	2.63	2.63	2.63
Millbrook [Hants.]	SO	2000-01	2.68	2.68	2.68	2.68
Millbrook Staton	MD	2003-04	1.00	1.00	1.00	1.10
Milliken Park	SC	2003-04	2.13	2.13	2.13	2.09
Millom	NW	2002-03	1.88	1.88	2.00	2.00
Mills Hill	NW	2003-04	2.46	2.46	2.46	2.10
Milngavie	SC	2003-04	2.02	2.02	2.02	2.04
Milnrow	NW	2000-01	2.58	2.58	2.58	2.58
Milton Keynes Central	MD	2002-03	2.00	2.00	1.93	1.93
Minffordd	GW	2003-04	1.32	1.32	1.32	2.01
Minster	SO	2000-01	2.26	2.26	2.26	2.26
Mirfield	LNE	2001-02	1.00	1.00	2.44	2.44

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Mistley	EA	2000-01	2.22	2.22	2.22	2.22
Mitcham Junction	SO	2002-03	2.22	2.22	2.86	2.86
Mobberley	NW	2003-04	2.70	2.70	2.70	2.35
Monifieth	SC	2001-02	2.36	2.36	2.36	2.36
Monks Risborough	MD	2002-03	2.40	2.40	2.00	2.00
Montpelier	GW	2003-04	1.48	1.48	2.45	2.35
Montrose	SC	2001-02	2.07	2.07	2.07	2.07
Moorfields	NW	2000-01	2.48	2.48	2.48	2.48
Moorgate	LNE	2000-01	2.22	2.22	2.22	2.22
Moorside	NW	2000-01	2.41	2.41	2.41	2.41
Moorthorpe	LNE	2000-01	2.41	2.41	2.41	2.41
Morar	SC	2001-02	2.20	2.20	2.20	2.20
Morchard Road	GW	2003-04	2.22	2.22	2.22	1.87
Morden South	SO	2003-04	2.15	2.15	2.15	2.81
Morecambe	NW	2001-02	2.05	2.05	2.05	2.05
Moreton	SO	2003-04	2.23	2.23	2.67	2.78
Moreton [Merseyside]	NW	2002-03	2.13	2.13	2.11	2.11
Moreton in the Marsh	GW	2003-04	2.10	2.10	2.10	2.88
Morfa Mawddach	GW	2003-04	1.54	1.54	1.54	1.75
Morley	LNE	2002-03	2.04	2.04	2.04	2.04
Morpeth	LNE	2002-03	2.22	2.22	2.22	2.19
Mortimer	SO	2000-01	2.42	2.42	2.42	2.42
Mortlake	SO	2003-04	2.67	2.67	2.70	2.71
Moses Gate	NW	2003-04	2.70	2.70	2.70	2.00
Moss Side (Lanc)	NW	2003-04	2.58	2.58	2.58	2.42
Mossley	NW	2003-04	2.34	2.34	2.34	2.05
Mossley Hill	NW	2003-04	2.25	2.25	2.25	2.01
Mosspark	SC	2001-02	2.11	2.11	2.11	2.11
Moston	NW	2003-04	2.66	2.66	2.66	2.23
Motherwell	SC	2000-01	2.29	2.29	2.29	2.29
Motspur Park	SO	2002-03	2.37	2.37	2.40	2.40
Mottingham	SO	2001-02	2.51	2.51	2.51	2.51
Mouldsworth	NW	2003-04	2.30	2.30	2.30	2.49
Moulsecoomb	SO	2002-03	2.44	2.44	3.00	3.00
Mount Florida	SC	2001-02	2.20	2.20	2.15	2.15
Mount Vernon	SC	2001-02	2.00	2.00	2.09	2.09
Mountain Ash	GW	2000-01	2.78	2.78	2.78	2.78
Muir of Ord	SC	2001-02	2.28	2.28	2.28	2.28
Muirend	SC	2001-02	1.92	2.16	2.20	2.20
Musselburgh	SC	2002-03	2.01	2.01	2.0	2.01
Mytholmroyd	LNE	2001-02	2.19	2.19	2.89	2.89
Nafferton	LNE	2002-03	2.25	2.25	2.25	2.25
Nailsea and Backwell	GW	2000-01	2.43	2.43	2.43	2.43
Nairn	SC	2001-02	1.66	1.66	1.66	1.66
Nantwich	GW	2003-04	2.62	2.62	2.62	2.13
Narberth	GW	2000-01	1.67	1.67	1.67	1.67
Narborough	MD	2000-01	1.87	1.87	1.87	1.87
Navigation Road	NW	2001-02	2.05	2.05	2.05	2.05

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Neath	GW	2002-03	2.24	2.24	2.49	2.49
Needham Market	EA	2000-01	2.41	2.41	2.41	2.41
Neilston	SC	2001-02	2.14	2.14	2.18	2.18
Nelson	NW	2000-01	3.10	3.10	3.10	3.10
Neston	NW	2000-01	1.69	1.69	1.69	1.69
Netherfield	MD	2003-04	1.13	1.13	1.13	1.91
Nethertown	NW	2001-02	3.39	3.39	3.39	3.39
Netley	SO	2000-01	2.57	2.57	2.57	2.57
New Barnet	LNE	2000-01	2.40	2.40	2.40	2.40
New Beckenham	SO	2001-02	2.38	2.38	2.38	2.38
New Brighton	NW	2001-02	2.25	2.25	2.25	2.25
New Clee	LNE	2002-03	2.47	2.47	2.33	2.33
New Cross	SO	2002-03	2.38	2.38	2.65	2.65
New Cross Gate	SO	2002-03	2.01	2.01	2.28	2.28
New Cumnock	SC	2003-04	2.11	2.11	2.11	2.06
New Eltham	SO	2002-03	2.28	2.28	2.29	2.29
New Hey	NW	2001-02	2.00	2.00	2.00	2.00
New Holland	LNE	2000-01	2.68	2.68	2.68	2.68
New Hythe	SO	2003-04	2.77	2.77	2.77	3.44
New Lane	NW	2003-04	2.64	2.64	2.64	2.28
New Malden	SO	2000-01	2.48	2.48	2.48	2.48
New Mills Central	NW	2003-04	2.15	2.15	2.15	2.08
New Mills Newton	NW	2001-02	2.74	2.74	2.74	2.74
New Milton	SO	2000-01	2.64	2.64	2.64	2.64
New Pudsey	LNE	2001-02	2.01	2.01	2.01	2.01
New Southgate	LNE	2000-01	2.41	2.41	2.41	2.41
Newark Castle	LNE	2002-03	1.26	1.26	1.55	1.55
Newark North Gate	LNE	2002-03	2.15	2.15	2.20	2.20
Newbury	GW	2001-02	2.19	2.19	2.32	2.32
Newbury Racecourse	GW	2001-02	2.00	2.00	2.06	2.06
Newcastle	LNE	2001-02	2.64	2.64	2.43	2.43
Newcraighall	SC	2002-03			1.00	1.00
Newhaven Harbour	SO	2000-01	2.83	2.83	2.83	2.83
Newhaven Town	SO	2000-01	2.56	2.56	2.56	2.56
Newington	SO	2000-01	2.80	2.80	2.80	2.80
Newmarket	EA	2003-04	2.24	2.24	2.24	2.40
Newport	GW	2003-04	2.17	2.17	2.17	2.30
Newport [Essex]	EA	2000-01	2.31	2.31	2.31	2.31
Newquay	GW	2000-01	2.30	2.30	2.30	2.30
Newstead	MD	2000-01	1.31	1.31	1.31	1.31
Newton	SC	2001-02	2.25	2.25	2.31	2.31
Newton Abbot	GW	2001-02	1.90	1.90	2.26	2.26
Newton Aycliffe	LNE	2001-02	1.88	1.88	2.80	2.80
Newton For Hyde	NW	2002-03	2.25	2.25	2.33	2.33
Newton On Ayr	SC	2003-04	2.56	2.56	2.56	2.24
Newton St Cyres	GW	2000-01	2.00	2.00	2.00	2.00
Newton-le-Willows	NW	2002-03	2.40	2.40	2.27	2.27
Newtonmore	SC	2001-02	2.30	2.30	2.30	2.30

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Newtown [Powys]	GW	2000-01	2.06	2.06	2.06	2.06
Ninian Park	GW	2002-03	2.00	2.00	2.05	2.05
Nitshill	SC	2003-04	2.59	2.59	2.59	1.82
Norbiton	SO	2000-01	2.24	2.24	2.24	2.24
Norbury	SO	2003-04	2.33	2.33	2.33	2.23
Normans Bay	SO	2000-01	2.38	2.38	2.38	2.38
Normanton	LNE	2001-02	2.44	2.44	2.44	2.44
North Berwick	SC	2002-03	2.02	2.02	2.10	2.07
North Camp	SO	2001-02	2.51	2.51	2.51	2.51
North Dulwich	SO	2000-01	2.11	2.11	2.11	2.11
North Llanwrst	NW	2001-02	2.76	2.76	2.76	2.76
North Queensferry	SC	2002-03	2.28	2.28	2.40	2.39
North Road [Darlington]	LNE	2000-01	2.22	2.22	2.22	2.22
North Sheen Station	SO	2003-04	2.38	2.38	2.95	2.74
North Walsham	EA	2002-03	1.76	1.76	1.83	1.83
North Wembley	MD	2003-04	2.07	2.07	2.07	2.16
North Woolwich	EA	2002-03			2.18	2.18
Northallerton	LNE	2002-03	2.24	2.24	2.22	2.22
Northampton	MD	2003-04	2.00	2.00	2.00	1.95
Northfield	MD	2001-02	1.28	1.28	1.28	1.28
Northfleet Station	SO	2003-04	2.73	2.73	2.73	3.05
Northolt Park	MD	2000-01	2.29	2.29	2.29	2.29
Northumberland Park	EA	2002-03	1.69	1.69	1.99	1.99
Northwich	NW	2000-01	2.41	2.41	2.41	2.41
Norton Bridge	NW	2000-01	3.18	3.18	3.18	3.18
Norwich Thorpe	EA	2002-03			1.72	1.72
Norwood Junction	SO	2002-03	2.07	2.07	2.62	2.62
Nottingham	MD	2003-04	2.30	2.30	2.30	2.03
Nuneaton	MD	2002-03	1.79	1.79	1.66	1.66
Nunhead	SO	2002-03	2.55	2.55	2.94	2.94
Nunthorpe	LNE	2002-03	2.43	2.43	2.43	2.13
Nutbourne	SO	2000-01	2.62	2.62	2.62	2.62
Nutfield	SO	2000-01	2.93	2.93	2.93	2.93
Oakengates	MD	2002-03	1.81	1.81	1.91	1.91
Oakham	MD	2000-01	2.03	2.03	2.03	2.03
Oakleigh Park	LNE	2000-01	2.56	2.56	2.56	2.56
Oban	SC	2001-02	2.58	2.58	2.58	2.58
Ockendon	EA	2001-02	2.18	2.18	2.18	2.18
Ockley	SO	2001-02	2.43	2.43	2.43	2.43
Old Hill	MD	2002-03	1.84	1.84	2.07	2.07
Old Roan	NW	2003-04	2.16	2.16	2.16	1.00
Old Street	LNE	2000-01	2.45	2.45	2.45	2.45
Oldfield Park	GW	2000-01	1.88	1.88	1.88	1.88
Oldham Mumps	NW	2001-02	2.58	2.58	2.58	2.58
Oldham Werneth	NW	2001-02	2.74	2.74	2.74	2.74
Olton	MD	2001-02	1.36	1.36	1.36	1.36
Ore	SO	2000-01	2.70	2.70	2.70	2.70
Ormskirk	NW	2002-03	2.04	2.04	2.10	2.10

