

RAIL FORUM
10:00 AM FRI 10 APRIL 2015
CITY CHAMBERS, EDINBURGH

AGENDA

1. Minutes and Actions / Matters Arising from Rail Forum on 5 Sept 2014 (minutes attached)
2. East Coast Franchise; Presentation by Virgin East Coast – followed by a Q and A session
3. Caledonian Sleeper Franchise; Presentation by Serco – followed by a Q and A session
4. ScotRail Franchise; Presentation by Abellio/ScotRail – followed by a Q and A session
5. Future TransPennine (TPE) Express Franchise (report attached)
6. Operational Issues and Future Development / Timetable Changes (not covered already)
 - 6.1. ScotRail
 - 6.2. Virgin East Coast
 - 6.3. Virgin West Coast
 - 6.4. Arriva CrossCountry
 - 6.5. First TransPennine Express
 - 6.6. Serco Sleeper Service
7. Borders Rail (update) NR/TS
8. EGIP and other relevant Network Rail Investments; including
 - 8.1. Winchburgh Tunnel
 - 8.2. Electrification
 - 8.3. Glasgow Queen Street
 - 8.4. Portobello Junction and Millerhill Depot
 - 8.5. Additional / longer platforms at Waverley
 - 8.6. Dunbar 2nd platform
 - 8.7. Carstairs junction
9. Update on £30 million Station Fund Projects and other projects / studies (report attached)
10. Planning for CP6 2019-24 (NR/TS)
11. Passenger Focus issues (Robert Samson)
12. Rail Freight (RFG; David Spaven)
13. AOCB
(Future concordats between ScotRail and Local Authorities)
14. Date of next Rail Forum Friday 2nd October 2015

RAIL FORUM

10:00 AM FRIDAY 5TH SEPTEMBER 2014
CITY CHAMBERS, EDINBURGH

Present

John Martin (Chair)	Non-Councillor Member
Charlie Anderson	Non Councillor Member/QiT
CLlr Tony Boyle	West Lothian Council
Craig Bowman	Network Rail
CLlr Jim Bryant	Midlothian Council
Kevin Collins	Falkirk Council
Chris Day	City of Edinburgh Council
Jane Findlay	Fife Council
Peter Forsyth	East Lothian Council
Catherine Hall	Network Rail
Trond Haugen	Advisor to SEStran
Damien Henderson	Virgin Trains
CLlr Lesley Hinds	City of Edinburgh Council
Niamh Hogarty	Network Rail
CLlr Russell Imrie	Midlothian Council
Graeme Johnstone	Scottish Borders Council
Peter Lloyd	Transport Scotland
Alex Macaulay (11:00AM)	SEStran
Gordon Macleod	Transport Scotland
Robert Samson	Passenger Focus
Sandy Scotland	Non Councillor Member
Alastair Short	SEStran
David Spaven (11:15AM)	Rail Freight
Barry Turner	Non Councillor Member
Emily Whitters	SEStran
John Yellowlees	Scotrail

Apologies

Louise Ebbs	First Group
Annette Filby	ACoRP
Ian Forbes	West Lothian Council
Richard Gibson	Cross Country Trains
Audrey Laidlaw	Network Rail
David Langton	First Group
Graeme Malcolm	West Lothian Council
Amber Moss	East Lothian
Douglas Muir	Midlothian Council
Kathryn O'Brien	First Group
David Ray	Transport Scotland
Rose Tweedale	Transport Scotland
Karl Vanters	Midlothian Council
CLlr Michael Veitch	East Lothian Council
Mac West	Clackmannanshire Council
Nigel Wunsch	Network Rail

