

Report to Partnership Meeting 5 February 2016

CONSULTATION

Network Rail's Scotland Route Study

Purpose of Report

To brief members on Network Rail's Scotland Route Study.

Scotland Route Study

The purpose of the Route Study is to provide an evidence base that will inform funders in Scotland when considering rail industry investment choices for Control Periods 6 and 7 between 2019 and 2029. It is one of a new generation of Studies across Great Britain which will also set out how forecast growth could be met through to 2043. This longer term planning horizon is deliberate: it enables a broad range of options to be considered that take account of developments such as High Speed 2 and technological advancements, with a view to creating a prioritised set of choices for the next 10 years and beyond.

This Route Study also contains a Market Study which forecasts demand for passenger journeys undertaken wholly within Scotland. It has been combined with the Market Studies for Long Distance (Anglo Scottish) Passenger and Freight flows, to consider the potential roles that the railway could play in supporting the Scottish economy through to 2043, and identifying opportunities to enable the network to meet the future needs of the people of Scotland.

The choices for funders included in this Route Study have been developed through a strategy of focussing on making the best use of the existing network wherever possible before considering infrastructure enhancement. Where the outputs required cannot be delivered within the constraints of the current network, trade-offs between outputs have been considered, and options to enhance the network have been considered.

Network Rail has led the development of this Draft for Consultation Route Study using a collaborative approach with input from the rail industry, Transport Scotland and Regional Transport Partnerships. Responses to this Draft for Consultation document work are welcomed. The public consultation is open until 10th March 2016.

Edited Highlights

The rail industry has developed an aspirational train service for 2043. This Indicative Train Service Specification (ITSS) reflects the opportunities which could be achieved if the Conditional Outputs from the Market Studies are met within Scotland. This process identified seven areas of the Scottish network where changes would be required to support the delivery of the 2043 ITSS, including: Glasgow Queen Street (High Level) to Aberdeen and Inverness, Aberdeen to Inverness and the Far North Line.

Highland Main Line

A rolling programme of electrification is proposed on Central Belt to Inverness , maximising the benefits of electrification by efficient sequencing and early delivery of key enablers at a corridor level with incremental outputs to improve capacity and journey time, working towards the 2043 aspirations.

Prior to electrification a number of strategic interventions are proposed including:

- Perth station re-modelling, redevelopment and re-signalling prior to electrification, including freight looping capacity and with improved transport interchange capabilities
- enhancing signalling headways between Stirling and Perth before Dunblane to Perth electrification to minimise both costs and levels of disruption to customers
- installation of additional loops and/or double track in advance of electrification of the Highland Main Line

Other key constraints are identified as

- Stanley Junction,
- Killiecrankie Tunnel
- single line sections
- the capability and capacity of Inverness Station.

Aberdeen Inverness

The following interventions are proposed:

- new dynamic loops/double track at Dalcross and other locations
- extension of existing loops, signalling enhancements
- linespeed improvements
- track renewals

Far North

Under consideration are:

- re-signalling from Inverness to Dingwall
- an additional loop between Inverness and Dingwall to provide greater flexibility to pass trains
- Georgemas Chord
- Possible reconfiguration of platforms 5-7 and track layout at Inverness station to facilitate more frequent services on this section of route. Consideration of these potential changes will need to be factored in to any modifications made to the fuelling facility at Inverness to accommodate new rolling stock

West Highland Lines, Dingwall to Kyle

No recommendations

HITRANS Response

HITRANS will be drafting a response for circulation to Board Members and Advisors in time for a final submission on 10 March.

Recommendation

1. Members are asked to note the report.

| Risk | Impact | Comment |
|--------------|---------------|--|
| RTS delivery | √ | This project fits well with a number of RTS Horizontal themes. |
| Policy | √ | This project has integration and environmental benefits. |
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| Equality | - | No impact on equalities issues. |

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