Netwrk Rail

Great Britain. Department for Transport

EMC Strategy for Network Rail (formerly NR/L1/SIG/30040). Network Rail (Firm),2010

Reforming our railways Great Britain: Department for Transport,2012-03-08 This Command Paper sets out the Government's vision and policies for the railways. Applying to England and Wales, the Government seeks to work with the rail industry and others to secure significant reductions in the railway's cost base, while at the same time improving the railway for passengers and freight customers. The Government sees railway reform as delivering four objectives: (1) Securing value for the passenger and addressing concerns about rail fares; (2) Dealing with the fiscal deficit; (3) Supporting economic growth, through continued taxpayer investment for passengers and freight; (4) Delivering environmental goals, by reducing carbon emissions. The Command Paper also considers the finding and recommendations set out in Sir Roy McNulty's independent Realising the Potential of GB Rail: Report of the Rail Value for Money Study (available from the DfT here - http://www.dft.gov.uk/publications/realising-the-potential-of-gb-rail/). The publication is divided into six chapters: Chapter 1: Introduction; Chapter 2: A better deal for passengers; Chapter 3: A more strategic role for Government; Chapter 4: A more efficient industry; Chapter 5: Better information; Chapter 6: Implementing rail reform.

GB rail timetable winter edition 11 Network Rail,2010-12-10 The GB Rail Timetable contains rail services operated over the GB rail network, together with rail and shipping connections with Ireland, the Isle of Man, the Isle of Wight and the Channel Islands. Published by TSO with permission from Network Rail (owners of Britain's national railway and stations) the GB Rail Timetable - Winter Edition 11 holds details on passenger services operated by the Train Companies, who work together closely to provide a coordinated rail network offering a range of travel opportunities.

GB rail timetable summer edition 11 Network Rail,2011-05-16 Published by TSO with permission from Network Rail (owners of Britain's national railway and stations) the GB Rail Timetable Summer Edition 2011 holds details on passenger services operated by the Train Companies, who work together closely to provide a co-ordinated rail network offering a range of travel opportunities. Details and identification codes are shown within the Train Operator pages of this book. The GB Rail Timetable contains rail services operated over the GB rail network, together with rail and shipping connections with Ireland, the Isle of Man, the Isle of Wight and the Channel Islands. The GB Rail Timetable also includes the Eurostar summer timetable, valid until 10 Decmeber 2011. Network Rail operate 18 major stations but the remainder are operated on their behalf by the Train Operating Companies. Details are shown in the station index.

The Railways Simon Bradley,2015-09-24 Sunday Times History Book of the Year 2015 Currently filming for BBC programme Full Steam Ahead Britain's railways have been a vital part of national life for nearly 200 years. Transforming lives and landscapes, they have left their mark on everything from timekeeping to tourism. As a self-contained world governed by distinctive rules and traditions, the network also exerts a fascination all its own. From the classical grandeur of Newcastle station to the ceaseless traffic of Clapham Junction, from the mysteries of Brunel's atmospheric railway to the lost routines of the great marshalling yards, Simon Bradley explores the world of Britain's railways, the evolution of the trains, and the changing experiences of passengers and workers. The Victorians' private compartments, railway rugs and footwarmers have made way for air-conditioned carriages with airline-type seating, but the railways remain a giant and diverse anthology of structures from every period, and parts of the system are the oldest in the world. Using fresh research, keen observation and a wealth of cultural references, Bradley weaves from this network a remarkable story of technological achievement, of architecture and engineering, of shifting social classes and gender relations, of safety and crime, of tourism and the changing world of work. The Railways shows us that to travel through Britain by train is to journey through time as well as space.

Delivering a Sustainable Railway Great Britain. Parliament. House of Commons. Transport Committee,2008 The White Paper, 'Delivering a sustainable railway' (Cm. 7176, ISBN 9780101717625) published on July 2007 and set the Government's general vision for the railways for the next thirty years. Network Rail's engineering overruns at New Year 2008 caused tremendous

inconvenience to passengers across the country and inevitably shaped the Committee's oral evidence sessions. The Committee's investigation, along with analyses from the Office of Rail Regulation (ORR) have led them to believe that the engineering overruns are symptonatic of crucial system flaws which have to be resolved if there is to be any hope of getting a sustainable railway, as promised in the White Paper. This report covers both subjects

GB Rail Timetable Winter Edition 13 Network Rail,2012-12-01 The GB Rail Timetable contains details of rail services operated over the GB rail network, together with rail and shipping connections with Ireland, the Isle of Man, the Isle of Wight and the Channel Islands. Published by TSO with permission from Network Rail (owners of Britain's national railway and stations) the GB Rail Timetable - Winter Edition 2013 holds details on passenger services operated by the train companies who work together to provide a coordinated rail network offering a range of travel opportunities.