Ref.		Actions
1.	<p data-bbox="308 188 1171 219">Minutes and Actions/Matters Arising from Rail Forum on 30 May 2014</p> <p data-bbox="308 228 1241 293">Mr Martin conducted a round table introduction and apologies were noted as above.</p> <p data-bbox="308 336 1241 400">Item 8 and 9 were moved up the agenda to follow item 2 due to Mr Macaulay leaving early.</p> <p data-bbox="308 443 1246 508">The minutes of the last meeting on the 30th May were approved subject to the following changes:</p> <ul data-bbox="357 517 1299 725" style="list-style-type: none"> <li data-bbox="357 517 1214 582">• Gary McGowan was not present as noted in the minutes but should instead have been an apology <li data-bbox="357 591 1299 725">• Mr Day noted that item 2.1 was incorrect. Further investigation has shown that the totem at Haymarket on the listed building has not been installed due to underground cables, not because the council has refused permission for building it. <p data-bbox="308 768 499 799">Matters arising:</p> <p data-bbox="308 842 1254 907">Mr Martin enquired whether Mr Turner had any update on his papers on Cross Rail, Mr Turner had no updates to report.</p> <p data-bbox="308 949 1294 1189">Mr Martin asked the group for an update on Borders Rail. Mr Anderson expressed optimism that trains using the Borders Rail line may still go further north than Edinburgh. He also noted his disappointment that the specifications for the rolling stop on the borders rail line suggest space for only 2-3 bikes. Mr Macleod stated that this could change with the franchise announcement. Mr Bowman added to the update by stating that the project is making good progress on construction and the opening event will be held on the weekend of 6th September 2015.</p>	
2.	<p data-bbox="308 1285 831 1317">Rail Freight; Presentation by David Spaven</p> <p data-bbox="308 1326 1299 1422">David Spaven gave a presentation on Rail Freight (to be circulated with minutes). The presentation gave an overview of the Rail Freight Group, the economics of rail freight, wider societal benefits of rail freight and the current Scottish issues.</p> <p data-bbox="308 1464 1286 1637">During his presentation Mr Spaven noted that Millerhill was originally going to be rail connected, however a recent update from Network Rail has stated that this is no longer happening. Cllr Imrie stated that a rail connection for this site has not been taken off the agenda but there is perhaps room for the private sector to get involved.</p> <p data-bbox="308 1680 1294 1812">Mr Spaven requested that SEStran give a local and regional dimension to the draft strategy document from Transport Scotland when it is published. He also noted that SEStran had a useful role in MPF4 by recognising the importance of freight terminals.</p>	

8	High Speed Rail	
<p>8.1</p> <p>8.2</p> <p>8.3</p>	<p>Transport Scotland fortnightly update Mr Macaulay provided the following update:</p> <ul style="list-style-type: none"> • Mr Macaulay directed the group to the Fortnightly update from which there was no news of import to report • The interim business case for the HSR connectivity project between Glasgow and Edinburgh has been completed but is now with the Minister, so there will be no announcement forthcoming as of yet • Work on high speed rail is being led by HS2 limited, who are now looking at first stage feasibility on HSR north of Leeds and Manchester. This work is ongoing and Mr Macaulay expects a report will go to the Minister before the end of the year, resulting in a decision in spring/early summer of 2015. <p>The Eastern Network Partnership Perspective Mr Macaulay gave the following updates:</p> <ul style="list-style-type: none"> • The Eastern Network Partnership perspective has published documents for the case for extending HSR north of Leeds. They are very much in favour of an eastern HSR network, however they have been advised that organisations in Scotland are unable to state a preference for East or West coast HSR lines until the two workstreams mentioned in 8.1 have been completed. • SEStran have sent the Fast Track Scotland report to the Eastern Network Partnership. This report is not definitive of East/West HSR extension. • ENP have identified productivity benefits of extending the HSR line north along the east coast as being £2.6bn per annum. • Both the ENP and ECML have stated that promoting HSR should not preclude investment in current East Coast services and vice versa. Mr Macaulay stated that he believed that there was a degree of consistency coming through for the argument for the extension of HSR along the East Coast and that there was now a strong case for real economic benefits, however he noted that it was important at this point not to favour East or West so as not to split the case for HSR north. <p>The Eastern Network; The Case for Network Rail Discussed in 8.2</p>	
9	East Coast Main Line Authorities; ECMA	
	<p>Mr Macaulay gave the following updates:</p> <ul style="list-style-type: none"> • The case for investment and the launch have now taken place and the report is attached to papers. The full technical report is still to be completed. • There is a meeting of the leaders of the authorities in the East Coast Main Line consortium on the 15th September. SEStran will be represented by Mr Haugen. • The next step for the consortium is to try at all the party political conferences to make the case for improvement and investment of ECMA. 	

