

Detailed Appraisal		D2 - Maintaining and Safely Operating Scotland's Rail Network						
Estimated total Public Sector Funding Requirement:		<i>Capital Costs/grant</i>		- N/A				
		<i>Annual Revenue Support Present</i>		- Approximately £3bn over 10 years.				
		<i>Value of Cost to Gvt</i>		- N/A				
		<i>BCR/PVB</i>		- N/A				
Summary Impact on STAG Criteria	Environment Safety Economy Integration Accessibility and Social Inclusion	---	--	-	0	+	++	+++
(Judgement based on available information against a 7pt. scale.)								
Intervention Description:								
This intervention represents the day-to-day management and maintenance of the rail network, carried out by Network Rail in line with the requirements of the Scottish Ministers.								
Summary: Rationale for Selection								
The total rail assets in Scotland are valued at approximately £5 billion. Network Rail receives more than £300million of direct grant every year to manage the rail network and to maximise its capacity. The funding allocated to Network Rail is for the operation, maintenance and renewal of the rail infrastructure network. This work links directly to this first level of requirement for the STPR in maintaining and safely operating the network.								

Due to the general nature of this intervention this OST provides a qualitative review of the strategy rather than a detailed assessment of the specific measures that could be delivered.

Table D2.1.1 STPR Objectives

STPR Objectives	
<p><u>National Objective 1:</u> To promote 'competitive' inter-urban journey times.</p> <p><u>National Objective 2:</u> To reduce inter-urban journey time on public transport.</p> <p><u>National Objective 3:</u> Promote journey time reduction on the trunk road network for prioritised vehicles and users (e.g. HOV, freight, bus) or provide improvements to journey time reliability.</p> <p><u>National Objective 4:</u> To promote journey time reductions between the Central Belt and Aberdeen/Inverness primarily to allow business to achieve an effective working day between these centres.</p> <p><u>National Objective 5:</u> Maximise the labour catchment area in city regions (favouring PT and HOVs and balancing with other policy measures that promote reduction in need to travel).</p> <p><u>National Objective 6:</u> Support the development and implementation of the emerging national development interventions.</p> <p><u>National Objective 7:</u> Reduce CO₂e emissions per person km.</p> <p><u>National Objective 8:</u> Stabilise total CO₂e emissions.</p> <p><u>National Objective 9:</u> Reduce CO₂e emissions in line with expectations from the emerging climate change bill.</p> <p><u>National Objective 10:</u> To promote continuing reduction in accident rates and severity rates across the strategic transport network, supporting the work of the Strategic Road Safety Plan.</p>	<p>1: Slightly Positive - This intervention will support the competitiveness of rail journey times compared to journeys by car, especially as journey times by car could increase due to the forecast increase in congestion on parts of the trunk road network.</p> <p>2: Slightly Positive - Whilst this intervention will not provide a significant reduction in journey times by rail, the removal of temporary and minor speed restrictions as part of maintaining the network will improve journey time reliability. Measures such as the "World Class" initiative that Network Rail is trialling on the Edinburgh & Glasgow Railway will also give minor journey time improvements.</p> <p>3: Neutral - This intervention will not have any impact on journey times on the trunk road network.</p> <p>4: Slightly Positive - Whilst this intervention will not provide a significant reduction in journey times by rail, the removal of temporary and minor speed restrictions as part of maintaining the network will improve journey time reliability.</p> <p>5: Neutral - This intervention will have no significant impact on maximising the labour catchment area of the city regions.</p> <p>6: Neutral - The measures promoted in this intervention are not expected to impact on this objective.</p> <p>7: Minor Positive - This intervention will support a safe railway in Scotland, able to provide a high standard of service, thereby maintaining current patronage and preventing an increase in the use of the car which would have implications for the environment through a potential reduction in CO₂e emissions..</p> <p>8: Minor Positive - The measures promoted in this intervention will support a safe railway in Scotland, able to provide a high standard of service, thereby maintaining current patronage and preventing an increase in the use of the car which would have implications for the environment through a potential reduction in CO₂e emissions.</p> <p>9: Minor Positive - The measures promoted in this intervention will support a safe railway in Scotland, able to provide a high standard of service, thereby maintaining current patronage and preventing an increase in the use of the car which would have implications for the environment through a potential reduction in CO₂e emissions.</p> <p>10: Slightly Positive - This intervention will have little impact on improving safety on the rail network although maintaining and replacing infrastructure before it becomes life expired will support the continued safe operation of the network.</p>

