

RAILTRACK

The Annual Reconciliation Statement

Report of progress against plans set out in
The 1999 Network Management Statement

July 2000

PURPOSE AND SCOPE OF THIS STATEMENT

The 'Reconciliation Statement' is to be published annually by Railtrack in accordance with Condition 7 of its Network Licence.

The purpose of this statement is to report upon:

- the extent to which aims were achieved in the year 1999/2000 for works shown in the 1999 Network Management Statement
- the extent to which the works did not achieve these aims, with reasons and remedies
- reasons for material changes to works in the 1999 NMS

In accordance with our Licence requirement, this Statement is in a format compatible with the 1999 NMS.

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Background and Summary

This statement has been prepared to meet the obligations of condition 7 of Railtrack's Network Licence. It considers for those works described in the 1999 Network Management Statement, and that were to be undertaken in the year 1999/2000, the extent to which the aims were achieved, provides explanations for not achieving those aims, and the reasons for material changes to the works.

The format of this statement is compatible with that used to produce the NMS. It also reflects the style of last year's Reconciliation Statement for the 1998 NMS, which was the first such statement. It was accepted by the industry as meeting the requirements of the Railtrack Network Licence.

The financial data in this statement has taken the forecast data for 1999/2000 at 1998/1999 prices. The amounts stated as actuals for the year 1999/2000 have been retained at the outturn values. The rationale, as used for last year's Reconciliation Statement, is that:

- it enables the forecast figures in the NMS to be clearly identified in this statement;
- the All Items Retail Price Index for the year was 1.6%, and as such does not cause sufficient distortion to warrant any adjustment when comparing forecast expenditure with actual expenditure.

The 1999 NMS described our plans for 1999/2000 and subsequent years, through to 2008/09 for some items of work.

Year 1999/2000

The consequences for the entire rail industry of the Ladbroke Grove accident in October 1999 were profound, so that the industry's response to the accident caused changes of emphasis and some new work to be undertaken by Railtrack during the latter half of the year.

The headline figures for our spend compared with the NMS forecasts are as follows:

	<u>NMS forecast</u>	<u>Actual</u>
Maintenance	£670M	£663M
Renewals	£1180M	£1285M
Enhancements	£440M	£408M

This Reconciliation Statement explains the reasons for the significant variances, generally where the variance exceeds 15% of the spend forecast in the NMS.

Growth in demand continued during the year - at around 3.5% both in passenger train kms and freight tonne kms. This growth supports the options for enhancement of the network described in the NMS, and puts more pressure on the operational railway. Accommodating the growth and undertaking the maintenance, renewals and enhancement work on the network became increasingly difficult as more trains operated.

During the year we made significant changes to our plans. The upward trend in the number of broken rails caused us to undertake considerably more track work than forecast in the NMS. The

track recovery programme also generated extra work. The relative priorities of many schemes also changed as a consequence of fluctuating contractor and supplier resources, changing customer and funder preferences, and progress with planning permission applications. Our project teams demonstrated considerable flexibility in managing these activities.

Despite the growth in demand, Railtrack achieved a resounding success in reducing the delay minutes caused to passenger trains attributable to Railtrack causes by 10%. This achievement still fell short of the target set by the Rail Regulator, although we are challenging the reasonableness of the proposed financial penalty for not meeting that target.

Work on the West Coast Route Modernisation project had a substantial effect on the maintenance and renewal activities. There were high levels of activity on track and structures, but work on signalling systems was suspended while the strategy for signalling the route was reviewed.

The Railtrack Asset Management Programme RAMP has been established to provide an integrated approach to the maintenance, renewal and installation of new assets through enhancement. The RAMP processes intimately involve our contractors, and they will participate in the new process through the IMC 2000 maintenance contracts.

During the year a new Rail Regulator was appointed and the Shadow Strategic Rail Authority was created, taking over the responsibilities of the Office of Passenger Rail Franchising. Changes in emphasis for the long term development of the railway are becoming apparent from the policy announcements by sSRA and ORR, but the consequences on the plans described in the NMS for the year 1999/2000 have been limited.

Section 1

INTRODUCTION

The introduction to the NMS described the context in which we had formulated our plans for the development of the network for the 10 years from 1999/2000.

The importance of the Periodic Review of Access Charges was identified and how our plans in the NMS would form an input into the Rail Regulator's determination. Our aspirations for the periodic review were listed in the NMS. The Rail Regulator published provisional conclusions in December 1999, which confirmed some of these principles and made proposals for Railtrack's levels of funding through the five year control period from April 2001. We have been extremely active in making submissions to the Rail Regulator to challenge those aspects of the proposals which we think will prevent us from achieving our plans. It remains to be seen how the Rail Regulator will set the levels of funding in the final determination that is expected in September 2000.

The economic incentive framework within the rail industry was discussed in the NMS, and the need was identified for specific incentives to allow Railtrack to benefit from the increasing use of the network. It is encouraging that such incentives have been provided in the provisional conclusions for the Periodic Review, and the subsequent document on the Railtrack Incentive Framework that was published in April 2000.

The institutional context of Railtrack's activities was described in the NMS. Railtrack has been active with sSRA; Government through the Department of Environment, Transport and Regions; the Treasury; regional and local government and the European Union. Activity with these bodies is evident in this Statement, and the benefits are being realised. The concept of integrated transport is now well established, and again, this is evident from the number of schemes where we have worked with local authorities and other transport operators to achieve successful integration.

Section 2

CONSULTATION

The NMS described the various consultation activities that we had conducted prior to formulating the NMS. The NMS also identified the key findings from the various consultation exercises, both in terms of what stakeholders wanted from the NMS, and from the Railtrack network.

This Statement demonstrates how a number of the key stakeholder requirements have been met. For example:

NMS Format It is evident that the NMS format met stakeholder requirements by:

- continued use of the 45 strategic routes
- using higher growth values in the forecasts
- developing plans for bottlenecks and journey time reductions
- providing greater clarity on proposed funding sources

Performance Our commitment to delivering major improvements in delay minutes to train operators resulted in a reduction for passenger and freight trains of 11.1%. This significantly exceeded their request for Railtrack to plan for a 7.5% improvement.

Customer Reasonable Requirements The NMS showed that the most common CRRs proposed by our train operator customers and funders were for enhancement feasibility studies to be undertaken, and for enhancement proposals to be included in the NMS. The NMS did include commitments to undertake many feasibility studies, and clear enhancement plans. This Statement reports on the delivery of these during the year.

Stations - Passenger Research The schemes developed in the NMS focused on the passengers' requirements identified in the research. Again, this statement shows the success in progressing the promised feasibility studies and schemes.

Section 3

PROGRESS

This section of the NMS described the progress that had been made by Railtrack during the year 1998/1999 on the plans laid out in the 1998 NMS. There were also commitments made to work that would be undertaken during 1999/2000. These items of work are identified and the progress reported in this section of the Statement.

Track quality

The NMS described the track quality improvement programme, and how for the 2 years to March 2001 track quality would be improved by:

- returning to the proportions of 50% and 90% standard that applied at 1 April 1994,
- reducing track not at the 100% standard to the minimum * reasonably practical

The actual progress made during 1999/2000 to achieve this target is described under Section 5 - Outputs.

[* Note - the wording in the NMS actually states 'maximum' - this was a printing error.]

Infrastructure Support

The first of the Multipurpose Vehicles did arrive, and after trials, entered service during autumn 1999. Since then the rest of the fleet has been progressively delivered, so that there are now 18 of the 25 machines in the UK. The last is scheduled to be delivered by September 2000. The success of the Multipurpose Vehicles has caused us to authorise the purchase of a second tranche of 7 vehicles, with delivery expected in 2001.

It was intended to complete the overhaul of the breakdown and recovery cranes. However, the scope of the work was changed to increase the working lives of the fleet to take account of increased use, and to achieve compliance with emerging new standards.

The 3 stoneblower machines due to enter service did so, bringing the total in operation to 11. Since then we have committed to purchase a further 2.

The NMS stated that the high output reballasting system would continue development and implementation. The equipment has now entered routine service on the West Coast Route Modernisation project.

The development of remote condition monitoring for plant and equipment is underway with the trial of systems for points and other critical equipment. New specifications for mechanical and electrical services at stations and depots were issued. These have included specifications for lifts, lighting, and heating and ventilation equipment.

Year 2000 compliance and information technology

The NMS described the programme of work that included:

- 53 systems to be made compliant between January and August 1999;
- remedial work on 5200 types of equipment susceptible to the millennium bug to be complete by summer 1999;
- all critical systems to be compliant in time for the new millennium.

The work was successfully completed, such that there were no instances of operational or business critical or significant systems failing or malfunctioning as a result of the millennium bug. Added to this success, we mounted, along with the train operators, a massive operation to move New Year's eve revellers in and out of London and other cities. This operation was also highly successful and demonstrated our confidence in all the work that had gone into preparing for the new millennium. It also demonstrated the dedication of our staff and the train operators staff to be able to 'man up' for the event.

Renewal of the Network

In section 3 the NMS forecast renewal expenditure of £1,222M. This figure included non-railway infrastructure expenditure. Section 4 of the NMS analysed the railway infrastructure expenditure. The Woking to Surbiton area resignalling project was quoted as an example of a significant item of renewal, that would be completed during the year of the NMS. These signalling and track layout works were completed and commissioned, and are now in the final stages of HMRI sign-off.

Station Regeneration Programme

The target shown in the NMS for stations to be completed under the Station Regeneration Programme by 31 March 2000 was 82%. This represents 2047 stations. The actual number of stations that have been brought up to benchmark condition was 2194, 87% of the station portfolio. The NMS gave examples of stations undergoing major works, and the position of work on these stations is as follows:

- Brighton - work continues with expected conclusion on site in Autumn 2000
- Newcastle - work continues with expected completion on site at end of the 2000
- Birmingham New Street - work now finishing
- Manchester Piccadilly - work continues to the main trainshed with expected completion on site in Autumn 2000

The total expenditure authorised in the 5 years of the programme up to 31 March 2000 is £982M.

The NMS indicated that there would be 100% completion by 31 March 2001. It looks, at this time, as if the number of stations not complete by this date will be less than 1% of the total. Completion of some SRP works will be deliberately deferred to fit in with other work needed at particular stations at a later date.

The equivalent figures for the Depot Regeneration Programme are as follows. The NMS forecast was that there would be 76% of depots (66 locations) completed in 1999/2000. The actual completions were 74%, (64 locations).

Enhancement investment

In Section 3 of the NMS there was a forecast of enhancement expenditure of £378M. This figure was only for Railtrack funded enhancements, and the analysis in Section 6 is for expenditure from both Railtrack and third parties. Examples of significant enhancement works were quoted in the NMS, and progress on these schemes is as follows:

- WCRM - core investment plan and upgrades underway - the 2000 NMS (vol. 2, p56-67) provides the detail;
- Dartford resignalling - the signal renewals and layout changes to allow 12 car working were due for substantial completion in 2001. These works are on target for April 2001 completion;
- Guildford - Resignalling was completed and commissioned in January 2000;
- Scottish signalling renewals - The schemes for Glasgow Queen Street to Greenhill via Lenzie, and Cumbernauld and Cowlaers to Maryhill were completed;
- Ipswich to Felixstowe - We have renewed the signalling equipment and doubled capacity on the route for passenger and freight services;
- Luton Airport Parkway Station - This station has been completed.

Section 4

SUSTAINING

Criteria

The NMS detailed the criteria that had been used to determine the level of spending on maintenance and renewal activities to sustain the network. In applying these criteria, the level of forecast spending was to be increased above spending reported in the year 1998/1999 for the following reasons:

- higher growth in the numbers of trains on the network,
- higher performance targets that Railtrack had set itself,
- better information from studies of infrastructure costs.

Table A in the NMS detailed the forecast for network maintenance, and network renewals by asset type. The corresponding national actuals and variances from forecast are shown in the following table.

Expenditure

EXPENDITURE TO SUSTAIN THE NETWORK (£M)			
MAINTENANCE	NMS FORECAST	ACTUAL	VARIANCE
	670	663	(7)

The small variance from the forecast maintenance spend was due to a range of reasons. These are explained for each of the Zones in Section 11.

EXPENDITURE TO SUSTAIN THE NETWORK (£M)			
RENEWALS Type of asset	NMS FORECAST	ACTUAL	VARIANCE
Track	290	386	96
Structures	130	175	45
Signalling	270	249	(21)
Electrification	60	49	(11)
Plant & Machinery	70	107	37
Telecoms	55	41	(14)
Stations	270	266	(4)
Depots	30	7	(23)
Other	5	4	(1)
RENEWALS TOTAL	1180	1285	105

The actual expenditure shown above has been compiled from the total of the individual Zones' expenditure as detailed in Section 11 - Zonal Plans and Route Strategies and also a relatively small amount of expenditure by Headquarters and other non-Zone business units. The actual expenditure

shown on the table is the sum of these. On a network wide basis, the reasons for significant variances can be summarised as follows:

- Track - increased spend generally due to the track quality improvement programme and the broken rails reduction initiatives causing more work to be undertaken than forecast.
- Structures - increased spend for various reasons, including additional work on the Forth Bridge.
- Signalling - reduced spend for various reasons including scope reduction on some schemes, delay in undertaking work for West Coast Route Modernisation as the strategy was reviewed, and delay in completing other complex schemes.
- Electrification - reduced spend for various reasons, including delays in commencing WCRM work
- Plant & machinery - increased spend for various reasons, including new fire detection and security equipment at major stations, Multipurpose vehicles and Y2K compliance work.
- Telecoms - reduced spend for various reasons, including delay in progress on WCRM work as the strategy was reviewed.
- Depots - spend deferred on some major items of work at the request or with the agreement of the train operators.

Maintenance Policy

The NMS described the new maintenance contracts that were to be put in place during 1999 through to 2001. However, IMC2 contracts evolved into the IMC 2000 contracts that were described in the 2000 NMS (vol. 1, p40). The features of these contracts are: a focus on train performance delivery, a wider range of outputs, and mechanisms to monitor the contractor's work more closely. Four such IMC2000 contracts are now in place, and a further 8 are due to start in April 2001.

Renewals Policy

We reported in the NMS that work would continue with suppliers to ensure a match with our plans. A major review of the supply chain has been undertaken for all our key components and services to identify which particular supply chains will be under pressure to provide adequate resources into the future. Planning renewals activities within the constraints of acceptable possessions windows has become increasingly difficult. Key activities on individual asset types over the last year are as follows:

Track - The renewals policy has been heavily influenced by the track quality improvement programme and the broken rails reduction initiative. Renewals policy has also been driven by our knowledge of patterns of growth on the network. An example has been the increased freight movements on the Settle to Carlisle route (refer to Section 11, Route 36).

Structures - The NMS described new modelling techniques applied to masonry and metallic bridges, and these techniques have been particularly developed to assist in optimising whole life cost by informing repair versus replacement decisions. New contracting arrangements have been established to allow the suppliers to provide their services in a more efficient manner. A condition rating index has also been developed, that will over time, be applied to all 40,000 bridges.

Signalling - The NMS stated that we were refining our processes to determine the appropriate and precise scope for each signalling system where a renewal requirement was identified, to allow targeting of individual components or complete systems. This emphasis was seen as likely to lead to smaller, less costly renewal schemes, targeted at those parts approaching the end of their useful life.

This policy can be seen to have been applied for some of the schemes described in the individual route in Section 11 of this Statement.

At the time of the production of the 1999 NMS the West Coast Route Modernisation programme proposed to use Train Control System - a radio transmission based signalling system using moving block technology. Experience since then, notably on London Underground's Jubilee Line Extension, and an extensive technical review, led the Railtrack Board to subsequently change this decision. Recognising the potential risks involved, a revised control strategy has been adopted which relies on fixed block technology. The revised strategy does not preclude a longer term migration to the original strategy. The revised strategy is reflected in the 2000 NMS (vol. 1, pages 42,43).

Network Management Centres - The NMS stated that Network Management Centres were "most attractive when a large area of railway requires renewal at once, for example a route modernisation". The WCRM project identified the opportunity for operational performance benefits through the implementation of fully integrated network management for the route. Further opportunities for route planning benefits in areas outside the immediate control of the integrated network management centre are being studied.

Telecoms - During 1999/2000 our telecoms strategy was further developed, (as referred to in the 2000 NMS vol. 1 p44), and this has influenced the decisions that have been made at route development level (such as for the West Coast Mainline upgrade), down to the local level of the telephone systems that have been replaced.

The NMS referred to a "managed services agreement" for the provision of telecoms services on the Brighton - Havant route. Although this has successfully provided improved reliability of the service, this arrangement does not now accord with Railtrack's strategy for the provision of telecoms and so will not become the general model for the future.

Electrification - The PANCHEX system has been commissioned to check correct pantograph operation on electric trains. We are now working to enhance the software to co-ordinate more remote condition monitoring on the same system.

Trials were being undertaken at Long Buckby, on solid state regulators, to improve the reliability of signalling back-up supplies. The trials have been completed, a solution has been chosen, and implementation on 25 sites is underway.

Trials of a maintenance free 25kV circuit breaker that was hoped would improve reliability and whole-life costs, have been terminated as the expected benefits were not apparent.

Stations - The NMS described the principles underlying the Station Regeneration Programme, and how the work would form the benchmark from which future station asset management plans will be determined. The progress made by SRP during 99/2000 is described above in Section 3.

Depots - The NMS reported that the Regeneration Programme would start work at a further 25% of the depots during the year. This was achieved as described above in Section 3.

The installation of the carriage washer at the Leeds Neville Hill depot was completed 1 January 2000. The 'all weather capability' of the washer has caused some technical problems which have

required modifications. The operating procedures are being agreed between Railtrack and the train operator.

Safety Developments

Safety Plan - The 1999/2000 Year End Safety report was published in May 2000, and for the first time it was published externally to the railway industry, with briefings for journalists. The 2000/01 Group Safety Plan was published in January 2000 following extensive consultation and careful review in the aftermath of the Ladbroke accident in October 1999. The supporting Railtrack Line Safety and Environment Plan was published in February 2000.

TPWS - Validation of the installation methodology for the Train Protection and Warning System was initiated during 1999 with fitment of the Thameslink class 319 rolling stock. Trackside equipment installation commenced on the Thameslink route in April 2000, and should be concluded in September 2000. Contracts for installation of the national infrastructure are now let, and the programme has started.

The HSE 1999 regulations required Railtrack and the other industry members to produce a programme for the complete installation of infrastructure and train borne equipment, and this was done and approved by HMRI in January 2000. As a consequence of the Ladbroke Grove accident, Railtrack produced an accelerated programme to fit the signals covered by the regulations by the end of 2002, rather than end of 2003. This programme has been noted by HMRI as additional to the HSE 1999 requirement and is fully supported by Railtrack.

Railtrack is working through an Industry Liaison Group with other members of the railway industry and the supplier of the TPWS equipment to ensure full co-operation to meet the regulations. The 2000 NMS (vol. 1, p48) gives details of the benefits and emerging costs of TPWS.

Interoperability - The EU Interoperability Directive that was expected in the spring of 1999, will now be implemented for high speed trains on Trans - European Network (TEN) routes through the Transport Bill. We are adopting the principles of the Directive, with for example, European Rail Traffic Management (ERTMs) technology for the West Coast Route Modernisation. The EU Interoperability Directive for conventional trains has not yet been adopted at the European level.

Level Crossings - A Railway Group Safety Plan objective for Automatic Level Crossings was achieved by establishing new KPI measures which are now being operated by all the Railtrack Zones. For User - Worked Level Crossings the 1999/2000 Railway Group Safety Plan required qualitative assessment of risk at all these crossings to be completed by December 2000. All category 'A' UWLCs had been risk assessed by end of 1999/2000. Category B risk assessment has now been undertaken on 66.6% of crossings. A programme of necessary works for User - Worked Level Crossings was reviewed in summer 1999 when the results of the early risk assessments had been evaluated. Work is now progressing to provide the controls.

Vandalism and trespass - Railtrack Zones have targeted known hot spot sites with a range of measures best suited to the individual circumstances. This included the installation of high security fencing, caging of bridges to prevent stone throwing, targeted joint patrols of police and Railtrack staff, and a range of educational initiatives and visits to schools. Distribution of the schools resource pack to every school within 2 miles of a railway line (as reported in the 2000 NMS (vol. 1, p96)

commenced in June 2000, having been delayed to coincide with and support the launch of the railway industry against trespass and vandalism campaign.

Environment

The NMS stated that during the year the opportunity would be taken to improve and underpin transport integration with bus operators, local authorities, the Highways Agency, airport authorities, and user groups. We were also looking for the support from the sSRA in delivering benefits. We have undertaken a range of initiatives in this field, for example, our work with the Multi-Modal Corridor Studies Steering Group convened by the DETR.

Corporate Responsibility Review - The Review was published in July 1999 as the Corporate Sustainability Report, and is available on the Railtrack website. Amongst other things, it reports on matters of safety, Railtrack's environmental policy, environmental management systems, accessibility to the network for the disabled, the management of the major stations, the Railtrack Website, and Railtrack's National Helpline.

Loco Emissions - The locomotive idling policy has been agreed with EW&S. It requires our signallers to let drivers of freight trains know if they are going to be waiting for more than 15 minutes at a signal. The train driver then makes a judgement as to whether to switch off his engine, or let it idle. The signaller calls the driver 5 minutes before he thinks he will change the signal to green to give the driver time to start up. All signallers were briefed on the policy and it went live on 12 April 1999.

Section 5

OUTPUTS

Performance and reliability

Railtrack published performance targets on 15 January 1999 for a 7.5% improvement in delays per train movement for 1999/2000. This target was detailed and confirmed in the NMS in the following table.

<u>Delays to Train Services</u>				
RAILTRACK- CAUSED DELAYS (PER TRAIN MOVEMENT)	99 NMS Target for 1999/2000	98/99 ACTUAL (SECONDS)	99/00 ACTUAL (SECONDS)	% CHANGE 98/99 TO 99/00
Passenger trains	-7.5%	71	64	-10.0%
Freight trains	-7.5%	286	241	-15.6%
Average delay	-7.5%	83	74	-11.1%
RAILTRACK DELAYS BY CAUSE (PER TRAIN MOVEMENT)				
Infrastructure (track & structures)	-9.0%	34	29	-15.6%
Power supply	-9.0%	2	2	3.8%
Control system failures	-8.5%	17	15	-8.8%
Other external (e.g. vandalism)	-6.5%	5	5	-6.5%
Maintenance & renewal-related causes	-8.6%	59	52	-12.1%
Other Railtrack Causes	-4.5%	24	22	-8.6%
Total Railtrack delays	-7.5%	83	74	-11.1%

The table also shows the percentage changes in train delays, in the same format as the NMS. Minus percentages are improvements to the delays caused to trains. During 1999/2000 we continued to manage performance through the PfPI management process that was described in the NMS (p48). For the second full year of PfPI there has been an improvement in overall delays per train attributable to Railtrack. An overall improvement for the year of 11.1% was achieved, with the improvement to passenger services of 10.0%, while delays per freight train improved by 15.6%. (Note: the assessed improvement in passenger delays is after making an adjustment for outstanding disputes). The improvement to both passenger and freight exceeded the targets for the year set out in the 1999 NMS. However, for passenger delays the actual result fell short of the target of 12.7% set by the Rail Regulator. The Rail Regulator chose to invoke enforcement action against Railtrack, and we have challenged the reasonableness of the scale of his proposed penalty.

The improvement in our actual minutes delay against our forecast was driven primarily through the efforts and targeted investments made by Railtrack's Area Delivery Groups (ADGs), and our maintenance contractors. The resourcing and effectiveness of ADGs has been significantly enhanced over the last year, providing them with the capabilities and accountability to deliver performance improvements.

The success of this programme needs to be set in the context of the challenge posed by continued rapid growth on the network, leading to increased congestion. This creates significant challenges for performance management and with an increase in passenger train miles of 3.3% during the year, the underlying or real performance improvement is estimated to be around 4-5% higher than the actual results recorded.

Very significant efforts were made to address the particular problems caused to punctuality in the autumn, and this has been demonstrated by the cross-industry study which Railtrack actively supported. Despite our efforts, the actual results for the autumn were somewhat disappointing, with some days of poor performance occurring during this period.

The performance improvement by category of delay, was broadly in line with the forecast set out in the 1999 NMS. Infrastructure (track & structures) delays fell by more than forecast at 16% per train. The largest infrastructure contributors to this improvement were points failures, broken rails/track faults, TSRs and possessions-related delays. Compared to the previous year, there was a marked reduction in the impact of severe weather, reflecting a comparison to the exceptional flooding conditions in the previous year; however this was offset by a worsenment in the impact of lightning storms. Contrary to expectations, there was an overall slight deterioration in delays due to problems affecting power supplies (overhead lines and 3rd rail), with the worst percentage deterioration occurring on London North Eastern Zone.

Control system failures improved by 9% per train, in line with the NMS forecast, with the largest contribution being from a reduction in delays due to track circuit failures. Delays due to "Other external" events impacting on the infrastructure improved by 6.5%, again in line with the NMS forecast, with a marked improvement in delays due to bridge strikes, more than offsetting a deterioration in the impact of vandalism and theft.

Other Railtrack causes, which include delays due to scheduling and operation of the network, fatalities and other causes, improved by more than the NMS forecast at nearly 9%. Delays due to scheduling factors, and fatalities both improved significantly. By contrast, there was a material worsenment in the impact of fires and a range of other external events.

Station Facilities

The forecasts for the facilities at stations at the end of year 1999/2000 were shown in the NMS by the chart on page 51. The values of the forecasts shown on the chart, and the actuals are given in the following table. It should be remembered that changes in station facilities result from the actions of both Railtrack and the station operators in maintaining and renewing the existing facilities. The NMS forecast the consequences of work that is Railtrack's responsibility, and this is reported here. The provision of new facilities as a result of enhancement has not been included in these measures. We have included an average score for each 'theme' that has been weighted by the number of stations in each category. The categories for station classification, and the facilities covered by each 'theme' remain as defined in the NMS.

% of stations meeting target		
'Theme' and station category	Forecast	Actual
Accessibility		
A	72	71.4
B	56	58.8
C	44	46.1
D	40	40.9
E	34	33.6
F	40	41.8
Weighted Average	57.2	58.5
Comfort & Convenience		
A	69	69.6
B	78	79.0
C	57	56.2
D	60	59.1
E	47	46.3
F	71	71.1
Weighted Average	76.4	76.3
Integrated Transport		
A	69	72.1
B	73	72.7
C	71	70.4
D	59	59.0
E	61	59.8
F	52	50.6
Weighted Average	77.0	76.9
Information & Communications		
A	89	86.0
B	80	80.8
C	69	69.8
D	51	53.9
E	51	52.4
F	29	29.2
Weighted Average	73.8	74.4
Safety & Security		
A	66	64.5
B	61	62.9
C	56	54.8
D	*55	52.3
E	60	58.9
F	53	51.8
Weighted Average	70.0	69.1
* Note the chart in the NMS showed a value of 56%. This was an error.		