3	Operational Issues and Future Development/Timetetable Changes	
3.1	<p data-bbox="308 212 464 241">First Scotrail</p> <p data-bbox="308 248 890 277">John Yellowlees provided the following updates:</p> <ul data-bbox="357 322 1302 1939" style="list-style-type: none"> <li data-bbox="357 322 1238 351">• Direct trains will run from Edinburgh to Gleneagles for the Ryder Cup. <li data-bbox="357 358 1193 387">• Club55 will be available for travel during 1 October-30 November. <li data-bbox="357 394 1251 461">• In January Scottish rail fares will rise by 2.5% in the peak or on average 1.9%, with four in ten fares not going up at all. <li data-bbox="357 468 1294 568">• 40 Class 158s are being wifi-enabled. Waverley and Haymarket are among the latest stations being so equipped (but there has been a delay on Waverley), and the present programme will be completed in November. <li data-bbox="357 575 1299 712">• Eversholt have awarded Alstom a 2-year £36.1M contract to improve the passenger environment and reliability of the Class 334 fleet, with overhaul of doors, fitting of air-conditioning and at-seat sockets and preparation for wi-fi. <li data-bbox="357 719 1286 786">• ScotRail's concordat with East Lothian Council arose from consultation on the bid. There is agreement in principle on one with Fife Council. <li data-bbox="357 792 1174 896">• There will be engineering works on the following dates : 4/5, 11/12, 18/19 October : no trains out of Waverley's east end 26 October, 2 November : buses Markinch-Perth <li data-bbox="357 902 1289 1144">• Access For All (Small Schemes) - Aberdour and Ladybank Raise and Lower Counters Minor Works - Ladybank Automatic Doors. Falkirk High Toilet Improvements, also barriers will be installed by the end of this year to the car park within the station lease. These works are programmed to tie in with a new raise and lower counter and remodelling of the booking office as the equipment required for the parking controls will be positioned within the booking office. <li data-bbox="357 1151 1238 1288">• New Ticket Vending Machines (TVMs) & Ticket On Demand Machines (TODlers) at Bathgate (TVM), Edinburgh Waverley (2 TODlers/TVM), Inverkeithing (TVM), Kirkcaldy (TVM), Linlithgow (TODler), Markinch (TVM). Project completion anticipated by December 2014. <li data-bbox="357 1294 1299 1397">• Addiewell - new shelter being installed with completion anticipated by end September. Additional cycle shelters are planned to be installed in several stations across the SEStran area, as part of shovel-ready works. <li data-bbox="357 1404 1262 1646">• A programme of replacing the remaining CRT CIS with LED is nearing completion in the Lothians and Fife. A cafe and gallery opened at North Queensferry on 1 July. Dunfermline Delivers have adopted Dunfermline Town with planters maintained by the Round Table. Work is well-advanced on restoring the Laird's Waiting Room for the Ladybank Development Trust. Posters by Cupar Heritage are on display in the southbound waiting room there. <li data-bbox="357 1653 1283 1756">• Details of Scotrail's new Reach Out volunteer App are on the Scotrail website, which allows customers to register their interest in volunteering opportunities in their area <li data-bbox="357 1762 1302 1899">• Introduction of a ticket gateline at Edinburgh Park from early 2015 will see staffing until mid-evening. Though without a traditional booking office, the station will acquire a staff welfare facility and an additional Ticket Vending Machine. <li data-bbox="357 1906 1230 1935">• ScotRail's next customer forum will be at Leuchars in late November. <p data-bbox="308 1980 1187 2009">Mr Turner noted 3 key items: peak frequency is currently not coping with</p>	

