



# *Scotland's Railway*

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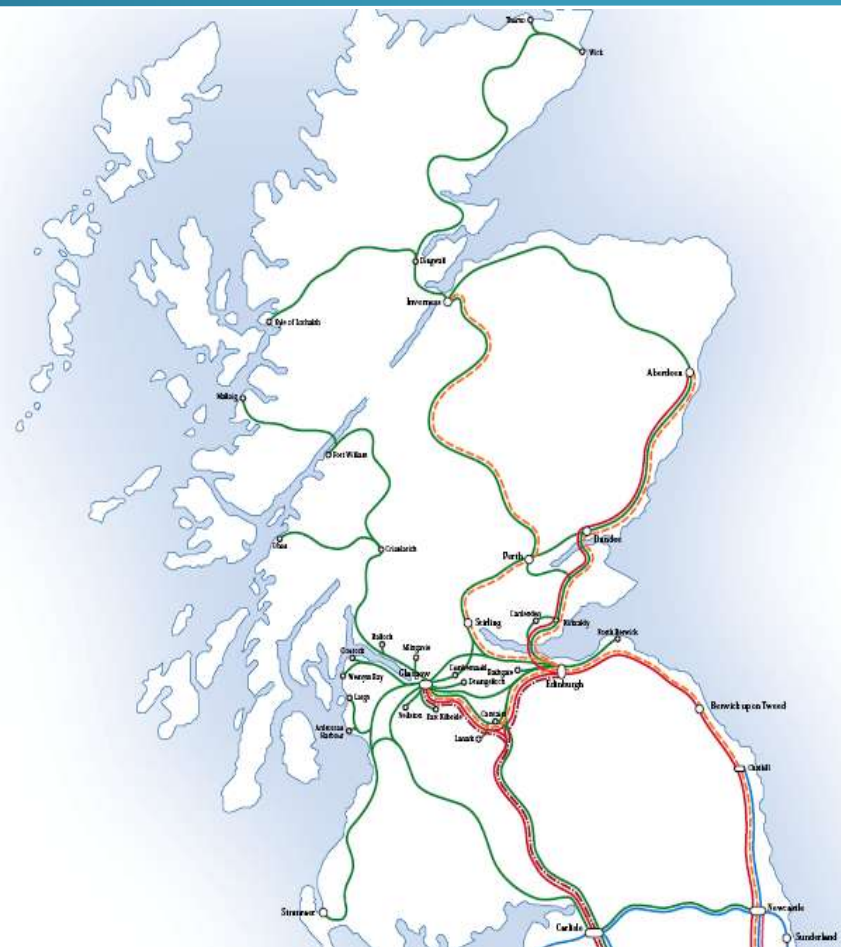


# Scotland Route Vital Statistics

- 2736 Route km
- 351 Stations
- 650 Level Crossings
- 12,300 structures
- 3,500 employees

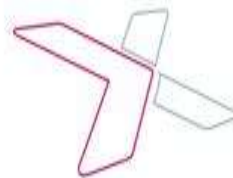
## Supporting:

- 2500 services per day
- 85 million passengers per annum including 3 million cross border journeys
- 14 million tonnes of freight per annum