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Orpington	SO	2000-01	2.49	2.49	2.49	2.49
Orrell	NW	2000-01	2.47	2.47	2.47	2.47
Orrell Park	NW	2002-03	2.13	2.13	2.07	2.07
Otford	SO					
Oulton Broad North	EA	2003-04	2.71	2.71	2.71	2.43
Oulton Broad South	EA	2000-01	2.38	2.38	2.38	2.38
Outwood	LNE	2001-02	1.60	1.60	2.27	2.27
Overpool	NW	2003-04	2.11	2.11	2.11	2.00
Overton	SO	2003-04	2.13	2.13	2.21	2.01
Oxenholme Lake District	NW	2000-01	2.69	2.69	2.69	2.69
Oxford	GW	2003-04	2.00	2.00	2.00	2.65
Oxshott	SO	2003-04	2.31	2.31	2.89	2.70
Oxted	SO	2003-04	2.49	2.49	2.49	2.95
Paddock Wood	SO	2000-01	2.46	2.46	2.46	2.46
Padgate	NW	2003-04	2.18	2.18	2.18	2.07
Paignton	GW	2003-04	2.99	2.99	2.99	2.60
Paisley Canal	SC	2001-02	1.98	1.98	1.96	1.96
Paisley Gilmour St	SC	2003-04	2.53	2.53	2.53	2.41
Paisley St James	SC	2001-02	2.33	2.33	2.33	2.33
Palmers Green	LNE	2000-01	2.24	2.24	2.24	2.24
Pangbourne	GW	2001-02	2.30	2.30	2.72	2.72
Pannal	LNE	2000-01	1.60	1.60	1.60	1.60
Pantyffynnon	GW	2003-04	3.44	3.44	3.44	2.92
Par	GW	2001-02	2.24	2.24	2.24	2.24
Parbold	NW	2001-02	2.27	2.27	2.51	2.51
Park Street	MD	2003-04	1.73	1.73	1.73	2.07
Parkstone [Dorset]	SO	2000-01	2.54	2.54	2.54	2.54
Parson Street	GW	2000-01	2.30	2.30	2.30	2.30
Partick	SC	2003-04	2.22	2.22	2.16	2.22
Parton	NW	2000-01	2.22	2.22	2.22	2.22
Patchway	GW	2003-04	3.20	3.20	2.19	2.06
Patricroft	NW	2000-01	2.50	2.50	2.50	2.50
Patterton	SC	2001-02	1.92	2.23	2.05	2.05
Peartree	MD	2000-01	2.15	2.15	2.15	2.15
Peckham Rye	SO	2000-01	2.60	2.60	2.60	2.60
Pegswood	LNE	2000-01	2.48	2.48	2.48	2.48
Pemberton	NW	2000-01	2.30	2.30	2.30	2.30
Pembrey and Burry Port	GW	2000-01	1.70	1.70	1.70	1.70
Pembroke	GW	2003-04	2.97	2.97	2.97	2.00
Pembroke Dock	GW	2000-01	1.78	1.78	1.78	1.78
Penally	GW	2000-01	1.89	1.89	1.89	1.89
Penarth	GW	2000-01	1.96	1.96	1.96	1.96
Pencoed	GW	2000-01	2.22	2.22	2.22	2.22
Pengam	GW	2002-03	2.01	2.13	2.39	2.39
Penge East	SO	2001-02	2.46	2.46	2.46	2.46
Penge West	SO	2002-03	2.14	2.14	2.65	2.65
Penhelig	GW	2003-04	1.42	1.42	1.42	1.64
Penistone	LNE	2000-01	1.30	1.30	1.30	1.30

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Penkridge	NW	2002-03	2.67	2.67	2.14	2.14
Penmaenmawr	NW	2002-03	2.24	2.24	2.26	2.26
Penmere	GW	2000-01	2.23	2.23	2.23	2.23
Penrhiwceiber	GW	2000-01	2.10	2.10	2.10	2.10
Penrhyndeurdraeth	GW	2003-04	1.85	1.85	1.85	1.85
Penrith	NW	2000-01	2.67	2.67	2.67	2.39
Penryn	GW	2000-01	2.00	2.00	2.00	2.00
Pensarn	GW	2003-04	1.31	1.31	1.31	1.94
Penshurst	SO	2002-03	2.65	2.65	2.87	2.87
Pentre-Bach	GW	2000-01	2.43	2.43	2.43	2.43
Pen-Y-Bont	GW	2000-01	2.00	2.00	2.00	2.00
Penyfford	NW	2001-02	1.96	1.96	1.96	1.96
Penzance	GW	2001-02	2.85	2.85	2.15	2.13
Perranwell	GW	2000-01	2.06	2.06	2.06	2.06
Perry Barr	MD	2001-02	2.03	2.03	2.03	2.03
Pershore	GW	2000-01	2.30	2.30	2.30	2.30
Perth	SC	2001-02	2.69	2.69	2.69	2.69
Peterborough	LNE	2000-01	2.22	2.22	2.22	2.22
Petersfield	SO	2000-01	2.15	2.15	2.15	2.15
Petts Wood	SO	2000-01	2.46	2.46	2.46	2.46
Pevensey and Westham	SO	2000-01	2.41	2.41	2.41	2.41
Pevensey Bay	SO	2000-01	2.63	2.63	2.63	2.63
Pewsey	GW	2002-03	2.18	2.18	2.70	2.70
Pilning	GW	2003-04	3.62	3.62	2.30	2.87
Pinhoe	GW	2003-04	2.62	2.62	2.62	2.85
Pitlochry	SC	2001-02	2.54	2.54	2.54	2.54
Pitsea	EA	2001-02			2.16	2.16
Pleasington	NW	2003-04	2.60	2.60	2.60	2.04
Plockton	SC	2001-02	2.13	2.13	2.13	2.13
Pluckley	SO	2002-03	2.46	2.46	2.94	2.94
Plumley	NW	2003-04	2.24	2.24	2.24	2.41
Plumpton	SO	2002-03	2.53	2.53	2.92	2.92
Plumstead	SO	2002-03	2.00	2.00	2.06	2.06
Plymouth	GW	2001-02	2.58	2.58	2.07	2.07
Pokesdown	SO	2000-01	2.67	2.67	2.67	2.67
Polegate	SO	2002-03	2.47	2.47	3.08	3.08
Polesworth	MD	2002-03	2.65	2.65	2.79	2.79
Pollokshaws East	SC	2001-02	2.49	2.49	2.29	2.29
Pollokshaws West	SC	2002-03	2.21	2.21	2.40	2.40
Pollokshields East	SC	2001-02	2.23	2.23	2.05	2.05
Pollokshields West	SC	2001-02	2.40	2.40	2.08	2.08
Polmont	SC	2002-03	2.15	2.15	2.20	2.22
Polsloe Bridge	GW	2000-01	4.00	4.00	4.00	4.00
Ponders End	EA	2002-03	2.10	2.10	2.15	2.15
Pontarddulais	GW	2000-01	2.00	2.00	2.00	2.00
Pontefract Baghill	LNE	2003-04	3.00	3.00	3.00	2.35
Pontefract Monkhill	LNE	2002-03	2.29	2.29	2.29	2.27
Pontefract Tanshelf	LNE	2001-02	1.60	1.60	2.36	2.36

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Pontlottyn	GW	2000-01	2.03	2.03	2.03	2.03
Pontyclun	GW	2000-01	2.00	2.00	2.00	2.00
Pont-y-Pant	NW	2002-03	2.22	2.22	2.24	2.24
Pontypool and New Inn	GW	2000-01	2.07	2.07	2.07	2.07
Pontypridd	GW	2002-03	2.33	2.33	2.79	2.79
Poole	SO	2001-02	2.44	2.44	2.44	2.44
Poppleton	LNE	2000-01	1.70	1.70	1.70	1.70
Port Glasgow	SC	2001-02	1.47	1.47	1.47	1.47
Port Sunlight	NW	2001-02	2.14	2.14	2.14	2.14
Port Talbot Parkway	GW	2000-01	2.09	2.09	2.09	2.09
Portchester	SO	2000-01	2.58	2.58	2.58	2.58
Porth	GW	2000-01	2.16	2.16	2.16	2.16
Porthmadog	GW	2003-04	1.23	1.23	1.23	2.02
Portlethen	SC	2002-03	2.17	2.17	2.30	2.25
Portslade	SO	2001-02	2.36	2.36	2.36	2.36
Portsmouth and Southsea	SO	2000-01	2.50	2.50	2.50	2.50
Portsmouth Arms	GW	2000-01	3.10	3.10	3.10	2.49
Portsmouth Harbour	SO					
Possilpark and Parkhouse	SC	2001-02	2.14	2.14	2.06	2.06
Potters Bar	LNE	2000-01	2.50	2.50	2.50	2.50
Poulton-Le-Fylde	NW	2002-03	2.63	2.63	2.32	2.32
Poynton	NW	2002-03	2.25	2.25	2.24	2.24
Prees	GW	2003-04	1.84	1.84	1.84	2.13
Prescot	NW	2001-02	3.13	3.13	3.13	3.13
Prestatyn	NW	2001-02	2.96	2.96	2.96	2.96
Prestbury	NW	2002-03	2.35	2.35	2.29	2.29
Preston	NW	2000-01	2.43	2.43	2.43	2.43
Preston Park	SO	2002-03	2.38	2.38	3.28	3.28
Prestonpans	SC	2001-02	2.17	2.17	2.17	2.17
Prestwick Town	SC	2003-04	1.99	1.99	1.99	2.14
Priesthill and Darnley	SC	2003-04	2.24	2.24	2.24	2.00
Princes Risborough	MD	2000-01	1.77	1.77	1.77	1.77
Prittlewell	EA	2000-01	2.09	2.09	2.09	2.09
Prudhoe	LNE	2002-03	2.71	2.71	2.71	2.20
Pulborough	SO	2003-04	2.48	2.48	2.48	2.98
Purfleet	EA	2000-01	2.00	2.00	2.00	2.00
Purley	SO	2001-02	2.54	2.54	2.54	2.54
Purley Oaks	SO	2000-01	2.23	2.23	2.23	2.23
Putney	SO	2001-02	2.30	2.30	2.30	2.30
Pwllheli	GW	2000-01	1.80	1.80	1.80	1.80
Pyle	GW	2000-01	2.00	2.00	2.00	2.00
Quakers Yard	GW	2000-01	2.77	2.77	2.77	2.77
Queen St High Level	SC	2003-04	2.48	2.48	2.48	2.50
Queen St Low Level	SC	2003-04	2.20	2.20	2.24	2.16
Queenborough	SO	2000-01	2.72	2.72	2.72	2.72
Queens Park (Glasgow)	SC	2001-02	2.32	2.32	2.09	2.09
Queens Park [London]	MD	2000-01	1.80	1.80	1.80	1.80
Queens Rd, Peckham	SO	2003-04	2.37	2.37	2.37	2.41

