

Railway Upgrade Plan – Wales

2017/18



Glossary

CaSL – Cancelled and Significantly Late. This measures how many trains are cancelled or are more than 29 minutes late at their terminating station.

Passenger satisfaction measure – How this is measured is determined by route, but is normally from the National Rail Passenger Survey conducted by Transport Focus.

PPM – Public Performance Measure. This is the percentage of trains that arrive at their terminating station within five minutes (for commuter services) or ten minutes (for long distance services) of when they were due.

Reduction in railway work complaints measure – We believe that the number of complaints that we receive from the public about our work could be reduced if we improve how we inform people about work due to take place, and ensure all our staff behave considerately towards those living and working close to the railway. Each route is therefore aiming to reduce the number of complaints it receives in the coming year.

Wales

Introduction from the route managing director – Andy Thomas

The railway is the economic and social lifeblood of Wales and the borders. It includes key commuter routes in and around Cardiff and the valleys as well as lines serving towns, cities, and rural and coastal communities in North Wales and in Mid and West Wales.

Working collaboratively with our lead operator, Arriva Trains Wales, and the other train and freight operators, my priority is to make sure we build a railway in Wales that delivers quality rail infrastructure to the people of Wales and the borders to support economic growth, job creation and sustainable communities.

As part of our Railway Upgrade Plan, ageing signalling is being replaced across the route with state-of-the-art equipment to build a more reliable and resilient railway, allowing more services to run in the future. This year, we will deliver the final stage of a major upgrade to the railway between North and South Wales and passengers will soon begin to benefit from the brand new fleet of twenty-first century trains that will connect South Wales and London.

We are working closely with Transport for Wales – the organisation formed by the Welsh Government to lead on the development of the new Metro transport system and the procurement of the new Wales and Borders franchise – to make sure the rail network can support their aspirations for the future.

Establishing the Wales route in 2011 was a major step forward, creating a single Welsh rail entity for the first time. The increased commitment to devolution within Network Rail will see more decisions being taken locally, increased accountability to our key stakeholders in Wales and the borders, including the Welsh Government, elected representatives, our lineside neighbours and the people and communities who rely on rail.



Route at a glance



CP5 (2014-2019) renewals and refurbishment spend – £734m



1,340 train services per day



2,923 bridges, 1,150 level crossings, 55 signal boxes, 246 stations



1,487 track miles and 923 route miles



C. 1,500 employees



29.3m annual rail passenger journeys

Our customer focused targets for the year ahead

[NB these are a selection of our targets, and remain subject to ORR and DfT approval].