Station Asset Condition

Average Condition of Stations		
STATION CATEGORY	NMS Forecast 1999/2000	ACTUAL
A	2.2	2.4
B	2.2	2.3
C	2.3	2.3
D	2.2	2.2
E	2.2	2.2
F	2.2	2.3
All stations	2.2	2.3
Notes to the table: 1 the is highest possible condition, 5 is the lowest		

The 1999 NMS reported condition scores for 1998/99 of 2.3 overall average condition rating, together with a forecast condition score for 1999/2000 of 2.2. These ratings were based upon the inspections of approximately 22% of the total number of stations (544 inspections) carried out in 1998/1999.

The 2000 NMS records the results of approximately 2480 station inspections and the increased number of inspections has revealed a slightly higher overall average condition score for stations in 1998/99 with a subsequent revision to the 1999/2000 average condition score of 2.3. However, Railtrack remain on target for an overall average condition score of 2.2 in 2000/01, i.e. at the completion of the Station Regeneration Programme of works.

The largest variance within the station category analysis occurs within the category A stations. This includes our 14 Major Stations and the amended condition rating reflects the deferral of major maintenance and renewal works in anticipation of significant redevelopment works at some of these locations. This was not reflected in the results published in the 1999 NMS.

Depots

Quality of Carriage Washing at Depots			
QUALITY OF CARRIAGE WASHING AT DEPOTS	NMS FORECAST	ACTUAL	VARIANCE
No. of light maintenance depots	86	89	3
No. of carriage washers	74	74	0
Quality of carriage wash provided (%)	52	54	2

Number of LMDs - The NMS assumed that closures of depots would occur. All depots remained in use.

The notes to the depots table in the NMS stated that the quality of wash provided is influenced by the train operating company's management, operation and maintenance of the equipment. That said, using the same measuring technique as in previous years, a 2% improvement beyond the forecast quality of wash has been measured. The quality of washers improved 3% from the 1998/1999 level, and is in accordance with the commitment given in the NMS to enhance washer performance.

Asset Condition

<u>Speed Restrictions</u>	NMS FORECAST	ACTUAL 99/00	VARIANCE
No. of temporary speed restrictions in operation for more than three months, outside Rules of the Route	147	114	(33)

Railtrack has achieved a significant reduction in the number of long term TSRs.

Track

<u>No. of broken rails</u>	NMS FORECAST	ACTUAL 99/00	VARIANCE
	770	917	147

Broken Rails - The increase in broken rails started to become apparent in early 1998. This is obviously a major concern to Railtrack, and all parties within the industry. There are known to be number of causal factors involved. They are:

- the significant increase in the number of trains and tonnage which was not anticipated at the time of privatisation of the rail industry;
- an apparent increase in the number of wheel flats and poor vehicle maintenance;
- rail nearing the end of its life on high tonnage routes; and
- maintenance levels not keeping up with the unexpected traffic increase on some routes. This is particularly an issue where timeframes for the introduction of new traffic are shorter than those to plan and implement necessary changes in the maintenance regimes. This is most apparent with big step changes in volumes of freight traffic.

The reasons for rail breaks vary on a route by route and location specific basis. International evidence suggests that the problem of broken rails is not just occurring in the UK. The incidence of wheel/rail interface defects such as gauge corner cracking are increasing world-wide, and this is thought to be due to design features of modern rail vehicles. We are working hard to address these issues through the track quality improvement programme and other measures.

The sharp increase in broken rails in 1998/99 prompted a major programme to improve monitoring and detection, take preventative action, and carry out remedial work. We are making considerable efforts to gain a better understanding of the causes of broken rails and achieve a sustained reduction in the number. Our plans are now beginning to bring benefits and last year the number of broken

rails reduced to 917 from the high of 952 in 1998/99. Results for the first quarter of this year have been good and demonstrate continued improvement.

<u>Track TSRs</u>	NMS FORECAST FOR 99/2000	ACTUAL 99/00	VARIANCE
No. of condition of track temporary speed restrictions outside the Rules of the Route	145	125	(20)

The reduction of TSRs associated with track condition was due to better management of the track maintenance and renewal activities.

Structures

<u>Structure TSRs</u>	NMS FORECAST	ACTUAL 99/00	VARIANCE
No. of condition of structures temporary speed restrictions outside Rules of the Route	29	29	0

Renewal of the Network

<u>Renewal of network</u>			
km per year	NMS FORECAST	ACTUAL 99/00	VARIANCE
rail renewed	350	517	167
sleepers renewed	388	402	14
ballast renewed	482 *	401	(81)
signals renewed	471	74	(397)
structures renewed (no. of structures)	49	84	35
* Note - The table in the NMS showed 470 - this was an error.			

The actual volumes of renewals shown above has been compiled from the total of the individual Zone renewals as detailed in Section 11 - Zonal Plans and Route Strategies. On a network wide basis, the reasons for the variances can be summarised as follows:

- Rail - greater than forecast activity on WCRM, and the Settle and Carlisle line; also the effects of the broken rail initiative
- Sleepers and ballast - some changes in volume and work mix as a consequence of more re-railing
- Signalling - WCRM did not progress any signalling works, many other schemes slipped or were deferred
- Structures - increased number of spans as Barmouth Viaduct was completed ahead of forecast date, also some structures work was reclassified from refurbishment to renewals

Track Quality

Track quality is monitored by measuring the vertical alignment (rail top profile) and horizontal alignment (rail track alignment) over distances of 35 metres and 70 metres. For each of these four measures we set three standards, and nationally we aim for 50% of track to meet the highest standard, 90% to meet the second standard, and 100% to meet the third standard.

Railtrack intends to bring track quality, as measured by these parameters, to the level that it was on 1994. We intend to do this by March 2001. This commitment was confirmed on page 28 of the NMS as follows:

- reduce track not at 100% standard to the minimum * reasonably practical,
- return the proportions of 50% and 90% standard to those of 1/4/94.

Because of the fact that the condition of some track is only recorded once a year, the final results will not be available until 31 March 2002.

The NMS used graphs to show our forecast for the change in track quality over time, but for this Reconciliation Statement numerical values are reported.

	wt35			al35			mt70			al70		
	50%	90%	100%	50%	90%	100%	50%	90%	100%	50%	90%	100%
Actual	60.8%	89.1%	97.0%	71.3%	92.6%	96.1%	60.9%	92.4%	95.6%	70.5%	93.6%	95.7%
Target	63.6%	89.8%	97.4%	70.6%	91.7%	96.4%	61.5%	92.4%	96.1%	65.6%	92.0%	95.7%
Variance	-2.8%	-0.7%	-0.4%	0.7%	0.9%	-0.3%	-0.6%	0.0%	-0.5%	4.9%	1.6%	0.0%

The table gives the actual values of the percentage of track in each band as measured in the year 1999/2000. The target for the percentage of track in each quality for the year 1999/2000 has been calculated from a straight line taking improvement in each of the measures of track quality from the date of the commitment in July 1998 to 31 March 2002. The programme of works to achieve the improvement is weighted to the later parts of the programme when the effect of track renewals has a greater impact.

The variance is just a straight subtraction of the target value from the actual value. Of the 12 parameters, we reached our interim straight line targets in 6 of the 12 parameters. On the remaining, 5 are within 1% of target. The shortfall in WT35 50% is due in part to the fact that the straight line does not adequately reflect the rear end weighting of renewals, and their effect.

Track quality is now at the highest overall level since 31 March 1995.

[* Note - Wording of the NMS actually states 'maximum' - this was a printing error.]

Network Capability

Linespeed

<u>Linespeed</u>	NMS Forecast	Actual 1999/2000	Variance
km of track up to 35mph	3598	3598	0
km of track 40 to 75mph	17143	17236	93
km of track 80 to 105mph	7552	7459	(93)
km of track 110 to 125mph	2553	2553	0
km of track over 125mph	0	0	0
TOTAL	30846	30846	0

Line speed changes did not affect the length of track in the respective bands.

Loading Gauge

<u>Loading Gauge</u>	NMS Forecast	Actual 1999/00	Variance
km of route W6A	16522	16522	0
km of route W7	13097	13097	0
km of route W8	10233	10467	234
km of route W9	1561	2249	688
km of route W10	675	800	125

The gauge enhancements in addition to those forecast were achieved as follows:

W8 - Farington Junction to Blackburn Yard, Mossend to Corpach (Fort William) and Fawley to Marchwood.

W9 - 653km on the East Coast Main Line, and the remainder Coatbridge to Rainford, Acton Yard to Acton Wells Junction, and Sandbach to Hartford.

W10 - more of the West Coast Main Line than forecast.

Permitted axle weights

<u>Permitted axle weights</u>	NMS Forecast 99/00	Actual 99/00	Variance
km of track up to 20.3 tonnes	2725	2725	0
km of track 20.4 to 23.4 tonnes	14729	14729	0
km of track 23.5 to 25.4 tonnes	13392	13392	0
TOTAL	30846	30846	0

Electrification

<u>Electrification type</u>	NMS forecast	Actual 1999/00	Variance
km of 25kV overhead line	7576	7576	0
km of 750V DC third rail	4285	4285	0

Section 6

DEVELOPING

During 1999/2000 two major initiatives commenced that were not foreseen when the NMS was prepared.

The sSRA announced their intention to replace a number of the existing passenger franchises. They encouraged proposals from the existing franchise holders and potential new franchisees that would meet the emerging market demand with new services. The new franchises are expected to operate for longer time periods than the current franchises. This implies that the successful bidders for the new franchises will wish to pursue many of the enhancements identified in the NMS, or similar schemes, to achieve the necessary capacity increases. As a result we have been working closely with the sSRA and shared with them our feasibility studies for increasing capacity. Examples of these are the Trans-Pennine Route and routes into Waterloo.

The sSRA also developed with us the concept of the Incremental Output Statements ('IOSs') in which sSRA is proposing enhanced outputs from specific parts of the network, and Railtrack is assessing the feasibility and cost of providing these. The arrangements for Railtrack undertaking these schemes, and receiving funding, are being progressed with the Rail Regulator as part of the Periodic Review.

Passenger Markets

The NMS categorised the passenger market as follows.

Long Distance Services - The strategy described of working with operators to achieve capacity and journey times improvements is evident from the numbers of both feasibility studies undertaken during the year, and schemes that were completed. A significant number of these schemes have become IOSs or are being discussed as elements of replacement franchises.

Access to London - During the year work on the capacity issues for the capital continued. Again, this is evident from the progress made on specific studies that are identified in this Statement. The 2000 NMS (in the 'Developing rail services in London and the South East' document) indicates how the strategy for London is developing and how various schemes are being taken forward.

Urban Network Development - The importance of a partnership approach to planning and developing the network around the major conurbations is demonstrated by the progress on specific schemes described in this Statement. The effect is to achieve better integration of transport modes that is a goal of both Railtrack and the Government.

Rural Services - This Statement demonstrates that the benefits passengers have received in recent years on busy parts of the network are now cascading down to rural routes. For example, there are schemes to provide better facilities at smaller stations, passenger security and to provide passenger information on rural stations.

Access to Airports

Gatwick Airport - consideration has been given to additional services operating on the Brighton Main Line, and these could serve the growing demand at Gatwick Airport. The 2000 NMS (vol. 2, p170) describes the option for capacity enhancements on Route 19.

Heathrow - The work to develop options for access from St. Pancras and to provide a new southern link to Heathrow has continued, and now forms the Airtrack proposal that is described in the 2000 NMS (see the 'Developing rail services in London & South East' document).

The new Luton Airport Parkway Station that serves Luton Airport, and is an interchange with the M1, was opened in November 1999 by Her Majesty the Queen who travelled by scheduled Thameslink Rail train to the opening ceremony. The station is served by Thameslink Rail and Midland Mainline Ltd train services.

Manchester Airport - The 2000 NMS (vol. 1, p68,69) and North Edition of the NMS (p18,19) describe detailed options for the development of the network to serve the airport. Plans for the expansion of the existing Airport Station into a ground transport interchange, incorporating both heavy and light rail together with buses, are now well advanced. The airport authorities and have gone out to tender for the first stage of the work. Expansion of the airport services are being considered as part of the Manchester Hub Study. The first results of this study have been shared with the Rail Regulator and sSRA and a programme for future works agreed upon.

Glasgow Airport - Options for access have been developed with Strathclyde PTE. The 2000 NMS ('Developing rail services in Scotland' p49) identifies the Paisley Gilmour Street to Glasgow Central section of line as requiring capacity improvements. The PTE is now considering how the project should be taken forward.

Birmingham Airport - The work with a number of parties to plan improvements to the facilities at Birmingham International station continues. The Airport authority has made plans for a new transport interchange with links to the station. We are undertaking feasibility studies for new multi-storey car parks and other station improvements.

Holyhead is a critical link with Ireland, and the extensive SRP works to renew the roof, redecorate walls, repair external walls and resurface platforms have been completed at the station.

Channel Tunnel Rail Link

Section 1 of the Channel Tunnel Rail Link is now over 30% complete, on budget and on schedule. We are currently undertaking a due diligence exercise on Section 2 of CTRL.

Capacity bottlenecks

The NMS described how the bottlenecks identified in the 1998 NMS were being taken forward. The table on page 66 of the NMS listed completion dates for various schemes. Those schemes where completion or where significant elements of completion were expected in 1999/2000 were as follows:

- Midland Main Line - reinstatement of platform at St. Pancras. Completed -refer to Section 11, Route 5.
- Thameslink 2000 scheme allowing 12 car trains. The completion date shown in the NMS is 1999-2006. Only minor preparatory works have been undertaken so far as the scheme is subject to a Public Inquiry in to the Transport and Works Act application.
- Great Eastern Main Line: Liverpool St. to Gidea Park - enhanced capacity of Gospel Oak to Barking Line to remove some freight trains from the route. The 2000 NMS (vol. 2, p154) confirms the completion of this scheme.
- Leamington to Coventry on the Derby to Bristol and Didcot via Birmingham route - The proposed timetable solution was identified in the NMS as being dependent upon negotiations with customers and was due for completion in 2000. The 2000 NMS (vol. 1, p80) mentions various options for train routing, with new infrastructure works.
- Great Western Main Line: Paddington to Reading & Reading to Basingstoke. The NMS stated that implementation of various works on these route were to start in 1999. Work has started at Reading to provide new platforms for additional First Great Western and Virgin CrossCountry services. The 2000 NMS (vol. 1, p78) now packages these works with the Great Western Renaissance Phase 1.
- South West Scotland: Kilmarnock to Gretna Green - Capacity improvements have been achieved by adding a passing loop at Thornhill, that has been commissioned during June 2000.

The NMS also listed on page 67 locations identified in the 1998 NMS that were predicted to suffer from congestion. Within this list Wigston North Junction was shown with work commencing in 1999. The improvement that was indicated in the NMS has been achieved by the installation of a new chord in May 1999.

New Vehicles

The NMS listed the applications that would be made to the Rolling Stock Approval Board for new vehicles, and significant changes to route clearances. (The proposal by South West Trains was not included in the original NMS list). Progress with the applications is as follows:

1999

- Eurostar North of London - Electric
rescoped by customer- in service to York as planned by GNER from May 2000 timetable
- Central Trains - Diesel
achieved with gauge clearance slippage on certain routes
- Anglia Railways - Diesel
achieved
- ScotRail - Diesel
achieved
- ScotRail - Electric
testing in progress - project has slipped and vehicle modification is required
- Connex South Eastern - Electric
testing in progress, rolling stock project slippage
- LTS - Electric
project slippage - initial passenger operation authorised end March 2000

Gatwick Express - Electric
project slippage - initial passenger operation authorised May 2000
South West Trains - electric
achieved with slippage - initial passenger operation authorised February 2000
EWS Freight Electric (Route extension)
achieved - progressive route extensions throughout year
Freightliner - Diesel conversion
achieved
EWS - Freight Diesel (Class 67)
achieved for 95mph, and 110mph(limited routes)
Railtrack - Multipurpose vehicles
achieved

2000

First North Western - Diesel
achieved in February 2000 on limited routes - further clearance in progress
First North Western - High-speed diesel
project rescoped by customer
First Great Western - High-speed diesel
testing to start Summer 2000
Northern Spirit - Electric
on programme - testing started March 2000
Railtrack - High-speed track relaying machine
achieved

It should be noted that Railtrack manages the RSAB process, but is reliant on the quality of the submissions made to it to achieve the timely approvals that the industry wishes to see.

In the autumn of 1999 train manufacturers raised their concerns about the approvals process with the Rail Regulator. Railtrack worked closely with the sSRA and industry parties to identify the causes and facilitate acceptance without detriment to Railtrack safety management requirements.

In parallel, two significant projects were started in 1999 to address long standing network information issues affecting Rolling Stock acceptance, namely:

- The National Gauging Project is a three year project which will provide assured information on actual structure dimensions to support vehicle gauging
- The Railtrack Industry Safety Case Data Initiative will provide improved information on the infrastructure's electrical characteristics and susceptibility to electromagnetic interference, to support safety case preparation.

Interoperability - The NMS stated that we were actively working with interested parties throughout the European rail industry to ensure that the technical standards adopted match the interests of the UK rail industry. This work has continued, and the impact of the EU directives is described above in Section 4.

Stations and Depots

Platform Stepping Distances - A policy for addressing the variations in platform stepping distances was formulated in August 1999, and then circulated within the industry. The policy was endorsed by Railtrack in November, and we then commenced discussions with HMRI and the Rail Regulator. As described in the 2000 NMS (vol. 1, p96), an independent feasibility study was then commenced at the 116 most deficient stations which were selected on the basis of usage, special local circumstances, accident history and severity of physical gap.

This study was completed in March 2000, and work has started on planning the project, subject to funding being approved in the next control period, and it is intended to commence work in August 2001. The Rail Regulator and sSRA have agreed in principle to support a prioritised 10 year programme to progressively harmonise the network at the most important stations.

A policy for platform lengths which are not sufficient for the trains that operators wish to run has been developed in parallel with the platform stepping distances policy. It has been agreed with industry parties that train operators need to take the lead in these matters when they wish to change the way in which their services use stations.

Disabled Access - A strategy for developing access was approved by the Railtrack Board in December 1999, and circulated to the Rail Regulator and the industry. It identifies how we will meet the Rail Regulator's Code of Practice, and the reasonable outputs from the policy. The 2000 NMS (vol. 1, p96) describes the main elements of the strategy as they affect stations, and how the strategy has been used to estimate the level of expenditure over the 20 years needed to meet the objectives of the strategy and our obligations under the Disability Discrimination Act.

The major works at Birmingham New Street to install lifts has been completed, but the HMRI has refused to allow passengers to use the lifts unassisted until a CCTV system is installed. Whilst this is not due for completion until October/November 2000, a temporary system should enable unassisted operation of the lifts to commence somewhat earlier. The installation of lifts at Paisley Gilmour Street has also been completed and these were officially opened on 16 June 2000.

The research into alternative tactile paving surfaces for platform edges has been underway since mid 1999 and is almost complete. The research was undertaken by the Joint Mobility Unit (a joint venture between Guide Dogs for the Blind and the Royal National Institute for the Blind) and comprised scuff, wear and user testing for a range of surfaces.

Research into lift solutions for unstaffed stations has been undertaken in-house, with a 'pilot' lift being installed at Bargoed in South Wales. However, it has become apparent that resources in-house are inadequate for an effective research programme, and one of Railtrack's approved access consultants has been approached to quote for the work.

Depots - Consultations were undertaken with the passenger train operators about the long term management arrangements for light maintenance depots, and from these discussions Railtrack formulated a strategy for LMDs. We concluded that the model that currently exists was meeting the industry's needs and was one that we could sustain. It is expected that the detailed requirements of train operators will become apparent as replacement franchises are established.

Social and environmental benefits

Techniques for evaluating the social and environmental benefits arising from enhancement proposals have been developed, and as reported in the 2000 NMS (vol. 1, p72) are now integrated into the route strategy models.

Timetabling

The NMS described the revised bid and offers arrangements that had been introduced under the Railtrack Track Access Conditions Part D, and that these were applied for the Summer 2000 timetable development cycle. We organised the National Timetable Development Conference in early June 1999 and it was attended by over 180 representatives from all the train operators, Railtrack, other industry observers and the press. It was a resounding success, and in particular allowed a co-operative approach to be taken to the development of new services proposals. With an increasingly busy network these improved arrangements have become established and formed the basis for the recent conference for the 2001 Timetable.

Investment Packages

The NMS stated that the enhancement proposals it contained, the funding of the proposals, and the public sector implications, required Railtrack to conclude arrangements with Government and the Rail Regulator about the framework for additional funding. The 2000 NMS (vol. 1, p58) states that key events have still to happen - the publication of the Government's ten year plan for transport, and the final determination of the Periodic Review - before there is certainty about the level of enhancement expenditure to which we can commit.

The table below shows the forecast level of enhancement spend in the NMS.

Enhancement Expenditure (£M)			
Type of Asset	NMS Forecast	Actual	Variance
Track	70	81	11
Structures	40	26	(14)
Signalling	45	46	1
Electrification	60	36	(24)
Plant & Machinery	20	20	0
Telecoms	10	7	(3)
Stations	170	170	0
Depots	20	21	1
Other	5	2	(3)
TOTAL	440	408	(32)

The actual expenditure shown above has been compiled from the total of the individual Zone expenditure as detailed in Section 11 - Zonal Plans and Route Strategies, and also a relatively small amount of expenditure by Headquarters and other non-Zone business units. The variances between the forecast and actual spend are also shown. On a network wide basis, the reasons for significant variances can be summarised as follows:

- Track - increased spend due to advancing some ECML work, and work on the Settle and Carlisle line. These increases have been partly offset by slippages on some other schemes. The track quality improvement and broken rails reduction initiatives caused more work to be undertaken than forecast.
- Structures - works not progressed, including work expected as part of the West Coast Route Modernisation.
- Signalling - various slippages in Zone schemes, offset by £8.4M Headquarters managed TPWS expenditure that was not in the NMS.
- Electrification - reduced spend for various reasons, including delays in commencing WCRM work.

Schemes being developed

The NMS identified on pages 78 - 81 a list of major schemes that were being developed, and indicated the expected dates for completing the schemes. For schemes that were shown for completion during 1999/2000 progress was as follows:

- Northern Trans - Pennine Route linespeed and capacity increases - Staged timetable changes were planned in 1999/2000. Changes to the timetable were made, but longer term capacity changes are being discussed with the sSRA as part of the replacement franchising activity.
- Cardiff Central - refurbishment, additional platforms, and station approach rebuilding was substantially completed in September 1999, and the works formally handed over in May 2000.

Section 7

FREIGHT

Progress and Customer Requirements

The NMS referred to customer requirements, and how the outstanding and new 'customer reasonable requirements' were being taken forward through the process was established under Condition 7 of the Railtrack Network Licence. A full analysis of CRRs for each of the freight operators was given in the 2000 NMS. The total of agreed CRRs increased from 161 in the 1999 NMS to 281 in the 2000 NMS.

Market Growth

The potential growth in the freight business was reviewed in the NMS, and it was noted that customer forecasts supported by DETR initiatives indicate annual growth of at least 15% over the following five years. The 2000 NMS forecast an increase of 3% in gross tonne km from year 1998/99 to 1999/2000.

The NMS described the need to provide for freight growth in the long term, and the funding consequences. Discussions about funding were taking place with the industry stakeholders when the NMS was published. The sSRA became involved in these discussions, as they considered the general strategy for route development. Enhancements in the immediate future will continue to be funded by train operators and freight shippers, and we expect that the sSRA will establish arrangements for providing some funds for the longer term provision of freight capacity.

Routeing Strategy

The NMS made reference in the freight section, in the individual route strategies, and elsewhere to a Freight Routeing Strategy centred on the West Coast Main Line, that was to be published in July 1999. The emerging uncertainties with the West Coast Route Modernisation caused the freight operators, and indeed, the passenger train operators to challenge our plans. As a result, we produced a revised strategy for freight on the WCML and on parallel routes that was submitted to the Rail Regulator in April 2000. This is being considered by the Rail Regulator and the industry. Further information will be provided by us to the Rail Regulator in July that will examine how our contractual obligations should be met.

Another strategic consideration was the proposals to transfer Felixstowe Port traffic from the Great Eastern and North London Line routes to a cross country route via Peterborough and Leicester to WCML at Nuneaton. Railtrack produced a feasibility study into the costs of enhancing the gauge to W10 on this route. The proposals have had to be revised due to industry concerns that a wider gauge to accommodate 2600mm wide reefer swap bodies would be more appropriate. Joint industry work to finalise the dimensions of such a gauge was completed in April 2000, enabling feasibility work on the estimated costs to proceed.

An evaluation was conducted with customers for additional capacity between the Great Western Mainline, Acton and Cricklewood on North London line. Options for additional capacity have been produced and the 2000 NMS states that these are being developed in conjunction with the sSRA.

Feasibility work with Associated British Ports was undertaken during 1999/2000, and is continuing, for the linking of their Dibden Bay development with the rail network. The 2000 NMS also reports that gauge enhancement work on Routes 21 and 7 is progressing to support increasing business to Southampton.

'Project Elephant' was a jointly funded feasibility study for the running of heavier axle weight trains in South Wales between Port Talbot and Llanwern steelworks. At present there appears to be no financial case for proceeding with the enhancement works required.

Gauge Enhancement

The target dates for completing W10 route clearances on WCML were met. The Coventry to Scotland section was completed in July, and the entire route in December 1999.

Terminals and Mothballed Routes

The principles for the protection and development of existing terminals and mothballed routes were to be published by Railtrack. The 'Guide to Rail Freight' was published in April 1999, and over 1500 free copies have been distributed to customers and stakeholders throughout the industry.

Progress with our 10 Point Plan

The NMS described the progress that had been made in achieving the 'Ten Point Plan' for the development of the freight business. The NMS also gave the following commitments for 1999/2000:

- Point 1 - It was noted that cost causation was being discussed with stakeholders. The Periodic Review has extended this work so that detailed studies now given a better understanding of the costs of running freight trains on the infrastructure.
- Point 3 - A 'customer reasonable requirement' was proposed for the provision of delay information specifically for freight only lines. It has been established that Railtrack systems are not configured to provide this, and that there would be insufficient business benefits in modifying systems to do so. The average delays to freight trains attributable to Railtrack during 1999/2000 have improved by over 15% on the previous year, and are reported in Section 5 of this Statement. Railtrack attributable delays to freight traffic reduced to an average of 4.1 minutes per train, a reduction of 14 % in 1999/00 compared with 1998/99.
- Point 4 - In the NMS we set a target of providing up to 20 new paths at 75mph or greater a year. This target was met with an average total of 45 high-speed paths per day running on the network on our key routes, compared with 25 in 1999. In May 1999 a new milestone was met with the introduction of a 110mph Royal Mail service between London and Scotland.
- Point 7 - The NMS said that improved project management would be applied to the portfolio of 346 projects for delivery over the coming 2 years. The Freight Account Managers on each Zone have worked with their project delivery colleagues to take the schemes forward.

