

Rail Asset Management Summit 2018

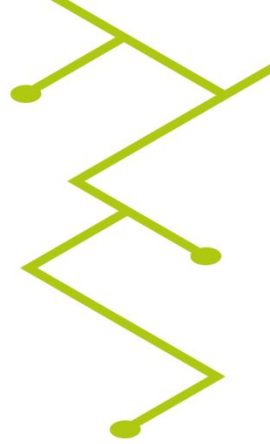
Rail Asset Management Summit

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2018





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Network Rail – Anglia Route




Anglia Route – 2019-2023 Asset Management Plans


Anglia at a Glance


 The Anglia route covers five main corridors: Greater London, Essex, Cambridgeshire, Norfolk and Suffolk.


 4,230 train services per day


 235 stations


 1,697 miles of track

 849 level crossings


 2,400 employees


 Management of Liverpool Street – the UK's third busiest station

 £915m renewals and refurbishment spend in CP5


 £611m spent in the region with local companies each year

Gateway for international freight and essential link for commuters and leisure travellers. Anglia route serves:

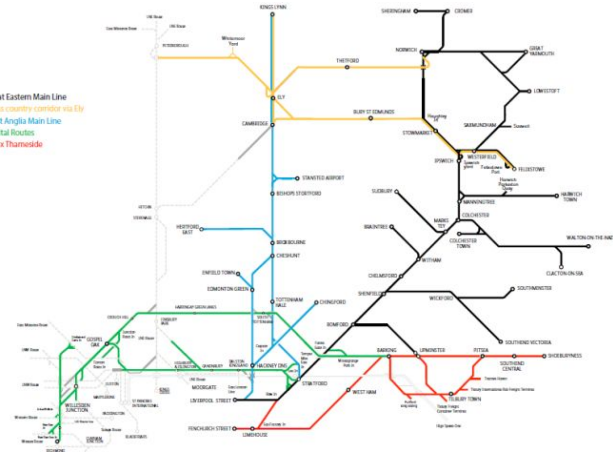
 Stansted and Southend Airports

 Thameshaven, Tilbury, and Felixstowe Ports

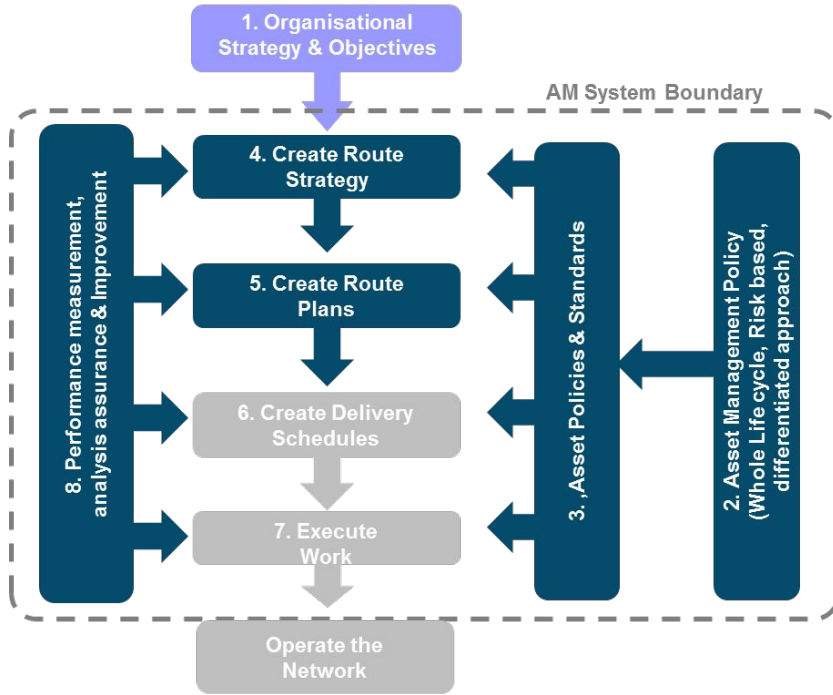
Anglia works with and engages numerous stakeholders to achieve our vision and purpose:

 13 Passenger and Freight Operating Companies

 Over 50 Local Authorities and Local Enterprise Partnerships



Alignment with Network Rail Asset Management Policy



Our Asset Management Policy Confirms

Adoption of a best practice approach (ISO55001 'Asset Management'). And our **Asset Management Framework**

Key Asset Management Policy Principles include:

- We align all asset management interventions to the principles defined in our **Asset Policies**... these set out decision making criteria for the work we do ...
- The asset policies are based on whole life, whole system costs and underpinned by appropriate facts from enhanced asset information.. The asset types considered are :Track, Signals, E & P, Telecoms, Earthworks, Structures, Buildings, Level Crossings, Drainage, Off Track)
- Adoption of Asset Policy is verified through appropriate **assurance** review

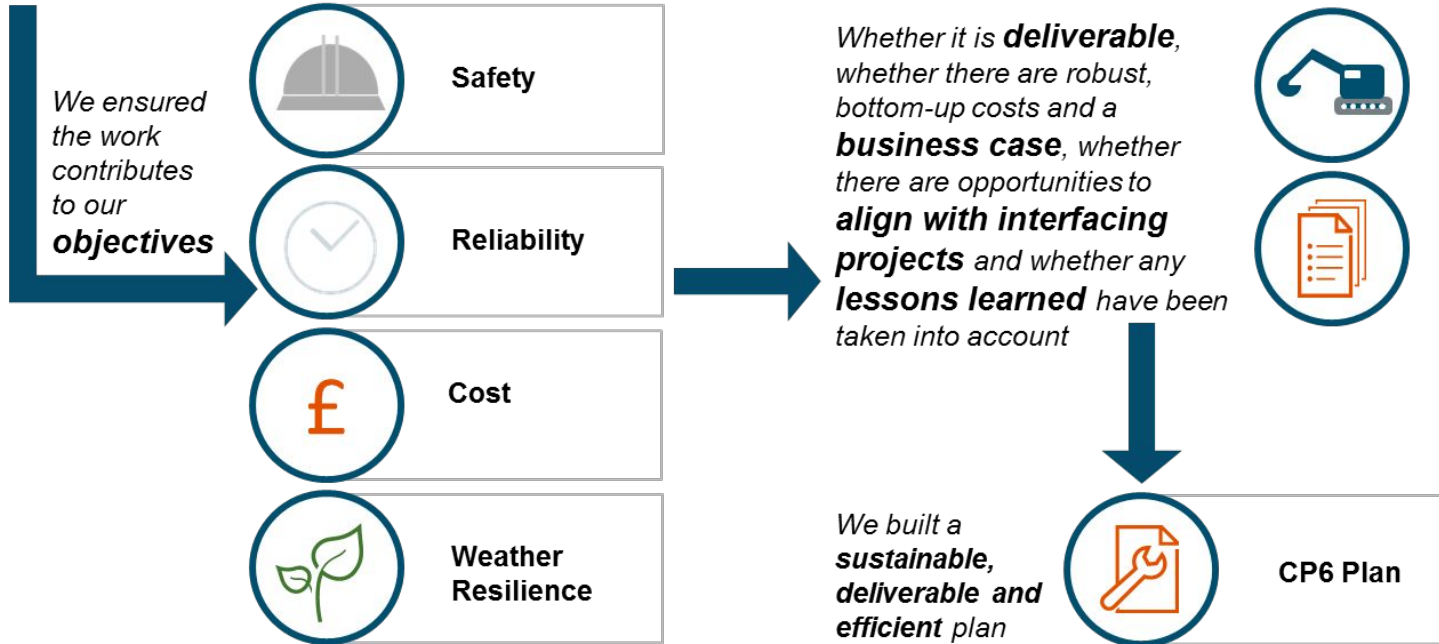


Anglia Approach to its CP6 Asset Management Plans

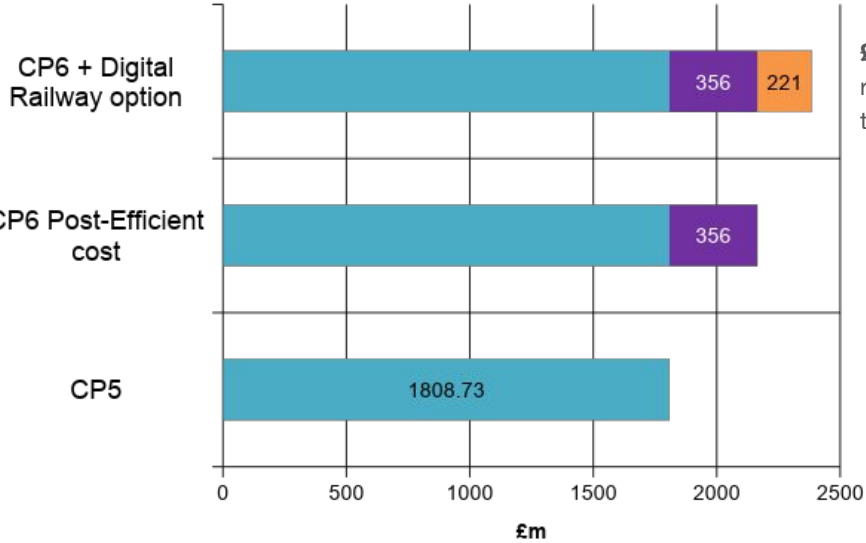
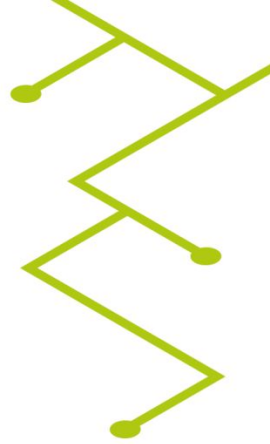


Infrastructure Asset Condition, Performance and Risk Registers

We use information about our assets including passenger and freight growth projections, asset condition data and life expiry to identify lifecycle options (renewals, refurbishment & maintenance) in CP6

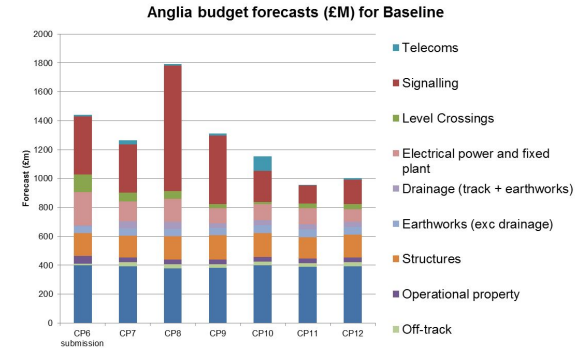
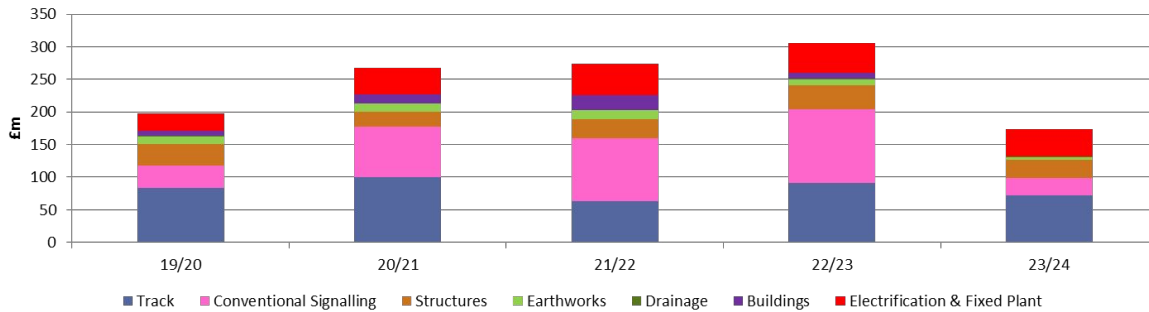