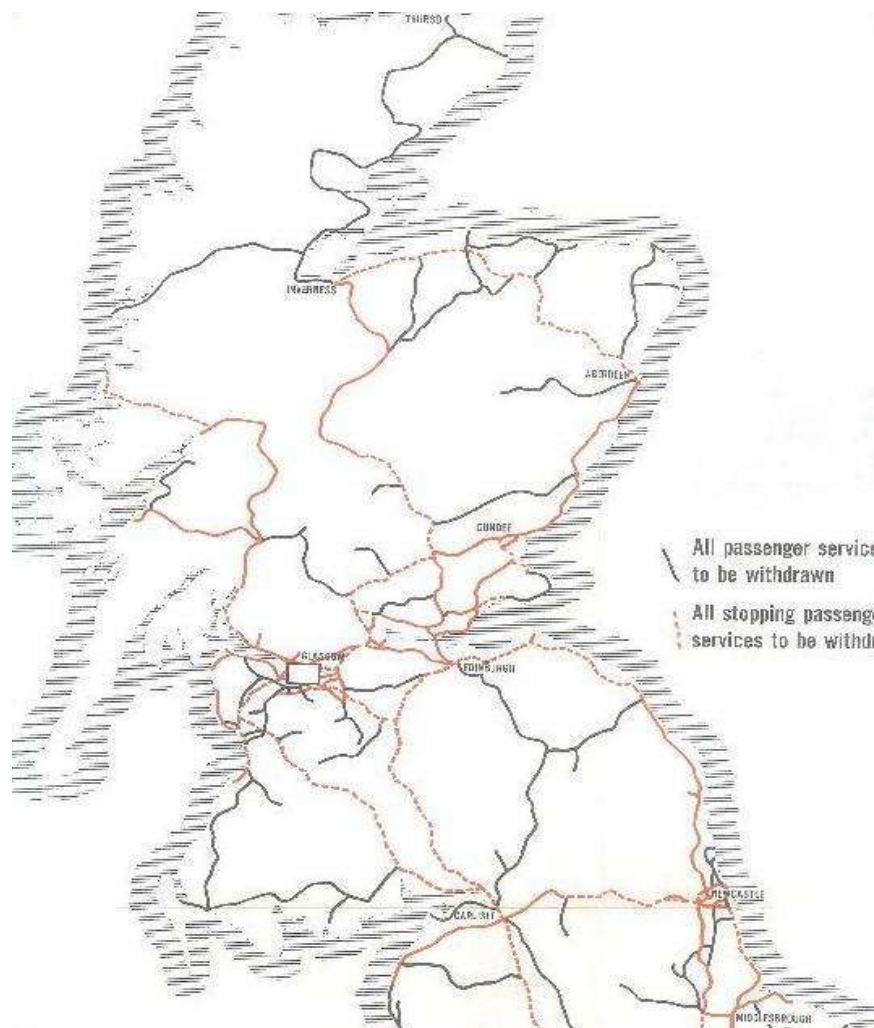


# Our Customers





# 50 years ago....to today





# *Where we are*

- **Over the past decade Network Rail in Scotland has –**
  - **Improved passenger and workforce safety across the network**
  - **Closed 76 level crossings**
  - **Improved train performance to record levels**
  - **Invested £2.7bn in renewing the network**
  - **Expanded the network with new lines and stations**
- **Whilst operating 30% more trains on the network**
- **And all while reducing the cost of running the railway by 23% in CP3 and 18% in CP4**



# Managing the Externals



- Programme of ongoing painting of switch rods and drives. The painting of location cases to reflect high temperatures.
- Huge success where day time point set up is available. In red zone banned, zero opportunity to make adjustments in service.
- Ventilation systems for our known high risk line side location cases
- Lightning Furse protection is being extended to protect in particular where external power supplies enter our systems.



# Lightning Protection





# Today.....to 2063?





# CP 4 Investment

- £2.8 billion between 09/10 and 13/14:
  - Maintenance £434m
  - Operations £591m
  - Renewals £1.365b
  - Enhancements £410m





# *CP 4 Investment*

**£1.8b of Renewals and Enhancements:**

**Kilmarnock – Glasgow Improvements**

**Airdrie-Bathgate**

**Glasgow Central/Paisley Improvement**

**Forth Bridge**

**Waverley Renewals/Upgrade**





# Paisley Canal





# Waverley Station

- Circa £300m investment:
- Creating additional capacity
- Entirely new roof
- Significant facilities upgrade
- fully accessible all entrances and internal levels





