



## Rail Update in SPT area

**Committee** Strategy and Programmes

**Date of meeting** 24 June 2016

**Date of report** 31 May 2016

### Report by Assistant Chief Executive (Operations)

#### 1. Object of report

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

- The on-going works at Glasgow Queen Street High Level;
- Consultation by the Department for Transport on the Intercity West Coast Rail Franchise;
- Office of Rail and Road (ORR) consultation on the PR18 Periodic Review;
- New station development progress at Robroyston; and
- Future fleet allocation and service proposals.

#### 2. Background

2.1 Members will recall earlier reports on strategic rail issues, most recently the report to the Committee on 18 March 2016, which reported on the Queen Street High Level closure and related timetable implications; estimated station usage figures from the ORR regarding rail usage in the SPT area for 2013/14 and 2014/15; a joint response on behalf of the Chairs of the Regional Transport Partnerships of Scotland to Transport Scotland's 'Delivering the Goods: Consultation towards Scotland's Rail Freight Strategy'; and SPT's response to Network Rail's draft Scotland Route Study.

2.2 Members will also be aware that operational performance information on rail is reported to the Operations Committee.

#### 3. Update

##### 3.1 Queen Street High Level closure

Further to earlier reports, the works at the Queen Street High Level Tunnel are on-going and will continue until 7 August 2016 with services resuming on Monday 8 August 2016. A revised timetable and replacement bus services are currently in place to accommodate the works and to minimise inconvenience for passengers. Indications are that the work is on track to complete on schedule.

- 3.2 Department for Transport Consultation on the West Coast Rail Franchise - This consultation, which runs until 2 August 2016, is seeking views from all interested parties on the planning of future rail services, stations and supporting services within the ICWC rail franchise (Glasgow-Motherwell-Carlisle-NW England-Birmingham-London). The new franchise will commence in May 2018 and the opportunity is being taken to consult early and widely in order to ensure the new services will meet the needs of users and the wider communities it serves. SPT will submit its draft response to the DfT by 2 August 2016 and will present it to the next Committee for approval.
- 3.3 The ORR's PR18 Periodic Review Consultation<sup>1</sup>; Periodic Reviews are one of the principal mechanisms by which ORR holds Network Rail to account, and secures value for money for users and funders of the railway. The 2018 periodic review (PR18) will determine Network Rail's 'outputs' (what it is expected to deliver) and funding for control period 6 (CP6, which is expected to run from 1 April 2019 to 31 March 2024). These outputs will feed through into the service that customers receive. This consultation, runs between 18 May 2016 and 10 August 2016 and SPT will submit its draft response to the DfT by 10 August 2016 and will present it to the next Committee for approval.
- 3.4 New station and park and ride at Robroyston; Progress continues to be made regarding the delivery of a new station and park-and-ride at Robroyston in Glasgow with SPT playing a key role in taking forward developments. The project has recently completed GRIP<sup>2</sup> stage 4 and SPT are assisting Glasgow City Council and the developer of the proposed housing near the site to develop a funding package and delivery mechanism for the next stage.
- 3.5 Future Scotrail fleet allocation and service developments

On 14 March 2016 it was announced that due to a cascade of diesel rail units during 2018, service and capacity improvements will be made across Scotland. In broad terms this means 13 additional units will be retained beyond the terms of their current leases due to expire in 2018. This will provide additional rolling stock flexibility alongside the arrival of higher speed trains for longer distance internal Scottish journeys. Consequently this will allow ScotRail to run additional trains for both commuters and city to city passengers, resulting in time savings on popular intercity and commuter routes. The network benefits which will accrue for the west of Scotland and Glasgow area are summarised below:

- Four trains per hour service from Glasgow to Cumbernauld with two operating via Falkirk Grahamston through to Edinburgh.
- Hourly service from Glasgow to Dundee reducing journey times from Glasgow to Stirling, Bridge of Allan and Dunblane as well as improving capacity on services between Glasgow Queen Street and Croy.

#### 4. Conclusion

At a strategic level, SPT continues to actively engage with rail industry partners, including through the West of Scotland Rail Forum. The current focus of engagement is in relation to the issues highlighted in this report.

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<sup>1</sup> Full details at: [http://orr.gov.uk/\\_data/assets/pdf\\_file/0007/21985/pr18-timetable-and-key-milestones-v1.pdf](http://orr.gov.uk/_data/assets/pdf_file/0007/21985/pr18-timetable-and-key-milestones-v1.pdf)

<sup>2</sup> GRIP is Network Rail's process for managing and delivering projects: Governance for Railway Investment Projects.

## 5. Committee action

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

## 6. Consequences

Policy consequences	<i>In line with the RTS.</i>
Legal consequences	<i>None.</i>
Financial consequences	<i>None.</i>
Personnel consequences	<i>None.</i>
Social inclusion consequences	<i>The rail network in the west of Scotland contributes to social inclusion.</i>
Risk consequences	<i>None.</i>

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