Summary

The summary of the Freight Section in the NMS indicated that there were enhancement options for freight that had not been costed in the NMS and that these would be the subject of further development during the year. Of particular importance have been proposals for longer, larger and heavier freight trains, and the 2000 NMS has identified strategic routes where these possibilities are considered in further detail.

A forecast was provided in the NMS of freight related expenditure. The figures for 1999/2000, and the actual expenditure are shown below.

<u>Summary of Freight Specific Enhancement Investment (£M)</u>			
RAILTRACK FUNDING	NMS Forecast	Actual	Variance
Committed			
Terminal connection etc.	10.84	0.88	(9.96)
Specific gauge enhancement schemes	0.99	0.15	(0.84)
Subject to further feasibility work			
Route development	3.09	2.68	(0.41)
Total Railtrack funding	14.92	3.71	(11.21)
EXTERNAL FUNDING			
Committed			
Terminals etc.	11.85	5.43	(6.42)
Grant funding not yet secured			
Gauge enhancement	4.41	0.00	(4.41)
Route Development	0.00	0.00	0.00
Subject to further feasibility work			
Terminals etc.	2.98	0.02	(2.96)
Route development	8.50	0.02	(8.48)
Total external funding	27.74	5.47	(22.27)
TOTAL FUNDING	42.66	9.18	(33.48)
The text on p94 of the NMS states that the enhancements forecasts are for 'local freight enhancements' and so exclude the elements such as long term capacity enhancements, W11w gauge enhancements on some routes, and resolving outstanding customer reasonable requirements.			

The lower than anticipated spend on enhancements for freight has generally been due to customers not wishing to progress their proposals, or wishing to defer their plans. Delays have also arisen as we awaited the outcome of freight grant applications, or applications for planning permission.

Section 8

LONDON

The opportunity & our vision

The NMS described the 'vision' that we had for London, and specific schemes that could deliver that vision. In the 2000 NMS, (particularly in regional volume 'Developing rail services in London and the South East') a detailed update was given of the various schemes. The 2000 NMS therefore captures how our thinking has moved on for these schemes.

For the purpose of this Reconciliation Statement it is worth highlighting some specific issues.

London Underground Integration

The NMS stated that we were continuing to develop ideas for integrating parts of the London Underground network with the national rail network. This work ceased when we withdrew from the bidding for the Public Private Partnership contracts for maintenance of part of the London Underground system. Railtrack continues to work with the sSRA and London Underground Limited on the development of the East London Line extension scheme and will contribute positively to the East-West Rail studies being undertaken by the sSRA.

London Airports Access

Feltham Station Interchange for Heathrow opened in March 1999 and provides an interchange for buses serving all the airport terminals. The number of airline passengers and airport workers using the interchange has comfortably exceeded our expectations.

Proposals for services from Heathrow to St Pancras have been developed, and in the 2000 NMS 'Developing rail services in London & the South East' edition we describe the 'Airtrack' proposal that provides through running to St Pancras, with direct connections to the West Coast Main Line, Midland Main Line and destinations such as Southampton and Portsmouth. The scheme is being developed through discussion with British Airports Authority, and sSRA; but the construction of Terminal Five is integral to the scheme.

The NMS identified that an interim stage for development of services would be for Heathrow to Paddington services to call at Hayes and Harlington and Ealing Broadway for summer 2000. The introduction of these services has not been progressed due to the Ladbroke Grove accident investigations. The potential for such services will be considered as part of the wider analysis that is taking place to address the needs of all the users of the Great Western Mainline.

Baggage check in facilities for airline passengers are now operating at Paddington, and these facilities complement new quality retail outlets. There are on going plans for further development of Paddington.

Luton Airport Parkway Station was completed, and the opening was reported in the 2000 NMS. Services operated by Thameslink and Midland Main Line now use the station, and the 2000 NMS reports passenger numbers exceeding forecasts.

We have recognised the need to improve the infrastructure at Gatwick Station, and the NMS noted that the upgrading of the Brighton Mainline would provide the opportunity. The options for developing both the Brighton Mainline and Gatwick Station are shown in the 2000 NMS (vol. 2, p168).

Stansted Airport - We have worked with WAGN to provide four trains per hour to the airport between the peaks. Demand will continue to increase, reflecting the airports ambitious plans to cope with more airline passengers. The 2000 NMS (vol. 2, p148) describes the options for developing the West Anglia Mainline.

Thameslink 2000

Various activities were described in the NMS for the Thameslink 2000 Project:

- we continued to work closely with Franchising Director/sSRA and DETR to develop the detail of the project,
- we submitted a supplementary Transport and Works Act application in autumn 1999;
- the Secretary of State decided to hold a public inquiry that commenced in June 2000;
- supporting information to present our case at the public inquiry was prepared,
- work on the Thameslink 2000 integrated timetables continued.

Railtrack has also supported the sSRA as they manage the process for considering the network and station closures that will be necessary to deliver the project. During the course of the year the impact of the Channel Tunnel Rail Link Phase 2 works on the Thameslink 2000 works was re-assessed. The Thameslink 2000 Project has now identified all the essential works that must be progressed if CTRL is delayed or does not proceed. The Thameslink 2000 project plan now covers these works.

Other cross London routes

The NMS indicated that during the year consideration would be given to other cross London and London radial routes. The 2000 NMS document entitled 'Developing rail services in London & the South East' identifies options available on the various routes to address issues facing the London and South East network. The NMS trailed a new station at West Brompton, and this has opened to serve trains on the Willesden - Clapham and Rugby - Gatwick routes.

Railtrack has supported the Croydon Tramlink. Sections of the route have now opened and passengers are receiving the benefits of the links that the light rail network provides to the national rail network.

Section 9

SCOTLAND

Introduction

A Scottish edition of the NMS was published at the same time as the national document. This Reconciliation Statement has not specifically reviewed the Scottish edition because the commitments made in it were contained in the national edition. The status of the Scottish edition was agreed with the Rail Regulator prior to publication.

Parliament and Local Government

Since the election of the Scottish Parliament in May 1999 we have worked closely with the new administration. The provisions of the Transport Bill will give full effect to the Parliament's funding authority.

Sustaining the Network

The NMS described the particular challenges of maintaining the network in Scotland due to the greater proportion of harsh topography than elsewhere in the country. The opportunity was taken during better than usual weather to undertake more work than was originally planned on the Forth Bridge (refer to Section 11, Route 14)

Developing the Network

The commitment made for W10 gauge enhancements from Coatbridge to Willesden were completed by December 1999.

As reported in the 2000 NMS (Vol. 2, p144) the 15 minute interval service between Edinburgh and Glasgow was introduced in September 1999.

The schemes for the extension of Haymarket Depot, and installation of tanks at the depot to accommodate trains with controlled emission toilets, were completed during the year.

Section 10

WALES

Introduction

The NMS forecast expenditure of £68M during the year on the network in Wales, as shown in the table on page 121. (The reference to expenditure of £72M on page 116 was for the year 1998/99). Actual expenditure, as shown in the following table, was £65M.

Sustaining the network

Cambrian Coast Line - Work to improve the reliability of the radio signalling system was due for completion in 2000. Although design for the new works is completed, the phasing of the work has not yet been decided.

Cardiff Valleys - The NMS reported on the relaying of track with steel sleepers, and planned a further 4 miles in 1999. By the end of 1999 the length of this relayed track totalled 24 miles. It was also stated that over the coming 2 years we would focus on structures sensitive to flooding. This work is now 40% done, and due for completion in 2000.

Developing the network

Cardiff Central - The £13M major refurbishment planned for completion in 1999 to enhance the station to handle large numbers of passengers attending the National Stadium of Wales was substantially completed in September 1999, and formal hand over took place in May 2000.

Chester Light Maintenance Depot - The new depot was completed in December 1999, and provides a maintenance facility able to facilitate new Class 175 rolling stock. Works also included an environmental cleanup of site, and a refuelling point.

Cardiff Valleys Route - In conjunction with SWIFT, we said that we would progress an additional platform at Bargoed station in 1999/2000. This is underway, and due for completion ready for the Winter 2000 timetable.

Passenger security - The NMS indicated that improvements to station security would take place at many Welsh stations. The £2M programme is substantially complete, with the remainder of the CCTV works to be finished during 2000.

Expenditure to achieve vision for Wales

The NMS forecast the expenditure in Wales on maintenance, renewals and enhancements. Actual expenditure has been identified from the work undertaken on the parts of the strategic routes that run through Wales, namely routes 3, 7, 10, 11, 12, 28 and 29. Details of works are shown for these routes in Section 11.

Expenditure on maintenance, renewals and enhancement in Wales (£M)			
	NMS Forecast	Actual	Variance
Maintenance	25	26	1
Renewals			
Track	5	12	7
Structures	8	6	(2)
Signalling	4	4	0
Plant & Machinery	1	1	0
Telecoms	2	0	(2)
Stations	7	12	5
Depots	2	0	(2)
Renewals Total	29	35	6
Enhancement Total	14	4	(10)
TOTAL	68	65	(3)

The NMS listed schemes that needed to progress to achieve our vision for Wales. The schemes that were shown as being having a timescale during 1999/2000 were as follows:

- Cardiff Central Station - reported above.
- Station security - reported above.
- Wentloog freight terminal - construction of connection during 2000 at a cost of cost £3m. Work is underway to complete the west end connection in September, and the east end in December 2000.
- North Wales linespeed improvements Chester to Bangor. The works are on target to meet the original plan for completion in time for the Winter 2000 timescale. The project cost of £1.3M includes £0.5M funding from the Welsh Office.
- Llandudno Junction - Considerable improvements were made to the station, including the provision of 3 lifts suitable for use by disabled passengers. The works were completed in July 1999, within the original cost estimate of £1M.

Section 11 - Zonal Plans & Route Strategies

ZONAL PLANS

INTRODUCTION

This part of Section 11 compares the forecast expenditure for each Zone by maintenance, renewals and enhancements and by asset category to the actual expenditure incurred in the year. Commentary is included to explain the significant variances which have occurred.

EAST ANGLIA ZONE

Maintenance Expenditure (£M)	NMS Forecast	Actual	Variance
	66	66	0

Increased expenditure on performance initiatives was offset by efficiencies.

Renewals Expenditure (£M)			
Type of Asset	NMS Forecast	Actual	Variance
Track	26	28	2
Structures	11	11	0
Signalling	19	28	9
Electrification	3	2	(1)
Plant & Machinery	0	4	4
Telecoms	6	1	(5)
Stations	22	23	1
Depots	4	0	(4)
TOTAL	91	97	6

Explanation of variances

Track - £2.1M overspend on route 15, where, during the blockade for the Hitchin-Cambridge linespeed increases during August 99, we took the opportunity to carry out additional track renewals in the area. £4M overspend on route 16 where we commissioned additional track renewals between Harold Wood and Shenfield to increase line speeds and improve track quality. Track renewal works were deferred (£3.5M) on route 17 and 26 in order to make better use of available possessions and minimise customer disruption.

Signalling - More extensive design and development has been carried out to determine the optimum solutions associated with modernising the West Anglia Route (Route 15). Since the publication of the NMS, phase 1 (Hackney Downs) and phase 2 (Brimdown - Elsenham) have been authorised, and work on site has started. £0.4M spend has been spent on the signalling partnership project to develop new signalling technology and supplier base for the Cromer re-signalling project that could then be applied elsewhere on the network.

Electrification - Route 15 West Anglia Route Modernisation (WARM) electrification works of £1.2M is now reclassified as signalling. Cost savings were made possible on route 16 by efficient tendering and contract

management (Colchester area power supplies upgrade project) and the results of a feasibility study into renewing equipment at Romford electrical control room which indicated better condition than expected.

Plant & Machinery - Expenditure for London Tilbury and Southend, West Anglia Main Line and Great Eastern/Anglia station security was identified within the NMS as stations but subsequently reclassified as Plant & Machinery.

Telecoms - Underspend due to a CIS upgrade programme revision with LTS Rail, deferred implementation of upgraded CIS on route 15, reclassification of route 15 WARM telecoms works and route 16 CIS upgrade as signalling, and delayed replacement of the Liverpool Street IECC telephone concentrator (the appropriate technical solution took longer to develop than expected).

Stations - Overspend on routes 17, 15 and 26 due to reclassification of depot works as stations and advanced renewals to take advantage of available possessions and plant on site, offset by some route 16 under spend. Reclassification of GE/Anglia security as Plant & Machinery. Under spend on Liverpool Street station (£0.4M) as projects deferred to 2000/01 and 2001/02.

Depots - Underspend due to reclassification of works as stations and advanced works to take advantage of available possessions and plant on site.

Renewal Rates			
Renewal	NMS Forecast	Actual	Variance
Rail renewed (km per year)	34	45	9
Sleepers renewed (km per year)	32	39	7
Ballast renewed (km per year)	38	32	(6)
Signals renewed (km per year)	55	0	(55)
Structures renewed (no. of structures)	1	0	(1)

Explanation of variances

Track - These variances are as a result of taking the opportunity to undertake additional track renewals in the area where possessions had already been granted for other schemes i.e. Hitchin - Cambridge and Harold Wood - Shenfield linespeed increases. We deferred relaying and ballasting between Benfleet and Pitsea in order to make better use of available possessions and minimise disruption to our customers.

Signals - Work on the Cromer resignalling had been deferred to June 2000. This was to enable new computer technology to be thoroughly tested prior to the commissioning of the new signalling.

Structures - We carried out strengthening works to bridge No. 1 at Willesden, rather than reconstruction, saving £1m.

Enhancement Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	1	0	(1)
Structures	2	0	(2)
Signalling	1	3	2
Electrification	1	0	(1)
Plant & Machinery	0	0	0
Telecoms	2	0	(2)
Stations	21	12	(9)
Depots	1	0	(1)
TOTAL	29	15	(14)

Explanation of variances

Track - Delay in Route 15 WARM scheme, including track works. We have continued negotiating the required enhancements with WAGN, the sSRA and BAA. This lengthy process has led to design and development for capacity upgrades proceeding more slowly than planned.

Structures - Delay in Route 15 WARM scheme, including structures works. We have continued negotiating the required enhancements with WAGN, the sSRA and BAA. This lengthy process has led to design and development for capacity upgrades proceeding more slowly than planned.

Signalling - Route 16 GE CIS Upgrade telecoms expenditure was reclassified as signalling. Additional renewals to signalling were carried out for Hitchin - Cambridge Linespeed Improvements to take advantage of available possessions.

Electrification - Delay in Route 15 WARM scheme, including electrification works.

Telecoms - Route 16 GE CIS Upgrade telecoms expenditure was reclassified as signalling.

Stations - A number of station and car-park improvements on route 15 have been deferred, withdrawn or replaced following agreement of priorities with customers and planning authorities. The implementation of a new walkway linking Chafford Hundred station with the Lakeside shopping centre was delayed pending agreement of exact specifications with Capital Shopping Centre. The new walkway has now opened. Some LTS stations and depot works have been deferred as LTS establish their exact requirements as part of their 'c2c' rebranding scheme. Braintree Freeport Station has been built by a developer and opened in November 1999 with no direct cost to Railtrack (apart from recoverable supervision, track possession and electrical isolation costs).

Depots - LTS Rail decided to provide office accommodation themselves at East Ham Depot, rather than as part of a Railtrack scheme.

GREAT WESTERN ZONE

Great Western Zone			
Maintenance Expenditure (£M)	NMS Forecast	Actual	Variance
	91	96	5

Additional expenditure resulted from:

- the new contract for the Bristol area.
- an increase in the provision for claims
- additional out payments on the maintenance contract performance regimes
- additional track quality work

Renewals Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	30	51	21
Structures	20	20	(0)
Signalling	14*	7	(7)
Electrification	1	1	(0)
Plant & Machinery	4*	5	1
Telecoms	8	2	(6)
Stations	18	21	3
Depots	10	1	(9)
TOTAL	105	108	3
* Note: The table in the NMS incorrectly showed Signalling as 13 and Plant & Machinery as 5.			

Explanation of variances

Track - Accelerated renewals as part of Track Quality Improvement programme and Broken Rails increased spend on Routes 3, 4, 10, 22, 27, 28, 29 and 42 (and Severn Tunnel on Route 3).

Signalling - Scheme delays included freight terminals (e.g. Wentloog), Bristol TM platforms 13 & 15, and Filton Junction. These contributed to under spend on Route 3. signalling records constraints, business case problems and subsequent budget cuts. Various renewals schemes were not completed due to resource constraints and re-allocation of funds on Route 4. Delays to level crossing improvements led to under spend on Route 7.

Telecoms - Schemes delayed on Routes 3, 4 and 7. On Route 3, the Driver Only Operation CCTV feasibility study was rejected and no solution was found in feasibility study for the Reading concentrator.

Stations - Accelerated SRP programme - completed one year early. NMS includes £1.2M Major Stations spend for Paddington. Some expenditure has been reclassified to enhancements.

Depots - Delay to Old Oak Common - new deal under negotiation with FGW on Routes 3 and 4.

Renewal Rates			
Renewal	NMS Forecast	Actual	Variance
Rail renewed (km per year)	48	78	30
Sleepers renewed (km per year)	82	56	(26)
Ballast renewed (km per year)	82	65	(17)
Signals renewed (km per year)	0	0	0
Structures renewed (no. of structures)	3	3	0

Explanation of variances

Rail - Additional spend due to the broken rail initiative.

Sleepers/ballast - Shortfall was due to work being cancelled, due to, for example, possessions not being available, and the breakdown of works trains.

Enhancement Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	8	5	(3)
Structures	1	4	3
Signalling	8	(5)	(13)
Electrification	0	0	(0)
Plant & Machinery	2	1	(1)
Telecoms	2	2	(0)
Stations	46	44	(2)
Depots	2	6	4
TOTAL	69	57	(12)

Explanation of variances

Track - Scheme slippage.

Structures - Chippenham underbridge, externally funded.

Signalling - Scheme slippage/redefinition.

Plant & Machinery - Scheme slippage.

Stations - NMS includes £25.3M spend at Paddington station. Actual stations spend includes £28.1M following cost overruns on Paddington station enhancements scheme and Paddington station automatic ticket gates scheme being deferred.

Depots - Bristol Parkway Royal Mail Terminal and South Marston, Swindon Euro Terminal reclassified as Depots.

LONDON NORTH EAST ZONE

Maintenance Expenditure (£M)			
	NMS Forecast	Actual	Variance
	98	97	(1)

There was significant expenditure above the forecast in ancillary activities such as inspections, leaf fall and vegetation clearance, litter clearance, and engineering strategic plant (e.g. weed killing trains, rail grinding, and high speed track recording). Claims and variations, and haulage were significantly less than expected.

Renewals Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	42	53	11
Structures	23	27	4
Signalling	20	24	4
Electrification	1	1	0
Plant & Machinery	2	3	1
Telecoms	4	2	(2)
Stations	33	29	(4)
Depots	5	0	(5)
TOTAL	130	138	8

Explanation of variances

Track - Inclusion of additional performance schemes to meet output targets, additional spend on track quality and rail breaks.

Structures - Inclusion of additional performance schemes to meet output targets, additional fencing to mitigate vandalism, and earthworks.

Signalling - Additional wire degradation works, additional spend on Signals Passed at Danger (SPADS) initiative, and other safety schemes. Early Reduction of Signal Boxes (EROS) scheme completion delayed due to additional renewal scope.

Plant & Machinery - Inclusion of additional performance schemes to meet output targets; additional £1M for switch heaters.

Telecoms - GNER CIS efficiency, NS & WAGN CIS schemes delayed, awaiting TOC instruction.

Stations - Efficiencies on Newcastle Station Roof, some depots spend classified as stations e.g. Heaton LMD (£3.6M) scope increased on some SRP schemes after further discussion with TOC. Less spend for Route 8 Leeds station due to reclassification to enhancements, delay in receiving outside party contribution and deferred works.

Depots - Some spend classified under stations e.g. Heaton LMD (£3.6M).

London North Eastern Zone Renewals Rates			
RENEWAL	NMS Forecast	Actual	Variance
Rail renewed (km per year)	58	67	9
Sleepers renewed (km per year)	33	44	11
Ballast renewed (km per year)	51	49	(2)
Signals renewed (km per year)	30	0	(30)
Structures renewed (no. of structures)	13	13	0

Explanation of variances

Rail - Increased spend to meet broken rail targets.

Sleepers - Switch to steel sleeper relaying to improve track quality which uses more sleepers and less ballast.

Signals - The Bridlington to Seamer Route Control Rationalisation scheme was delayed by 6 months. The work will be completed in 2000/01.

Enhancement Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	14	31	17
Structures	9	7	(2)
Signalling	9	12	3
Electrification	7	5	(2)
Plant & Machinery	2	2	(0)
Telecoms	1	1	0
Stations	20	22	2
Depots	0	0	0
Other	0	1	1
TOTAL	62	81	19

Explanation of variances

Track - Inclusion of advanced ECML track works on GN/GE and South Yorks Jn. Inclusion of Sunderland Direct following outside party sign-up. Includes £0.6M Thameslink 2000 feasibility and project costs (not in the NMS) as scope changes have led to revisions to the percentage split of expenditure between assets.

Structures - Clarification of asset type on Leeds 1st scheme.

Signalling - Clarification of asset type on Leeds 1st scheme and impact of final scope agreed with customers.

Electrification - Delay of ECML spend due to delay in establishing commercial framework for funding. Includes £0.4M Thameslink 2000 feasibility and project costs against £1.7M in the NMS as scope changes have led to revisions to the percentage split of expenditure between assets.

Plant & Machinery - Berwick and Dewsbury lift schemes rollover into current year, Peterborough deferred- to be part of the ECML upgrade as agreed with our customers. £0.4M network-wide expenditure for PANCHEX monitoring system to detect faulty pantographs on electric trains and alert Railtrack before they damage overhead line equipment. Project managed by LNE Zone to complete installation and commissioning of the PANCHEX sites across the network.

Stations - Scope reduced on Peterborough car parks, several schemes in discussion over financing/abandoned at request of TOC. £1.8M for Kings Cross GNER Enhancements spend was incurred and managed by GNER; this is a Railtrack element not previously forecast. Includes £0.5M Thameslink 2000 feasibility and project costs (not in the NMS) as scope changes have led to revisions to the percentage split of expenditure between assets.

Other - Quick hit items to secure early progress on ECML in anticipation of a suitable deal.

MIDLANDS ZONE

Maintenance Expenditure (£M)			
	NMS Forecast	Actual	Variance
	121	130	9

A new contract was awarded for maintenance activities on the Zone. The successful tenderer did not offer the size of savings that was anticipated when the forecasts were made. There was also greater than anticipated volumes of work associated with controlling track quality. Miscellaneous maintenance activities, such as inspections, vegetation control, and provision of strategic plant, were considerably higher than forecast. The size of claims from contractors settled during the year were also larger than anticipated.

Renewals Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	101	134	33
Structures	25	33	8
Signalling	152	97	(55)
Electrification	26*	27	1
Plant & Machinery	1	1	(0)
Telecoms	7	14	7
Stations	45*	43	(2)
Depots	1	0	(1)
TOTAL	358	350	(8)
* Note: The table in the NMS incorrectly showed Electrification as 27 and Stations as 46.			

Explanation of variances

Track - Accelerated spend to deal with broken rail and track quality problems. Forecast based on estimates - actuals 30% below forecast (in total). Additional projects to the track renewal programme have been identified (about £19M). £17M further spend on the West Coast Route Modernisation project, resulting from a more detailed programme of works produced following detailed analysis of asset condition surveys.

Structures - Programme reprioritisation (including Barmouth Viaduct works). £1.4M underspend on Bridgeguard 3 Structure Carrying Capacity Improvements due to expenditure being partly dependant on Local Authorities and works being rephased in line with agreements signed. £6M further spend on the West Coast Route Modernisation project (see comment under Track).

Signalling - £43M was forecast for the development of TCS but was not progressed following the review of the signalling strategy for the West Coast project. Slippage on Relay Reservicing scheme - this will complete in 2000/01. Expenditure on the West Coast Route Modernisation £12M lower than in the 1999/00 NMS, following a review of signalling strategy (including telecoms requirements) for the West Coast during 1999 and confirmation of the new strategy in December 1999, which resulted in a different profile of work and expenditure.

Telecoms - Completion of Silverlink schemes (Station Safety & Security project). £4M further spend on the West Coast Route Modernisation project (see comment under Signalling).

Stations - Includes spend of £11.7M for Euston and Birmingham works on Route 1 (£15.4M in NMS).

Renewals Rates			
RENEWAL	NMS Forecast	Actual	Variance
Rail renewed (km per year)	79	134	55
Sleepers renewed (km per year)	118	97	(21)
Ballast renewed (km per year)	182	115	(67)
Signals renewed (km per year)	207	24	(183)
Structures renewed (no. of structures)	19	42	23

Explanation of variances

Rail - The increased volume of rail renewal was mainly due to activity on the West Coast Main Line.

Sleepers and ballast - Problems developed with the programme in late 1998/9 and at the outset of 1999/2000, which meant that numerous items of work were carried over. The original programme for 1999/2000 was reworked both in terms of target dates and levels of output. Under-achievement by a contractor had a knock-on effect throughout the programme.

Signalling - The renewals that were not undertaken during the year were on the West Coast Main Line. This was because the strategy for signalling and train control was reviewed as part of the West Coast Route Modernisation, and decisions were taken to change the technology platform.

Structures - The variance in the renewed number of spans was due to the inclusion of additional work carried out on the timber viaduct at Barmouth, which was not originally programmed to be done until 2000/01.

Enhancement Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	12	10	(2)
Structures	5	3	(2)
Signalling	9	21	12
Electrification	37	20	(17)
Plant & Machinery	0	1	1
Telecoms	1	0	(1)
Stations	27	35	8
Depots	0	2	2
Other	1	0	(1)
TOTAL	92	92	(0)

Explanation of variances

Track - Overall review of the West Coast Route Modernisation project to meet our commitments, resulting in programme restructuring affecting type and scheduling of the works.

Structures - Includes £0.2M Thameslink 2000 feasibility and project costs against £1.7M in the NMS as scope changes have led to revisions to the percentage split of expenditure between assets.

Signalling - Overall review of the West Coast Route Modernisation project to meet our commitments, resulting in programme restructuring affecting type and scheduling of the works.

Electrification - Includes £0.4M Thameslink 2000 feasibility and project costs against £1.9M in the NMS as scope changes have led to revisions to the percentage split of expenditure between assets. £16M less spend on the West Coast Route Modernisation project (see comment under Track and Signalling).

Plant & Machinery - Includes £0.4M Thameslink 2000 feasibility and project costs (no spend in the NMS forecast) as scope changes have led to revisions to the percentage split of expenditure between assets.