	<p>passenger numbers, he would like to see Cross Rail as part of the concordant and there was potential for local services to be more geared up for tourists through marketing and ticketing.</p>	
3.2	<p>East Coast There was not a representative present.</p>	
3.3	<p>Virgin</p> <p>Mr Henderson gave the following updates:</p> <ul style="list-style-type: none"> • The contract for the West Coast has been extended through to 2017 with possible extension to 2018. • There are a number of investments in the service including free 4G wi-fi on board and at stations • Virgin to convert a first class coach to standard class on the standard 9 car pendolino, resulting in about 5000 more standard class seats. • Launching of a new marketing campaign at the end of the year with tv advertising which should boost revenue and will also be consulting with marketing Edinburgh. • Significant increase in passenger numbers on the west coast line. Edinburgh to Birmingham has seen a 40% growth in passengers. This includes a rise in passenger numbers going via Birmingham to London including 31,000 journeys this year. • Performance has suffered recently after an earlier increase in early 2014. This is due to some fleet issues, largely Network Rail driven issues. 	
3.4	<p>Arriva There was no representative present.</p>	
3.5	<p>First Transpennine Express Report attached to the minutes with updates.</p>	
4	Update on DfT and Transport Scotland Franchises (TH)	
	<p>Mr Haugen gave the following updates:</p> <ul style="list-style-type: none"> • The caledonian sleeper has been awarded to Serco and will commence at the same time as the Scotrail franchise • East coast has 3 bidders to be announced in November • 3 bidders announced for transpennine: First Transpennine, Keolis Go Ahead and Stagecoach • The current operator is a consortium of First and Keolis and Mr Haugen noted that this meant there was a fair chance of continuity of operator • The bidders for the northern franchise have been announced. Mr Haugen noted that Keolis Go Ahead is also part of a group bidding for the northern franchise. The new operator will start in October 2015. <p>Mr Macleod noted that Transport Scotland are currently looking at mobilisation and will be contacting RTPs along the route. Mr Martin noted that there was only a short period of time between the award of the franchise and the date of the new start. Mr Macleod stated that this is not a concern and should ideally be a seamless transition.</p>	

5	Update on EGIP and other NT/TS investments	
	<p>Ms Hall gave the following updates:</p> <ul style="list-style-type: none"> • No new information on EGIP from the last Rail Forum • The W12 Gage enhancement is still on plan for completion by March 2016. This links to the electrification of the Edinburgh Suburban Electrification Project. These can be developed as part of W12 project. • The Grip 3, which is the first rail detailed design information report, is imminent and will give an exact scope of the work and cost estimate for the Edinburgh Suburban Electrification Project. • The Grangemouth Branch Electrification Project is still being planned for and will be funded from the Scottish strategic rail freight investment fund • Slateford Junction enhancement is progressing. There are 2 options to further design work to go into a single development option plan. • Network rail are in the early development stages of options for the enhancement of Portobello Junction. <p>Mr Martin requested an update on Winchburgh station. Ms Hall was not aware of any works being undertaken on the station during the closure of the tunnel which members of the group expressed disappointment over, seeing it as a missed opportunity. Mr Scotland noted that Graham Malcolm at West Lothian Council had previous involvement in Winchburgh station and could be a useful contact.</p> <p>Mr Johnstone stated the Scottish Borders Council and Midlothian are very interested in the works at Portobello Junction. He questioned if there would be an element of consultation in terms of a few proposals, when the time is right to which Ms Hall replied in the affirmative.</p> <p>Mr Haugen requested an update on the second platform at Dunbar station. Ms Hall stated that this is currently under appraisal following identifying appropriate funding for the project.</p>	
6		
6.1	<p>Access to Waverley Station and Provision of Information</p> <p>Mr Short presented an overview of issues with Waverley station that had been noted by the SEStran equality forum.</p> <ul style="list-style-type: none"> • Problems with long waits for assistance and a lack of signposting. • There is a general feeling that the current service provided is not coping with demand at Waverley. • Haymarket has been found by some members of the group to be an easier station to access although still has issues with the wide open concourse. • Due to differing management and responsibilities between Haymarket and Waverley station it has been difficult to get the right people engaged in these issues. <p>Mr Bowman acknowledged that there was still work to be done to improve accessibility and noted the following points.</p> <ul style="list-style-type: none"> • Network Rail are recruiting 50% more staff to deal with assistance within the station which could be reassessed if not found to be successful. • Problems with the visibility of the drop point phone on Calton Road had been raised with him and that this was going to be addressed. 	