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Queens Town Road	SO	2001-02	2.51	2.51	2.51	2.51
Quintrel Downs	GW	2000-01	2.00	2.00	2.00	2.00
Radcliffe (Nottinghamshire)	MD	2002-03	1.38	1.38	2.13	2.13
Radlett	MD	2000-01	2.13	2.13	2.13	2.13
Radley	GW	2003-04	2.13	2.13	2.13	2.51
Radyr	GW	2003-04	2.82	2.82	2.82	2.82
Rainford	NW	2002-03	2.79	2.79	2.58	2.58
Rainham [Essex]	EA	2000-01	2.00	2.00	2.00	2.00
Rainham [Kent]	SO	2000-01	2.38	2.38	2.38	2.38
Rainhill	NW	2001-02	2.27	2.27	2.27	2.27
Ramgrave and Wiltshire	NW	2003-04	1.43	1.43	1.43	2.05
Ramsgate	SO	2001-02	2.80	2.80	2.80	2.80
Rannoch	SC	2001-02	2.45	2.45	2.45	2.45
Rauceby	LNE	2002-03	2.59	2.59	2.74	2.74
Ravenglass for Eskdale	NW	2002-03	2.25	2.25	2.46	2.46
Ravensbourne	SO	2003-04	2.58	2.58	2.58	2.77
Ravensthorpe	LNE	2002-03	2.90	2.90	2.90	2.49
Rawcliffe	LNE	2002-03	2.40	2.40	2.40	2.60
Rayleigh	EA	2001-02	2.23	2.23	2.27	2.27
Raynes Park	SO	2000-01	2.26	2.26	2.26	2.26
Reading	GW	2001-02	2.51	2.51	2.56	2.56
Reading West	GW	2003-04	2.20	2.20	2.20	2.66
Rectory Road	EA	2002-03	2.10	2.10	2.32	2.32
Redbridge	SO	2000-01	2.60	2.60	2.60	2.60
Redcar Central	LNE	2002-03	2.06	2.06	2.06	2.11
Redcar East	LNE	2002-03	2.43	2.43	2.43	2.43
Reddish North	NW	2002-03	2.11	2.11	2.18	2.18
Reddish South	NW	2001-02	3.88	3.88	3.88	3.88
Redditch	MD	2000-01	1.66	1.66	1.66	1.66
Redhill	SO	2001-02	2.51	2.51	2.51	2.51
Redland	GW	2003-04	2.20	2.20	2.25	1.92
Redruth	GW	2001-02	2.22	2.22	2.22	2.18
Reedham	EA	2003-04	2.50	1.99	2.53	2.37
Reedham [Surrey]	SO	2000-01	2.53	2.53	2.53	2.53
Reigate	SO	2001-02	2.68	2.68	2.68	2.68
Renton	SC	2000-01	2.03	2.03	2.00	2.03
Retford	LNE	2000-01	2.37	2.37	2.37	2.37
Rhiwbina	GW	2000-01	2.03	2.03	2.03	2.03
Rhosneigr	NW	2001-02	2.34	2.34	2.34	2.34
Rhyl	NW	2002-03	2.19	2.19	1.92	1.92
Rhymney	GW	2000-01	2.94	2.94	2.94	2.94
Ribblehead	NW	2001-02	2.00	2.00	2.00	2.00
Rice Lane	NW	2002-03	2.14	2.14	2.04	2.04
Richmond	SO	2003-04	2.49	2.49	2.77	2.77
Riddlesdown	SO	2000-01	2.47	2.47	2.47	2.47
Ridgmont	MD	2000-01	1.99	1.99	1.99	1.99
Riding Mill	LNE	2002-03	2.41	2.41	2.41	2.15
Rishton	NW	2003-04	2.99	2.99	2.99	2.38

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Robertsbridge	SO	2002-03	2.46	2.46	3.21	3.21
Roby	NW	2003-04	2.28	2.28	2.28	2.03
Rochdale	NW	2000-01	2.26	2.26	2.26	2.26
Roche	GW	2000-01	2.00	2.00	2.00	2.00
Rochester	SO	2000-01	2.58	2.58	2.58	2.58
Rochford	EA	2001-02			1.71	1.71
Rock Ferry	NW	2000-01	2.24	2.24	2.24	2.24
Rogart	SC	2001-02	2.23	2.23	2.23	2.23
Rolleston	MD	2003-04	1.28	1.28	1.28	1.96
Roman Bridge	NW	2002-03	2.27	2.27	2.21	2.21
Romford	EA	2001-02	2.01	2.01	2.04	2.04
Romiley	NW	2000-01	2.43	2.43	2.43	2.43
Romsey	SO	2000-01	2.07	2.07	2.07	2.07
Roose	NW	2001-02	2.99	2.99	2.99	2.99
Rose Grove	NW	2000-01	2.40	2.40	2.40	2.40
Rose Hill (Marple)	NW	2003-04	1.92	1.92	1.92	2.00
Rosyth Halt	SC	2002-03	2.12	2.12	2.20	2.20
Rotherham Central	LNE	2002-03	2.14	2.14	2.12	2.12
Roughton Road	EA	2003-04	2.11	2.11	2.11	2.11
Rowlands Castle	SO	2000-01	1.92	1.92	1.92	1.92
Rowley Regis	MD	2002-03	1.57	1.57	2.28	2.28
Roy Bridge	SC	2001-02	2.16	2.16	2.16	2.16
Roydon	EA	2000-01	2.20	2.20	2.20	2.20
Royston	LNE	2000-01	2.24	2.24	2.24	2.24
Ruabon	GW	2003-04	2.36	2.36	2.36	1.98
Rufford	NW	2003-04	2.09	2.09	2.09	2.17
Rugby	MD	2000-01	2.83	2.83	2.83	2.83
Rugeley	MD	2003-04	1.06	1.06	1.06	1.27
Rugeley Trent Valley	NW	2000-01	1.99	1.99	1.99	1.99
Runcorn	NW	2001-02	2.06	2.06	2.06	2.06
Runcorn East	NW	2002-03	2.33	2.33	2.13	2.13
Ruskington	LNE	2002-03	1.81	1.81	1.81	2.16
Ruswarp	LNE	2000-01	2.31	2.31	2.31	2.31
Rutherglen	SC	2001-02	2.28	2.28	2.30	2.30
Ryde Esplanade	SO	2000-01	2.34	2.34	2.34	2.34
Ryde Pier Head	SO	2000-01	2.18	2.18	2.18	2.18
Ryde St. Johns	SO	2000-01	2.48	2.48	2.48	2.48
Ryder Brow	NW	2001-02	2.75	2.75	2.75	2.75
Rye	SO	2000-01	2.62	2.62	2.62	2.62
Rye House	EA	2002-03	2.50	2.50	2.31	2.31
Salford Central	NW	2002-03			2.09	2.09
Salford Crescent	NW	2002-03	1.91	1.91	2.00	2.00
Salfords	SO	2003-04	2.56	2.56	2.56	3.04
Salhouse	EA	2000-01	2.37	2.37	2.37	2.37
Salisbury	SO	2000-01	2.00	2.00	2.00	2.00
Saltaire	LNE	2002-03	2.14	2.14	1.98	1.98
Saltash	GW	2000-01	2.16	2.16	2.16	2.16
Saltburn	LNE	2002-03	2.43	2.43	2.43	2.61

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Saltcoats	SC	2003-04	2.14	2.14	2.14	2.22
Saltmarshe	LNE	2002-03	2.06	2.06	2.06	2.25
Salwick	NW	2003-04	2.70	2.70	2.70	2.38
Sandal and Agbrigg	LNE	2000-01	1.30	1.30	1.30	1.30
Sandbach	NW	2001-02	2.92	2.92	2.92	2.92
Sanderstead	SO	2000-01	2.49	2.49	2.49	2.49
Sandhills	NW	2000-01	2.21	2.21	2.21	2.21
Sandhurst	SO	2000-01	2.49	2.49	2.49	2.49
Sandling	SO	2000-01	2.43	2.43	2.43	2.43
Sandown	SO	2000-01	2.73	2.73	2.73	2.73
Sandplace Halt	GW	2003-04	2.03	2.03	2.03	1.62
Sandwell and Dudley	MD	2001-02	1.05	1.05	1.05	1.05
Sandwich	SO	2002-03	2.88	2.88	2.98	2.98
Sandy	LNE	2000-01	2.42	2.42	2.42	2.42
Sankey For Penketh	NW	2000-01	2.21	2.21	2.21	2.21
Sanquhar	SC	2003-04	2.00	2.00	2.04	1.96
Sarn	GW	2000-01	2.00	2.00	2.00	2.00
Saundersfoot	GW	2000-01	2.00	2.00	2.00	2.00
Saunderton	MD	2000-01	2.29	2.29	2.29	2.29
Sawbridgeworth	EA	2000-01	2.13	2.13	2.13	2.13
Saxilby	LNE	2000-01	1.38	1.38	1.38	1.38
Saxmundham	EA	2003-04	2.23	2.23	2.23	2.16
Scarborough	LNE	2002-03	2.73	2.73	2.73	2.72
Scotscalder	SC	2001-02	2.25	2.25	2.25	2.25
Scotstounhill	SC	2003-04	2.12	2.12	2.15	2.20
Scunthorpe	LNE	2000-01	2.32	2.32	2.32	2.32
Sea Mills	GW	2003-04	2.08	2.08	2.29	2.89
Seaburn	LNE	2000-01	1.96	1.96	1.96	1.96
Seaford	SO	2002-03	2.47	2.47	3.19	3.19
Seaforth and Litherland	NW	2002-03	2.62	2.62	1.84	1.84
Seaham	LNE	2002-03	2.18	2.18	2.18	2.25
Seamer	LNE	2001-02	2.01	2.01	2.07	2.07
Seascale	NW	2002-03	3.30	3.30	2.03	2.03
Seaton Carew	LNE	2001-02	2.43	2.43	2.36	2.36
Seer Green	MD	2000-01	2.35	2.35	2.35	2.35
Selby	LNE	2002-03	2.15	2.15	2.15	2.33
Selhurst	SO	2000-01	2.60	2.60	2.60	2.60
Sellafield	NW	2002-03	3.08	3.08	1.95	1.95
Selling	SO	2000-01	2.50	2.50	2.50	2.50
Selly Oak	MD	2001-02	1.42	1.42	1.42	1.42
Settle	NW	2002-03	2.23	2.23	2.01	2.01
Seven Kings	EA	2003-04	2.02	2.02	2.02	2.52
Seven Sisters	EA	2002-03	2.34	2.34	2.47	2.47
Sevenoaks	SO	2000-01	2.41	2.41	2.41	2.41
Severn Beach	GW	2003-04	2.08	2.08	2.08	1.78
Severn Tunnel Junction	GW	2000-01	2.68	2.68	2.68	2.68
Shalford	SO	2001-02	2.65	2.65	2.65	2.65
Shanklin	SO	2000-01	2.44	2.44	2.44	2.44