# Conon Bridge





# *Our Future - Growth*

**Strong demand forecast to continue :**

- **Edinburgh suburban: 90% - 115%**
- **Glasgow suburban: 27% - 38%**
- **Interurban: 48% - 74%**
- **Rural: 27% – 48%**
- **Freight: upto 11% (Intermodal)**





# *Borders Railway*





# CP5 ....

- **Strategic Business Plan for Scotland submitted to ORR in January**
  - **4.1bn to operate, maintain, renew and expand our network**
  - **16% efficiency**
  - **Investment in technology and innovation to reduce operating costs and improve reliability and productivity**
  - **Maintain and improve asset condition**
  - **Deliver the PPM target whilst managing a busier network for less cost**
  - **Recognises opportunities for further devolution, and alliancing with the new Scot Rail franchise from 2015**



# *Delivering our SBP*

- **A railway that continues to be one of the safest in Europe**
- **An additional 7,500 seats into Glasgow and Edinburgh in the morning peak**
- **Maintaining record levels of train performance**
- **Delivering improved customer satisfaction**
- **A step-change in connectivity**
- **More electrification**
- **Reduced carbon emissions**
- **An even more efficient network**



# *CP5 enhancements*

- **EGIP**
- **Borders**
- **Rolling Programme of Electrification**
- **Aberdeen – Inverness Phase 1**
- **Highland Main Line Phase 2**
- **Motherwell area stabling**
- **Motherwell re signalling enhancements including Carstairs**



# Edinburgh Glasgow Improvement Programme

***A programme of improvements to Scotland's railway infrastructure, rolling stock and service provision that will provide a major boost to the wealth of Scotland and its long term economic sustainability:***

- It is the next phase in electrifying the Scottish rail network and a £650m commitment that will:
- Deliver longer electric trains, along with improved reliability increased capacity and faster journey for passengers on the Edinburgh - Falkirk High – Glasgow Queen Street line.
- Cut 10 minutes from journey times between Scotland's two major cities and will deliver wifi availability on all trains on the route by the end of next year.
- Transform Glasgow's Queen Street station into a world-class integrated transport hub and deliver the Edinburgh Gateway Station, connecting services to Edinburgh Airport.
- Transform Haymarket station into a modern interchange facility.
- Electrify the Cumbernauld line in time for the Glasgow Commonwealth Games in 2014
- Provide a electric train depot at Millerhill, Midlothian



- **Achieved so far**
  - **Significant progress with the programme has already been made which includes the delivery of key infrastructure improvements at Haymarket tunnel and new services on the Edinburgh Glasgow via Shotts Line**
- **On the Ground**
  - **Route Clearance works throughout footprint of Electrification**
  - **Substantial progress North of Larbert and throughout E&G with 44 sites either complete, in progress or committed; route clearance works consist of Bridge deck reconstructions, demolitions and track lowers – (map available)**
  - **Haymarket station redevelopment to be completed by 2014 – link to own section**
  - **Cumbernauld line electrification in time for the Glasgow Commonwealth Games in 2014 – link to own section**



- What's next:
- Edinburgh Gateway
- Commence Electrification works in 2014
- Develop and progress Queen St:

***July 2012 – Transport Ministers Statement:***

***“...once in a generation opportunity.....”***

***“...transform Glasgow Queen Street into a world class integrated hub.....”***



# *Artist's Impression*





# Edinburgh Gateway





# Haymarket



***Predicted Passenger  
numbers at Haymarket:***

***125% increase by 2030***

***Construction 2012 – 2014***





# *Beyond CP5 – long term vision*

- **By 2035 Network Rail's ambition is for the rail industry to -**
  - **Deliver levels of reliability and safety which are amongst the best in the world**
  - **Passenger satisfaction across the UK of at least 90%**
  - **Capacity to accommodate at least twice as many passengers as today**
  - **Additional capacity to meet freight needs**
  - **A financially sustainable railway**
  - **A greater reduction in carbon emissions**
  - **High speed rail playing a key role**





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