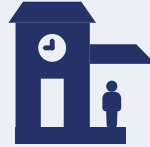


Punctual and reliable trains during pandemic



Network Rail's delivery of passenger train performance (CRM-P) **better than target** for all regions except Scotland



Trains On Time **up 15pp** compared to 2019-20

Better collaboration between Network Rail's regions and passenger and freight train operators



Network Rail's delivery of freight train performance (FDM-R) **better than target** for all regions except Scotland



Agile approach to timetabling by the System Operator resulted in an **effective response** to the ever changing environment

Network Rail must **now focus** on retaining these performance improvements and implement its learning and good practice from the pandemic



Network Rail on track with cost savings

All five regions **met or exceeded** their efficiency targets



Network Rail **remains confident** in delivering £3.5bn in efficiencies between 2019-24 and in its ability to make an **additional £500m of savings**.



Concerns remain about Scotland's plans to deliver future efficiencies



Risk funds are **lower than expected**, in part due to the pandemic

Further improvements in safety are required



The deaths of three workers in 2020-21 demonstrates that **further improvements** are needed to improve workforce safety



More work is needed on understanding the impacts of climate change and extreme weather, as highlighted by the tragic incident at Carmont in August 2020

Vital engineering works delivered but there are areas for improvement



Network Rail has **largely delivered** its planned maintenance and enhancements



Delivery of asset renewals has **been good and higher** than expected in some regions



Asset performance has **been good** during the pandemic, with fewer failures impacting services

Greater focus and improvements are needed on Network Rail's maintenance volumes reporting, completion of structures examinations and drainage asset knowledge