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Shaw and Crompton	NW	2000-01	2.23	2.23	2.23	2.23
Shawford	SO	2000-01	2.22	2.22	2.22	2.22
Shawlands	SC	2001-02	2.65	2.65	2.39	2.39
Sheerness-On-Sea	SO	2002-03	2.58	2.58	2.38	2.38
Sheffield	LNE	2002-03	2.11	2.11	2.64	2.64
Shelford	EA	2001-02	1.88	1.88	1.88	1.88
Shenfield	EA	2000-01	2.33	2.33	2.33	2.33
Shenstone	MD	2003-04	1.77	1.77	1.77	1.92
Shepherdswell	SO	2001-02	3.05	3.05	3.05	3.05
Shepley	LNE	2000-01	2.19	2.19	2.19	2.19
Shepperton	SO	2000-01	2.15	2.15	2.15	2.15
Shepreth	EA	2002-03			2.13	2.13
Sherborne	SO	2000-01	1.98	1.98	1.98	1.98
Sherburn-in-Elmet	LNE	2001-02	2.08	2.08	2.65	2.65
Sheringham	EA	2003-04	3.00	3.00	3.00	2.39
Shettleston	SC	2003-04	2.14	2.14	2.28	2.23
Shieldmuir	SC	2001-02	2.17	2.17	2.05	2.05
Shifnal	MD	2003-04	2.81	2.81	2.81	2.30
Shildon	LNE	2000-01	2.20	2.20	2.20	2.20
Shiplake	GW	2000-01	2.03	2.03	2.03	2.03
Shipley	LNE	2002-03	2.03	2.03	1.63	1.63
Shippea Hill	EA	2000-01	2.34	2.34	2.34	2.34
Shipton	GW	2003-04	2.43	2.43	2.43	1.96
Shirebrook	LNE	2002-03	1.90	1.90	1.93	1.93
Shirehampton	GW	2003-04	1.34	1.34	1.83	1.68
Shireoaks	LNE	2003-04	2.89	2.89	2.89	1.80
Shirley	MD	2000-01	2.08	2.08	2.08	2.08
Shoeburyness	EA	2000-01	2.16	2.16	2.16	2.16
Sholing	SO	2000-01	2.54	2.54	2.54	2.54
Shoreham (Kent)	SO	2002-03	2.00	2.00	2.73	2.73
Shoreham By Sea	SO	2001-02	2.51	2.51	2.51	2.51
Shortlands	SO	2003-04	2.40	2.40	2.40	2.86
Shotton [High Level]	NW	2000-01	2.30	2.30	2.30	2.30
Shotton [Low Level]	NW	2000-01	2.57	2.57	2.57	2.57
Shotts	SC	2001-02	2.24	2.24	2.24	2.24
Shrewsbury	GW	2003-04	2.06	2.06	2.06	2.11
Sidcup	SO	2000-01	2.26	2.26	2.26	2.26
Sileby	MD	2003-04	1.73	1.73	1.73	1.81
Silecroft	NW	2000-01	2.03	2.03	2.03	2.03
Silkstone Common	LNE	2002-03	1.70	1.70	1.70	1.79
Silver Street	EA	2000-01	1.30	1.30	1.30	1.30
Silverdale	NW	2001-02	3.01	3.01	3.01	3.01
Silvertown and City Airport	EA	2001-02	1.96	1.96	1.96	1.96
Singer	SC	2003-04	2.08	2.08	2.14	2.25
Sittingbourne	SO	2000-01	2.44	2.44	2.44	2.44
Skegness	LNE	2000-01	1.67	1.67	1.67	1.67
Skewen	GW	2000-01	2.19	2.19	2.19	2.19
Skipton	LNE	2000-01	2.10	2.10	2.10	2.10

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Slade Green	SO	2000-01	2.49	2.49	2.49	2.49
Slaithwaite	LNE	2002-03	2.80	2.80	2.07	2.07
Slateford	SC	2002-03	2.37	2.37	2.40	2.40
Sleaford	LNE	2001-02	2.55	2.55	2.55	2.55
Sleights	LNE	2000-01	2.89	2.89	2.89	2.89
Slough	GW	2001-02	2.10	2.10	2.59	2.59
Small Heath	MD	2001-02	2.28	2.28	2.28	2.28
Smallbrook Junction	SO	2000-01	2.38	2.38	2.38	2.38
Smethwick, Rolfe Street	MD	2001-02	1.15	1.15	1.15	1.15
Smethwick, Galton Bridge	MD	2003-04	1.15	1.15	1.15	1.11
Smitham	SO	2000-01	2.50	2.50	2.50	2.50
Smithy Bridge	NW	2001-02	2.68	2.68	2.68	2.68
Snaith	LNE	2000-01	2.33	2.33	2.33	2.33
Snodland	SO	2003-04	2.24	2.24	2.24	2.60
Snowdown	SO	2002-03	2.95	2.95	2.93	2.93
Sole Street	SO	2000-01	2.44	2.44	2.44	2.44
Solihull	MD	2001-02	2.01	2.01	2.02	2.02
Somerleyton	EA	2003-04	3.72	3.72	3.72	3.14
South Acton	EA	2002-03	2.00	2.00	1.86	1.86
South Bank	LNE	2002-03	2.67	2.67	2.67	2.85
South Bermondsey	SO	2002-03	2.02	2.02	2.49	2.49
South Croydon	SO	2001-02	2.09	2.09	2.09	2.09
South Elmsall	LNE	2002-03	1.80	1.80	1.80	2.28
South Greenford	GW	2000-01	2.27	2.27	2.27	2.27
South Gyle	SC	2002-03	2.42	2.42	2.60	2.59
South Hampstead	MD	2003-04	1.73	1.73	1.73	1.93
South Kenton	MD	2000-01	1.79	1.79	1.79	1.79
South Merton	SO	2003-04	2.16	2.16	2.16	2.79
South Milford	LNE	2002-03	1.70	1.70	1.70	2.25
South Ruislip	MD	2000-01	2.00	2.00	2.00	2.00
South Tottenham	EA	2000-01	1.50	1.50	1.50	1.50
South Wigston	MD	2000-01	3.03	3.03	3.03	3.03
Southall	GW	2001-02	1.94	2.24	2.28	2.28
Southampton Airport (Parkway)	SO	2000-01	2.07	2.07	2.07	2.07
Southampton Central	SO	2001-02	2.05	2.05	2.05	2.05
Southbourne	SO	2000-01	2.37	2.37	2.37	2.37
Southbury	EA	2002-03	2.00	2.00	2.00	2.04
Southease	SO	2000-01	2.58	2.58	2.58	2.58
Southend Central	EA	2002-03			2.27	2.27
Southend East	EA	2003-04	1.99	1.99	1.99	2.01
Southend Victoria	EA	2000-01	2.04	2.04	2.04	2.04
Southminster	EA	2000-01	1.78	1.78	1.78	1.78
Southport	NW	2000-01	2.16	2.16	2.16	2.16
Southwick	SO	2001-02	2.61	2.61	2.61	2.61
Sowerby Bridge	LNE	2003-04	3.09	3.09	3.09	2.14
Spalding	LNE	2002-03	1.44	1.44	1.47	1.47
Spean Bridge	SC	2001-02	2.41	2.41	2.41	2.41
Spital	NW	2003-04	2.06	2.06	2.06	2.07