6.2	<p>Cllr Hinds acknowledged that Market Street entrance has improved at Waverley Station but noted that there have been communication issues regarding the Calton Road entrance. Ms Hall stated Network Rail are addressing this problem with signage. Further points noted by Cllr Hinds included a suggestion of a drop off shelter at Calton Road and a note that there are issues with the narrow access for pedestrians from Waverley Bridge. Mr Scotland agreed that there is a potential security issue, as this an evacuation route and would like this to be investigated by Network Rail.</p> <p>Mr Bowman stated that the ramps from Waverley Bridge are still used for goods delivery for the station. Network rail are currently looking at alternative solutions.</p> <p>Additional/Longer Platforms at Waverley Station</p> <p>Ms Hall tabled a hand out of schematics for platform improvements at Waverley Station as part of EGIP. This will result in an extension of platforms 12, 5 and 6. Mr Haugen noted that activity would move further east for more passengers, resulting in additional walking distances, and questioned if this could be alleviated by an additional bridge from New Street Car park to the eastern end of the platform. Ms Hall stated that this is not currently being looked at but noted that the East end of the station isn't used as much, so she sees it as a great opportunity to open up the station and provide more passenger facilities.</p>	
7	Update on Scottish Government/TS £30m stations investment fund	
	<p>Mr Haugen gave the following updates:</p> <p>There had been a previous bid by East Lothian, Scottish Borders and SEStran for funding for East Linton and Reston stations. There have now been a further two bids submitted.</p> <ul style="list-style-type: none"> • The first is for access to Haymarket and Waverley stations, submitted by City of Edinburgh council and SEStran to create access to the station through public roads. • The second bid is by Fife council for an extension to Leuchars station car park. • Mr Turner stated he was glad to see that the issue of congestion at the top of Waverley steps has been addressed in report. He also suggested that this could be raised in the SEStran bus forum. <p>Mr Yellowlees noted that there is an additional funding route for public realm improvements other than the Scottish stations fund. Invitations to tender encourage bidders to collaborate with local authorities on access to stations and to fund transport integration schemes to £1.25m pa. Transport Scotland priorities for this are bus, pedestrian and cycle access. Mr Yellowlees suggested that this funding may be more appropriate for some of the schemes currently considered for the £30m station fund.</p> <p>There were no comments on the Fife bid.</p>	
10	Passenger Focus Issues	
	<p>Mr Samson gave the following updates:</p> <p>Passenger Focus have conducted a survey with Network Rail at Edinburgh Waverley about signage and access which surveyed around 320 passengers.</p>	

	<p>Following the improvements at Haymarket, around 300 passengers were surveyed about what they think of the improved station and what other improvements they would like to see.</p> <p>Passenger Focus recently published a report on passenger trust focusing on how passengers feel about operating companies. Scotrail came out with 90% and were one of the top scorers in the UK. East Coast also came out very well, Cross Country was average and First Transpennine was lower than Scotrail.</p> <p>A report on ticket vending machines is now available on the Passenger Focus website. This has been followed up with letters to train operators on various failings on their ticket vending machines.</p> <p>Passenger Focus have responded to both the Transpennine and Northern Rail consultations. Mr Samson stated that the core issues were overcrowding on trains, luggage space, frequency and punctuality.</p> <p>Passenger Focus will be publishing a report on passenger information during disruption which will be published in September.</p>	
11	AOCB	
	<p>Mr Martin noted that Edinburgh Trams are controlled under the Railways Act so they theoretically come under the scope of the Rail Forum.</p> <p>This Autumn, Passenger Focus will be conducting a passenger satisfaction survey on the trams of customer satisfaction and results will be presented to a future meeting.</p> <p>Mr Forsyth noted that East Lothian CRP are hoping to have a launch on October the 21st at Queen Margaret University.</p>	
12	Date of next rail forum	
	TBA	

Update from First TransPennine Express

A summary of current issues is attached for group members interest and may be attached to the minutes.

Transpennine Express has an extremely busy period over the last quarter with the introduction of its new timetable and a number of significant events to deliver, not least the Commonwealth Games and Edinburgh Festival. Patronage and revenue growth on the Scottish services has been extremely strong, given the additional 8 services per day to Scotland, and increased weekend capacity as 8 carriage operation in Edinburgh services beds in. This has been further supported by more than 1,000 additional seats per day in our 'high summer' timetable covering the Commonwealth Games and Festival period. This was achieved through the sub hire of 2 x London Midland class 350/3 to strengthen existing services.