Regulating Network Rail's efficiency Great Britain: National Audit Office,2011-04 Limitations in Network Rail's information on its own costs are hampering the ability of the Office of Rail Regulation (the Regulator) to judge the genuineness of the efficiency savings reported by Network Rail. This report acknowledges that the Regulator has significantly developed the methods it uses to judge efficiency. Its targets have demanded substantial improvements from Network Rail. Network Rail has made efficiency savings of 27 per cent in the five years to 2008-09, equivalent to £1.8 billion in that final year. This was below the Regulator's target of 31 per cent, although this was still an achievement when compared to savings in other regulated industries. The Regulator has determined that substantial scope remains for Network Rail to improve its efficiency, estimating that maintenance and renewal activities were 34 per cent to 40 per cent less efficient than the most efficient European rail infrastructure managers in 2008. The Regulator estimates that Network Rail can achieve further efficiency savings of 21 per cent in the five years to March 2014 - equivalent to spending £940 million less in 2013-14 than the forecast for that year without efficiency gains. However, there are continuing limitations in the robustness and coverage of Network Rail's unit cost information. These need to be addressed promptly to improve confidence that future efficiency targets accurately reflect Network Rail's potential for sustainable savings, as the efficiency gap narrows, and that reported savings correctly reflect efficiency gains actually achieved.

Reducing passenger rail delays by better management of incidents Great Britain: National Audit Office,2008-03-14 This NAO report examines the delays to passengers on main line rail services and what needs to be done to reduce such incidents. In the 2006-07 period, 0.8 million incidents led to 14 million minutes of delay to franchised passenger rail services, costing a minimum of £1 billion (which averages around £73 for each minute of delay) in the time lost to passengers. The NAO examines how well Network Rail and the Train Operating Companies work together along with the emergency services in resolving unexpected rail incidents. The incidents themselves could be infrastructure faults, fleet problems, fatalities and trepass. The Audit Office has set out a number of recommendations, including: that Network Rail should have in place procedures for notifying emergency services personnel of relevant telephone numbers to be used during incidents and should examine the costs and benefits of introducing a dedicated national telephone number for emergency; Train Operating Companies should implement the good practice guidelines issued by the Association of Train Operating Companies for the accurate and useful initial information to passengers and frequency of updates; they also should use other means of communicating information, such as visual displays onboard trains; Network Rail should analyse its own incident review reports centrally to draw together lessons from across the network; whlist Train Operating Companies should complete more detailed incident reports to cover best practice and lessons learned and further develop contingency plans for stations so staff can respond quickly to disruption; that organisations across the transport sector including Network Rail, the British Transport Police and the Highways Agency should pool the lessons learned from the various rail incidents and the Department of Transport should encourage sharing of best practice and experience across the sector.

The Modernisation of the West Coast Main Line Great Britain: National Audit Office,2006-11-22 This NAO report examines how effectively the Strategic Rail Authority/Department