Arriva Trains Wales

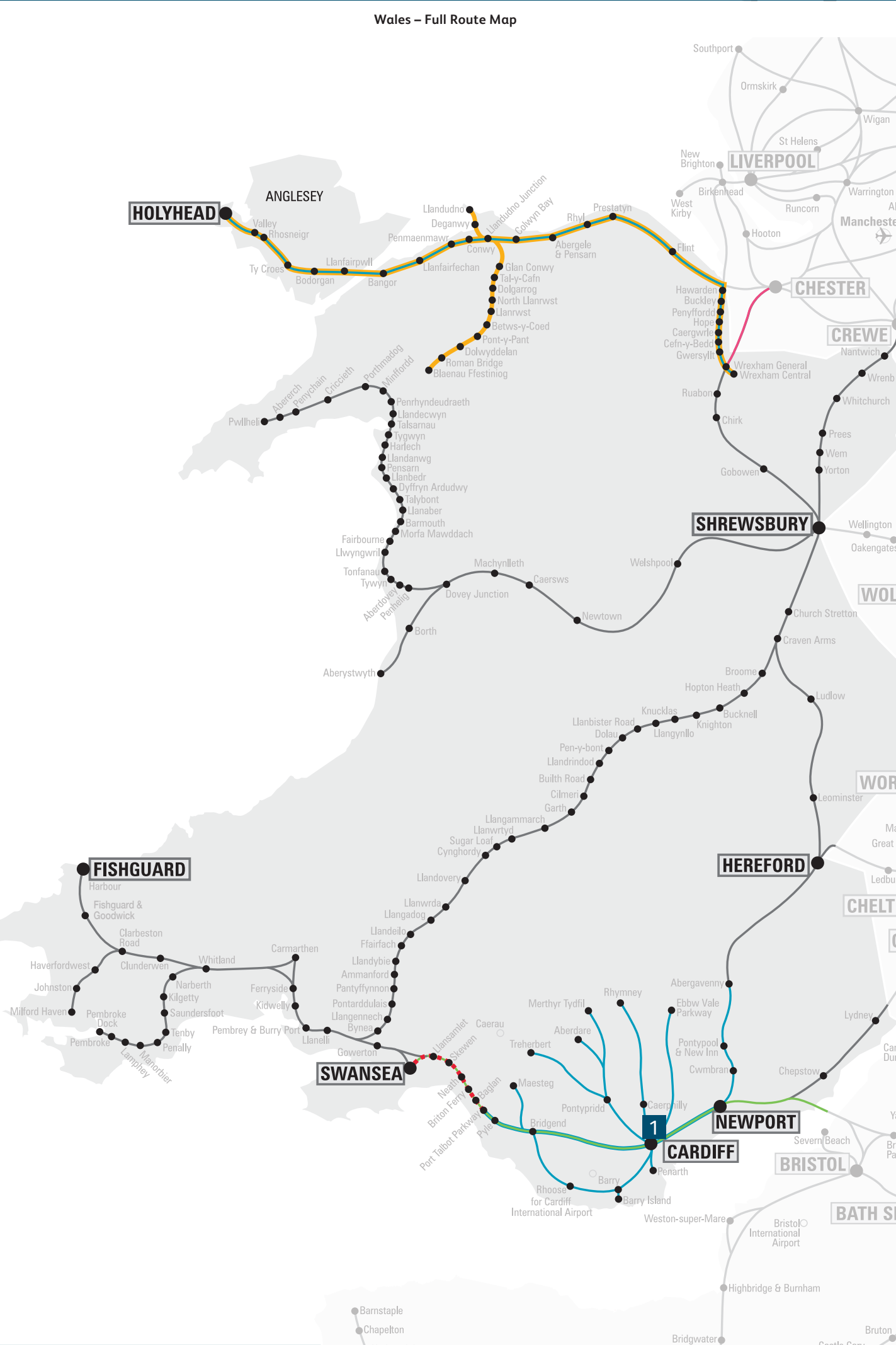
PPM – 93.5 %

CaSL – 2.34 %

Route-wide

Passenger satisfaction – 82 %

Railway work complaints – 429



- Great Western electrification project
- North/South Wales enhancement project
- South Wales Metro

- North Wales Railway Upgrade Project
- Port Talbot-Swansea signalling renewal scheme
- 1 Cardiff Area Signalling Renewal

Great Western electrification project

We are electrifying the South Wales mainline as part of the Great Western upgrade from London to South Wales. This represents the biggest single investment in the Great Western railway since Brunel and will benefit passengers and local economies.

In the year ahead: Installing overhead line equipment, and altering bridges, station platforms and canopies to accommodate the wires.

By 2019: Line fully electrified from London to Cardiff.

Passenger benefits: More trains; greener, faster, more reliable trains and a quieter railway for our lineside neighbours.

North/South Wales enhancement project

We are improving journeys between North and South Wales, including upgrading four level crossings.

In the year ahead: The project is due to be completed in March 2017.

Passenger benefits: Safer for level crossing users, reduced risk of delays to passengers, and the potential for more and faster services in the future.

South Wales Metro

The Welsh Government has established Transport for Wales as a wholly-owned, not-for-dividend company to procure the next Wales and Borders Rail Franchise and the Metro project – a new transport system that aims to offer faster, more frequent and joined-up train, bus and light rail services in the Cardiff region.

We are working with them to develop options for the project. These include alternative models for building and operating the railway. We are also supporting them to make sure all options are compatible with the existing rail network.

In the year ahead: Procurement process for franchise and Metro.

By 2019: The contract is due to be awarded in early 2018, with the franchise beginning in October 2018.

Passenger benefits: Will depend on the outcome of the procurement process, but Welsh Government’s intention is more and faster trains and fewer delays and cancellations.

North Wales Railway Upgrade Project

We are upgrading sections of the railway in North Wales.

In the year ahead: We will install a new signalling system between Shotton and Colwyn Bay, and improve the track layout at Abergele and Pensarn stations.

Passenger benefits: Reduced risk of delays and cancellations to passengers.

Port Talbot-Swansea signalling renewal scheme

We are upgrading signalling in the area, along with other improvements.

In the year ahead: We will upgrade the signalling between Cockett Tunnel and Baglan, and between Port Talbot and Swansea, as well as undertaking track improvements.

Passenger benefits: Reduced risk of delays and cancellations to passengers.

Cardiff Area Signalling Renewal

We are undertaking our most complex signalling project to-date, anywhere in Britain. We will be transferring control of all signalling in the area to the state-of-the art Wales Rail Operating Centre, based in Cardiff. The project has also included improvements to Cardiff Queen Street and Cardiff Central stations.

In the year ahead: The project is due to be completed by the end of 2017.

Passenger benefits: Reduced risk of delays and cancellations. Improved station facilities. The potential to run more trains in the future.

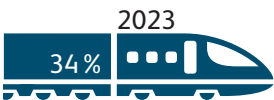
Route wide initiatives

Renewing and maintaining the network

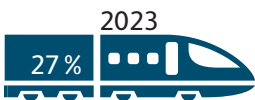
We are spending £55 million on maintenance in the year ahead, and a further £260 million in the next two years on renewing the Wales rail network.

Passenger benefits: By upgrading our infrastructure we are reducing the potential risk of delays for passengers across the network.

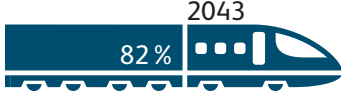
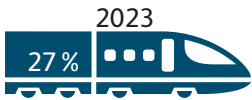
Forecast growth for journeys



Cardiff and London



North Wales and London



Wrexham and Liverpool



Commuting into Cardiff City Region



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