Anglia CP6 Asset Management Plans

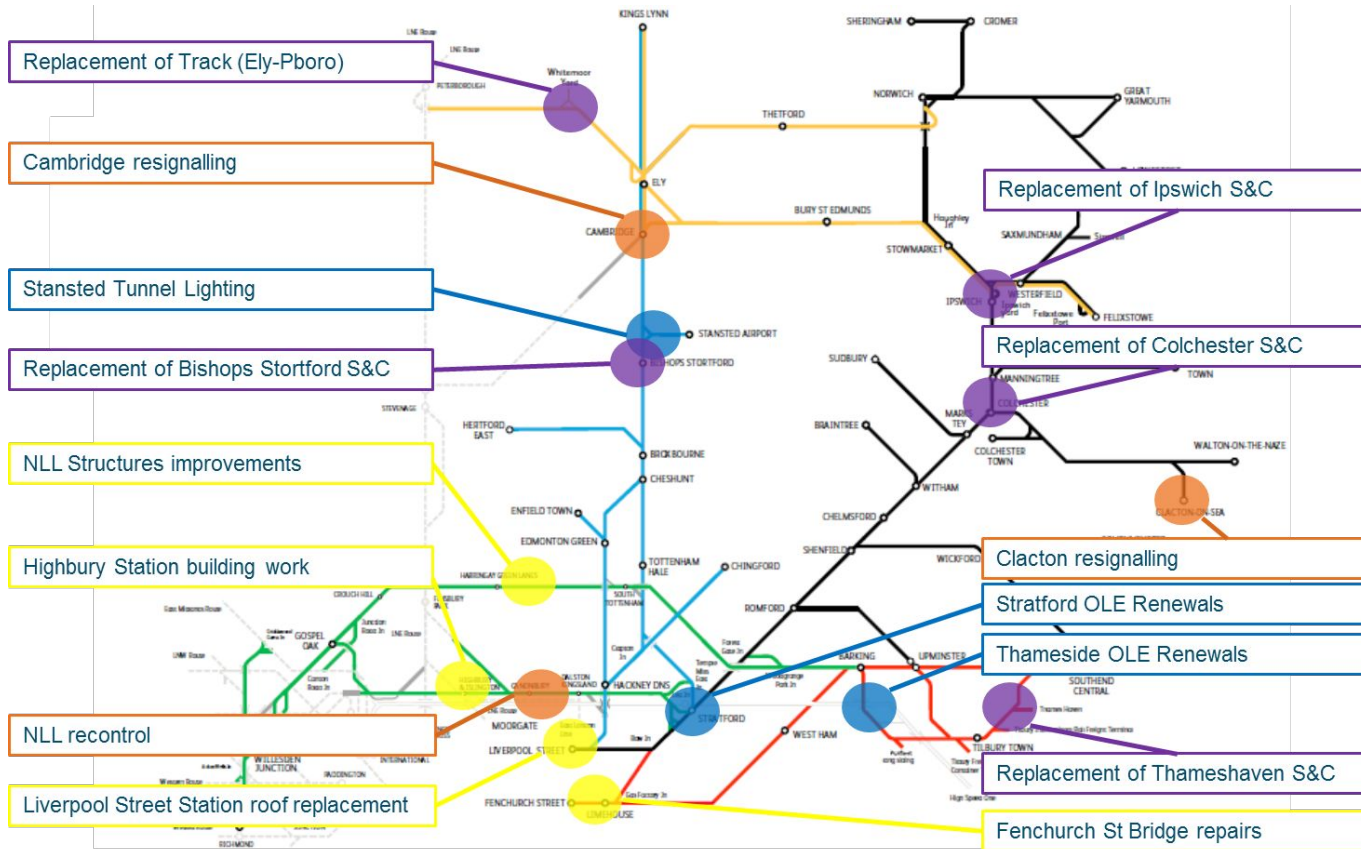


£2,386m: This enables a wider traffic management rollout in CP7 within Anglia. This is unfunded and is therefore an additional option.

£2,164m: £1,220m in **Renewals** and **£944m in Operational Expenditure.** This allows for an improvement in safety KPIs forecast, and in the number of infrastructure Service Affecting Failures.