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Spondon	MD	2003-04	1.39	1.39	1.47	1.46
Spooner Row	EA	2003-04	2.60	2.60	2.60	2.89
Spring Road	MD	2000-01	2.58	2.58	2.58	2.58
Springburn	SC	2003-04	2.37	2.37	2.32	2.39
Springfield	SC	2002-03	2.55	2.55	2.4	2.42
Squires Gate	NW	2003-04	2.50	2.50	2.50	1.93
St Albans	MD	2002-03	2.08	2.08	2.06	2.06
St Albans Abbey	MD	2003-04	1.96	1.96	1.96	2.30
St Andrews Road	GW	2003-04	1.67	1.67	1.67	1.74
St Annes On Sea	NW	2001-02	2.04	2.04	2.04	2.04
St Austell	GW	2001-02	2.00	2.00	2.00	2.00
St Bees	NW	2001-02	3.28	3.28	3.28	3.28
St Budeaux F R	GW	2001-02	2.53	2.53	2.53	1.96
St Budeaux Victoria Road	GW	2000-01	2.14	2.14	2.14	2.14
St Columb Road	GW	2000-01	2.20	2.20	2.20	2.20
St Denys	SO	2000-01	2.46	2.46	2.46	2.46
St Erth	GW	2001-02	2.30	2.30	2.57	2.57
St Germans	GW	2001-02	2.57	2.57	2.57	2.57
St Helens Central	NW	2002-03	2.21	2.21	2.14	2.14
St Helens Junction	NW	2002-03	2.05	2.05	2.12	2.12
St Helier	SO	2003-04	2.08	2.08	2.08	2.79
St Ives	GW	2000-01	2.00	2.00	2.00	2.00
St James' Park	GW	2000-01	1.90	1.90	1.90	1.90
St Johns	SO	2002-03	2.46	2.46	3.01	3.01
St Keyne	GW	2003-04	2.00	2.00	2.00	1.93
St Leonards Warrior Square	SO	2002-03	2.20	2.20	2.62	2.62
St Margarets	SO	2002-03	2.19	2.19	2.42	2.42
St Margarets (Hertfordshire)	EA	2002-03	1.90	1.90	2.00	2.00
St Mary Cray	SO	2001-02	2.52	2.52	2.52	2.52
St Michaels	NW	2002-03	2.41	2.41	2.12	2.12
St Neots	LNE	2000-01	2.07	2.07	2.07	2.07
St. James Street (Walthamstow)	EA	2003-04	2.99	2.99	2.99	2.68
Stafford	NW	2000-01	2.23	2.23	2.23	2.23
Staines	SO	2002-03	2.23	2.23	2.54	2.54
Stallingborough	LNE	2002-03	2.56	2.56	2.56	2.57
Stalybridge	NW	2001-02	2.45	2.45	2.45	2.45
Stamford	MD	2000-01	2.59	2.59	2.59	2.59
Stamford Hill	EA	2002-03	1.91	1.91	2.82	2.82
Stanford-Le-Hope	EA	2000-01	1.94	1.94	1.94	1.94
Stanlow and Thornton	NW	2001-02	2.44	2.44	2.44	2.44
Stanstead Mountfichet	EA	2001-02	1.34	1.34	1.38	1.38
Stansted Airport	EA	2002-03	2.27	2.27	2.27	2.27
Staplehurst	SO	2002-03	2.41	2.41	2.60	2.60
Stapleton Road	GW	2003-04	2.40	2.40	2.30	2.10
Starbeck	LNE	2002-03	2.80	2.80	2.80	2.44
Starcross	GW	2001-02	2.36	2.36	2.36	2.36
Stavely	NW	2001-02	2.05	2.05	2.05	2.05
Stechford	MD	2001-02	2.18	2.18	2.18	2.18

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Steeton and Silsden	LNE	2001-02	2.10	2.10	2.50	2.50
Stepps	SC	2001-02	2.05	2.05	2.05	2.05
Stevenage	LNE	2000-01	2.52	2.52	2.52	2.52
Stevenston	SC	2003-04	2.22	2.22	2.22	2.09
Stewartby	MD	2002-03	1.90	1.90	2.40	2.40
Stewarton	SC	2003-04	2.38	2.38	2.39	2.37
Stirling	SC	2000-01	3.00	3.00	3.00	3.00
Stockport	NW	2000-01	2.12	2.12	2.12	2.12
Stocksfield	LNE	2000-01	2.13	2.13	2.13	2.13
Stocksmoor	LNE	2000-01	2.57	2.57	2.57	2.57
Stockton	LNE	2002-03	2.38	2.38	2.38	2.42
Stoke Manderville	MD	2002-03	2.11	2.11	1.77	1.77
Stoke Newington	EA	2002-03	1.69	1.69	2.36	2.36
Stoke-on-Trent	NW	2000-01	1.96	1.96	1.96	1.96
Stone	NW	2000-01	1.56	1.56	1.56	1.56
Stone Crossing	SO	2003-04	2.34	2.34	2.34	2.78
Stonebridge Park	MD	2000-01	1.53	1.53	1.53	1.53
Stonegate	SO	2002-03	2.32	2.32	2.95	2.95
Stonehaven	SC	2001-02	1.68	1.68	1.68	1.68
Stonehouse	GW	2001-02	2.50	2.50	2.50	2.50
Stoneleigh	SO	2000-01	2.83	2.83	2.83	2.83
Stourbridge Junction	MD	2003-04	1.67	1.67	1.67	1.86
Stourbridge Town	MD	2000-01	1.22	1.22	1.22	1.22
Stowmarket	EA	2000-01	2.03	2.03	2.03	2.03
Stranraer Harbour	SC	2003-04	2.26	2.26	2.26	2.40
Stratford (London)	EA	2002-03	2.35	2.35	2.34	2.34
Stratford-upon-Avon	MD	2002-03	2.83	2.83	2.57	2.57
Strathcarron	SC	2001-02	2.27	2.27	2.27	2.27
Strawberry Hill	SO	2001-02	2.62	2.62	2.62	2.62
Streatham	SO	2003-04	2.45	2.45	2.45	2.85
Streatham Common	SO	2000-01	2.07	2.07	2.07	2.07
Streatham Hill	SO	2000-01	2.13	2.13	2.13	2.13
Streethouse	LNE	2002-03	1.50	1.50	1.50	1.53
Strines	NW	2003-04	3.00	3.00	2.93	2.11
Stromeferry	SC	2001-02	2.18	2.18	2.18	2.18
Strood	SO	2000-01	2.61	2.61	2.61	2.61
Stroud	GW	2001-02	2.19	2.19	2.19	2.19
Sturry	SO	2000-01	2.53	2.53	2.53	2.53
Styal	NW	2001-02	2.89	2.89	2.89	2.89
Sudbury and Harrow Road	MD	2000-01	2.31	2.31	2.31	2.31
Sudbury [Suffolk]	EA	2002-03	1.50	1.50	1.55	1.55
Sudbury Hill Harrow	MD	2000-01	2.12	2.12	2.12	2.12
Sugar Loaf Halt	GW	2000-01	2.63	2.63	2.63	2.63
Summerston	SC	2001-02	2.31	2.31	2.19	2.19
Sunbury	SO	2000-01	2.72	2.72	2.72	2.72
Sunderland	LNE	2000-01	2.28	2.28	2.28	2.28
Sundridge Park	SO	2000-01	2.44	2.44	2.44	2.44
Sunningdale	SO	2000-01	2.53	2.53	2.53	2.53

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Sunnymeads	SO	2003-04	3.19	3.19	3.01	3.02
Surbiton	SO	2000-01	2.45	2.45	2.45	2.45
Sutton	SO	2001-02	2.59	2.59	2.59	2.59
Sutton Coldfield	MD	2000-01	2.04	2.04	2.04	2.04
Sutton Common	SO	2000-01	2.11	2.11	2.11	2.11
Sutton Parkway	MD	2003-04	1.20	1.20	1.20	1.55
Swale	SO	2002-03	2.41	2.41	2.65	2.65
Swanley	SO	2000-01	2.57	2.57	2.57	2.57
Swanscombe Station	SO	2003-04	2.33	2.33	2.25	2.73
Swansea	GW	2002-03	2.37	2.37	2.61	2.61
Swanwick	SO	2000-01	2.00	2.00	2.00	2.00
Sway	SO	2000-01	2.45	2.45	2.45	2.45
Swaythling	SO	2000-01	2.81	2.81	2.81	2.81
Swinderby	LNE	2002-03	1.50	1.50	1.56	2.28
Swindon	GW	2001-02	2.74	2.74	2.08	1.73
Swineshead	LNE	2000-01	1.09	1.09	1.09	1.09
Swinton [Greater Manchester]	NW	2000-01	2.29	2.29	2.29	2.29
Swinton [South Yorks.]	LNE	2000-01	2.01	2.01	2.01	2.01
Sydenham	SO	2002-03	2.06	2.06	2.36	2.36
Sydenham Hill	SO	2003-04	1.99	1.99	1.99	2.48
Syon Lane	SO	2002-03	2.32	2.32	2.85	2.85
Syston	MD	2000-01	2.17	2.17	2.17	2.17
Tackley	GW	2000-01	2.00	2.00	2.00	2.00
Tadworth	SO	2000-01	2.40	2.40	2.40	2.40
Taffs Well	GW	2000-01	2.05	2.05	2.05	2.05
Tain	SC	2001-02	2.18	2.18	2.18	2.18
Talsarnau	GW	2003-04	1.53	1.53	1.53	1.97
Talybont	GW	2003-04	2.02	2.02	2.02	2.00
Tal-Y-Cafn	NW	2002-03	2.79	2.79	2.02	2.02
Tamebridge Parkway	MD	2001-02	1.05	1.05	1.05	1.05
Tamworth Low Level	MD	2002-03	2.18	2.18	1.96	1.96
Taplow	GW	2001-02	2.33	2.33	2.73	2.73
Tattenham Corner	SO	2000-01	2.44	2.44	2.44	2.44
Taunton	GW	2001-02	2.31	2.31	2.10	2.10
Taynuilt	SC	2001-02	2.45	2.45	2.45	2.45
Teddington	SO	2000-01	2.33	2.33	2.33	2.33
Tees-Side Airport	LNE	2000-01	2.65	2.65	2.65	2.65
Teignmouth	GW	2001-02	2.13	2.13	2.13	2.13
Telford	MD	2003-04	1.79	1.79	1.79	1.87
Templecombe	SO	2000-01	2.49	2.49	2.49	2.49
Tenby	GW	2000-01	1.92	1.92	1.92	1.92
Teynham	SO	2001-02	2.49	2.49	2.49	2.49
Thames Ditton	SO	2002-03	2.38	2.38	2.61	2.61
Thatcham	GW	2001-02	2.18	2.18	2.05	2.05
Thatto Heath	NW	2002-03	1.90	1.90	2.08	2.08
The Hawthorns	MD	2001-02	1.01	1.01	1.01	1.01
The Lakes	MD	2000-01	2.00	2.00	2.00	2.00
Theale	GW	2001-02	2.50	2.50	2.22	2.22

