

Report to Partnership Meeting 15 June 2014

Research and Strategy Development

RAIL- to 2014 and beyond.

Purpose of Report

To provide a brief update for Members on rail developments beyond 2014.

Detail

1. Transport Scotland has appointed Atkins for advice on the re-letting of the ScotRail franchise in 2014. This covers all internal ScotRail services plus the sleepers. This follows a wide consultation, including a submission from HITRANS backed by a number of pieces of research.
2. Concurrently Scottish Ministers are drawing up their requirements for the 2014-2019 Network Rail Control Period (CP4) - the High Level Output Statement (HLOS) that should, with the assistance of the Office of Rail Regulation (ORR), match the Statement of Funds Available (SOFA). HITRANS' aspiration is that two of the Strategic Transport Projects review (STPR) projects that received Tier 3 development funding in 2009-14, Highland Main Line and Inverness-Aberdeen Upgrades, will migrate into CP4 as capital projects funded through the Regulatory Asset Base mechanism. The first of the HML elements will be delivered through the December 2012 timetable as journey time reductions of 5-7 minutes.
3. This will in turn be followed by Network Rail's Strategic Business Plan and ORR's final determination in 2013.
4. The two STPR projects mentioned above aim to deliver faster, hourly services south and east of Inverness.
5. Rail policy is also being informed at a UK level by last year's *Rail Value for Money* report from McNulty and the DfT's current *Reforming our Railways: Putting the Customer First* consultation. A number of consortia in England and Wales are considering greater local management of local networks.
6. Network Rail has also completed the current round of Route Utilisation Studies (RUS) with the Alternative RUS to which HITRANS has responded.
7. On cross border services the West Coast franchise to being re-let in December 2012, East Coast in December 2013 and Transpennine in 2014-15.
8. On High Speed 2 Phase 1 (London-W Midlands) Environmental Impact Assessment is ongoing with plans for a Hybrid Bill to be introduced at Westminster in 2013.
9. All HITRANS rail research is available on our website.

Recommendation

1. Members are asked to note the report.

Risk	Impact	Comment
RTS delivery	√	The improvement of rail services between the Highlands and the Central Belt and Aberdeen are key deliverables identified in the RTS.
Policy	√	The improvement of rail services supports Scottish Government's economic and carbon reduction policies.
Financial	√	Responsibility for funding of rail service improvements in Scotland lies with the Scottish Government. HITRANS has funded research work to assist Government in identifying and assessing improvement options.
Equality	√	Rail services provide opportunities for travel to individuals who cannot access other forms of transport.

Report by:

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Designation:

Partnership Manager

Date:

4 June 2012