Stations - Main variances include:

- £1.4M on Thameslink 2000 feasibility and project costs Also, there have been scope changes that have led to revisions to the split of expenditure between assets.
- £2M overspend on Luton Airport Parkway station due to land acquisition problems and increased scope (unforeseen problems).
- £1.1M overspend on Midland Main Line 1999 timetable enhancement due to increased scope of works to deal with performance / timetabling problems.
- £1.2M worth of additional projects not identified in the NMS (lift, car park works and property schemes carried out in response to customer requirement during the year).

Depots - Overspend caused by scheme slippage and works carried out in response to customer requirement during the year (including Kettering car park, £0.9M).

NORTH WEST ZONE

Maintenance Expenditure (£M)			
	NMS Forecast	Actual	Variance
	82	86	4

There was extra spend of £2.3M on the broken rails initiative (including cold bolt expansion work), £0.4m on data gathering relating to maintenance activities, and £0.5M for incentives to contractors.

Renewals Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	31	59	28
Structures	13	22	9
Signalling	18	15	(3)
Electrification	13	4	(9)
Plant & Machinery	3	3	0
Telecoms	6	3	(3)
Stations	45	41	(4)
Depots	1	1	0
Other	1	2	1
TOTAL	131	151	20

Explanation of variances

Track - Additional expenditure on Route 13 Track Quality - Life Extension: delivery of additional track quality recovery. £25.4M additional spend on the West Coast Route Modernisation project, resulting from a more detailed programme of works produced following analysis of asset condition surveys.

Structures - Additional expenditure Settle - Carlisle Earthworks review (£0.9M). Additional spend on Fencing - 1999/00: performance and safety drive (£2M). Hamilton Square Burrowing Jcn Drainage: delivery of additional drainage works (£0.5M). Non - Habitable Structures Programme Items 1999/00: increased work scope and emergency works to embankments (£1.2M). Sandycroft (Down Side) Contaminated Drain: environmental complaint- immediate delivery (£0.7M). £3.7M further spend on the West Coast Route Modernisation project (see comment under Track).

Signalling - Underspend on Merseyrail Fit Tripcocks (£1M) due to scheme cancelled in lieu of TPWS, and reprioritisation of schemes (£2.6M).

Electrification - £8M less spend on the West Coast Route Modernisation project following funding change from capital purchase to a leasing arrangement with the electricity provider. Underspend on renewals due to reprioritisation of schemes, including the reprogramming of Bank Hall transformer to 2000/01.

Telecoms - Telecoms renewals works delayed to 2000/01. £1M less spend on the West Coast Route Modernisation project following a review of signalling strategy (including telecoms requirements) for the West Coast during 1999 and confirmation of the new strategy in December 1999, which resulted in a different profile of work and expenditure.

Stations - Slippage on programme of works. Programme acceleration of the SRP works at Manchester Piccadilly Station (£1M overspend).

Other - IMC 2000 Enabling Works - Preston: £0.3M spend due to scope and cost of new maintenance contract (not in the NMS). Lease/Refurbishment of 5th Floor Rail House: £0.3M spend due to scheme scoped and authorised after NMS as no relocation was proposed at time of submission (not in the NMS). Manchester Victoria Area Infrastructure Renewals: £0.5M spend following settlement of account with contractor (not in the NMS).

Renewals Rates			
RENEWAL	NMS Forecast	Actual	Variance
Rail renewed (km per year)	50	93	43
Sleepers renewed (km per year)	54	93	39
Ballast renewed (km per year)	54	80	26
Signals renewed (km per year)	108	0	(108)
Structures renewed (no. of structures)	2	9	7

Explanation of variances

Track - The increase in activity was mainly due to inclusion of the Settle - Carlisle line programme; the broken rail programme, and also the North Wales Line Speed improvements.

Signalling - Renewals that were not undertaken on the West Coast Main Line. This was because the strategy for signalling and train control was reviewed as part of the West Coast Route Modernisation, and decisions were taken to change the technology platform. Also, some non - safety signalling schemes were put in abeyance.

Structures - The programme of works was re-examined and some work was moved from the refurbished category in to the renewed category.

Enhancement Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	15	22	7
Structures	5	7	2
Signalling	11	2	(9)
Electrification	11	7	(4)
Plant & Machinery	12	13	1
Telecoms	0	0	0
Stations	21	16	(5)
Depots	6	8	2
Other	1	0	(1)
TOTAL	82	75	(7)

Explanation of variances

Track - Settle - Carlisle Track Renewals 1999/00 £12M overspend: £5M forecast spend was the initial estimate pending full survey, after which further spending was authorised. £6.4M less spend on the West Coast Route Modernisation project following the overall programme review to meet our commitments, resulting in programme restructuring affecting type and scheduling of the works.

Structures - Overall review of the West Coast Route Modernisation project to meet our commitments, resulting in programme restructuring affecting type and scheduling of the works.

Signalling - Manchester Airport Station capacity (£1M): deferred to 2000/01. Hillhead Quarry new connection (£.03M): cancelled scheme following customer request. Less spend on the West Coast Route Modernisation project to following the overall programme review to meet our commitments, resulting in programme restructuring affecting type and scheduling of the works.

Electrification - Overall review of the West Coast Route Modernisation project to meet our commitments, resulting in programme restructuring affecting type and scheduling of the works.

Plant & Machinery - Liverpool underground station enhancements: £1M overspend following reprofiling of spend.

Stations - £4M under spend in new stations & major refurbishment, governed by 3rd Party. Allerton interchange Scheme deferred to 2000/01 (£1.8m under spend). Includes Major Stations spend for Route 1/Manchester Piccadilly £1.8M (£1.3M in the NMS); expenditure allocation slipped to 2000/01.

Depots - Chester LMD £1.7M overspend following increase in scope of works required by TOC.

Other - North Trans - Pennine gauge enhancement deferred to 2001/02 (£0.3M).

SCOTLAND ZONE

Maintenance Expenditure (£M)			
	NMS Forecast	Actual	Variance
	69	69	0

Extra spend on ancillary maintenance activities was off set by lower than expected core maintenance contract costs.

Renewals Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	23	30	7
Structures	23	35	12
Signalling	11	20	9
Electrification	6	2	(4)
Plant & Machinery	5	6	1
Telecoms	5	3	(3)
Stations	48	50	2
Depots	1	1	(0)
TOTAL	122	146	24

Explanation of variances

Track - Additional spend to improve track quality, reduce broken rails and carry out additional work during major possessions in Fife.

Structures - Additional work on Forth Bridge taking advantage of improved weather conditions. Remedial works at Wallyford. £1M further spend on the West Coast Route Modernisation project, resulting from a more detailed programme of works produced following detailed analysis of asset condition surveys.

Signalling - Cost of signalling rationalisation (Cowlairs signalling) recategorised from enhancement to renewals. £1.1M further spend following a review of signalling strategy (including telecoms requirements) for the West Coast during 1999 and confirmation of the new strategy in December 1999, which resulted in a different profile of work and expenditure.

Electrification - Less spend on the West Coast Route Modernisation project following change from capital purchase to a leasing arrangement with the electricity provider.

Telecoms - Ayrshire CIS and Single Manning Agreement cab radio system deferred to 2000/01.

Stations - Additional SRP works carried out to advance the completion dates. Under spend due to projects not materialising, being deferred or reclassified to enhancements.

Renewals Rates			
RENEWAL	NMS Forecast	Actual	Variance
Rail renewed (km per year)	39	46	7
Sleepers renewed (km per year)	31	43	12
Ballast renewed (km per year)	35	24	(11)
Signals renewed (km per year)	50	50	0
Structures renewed (no. of structures)	8	14	6

Explanation of variances

Additional work completed reflecting an increased spend, provided to improve track quality and reduce broken rails.

Additional structures carried out during major blockade of WCML.

Enhancement Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	3	3	0
Structures	16	0	(16)
Signalling	3	0	(3)
Electrification	2	3	1
Plant & Machinery	0	0	0
Stations	12	13	1
Depots	8	1	(7)
TOTAL	44	20	(24)

Explanation of variances

Structures - Larkhall to Milngavie delayed awaiting funding agreement. New sidings not progressed with funding partners

Signalling - Recategorisation to renewal from enhancement for signalling rationalisation scheme.

Electrification - Additional spend on the West Coast Route Modernisation following the overall review of project to meet our commitments, resulting in programme restructuring affecting type and scheduling of the works.

Stations - New stations not progressed by SPT and local Authorities. Includes Major Stations spend of £7M on Edinburgh Waverley schemes (£1M in the NMS) due to SRP spend and recategorisation from renewals.

Depots - Raithe Farm scheme referred for planning consent.

SOUTHERN ZONE

Maintenance Expenditure (£M)			
	NMS Forecast	Actual	Variance
	134	133	(1)

There was higher than expected expenditure for ancillary maintenance activities such as vegetation control, inspections and strategic plant such as weed killing trains and rail grinding. Payments under new core maintenance contracts were higher than forecast, as were payments made for claims and variations to the contracts. Performance payments from Railtrack to the contractors were less than expected.

Renewals Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	32	34	2
Structures	23	26	3
Signalling	37	58	21
Electrification	9	13	4
Plant & Machinery	1*	19	18
Telecoms	19	16	(3)
Stations	57*	45	(12)
Depots	13	4	(9)
Other	1	2	1
TOTAL	192	217	25
* Note: The table in the NMS incorrectly showed Plant & Machinery as 2 and Stations as 56.			

Explanation of variances

Track - New projects: broken rail mitigation project added across Zone and track quality initiative project was added. Some reprioritisation of track renewals programme took place. There were also some changes in programme due to possession availability.

Structures - The principal changes were on Route 6 where additional work was undertaken.

Signalling - The increase in expenditure was caused principally by: cost escalation of Dartford resignalling (renegotiation of target price with contractor), and contractors' claims and completion of outstanding work on Guildford and Woking/Surbiton resignalling schemes. Includes also £0.8M Thameslink Associated Signalling Works (TASW) (not in NMS); new scheme split out of Thameslink 2000 following an increase in scope of the works and classified as renewals as opposed to all other Thameslink works.

Electrification - Variance due to accounting adjustments.

Plant & Machinery - Includes £17M spend at Waterloo station (not forecast in the NMS). Consists of fire certification work including various alarms, back up systems etc.

Telecoms - Programme review, slippage and scope reduction of telecoms element of signalling schemes.

Stations - Changes in SRP procurement strategy; new contractors now on board. Re-packaged portfolio optimises efficiency, with re-prioritisation between routes. NMS figures included medium and large stations

and half of rapid implementation sites. To achieve NMS targets, a decision was made to focus on rapid implementation sites with medium / large sites deferred to 2000/2001; this has resulted in variations across routes. Includes also negative £14M spend for Waterloo (£2M forecast in the NMS) consists of fire certification work including various alarms, back up systems etc. Originally previous years expenditure allocated to Stations, now reclassified to Plant & Machinery.

Depots - Under spend due to slippage on Stewarts Lane, Clapham Junction and Wimbledon work as customers requested maximum access to depots during the introduction of new rolling stock.

Renewals Rates			
RENEWAL	NMS Forecast	Actual	Variance
Rail renewed (km per year)	42	54	12
Sleepers renewed (km per year)	38	30	(8)
Ballast renewed (km per year)	40	36	(4)
Signals renewed (km per year)	22	0	(22)
Structures renewed (no. of structures)	3	3	0

Explanation of variances

Rail - Additional spend due to the broken rail initiative.

Sleepers/ballast - The shortfall was due to work being cancelled (due, for example, to possessions not being available, and the break down of works trains).

Signals - The forecast assumed that part of the Dartford resignalling scheme would be completed during the year. Work on the scheme is progressing well, but the scheme will not be substantially completed until April 2001.

Enhancement Expenditure (£M)			
TYPE OF ASSET	NMS Forecast	Actual	Variance
Track	9	6	(3)
Structures	3	5	2
Signalling	7	5	(2)
Electrification	1	1	0
Plant & Machinery	2	2	0
Telecoms	5	4	(1)
Stations	24	29	5
Depots	3	3	0
Other	0	1	1
TOTAL	54	54	0

Explanation of variances

Track - Reduction in scope for Waterloo - Fawkham Junction enhancements for CTRL (£1.7M under spend). Programme slippage for Class 375 & Class 365 route clearance following delay in rolling stock acceptance board granting certification for stock (£0.8M under spend).

Structures - Includes £2.7M Thameslink 2000 feasibility and project costs on Routes 6 and 19 (£1.9M in the NMS), mainly due to scope changes which have led to revisions to the percentage split of expenditure between assets.

Signalling - Change of scope for CTRL Waterloo-Fawkham Junction enhancement (fast cross-over initially planned and dive-under subsequently chosen).

Telecoms - Includes £0.2M Thameslink 2000 feasibility and project costs on Routes 6 and 19 (£0.8M in the NMS), mainly due to scope changes which have led to revisions to the percentage split of expenditure between assets.

Stations - Includes £9.2M Thameslink 2000 feasibility and project costs on Routes 6, 18,19, 20 and 21 (£5.4M in the NMS), mainly due to scope changes which have led to revisions to the percentage split of expenditure between assets. Additional spend for Design & Development of London Bridge Masterplan has led to £1.3M overspend on route 6 London Bridge station enhancements.

Other - Includes £0.8M Thameslink 2000 feasibility and project costs on Routes 6 and 19 (not in the NMS), mainly due to scope changes which have led to revisions to the percentage split of expenditure between assets.

Section 11 - Zonal Plans & Route Strategies

ROUTE STRATEGIES

INTRODUCTION

This part of Section 11 compares the forecast expenditure for each Route by renewals and enhancements to the actual expenditure incurred in the year. Commentary is included to explain the significant variances which have occurred.

In this section (E) denotes an element of EU funding

Route 1 - West Coast Main Line: London to Glasgow and Edinburgh

Renewals

Renewals Expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
MIDLANDS ZONE			
Track	58.5	82.2	23.7
Structures	8.4	16.1	7.7
Signalling	137.0	79.9	(57.1)
Electrification	26.1	26.5	0.4
Plant & Machinery	0.8	0.5	(0.3)
Telecoms	6.5	11.9	5.4
Stations	29.0	27.9	(1.1)
Depots	0.0	0.2	0.2
Other	0.3	0.0	(0.3)
TOTAL EXPENDITURE	266.6	245.2	(21.4)
NORTH WEST ZONE			
Track	10.9	37.7	26.8
Structures	7.6	10.3	2.7
Signalling	10.6	9.3	(1.3)
Electrification	11.4	3.3	(8.1)
Plant & Machinery	2.0	0.6	(1.4)
Telecoms	4.2	2.1	(2.1)
Stations	11.9	28.4	16.5
Depots	0.0	0.5	0.5
Other	0.8	0.8	(0.0)
TOTAL EXPENDITURE	59.4	93.0	33.6
SCOTLAND ZONE			
Track	4.0	5.3	1.3
Structures	8.9	10.4	1.5
Signalling	1.5	2.8	1.3
Electrification	5.2	1.8	(3.4)
Plant & Machinery	0.2	1.1	0.9
Telecoms	0.6	0.5	(0.1)
Stations	15.1	7.7	(7.4)
Depots	0.0	0.0	0.0
TOTAL EXPENDITURE	35.5	29.6	(5.9)

Explanation of variances

MIDLANDS ZONE

Track - £17M further spend on the West Coast Route Modernisation project, resulting from a more detailed programme of works produced following detailed analysis of asset condition surveys. Additional £ 7M spend on performance schemes, track quality improvement programme and broken rails initiative.

Structures - £6M further spend on the West Coast Route Modernisation project (see comment under Track).

Signalling - Expenditure on the West Coast Route Modernisation £12M lower than in the NMS, following a review of signalling strategy (including telecoms requirements) for the West Coast during 1999 and confirmation of the new strategy in December 1999, which resulted in a different profile of work and expenditure. £43M was forecast for the development of TCS but was not progressed following the review of the signalling strategy for the West Coast project.

Telecoms - Completion of Silverlink schemes (Station Safety & Security project). £4M further spend on the West Coast Route Modernisation project (see comment under Signalling).

Stations - £5.5M overspend on station enhancements on SRP. Also includes spend of £11.7M for Euston and Birmingham works on Route 1 (£15.4M in the NMS) due to spend deferred and reclassified to enhancements.

NORTH WEST ZONE

Track - £25.4M additional spend on the West Coast Route Modernisation project, resulting from a more detailed programme of works produced following detailed analysis of asset condition surveys. £0.5M overspend on track renewals - RT1a Variations (Zone): delivery of roll over work, previously forecast for 2000/01. £0.5 overspend on Track Renewals 1999/00: Delivery of additional works to WCML, above that previously identified.

Structures - Non Habitable Structures - Minor Works reprioritisation of schemes between routes (£0.4M under spend). Non Habitable Structures - Programme Items (£0.6 under spend). £3.7M further spend on the West Coast Route Modernisation project (see comment under Track).

Signalling - Reprioritisation between schemes on all routes.

Electrification - £8M less spend on the West Coast Route Modernisation project following change from capital purchase to a leasing arrangement with the electricity provider.

Plant & Machinery - £1M less spend on the West Coast Route Modernisation project following change from capital purchase to a leasing arrangement.

Telecoms - Telecoms renewals works delayed to 2000/01. £1.2M less spend on the West Coast Route Modernisation project following a review of signalling strategy (including telecoms requirements) for the West Coast during 1999 and confirmation of the new strategy in December 1999, which resulted in a different profile of work and expenditure.

Stations - £12.8M further spend on SRP station enhancement works following reallocations between stations and routes. Reactive Maintenance £2.6M additional spending. Programme acceleration of the SRP works at Manchester Piccadilly Station £1M.

Depots - Depots: Additional renewals of track in depots, £0.3M, not previously forecast as either depots or track.

SCOTLAND ZONE

Track - 1998/99 programme delivered to May 1999. Further spend on the West Coast Route Modernisation project, resulting from a more detailed programme of works produced following detailed analysis of asset condition surveys.

Structures - Further spend on the West Coast Route Modernisation project (see comment under Track).

Signalling - Further spend on the West Coast Route Modernisation project following a review of signalling strategy (including telecoms requirements) for the West Coast during 1999 and confirmation of the new strategy in December 1999, which resulted in a different profile of work and expenditure.

Electrification - £3.4M less spend on the West Coast Route Modernisation project following funding change from capital purchase to a leasing arrangement with the electricity provider.

Plant & Machinery - Additional spend relates to performance and broken rail initiatives.

Stations - Under spend as CIS CCTV and Retail Projects did not materialise at Glasgow Central. Some feasibility spend in 2000/01. Some works deferred.

Enhancements

Enhancement Expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
MIDLANDS ZONE				
COMMITTED				
West Coast Route modernisation PUG 2	2006	38.3	12.9	(25.4)
West Coast Route modernisation PUG 1	2002	17.3	36.3	19.0
Station enhancements	2001	7.5	7.6	0.1
West Midlands PTE enhancements	2002	0.5	0.0	(0.5)
Euston Station enhancements	2001	0.2	0.0	(0.2)
Soho Depot new maintenance shed	1999	0.0	0.0	0.0
W10 gauge Daventry-Coatbridge	2000	0.6	0.1	(0.5)
Birmingham New Street Station enhancement	2000	0.6	0.0	(0.6)
West Coast Route modernisation FUG	2006	0.2	0.0	(0.2)
PARTNERSHIP				
Urban network enhanced capacity	2006	0.0	0.0	0.0
CONTRACTOR				
Birmingham International Station multi-storey car park	2001	0.1	0.2	0.1
Coventry Station car park	2001	0.0	0.0	0.0
FEASIBILITY				
Virgin Stations upgrade	2006	0.0	0.0	0.0
Other schemes	Various	0.7	2.9	2.2
TOTAL RAILTRACK EXPENDITURE		66.0	58.7	(7.3)
TOTAL NON-RAILTRACK EXPENDITURE		0.0	1.2	1.2
NORTH WEST ZONE				
COMMITTED				
West Coast Route modernisation PUG 1	2002	16.6	16.5	(0.1)
West Coast Route modernisation PUG 2	2006	8.5	0.3	(8.2)
Allerton interchange (E)	2001	2.0	0.0	(2.0)
Manchester Piccadilly Platforms 9/10/11	1999	0.0	0.0	0.0
Station enhancements	2001	2.9	1.8	(1.1)
Manchester Piccadilly Station enhancement	2001	0.9	1.8	0.9
West Coast Route modernisation FUG	2000	0.2	0.0	(0.2)
Electrification improvements	2001	0.0	0.0	0.0
COMMERCIAL				
Manchester-Crewe capacity	2005	0.5	0.0	(0.5)
Manchester Piccadilly Station enhancement	2002	0.4	0.1	(0.3)
Manchester South	2003	4.9	0.0	(4.9)
PARTNERSHIP				
Manchester Airport Station capacity	2002	1.0	0.0	(1.0)
CONTRACTOR				
Stockport enhancement	2003	0.0	0.0	0.0
FEASIBILITY				
Virgin Stations upgrade	2006	0.0	0.0	0.0

Liverpool Lime Street Station gateway	2002	0.0	0.0	0.0
THIRD PARTY				
New Stations & major refurbishment's	2001	4.8	0.0	(4.8)
Other schemes	Various	0.4	0.3	(0.1)
TOTAL RAILTRACK EXPENDITURE		35.2	20.7	(14.5)
TOTAL NON-RAILTRACK EXPENDITURE		7.9	0.1	(7.8)
SCOTLAND ZONE				
COMMITTED				
West Coast Route modernisation PUG 1	2002	5.4	4.2	(1.2)
Glasgow Central Station enhancement	2001	0.9	0.0	(0.9)
Stations enhancements	2001	0.4	0.1	(0.3)
West Coast Route modernisation FUG	2000	0.1	0.0	(0.1)
COMMERCIAL				
Edinburgh-Midcalder capacity	2003	0.0	0.0	0.0
Other schemes	Various	0.0	0.1	0.1
TOTAL RAILTRACK EXPENDITURE		6.8	4.4	(2.4)

Explanation of variances

MIDLANDS ZONE

West Coast Route modernisation PUG 2 and PUG 1 - The West Coast Route Modernisation is a totally integrated programme of works aimed at meeting our renewals and enhancement commitments. Works associated with PUG 1 and PUG 2 are indicative only because of the integrated nature of the programme. Overall under spend is due to the review of the programme and rescheduling of the works to meet our commitments.

West Midlands PTE enhancements - £0.2M actually spent on Route 30

W10 gauge Daventry-Coatbridge – The clearance of routes for 9'6" gauge has been successfully achieved.

Birmingham New Street Station enhancement - CIS spend deferred to 2000/01

Other schemes - Includes £1.2M spend at Euston and Birmingham New Street stations (£0.8M in NMS) due to recategorisation from renewals (and additions to NMS).

NORTH WEST ZONE

West Coast Route modernisation PUG 1 and PUG 2 - The West Coast Route Modernisation is a totally integrated programme of works aimed at meeting our renewals and enhancement commitments. Works associated with PUG 1 and PUG 2 are indicative only because of the integrated nature of the programme. Overall under spend is due to the review of the programme and rescheduling of the works to meet our commitments.

Station enhancements - £1.1M under spend following reallocations between stations and routes.

Manchester-Crewe capacity - All West Coast Route Modernisation works are reported under PUG 1 and PUG 2.

Manchester Piccadilly Station enhancement - expenditure allocation slipped to 2000/01.

Manchester South - All West Coast Route Modernisation works are reported under PUG 1 and PUG 2.

Manchester Airport Station capacity - Deferred to 2000/01.

New Stations & major refurbishment's - Expenditure was forecast for WCRM stations, but schemes have been deferred.

SCOTLAND ZONE

West Coast Route modernisation PUG 1 - Less spend on the West Coast Route Modernisation due to the review of the programme and rescheduling of the works to meet our commitments.

Glasgow Central Station enhancement - Scheme deferred.

Other Progress

Birmingham New St. Station - SRP expenditure of £ 19M was forecast on improving platform environment, improving safety and fire precautions. The works will be completed this summer, and will have included further works on the passenger access bridge linking to Navigation Road. This will bring the final SRP spend to £22M.

Liverpool Lime St. - Detailed designs are being prepared for a major renewal of public address and passenger information systems. Discussions are taking place with the train operators, and it is expected that the project will be completed in the fiscal year 1999/2000.

Route 2: East Coast Main Line: London Edinburgh

Renewals

Renewals Expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE			
Track	18.9	26.3	7.4
Structures	10.4	10.9	0.5
Signalling	6.9	13.0	6.1
Electrification	0.8	1.0	0.2
Plant & Machinery	0.3	2.3	2.0
Telecoms	2.0	1.4	(0.6)
Stations	13.0	14.2	1.2
Depots	0.9	0.0	(0.9)
Other	0.0	0.0	0.0
TOTAL EXPENDITURE	53.2	69.1	15.9
SCOTLAND ZONE			
Track	1.8	1.3	(0.5)
Structures	0.5	3.8	3.3
Signalling	0.5	0.5	0.0
Electrification	0.0	0.0	0.0
Plant & Machinery	0.2	0.2	0.0
Telecoms	0.0	0.0	0.0
Stations	9.8	1.0	(8.8)
Depots	0.1	0.1	0.0
TOTAL EXPENDITURE	12.9	6.9	(6.0)

Explanation of variances

LONDON NORTH EASTERN ZONE

Track - Inclusion of additional performance schemes to meet output targets, Doncaster S. Yorks Jn renewal bought forward to fit with ECML project, improved track quality and broken rails programmes

Structures - Additional spend for performance initiatives

Signalling - Additional spend to meet output/performance targets, additional spend on SPADS and other safety schemes, additional costs in finalising North Main Line works

Plant & Machinery - Inclusion of additional performance schemes to meet output targets, additional spend on switch heaters

Telecoms - GNER CIS scheme efficiency savings, WAGN CIS scheme awaiting TOC instruction

Stations - Additional spend on Heaton LMD depot

SCOTLAND ZONE

Track - re-prioritisation of renewal between routes.

Structures - emergency works to repair mining subsidence at Wallyford.

Stations – Less spend at Edinburgh Waverley due to works deferred or reclassified as enhancements.

Enhancements

Enhancement Expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE				
COMMITTED				
Thameslink 2000	2006	2.1	1.6	(0.5)
Station enhancements	2001	2.2	2.0	(0.2)
Peterborough-Doncaster freight loop lengthening	2000	2.0	1.8	(0.2)
King's Cross Station enhancement	2001	0.1	0.05	(0.05)
Depots enhancements	2001	0.0	0.0	0.0
COMMERCIAL				
ECML Route upgrade	2009	4.3	22.0	17.7
King's Cross Station retail development	2007	2.0	0.5	(1.5)
Hitchin-Cambridge linespeed increase	2000	0.2	0.0	(0.2)
PARTNERSHIP				
GNER station development	2003	5.1	2.2	(2.9)
Peterborough Station development	2003	0.3	0.0	(0.3)
York Station additional car parking	2003	0.0	0.0	0.0
Peterborough Station additional car parking	2000	3.2	0.8	(2.4)
CONTRACTOR				
Peterborough Station new lifts	2000	0.5	0.0	(0.5)
Other schemes	Various	3.0	8.4	5.4
TOTAL RAILTRACK EXPENDITURE		24.1	36.3	12.2
TOTAL NON-RAILTRACK EXPENDITURE		0.9	3.0	2.1
SCOTLAND ZONE				
COMMITTED				
Edinburgh Waverly Station enhancement	2007	0.4	0.0	(0.4)
Station enhancements	2001	0.4	0.0	(0.4)
Other schemes	Various	0.8	7.2	6.4
TOTAL RAILTRACK EXPENDITURE		1.2	7.2	6.0
TOTAL NON-RAILTRACK EXPENDITURE		0.4	0.0	(0.4)

Explanation of variances

LONDON NORTH EASTERN ZONE

Thameslink 2000 - Scope changes resulted in changes to of feasibility and project costs split by route.