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Theobalds Grove	EA	2002-03	2.10	2.10	2.10	2.16
Thetford	EA	2000-01	2.18	2.18	2.18	2.18
Thirsk	LNE	2000-01	1.46	1.46	1.46	1.46
Thornaby	LNE	2003-04	3.03	3.03	3.03	1.68
Thorne North	LNE	2000-01	2.03	2.03	2.03	2.03
Thorne South	LNE	2001-02	2.36	2.36	2.36	2.36
Thornford	SO	2001-02	3.06	3.06	3.06	3.06
Thornliebank	SC	2000-01	2.48	2.48	2.48	2.48
Thornton Abbey	LNE	2000-01	2.95	2.95	2.95	2.95
Thornton Heath	SO	2003-04	2.45	2.45	2.45	2.60
Thorntonhall	SC	2001-02	2.54	2.54	2.13	2.13
Thorpe Bay	EA	2003-04	2.06	2.06	2.06	2.06
Thorpe Culvert	LNE	2002-03	2.43	2.43	2.38	2.38
Thorpe-Le-Soken	EA	2002-03	2.01	2.01	2.05	2.05
Three Bridges	SO	2003-04	2.73	2.73	2.73	2.67
Three Oaks	SO	2000-01	2.43	2.43	2.43	2.43
Thurgarton	MD	2002-03	1.10	1.10	1.95	1.95
Thurnscoe	LNE	2002-03	2.28	2.28	2.28	2.25
Thurso	SC	2001-02	2.11	2.11	2.11	2.11
Thurston	EA	2000-01	1.71	1.71	1.71	1.71
Tilbury Town	EA	2003-04	1.24	1.24	1.24	1.26
Tile Hill	MD	2001-02	1.16	1.16	1.16	1.16
Tilehurst	GW	2001-02	2.22	2.22	2.56	2.56
Tipton	MD	2001-02	2.21	2.21	2.21	2.21
Tir-Phil	GW	2002-03	2.04	3.09	2.18	2.18
Tisbury	SO	2000-01	2.47	2.47	2.47	2.47
Tiverton Parkway	GW	2001-02	1.61	2.37	1.50	1.50
Todmorden	NW	2001-02	2.19	2.19	2.19	2.19
Tolworth	SO	2000-01	2.60	2.60	2.60	2.60
Ton Pentre	GW	2000-01	1.93	1.93	1.93	1.93
Tonbridge	SO	2001-02	2.75	2.75	2.75	2.75
Tondu	GW	2000-01	2.00	2.00	2.00	2.00
Tonfanau	GW	2003-04				1.70
Tonypandy	GW	2000-01	1.84	1.84	1.84	1.84
Tooting	SO	2003-04	1.50	1.50	1.50	2.11
Topsham	GW	2003-04	2.64	2.64	2.64	2.36
Torquay	GW	2003-04	2.40	2.40	2.40	2.73
Torre	GW	2003-04	2.28	2.28	2.28	2.76
Totnes	GW	2001-02	2.32	2.32	2.15	2.15
Tottenham Hale	EA	2001-02	2.00	2.00	2.00	2.00
Totton	SO	2000-01	2.51	2.51	2.51	2.51
Town Green	NW	2003-04	2.21	2.21	2.21	2.06
Trafford Park	NW	2002-03	1.70	1.70	2.11	2.11
Trefforest	GW	2000-01	1.98	1.98	1.98	1.98
Trefforest Estate	GW	2000-01	2.03	2.03	2.03	2.03
Trehafod	GW	2000-01	2.82	2.82	2.82	2.82
Treherbert	GW	2000-01	2.20	2.20	2.20	2.20
Treorchy	GW	2000-01	1.95	1.95	1.95	1.95

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Trimley	EA	2000-01	2.36	2.36	2.36	2.36
Tring	MD	2002-03	2.07	2.07	2.12	2.12
Troed-Y-Rhiw	GW	2000-01	1.85	1.85	1.85	1.85
Troon	SC	2003-04	2.35	2.35	2.35	2.38
Trowbridge	GW	2000-01	1.80	1.80	1.80	1.80
Truro	GW	2001-02	2.38	2.38	2.44	2.44
Tulloch	SC	2001-02	2.19	2.19	2.19	2.19
Tulse Hill	SO	2000-01	2.35	2.35	2.35	2.35
Tunbridge Wells	SO	2000-01	2.47	2.47	2.47	2.47
Turkey Street	EA	2001-02	2.18	2.18	2.18	2.24
Tutbury and Hatton	MD	2000-01	3.00	3.00	3.00	3.00
Twickenham	SO	2003-04	2.45	2.45	2.69	2.69
Twyford	GW	2001-02	2.00	2.00	2.53	2.53
Ty Croes	NW	2000-01	2.20	2.20	2.20	2.20
Ty Glas	GW	2002-03	2.03	2.03	1.77	1.77
Tygwyn	GW	2003-04	1.44	1.44	1.44	2.42
Tyndrum Lower	SC	2001-02	2.60	2.60	2.60	2.60
Tyndrum Upper	SC	2001-02	2.25	2.25	2.25	2.25
Tyseley	MD	2001-02	1.40	1.40	1.40	1.40
Tywyn	GW	2003-04	2.30	2.30	2.30	1.60
Uckfield	SO	2000-01	2.40	2.40	2.40	2.40
Uddingston	SC	2001-02	2.45	2.45	2.46	2.46
Ulceby	LNE	2002-03	2.38	2.38	2.50	2.50
Ulleskelf	LNE	2000-01	1.00	1.00	1.00	1.00
Ulverston	NW	2001-02	2.97	2.97	2.97	2.97
Umberleigh	GW	2003-04	3.10	3.10	3.10	2.08
University	MD	2001-02	1.65	1.65	1.65	1.65
Uphall	SC	2002-03	2.31	2.31	2.40	2.36
Upholland	NW	2000-01	2.48	2.48	2.48	2.48
Upminster	EA	2000-01	2.38	2.38	2.38	2.38
Upper Halliford	SO	2000-01	2.07	2.07	2.07	2.07
Upper Holloway	EA	2002-03	2.03	2.03	2.03	2.03
Upper Warlingham	SO	2000-01	2.53	2.53	2.53	2.53
Upton	NW	2001-02	2.55	2.55	2.55	2.55
Upwey	SO	2000-01	2.51	2.51	2.51	2.51
Urmston	NW	2002-03	2.06	2.06	1.92	1.92
Uttoxeter	MD	2002-03	2.63	2.63	2.03	2.03
Valley	NW	2002-03	2.20	2.20	2.17	2.17
Vauxhall	SO	2002-03	2.40	2.40	2.00	2.00
Virginia Water	SO	2000-01	2.40	2.40	2.40	2.40
Waddon	SO	2003-04	2.45	2.45	2.45	2.87
Wadhurst	SO	2001-02	2.43	2.43	2.43	2.43
Wainfleet	LNE	2002-03			1.61	1.61
Wakefield Kirkgate	LNE	2002-03	3.30	3.30	3.30	2.88
Wakefield Westgate	LNE	2002-03	2.80	2.80	2.80	2.81
Walkden	NW	2001-02	2.82	2.82	2.82	2.82
Wallasey Grove Road	NW	2003-04	2.99	2.99	2.99	2.30
Wallasey Village	NW	2003-04	2.26	2.26	2.26	2.14

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Wallington	SO	2003-04	2.36	2.36	2.36	2.74
Wallyford	SC	2002-03	2.09	2.09	2.10	2.15
Walmer	SO	2002-03	2.43	2.43	2.80	2.80
Walsall	MD	2002-03	1.48	1.48	1.47	1.47
Walsden	NW	2000-01	2.35	2.35	2.35	2.35
Waltham Cross	EA	2002-03	2.00	2.00	2.00	2.09
Walthamstow Central	EA	2001-02	2.04	2.04	2.04	2.04
Walthamstow Queens Road	EA	2000-01	2.36	2.36	2.36	2.36
Walton Junction	NW	2001-02	2.01	2.01	2.01	2.01
Walton-On-Naze	EA	2000-01	1.19	1.19	1.19	1.19
Walton-On-Thames	SO	2000-01	2.33	2.33	2.33	2.33
Wanborough	SO	2002-03	3.45	3.45	2.81	2.81
Wandsworth Common	SO	2003-04	2.02	2.02	2.02	2.71
Wandsworth Road	SO	2002-03	2.40	2.40	2.51	2.51
Wandsworth Town	SO	2001-02	2.36	2.36	2.36	2.36
Wanstead Park	EA	2000-01	1.40	1.40	1.40	1.40
Warblington	SO	2000-01	3.64	3.64	3.64	3.64
Ware	EA	2002-03	2.20	2.20	2.17	2.17
Wareham	SO	2000-01	2.51	2.51	2.51	2.51
Wargrave	GW	2000-01	2.13	2.13	2.13	2.13
Warminster	GW	2000-01	2.10	2.10	2.10	2.10
Warnham	SO	2001-02	2.77	2.77	2.77	2.77
Warrington Bank Quay	NW	2000-01	1.90	1.90	1.90	1.90
Warrington Central	NW	2001-02	2.08	2.08	2.08	2.08
Warwick	MD	2001-02	1.64	1.64	1.64	1.64
Water Orton	MD	2000-01	2.93	2.93	2.93	2.93
Waterbeach	EA	2000-01	2.39	2.39	2.39	2.39
Wateringbury	SO	2000-01	2.72	2.72	2.72	2.72
Waterloo [Merseyside]	NW	2000-01	2.24	2.24	2.24	2.24
Waterloo East	SO	2002-03	1.64	1.64	2.33	2.33
Watford High Street	MD	2003-04	2.26	2.26	2.26	2.04
Watford Junction	MD	2002-03	2.11	2.11	1.64	1.64
Watford North	MD	2002-03	2.00	2.00	1.97	1.97
Watlington	EA	2000-01	2.45	2.45	2.45	2.45
Watton-At-Stone	LNE	2000-01	2.14	2.14	2.14	2.14
Waun-Gron Park	GW	2000-01	2.00	2.00	2.00	2.00
Wavertree Technology Park	NW	2002-03			1.00	1.00
Wedgwood	NW	2000-01	3.25	3.25	3.25	3.25
Weeley	EA	2000-01	2.11	2.11	2.11	2.11
Weeton	LNE	2001-02	3.00	3.00	2.73	2.73
Welham Green	LNE	2000-01	2.34	2.34	2.34	2.34
Wellingborough	MD	2003-04	2.00	2.00	2.00	1.98
Wellington	MD	2000-01	1.98	1.98	1.98	1.98
Welshpool	GW	2000-01	1.59	1.59	1.59	1.59
Welwyn Garden City	LNE	2000-01	2.00	2.00	2.00	2.00
Welwyn North	LNE	2000-01	2.39	2.39	2.39	2.39
Wem	GW	2003-04	2.23	2.23	2.23	2.40
Wembley Central	MD	2002-03	2.17	2.17	2.04	2.04

