THE UK RAIL MARKET 2017
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**NETWORK RAIL**

Network length: 15,799 route-km (9,795 route-miles); 31,194 track-km (19,340 track-miles)

Electrification: 3,366 km (2,090 miles) at 25 kV AC 50 Hz overhead; 1,946 km (1,209 miles) at 750 V DC third rail; 19 km (12 miles) at 1.5 kV DC

Stations: 2,557

Website: www.networkrail.com

**Organisation**

Responsible for track and other fixed assets and for the day-to-day control and regulation of train running, Network Rail is the dominant force in the railway in Great Britain. It was established following the 2002 collapse of Railtrack, and until September 2014 was a state-owned company limited by guarantee, operating commercially with surpluses re-invested in the business. On 1 September 2014 the company was reclassified from the private sector to the public sector following changes to European statistical guidance, and is now a public sector company that operates as a regulated monopoly. A framework agreement agreed between Network Rail and the DfT sets out how the company interacts in terms of financial management and corporate governance. Its principal sources of income are track access charges paid by passenger and freight operators, grants from the DfT and Transport Scotland and commercial property income.

In 2016 Network Rail employed 37,481 people (monthly average).

The company owns more than 2,550 stations on the network. It operates the 18 largest of these; the remainder are managed by train operating companies.

Network Rail’s devolved route management is structured as eight business units, each with its own managing director. This enables each business to better align itself to the needs of both its train operating customers and passengers. Each has responsibility for: safety; operations; customer services; asset management outputs and spending; maintenance planning and delivery; and delivery of some enhancements and renewals. The business units cover: Anglia; London North Eastern & East Midlands; London North Western; Scotland; South East; Wales; Wessex; and Western. Freight is managed separately.

The route management structure is supported by seven national functions:

- Network Operations – day-to-day running of the network
- Infrastructure Projects – delivery of renewals and enhancement projects
- Safety, Technical and Engineering
- Group Strategy
- Digital Railway
- Corporate Services
- Corporate Communications
In 2012 the company created Network Rail Consulting as a separate business that can draw on the organisation’s expertise to compete globally for work in the rail sector. More information can be found at:

www.networkrailconsulting.co.uk

Annual Report

Network Rail’s Annual Report for 2016 is accessible at:

www.networkrail.co.uk/annual-report

Route Utilisation Strategies (RUSs)

Route Utilisation Strategies (RUSs) have underpinned the network planning process, setting out long-term strategies for its development in a way that reflects customers’ requirements and is consistent with the funds available. The original RUS programme (Generation One) covering 17 strategic routes was completed in July 2011.

Changes in the structure of Network Rail led to a redefinition of RUS boundaries, which now cover 10 devolved routes to form RUS Generation 2. The first RUSs under this programme were published in 2011, covering London and the South East, Scotland and the North of England.

The most recent document in the series, Network RUS: Alternative Solutions, was published in July 2013 for public consultation. It examines five main areas for development: further use of trams; tram trains; hybrid light rail; innovative ideas for electrification; and further expansion of community rail initiatives.

In the future, the Long Term Planning Process (see below) will take forward the evidence base used for long term rail industry planning.

Long Term Planning Process (LTPP)

The LTPP is now Network Rail’s method of planning for future demand for rail services, continuing the work of the RUSs and providing a basis for long-term industry planning up to 30 years ahead. The LTPP comprises studies of three types:

- Market studies
- Route studies
- Cross-boundary analyses

Network-wide issues, such as technological change, are addressed through a series of network studies. The studies are expected to provide the main source of proposals put to funders to secure the long term capability of the rail network and will also inform franchise specifications and bids. More information on the LTPP process can be found at:

www.networkrail.co.uk/running-the-railway/long-term-planning/