

## **Network Rail Route Study**

### **1. INTRODUCTION**

**1.1** The Network Rail Scotland Route Study has been developed with stakeholders from across the rail industry and the wider transport industry in Scotland, including Regional Transport Partnerships and Transport Scotland. The documentation and analysis that supports the study has been produced by Network Rail on behalf of the Route Study Board, a body set up as a steering group to support the delivery of the Scotland Route Study. This final document replaces and updates the Draft for Consultation document which was published in December 2015.

### **2. SUMMARY**

**2.1** The now completed Scotland Route Study (with significant input from SEStran and individual local authorities) outlines what NR consider necessary to cope with growing demand. 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 Period 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. However, it must also be noted that the route study does not cover new schemes like new stations and reopening of lines. Below is the list of rationale behind the 2043 Drivers of Change:

- Growth in passenger numbers – ‘high growth’ demand scenarios forecast passenger numbers to double on many busier routes, and at major terminal stations in Scotland.
- Scottish Government aspirations for faster journey times, electrification and improved connectivity
- Long Distance Market Study findings – more cross-border passenger services, HS2, longer trains and faster journey times
- Freight Market Study findings – more cross-border intermodal services, longer and larger gauge trains

**2.2** With regards to future project proposals, the study does mention that the first steps towards the 2043 railway, could include such proposals as:

- Train lengthening on various corridors to meet 2023/24 demand

- East Coast Main Line - Extra capacity required if demand is to be met for local, long distance and freight services.
- Edinburgh Waverley - Extra capacity required both within the station and on its east and west approaches to meet demand to 2023/24.
- Edinburgh Suburban Enhancement Programme - Upgrade the capacity and capability to provide a key electrified freight link between East Coast Main Line and West Coast Main Line, empty coaching stock moves to Millerhill Depot and an electrified diversionary route for Anglo Scottish passenger services.
- West Coast Main Line - Carstairs Junction Remodel (linked to asset renewals), freight gauge enhancement and a High Speed Enabling Projects
- Glasgow Central - Extra capacity required both within the station and on its approaches to meet demand.
- Rolling programme of electrification - Maximising the benefits of electrification by efficient sequencing and early delivery of key enablers at a corridor level.
- Central Belt to Inverness - Incremental outputs to improve capacity and journey time, working towards the 2043 aspirations.
- Central Belt to Aberdeen - Incremental outputs to improve capacity and journey time, working towards the 2043 aspirations.
- Aberdeen to Inverness - Incremental outputs to improve capacity and journey time, working towards the 2043 aspirations.
- The Far North Line - Options to meet connectivity conditional outputs.

### **3. Next Steps**

- 3.1** The next step is Transport Scotland's High Level Output Statement (HLOS) and Statement of Funds Available (SoFA). Consultation on this will run from Autumn 2016 and into 2017 and will cover what the Scottish Government want to see included in CP6 and CP7 as well as what funds the Government will make available for investment in these control periods. The DfT and UK Government will prepare similar documents (relevant for cross border services and high speed rail)
- 3.2** Both the Route Studies, HLOS and SoFA documents will then go to the Office of Rail and Road (ORR) who will instruct Network Rail to prepare – during 2017/18 - its Strategic Business Plan (SBP) which should include estimated

costs.

- 3.3** The SBP will be reviewed by the ORR who will seek stakeholders' views. The ORR should arrive at a final determination on what Network Rail must deliver in CP6 and give an understanding of the resources that will be made available (including the level of track access charges to be levied on the rail operators). NR will then have to accept or reject the CP6 investment plan as issued by the ORR.

#### **4. RECOMMENDATIONS**

- 4.1** Forum members are asked to comment on the contents of this report.

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**Link:** Scotland Route Study - <https://www.networkrail.co.uk/wp-content/uploads/2016/11/Scotland-Route-Study.pdf>