for Transport and Network Rail turned around the West Coast programme between 2002 and 2006 in terms of delivering outputs and expected outcomes in line with the schedule and targets set by the government and set out in the West Coast Main Line Strategy of June 2003. Three areas were examined in detail: how the Strategic Rail Authority/Department of Transport and Network Rail addressed the weaknesses in programme management before 2002 to achieve delivery to schedule; whether costs have been brought under control; whether the programme is delivering its anticipated benefits. A number of findings and conclusions have been set out, including: that the SRA and Network Rail did turn around the programme through an industry-supported strategy, reducing technology risk through reliance on conventional signalling for most of the upgrade; there were some implementation problems in two areas, axle counters and computer-based interlocking signalling, which resulted in an increase in costs; in general, Network Rail's control of costs has improved, but an analysis of its reported and forecast expenditure shows a final programme spend of £8.6 billion, with an overspend of around £300 million; for renewal work on the west coast route, Network Rail is within its overall funding allowance and on course to achieve 70% of the £940 million cost efficiencies assumed by the rail Regulator; at present the Strategic Rail Authority provides subsidies on an annual basis to Virgin West Coast of £590 million in 2005-06 period, this amount represents a payment needed to maintain train services and is outside the £8.6 billion; the project has delivered journey time improvements, with punctuality and train reliability on the West Coast having improved since 2005; in the 2005-06 period, passenger journeys on Virgin West Coast grew by over 20%, and the remaining work on the programme to 2009 will increase passenger train and freight capacity, but the consensus in the rail industry is that around 2015 to 2020, the line will have insufficient capacity to sustain current levels of growth in passenger and freight traffic; the overall strategy has delivered passenger benefits from a modernised track, but value for money for the programme has not been maximised. The report sets out a number of recommendations, including: that the Department in future should model and appraise costs and benefits for different options for the timing of delivery of the project; that the Department and the Office of Rail Regulation should further develop standard definitions for costs for different stages and elements of transport projects; where projects propose new technology at significant cost, the Department and ORR should ensure that Network Rail draws up a supporting business case, addressing costs, benefits and possible challenges along with a supporting implementation and maintenance strategy; the ORR should ensure Network Rail progresses its plans and adopts best practice strategy, and this approach should include a company-wide strategy that addresses whole life costs in its investment appraisal/project business cases, along with improved recording of maintenance and renewals costs for its equipment.

Office of Rail Regulation Great Britain: Parliament: House of Commons: Committee of Public Accounts,2011-07-12 The Office of Rail Regulation (the Regulator) is the independent economic and safety regulator of the rail industry in England, Scotland and Wales. The Regulator's duties include promoting economy and efficiency in the rail industry with much of its work focusing on Network Rail, the owner and monopoly provider of the national rail network, including track, signalling and stations. Network Rail does not face normal commercial pressures from investors and lenders to improve efficiency as it is a not-for-dividend company without shareholders, financed by debt guaranteed by the Government. It is therefore the role of the Regulator to hold Network Rail to account for its performance and to incentivise it to become more efficient. The Regulator sets efficiency targets when it determines the limits on fees Network Rail can charge train operators for use of tracks, stations and depots. Sir Roy McNulty's recent review of the rail industry showed that the rail industry continued to fail to achieve effective value for money. The Committee states that the Regulator did not exert sufficient pressure on Network Rail to improve its efficiency, and that there is an absence of effective sanctions for under-performance in the system and should enforce a stronger link between performance and bonus payments to Network Rail's senior managers. The relationship between Network Rail, the Regulator and their advisors appears to the Committee to be too cosy. Network Rail should be more accountable for its use of public money, and more transparent in its operations. The Committee sets out 11 conclusions and recommendations.

Use of Pole Mounted Live Line Equipment Network Rail (Firm),2017

GB Rail Timetable Winter Edition 14 Network Rail,2013-12-02 The GB Rail Timetable contains details of rail services operated over the GB rail network, together with rail and shipping connections with Ireland, the Isle of Man, the Isle of Wight and the Channel Islands. Published by TSO with permission from Network Rail (owners of Britain's national railway and stations) the GB Rail Timetable - Winter Edition 2014 holds details on passenger services operated by the train companies who work together to provide a coordinated rail network offering a range of travel opportunities.

Increasing passenger rail capacity Great Britain: National Audit Office,2010-06-04 This report points out that the Department for Transport's latest plans for increasing rail capacity would not deliver as much extra capacity as originally specified, although the taxpayer would have provided nearly as much financial support (£1.2 billion over the period 2009-14) to train companies as originally envisaged. Value for money is also at risk because costs, particularly of rail carriages, have risen at the same time as the recession has reduced the Department's projections of demand. Against this background, the Department has reviewed each individual scheme before entering into contract to ensure that it still offers value for money. By March 2010, the Department had secured use of 526 extra carriages, with a further 106 ordered and due to be ready for operation by 2012. Capacity is now expected for 99,000 extra passengers into London in the morning peak (between 07:00 and 09:59), 15 per cent fewer than originally envisaged, and 25,500 extra passengers into other English cities, 33 per cent fewer. Passenger Transport Executives in the North of England - local government bodies responsible for the public transport in major cities - feel that their expectations for increased capacity in their area have not been met. In 2007 the DfT published a thirty-year strategy which set aside £9 billion for capacity increases. Within this, £7 billion was allocated to Network Rail. The Office of Rail Regulation (ORR) scrutinised Network Rail's plans to but the level of cost detail available to ORR restricts its ability to judge or evaluate.