Commuting to Edinburgh from Lockerbie is growing fast now the option of a pre 0900 is available via connection at Carstairs. We are working well with Scotrail and Crosscountry to manage the connection and contingency but are keen to look at further timetable changes to ensure this is made more attractive and resilient.

1) Operational performance

Performance has not been to the levels which we normally deliver over the three months to August, for a variety of reasons. We are working hard with Network Rail on a 7 point recovery plan. It is imperative we work jointly as around 80% of delays emanate from infrastructure or network management. We also have some work to do to improve our train maintenance and depot operation with our partners Siemens. Some external events and challenges in delivering maintenance have put pressure open maintenance teams affecting reliability, which is slightly lower than expectations. Improvements have been rapid since the recovery plan was implemented. In period 6 (since mid August) performance has returned to 90% PPM

2) Customer Experience

We are reviewing our reservation and sales protocol and the catering offer on the Scottish route give the challenges we have faced with fleet availability and use of the sub -hire London Midland sets in the period. The management team are focused on short term improvements in the consistency of the offer and contingency for short formation.

We are sure further strategic interventions - such as new and additional rolling stock and timetable and on board service improvements -will be specified or mandated for the bidders to provide in the upcoming competition. The executive team and our shareholders (First and Keolis) fully recognise the need for further improvements in capacity and facilities to match growth on the route and meet increasing customer expectations.

3) Re franchising

TPE will submit its proposal for a Direct Award franchise from April 2015 to Feb 2016 this month. Negotiations will continue to secure continuity of operation through Autumn 2014. No impact is expected upon Scottish services from the loss of TPE class 170s from April 2015.

The process for the long term franchise from 2016 is now gathering momentum. Consultation upon the franchise has now closed with DfT reviewing responses. TPE notes the many responses see from stakeholders in the region including SESTRANS. The short list has also been announced and includes both of our current Joint Venture partners.

Representatives of First and Keolis will be engaging with Stakeholders on long term objectives as the competition develops this autumn/winter. ITT is expected in December with Bids submitted in the spring of 2015.

TransPennine Express (TPE) Rail Franchise

1. Background

- 1.1 The Invitation to Tender (ITT) has recently been issued for the TransPennine Franchise (as well as for the Northern Franchise) and the purpose of this report is to outline the relevance of these to the SEStran area.

2. TransPennine Express (TPE) and Northern Franchises.

- 2.1 The DfT, in collaboration with Rail North, an association of around 30 Local Authorities in the North of England), issued the ITTs for these two Franchises on 27 Feb and the accompanying press release is attached.
- 2.2 At the same time they issued a 'Stakeholder Briefing Document and Consultation Response' document that gives an overview of the two franchises and also provides a response to last year consultation exercise (the SEStran submission was presented to the September Board). The document can be found on
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/407939/northern-and-tpe-stakeholder-briefing-document-and-consultation-response.pdf
- 2.3 To a large extent the issues raised in the SEStran response appear to have been addressed fairly positively. The bidders are 'allowed' to propose a new service between Scotland and Liverpool or Blackpool and to extend services to/from Newcastle as far as Edinburgh.
- 2.4 There are also indications of the TPE franchise becoming more like an intercity franchise and the DfT and Rail North "want the next PTE train operator to position itself clearly as the rail operator for the north, operating fast, high-quality inter-regional services". In this respect, many local and rural services currently operated by the TPE operator will be transferred to Northern.
- 2.5 Within the more complex ITT document itself, there are also (arguably vague) references towards an intercity type service. It states that the DfT "requires a Franchisee who will plan and operate attractive, customer-focused intercity train services". It also encourages bidders to emulate the train speeds of other operators operating on the same lines (to enhance line capacities) and sites as an example the potential use of 125mph rolling stock on services that share sections of route with other long-distance high-speed services. The current Class 350 trains used on the Manchester – Scotland service have a max speed of 110mph.
- 2.6 Other details of the TPE ITT that would be directly or indirectly relevant to the SEStran area would include:-
- One extra weekday service between Glasgow and Manchester