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Wembley Stadium	MD	2002-03			2.60	2.60
Wemyss Bay	SC	2001-02	2.30	2.30	2.30	2.30
Wendover	MD	2003-04	2.00	2.00	2.00	1.91
Wennington	NW	2001-02	1.92	1.92	1.92	1.92
West Allerton	NW	2003-04	2.36	2.36	2.36	2.05
West Brompton	SO	2002-03			1.00	1.00
West Byfleet	SO	2000-01	2.61	2.61	2.61	2.61
West Calder	SC	2002-03	2.19	2.19	2.1	2.14
West Croydon	SO	2001-02	2.34	2.34	2.34	2.34
West Drayton	GW	2001-02	2.20	2.20	2.73	2.73
West Dulwich	SO	2001-02	2.47	2.47	2.47	2.47
West Ealing	GW	2001-02	2.03	2.03	2.30	2.30
West Ham	EA	2000-01	1.00	1.00	1.00	1.00
West Hampstead	EA	2000-01	1.99	1.99	1.99	1.99
West Hampstead Thameslink	MD	2000-01	2.08	2.08	2.08	2.08
West Horndon	EA	2001-02	2.02	2.02	2.02	2.02
West Kilbride	SC	2003-04	2.07	2.07	2.07	2.17
West Kirby	NW	2001-02	1.95	1.95	1.95	1.95
West Malling	SO	2002-03	2.41	2.41	2.57	2.57
West Norwood	SO	2001-02	2.50	2.50	2.50	2.50
West Ruislip	MD	2000-01	2.49	2.49	2.49	2.49
West Runton	EA	2003-04	2.83	2.83	2.83	2.17
West St Leonards	SO	2002-03	2.42	2.42	3.08	3.08
West Sutton	SO	2003-04	2.40	2.40	2.40	2.69
West Wickham	SO	2001-02	2.66	2.66	2.66	2.66
West Worthing	SO	2001-02	2.47	2.47	2.47	2.47
Westbury	GW	2002-03	2.40	2.40	2.40	2.40
Westcliff	EA	2001-02			1.98	1.98
Westcombe Park	SO	2003-04	2.42	2.42	2.42	2.49
Westenhanger	SO	2000-01	2.41	2.41	2.41	2.41
Westerfield	EA	2003-04	2.07	2.07	2.07	2.10
Westerhailes	SC	2002-03	2.26	2.26	2.1	2.14
Westerton	SC	2003-04	2.18	2.18	2.01	1.99
Westgate-On-Sea	SO	2003-04	2.41	2.41	2.41	2.60
Westhoughton	NW	2000-01	2.88	2.88	2.88	2.88
Weston Milton	GW	2003-04	2.36	2.36	2.45	2.75
Weston-super-Mare	GW	2003-04	2.15	2.15	2.05	2.03
Wetherall	LNE	2000-01	2.59	2.59	2.59	2.59
Weybridge	SO	2003-04	2.70	2.70	2.70	2.63
Weymouth	SO	2000-01	2.46	2.46	2.46	2.46
Whaley Bridge	NW	2000-01	2.03	2.03	2.03	2.03
Whalley	NW	2003-04	1.79	1.79	1.79	2.10
Whatstandwell	MD	2002-03	2.19	2.19	1.93	1.93
Whifflet	SC	2001-02	2.01	2.01	2.07	2.07
Whimple	SO	2000-01	2.55	2.55	2.55	2.55
Whinhill	SC	2001-02	2.55	2.55	2.55	2.55
Whiston	NW	2003-04	3.04	3.04	3.04	2.06
Whitby	LNE	2002-03	2.04	2.04	2.04	2.35

Table 92 List of stations and their grades

Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Whitchurch (Salop)	GW	2003-04	2.19	2.19	2.19	2.41
Whitchurch [Cardiff]	GW	2000-01	2.00	2.00	2.00	2.00
Whitchurch [Hants]	SO	2000-01	2.52	2.52	2.52	2.52
White Hart Lane	EA	2002-03	1.90	1.90	2.03	2.03
White Notley	EA	2002-03	2.25	2.25	2.22	2.22
Whitecraigs	SC	2001-02	2.37	2.37	2.36	2.36
Whitehaven	NW	2000-01	2.11	2.11	2.11	2.11
Whitland	GW	2000-01	2.18	2.18	2.18	2.18
Whitley Bridge	LNE	2002-03	2.50	2.50	2.50	2.41
Whitlock'S End	MD	2000-01	2.75	2.75	2.75	2.75
Whitstable Station	SO	2003-04	2.46	2.46	2.46	3.00
Whittlesea	EA	2000-01	2.35	2.35	2.35	2.35
Whittlesford	EA	2001-02	1.43	1.43	1.43	1.43
Whitton	SO	2003-04	2.59	2.59	2.87	2.87
Whitwell	LNE	2002-03			1.91	1.91
Whyteleafe	SO	2000-01	2.41	2.41	2.41	2.41
Whyteleafe South	SO	2000-01	2.46	2.46	2.46	2.46
Wick	SC	2001-02	2.07	2.07	2.07	2.07
Wickford	EA	2002-03	2.03	2.03	2.18	2.18
Wickham Market	EA	2003-04	2.50	2.50	2.50	2.27
Widdrington	LNE	2001-02	2.27	2.27	2.78	2.78
Widnes	NW	2003-04	2.03	2.03	2.03	2.02
Widney Manor	MD	2001-02	1.15	1.15	1.15	1.15
Wigan North Western	NW	2000-01	2.52	2.52	2.52	2.52
Wigan Wallgate	NW	2000-01	2.57	2.57	2.57	2.57
Wigton	NW	2002-03	2.18	2.18	2.00	2.00
Wildmill	GW	2000-01	2.00	2.00	2.00	2.00
Willesden Junction	EA	2002-03			2.16	2.16
Willesden Junction	MD	2003-04	2.06	2.06	2.06	1.90
Williamwood	SC	2001-02	2.10	2.10	2.25	2.25
Willington Staton	MD	2003-04	2.39	2.39	2.39	1.88
Wilmcote	MD	2000-01	1.98	1.98	1.98	1.98
Wilmslow	NW	2001-02	3.03	3.03	3.03	3.03
Wilnecote	MD	2000-01	2.24	2.24	2.24	2.24
Wimbledon	SO	2001-02	2.47	2.47	2.47	2.47
Wimbledon Chase	SO	2003-04	2.40	2.40	2.40	2.83
Winchelsea	SO	2000-01	2.30	2.30	2.30	2.30
Winchester	SO	2001-02	2.15	2.15	2.15	2.15
Winchfield	SO	2001-02	2.16	2.16	2.16	2.16
Winchmore Hill	LNE	2000-01	1.67	1.67	1.67	1.67
Windermere	NW	2002-03	1.96	1.96	2.04	2.04
Windsor and Eton Central	GW	2000-01	2.05	2.05	2.05	2.05
Windsor and Eton Riverside	SO	2000-01	2.33	2.33	2.33	2.33
Winnersh	SO	2000-01	2.41	2.41	2.41	2.41
Winnersh Triangle	SO	2000-01	2.17	2.17	2.17	2.17
Winsford	NW	2002-03	2.15	2.15	2.06	2.06
Wishaw	SC	2001-02	2.06	2.06	1.42	1.42
Witham	EA	2001-02	2.01	2.01	2.01	2.01

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Witley	SO	2000-01	2.75	2.75	2.75	2.75
Witton	MD	2001-02	1.92	1.92	1.92	1.92
Wivelsfield	SO	2002-03	2.22	2.22	2.40	2.40
Wivenhoe	EA	2000-01	2.23	2.23	2.23	2.23
Woburn Sands	MD	2002-03	1.94	1.94	2.03	2.03
Woking	SO	2001-02	2.34	2.34	2.34	2.34
Wokingham	SO	2000-01	2.51	2.51	2.51	2.51
Woldingham	SO	2000-01	2.48	2.48	2.48	2.48
Wolverhampton	MD	2001-02	2.15	2.15	2.15	2.15
Wolverton	MD	2002-03	2.00	2.00	2.51	2.51
Wombwell	LNE	2001-02	2.08	2.08	2.08	2.08
Wood Street	EA	2001-02	3.71	3.71	3.71	2.19
Woodbridge	EA	2000-01	2.38	2.38	2.38	2.38
Woodend	MD	2003-04	2.82	2.82	2.82	2.58
Woodgrange Park	EA	2000-01	1.50	1.50	1.50	1.50
Woodhall	SC	2001-02	2.40	2.40	2.40	2.40
Woodham Ferrers	EA	2002-03			2.38	2.38
Woodhouse	LNE	2002-03	2.75	2.75	2.16	2.16
Woodlesford	LNE	2000-01	1.00	1.00	1.00	1.00
Woodley	NW	2002-03	2.15	2.15	2.38	2.38
Woodmansterne	SO	2000-01	2.45	2.45	2.45	2.45
Woodsmoor	NW					
Wool	SO	2001-02	2.69	2.69	2.69	2.69
Woolston	SO	2001-02	2.35	2.35	2.35	2.35
Woolwich Arsenal	SO	2000-01	2.01	2.01	2.01	2.01
Woolwich Dockyard	SO	2003-04	1.93	1.93	1.93	2.21
Wootton Wawen	MD	2003-04	2.10	2.10	2.10	2.48
Worcester Foregate Street	GW	2000-01	2.10	2.10	2.10	2.10
Worcester Park	SO	2003-04	2.46	2.46	2.90	2.90
Worcester Shrub Hill	GW	2000-01	2.58	2.58	2.58	2.58
Workington	NW	2000-01	2.44	2.44	2.44	2.44
Worksop	LNE	2000-01	2.36	2.36	2.36	2.36
Worle	GW	2000-01	2.30	2.30	2.30	2.30
Worplesdon	SO	2001-02	2.15	2.15	2.15	2.15
Worstead	EA	2003-04	2.85	2.85	2.85	2.18
Worthing	SO	2000-01	2.48	2.48	2.48	2.48
Wrabness	EA	2003-04	2.26	2.26	2.26	2.46
Wraysbury	SO	2000-01	2.49	2.49	2.49	2.49
Wrenbury	GW	2003-04	2.13	2.13	2.13	1.69
Wressle	LNE	2002-03	2.84	2.84	2.88	2.88
Wrexham	NW	2001-02	2.78	2.78	2.78	2.78
Wrexham Central	NW	2003-04	1.15	1.15	1.15	1.06
Wye	SO	2003-04	2.62	2.62	2.62	2.72
Wylam	LNE	2002-03	2.72	2.72	2.72	2.31
Wylde Green	MD	2000-01	1.84	1.84	1.84	1.84
Wymondham	EA	2000-01	1.64	1.64	1.64	1.64
Wythall	MD	2003-04	2.04	2.04	2.04	2.25
Yalding Station	SO	2003-04	2.75	2.75	2.75	2.69