<p><u>National Objective 11:</u> To promote seamless travel.</p> <p><u>National Objective 12:</u> Improve the competitiveness of public transport relative to the car.</p> <p><u>National Objective 13:</u> To improve overall perceptions of public transport.</p>	<p>11: Neutral - The measures promoted in this intervention would not impact on this objective.</p> <p>12: Slightly Positive - Whilst this intervention will not significantly increase the competitiveness of rail compared with car, the removal of temporary and minor speed restrictions as part of maintaining the network will improve the journey time reliability of rail which will have some benefits towards improving competitiveness. Measures such as the “World Class” initiative that Network Rail are trialling on the Edinburgh & Glasgow Railway will also give minor journey time improvements and improve reliability.</p> <p>13: Positive - The measures in this intervention will help to promote rail as a safe and reliable form of public transport by maintaining its continued safe operation. In implementing this intervention the rail network will also remain well maintained and in turn the overall perceptions of public transport will be improved. If this intervention was not applied, the lack of maintenance would affect rail infrastructure which, in turn, would affect journey times and journey time reliability.</p>
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Table D2.1.2 STAG Criteria

STAG Criteria		
Criteria:	Assessment Summary:	Supporting Information:
Environment:	Minor Benefit	Maintaining and safely operating Scotland’s rail network is likely to support the use of public transport. Increased road congestion could encourage a subsequent modal shift to rail thus a reduction in car travel, contributing to an improvement in air quality.
Safety:	Major Benefit	This intervention would facilitate the maintenance and safe operation of Scotland’s railways.
Economy:	Major Benefit	<p>Transport Economic Efficiency (TEE): Overall, average journey times would be generally unaffected by the provision of this intervention and the impact in terms of transport economic efficiency is expected to be negligible.</p> <p>Wider Economic Benefits (WEBs): A safe operating rail network in Scotland is vital to the economy and those currently using the service.</p> <p>Economic and Location Impacts (EALIs): The measures promoted in this intervention are not targeted at specific locations. The impact on the competitiveness of key areas of economic development is therefore not known.</p>
Integration:	Moderate Benefit	<p>Transport Integration: This intervention would have no effect on Transport Integration.</p> <p>Transport and Land-Use Integration: This intervention would not have an impact on Transport and Land-Use Integration.</p> <p>Policy Integration: This intervention would facilitate the continued provision of Scotland’s rail network for those who rely on it for work or leisure purposes.</p>
Accessibility and Social Inclusion:	Moderate Benefit	Community Accessibility: This intervention would not impact on community accessibility

		Comparative Accessibility: This intervention would facilitate the continued provision of Scotland's rail network for access to essential services.
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Table D2.1.3 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Minor Benefit	Whilst this intervention will not provide a significant reduction in journey times by rail, the removal of temporary and minor speed restrictions as part of maintaining the network will improve journey time reliability. Measures such as the "World Class" initiative that Network Rail are trialling on the Edinburgh & Glasgow Railway will also give journey time improvements and improve reliability.
Reduce Emissions:	Minor Benefit	The measures promoted in this intervention will maintain safety on Scotland's railways and continue to provide a high standard of service, thereby maintaining current patronage and hoping to prevent an increase in the use of the private car.
Improve Quality, Accessibility and Affordability:	Moderate Benefit	The measures promoted in this intervention would improve journey time reliability of rail services, improving the overall quality of them and ensuring that those people without access to a private car have access to their places of work. This intervention would not impact on affordability.

Table D2.1.4 Scottish Government's Strategic Objectives

Scottish Government's Strategic Objectives		
Objective:	Assessment Summary:	Supporting Information:
Safer and Stronger:	Major Benefit	The measures in this intervention will help to promote a Safer and Stronger Scotland by maintaining rail's continued safe operation. It will not provide any additional improvements to the quality, accessibility and affordability of public transport or improve road safety.
Smarter:	Neutral	Maintaining and safely operating the rail network would not affect access to schools, colleges and universities.
Wealthier and Fairer:	Major Benefit	This intervention will result in more reliable journey times by reducing incidents of infrastructure failure on the network and reducing the number of temporary speed restrictions. This will allow businesses to plan effectively, resulting in benefits to the economy.
Greener:	Minor Benefit	Maintaining and safely operating Scotland's rail network will support the maintenance of current patronage levels and assist in attracting more people to public transport, so encouraging individuals to shift away from the car, thereby having minor reductions in CO ₂ e emissions.
Healthier:	Neutral	Safely maintaining Scotland's rail network will not directly affect health or access to health services.

Table D21.5 Implementability Appraisal

Implementability Appraisal	
Technical:	<p>In general, no untried techniques would be required when implementing any aspects of this intervention. However, as the design stages progress, localised issues may arise that require increased technical capabilities to overcome.</p> <p>Construction of some aspects of this intervention may have an impact on operating existing services, however much of this work could be carried out at times when the disruption would be minimised.</p>
Operational:	<p>The responsibility for operational issues on the proposed measures in this intervention would remain with Transport Scotland and its maintenance contractors. No factors are anticipated to adversely affect the operation of the intervention during its projected life.</p>
Public:	<p>Public opinion is likely to be positive as delays to journeys could be reduced.</p>