Station enhancements – Efficiency savings.

ECML Route upgrade - Inclusion of advanced track works on GN/GE and South Yorks Jn and quick hit items to secure early progress on ECML in anticipation of a suitable deal

King's Cross Station retail development - Design & Development and implementation spend deferred to 2001/02.

GNER station development - Savings from efficiencies, Doncaster Station Interchange work deferred - developer not able to proceed.

Peterborough Station development - Work deferred - to be carried out as part of the ECML upgrade as agreed with customers

Peterborough Station additional car parking - Scope reduced as agreed with customer

Peterborough Station new lifts - Work deferred - to be carried out as part of the ECML upgrade as agreed with customer

Other schemes - £3m spend brought forward on Leeds 1st scheme. £1.8m for Kings Cross GNER Enhancements spend was incurred and managed by GNER; this is Railtrack element not previously in forecast.

SCOTLAND ZONE

Other Schemes - Includes spend of £7M (£1M in the NMS) at Edinburgh Waverley station due to SRP spend and recategorisation from renewals.

Route 3 - Great Western Main Line: London to Bristol and Swansea

Renewals

Renewals Expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
GREAT WESTERN ZONE			
Track	11.8	17.8	6.0
Structures	8.9	7.6	(1.3)
Signalling	7.6	2.4	(5.2)
Electrification	0.5	0.8	0.3
Plant & Machinery	2.8	3.4	0.6
Telecoms	4.3	2.1	(2.2)
Stations	9.4	4.4	(5.0)
Depots	4.0	1.4	(2.6)
Other	0.0	0.2	0.2
TOTAL EXPENDITURE	49.3	40.0	(9.3)

Explanation of variances

Track - Accelerated renewals as part of Track Quality Improvement programme, Broken Rails increased spend and Severn Tunnel works.

Structures - Lower spend due to efficiencies from packaging and procurement.

Plant & Machinery - NMS includes £0.5M spend at Paddington. Actual is nil following a reclassification as enhancement.

Signalling - Slippage and deferral of schemes, including Filton Junction and Bristol Temple Meads.

Telecoms - Schemes delayed. Driver Only Operation CCTV feasibility study rejected and no solution to Reading concentrator found from feasibility study.

Stations - Reallocation of stations expenditure between routes. £1M under spend is due to recategorisation of schemes at Paddington.

Depots - Delay to Old Oak Common scheme - new deal under negotiation with FGW.

Enhancements

Enhancement Expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Paddington Station enhancements	2003	23.8	26.9	3.1
Cardiff Central Station modernisation	2000	4.6	0.0	(4.6)
Bristol Parkway Royal Mail terminal	2001	6.7	3.8	(2.9)
Station enhancements	2001	2.1	0.0	(2.1)
Wentloog freight terminal (E)	2000	1.9	0.6	(1.3)
Customer-information services enhancements	2000	1.4	0.8	(0.6)
COMMERCIAL				
Access to Heathrow	2007	0.0	0.0	0.0
Reading remodelling	2003	1.5	0.2	(1.3)
Swindon Station area remodelling	2004	0.1	0.0	(0.1)
Filton Junction remodelling	2003	0.3	0.1	(0.2)
Bristol Temple Meads Platforms 13 - 15	2000	1.6	0.2	(1.4)
Westerleigh Junction enhancement	2001	0.1	0.0	(0.1)
Severn Tunnel create additional signal section	2001	0.0	0.0	0.0
Provide passing loops Swindon-Didcot	2007	0.0	0.0	0.0
PARTNERSHIP				
GWML linespeed increase	2003	0.0	0.0	0.0
New stations	2001	0.0	0.0	0.0
Hayes Station gateway development	2000	0.5	0.0	(0.5)
CONTRACTOR				
Colnbrook Euroterminal	2000	0.0	0.0	0.0
Old Oak Common Depot	2001	0.0	0.0	0.0
South Marston, Swindon Euroterminal	2000	3.0	2.3	(0.7)
Car parks	2003	0.8	0.0	(0.8)
Paddington Station automatic ticket gates	2000	1.5	0.0	(1.5)
Paddington to Penzance Motorail	2000	0.1	0.2	0.1
FEASIBILITY				
Bristol Parkway Station reconstruction & Platform 3	2001	0.0	2.4	2.4
THIRD PARTY				
New stations	2001	0.4	0.0	(0.4)
Other Schemes	Various	6.9	8.5	1.6
TOTAL RAILTRACK EXPENDITURE		45.9	32.5	(13.4)
TOTAL NON-RAILTRACK EXPENDITURE		11.4	13.6	2.2

Explanation of variances

Paddington Station enhancements - Cost overruns on project.

Cardiff Central Station modernisation - Scheme slippage, some change of scope, agreement on changes with external funders.

Bristol Parkway Royal Mail terminal - Scheme slippage, planning consent.

Station enhancements - Scheme slippage.

Wentloog freight terminal (E) - Scheme slippage.

Reading remodelling - Scheme redefined in light of Great Western Renaissance proposals.

Bristol Temple Meads Platforms 13-15 - Scheme slippage.

Hayes Station gateway development - Scheme not being progressed.

South Marston, Swindon Euroterminal - Scheme slippage.

Car parks - Scheme slippage.

Paddington Station automatic ticket gates - Deferred: TOC now expected to fund.

Bristol Parkway Station reconstruction & Platform 3 - Includes (£0.07M) for Platform 3 and £2.5M for GWT Station Works. Scheme brought forward subsequent to 99 NMS to meet customer requirements.

Other Schemes - Includes £1.2M spend at Paddington station not identified in the NMS.

Capacity Changes

The NMS showed a table of capacity changes to meet customer and funder requirements, and to deliver the route vision. Those that were to be provided during 1999/2000 are as follows:

- Heathrow to Paddington stopping service 2 trains/hr - Retimetabling was suggested as the means of achieving these new services. It was established that there was not a timetabling solution for the entire service, but a bid has been made by the train operator for a reduced service in 2001 that runs from Ealing Broadway to Heathrow.
- Hayes station upgrading to provide interchange facilities in 2000. This scheme is being funded by BAA to provide airport style waiting lounge. It is scheduled to start late in 2000 and be completed mid 2001.
- Freight capacity - New freight terminals at Wentloog, Avonmouth, South Marston, and Colnbrook in years 2000-02. Wentloog is expected to be completed in 2001. Portishead/Avonmouth due in 2001, some issues with local environment. Colnbrook is going through a Transport & Works Act legal review. South Marston referred to below.

Other Progress

Paddington - The NMS anticipated completion of Phase 1 redevelopment by mid-99. The 2000 NMS (vol. 1, p98) confirms completion, and explains the plans for Phase 2, and SRP work on the parts of the station that have not been subject to these developments.

Cardiff Central - Major refurbishment due for completion in 1999/2000. Wales Regional 2000 NMS, p2, confirms completion.

London to Penzance Motorail Service - A new London to Penzance Motorail service will come into operation from summer this year, following works at Paddington.

South Marston freight terminal - The NMS said that the South Marston freight terminal was due for completion in 1999/2000. This has been delayed due to problems in letting the contract for signalling and is expected to open during 2000/01.

Route 4 - Reading and Bristol to Penzance and branches

Renewals

Renewals Expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	7.4	10.1	2.7
Structures	4.2	7.9	3.7
Signalling	3.2	1.3	(1.9)
Plant & Machinery	0.7	0.6	(0.1)
Telecoms	0.9	0.3	(0.6)
Stations	4.2	3.9	(0.3)
Depots	6.6	0.1	(6.5)
TOTAL EXPENDITURE	27.2	24.2	(3.0)

Explanation of variances

Track - Accelerated renewals as part of Track Quality Improvement programme and Broken Rails increased spend.

Structures - Lower spend due to efficiencies from packaging and procurement offset by higher spend on Route 4 due to accelerated work on Dawlish Sea Wall and emergency work on embankments.

Signalling - Various renewals not completed due to resource constraints and subsequent reprioritisation between routes.

Telecoms - Work on concentrators and other items delayed to allow packaging of work.

Depots - Reallocation of spend between routes.

Enhancements

Enhancement Expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Wales & West station enhancements	2000	3.2	0.0	(3.2)
CIS enhancements	2000	0.9	1.3	0.4
Station enhancements	2001	0.2	0.0	(0.2)
COMMERCIAL				
Taunton Station - reopening of island platform	2000	0.1	0.5	0.4
PARTNERSHIP				
Linespeed increases	2003	0.0	0.0	0.0
CONTRACTOR				
Tavistock Junction new freight terminal	2002	0.0	0.0	0.0
Exeter Euroterminal	2002	0.1	0.0	(0.1)
Menheniot park-and-ride Station	2004	0.0	0.0	0.0
Barnstaple linespeed improvements	2001	0.6	0.0	(0.6)
THIRD PARTY				
Theale park-and-ride new station	2001	0.3	0.0	(0.3)
Other Schemes	Various	1.7	2.4	0.7
TOTAL RAILTRACK EXPENDITURE		4.4	3.3	(1.1)
TOTAL NON-RAILTRACK EXPENDITURE		2.7	0.9	(1.8)

Explanation of variances

Wales & West station enhancements - Change in requirements of external funders.

Barnstaple linespeed improvements - Deferred to next franchise because of train operator withdrawing support for extra service.

Other Progress

Penzance - Works were undertaken to allow motorail service to London to be reintroduced from Summer 1999, but as indicated in Route 3, these services have not become fully operational.

Route 5 - Midland Main Line: London Sheffield

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE			
Track	0.6	0.4	(0.2)
Structures	0.7	1.5	0.8
Signalling	0.2	0.0	(0.2)
Plant & Machinery	0.0	0.0	0.0
Stations	0.1	0.0	(0.1)
TOTAL EXPENDITURE	1.6	1.9	0.3
MIDLANDS ZONE			
Track	16.0	19.9	3.9
Structures	2.9	4.3	1.4
Signalling	2.5	4.5	2.0
Electrification	0.0	0.1	0.1
Plant & Machinery	0.0	0.4	0.4
Telecoms	0.5	0.6	0.1
Stations	5.7	5.7	0.0
Other	0.1	0.0	(0.1)
TOTAL EXPENDITURE	27.7	35.5	7.8

Explanation of variances

LONDON NORTH EASTERN ZONE

Structures - Additional spend on Bradway Tunnel flood alleviation and other performance schemes

MIDLANDS ZONE

Track - Additional spend on performance schemes, track quality improvement programme and broken rails initiative.

Structures - Programme reprioritisation.

Signalling - £3.5M overspend on performance issues. Underspend on other schemes following reprioritisation and delay.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	Completion	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE				
CONTRACTOR				
Chesterfield Station enhancements	2000	1.0	0.2	(0.8)
Other schemes	Various	0.0	0.3	0.3
TOTAL RAILTRACK EXPENDITURE		1.0	0.5	(0.5)
MIDLANDS ZONE				
COMMITTED				
Thameslink 2000	2006	6.7	6.4	(0.3)
Luton Parkway Station	1999	8.4	10.4	2.0
Midland Main Line 1999 timetable enhancements	1999	1.0	2.1	1.1
Station enhancements	2001	2.5	2.9	0.4
Nottingham Eastcroft new depot	1999	0.0	0.0	0.0
Derby Etches Park Depot enhancements	1999	0.0	0.0	0.0
COMMERCIAL				
Journey-time reductions (short term)	2001	0.0	0.0	0.0
PARTNERSHIP				
Journey-time reductions (long term)	2007	0.0	0.0	0.0
Access to Heathrow	2007	0.0	0.0	0.0
CONTRACTOR				
Thameslink Stations car-park enhancements	2000	1.5	0.1	(1.4)
THIRD PARTY				
East Midlands Parkway Station	2002	0.0	0.0	0.0
Other schemes	Various	0.8	2.5	1.7
TOTAL RAILTRACK EXPENDITURE		20.9	24.4	3.5
TOTAL NON-RAILTRACK EXPENDITURE		0.0	0.0	0.0

Explanation of variances

LONDON NORTH EASTERN ZONE

Chesterfield Station enhancements - Contractor on site - to be completed in 2000/01.

Other schemes - Inclusion of Bolsover remodelling progressing at request from customer.

MIDLANDS ZONE

Luton Parkway station - Land acquisition problems and increased scope (unforeseen problems).

Midland Main Line 1999 timetable enhancement - Increased scope of works to deal with performance / timetabling problems.

Thameslink stations car park enhancements - Development work only to date - implementation deferred to 2000/01.

Other schemes - £1.9M spend not identified in the NMS carried out in response to customer requirement during the year.

Capacity Changes

The NMS considered changes to meet the customers and funders requirements, and to deliver the route strategy:

- St. Pancras - Feasibility work to assess the possible reinstatement of Platform 1 has been completed, but has shown that this would not add value prior to the arrival of the Channel Tunnel Rail Link.
- St. Pancras - Platform 6 was reinstated for the Summer 1999 timetable
- Bedford - We are considering options to further improve the operation of this station with a new fast line platform, and this is currently being explored as part of the Thameslink 2000 Project.
- Wigston Junction - Increase capacity by changing from the current single-lead junction to a double lead junction. This work was completed in April 1999.
- Leicester area - We have evaluated the effects of proposed freight train service increases on the current infrastructure. This has been incorporated into the freight routeing strategy described above.
- Nottingham - A new platform with lifts, Platform 6, is about to be commissioned to allow for an increase in passengers using Central Trains services to and from Leicester.
- Derby - Platform 5 has been upgraded to allow its use by Sprinter and Turbostar trains to provide extra capacity within the station.

Other Progress

Freight routeing - The national freight routeing strategy study considered whether to divert Felixstowe - Midlands - North England Freightliner services via Peterborough and Leicester rather than London. As indicated in Section 7, the freight routeing strategy has been developed and is now with the Rail Regulator and has been presented to the industry. Route 5 has been considered with many other routes that carry significant volumes of freight.

Line Speed improvements – Improvements were being considered at a number of locations and it was intended to achieve improvements during 1999. The locations identified were Kentish Town, on the Moorgate Line, between Flitwick and Bedford on the slow lines, Wellingborough and in the Erewash Valley. Improvements were achieved to give shorter journey times, primarily between Flitwick and Bedford and in the Erewash Valley. Benefits were seen in the timetables for local services south of Bedford, for class 170 services along the route, and for the Master Cutler which can now achieve a Sheffield to London 1 hour 59 minutes journey time.

Key Investment - The NMS indicated that investments would come to fruition in May 1999 with introduction of new rolling stock and associated infrastructure improvements to double train services. The new platform at Bedford and reinstatement of platform 6 at St. Pancras were ready for the start of the Summer 1999 timetable.

Luton Airport Parkway Station - As confirmed in the 2000 NMS (vol. 1, p92), the new station opened in November 1999.

Proposed Linespeed Increases - A number of options are under evaluation, some of which will be implemented during 1999.

Proposed Trent PSB Resignalling - The renewals strategy shown in the NMS has been changed. Short term requirements have been amalgamated with the longer term renewals requirements to form a major project that needs further development work before timescales can be determined.

Bedford Station - New northbound platform opening full disabled access (by lifts) to all platforms.

Sheffield Capacity Improvements - The feasibility study due for completion during 1999/2000 was completed, and work is now progressing on design.

Sheffield Station Refurbishment - Design and development for SRP works was ongoing with work planned to start in the autumn of 1999. In fact work began in Spring 2000 and is currently on-going.

Route 6 - Channel Tunnel Routes

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
SOUTHERN ZONE			
Track	3.8	4.9	1.1
Structures	3.2	6.4	3.2
Signalling	4.2	3.6	(0.6)
Electrification	1.0	2.5	1.5
Plant & Machinery	0.2	0.0	(0.2)
Telecoms	2.6	3.8	1.2
Stations	11.3	7.0	(4.3)
Depots	0.2	0.4	0.2
Other	0.2	0.3	0.1
TOTAL EXPENDITURE	26.7	28.7	2.0

Explanation of variances

Track - Re-prioritisation of track renewals programme.

Structures - Expenditure brought forward - £2M embankment works and £1M sea defences at Folkestone.

Signalling - Slippage of Ashford - Minster AWS scheme and Minor Works programme.

Telecoms - Includes £0.6M spend for London Bridge - CIS improvements - not in NMS.

Stations - Re-prioritisation of work to other routes

Stations - Slippage of SRP and some reprioritisation.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	Completion	NMS Forecast	Actual	Variance
COMMITTED				
Thameslink 2000	2006	4.5	9.4	4.9
London Bridge Station enhancements	2006	0.5	1.8	1.3
Station and depot enhancements	2001	1.5	1.2	(0.3)
Charring Cross Station enhancements	2000	0.1	0.1	0.0
COMMERCIAL				
Waterloo - Fawkham Junction enhancements for CTRL	2003	3.0	1.3	(1.7)
CSE Networker regenerative braking system	2000	0.2	0.0	(0.2)
PARTNERSHIP				
Class 375 & Class 365 route clearance	2000	1.0	0.2	(0.8)
Ashford Depot improvements	2000	0.6	0.2	(0.4)
CONTRACTOR				
Connex car parks	2001	0.5	0.0	(0.5)
London Bridge Station automatic ticket gates	2000	0.5	0.0	(0.5)
Other schemes	Various	0.0	0.3	0.3
TOTAL RAILTRACK EXPENDITURE		12.4	14.5	2.1
TOTAL NON-RAILTRACK EXPENDITURE		0.0	0.1	0.1

Explanation of variances

Thameslink 2000 - Scope changes have resulted in changes to the split of feasibility and project costs between routes.

London Bridge Station enhancements - Additional spend for design & development of London Bridge Masterplan.

Waterloo - Fawkham Junction enhancements for CTRL - Reduction in scope.

Class 375 & Class 365 route clearance - Programme slippage following delay in rolling stock acceptance board granting certification for stock.

Connex car parks - Awaiting scope from Connex.

London Bridge Station automatic ticket gates - Scheme deferred and TOC now expected to fund.

Capacity Changes

The NMS described capacity changes to meet the requirements of customers and funders, and to achieve the route vision. Those changes that were to be achieved during 1999/2000 have progressed as follows:

- Charring Cross to Ramsgate & Hastings - Route clearance for Class 375 electric trains has been achieved.
- Charring Cross-Sevenoaks - The study for infrastructure enhancements to allow the operation of 12-vehicle networker services was completed in June 1999.
- Tunbridge Wells - The study for a turnback facility for 12-car trains was completed, and this proposal is now the subject of an IOS.

Other Progress

Thameslink 2000 scheme - The route vision included approval of the T&WA Order application for the Thameslink 2000 scheme. This was submitted to the DETR, and a Public Inquiry was called. The PI started in June 2000 and will be sitting through the summer.

Route 7 - Derby to Bristol and Didcot via Birmingham

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
GREAT WESTERN ZONE			
Track	5.3	5.2	(0.1)
Structures	1.4	0.8	(0.6)
Signalling	1.1	0.5	(0.6)
Plant & Machinery	0.0	0.1	0.1
Telecoms	2.6	0.1	(2.5)
Stations	1.8	2.1	0.3
Depots	0.0	0.0	0.0
Other	0.0	0.1	0.1
TOTAL EXPENDITURE	12.2	8.9	(3.3)
MIDLANDS ZONE			
Track	7.1	8.6	1.5
Structures	2.4	1.9	(0.5)
Signalling	1.2	0.1	(1.1)
Telecoms	0.0	0.3	0.3
Stations	1.7	1.8	0.1
Other	0.1	0.0	(0.1)
TOTAL EXPENDITURE	12.5	12.7	0.2

Explanation of variances

GREAT WESTERN ZONE

Structures - Lower spend due to efficiencies from packaging and procurement.

Signalling - Delays to level crossing improvements.

Telecoms - Work on concentrators delayed to allow packaging of works.

Stations - Accelerated SRP programme - completed one year early.

MIDLANDS ZONE

Track - Additional spend on performance schemes, track quality improvement programme and broken rails initiative.

Structures - Reprioritisation of works.

Signalling - Performance issues: Spend did not match forecast split between routes.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	Completion	NMS Forecast	Actual	Variance
GREAT WESTERN ZONE				
COMMITTED				
Oxford Station buildings	2000	0.9	0.0	(0.9)
Station enhancements (E)	2001	0.0	0.0	0.0
COMMERCIAL				
Linespeed improvements	2005	0.0	0.0	0.0
THIRD PARTY				
Kidlington new station	2004	0.0	0.0	0.0
Other schemes	Various	0.7	1.3	0.6
TOTAL RAILTRACK EXPENDITURE		1.3	1.2	(0.1)
TOTAL NON-RAILTRACK EXPENDITURE		0.3	0.1	(0.2)
MIDLANDS ZONE				
COMMITTED				
Station enhancements	2001	0.6	0.7	0.1
Tyseley Depot wheel lathe	1999	0.0	0.2	0.2
COMMERCIAL				
Linespeed improvements	2005	0.0	0.0	0.0
CONTRACTOR				
Nuneaton-Walsall-Birmingham electrification	2007	0.0	0.0	0.0
Leamington Spa Station new car park	2000	0.2	0.0	(0.2)
Tysely Depot water reclamation plant	2000	0.0	0.1	0.1
THIRD PARTY				
Warwick Parkway Station	2000	0.0	0.0	0.0
Other schemes	Various	0.0	0.0	0.0
TOTAL RAILTRACK EXPENDITURE		0.8	0.9	0.1

Explanation of variances

GREAT WESTERN ZONE

Oxford Station buildings - Scheme abandoned as we did not reach agreement with Thames Trains on the appropriate to increase in station charges.

MIDLAND ZONE

Leamington Spa station car park : This project will now be delivered in 2000, with completion anticipated by November 2000.

Other Progress

Tyseley Depot New Wheel Lathe - The original lathe was replaced with a new computer controlled lathe and an extension to the shed to house it.

Route 8 - North Trans - Pennine: Liverpool to Leeds, Hull and Scarborough

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE			
Track	8.3	9.3	1.0
Structures	3.5	4.6	1.1
Signalling	5.5	6.3	0.8
Plant & Machinery	0.0	0.0	0.0
Telecoms	1.5	0.3	(1.2)
Stations	15.5	8.1	(7.4)
Depots	2.5	(0.2)	(2.7)
TOTAL EXPENDITURE	36.8	28.4	(8.4)
NORTH WEST ZONE			
Track	1.2	1.6	0.4
Structures	1.5	1.8	0.3
Signalling	0.1	0.5	0.4
Plant & Machinery	0.0	0.9	0.9
Telecoms	0.0	0.2	0.2
Stations	0.4	0.6	0.2
Depots	0.0	0.0	0.0
Other	0.0	0.1	0.1
TOTAL EXPENDITURE	3.2	5.6	2.4

Explanation of variances

LONDON NORTH EASTERN ZONE

Track - Additional spend on Leeds development, design element of 2000/01 track quality programme undertaken in 1999/2000.

Structures - Additional spend on Bradford Cleakheaton Road bridge, additional spend for performance initiatives.

Signalling - Additional spend on SPADs and other safety schemes, additional spend on performance related schemes.

Telecoms - CIS programmes awaiting TOC instruction.

Stations - Efficiencies on SRP programmes and schemes abandoned on instruction from TOC. Leeds CCTV works deferred (£0.5M). Leeds SRP, car park and CIS reclassified as enhancements (£0.4M).

Depots - Spend re-profiled to Heaton LMD depot (route 2).

NORTH WEST ZONE

Track - Additional re-railing work as part of broken rail initiative.

Structures - Fencing, performance and safety drive - extra expenditure.

Signalling - Increased spending to improve performance and undertake small schemes after Area Delivery Group evaluation.

Plant & Machinery - Cornbrook - Drainage improvements: renewal not forecast at time of NMS.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	Completion	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE				
COMMITTED				
Station enhancements	2001	0.7	0.7	0.0
Leeds Station enhancements	2001	0.9	3.7	2.8
Neville Hill light maintenance depot new carriage washer	1999	0.0	0.2	0.2
Leeds new platform	1999	0.0	0.0	0.0
COMMERCIAL				
Leeds development	2002	21.3	22.4	1.1
PARTNERSHIP				
North Trans-Pennine passenger capacity	2008	0.0	0.4	0.4
Trans-Pennine high-gauge freight capability	2006	0.0	0.0	0.0
Linespeed improvements	2004	0.0	0.0	0.0
Neville Hill Depot arrival line improvements	2002	0.0	0.0	0.0
Car-park extensions	2001	0.3	0.3	0.0
New lifts	2001	0.3	0.0	(0.3)
THIRD PARTY				
Brighouse new service (Huddersfield-Halifax)	2001	4.8	4.7	(0.1)
Other schemes	Various	0.2	0.2	0.0
TOTAL RAILTRACK EXPENDITURE		23.3	27.8	4.5
TOTAL NON-RAILTRACK EXPENDITURE		5.2	4.8	(0.4)
NORTH WEST ZONE				
COMMERCIAL				
Abolition of Greenfield signal box	2000	1.0	0.9	(0.1)
PARTNERSHIP				
Central Manchester capacity development	2007	0.0	0.0	0.0
Trans-Pennine speed & capacity upgrade	2003	0.0	0.2	0.2
North Trans-Pennine gauge enhancement	2005	0.3	0.0	(0.3)
Other schemes	Various	1.0	0.5	(0.5)
TOTAL RAILTRACK EXPENDITURE		2.0	1.3	(0.7)
TOTAL NON-RAILTRACK EXPENDITURE		0.3	0.2	(0.1)

Explanation of variances

LONDON NORTH EASTERN ZONE

Leeds Station enhancements - Spend originally considered as renewals.

Neville Hill light maintenance depot new carriage washer - Scheme rollover.

Leeds development - Work bought forward.

North Trans-Pennine passenger capacity - Spend brought forward.

NORTH WEST ZONE

North Trans-Pennine gauge enhancement - Deferred to 2001/02 and is expected to be dependent on external funding.