Key items in terms of performance resilience and access requirements



Anglia CP6 Asset Management Plans



↑ **£252m: 34% more metres of track renewals** – over **560 linear km** in total

↑ **£151m: 49% increase in renewals on underbridges**

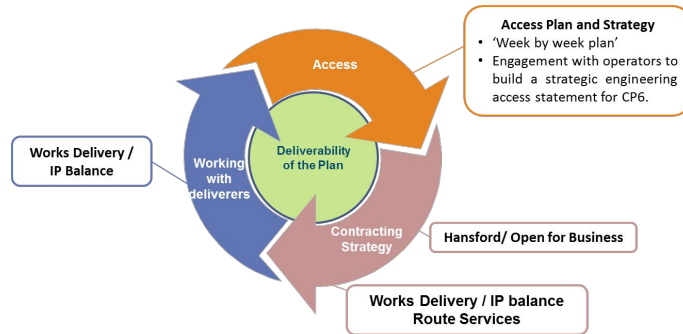
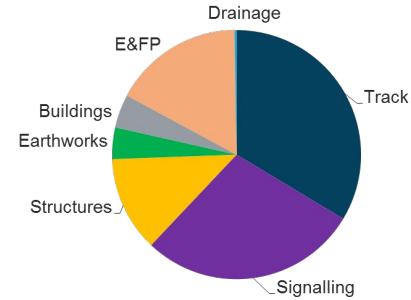
↑ **£133m: 533 S&C points** replaced – 230 more than in CP5

↑ **£53m 131% increase in earthworks volumes** – about 110km

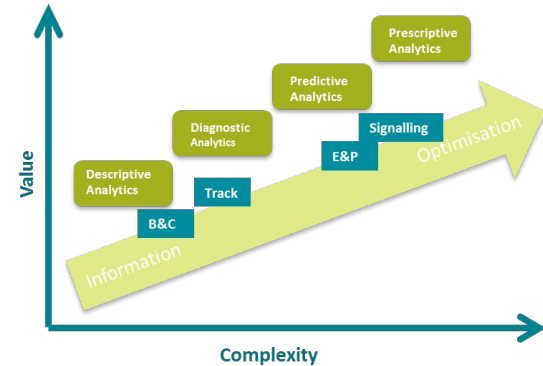
↑ **£347m: 32% increase in signalling unit renewals**

↑ **£206m: 170% more wire runs** replaced, with **189** planned for CP6

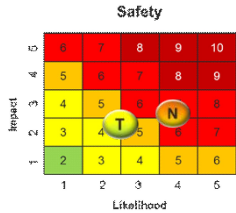
The workbank cost is split as follows



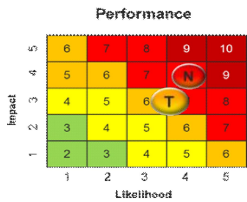
Use of Intelligent Infrastructure to drive reliability, performance and sustainability



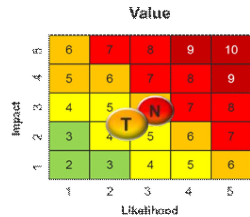
There are risks to the plan, but have mitigations against each



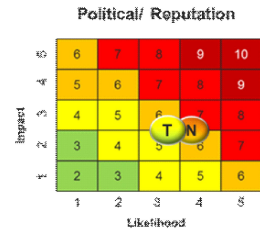
- Forecasted to deliver an improvement in safety performance and therefore also safety risk.
- The work has been prioritised in accordance of criticality
- Safety culture change programme will be continued to be developed and delivered for CP6 which particularly addresses workforce accidents.
- Funding has been identified which would further mitigate safety risks around level crossings by providing additional mitigations and closure of further level crossings.



- Forecasts a small improvement in asset reliability.
- Risk to performance due to the large-scale introduction of new fleet and new timetables across all operators.



- Enhanced focus on the rollout of continuous improvement techniques and is planning early contractor involvement with CP6
- The work bank costings have been reviewed against the cost of delivering work in CP5 plus relevant efficiencies identified.



- Strong stakeholders engagement in the development of our CP6 plans.
- Performance is not forecast to meet the high franchise and concession performance commitments.
- The delivery of renewals on-time with no overruns is also critical
- Railway complaints will be decreased through more pre-notification and improve the culture of staff working at the sites.