Table 92 List of stations and their grades						
Station name	Region	Year surveyed	2000-01 Scores	2001-02 Scores	2002-03 Scores	2003-04 Scores
Yardley Wood	MD	2000-01	2.21	2.21	2.21	2.21
Yarm	LNE	2002-03	1.92	1.92	1.92	2.16
Yate	GW	2000-01	2.86	2.86	2.86	2.86
Yatton	GW	2003-04	2.23	2.23	2.23	2.64
Yeoford	GW	2000-01	2.05	2.05	2.05	2.05
Yeovil Junction	SO	2003-04	2.53	2.53	2.53	2.95
Yeovil Pen Mill	SO	2003-04	2.51	2.51	2.51	2.78
Yetminster Station	SO	2003-04	2.66	2.66	2.66	3.01
Ynyswen	GW	2000-01	2.10	2.10	2.10	2.10
Yoker	SC	2003-04	2.21	2.21	2.43	2.28
York	LNE	2001-02	2.50	2.50	2.50	2.50
Yorton	GW	2003-04	2.12	2.12	2.12	2.62
Ystrad Mynach	GW	2002-03	2.14	2.68	2.74	2.74
Ystrad Rhondda	GW	2000-01	2.00	2.00	2.00	2.00

Appendix 2 – Glossary of terms

AC	Alternating current
Action plans	Programme of highly focused improvement plans by which Network Rail will deliver the corporate goals
ADG	Area delivery group
AHB	Level crossing protected by Automatic Half-Barrier
Alliance	Close working arrangement between Network Rail and one or more of its contractors
Amey	Infrastructure maintenance contractor
AMP	Asset maintenance plan
Annual Return	The report which Network Rail is required to submit to the ORR
ATOC	Association of Train Operating Companies
ATP	Advanced train protection
AWS	Automatic warning system
BAA	British Airports Authority, owner and operator of a number of airports in Great Britain
Blockade	Extended possession of a section of line which may enable works to be carried out in a more efficient manner
BMIS	Business management information system
Booster transformer	AC electrification transformer mounted on lineside mast
Cat A SPAD	A SPAD (see below) where a stop aspect was correctly displayed in time for the train to stop safely at the signal
CCRM	Cross Country Route modernisation, scheme to create extra capacity and enhancement
CCTV	Closed-circuit television
CET	Controlled emission toilet
CIS	Customer information system
Class 180	New 125mph diesel multiple unit rolling stock used by First Great Western
Class 373/2	Eurostar train sets
Concentrator	Telecommunications equipment connecting and controlling lineside telephones
Connex	Connex South Eastern (part of the Vivendi Group)

Control period (CP)	The period (normally five years) for which the Rail Regulator fixes our access income from franchised passenger train operators
Crossing	The component of a turnout that enables a train wheel to complete the transfer from one line to another. It is this unit which enables the wheel to cross the original line being traversed
CRR	Customer reasonable requirement
CSR	Cab secure radio
CTRL	Channel Tunnel Rail Link
Culvert	Small bridge or pipe crossing under the railway track for the passage of watercourses
Cyclic Budget	Budget set aside for planned renewals
D&C	Design and construction
DC	Direct current
DFA	Deferred fixed assets
DOO	Driver only operation
DRS	Direct rail services
DTLR	Department of Transport, Local Government and the regions
EA	East Anglia region
Earthworks	Embankments and cuttings
ECML	East Coast Main Line
ECR	Electrical control room
Enhancement	Project that results in additional outputs from the infrastructure
ERTMS	European railway traffic management system
ESR	Emergency speed restriction
Evergreen (project)	Project to install a second line on single line sections of track
EWS	English Welsh and Scottish Railway
Freight haulage	Operation/cost of bringing track renewal materials to site
FDM	Frequency division multiplexing
FEI	Financial efficiency index
FGW	First Great Western
FRAME	Fault reporting and monitoring of equipment (existing legacy system)
FS	Feeder station
FTN	Fixed telecom network

Funders	Authorities and agencies which provide funding to secure rail services
Gauge	Distance between the inner running faces of two rails or the 'envelope' through which train profiles must fit
GCC	Gauge corner cracking, now renamed rolling contact fatigue (RCF)
GDIP	GEOGIS data improvement programme
GE	Great Eastern
GMPTE	Greater Manchester Passenger Transport Executive
GNER	Great North Eastern Railway
Grinding	Reprofiling of the rail head to remove defects and extend the life of the rail
GSM-R	Global System for Mobile communication – Railway. European standard for railway communications designed to support all radio applications required for railway operations including speech, data and control communications
HEX	Heathrow Express
High output renewal	Track renewals using the latest specialist equipment that enhances productivity eg track relaying machine, and high output ballast cleaner
HMRI	Her Majesty's Rail Inspectorate
HV	High voltage
IECC	Integrated electronic control centre
IMC	Infrastructure maintenance contractor
IMC2	Second generation maintenance contract
IMC2000	Third generation maintenance contract
IMS	Investment management system
IMT	Infrastructure maintainance transfer
Interlockings	Mechanical, electrical or electronic. These execute the safety logic to reduce the risk of error when controlling points and signals.
IOS	Incremental output statement
IT	Information technology
IVRS	Interactive voice recognition system
kV	Kilovolt (= 1, 000 volts)
L2	See level 2 exceedences
LC	Level crossing
Leaf fall	Refers to the period in autumn where leaves fall on the track requiring measures to assure adhesion

Leeds First	Project to regenerate the Leeds station area
Level 2 exceedence	A measure of track geometry indicating isolated deviations from standards
LLPA	Long line public address
LMD	Light maintenance depot
LNE region	London North Eastern region
Loop	A facility to allow a train to stop and be overtaken by a faster train
LTS	London Tilbury Southend line
LTVA	Long term vehicular access project at Paddington station
LUL	London Underground Limited
MandEE	Mechanical and electrical engineering
Maintenance	Periodic work to uphold the reliability and safety of assets
Masterplan	The plans for the development of each of the Network Rail-managed stations – those stations that are operated by Network Rail
MFAS	Modern facilities at stations project
MIMS	Minicom information management system
MSE	Midland suburban electrification
National bearer network	Network providing telecommunication circuits
NLL	North London Line
NLU	National logistics unit
NMS	Network management statement
NRN	National radio network
OHL	Overhead line
OLE	Overhead line equipment
Opex	Operational expenditure
ORR	Office of Rail Regulation. Refers to the situation after 5 July 2004 when the Rail Regulator was succeeded by a Board
PALADIN	Performance and loading analysis database
Pan 8	Older type of fixing that secures rail to sleepers
Patch resleepering	Replacement of an average of less than 1 in 3 sleepers under maintenance
Peer review	Central office review of regional plans
Periodic review	The process by which the ORR establishes Network Rail's revenue requirements for a quinquennium

PF1	Action plan established to address train performance improvement
PfPI	Process for performance improvement
Possession	The closure of a line to allow engineering works
PSB	Power signal box
PSR	Permanent speed restriction
PTE	Passenger transport executive
PTI 2000	Public Transport Information 2000
PUG	Passenger upgrade
PUMPS	A database which processes information contained in TRUST and FRAME
Q12	Employee engagement survey carried out by Gallup
RA	Route availability: RA1–6 up to 20.3 tonnes; RA7–9 up to 23.4 tonnes; RA10 up to 25.4 tonnes
RAB	Regulatory asset base
RCF	Rolling contact fatigue
Reactive Budget	Budget set aside for urgent/emergency works not previously identified
Regulator	The Rail Regulator who existed prior to 5 July 2004 (see ORR)
Regulatory Accounts	Annual financial information provided to ORR
Renewal	Like for like replacement of an asset
RETB	Radio electronic token block
RIMINI	Network Rail's risk minimisation standard
Rules of the Route	Agreement between Network Rail and train operators as to when lines can be temporarily closed for maintenance and renewal work
Running Lines	Lines used for running services, not sidings
S&C	Switches and crossings (component units that make up points or a turnout)
S&E	Safety and environment
SandT	Signalling and telecommunications
SAMP	Signalling asset maintenance plan
SCMI	Structures condition monitoring index
Scrap Clearance	Initiative to remove maintenance/renewals scrap material from the lineside
SD	Standard deviation
SEC	Structures examination contract
SERCO	Infrastructure maintainer for East Midlands contract area

Sectional Appendix	Appendix to working timetables and books of rules and regulations
Semaphore	Type of signal that uses the position of an oblong arm as indication during the day and coloured light at night
SEU	Signalling equivalent units
SICA	Signalling infrastructure condition assessment
Silverlink	Passenger operator providing high-intensity commuter services from London Euston over the southern end of the WCML (see below)
SINCS	Signalling incident system
Spacia	Property letting company owned by Network Rail
SMART	Scheme to provide information on train running
SPT	Signal post telephone
SPAD	Signal passed at danger
SRA	Strategic Rail Authority
SRNTP	Southern region new trains programme
SRP	Station regeneration programme
Stakeholder	Those who have a vested interest in the company and the service it provides
Stoneblower	Pneumatic ballast injection maintenance machine that delivers improved permanence to track geometry corrections
Sunderland Direct	Extension of Tyne and Wear metro system to Sunderland and South Hylton
SWGPA	Signalling works geographical partnership alliance
Switchgear	Equipment used to control the supply of power to electrified railways
Switch heater	Device to avoid point ends freezing together in cold weather
SWT	South West Trains
SYPTE	South Yorkshire Passenger Transport Executive
TDM	Train describer modules found on the panels within some signal boxes
Tension length	Discrete run of overhead catenary wire
TfL	Transport for London
Thameslink 2000	Project by which existing north-south cross London Thameslink route is modernized
Third rail	Carries power to electrified trains for direct current electrified railway systems
TOC	Train operating company

TPWS	Train protection warning system
TPWS+	TPWS functionality at higher speed
Track circuit	An electrical device using the rails in an electrical circuit, which detects the presence of trains on a defined section of line
Transformer rectifier	Equipment to convert area board electricity to 600/750V direct current electricity for use by third rail systems
Troughing	Protective runs in which power, □ignalling and telecom cables are placed
TSP	Track sectioning point
TSR	Temporary speed restriction
Turnback	A facility allowing trains to reverse their direction
Type approval	Process of gaining approval to operate new type of equipment or infrastructure on the rail network
UK	United Kingdom
UPS	Uninterruptible power supply
Virgin	Main line passenger operator for WCML and Cross Country route
Voltage regulator	Equipment used to maintain voltage within specified limits
W10w	This gauge was previously known as 9'6" refrigerated container gauge. It is now called W12.
W11	The gauge capable of handling 4m-high lorry trailers on rail wagons. This gauge is now known as W18
W12	Freight gauge formerly known as W10W
W18	The gauge formerly known as W11
W6A	Loading gauge for standard freight vehicles
W7	Previously called WG8 8' container gauge
W8	Previously 8'6" container gauge
W9	Previously SBlc gauge
W10	Previously 9'6" container gauge
WAGN	West Anglia and Great Northern Railway
WARM	West Anglia route modernisation
WCML	West Coast Main Line
WCRM	West Coast Route Modernisation, scheme for modernisation of the WCML
WON	Weekly operating notice