- One extra Sunday services between Edinburgh and Manchester and the same for Glasgow – Manchester.
 - All trains must be provided with free Wi-Fi. (The Class 350 trains are not currently fitted with Wi-Fi)
- 2.7 For both franchises the closing date for the submission of bids is 28 May and it is expected that the successful bidders will be announced in late autumn. The commencement date is 1st April 2016 and the length of the TransPennine franchise is 7 years with a 2 year extension option. For the Northern, the period is 9+1 years.
- 2.8 The full ITT for the TransPennine Express franchise can be found on https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/407801/transpennine-express-invitation-to-tender.pdf
- 2.9 The bidders for the TransPennine Franchise are First Group, Keolis/Go-Ahead and Stagecoach. For the Northern franchise, the bidders are Abellio, Arriva and Keolis/Go-Ahead.
- 2.10 SEStran will seek meetings with the bidders for the franchises to discuss the issues relevant to SEStran and that would include the potential of extending services beyond Newcastle to Edinburgh, linking up with relevant ScotRail services to the east of Edinburgh

Trond Haugen
Advisor to SEStran
1 April 2015

Appendix 1 UK Government Press Release; TransPennine and Northern Franchises

UK Government TransPennine Franchise Press Release

Plans unveiled for rail passengers in the north include a brand new fleet of modern trains.

Plans to give rail passengers in the north of England more seats, more services and a brand new fleet of modern trains were [unveiled](#) by the Deputy Prime Minister Nick Clegg and Transport Secretary Patrick McLoughlin today (27 February 2015).

Documents published today set out how bidders for the new [Northern](#) and [TransPennine](#) franchises will be required to provide plans to:

- replace outdated Pacer trains
- introduce a brand new fleet of modern trains
- tackle crowding
- invest in stations
- accommodate over 19,000 more commuters in Manchester during the morning peak
- add over 200 new train services every day across both franchises
- provide over one-third more capacity across both franchises
- introduce free wi-fi

The publication of the invitations to tender is the first step in the transformation of train travel between the northern cities. It is also a significant step in the creation of a northern powerhouse for the UK economy.

Deputy Prime Minister Nick Clegg said:

This is an historic moment for the north. Improving rail links in the region has been much anticipated. These old trains have been rattling across rails in the north for over 30 years; a constant source of complaint which have held the region back.

As part of my [Northern Futures](#) initiative I asked the people of the north what they wanted to build a stronger economy and transport was top of the list. So I fought hard to replace pacer trains as soon as possible.

Today's plans include a new fleet of trains and improved services that will better connect our great northern towns and cities. Modernising rail in the north will encourage business, boost tourism and give commuters the journey they deserve; one that is fit for a 21st century metropolis.

Transport Secretary Patrick McLoughlin said:

This is great news for passengers across the north, who will finally get a rail service that matches up to the booming economy in this region. That means more seats, more services and a brand new fleet of modern trains. Unlike the last Northern franchise in 2004, which

included limited plans to invest in services or meet demand, this deal will maintain investment and grow to fit the needs of passengers for years to come.

Together with the £1 billion investment we are making to improve the region's railways and our plans to link east and west through HS3, our railways are making the region an economic powerhouse.

Chair of [Rail North](#) Sir Richard Leese said:

We know from the consultation that passengers want to see a step-change in the quality of train vehicles, stations, more trains on Sundays and at off-peak times, and longer trains at busy peak times to ease overcrowding - and thanks to the hard work put in by Rail North, that's exactly what they're going to get.

But this is only the starting point; the invitations to tender specify the minimum required from the new franchisees, and Rail North will continue to push for greater enhancements in future years which will help deliver regional economic growth by helping people get to jobs faster, in comfort and affordably.

Full details of what the bidders for the 2 new franchises are required to deliver are set out in the invitations to tender for the Northern and TransPennine Express franchises. These set out the minimum level of improvements bidders hoping to secure the next franchises will need to include in their detailed proposals.

SEStran Rail Station Developments

1. Background

- 1.1 This report informs the Forum of progress of the various Scottish Station Fund (SSF) bids as well as a new bid for access to Midlothian stations. It also covers progress on the provision of a new station at Winchburgh and work on potential stations at Newburgh and Levenmouth in Fife.