Capacity Changes

The NMS noted that capacity changes were required by customers and funders, and to achieve the route vision. Those changes to be progressed during 1999/2000 were:

- Feasibility work between Leeds and Manchester to define a scheme to deliver reduced journey time, increase capacity (to four fast trains per hour), and improve capability (provide W10 gauge), has been undertaken in a joint assessment with the Calder Valley Route. The feasibility study and project specifications are complete. These have been fed into the replacement franchising process. Progress is now dependant upon the award of a new Trans-Pennine Franchise.
- The Leeds-York study to establish the PTE/sSRA/Virgin Trains requirements and examine possible solutions for this section of route has been completed. This forms an integral part of the North Trans - Pennine Franchise proposals, now being considered by sSRA.

Other Progress

Hunt's Cross - The feasibility study to improve the junction to give better reliability and allow for more flexible services has been completed. An outline cost report has been provided to Merseytravel, and their response is awaited.

High gauge freight route - The feasibility study has been completed, with costs for the various options. We will now progress with potential funders.

Neville Hill Depot - The new carriage washer has been installed and is operating.

Route 9 - Birmingham and Coventry to Peterborough

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	0.4	0.4	0.0
Structures	0.8	1.2	0.4
Signalling	1.8	1.1	(0.7)
Telecoms	0.0	0.1	0.1
Stations	0.8	0.4	(0.4)
Other	0.0	0.0	0.0
TOTAL EXPENDITURE	3.8	3.2	(0.6)

Explanation of variances

Structures - Reprioritisation of Structures Programme.

Signalling - Programme slippage on resignalling works between Nuneaton and Peterborough caused by design problems.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	Completion	NMS Forecast	Actual	Variance
COMMITTED				
Station enhancement	2001	0.2	0.2	0.0
PARTNERSHIP				
Nuneaton-Walsall-Birmingham electrification	2007	0.0	0.0	0.0
TOTAL RAILTRACK EXPENDITURE		0.2	0.2	0.0

Other Progress

Freight routeing strategy - The decision on whether Felixstowe to Midlands and North West England Freightliner services will be diverted over this route has not been taken as it is part of the national freight routeing strategy that is described in Section 7.

Route 10 - Crewe to Newport via Shrewsbury

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
GREAT WESTERN ZONE			
Track	1.6	3.8	2.2
Structures	1.2	0.8	(0.4)
Signalling	0.4	0.5	0.1
Plant & Machinery	0.0	0.0	0.0
Telecoms	0.1	0.1	0.0
Stations	0.8	1.9	1.1
Depots	0.0	0.0	0.0
TOTAL EXPENDITURE	4.1	7.1	3.0
MIDLANDS ZONE			
Track	2.2	2.6	0.4
Structures	0.4	0.4	0.0
Signalling	1.1	0.8	(0.3)
Telecoms	0.0	0.0	0.0
Stations	0.3	0.3	0.0
Other	0.0	0.0	0.0
TOTAL EXPENDITURE	4.0	4.1	0.1

Explanation of variances

GREAT WESTERN ZONE

Track - Accelerated renewals as part of Track Quality Improvement programme and Broken Rails increased spend.

Stations - Accelerated SRP programme - completed one year early and reallocation of stations expenditure between routes.

MIDLANDS ZONE

Track - Additional spend on performance schemes, track quality improvement programme and broken rails initiative.

Signalling - Level Crossing Programme: reduction in scheme scope - based on reprioritisation of programme.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	Completion	NMS Forecast	Actual	Variance
GREAT WESTERN ZONE				
COMMITTED				
Wales & West station enhancements	2000	0.2	0.0	(0.2)
Station enhancements	2001	0.0	0.0	0.0
Other schemes	Various	0.1	1.3	1.2
TOTAL RAILTRACK EXPENDITURE		0.2	1.2	1.0
TOTAL NON-RAILTRACK EXPENDITURE		0.1	0.1	(0.0)
MIDLANDS ZONE				
COMMITTED				
Station enhancements	2001	0.1	0.1	0.0
Other schemes	Various	0.0	0.0	0.0
TOTAL RAILTRACK EXPENDITURE		0.1	0.1	0.0

Explanation of variances

GREAT WESTERN ZONE

Other schemes - Includes some SRP work not in the forecast.

Capacity Changes

The NMS described capacity changes that were needed to meet the requirements of customers and funders and to achieve the route vision. The changes that were expected to be delivered during 1999/2000 have been progressed as follows:

- Aberavenny - Pontralis - The plan was to increase capacity to accommodate additional freight traffic by dividing the existing long block section with an additional signal, subject to agreement on funding. This proposal has become a scheme within the Incremental Output Statement that is currently being discussed with the sSRA.
- Marsh Brook-Dorrington - The plan was to increase capacity to accommodate additional freight traffic by shortening block section by reopening an existing signal box. Church Stretton now opens 12 hours a day and will shortly be 16 hours.
- Prees - Wrenbury - The plan was to increase capacity to accommodate additional freight traffic by shortening block section by reopening an existing signal box. The use of the Whitchurch is under review as part of the route strategy and will be reinstated if demand requires.
- Craven Arms - The plan was to increase capacity to accommodate additional freight traffic by building a new passing loop and improving an existing passing loop. This proposal has become a scheme within the Incremental Output Statement that is currently being discussed with the sSRA.

- Abergavenny - The plan was to increase capacity to accommodate additional freight traffic by improving an existing passing loop. This proposal has been modified at the request of the sSRA, and has become a scheme within the Incremental Output Statement that is currently being discussed with the sSRA.
- Shrewsbury - The plan was to increase capacity to accommodate additional freight traffic by improving an existing passing loop. This proposal has been modified at the request of the sSRA, and has become a scheme within the Incremental Output Statement that is currently being discussed with the sSRA.

Route 11 - Wolverhampton to Chester, Aberystwyth and Pwllheli

Renewals

Renewals expenditure			
PROGRAMME OF WORK	NMS Forecast	Actual	Variance
Track	3.7	4.5	0.8
Structures	1.4	2.4	1.0
Signalling	0.4	0.1	(0.3)
Telecoms	0.2	0.2	0.0
Stations	1.9	1.8	(0.1)
Other	0.1	0.0	(0.1)
TOTAL EXPENDITURE	7.7	9.0	1.3

Explanation of variances

Track - Additional spend on performance schemes, track quality improvement programme and broken rails initiative.

Structures - Increased work on Barmouth Viaduct.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK	Completion	NMS Forecast	Actual	Variance
COMMITTED				
Station enhancements	2001	0.7	0.7	0.0
PARTNERSHIP				
Barmouth Viaduct enhancement to permit RA5 traffic	2202	0.0	0.0	0.0
Wolverhampton-Aberystwyth linespeed increase	2002	0.0	0.0	0.0
Other schemes	Various	0.0	0.0	0.0
TOTAL RAILTRACK EXPENDITURE		0.7	0.7	0.0

Route 12 - Manchester and Crewe to North Wales

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	2.9	2.1	(0.8)
Structures	0.4	1.9	1.5
Signalling	1.0	0.7	(0.3)
Plant & Machinery	0.0	0.4	0.4
Telecoms	0.0	0.0	0.0
Stations	0.8	2.4	1.6
Depots	0.0	0.1	0.1
TOTAL EXPENDITURE	5.1	7.6	2.5

Explanation of variances

Track - Renewals deferred to 2000/01 as a consequence of the programme agreed with our contractor.

Structures - Sandycroft (Down Side) Contaminated Drain: environmental complaint- immediate action (£0.7M). Fencing - performance and safety drive (£0.5M).

Plant & Machinery - Performance / small schemes (£0.2M) spent following Area Delivery Group evaluation.

Stations - SRP works £1.6M overspend following reallocations between stations routes.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	Completion	NMS Forecast	Actual	Variance
COMMITTED				
Chester LMD (E)	2000	6.0	7.7	1.7
Barton Moss signalling enhancements & Eccles Up Loop	1998	0.0	0.0	0.0
Station enhancements	2001	0.6	0.9	0.3
PARTNERSHIP				
Bidston-Woodchurch electrification	2004	0.0	0.0	0.0
North Trans-Pennine gauge enhancement	2005	0.0	0.0	0.0
Chester-Bangor linespeed improvement	2000	1.1	1.1	0.0
Other schemes	Various	0.0	0.5	0.5
TOTAL RAILTRACK EXPENDITURE		7.2	9.9	2.7
TOTAL NON-RAILTRACK EXPENDITURE		0.5	0.3	(0.2)

Explanation of variances

Chester LMD (E) - Increase in scope of works by TOC.

Station enhancements - Reallocations between routes.

Other Progress

North Wales Linespeed improvements - North Wales linespeed improvements Chester to Bangor. The works are on target to meet the original plan for completion in time for the Winter 2000 timescale. The project cost of £1.3M includes £0.5M funding from the Welsh Office.

Route 13: Manchester to Sheffield and North Lincolnshire

Renewals

Renewals expenditure			
PROGRAMME OF WORK	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE			
Track	3.8	5.7	1.9
Structures	0.4	1.4	1.0
Signalling	1.5	1.6	0.1
Plant & Machinery	0.4	0.2	(0.2)
Telecoms	0.7	0.3	(0.4)
Stations	3.1	3.9	0.8
Depots	1.9	0.0	(1.9)
TOTAL EXPENDITURE	11.8*	13.1	1.3
NORTH WEST ZONE			
Track	0.4	2.4	2.0
Structures	0.1	0.4	0.3
Signalling	0.1	0.1	0.0
Electrification	0.0	0.0	0.0
Plant & Machinery	0.0	0.1	0.1
Telecoms	0.0	0.0	0.0
Stations	0.0	0.7	0.7
TOTAL EXPENDITURE	0.6	3.6	3.0
* Note: The table in the NMS incorrectly showed total expenditure as 11.7			

Explanation of variances

LONDON NORTH EASTERN ZONE

Track - Additional spend on performance schemes, improved track quality and broken rails programmes.

Structures - Feasibility study for Conisbrough Tunnel bought forward, additional spend on performance initiatives and fencing schemes to mitigate vandalism, additional scope on tunnel renewals.

Telecoms - CIS programmes awaiting TOC instructions.

Stations - Spend re-profiled from other routes.

Depots - Spend re-profiled to Heaton LMD depot (route 2).

NORTH WEST ZONE

Track - Additional track quality work, including broken rail work in Topley and Cowburn Tunnels, and drainage works at Dove Holes.

Structures - Fencing - performance and safety drive (£0.2M)

Stations - Reallocations between routes for SRP works.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	Completion	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE				
COMMITTED				
Station enhancements	2001	0.1	0.1	0.0
Whitwell reconnection of freight facilities (E)	2000	0.9	0.0	(0.9)
PARTNERSHIP				
Sheffield Corridor capacity	2006	0.0	0.0	0.0
Sheffield-Cleethorpes linespeed improvement	2002	0.0	0.0	0.0
CONTRACTOR				
Sheffield Station additional car parking	2001	0.0	0.0	0.0
THIRD PARTY				
Millhouses new station (E)	2001	0.7	0.0	(0.7)
Other schemes	Various	0.2	0.4	0.2
TOTAL RAILTRACK EXPENDITURE		0.6	0.5	(0.1)
TOTAL NON-RAILTRACK EXPENDITURE		1.3	0.0	(1.3)
NORTH WEST ZONE				
Other schemes	Various	0.0	0.5	0.5
TOTAL RAILTRACK EXPENDITURE		0.0	0.5	0.5

Explanation of variances

LONDON NORTH EASTERN ZONE

Whitwell reconnection of freight facilities (E) - Customer pulled out of scheme.

Millhouses new station (E) - Scheme still under development, awaiting customer instruction.

NORTH WEST ZONE

Other schemes - Various works not forecast in the NMS.

Capacity Changes

By summer we will be able to determine the infrastructure enhancements necessary to provide capability for the predicted train movements. This is likely to involve a combination of:

- doubling the track at Dore Station Junction
- two tracks to Dore West Junction

- modify track layout and speeds in Sheffield Station
- increasing the route to Rotherham Central from one to 2 tracks
- increase track layout between Aldwarke and Swinton.

The results of the study and agreed actions were to be reported in the 2000 NMS. Although not specifically reported, the study was completed, and is being considered. This also impacts on the development of Strategic Route 5 in relation to the area around Sheffield Station.

Other Progress

Freight - Feasibility study of high gauge improvements between Doncaster, Immingham, Goole and Hull was being conducted in 1999/2000. This study is still in progress.

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

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	5.4	4.1	(1.3)
Structures	9.7	14.7	5.0
Signalling	4.3	6.7	2.4
Electrification	0.0	0.0	0.0
Plant & Machinery	2.1	2.5	0.4
Telecoms	1.5	0.8	(0.7)
Stations	4.8	8.9	4.1
Depots	0.3	0.2	(0.1)
Other	0.0	0.0	0.0
TOTAL EXPENDITURE	28.1	37.9	9.8

Explanation of variances

Track - re-prioritisation of renewals between routes.

Structures - additional spend on Forth Bridge due to favourable weather allowing more work , plus additional spend on performance works, i.e. drainage.

Signalling - increased costs recategorised from enhancement for rationalisation of signalling scheme (Cowlares re-signalling).

Telecoms - CIS renewal at Ayrshire deferred to 2000/01.

Stations - Additional SRP works to accelerate programme. More station facility works i.e., disabled access and repairs to lineside buildings.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Signalling Rationalisation Scheme		0	(1.3)	(1.3)
Station enhancements	2001	0.4	0.8	0.4
COMMERCIAL				
Raithes Farm freight depot	2001	6.0	0.0	(6.0)
Retail development at Glasgow Queen Street	2000	0.5	0.0	(0.5)
PARTNERSHIP				
Aberdeen-Inverness capacity improvements	2007	0.0	0.0	0.0
Journey-time reductions	2007	0.5	0.0	(0.5)
Glasgow Queen Street signalling mods to cater for longer trains	1999	1.3	1.5	0.2
Provision of train toilet discharge facilities in depots	1999	0.9	0.2	(0.7)
Haymarket Depot shed extension	2000	0.5	0.6	0.1
CIS enhancements	2000	0.1	0.0	(0.1)
CONTRACTOR				
Car-park extensions at Falkirk High, Linlithgow and Croy	2001	0.8	0.2	(0.6)
FEASIBILITY				
General route improvements	2009	0.2	0.0	(0.2)
THIRD PARTY				
Edinburgh Park new station	2000	0.8	0.0	(0.8)
Dysart new station	2001	0.0	0.0	0.0
SPT car parks	2001	0.0	0.0	0.0
Other schemes	Various	0.7	0.1	(0.6)
TOTAL RAILTRACK EXPENDITURE		5.3	2.0	(3.3)
TOTAL NON-RAILTRACK EXPENDITURE		7.4	0.1	(7.3)

Explanation of variances

Signalling Rationalisation Scheme - accounting regularisation.

Raithes Farm - delay agreed with partners due to planning application call-in

Retail development at Glasgow Queen Street - agreement with TOC not reached

Train toilet discharge facilities - scope change

Car parks at Falkirk High, Linlithgow and Croy - reduced scope - Linlithgow not progressed.

Edinburgh Park - agreement with partners not reached.

Capacity Changes

The NMS considered changes to meet the customers and funders requirements, and to deliver the route strategy.

- Additional train paths over the Forth Bridge - The scheme to reduce the length of signal overlaps has been completed, and commissioning is awaiting agreement with HMRI.
- The Raithes Farm development to improve freight distribution in Aberdeen area has been deferred.
- Additional train paths - The timetable has been revised in agreement with customers to provide additional paths between Aviemore and Dalwhinnie.
- New freight flows - Minor track and signalling modifications and additions to the route have been undertaken to support freight flows.

Other Progress

The NMS identified other developments on the route:

- Haymarket and Perth Depots - New controlled emission toilet discharge facilities have been completed.
- Haymarket Depot - The extended train shed for new class 170 trains has been completed.
- Falkirk High, and Croy - extensions to the car parks have been completed.
- Linlithgow - additional car parking has been shown not to be practical.
- Improved security and safety at stations - this work is on going.
- Dysart - Discussions with Fife Council continue for the development of a new station.
- Improved station facilities - Improvements to waiting rooms, toilet facilities, cycle racks and retail outlets continue.

Route 15 - West Anglia Main Line and Branches

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	9.3	11.4	2.1
Structures	2.2	2.4	0.2
Signalling	6.8	15.3	8.5
Electrification	1.1	0	(1.1)
Plant & Machinery	0.1	0.8	0.7
Telecoms	2.5	0	(2.5)
Stations	5.7	7.9	2.2
Depots	0.7	(0.5)	(1.2)
TOTAL EXPENDITURE	28.4	37.3	9.0

Explanation of variances

Track - During the blockade for the Hitchin - Cambridge linespeed increases in August 1999, we took the opportunity to carry out additional track renewals in the area. (£2.1M).

Signalling - We have carried out more extensive design and development to determine the optimum solutions associated with modernising of the West Anglia Route. This includes expenditure of £1.2M and £1.8M identified as WARM electrification and telecoms work that was identified within the NMS under these headings but is now reclassified as signalling. Since publication of the NMS, phase 1 (Hackney Downs) and phase 2 (Brimdson - Elsenham) have been authorised, and work on site has started.

Electrification - WARM electrification works of £1.2M is now reclassified as signalling.

Plant & Machinery - This includes £0.7M West Anglia station security identified within the NMS as stations but is now reclassified as plant & machinery.

Telecoms - We have deferred implementation of upgraded customer information systems to 2000/01 whilst confirming final specifications with WAGN - £0.7M. In addition WARM telecoms works of £1.8M is now reclassified as signalling.

Stations - To take advantage of available possessions and plant on site, we advanced renewals planned for future years - £1.2M. In addition a further £1.0M depot regeneration expenditure identified as depots within the NMS is now reclassified as stations. To take advantage of available possessions and plant on site, we advanced renewals planned for future years at Hornsey Depot.

Depots - Depot expenditure of £1.0M is now reclassified as stations. In addition a financial adjustment from previous years has been made of -£0.5M.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Thameslink 2000	2006	0.4	0.1	(0.3)
WAGN stations	2001	1.6	1.8	0.2
COMMERCIAL				
WARM	2004	2.5	0.6	(1.9)
Stansted Airport capacity	2004	0.0	0.0	0.0
Hitchin-Cambridge linespeed increase	2000	0.4	1.0	0.6
CONTRACTOR				
Station and car-park improvements	2001	1.0	0.0	(1.0)
Bishops Stortford Station car-park extension	2001	0.0	0.0	0.0
Other schemes	Various	6.6	0.0	(6.6)
TOTAL RAILTRACK EXPENDITURE		8.4	3.5	(4.9)
TOTAL NON-RAILTRACK EXPENDITURE		4.1	0.0	(4.1)

Explanation of variances

Thameslink 2000 - Reapportionment of scheme costs by route.

West Anglia Stations - To take advantage of available possessions and plant on site for improvement works (SRP), we advanced improvements planned for future years.

WARM - We have continued negotiating the required enhancements with WAGN, the sSRA and BAA. This lengthy process has led to design and development for capacity upgrades proceeding more slowly than planned.

Hitchin - Cambridge Linespeed Improvements - We have completed the upgrade and delivered a 2.5 minute journey time saving between London and Cambridge. To take advantage of available possessions, we also carried out additional renewals to signalling, structures and overhead line infrastructure.

Station & Car Park Improvements - A number of car park schemes have been deferred, withdrawn or replaced following agreement of priorities with our customers and planning authorities.

Other Schemes - Outside party proposals for new stations at Park Plaza and Addenbrookes were not developed. Park Plaza station did not gain funding from the developer. The new station would have led to the closure of Theobalds Grove station which was in close proximity and this would not have been supported by the train operator WAGN. Addenbrookes is currently in the local transport plan, but would cause capacity problems although alternative options such as a guided bus way are under consideration. In addition a further £0.7M has been deferred for Cambridge station retail units and £0.3M for customer information systems as WAGN confirms the final specification.

Other Progress

Gauge enhancements - An assessment was made of increasing the gauge on the Ipswich - Ely - Peterborough route to provide an alternative route from Felixstowe to the Midlands and beyond. This was fed into the Freight Routeing Strategy as described in Section 7 above.

Route 16 - Great Eastern Main Line and Branches

Renewals

Renewals expenditure			
PROGRAMME OF WORK	NMS Forecast	Actual	Variance
Track	7.4	11.4	4.0
Structures	3.6	4.1	0.5
Signalling	10.5	12.0	1.5
Electrification	2.4	1.4	(1.0)
Plant & Machinery	0.2	1.8	1.6
Telecoms	2.6	0.7	(1.9)
Stations	12.9	8.9	(4.0)
Depots	0.4	0.0	(0.4)
TOTAL EXPENDITURE	40.0*	40.3	0.3
* Note: The table in the NMS incorrectly showed total expenditure as 39.5.			

Explanation of variances

Track - We commissioned additional track renewals between Harold Wood and Shenfield (£4M) to increase linespeeds and improve track quality.

Structures - When strengthening Manningtree underbridges, we took the opportunity to do further steelwork repairs, painting and timber replacement in order to prolong the life of the structure.

Signalling - Expenditure associated with the GE customer information system upgrade £1.5M identified within the NMS as telecoms is now reclassified as signalling.

Electrification - Efficient tendering and contract management allowed us to generate £0.5M cost savings on our Colchester area power supplies upgrade project. A further £0.5M saving followed our feasibility study into renewing equipment at Romford electrical control room. This proved that its condition was much better than first thought.

Plant & Machinery - This includes expenditure of £1.4M for GE/Anglia station security identified within the NMS as stations is now reclassified as Plant & Machinery.

Telecoms – We had to delay the replacement of the Liverpool Street IECC telephone concentrator as the appropriate technical solution took longer to develop than expected - £0.4M extra cost. Implementation is planned for August 2000. In addition expenditure associated with the GE customer information system upgrade £1.5m identified within the NMS as telecoms is now reclassified as signalling.

Stations – Reduction in scope for planned works. In addition expenditure for GE/Anglia security identified within the NMS as Stations is reclassified as Plant & Equipment. Further expenditure for Depot regeneration identified within the NMS as Depots is now reclassified as Stations. Under spend on Liverpool Street as projects deferred to 2000/01 and 2001/02.

Depots - Expenditure of £0.4m depots has been reallocated to stations.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
GE stations	2001	1.8	3.1	1.3
Renew and reprofile OLE at low bridges	1999	0.0	0.0	0.0
Anglia stations	2001	0.9	0.7	(0.2)
GE station security measures	1999	0.0	0.0	0.0
CONTRACTOR				
Station car-park extensions	2002	0.0	0.0	0.0
Norwich Station improvements	2000	0.8	0.9	0.1
Ipswich Station improvements	2000	0.8	0.0	(0.8)
THIRD PARTY				
GE CIS upgrade	2001	1.2	1.0	(0.2)
Braintree Freeport new station	2000	1.0	0.1	(0.9)
Other schemes	Various	2.5*	1.8	(0.7)
TOTAL RAILTRACK EXPENDITURE		6.2	6.4	0.2
TOTAL NON-RAILTRACK EXPENDITURE		2.8	1.2	(1.6)
* Note: The table in the NMS incorrectly showed Other Schemes as 2.9.				

Explanation of variances

GE Stations - To take advantage of available possessions and plant on site for improvement works (SRP), we advanced improvements planned for future years.

Anglia stations - Norwich Shops - We delayed the implementation of new shops at Norwich station whilst agreeing exact specifications with Anglia Railways.

Braintree Freeport Station - This station has been built by a developer and opened in November 1999 with no direct cost to Railtrack, (apart from recoverable supervision, track possession and electrical isolation costs).

Other Schemes - A number of car park schemes have been deferred, withdrawn or replaced following agreement of priorities with our customers and planning authorities. Spend includes £0.5M expenditure reclassified from renewals for Liverpool Street Retail.

Capacity Changes

Capacity Change Ipswich to Felixstowe - Work to provide increased capacity on the single line and passing loop was completed as part of the Ipswich - Felixstowe resignalling/ modernisation scheme. The Derby Road loop was extended, together with signalling improvements. Hourly passenger and hourly freight services can now operate each way.

Other Progress

Freight Routeing Strategy - The NMS stated that this route formed part of the study to decide whether Felixstowe to the Midlands and beyond trains can run via Peterborough. The 2000 NMS (vol. 1, p117) describes the feasibility work that has been undertaken and our conclusions.

Double freight capacity to the Port of Felixstowe - We have renewed the signalling equipment and doubled capacity on the route for passenger and freight services as part of the Ipswich to Felixstowe modernisation project.

Sherringham line resignalling - This project was to include the introduction of new signalling technology to the UK, and renewal of level crossings. It was to be completed in early 2000. Work on the Cromer resignalling has been deferred to June 2000. This was to enable new computer technology to be thoroughly tested prior to the commissioning of the new signalling.

Braintree Freeport - The 2000 NMS (vol. 1, p154) confirmed the opening.

Overhead Line Improvements Stratford to Shenfield - These were completed and provided a 10mph improvement and a one minute journey time reduction.

Customer Information System Improvements - The installation of CIS at all unmanned Anglia Railway was completed.

Customer Information System Improvements - Enhanced CIS at GE stations was completed in June 2000.

New signal installation between Woodgrange Park and South Tottenham - As reported in the 2000 NMS (vol. 1, p154), this was completed and allows more diesel hauled freight services to be diverted away from Stratford to use the Barking to Gospel Oak route.

Route 17 - London, Tilbury and Southend

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	4.5	2.3	(2.2)
Structures	1.2	0.9	(0.3)
Signalling	0.8	0.2	(0.6)
Electrification	0.1	0.1	0.0
Plant & Machinery	0.1	1.1	1.0
Telecoms	0.7	0.1	(0.6)
Stations	3.7	5.5	1.8
Depots	2.0	0.0	(2.0)
TOTAL EXPENDITURE	13.1	10.2	(2.9)

Explanation of variances

Track - Track renewals deferred between Benfleet and Pitsea in order to make better use of available possessions and minimise disruption to customers. This work was carried out during April 2000.

Structures – We have been able to strengthen 2 underbridges at Fenchurch Street more simply than we thought following the final assessments.

Signalling - Saving results from re - planning programme to install TPWS after the Ladbroke Grove accident. A faster implementation programme is now in place, although starting later than originally planned.

Plant & Machinery - Expenditure for LTS station security which was identified within the NMS as stations but is now reclassified as Plant & Machinery.

Telecoms - A revised programme has been agreed with LTS Rail for upgrading customer information systems saving £0.6M in 99/00.

Stations - This includes £2.8M for depot regeneration works which was identified within the NMS as depots but is now reclassified as stations. To take advantage of available possessions and plant on site for enhancements, renewals planned for future years at East Ham Depot have been brought forward. In addition £1.0M expenditure for LTS station security which was identified within the NMS as stations is now reclassified as Plant & Machinery.

