

Committee report



Rail Update in SPT area

Committee Strategy and Programmes

Date of meeting 8 September 2017

Date of report 16 August 2017

Report by Senior Director

1. Object of report

The object of this report is to update the Committee on rail in the SPT area, specifically:

- Edinburgh-Glasgow Improvement Programme (EGIP);
- High Level Output Specification (HLOS);
- The Hansford Review;
- Rail fares;
- Public Sector Bidder - Future Rail Franchises in Scotland;
- Timetable changes; and
- Current key rail projects and initiatives.

2. Background

This report is presented to Committee to update members on developments in rail in the west of Scotland, and is in addition to any reports on specific rail projects SPT is involved in, for example, Robroyston station and park & ride¹. Members will also be aware that operational performance information on rail is reported to the Operations Committee.

3. Update

3.1 Edinburgh-Glasgow Improvements Programme²

EGIP has been subject to some delays due to technical issues, including electrical and safety critical components. Electrification of 150 route kilometres between Cumbernauld and Newbridge Junction is to go live in October 2017 with new trains due in late 2017/early 2018. As new rolling stock is delivered, the cascading of new trains across the network will begin, as will the replacement of older units and this will result in further improvements for passengers.

Work has now begun on the Queen Street Station Redevelopment and SPT officers have been liaising with colleagues in Network Rail, ScotRail, bus operators and Glasgow City Council to seek to minimise disruption to the travelling public.

¹ See http://www.spt.co.uk/documents/latest/sp270117_agenda7.pdf

² EGIP website: <http://www.egip.info/>

As part of wider improvements across the area, there are planned disruptions across the network, including evening and weekend line closures. Further information on these disruptions is available at www.scotrail.co.uk.

3.2 High Level Output Specification³

On 20 July 2017, Scottish Ministers published the latest HLOS for the rail industry. The HLOS sets out what Scottish Ministers want to be achieved on the rail network during “Control Period 6” (2019-2024). Requirements within the HLOS include: a requirement for better integration with other modes; rail infrastructure improvements in order to accommodate new rolling stock; an overall reduction in journey times; improved timetabling; and a requirement that railway assets should be utilised as much as possible to benefit communities.

When presented, the HLOS should be accompanied by a Statement of Funds Available (SoFA) but due to ongoing discussions about funding this was not possible and the ORR has advised⁴ that they have extended the deadline for Scottish Ministers to provide the SoFA to 13 October 2017 to allow additional time for these funding discussions to conclude.

3.3 The Hansford Review⁵

In December 2016, Network Rail commissioned Professor Peter Hansford to undertake an independent review into all barriers preventing alternative rail project delivery models. SPT’s Chief Executive and Senior Director met with Prof. Hansford as part of that process and in June 2017, the report of his review was published. Network Rail subsequently stated that they have accepted the recommendations of the review in full, and have announced the following actions under the heading of “Network Rail Open for Business”:

- Introducing flexibility to railway standards to encourage innovation and reduce costs, while maintaining commitment to safety;
- Creating a service level agreement to clarify Network Rail’s legal obligations for third parties; and
- Publishing a regular pipeline of third party project opportunities for investment, funding and delivery.

3.4 Rail Fares

It was announced on 15 August 2017 that regulated rail fares (season tickets and ‘anytime’ tickets) will rise by 3.6% in January 2018, whilst unregulated fares (off-peak) will rise by 2.6%.

3.5 Public Sector Bidder - Future Rail Franchises in Scotland

The Scottish Government continues to review the structure for rail delivery in Scotland as part of a commitment to assess opportunities for a public sector bidder for a future ScotRail franchise. At the latest meeting in June 2017, the Transport

³ Further details on the HLOS can be found at: <https://www.transport.gov.scot/media/39496/high-level-output-specification-hlos-for-control-period-6-final.pdf>

⁴ Letter from ORR to Transport Scotland regarding the HLOS and SoFA: http://orr.gov.uk/_data/assets/pdf_file/0014/25223/pr18-letter-to-transport-scotland-next-steps-on-the-hlos-and-sofa-process-july-2017.pdf

⁵ The Hansford Review and Network Rail’s response can be found at: <https://www.networkrail.co.uk/industry-commercial-partners/third-party-investors/network-rail-open-business/>

Minister met with SPT and other industry partners to discuss progress, and the Minister indicated he expected to make his decision on the way forward in Autumn 2017. Officers will continue to liaise with relevant partners on this workstream and will keep the Committee updated on any outcomes as they arise.

3.6 Timetable changes

In the May 2017 timetable changes, ScotRail introduced more calls at Prestwick Town and also provided Nitshill, Priesthill & Darnley and Kennishead with a Sunday service for the first time. Other changes in the timetable were relatively minor and were associated with improving performance of the network. The next timetable changes are due in December 2017 and an update on those will be provided to the next Committee in November.

3.7 Current key rail projects and initiatives

Noted below is a summary of some of the current key rail projects SPT and partners, including councils, are involved in:

- **Robroyston Station and Park & Ride**
Agreement has been reached that ScotRail will lead the delivery of the new station. A funding package has been identified and agreed between Glasgow City Council and the developer, Stuart Milne Group, with a contribution from SPT and the Scottish Stations Fund. A revised Client Group will be set up for the delivery of the station which is expected to be completed by late 2019. ScotRail is currently finalising the delivery mechanism and the next steps will be to tender for the design.
- **Airdrie Park & Ride**
North Lanarkshire Council is progressing project to deliver over 40 spaces this financial year.
- **Barrhead Park & Ride**
East Renfrewshire Council is progressing land negotiations with the proposed design delivering an additional 35 spaces.
- **East Kilbride Park & Ride extension options**
Design work is being progressed this year in looking at options for additional spaces.
- **Helensburgh Park & Ride**
Construction is scheduled for this financial year and proposed layout will provide 53 spaces.
- **Kilmaurs Park & Ride**
Construction is planned this financial year. This will increase the number of parking spaces by 23.
- **Other Park & Rides**
Feasibility, investigative and design work is being undertaken in relation to potential park & ride projects at Carstairs, Cambuslang and Barassie, and work on these is progressing well.

- Lanark Interchange
The land options for a new car park for Lanark station are being re-examined by South Lanarkshire Council, as the previously identified site is no longer available.
- Hamilton Central improvements
The new ticket office is in operation and new shelters in place. Planned improvements to signage and re-branding of bus/rail stations as part of a 'Hamilton Interchange' are progressing for delivery this year.
- Clydebank
SPT and West Dunbartonshire Council are jointly undertaking a study of the transport needs in Clydebank town centre and Queens Quay area. This appraisal is focussed on the integration of transport/travel requirements and particularly the integration of, and interchange between, travel modes within the town and linkage of local and strategic travel needs.

4. Conclusions

At a strategic level, SPT continues to actively engage with rail industry partners through various forums. SPT also directly liaises regularly with Transport Scotland, councils, ScotRail and Network Rail on issues of mutual interest including capital investments in rail related infrastructure.

5. Committee action

The Committee is recommended to note the contents of this report.

6. Consequences

Policy consequences	<i>In line with the Regional Transport Strategy.</i>
Legal consequences	<i>None</i>
Financial consequences	<i>None</i>
Personnel consequences	<i>None</i>
Equalities consequences	<i>None identified within this report.</i>
Risk consequences	<i>None</i>

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