2. East Linton and Reston Station

- 2.1 The outcome of the tendering for the ScotRail franchise was that Transport Scotland has accepted the Abellio bid, including the provision of a two hourly service between Edinburgh and Berwick upon Tweed that will stop at East Linton and Reston stations, provided that these stations are in place by December 2018.
- 2.2 The bid by SEStran and the two Councils for funding from the SSF towards the provision of the two stations has been considered by Network Rail. The current position is that all the funding towards the design and costing of the Stations (termed within the industry as GRIP3 stage; to be undertaken by Network Rail) will have to be covered by the Client (SEStran and the two Councils). This work will have to be undertaken before Network Rail can fully consider the application for funding from the SSF for the construction of the two stations.
- 2.3 It is the case however that a letter has been received from the Minister giving a degree of comfort that “there will be a successful conclusion to the application” following the completion of detailed design work.
- 2.4 The two Councils and SEStran are also drafting an agreement where SEStran will act on behalf of the two Councils as Client in respect of the development of the stations, with relevant funds being transferred to SEStran.

3. Access to Waverley and Haymarket Station

- 3.1 The RIRG (Route Investment Review Group which decides on SSF bids) considered the application and Network Rail has advised that the Group’s view is that only minor work at Waverley Station would be funded under the SSF. This is apparently because “enhancements outside the station footprint should not be funded from the Scottish Station Fund” – although further clarity will be required on this issue.
- 3.2 RIRG also considers that the £1m of work currently in progress on Waverley Bridge does not qualify as 3rd party funding.

- 3.3 At Haymarket, RIRG would consider the major part of the work proposed for Haymarket Station (deck between Dalry Road and the Station) but the applicant must progress the design and costing of the scheme to GRIP 3 before a decision could be made – i.e. a reasonably similar situation to that for East Linton and Reston.

4. Leuchars Station Car Park Extension

- 4.1 The bid by Fife Council towards a 50% contribution from the SSF towards the extension of the car park has been approved with a grant of £255k. although there were concerns expressed should the Council be charging for parking in the future. Fife are in ongoing discussions with Network Rail on this.

5. New Falkirk High Station Car Park Extension

- 5.1 The SEStran/Falkirk Council bid for a £445,000 award from the SSF towards a 56 space car park off Slamannan Road (total cost of around £1.1 million) has been considered by NR. They requested additional information in respect of Cost/benefit analysis and some design details and these have now been submitted to Network Rail. A response is expected towards the end of April.

6. Midlothian Stations

- 6.1 SEStran and Midlothian Council are considering an application for funding from the SSF towards access improvements to all the new Borders Railway stations in Midlothian. This is work that would be additional but complementary to the ongoing work on these stations by Network Rail as part of the Borders rail project.

7. Newburgh Station

- 7.1 A joint 'pre-STAG' study has been commissioned by SEStran, Tactran, Fife and Perth & Kinross Councils regarding the potential for a new station at either Newburgh in Fife or Oudenarde (extension of Bridge of Earn) in Perth & Kinross. This work is nearing completion and the outcome will be reported to the next SEStran Board.

8. Winchburgh Station

- 8.1 The ScotRail Franchise agreement now includes the stopping of the Dunblane – Edinburgh half-hourly service at a new Winchburgh Station in West Lothian, subject to this additional stop not having an impact on the journey time of the main Edinburgh-Glasgow service.
- 8.2 It is understood that this arrangement could be in place with the introduction of the electric Dunblane – Edinburgh service, envisaged for 2018.
- 8.3 The station will be fully funded by the Developer of around 3000 new houses in Winchburgh. It was hoped that arrangements could be made so that initial

work on the station could take place at the same time as Winchburgh Tunnel improvements work this summer (when the line will be closed for several weeks) but this was not feasible at the end of the day.

9. Levenmouth Rail

- 9.1 There is an on-going and strengthening campaign to re-instate rail services to Levenmouth. Fife Council has agreed to undertake a renewed STAG study for the project – the previous study undertaken by SEStran and Fife Council is now more than 5 years old.

Trond Haugen
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