Depots - Regeneration works which was identified within the NMS as depots is now reclassified as stations.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
LTS stations and depots	2001	1.3	1.0	(0.3)
West Ham new station	2000	0.2	0.3	0.1
East Ham Depot enhanced maintenance capability	2000	0.8	0.4	(0.4)
LTS resignalling enhancements	1998	0.0	0.0	0.0
CONTRACTOR				
Chafford Hundred Walkway	2000	2.0	1.2	(0.8)
Other schemes	Various	2.3	0.5	(1.8)
TOTAL RAILTRACK EXPENDITURE		6.5	3.4	(3.1)
TOTAL NON-RAILTRACK EXPENDITURE		0.1	0.0	(0.1)

Explanation of variances

LTS Stations & Depots - Some work has been deferred while we establish with LTS Rail their exact requirements as part of their 'c2c' rebranding scheme.

West Ham Station - Most work was completed in 1998. Trailing charges.

East Ham Depot - LTS Rail decided to provide office accommodation themselves, rather than as part of a Railtrack scheme (£0.4M saved.)

Chafford Hundred Walkway - We delayed implementation of a new walkway linking Chafford Hundred station with the Lakeside shopping centre whilst agreeing exact specifications with Capital Shopping Centre. It is now open.

Other Schemes - We revised the financing arrangements for building retail units at Fenchurch Street, whereby LTS Rail provided the facilities themselves. (£0.7M).

Other Progress

Station Regeneration Programme - We expect to finish the rest of the stations on the route during 2000.

Route 18 - Chatham Main Line and North Kent

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	1.1	2.3	1.2
Structures	2.1	2.7	0.6
Signalling	19.3	35.7	16.4
Electrification	3.2	2.9	(0.3)
Plant & Machinery	0.3	(0.2)	(0.5)
Telecoms	1.8	0.3	(1.5)
Stations	4.1	5.5	1.4
Depots	3.7	0.3	(3.4)
Other	0.1	0.5	0.4
TOTAL EXPENDITURE	35.7	50.1	14.4

Explanation of variances

Track - Additional work undertaken for broken rail mitigation, e.g. in Blackheath tunnel. Re-prioritisation of work following review.

Signalling - Significant modification to programme for Dartford Resignalling resulted in cost increase.

Telecoms - Curtailment of projects following review (e.g. removal of lineside telephones, rationalisation of direct lines, cab secure radio performance improvements & Sheerness Branch renewals).

Stations - Reprioritisation of work.

Depots - Slippage of Ramsgate Depot work.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Dartford resignalling enhancements	2001	4.4	4.9	0.5
Station and depot enhancements	2001	1.3	1.1	(0.2)
COMMERCIAL				
Waterloo-Fawkham Junction enhancements for CTRL	2003	5.5	0.0	(5.5)
PARTNERSHIP				
Charlton millennium works	1999	1.0	1.1	0.1
CONTRACTOR				
Greenhithe Station development	1999	0.8	0.0	(0.8)
THIRD PARTY				
Holborough reinstated connection	2002	0.0	0.0	0.0
Northfleet freight siding	2004	0.0	0.0	0.0
Other schemes	Various	0.0	0.6	0.6
TOTAL RAILTRACK EXPENDITURE		13.0	7.5	(5.5)
TOTAL NON-RAILTRACK EXPENDITURE		0.0	0.1	0.1

Explanation of variances

Dartford resignalling enhancements - Contract costs increased.

Waterloo-Fawkham Junction enhancements for CTRL - Change of scope (fast cross-over initially planned and dive-under subsequently chosen).

Greenhithe Station development - Commercial agreement not yet in place with Connex.

Other schemes - Includes £0.3M Thameslink 2000 feasibility and project costs not in the forecast.

Capacity Changes

The NMS described capacity changes to meet the requirements of customers and funders, and to achieve the route vision. Those changes that were to be achieved during 1999/2000 have progressed as follows:

- London to Ramsgate and Dover - Route clearance for Class 375 was completed
- Charlton - Enhanced station facilities, including disabled access to platforms, shelters and a bus turning area, were completed to provide a rail/shuttle bus interchange ready for the opening of the Millennium Dome.
- Swanley to Ramsgate - The study to consider linespeed improvements has been completed.
- Charing Cross to Gillingham by all routes via Dartford - The study to consider infrastructure enhancement to enable 12-vehicle operation has been completed.

Route 19 - Brighton Main Line and South London network

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	10.5	9.7	(0.8)
Structures	7.2	7.0	(0.2)
Signalling	5.1	3.8	(1.3)
Electrification	2.1	2.6	0.5
Plant & Machinery	0.1	0.0	(0.1)
Telecoms	1.6	0.8	(0.8)
Stations	20.8	20.9	0.1
Depots	4.9	1.2	(3.7)
Other	0.2	0.3	0.1
TOTAL EXPENDITURE	52.5	46.3	(6.2)

Explanation of variances

Track - Reprioritisation of track renewals programme following review.

Signalling - Slippage in Victoria Carriage Road and Horsham Resignalling programmes.

Telecoms - Curtailment of projects following review (e.g. removal of lineside telephones, rationalisation of direct lines, cab secure radio performance improvements, City Thameslink station CIS) and slippage in Horsham resignalling programme.

Depots - Stewarts Lane programme delayed due to possession availability as Gatwick Express advised they wish to maintain maximum asset availability during class 460 introduction. Brighton works were delayed due to discovery of asbestos on site and the unforeseen need for additional electrical work.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Thameslink 2000	2006	5.5	5.3	(0.2)
Station and depot enhancements	2001	2.7	4.1	1.4
Victoria Station enhancements	2006	1.3	0.0	(1.3)
Connex CIS enhancements	2001	4.4	3.5	(0.9)
Stewarts Lane LMD carriage-washing machine enhancement	1999	0.0	0.4	0.4
COMMERCIAL				
Victoria Carriage Road upgrade	2000	2.5	1.6	(0.9)
Victoria Station enhancements	2000	0.6	0.5	(0.1)
PARTNERSHIP				
Brighton Main Line capacity upgrade	2004	0.0	0.0	0.0
CONTRACTOR				
Connex car parks	2001	0.5	0.0	(0.5)
Sutton Hub	2001	0.5	0.0	(0.5)
Selhurst wheel-turning facility	2000	0.5	2.0	1.5
Victoria Station airline check-in	2000	0.5	0.0	(0.5)
THIRD PARTY				
West Brompton new station	1999	0.1	0.2	0.1
Stewarts Lane waste terminal	2002	0.0	0.0	0.0
Other schemes	Various	0.9	1.8	0.9
TOTAL RAILTRACK EXPENDITURE		19.3	19.2	(0.1)
TOTAL NON-RAILTRACK EXPENDITURE		0.5	0.2	(0.3)

Explanation of variances

Station and depot enhancements - Includes £4M SRP expenditure. Unforeseen work at a few locations.

Victoria Station enhancements - Delayed due to planning approvals.

Connex CIS enhancements - Programme slippage caused by software difficulties with equipment.

Victoria Carriage Road upgrade - Programme slippage.

Connex car parks - Awaiting scope from Connex.

Sutton Hub - Commercial terms not yet agreed with Connex.

Selhurst wheel-turning facility - Forecast error (confusion caused by staged payments to manufacturer).

Victoria Station airline check-in - Feasibility deferred.

Other schemes - Central TPWS scheme overspend due to contractor costs.

Capacity Changes

The NMS described capacity changes to meet the requirements of customers and funders, and to achieve the route vision. Those changes that were to be achieved during 1999/2000 have progressed as follows:

- West Brompton - The new station opened in June 1999.
- Victoria to Battersea Park - Track and signalling enhancements at Carriage Road were commissioned in May 2000.
- Brighton - Station refurbishment, including major works to the roof, have been completed.
- South London suburban network - The study into capacity enhancement was completed.
- Kensington Olympia to Clapham Junction - The study for strengthening Chelsea River Bridge to increase linespeed and capacity has been completed, and discussions are taking place with sSRA to consider funding.
- Gatwick Airport - The study for a major redevelopment of station has been completed, and the results are being considered in the context of the replacement franchises.

Other Progress

Gatwick Airport - Improvements to signs and other 'way marking' were made to improve access between the station and airport terminals.

London Victoria - Improvements have been made as follows:

- Modest airline check-in facility in the station concourse.
- Provision of automatic ticket gates to the Connex platforms.

Battersea Yard Bridge - The NMS stated that completion was scheduled for 2000. The 2000 NMS (vol 2, p154) stated that the first phase of converting Battersea Yard Bridge to an embankment was completed, and the second phase will be completed by Easter 2001.

Route 20 - South Coastal Route: Portsmouth to Ashford

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	0.9	2.6	1.7
Structures	3.1	3.5	0.4
Signalling	0.7	1.2	0.5
Electrification	0.7	1.6	0.9
Plant & Machinery	0.0	0.0	0.0
Telecoms	7.9	8.7	0.8
Stations	3.6	8.1	4.5
Depots	2.1	0.5	(1.6)
Other	0.1	0.2	0.1
TOTAL EXPENDITURE	19.1	26.4	7.3

Explanation of variances

Track - Re-prioritisation of track renewals programme following review.

Signalling - Increase in minor works and capital works.

Stations - Reprioritisation of work between routes.

Depots - Delay in starting St Leonard's depot work. Brighton works were delayed due to discovery of asbestos on site and the unforeseen need for additional electrical work.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Station and depot enhancements	2001	1.7	2.0	0.3
Thameslink 2000	2006	0.0	0.4	0.4
PARTNERSHIP				
Ashford-Portsmouth major enhancement	2007	0.0	0.0	0.0
Other schemes	Various	0.6	0.0	(0.6)
TOTAL RAILTRACK EXPENDITURE		2.2	2.4	0.2
TOTAL NON-RAILTRACK EXPENDITURE		0.1	0.0	(0.1)

Explanation of variances

Thameslink 2000 - Scope changes, and feasibility and project costs.

Other schemes - Programme slippage.

Route 21 - London to Portsmouth and Weymouth

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	11.6	11.8	0.2
Structures	5.2	4.1	(1.1)
Signalling	6.5	11.0	4.5
Electrification	1.0	1.4	0.4
Plant & Machinery	0.3	18.1	17.8
Telecoms	4.5	1.5	(3.0)
Stations	11.5	(2.2)	(13.7)
Depots	1.8	0.8	(1.0)
Other	0.2	0.4	0.2
TOTAL EXPENDITURE	42.6	46.9	4.3

Explanation of variances

Structures - Lower than expected tender prices.

Signalling - Contractor's claims for Woking/Surbiton and Guildford resignalling schemes. Under spend on Dorset Coast resignalling due to delayed negotiations with contractor.

Plant & Machinery - Includes £17M spend at Waterloo station (not in the NMS forecast). Consists of fire certification work including various alarms, back up systems, etc. Originally expenditure was to be included as Stations and now reclassified to Plant & Machinery.

Telecoms - SWT CIS slippage due to delays agreeing scope with SWT. Dorset Coast resignalling scope reduction and timescale change.

Stations - Includes £14M spend at Waterloo (£2M in the NMS forecast) made up mainly of £17M scheme for fire certification work includes various alarms, back up systems, etc. Originally expenditure was allocated to Stations and is now reclassified to Plant & Machinery.

Depots - Wimbledon and Clapham Junction works delayed due to difficulty in agreeing possessions as SWT requested maximum availability of depots during Class 458 introduction period.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Waterloo station enhancements	2007	1.5	1.0	(0.5)
Station and depot enhancements	2001	0.7	2.6	1.9
SWT CD/RA indicators	1999	0.0	0.0	0.0
Thameslink 2000	2006	0.0	0.0	0.0
COMMERCIAL				
Suburban capacity improvements	2001	0.0	0.0	0.0
Waterloo Station retail reconfiguration	2000	1.7	1.6	(0.1)
CONTRACTOR				
Waterloo Station automatic ticket gates	2000	1.5	0.0	(1.5)
SWT car-park enhancements	2000	1.0	0.5	(0.5)
CIS enhancements	2001	0.0	0.0	0.0
Wimbledon Depot Class 458 enhancements	2000	0.4	0.0	(0.4)
THIRD PARTY				
Dibden Bay development	2004	0.0	0.0	0.0
Other schemes	Various	0.6	2.3	1.7
TOTAL RAILTRACK EXPENDITURE		7.3	8.0	0.7
TOTAL NON-RAILTRACK EXPENDITURE		0.1	0.0	(0.1)

Explanation of variances

Waterloo station enhancements - Retail Project delivered at lower cost.

Station and depot enhancements - Unforeseen work caused by the collapse of a platform at Basingtoke.

Waterloo Station automatic ticket gates - Deferred following commercial discussions with train operator.

SWT car-park enhancements - Programme slippage.

Wimbledon Depot Class 458 enhancements - Works delayed as SWT requested maximum availability of depot during Class 458 introduction period.

Other schemes - Includes £2.0M other spend at Waterloo station.

Capacity Changes

The NMS described capacity changes to meet the requirements of customers and funders, and to achieve the route vision. Those changes that were to be achieved during 1999/2000 have progressed as follows:

- Wimbledon to Raynes Park - The capacity study for this route was part of the major study of capacity on routes into Waterloo. The study and the options that it identified was reported in detail in the 2000 NMS (vol. 2, p182). These options are being discussed with sSRA as part of the replacement franchise activity.
- Wimbledon Depot - Enhancements for the arrival of the new Class 458 trains have provided discharge tanks for the retention toilets on trains, and upgrade of the administration offices.
- Chineham - A feasibility study is underway to consider this potential new station.

Other Progress

Waterloo Capacity - The study of suburban capacity has been completed. The results are being considered in the development of proposal for replacement franchises.

Freight beyond 2004 - The capacity analysis was completed including an assessment of W10 gauge.

Bournemouth Depot - The work at the depot has been completed.

Route 22 - Wessex routes

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
GREAT WESTERN ZONE			
Track	1.0	2.0	1.0
Structures	0.4	0.3	(0.1)
Signalling	0.3	0.3	0.0
Plant & Machinery	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
Stations	0.6	1.9	1.3
Depots	0.0	0.0	0.0
TOTAL EXPENDITURE	2.3	4.5	2.2
SOUTHERN ZONE			
Track	1.7	0.4	(1.3)
Structures	0.9	1.0	0.1
Signalling	0.8	1.1	0.3
Electrification	0.1	0.4	0.3
Plant and Machinery	0.0	0.2	0.2
Telecoms	0.3	0.1	(0.2)
Stations	1.7	2.0	0.3
Depots	0.1	0.1	0.0
Other	0.2	0.1	(0.1)
TOTAL EXPENDITURE	5.8	5.4	(0.4)

Explanation of variances

GREAT WESTERN ZONE

Track - Accelerated renewals as part of Track Quality Improvement programme and Broken Rails increased spend.

Stations - Accelerated SRP programme - completed one year early and reallocation of stations expenditure between routes.

SOUTHERN ZONE

Track - Re-prioritisation of track renewals programme following review. Some programme items deferred due to difficulties in obtaining possessions.

Enhancements

Enhancement expenditure				
PROGRAMME OR WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
GREAT WESTERN ZONE				
COMMITTED				
Station enhancements	2001	0.0	0.0	0.0
Other schemes	Various	0.4	1.3	0.9
TOTAL RAILTRACK EXPENDITURE		0.1	1.2	1.1
TOTAL NON-RAILTRACK EXPENDITURE		0.3	0.1	(0.2)
SOUTHERN ZONE				
COMMITTED				
Station and depot enhancements	2001	0.0	0.2	0.2
Other schemes	Various	0.0	0.0	0.0
TOTAL RAILTRACK EXPENDITURE		0.0	0.2	0.2

Explanation of variances

GREAT WESTERN ZONE

Other schemes - New miscellaneous projects not in the forecast.

SOUTHERN ZONE

Station and depot enhancements - New minor schemes not in the forecast.

Capacity Changes

The NMS described capacity changes to meet the requirements of customers and funders, and to achieve the route vision. Those changes that were to be achieved during 1999/2000 have progressed as follows:

- Bath Spa to Portsmouth Harbour - The study into linespeed improvements was completed, and the proposals are now the subject of an IOS.
- Clyst Hayes - The NMS suggested that a new station would be developed. There are now no plans to develop this station.
- Chandler's Ford - The NMS suggested that a new station was to be developed during the course of 2000. In fact a feasibility study has been undertaken, and is being discussed with interested parties.

Route 23 - Clapham Junction to Reading and branches

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	2.3	2.5	0.2
Structures	0.9	1.0	0.1
Signalling	0.4	1.0	0.6
Electrification	1.2	1.8	0.6
Plant & Machinery	0.0	0.6	0.6
Telecoms	0.1	0.1	0.0
Stations	3.8	3.8	0.0
Depots	0.2	0.8	0.6
Other	0.1	0.2	0.1
TOTAL EXPENDITURE	9.0	11.7	2.7

Explanation of variances

Signalling - Additional work necessary to complete Barnes resignalling

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Feltham Gateway for Heathrow buses	1999	0.1	0.3	0.2
Station and Depot enhancements	2001	0.8	1.2	0.4
COMMERCIAL				
Access to Heathrow	2007	0.0	0.0	0.0
Waterloo-Reading linespeed improvements	2001	0.2	0.0	(0.2)
Wokingham-Redhill linespeed improvements	2001	0.1	0.0	(0.1)
PARTNERSHIP				
St. Margaret's-Twickenham capacity enhancements	2002	0.0	0.0	0.0
Other schemes	Various	0.5	0.0	(0.5)
TOTAL RAILTRACK EXPENDITURE		1.7	1.5	(0.2)
TOTAL NON-RAILTRACK EXPENDITURE		0.0	0.0	0.0

Explanation of variances

Other schemes - Programme slippage.

Other Progress

Feltham Station - The rail/bus interchange facility to provide links to Heathrow Airport did open with airline passenger and airport worker use exceeding the anticipated levels.

Waterloo to Barnes - The capacity study for enhancement of the suburban services has been completed, and the results are now being incorporated in to the replacement franchising process.

Route 24 - Isle of Wight: Ryde to Shanklin

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Structures	0.0	0.5	0.5
Signalling	0.2	0.3	0.1
Electrification	0.1	(0.6)	(0.7)
Stations	0.1	0.2	0.1
TOTAL EXPENDITURE	0.4	0.5	0.1

Explanation of variances

Structures - Delayed completion of embankment stabilisation work from previous year.

Electrification - Accounting adjustment.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
Other schemes	Various	0.0	0.0	0.0
TOTAL RAILTRACK EXPENDITURE		0.0	0.0	0.0

Explanation of variances

no comments

Route 25 - Chiltern Line

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	2.3	2.8	0.5
Structures	1.0	2.6	1.6
Signalling	0.2	0.2	0.0
Plant & Machinery	0.0	0.0	0.0
Telecoms	0.2	0.2	0.0
Stations	0.7	0.2	(0.5)
Other	0.0	0.0	0.0
TOTAL EXPENDITURE	4.4*	6.0	1.6

* Note: The table in the NMS incorrectly showed total expenditure as 4.5.

Explanation of variances

Track - Additional spend on performance schemes, track quality improvement programme and broken rails initiative.

Structures - Reprioritisation of works between routes.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Chiltern Line track & earthworks	1999	0.0	0.0	0.0
Chiltern Lines capacity	1999	0.0	0.0	(0.0)
Haddenham & Thame Station car-park enhancement	2000	0.7	1.2	0.5
Marylebone Station concourse redevelopment	2000	0.4	0.5	0.1
Station enhancements	2001	0.0	0.0	0.0
CONTRACTOR				
Other schemes	Various	0.0	0.3	0.3
TOTAL RAILTRACK EXPENDITURE		1.1	1.9	0.8

Explanation of variances

Haddenham & Thame station car park enhancement - Increased scope of works - paid for by customer

Capacity Changes

Princes Risborough - an additional platform has been provided by Chiltern Railway to provide extra capacity within the station.

Other Progress

Safety and Security - Chiltern Railways is well advanced with proposals for a CCTV/PA/help point system to be installed this year

Route 26 - North London Line

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	4.2	2.9	(1.3)
Structures	3.8	3.7	(0.1)
Signalling	1.0	0.5	(0.5)
Electrification	0.1	0.1	0.0
Plant & Machinery	0.1	0.1	0.0
Telecoms	0.1	0.2	0.1
Stations	0.4	1.0	0.6
Depots	0.3	0.0	(0.3)
TOTAL EXPENDITURE	10.0	8.5	(1.5)

Explanation of variances

Track - We have deferred a track renewal between Gunnersbury and Richmond in order to make better use of available possessions and minimise disruption to our customers. (£1.3M). It is anticipated this work will be carried out Autumn 2000.

Signalling - This saving results from re - phasing our programme to install TPWS. We now have a faster implementation programme although we are starting later than originally thought.

Telecoms - We have taken the opportunity to reduce disruption for our customers and undertake additional work to telecoms concentrators (£0.1M) during available possessions.

Stations - To take advantage of available possessions and plant on site, we advanced renewals planned for future years £0.7M. In addition expenditure of £0.3M for East London high voltage supplies reconfiguration identified within the NMS as depots is now reclassified as stations.

Depots - Expenditure of £0.3M for East London high voltage supplies reconfiguration identified within the NMS as depots is now reclassified as stations.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	Completion	NMS Forecast	Actual	Variance
COMMITTED				
NLL stations	2001	0.0	0.0	0.0
NLL route study	2000	0.0	0.0	0.0
PARTNERSHIP				
Access to Heathrow	2007	0.0	0.0	0.0
Camden-Dalston electrification	2006	0.0	0.0	0.0
Other schemes	Various	0.5	0.0	(0.5)
TOTAL RAILTRACK EXPENDITURE		0.5	0.0	(0.5)

Explanation of variances

Other schemes - We originally planned to relocate the upside booking office at Acton Central to provide disabled access (£0.5m). In the event, access was possible without relocating the office.

Capacity Changes

New signals between Woodgrange Park and South Tottenham have been installed and allow freight trains to be diverted away from Stratford to the Gospel Oak to Barking Route.

Route study with Franchising Director - The route study with the sSRA and industry partners has reported on the North London Line, and the 2000 NMS (vol 2, p205) has identified options for development.

Route 27 - Cotswolds

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	0.6	3.4	2.8
Structures	1.1	0.7	(0.4)
Signalling	0.2	0.5	0.3
Plant & Machinery	0.0	0.1	0.1
Telecoms	0.1	0.1	0.0
Stations	0.4	1.9	1.5
Depots	0.0	0.0	0.0
TOTAL EXPENDITURE	2.4	6.7	4.3

Explanation of variances

Track - Accelerated renewals as part of Track Quality Improvement programme and Broken Rails increased spend.

Stations - Accelerated SRP programme - completed one year early and reallocation of stations expenditure between routes.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Station enhancements	2001	0.0	0.0	0.0
PARTNERSHIP				
East-west rail link	2004	0.0	0.0	0.0
CONTRACTOR				
Chipping Campden new station	2001	0.0	0.0	0.0
Car parks	2003	0.0	0.0	0.0
Other schemes	Various	0.1	1.3	1.2
TOTAL RAILTRACK EXPENDITURE		0.1	1.2	1.1
TOTAL NON-RAILTRACK EXPENDITURE		0.0	0.1	0.1

Explanation of variances

Other schemes - Various additional works.

Route 28 - Cardiff Valleys

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	0.6	4.5	3.9
Structures	1.5	0.8	(0.7)
Signalling	0.6	0.8	0.2
Plant & Machinery	0.0	0.3	0.3
Telecoms	0.0	(0.7)	(0.7)
Stations	0.5	1.8	1.3
Depots	0.0	0.0	0.0
TOTAL EXPENDITURE	3.4	7.5	4.3

Explanation of variances

Track - Accelerated renewals as part of Track Quality Improvement programme and Broken Rails increased spend.

Structures - Lower spend due to efficiencies from packaging and procurement.

Telecoms - Accounting adjustments for Taff Vale Resignalling scheme.

Stations - Accelerated SRP programme - completed one year early and reallocation of stations expenditure between routes.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Taff Vale resignalling enhancements	1999	0.0	(0.4)	(0.4)
Station enhancements	2001	0.0	0.0	0.0
PARTNERSHIP				
Rymney Valley modernisation	2002	0.0	0.0	0.0
Cardiff Valley Queen Street - central corridor upgrade (E)	2003	0.0	0.0	0.0
Taff Vale North modernisation	2002	0.0	0.0	0.0
CONTRACTOR				
Mountain Ash diversion-land reclamation and new loop (E)	2002	0.3	0.2	(0.1)
Cardiff CIS	2001	0.1	0.0	(0.1)
THIRD PARTY				
Improved station facilities	2004	0.0	0.0	0.0
Other schemes	Various	1.1	2.0	0.9
TOTAL RAILTRACK EXPENDITURE		0.2	2.5	2.3
TOTAL NON-RAILTRACK EXPENDITURE		1.3	(0.7)	(2.0)

Explanation of variances

Taff Vale resignalling enhancements - Accounting adjustments.

Other schemes - Various additional works.

Other Progress

A feasibility study for resignalling on Pontypridd to Aberdare to Merthyr Tydfil lines has been completed. The 2000 NMS, (vol. 2, p215) reports that an option has been developed, now known as Taff Vale North resignalling scheme. Details are now with the local authority to enable them to make funding decisions.

Pontypridd Station - The NMS said that work would be completed during 1999/2000 on major refurbishment and improvements to forecourt to enhance interchange facilities. The 2000 NMS states that the project now includes a footbridge link to the town centre car park. The major refurbishment is now complete, and work is starting on the footbridge and new ticket office.

Cardiff Queen St. to Cardiff Central - The NMS said that we were due to complete a study by March 1999, for increasing capacity. The study was completed in June 1999, and the design phase is under way.

Route 29 - West Wales

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	1.1	2.0	0.9
Structures	0.8	0.5	(0.3)
Signalling	0.1	0.4	0.3
Plant & Machinery	0.1	0.1	0.0
Telecoms	0.1	0.1	0.0
Stations	0.3	3.0	2.7
TOTAL EXPENDITURE	2.5	6.2	3.7

Explanation of variances

Track - Accelerated renewals as part of Track Quality Improvement programme and Broken Rails increased spend.

Stations - Accelerated SRP programme - completed one year early and reallocation of stations expenditure between routes.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Station enhancements	2001	0.0	0.0	0.0
Other schemes	Various	0.5	0.1	(0.4)
TOTAL RAILTRACK EXPENDITURE		0.0	0.0	0.0
TOTAL NON-RAILTRACK EXPENDITURE		0.5	0.1	(0.4)

Explanation of variances

Other schemes - Various minor items not progressed/deferred.

Route 30 - West Midlands local routes

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	5.3	6.6	1.3
Structures	1.0	1.2	0.2
Signalling	1.2	5.7	4.5
Electrification	0.3	0.0	(0.3)
Plant & Machinery	0.0	0.0	0.0
Telecoms	0.0	0.5	0.5
Stations	2.3	2.9	0.6
Other	0.1	0.0	(0.1)
TOTAL EXPENDITURE	10.2	16.8	6.6

Explanation of variances

Track - Additional spend on performance schemes, track quality improvement programme and broken rails initiative.

Signalling - Performance schemes (£4M additional spend).

Stations - SRP increased post NMS.