GB rail timetable summer edition 10 Network Rail,2010-05-19 Published by TSO with permission from Network Rail (owners of Britain's national railway and stations) the GB Rail Timetable Summer Edition 09 holds details on passenger services operated by the Train Companies, who work together closely to provide a co-ordinated rail network offering a range of travel opportunities. Details and identification codes are shown within the Train Operator pages of this book. The GB Rail Timetable contains rail services operated over the GB rail network, together with rail and shipping connections with Ireland, the Isle of Man, the Isle of Wight and the Channel Islands. The GB Rail Timetable also includes the Eurostar summer timetable, valid until 31 August 2009. Network Rail operate 18 major stations but the remainder are operated on their behalf by the Train Operating Companies. Details are shown in the station index.

Increasing passenger rail capacity Great Britain: Parliament: House of Commons: Committee of Public Accounts,2010-11-09 The Department for Transport is eighteen months into a five-year, £9 billion investment programme to improve rail travel, in particular by increasing the number of passenger places on trains by March 2014. The Department's latest plans show that all the relevant targets will be missed. There will be 15 per cent fewer extra places delivered in London in the morning peak and 33 per cent fewer into other major cities, compared to the numbers the Department stated would be needed just to hold overcrowding at current levels. The Committee is concerned that the failure to meet the targets set will lead to substantial increases in already unacceptable overcrowding levels by 2014 and beyond. Rising demand for rail travel combined with serious cuts in public expenditure make it imperative that the rail industry becomes more efficient, otherwise the passenger will suffer. The Department says that levels of crowding, and ticket prices, depend on policy decisions about the level of government subsidy, but this ignores the scope for efficiency savings to release resources for front line services. The industry's ability to provide a good quality rail service, including acceptable levels of crowding, depends crucially on the efficiency of all players in the rail industry, and of Network Rail in particular. Rail infrastructure costs more in Great Britain than in other countries, and there is a large potential for Network Rail to improve its efficiency. The Office of Rail Regulation should be challenging Network Rail's efficiency at a detailed level.

The proposal for a national policy statement on ports Great Britain: Parliament: House of Commons: Transport Committee,2010-03-17 National Policy Statements (NPS) are a key component of the new planning system for nationally significant infrastructure projects, introduced by the Planning Act 2008. The Act stipulates that a proposal for a National Policy Statement will be subject to public consultation and allows for parliamentary scrutiny before designation as national policy by the Secretary of State. The draft Ports National Policy Statement (Department for Transport, 2009) has been welcomed by many organisations as a good start which can be built upon. The Committee has recommended a number of modifications and expects the Department will improve the draft as a result of the consultation and scrutiny processes. The Committee has reservations regarding the Government's 2007 policy for ports and the lack of guidance on location for port development in the NPS but this, of itself, does not make the NPS unfit for purpose. But the Committee cannot recommend designation at this stage on two counts. Firstly, a key, related policy statement - the National Networks NPS - has yet to be published. Secondly, the organisation likely to be one of the principal decision-makers for port development - the Marine Management Organisation - has yet to be established and so has been unable to comment on guidance that will be of great importance to its role. These are fundamental flaws in the consultation process and the Ports NPS should not be designated until they are rectified.

Maintaining and Improving Britain's Railway Stations Great Britain: National Audit Office,2005-07-20 Network Rail owns most of Britain's 2507 stations and is responsible for their structural repair and renewal. It also operates and manages 17 large stations, known as managed stations. It leases the remainder, known as franchised stations, to 22 Train Operating Companies (TOCs) responsible for station maintenance, cleaning and operations. The Strategic Rail Authority (SRA) sets minimum standards, including facilities and services required at franchised stations, monitors TOCs' compliance with requirements and helps fund stations' operation and improvement. In this report, NAO examines whether passengers are satisfied with station facilities and services and whether station requirements are being met, the barriers to station improvement and what is being done to overcome them. There has been a little improvement in passengers' satisfaction over recent years. National Passenger Survey data show that satisfaction increased from 59 per cent to 63 per cent between 1999 and 2005, but the greatest levels of dissatisfaction are with the more than 2000 small and medium-sized stations which are unstaffed, or staffed for only part of the day, and which have few facilities. But there is a gap between rising passenger expectations on the one hand, and value for money and what the government and the industry can afford to spend on the other. Funding constraints constitute the biggest barrier to further improvement. Having originally envisaged spending £225 million on new facilities at 980 stations in its Modern Facilities at Stations programme, the SRA shrank the programme to £25 million and 68 stations to match the amount of money the Department for Transport made available.