Enhancements

Enhancement expenditure				
PROGRAMME OR WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Station enhancements	2001	0.9	0.9	0.0
PARTNERSHIP				
Walsall-Rugeley electrification	2005	0.0	0.1	0.1
Centro Trains security, access & information	2006	0.0	0.0	0.0
CONTRACTOR				
Reopening of closed routes	2006	0.0	0.0	0.0
Other schemes	Various	0.0	1.3	1.3
TOTAL RAILTRACK EXPENDITURE		0.9	2.2	1.3
TOTAL NON-RAILTRACK EXPENDITURE		0.0	0.1	0.1

Explanation of variances

Other Schemes - Midland Metro scheme slippage (was expected to be substantially complete in 1998/99)

Other Progress

Walsall Area Resignalling Renewals - renewal of signalling cable, cable routes, and location cases between Walsall and Ryecroft Junction - implementation forecast for 1999/2000. The 2000 NMS (Vol. 2, p226) states a contract has been awarded and is expected to be completed in 2001.

Route 31 - East Midlands local routes

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£`M)	NMS Forecast	Actual	Variance
Track	3.6	4.4	0.8
Structures	2.5	2.2	(0.3)
Signalling	4.9	2.7	(2.2)
Plant & Machinery	0.0	0.0	0.0
Telecoms	0.0	0.1	0.1
Stations	2.1	2.2	0.1
Other	0.1	0.0	(0.1)
TOTAL EXPENDITURE	13.2	11.6	(1.6)

Explanation of variances

Track - Additional spend on performance schemes, track quality improvement programme and broken rails initiative.

Signalling - Level Crossing Programme: reduction in scheme scope - based on review/reprioritisation of programme.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Station enhancements	2001	0.8	0.8	0.0
FEASIBILITY				
Matlock-Buxton (Peak Valley Line) reopening	2007	0.0	0.0	0.0
Other schemes	Various	0.0	0.3	0.3
TOTAL RAILTRACK EXPENDITURE		0.8	1.1	0.3

Explanation of variances

Other schemes - Various small schemes progressed.

Route 32 - Merseyside

Renewals

Renewals expenditure			
PROGRAMME OR WORK (£M)	NMS Forecast	Actual	Variance
Track	2.8	3.8	1.0
Structures	1.0	1.9	0.9
Signalling	1.7	0.4	(1.3)
Electrification	1.4	1.0	(0.4)
Plant & Machinery	0.0	0.2	0.2
Telecoms	1.4	0.6	(0.8)
Stations	15.7	4.4	(11.3)
Depots	0.0	0.4	0.4
Other	0.0	0.2	0.2
TOTAL EXPENDITURE	24.0	12.9	(11.1)

Explanation of variances

Track - Track Renewals 1999/00: delivery of additional work (£0.6M additional spend). Broken Rail Initiatives: additional re-railing work as part of broken rail initiative (£0.6M).

Structures - Fencing - Performance and safety drive (£0.5M). Hamilton Square Burrowing Jcn Drainage (£0.5M).

Signalling - Fitting of tripcocks - £1.0M under spend as the scheme was cancelled in lieu of TPWS, with the agreement of HMRI and the train operator. Signalling rationalisation £0.3M under spend following reallocation to other signalling schemes.

Electrification - Electrification schemes reprioritised between routes, and the Bank Hall transformer work was reprogrammed for 2000/01.

Telecoms - Repackaged into separate schemes (Merseyrail Self Reporting Phones AD, Sandhills SPT Concentrator) with some work deferred.

Stations - SRP £9M under spend following reallocations between stations and routes. Liverpool Sub-surface mechanical and electrical refurbishment £1M overspend due to reprofiling of project spend.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Mersey Tunnel drainage	2000	0.1	0.0	(0.1)
Bootle New Strand Station refurbishment	1999	0.0	0.2	0.2
Station enhancements	2001	0.5	2.3	1.8
Allerton Interchange (see Route 1)	2001	0.0	0.0	0.0
PARTNERSHIP				
North Trans-Pennine gauge enhancement	2005	0.0	0.0	0.0
Merseyside 75mph services	2002	0.0	0.0	0.0
CONTRACTOR				
Liverpool Underground Station enhancements (E)	2001	12.3	13.8	1.5
FEASIBILITY				
Merseyside park and ride	2002	0.0	0.0	0.0
THIRD PARTY				
New station & major refurbishment	2001	2.2	2.9	0.7
Maghull car-park & station enhancements	1999	0.0	0.3	0.3
Other schemes	Various	0.0	0.0	0.0
TOTAL RAILTRACK EXPENDITURE		12.9	15.5	2.6
TOTAL NON-RAILTRACK EXPENDITURE		2.2	4.1	1.9

Explanation of variances

Station enhancements - Reallocations between routes for SRP works.

Liverpool Underground Station enhancements (E) - Reprofiting of spend.

New station & major refurbishment - Merseytravel PTE spent more than forecast.

Other Progress

Bootle New Strand Station - Refurbishment of the station has been completed, and the station was officially opened on 29 April 1999.

Route 33 - Manchester to the coast

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	6.9	6.1	(0.8)
Structures	1.0	2.5	1.5
Signalling	1.2	3.4	2.2
Electrification	0.1	0.0	(0.1)
Plant & Machinery	0.0	0.6	0.6
Telecoms	0.2	0.2	0.0
Stations	6.6	2.8	(3.8)
Depots	0.0	0.3	0.3
Other	0.1	0.5	0.4
TOTAL EXPENDITURE	16.1	16.4	0.3

Explanation of variances

Track - Programme of renewals reduced, partly due to difficulty in obtaining possessions. Some additional works were also carried out.

Structures - Bridge Guard 3: increased scope of works required (£0.6 overspend). Fencing - performance and safety drive (£0.6 overspend). £0.7M overspend following settlement of account with contractor.

Signalling - £2.4M spend following settlement of account with contractor.

Plant & Machinery - Various performance improvements and other small schemes. Settlement of account with contractor.

Stations - Reallocations between routes for SRP works.

Enhancements

Enhancement expenditure				
PROGRAMME OR WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Manchester Victoria Area Infrastructure Renewals	1998	0.0	0.0	0.0
Station enhancements	2001	2.7	2.2	(0.5)
PARTNERSHIP				
North Trans-Pennine gauge enhancement	2005	0.0	0.0	0.0
Oldham Loop LRT conversion	2000	0.3	0.0	(0.3)
CONTRACTOR				
Car parks at various locations	2009	0.1	0.0	(0.1)
THIRD PARTY				
New stations & major refurbishment	2001	0.0	0.1	0.1
Other schemes	Various	0.0	0.1	0.1
TOTAL RAILTRACK EXPENDITURE		2.8	2.2	(0.6)
TOTAL NON-RAILTRACK EXPENDITURE		0.3	0.2	(0.1)

Explanation of variances

Station enhancements - reallocations between routes for SRP works.

Oldham Loop LRT conversion - deferred one year

Route 34 - Lancashire

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	2.0	2.0	(0.0)
Structures	0.3	0.4	0.1
Signalling	0.3	0.2	(0.1)
Telecoms	0.0	0.0	0.0
Stations	3.3	1.9	(1.5)
Other	0.1	0.0	(0.1)
TOTAL EXPENDITURE	6.0	4.4	(1.6)

Explanation of variances

Stations - Reallocations between routes for SRP works.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Station enhancements	2001	1.6	1.6	0.0
Other schemes	Various	0.0	0.2	0.2
TOTAL RAILTRACK EXPENDITURE		1.6	1.6	0.0
TOTAL NON-RAILTRACK EXPENDITURE		0.0	0.1	0.1

Explanation of variances

Other schemes - Minor works.

Route 35 - Cumbria

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	1.6	1.7	0.1
Structures	0.2	1.4	1.2
Signalling	1.3	0.7	(0.6)
Plant & Machinery	0.0	0.1	0.1
Telecoms	0.0	0.0	0.0
Stations	0.2	0.1	(0.1)
Other	0.1	0.1	0.0
TOTAL EXPENDITURE	3.4	4.0	0.6

Explanation of variances

Structures - Increased work scope and emergency works to embankments (£1M overspend).

Enhancements

Enhancement expenditure				
PROGRAMME OR WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Cumbrian Coast gauge clearance for freight	1998	0.0	0.1	0.1
Station enhancements	2001	0.0	0.0	0.0
Other schemes	Various	0.0	0.1	0.1
TOTAL RAILTRACK EXPENDITURE		0.0	0.2	0.2

Explanation of variances

no comments

Route 36 - Yorkshire

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE			
Track	5.3	6.0	0.7
Structures	4.8	5.1	0.3
Signalling	0.6	3.0	2.4
Electrification	0.0	0.2	0.2
Plant & Machinery	0.0	0.0	0.0
Telecoms	0.2	0.0	(0.2)
Stations	0.8	2.3	1.5
Depots	0.0	0.0	0.0
TOTAL EXPENDITURE	11.7	16.7	5.0
NORTH WEST ZONE			
Track	1.2	0.3	(0.9)
Structures	0.6	1.0	0.4
Signalling	0.1	0.0	(0.1)
Plant & Machinery	0.0	0.1	0.1
TOTAL EXPENDITURE	1.9	1.4	(0.5)

Explanation of variances

LONDON NORTH EASTERN ZONE

Track - Design element of 2000/01 track quality programme undertaken in 1999/00, additional spend on 1999/00 track quality programme, additional spending on performance schemes.

Structures - Additional spending on performance initiatives.

Signalling - Additional spend for schemes to meet output/performance targets, EROS scheme completion delayed due to additional renewal scope, additional spend on SPADS and other safety schemes, work to expand York IECC brought forward.

Electrification - Additional spending on performance schemes.

Telecoms - CIS programmes awaiting TOC instruction.

Stations - Scope of several SRP schemes revised on agreement with customers.

NORTH WEST ZONE

Track - Less work completed than forecast due to lack of possessions and contractor issues. Work has been reprogrammed for 2000/01.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE				
COMMERCIAL				
Milford Junction enhancement	2004	0.0	0.0	0.0
PARTNERSHIP				
Leeds North West Class 333 operation	2001	2.0	0.2	(1.8)
Car-park extensions	2001	0.3	0.0	(0.3)
New lifts	2001	0.3	0.3	0.0
THIRD PARTY				
Crosshills new station	2001	0.0	0.0	0.0
New stations for West Yorkshire PTE	2002	0.0	0.0	0.0
Other schemes	Various	0.1	0.0	(0.1)
TOTAL RAILTRACK EXPENDITURE		0.5	0.4	(0.1)
TOTAL NON-RAILTRACK EXPENDITURE		2.2	0.1	(2.1)
NORTH WEST ZONE				
COMMERCIAL				
Track work Settle-Carlisle	2002	5.0	18.6	13.6
PARTNERSHIP				
Settle-Carlisle speed & capacity upgrade	2003	0.0	0.0	0.0
Other schemes	Various	0.0	0.1	0.1
TOTAL RAILTRACK EXPENDITURE		5.0	18.6	13.6
TOTAL NON-RAILTRACK EXPENDITURE		0.0	0.1	0.1

Explanation of variances

LONDON NORTH EASTERN ZONE

Leeds North West Class 333 operation - Delayed by customer

Car-park extensions - Scheme rollover - works continue.

Other schemes - Scheme abandoned on TOC request

NORTH WEST ZONE

Track work Settle-Carlisle - Forecast spend was an initial estimate pending full survey, after which further work was undertaken.

Capacity Changes

The NMS considered changes to capacity to meet the customers and funders requirements, and to deliver the route strategy. Those changes to be delivered during the course of 1999/2000 were as follows:

- Halifax to Huddersfield - The reopening of the previously closed route between Dryclough Junction to Greetland and between Bradley Wood to Bradley Junction was identified as providing new passenger services between Halifax and Huddersfield. These services began in May 2000.
- Wharfedale and Airedale - Route works and platform extensions were being undertaken to enable the Leeds North West route to be cleared for Class 333 train operation which would provide additional seating and shorter journey times. Gauge clearance work has started and is due for completion this year. Platform extensions for 3-car units are due for completion towards the end of this year, and 4-car unit platform extensions at the beginning of next year.
- Settle - Carlisle - Further increases in freight traffic, and the possible introduction of new services to Glasgow, were seen as requiring increased capacity on this route. A study to develop the best industry solution was undertaken with numerous options being worked. The results were shared with freight and passenger operators. As yet they have not asked us to progress further. However, we will continue with the current programme of renewals to maintain the current capacity and 60mph linespeed.

Other Progress

Brighouse - We reported that preparatory works were in progress to enable services to commence by 2000. Services did commence in May 2000.

Stations - The NMS stated that work was scheduled for completion later in 1999 at Halifax, Huddersfield and York. At Halifax and Huddersfield works are complete. York is due to commence this year due to delays in defining the scope of the works.

Route 37 - North East England

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	2.3	3.4	1.1
Structures	1.4	2.4	1.0
Signalling	0.7	0.5	(0.2)
Plant & Machinery	0.0	0.0	0.0
Telecoms	0.1	0.0	(0.1)
Stations	0.1	0.3	0.2
TOTAL EXPENDITURE	4.6	6.6	2.0

Explanation of variances

Track - Additional spending on performance schemes, improved track quality and broken rails programmes.

Structures - Additional spending on performance initiatives.

Signalling - Programme of work reduced.

Stations - Scope of several SRP schemes revised on agreement with customers.

Enhancements

Enhancement expenditure				
PROGRAMME OR WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
PARTNERSHIP				
Sunderland Tyne & Wear Metro (E)	2002	0.3	5.5	5.2
Other schemes	Various	0.0	0.9	0.9
TOTAL RAILTRACK EXPENDITURE		0.3	3.8	3.5
TOTAL NON-RAILTRACK EXPENDITURE		0.0	2.6	2.6

Explanation of variances

Sunderland Tyne & Wear Metro (E) - Inclusion of Sunderland Direct project following Outside Party sign-up.

Other schemes - Additional work to support urgent requirement to provide a Settle & Carlisle diversionary route.

Other Progress

Newcastle to Carlisle - The NMS stated that we were progressing a feasibility study to identify the work required to deliver a target journey time of 75mins from Carlisle to Newcastle. In particular level crossing operation was to be considered. The feasibility study is complete, and options are being considered.

Middlesbrough Station - Work started in August 1998 and was scheduled to be completed in 1999. The 2000 NMS (vol. 2, p262) confirmed completion of the £2M work package.

Route 38 - South West Scotland

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
NORTH WEST ZONE			
Track	0.4	0.0	(0.4)
Signalling	0.0	0.0	0.0
TOTAL EXPENDITURE	0.4	0.0	(0.4)
SCOTLAND ZONE			
Track	2.9	3.4	0.5
Structures	0.7	1.7	1.0
Signalling	0.3	0.2	(0.1)
Plant & Machinery	0.1	0.2	0.1
Telecoms	0.0	0.0	0.0
Stations	4.3	0.8	(3.5)
Depots	0.0	0.0	0.0
TOTAL EXPENDITURE	8.3	6.3	(2.0)

Explanation of variances

NORTH WEST ZONE

Track - Freight haulage and other track renewal sites deferred to 2000/01.

SCOTLAND ZONE

Track - Reprioritisation to reverse the effects of additional freight traffic causing deterioration of track quality.

Structures - Additional minor works to allow for improvements in performance with additional structures renewal.

Stations - Additional SRP works completed at the end of 1998/1999 resulting in less work required in 1999/2000.

Enhancements

Enhancement expenditure				
PROGRAMME OR WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Station enhancements	2001	0.4	0.0	(0.4)
COMMERCIAL				
Capacity enhancements Kilmarnock-Gretna	2002	0.5	0.5	0.0
PARTNERSHIP				
CIS enhancements	2000	0.1	0.0	(0.1)
Other schemes	Various	0.1	0.0	(0.1)
TOTAL RAILTRACK EXPENDITURE		1.1	0.5	(0.5)

Explanation of variances

Station enhancement - Recategorised as renewal.

Capacity Changes

The NMS identified capacity changes to meet customer and funder requirements and deliver route vision on section Kilmarnock to Gretna Junction:-

- The optimisation of train paths and the utilisation of the route for 24hrs each day has been completed. The provision of a loop at Thornhill to increase capacity and flexibility has been completed.

Route 39 - Strathclyde

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	5.0	5.4	0.4
Structures	2.1	3.2	1.1
Signalling	4.0	7.2	3.2
Electrification	0.5	0.4	(0.1)
Plant & Machinery	1.2	1.2	0.0
Telecoms	2.7	1.3	(1.4)
Stations	6.1	25.9	19.8
Depots	0.2	0.2	0.0
TOTAL EXPENDITURE	21.8	44.8	23.0

Explanation of variances

Track - Increased renewal to improve quality.

Structures - Increased minor works and slab track work at Glasgow Queen Street.

Signalling - Costs recategorised from enhancement for signalling rationalisation scheme, plus additional wire degradation works.

Telecoms - 'Single Manning Agreement' radio system works deferred to 2000/01.

Stations - SRP works accelerated.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Signalling (ROSS)		0.0	(1.5)	(1.5)
Paisley Gilmour Street improvements	2000	0.5	0.6	0.1
Largs Station rebuild	2000	1.0	0.0	(1.0)
Station enhancements	2001	0.4	2.2	1.8
AWS	2002	0.0	0.0	0.0
PARTNERSHIP				
Glasgow Airport rail link	2005	0.0	0.0	0.0
Larkhall-Milngavie and Anniesland	2001	10.0	0.4	(9.6)
CIS enhancements	2000	0.1	0.0	(0.1)
CONTRACTOR				
Barrhead-Kilmarnock capacity improvements	2002	0.0	0.0	0.0
FEASIBILITY				
Deferred fixed assets		0.0	0.5	0.5
Station information & security	2007	0.0	0.0	0.0
THIRD PARTY				
Gilmour Street lifts		0.0	0.6	0.6
SPT new stations	2009	1.0	0.0	(1.0)
SPT car parks	2001	0.1	0.0	(0.1)
Other schemes	Various	0.9	1.1	0.2
TOTAL RAILTRACK EXPENDITURE		10.9	1.7	(9.2)
TOTAL NON-RAILTRACK EXPENDITURE		3.1	2.2	(0.9)

Explanation of variances

Signalling Rationalisation Scheme - Accounting adjustment.

Largs - Awaiting planning agreement with local authority.

Station enhancement - Accelerated spend arising from SRP Programme.

Larkhall- Milngavie - Scheme deferred while funding agreement is established.

Deferred fixed assess - Feasibility studies.

Gilmour Street lifts - New scheme after NMS plans prepared.

Other Progress

Signalling - Cowlairs signal box renewal works - £25M, 3 year project has been completed.

Route 40 - Edinburgh and Fife

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	1.7	7.6	5.9
Structures	0.7	0.9	0.2
Signalling	0.4	1.3	0.9
Electrification	0.0	0.0	0.0
Plant & Machinery	0.1	0.1	0.0
Telecoms	0.1	0.0	(0.1)
Stations	4.4	1.5	(2.9)
Depots	0.0	0.0	0.0
TOTAL EXPENDITURE	7.4*	11.4	4.0

* Note: The table in the NMS incorrectly showed total expenditure as 7.4.

Explanation of variances

Track - Accelerated work in Fife to improve track quality and reduce TSRs resulting from additional freight traffic.

Signalling - Renewal of cable routes to improve performance.

Stations - Increased SRP in late 1998/99 resulted in less work required in 1999/00.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Station enhancements	2001	0.4	0.1	(0.3)
PARTNERSHIP				
CIS enhancements	2000	0.1	0.0	(0.1)
Other schemes		0.0	0.5	0.5
THIRD PARTY				
Dunfermline Queen Margaret - new station	2000	1.1	1.2	0.1
Other schemes	Various	0.1	0.0	(0.1)
TOTAL RAILTRACK EXPENDITURE		0.6	0.6	0.0
TOTAL NON-RAILTRACK EXPENDITURE		1.1	1.2	0.1

Explanation of variances

Station enhancements - Less SRP work.

Route 41 - Highlands

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	1.4	1.5	0.1
Structures	0.0	0.2	0.2
Signalling	0.7	0.8	0.1
Plant & Machinery	0.0	0.0	0.0
Telecoms	0.2	0.0	(0.2)
Stations	4.2	4.0	(0.2)
Depots	0.0	0.1	0.1
TOTAL EXPENDITURE	6.5	6.6	0.1

Explanation of variances

Various minor changes to renewal forecast.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
Station enhancements	2001	0.4	0.4	0.0
CONTRACTOR				
Mallaig turntable	2000	0.3	0.0	(0.3)
Fort William turntable	2000	0.1	0.0	(0.1)
THIRD PARTY				
Beaully Station reopening	2000	0.1	0.0	(0.1)
Other schemes	Various	0.0	0.0	0.0
TOTAL RAILTRACK EXPENDITURE		0.4	0.4	0.0
TOTAL NON-RAILTRACK EXPENDITURE		0.5	0.0	(0.5)

Explanation of variances

Turntables - Deferred with the agreement of all parties.

Beaully Station - Upgrade/reconstruction of the station has been deferred pending agreement with funding partners.

Route 42 - Southern England and South Wales Freight

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
GREAT WESTERN ZONE			
Track	1.1	2.0	0.9
Structures	0.6	0.4	(0.2)
Signalling	0.2	0.3	0.1
Plant & Machinery	0.0	0.0	0.0
Telecoms	0.0	0.0	0.0
TOTAL EXPENDITURE	1.9	2.7	0.8
SOUTHERN ZONE			
Track	0.0	0.0	0.0
Structures	0.1	0.1	0.0
Signalling	0.0	0.0	0.0
TOTAL EXPENDITURE	0.1	0.1	0.0

Explanation of variances

GREAT WESTERN ZONE

Track - Accelerated renewals as part of Track Quality Improvement programme and Broken Rails increased spend

SOUTHERN ZONE

no comments

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
EAST ANGLIA ZONE				
Other schemes	Various	0.0	0.0	0.0
TOTAL RAILTRACK EXPENDITURE		0.0	0.0	0.0
GREAT WESTERN ZONE				
PARTNERSHIP				
Vale of Glamorgan upgrade	2002	0.3	0.0	(0.3)
Other schemes	Various	0.1	0.0	(0.1)
TOTAL RAILTRACK EXPENDITURE		0.4	0.0	(0.4)
TOTAL NON-RAILTRACK EXPENDITURE		0.0	0.0	0.0
SOUTHERN ZONE				
PARTNERSHIP				
Freight feasibility studies	Various	0.2	0.2	0.0
THIRD PARTY				
Hoo Junction track-layout enhancement	2001	0.0	0.1	0.1
Other schemes	Various	0.2	0.0	(0.2)
TOTAL RAILTRACK EXPENDITURE		0.2	0.3	0.1
TOTAL NON-RAILTRACK EXPENDITURE		0.2	0.0	(0.2)

Explanation of variances

GREAT WESTERN ZONE

Vale of Glamorgan upgrade - Options under review with external funders.

SOUTHERN ZONE

no comments

Other Progress

Portishead Branch - Evaluation with Bristol Port Co. of reopening was to be completed by May 99. The 2000 NMS (vol. 2, p285) states that the British Port Co. has submitted to DETR a freight facilities grant application for line refurbishment costs and provision of new rail facilities on the dock side at Portbury.

Route 43 - Midlands Zone Freight

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	2.0	2.4	0.4
Structures	1.6	1.1	(0.5)
Signalling	0.6	0.1	(0.5)
TOTAL EXPENDITURE	4.2	3.7	(0.5)

Explanation of variances

Track - Additional spend on performance schemes, track quality improvement programme and broken rails initiative.

Structures - Structures Programme reallocation between routes.

Signalling - Corby Multiple Train Working Scheme will be fully implemented in 2000/01.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
PARTNERSHIP				
Various freight schemes	2009	0.5	0.0	(0.5)
TOTAL RAILTRACK EXPENDITURE		0.5	0.0	(0.5)

Explanation of variances

Various freight schemes - Schemes not forthcoming from customers.

Route 44 - Northern England Freight

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
LONDON NORTH EASTERN ZONE			
Track	2.1	2.6	0.5
Structures	0.4	0.9	0.5
Signalling	0.0	0.0	0.0
TOTAL EXPENDITURE	2.5	3.5	1.0
NORTH WEST ZONE			
Track	0.9	1.0	0.1
Structures	0.6	0.4	(0.2)
Signalling	0.1	0.0	(0.1)
Plant & Machinery	0.0	0.0	0.0
TOTAL EXPENDITURE	1.6	1.4	(0.2)

Explanation of variances

LONDON NORTH EASTERN ZONE

Track - Additional spend on performance schemes, improved track quality and broken rails programmes.

Structures - Additional spend on performance initiatives, additional spend on fencing to mitigate vandalism.

NORTH WEST ZONE

no comment

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
NORTH WEST ZONE				
PARTNERSHIP				
North Trans-Pennine gauge enhancement	2005	0.0	0.0	0.0
CONTRACTOR				
Freight Buxton	2001	0.7	0.0	(0.7)
THIRD PARTY				
Hillhead Quarry new connection	2000	0.5	0.0	(0.5)
Other schemes	Various	0.0	0.1	0.1
TOTAL RAILTRACK EXPENDITURE		0.7	0.0	(0.7)
TOTAL NON-RAILTRACK EXPENDITURE		0.5	0.1	(0.5)

Explanation of variances

Freight Buxton - Scheme not progressed, customer decision.

Hillhead Quarry new connection - Cancelled scheme following customer request.

Route 45 - Scotland Zone Freight

Renewals

Renewals expenditure			
PROGRAMME OF WORK (£M)	NMS Forecast	Actual	Variance
Track	0.6	1.7	1.1
Structures	0.5	0.4	(0.1)
Electrification	0.0	0.0	0.0
Plant & Machinery	0.1	0.1	0.0
Stations	0.1	0.0	(0.1)
Depots	0.0	0.0	0.0
TOTAL EXPENDITURE	1.3	2.2	0.9

Explanation of variances

Track - additional spend to accommodate extra traffic.

Enhancements

Enhancement expenditure				
PROGRAMME OF WORK (£M)	COMPLETION	NMS Forecast	Actual	Variance
COMMITTED				
New freight sidings and connections	2007	0.0	0.0	0.0
PARTNERSHIP				
Edinburgh CrossRail	2007	0.0	0.0	0.0
CONTRACTOR				
New freight sidings and connections	2004	4.1	0.0	(4.1)
THIRD PARTY				
Stirling-Longannet freight service	2003	0.5	0.0	(0.5)
Other schemes	Various	0.3	0.0	(0.3)
TOTAL RAILTRACK EXPENDITURE		0.6	0.0	(0.6)
TOTAL NON-RAILTRACK EXPENDITURE		4.3	0.0	(4.3)

Explanation of variances

New Freight Sidings - Raithes Farm and other schemes deferred with the agreement of all parties.

Section 12

APPENDICES

There were no specific plans or commitments included in the Appendix section of the NMS.