Reducing Passenger Rail Delays by Better Management of Incidents Great Britain. Parliament. House of Commons. Committee of Public Accounts,2008 This is the 53rd report from the Committee of Public Accounts (HCP 655, session 2007-08, ISBN 9780215524973), and examines how the rail industry, led by the Department for Transport and Network Rail, manages incidents on the rail network, and how passengers are treated when delays occur. The Committee has set out a number of conclusions and recommendations, including: that Network Rail receives only half of its funding from the taxpayer but as a private sector company it is not directly accountable to Parliament, the Committee states the Department should strengthen the governance and accountability arrangements; that the Office of Rail Regulation should review and revise targets where appropriate to take account of changing conditions and challenges; the Committee states that the Department needs to play a more active role in bringing together the rail industry, emergency services and other stakeholders to improve incident management; and further that the Office of Rail Regulation should make sure mechanisms are in place so that the emergency services know who to contact during rail incidents; that passengers are not receiving the information they need during delays and are not always told how to claim compensation for delays. During the 2006-07 period over 1.2 billion

passenger journeys were made in Great Britain on services that arrived on time almost nine times out of ten. The Department provided £3.4 billion to Network Rail and £1.7 billion to the train operating companies, whilst passengers paid some £5.1 billion in fares, with the NAO estimating that delays cost passengers £1 billion in terms of lost time. This report follows on from a National Audit Office report (HCP 308, session 2007-08, ISBN 9780102953053).

   The Future of Rail Great Britain. Department for Transport,2004 This White Paper sets out the conclusions of the Department for Transport's review of the rail industry, which looked at past and current performance as well as taking submissions from relevant organisations. The main proposals are: the SRA will be abolished and strategic responsibility will pass to the Secretary of State; Network Rail will be given a strengthened role as operator of the network; the number of franchises will be reduced and they will be aligned more closely with Network Rail's regional structure; there will be an increased role for devolved administrations; responsibility for safety will pass from the Health and Safety Executive to a new regulatory body - the Office of Rail Regulation; freight operators will be given greater certainty about their rights on the network.

Whispering the Strategies of Language: An Emotional Quest through **Netwrk Rail**

In a digitally-driven earth wherever screens reign great and instant conversation drowns out the subtleties of language, the profound strategies and emotional subtleties hidden within words usually go unheard. Yet, nestled within the pages of **Netwrk Rail** a interesting literary value blinking with organic emotions, lies a fantastic journey waiting to be undertaken. Written by a skilled wordsmith, that marvelous opus attracts visitors on an introspective journey, softly unraveling the veiled truths and profound influence resonating within the very material of each and every word. Within the psychological depths of the touching review, we will embark upon a honest exploration of the book is key themes, dissect their captivating publishing style, and fail to the powerful resonance it evokes serious within the recesses of readers hearts.

Table of Contents Netwrk Rail

1. Understanding the eBook Netwrk Rail
   - The Rise of Digital Reading Netwrk Rail
   - Advantages of eBooks Over Traditional Books
2. Identifying Netwrk Rail
   - Exploring Different Genres
   - Considering Fiction vs. Non-Fiction
   - Determining Your Reading Goals
3. Choosing the Right eBook Platform
   - Popular eBook Platforms
   - Features to Look for in an Netwrk Rail
   - User-Friendly Interface
4. Exploring eBook Recommendations from Netwrk Rail
   - Personalized Recommendations
   - Netwrk Rail User Reviews and Ratings
   - Netwrk Rail and Bestseller Lists
5. Accessing Netwrk Rail Free and Paid eBooks
   - Netwrk Rail Public Domain eBooks
   - Netwrk Rail eBook Subscription Services
   - Netwrk Rail Budget-Friendly Options
6. Navigating Netwrk Rail eBook Formats
   - ePub, PDF, MOBI, and More
   - Netwrk Rail Compatibility with Devices
   - Netwrk Rail Enhanced eBook Features
7. Enhancing Your Reading Experience
   - Adjustable Fonts and Text Sizes of Netwrk Rail
   - Highlighting and Note-Taking Netwrk Rail
   - Interactive Elements Netwrk Rail
8. Staying Engaged with Netwrk Rail
   - Joining Online Reading Communities
   - Participating in Virtual Book Clubs
   - Following Authors and Publishers Netwrk Rail

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