

Enhancements Delivery Plan

Scotland

Entry into Service (EIS) Schedule

March 2019

Executive Summary

Network Rail's obligation is to publish Entry into Service (EIS) milestones to allow the industry to plan against these and deliver outputs which provide benefits to passengers and freight customers. This is in accordance with the Rail Enhancements & Capital Investment Strategy (RECIS), which sets out the Scottish Ministers' commitment to investment in the rail network from Control Period 6 onwards. EIS milestones will only be published once a project has received its Final Business Case decision as part of the RECIS. At this point, there is sufficient certainty of outputs that Network Rail can reasonably be held to account for the delivery of these programmes and projects.

Transport Scotland will publish a separate document to provide an overview of "pipeline" schemes which have not yet reached a Final Business Case decision. ([link will be available Tuesday 26th March](#))

Aberdeen to Inverness Phase 1

Details

Project OP code: 116647

Output driver: Increasing the capacity and capability of the Scottish network

Operating route: Scotland

Date: March 2019

Sponsor: G Stewart

Output driver

This project formed part of the Scottish Government's 2012 HLOS aspiration to increase the capacity and capability of the Scottish network. The principal driver for the project is the Scottish Government's Strategic Transport Projects Review (STPR). This project is specified in the STPR (Project 19) with the stated aim of reducing journey times and increasing service frequency on the route. The STPR set out the following:

- provide an hourly service between Aberdeen and Inverness;
- provide a half hourly service between Inverness and Elgin, including infrastructure to facilitate a new station at Dalcross;
- provide a half hourly service (other than after the evening peak) between Inverurie and Aberdeen, including infrastructure to facilitate a new station at Kintore;
- enable journey time improvements to provide average end to end journey time of around 2 hours, calling at all stations; and
- retain existing freight capacity.

Transport Scotland's Required Outputs

Following the publication of the STPR, Transport Scotland specified the elements of the project they wished Network Rail progress in the 2012 HLOS.

Transport Scotland's output requirement for Network Rail, set in the 2012 HLOS, required that the, "infrastructure capacity is provided for services for new stations at Dalcross and Kintore, as well as introduction of more frequent commuter services on the Inverness - Elgin and Aberdeen – Inverurie sections of the route, with no detriment to existing end to end journey time. "

This was further clarified in correspondence between Network Rail and Transport Scotland as a half hourly Aberdeen-Inverurie service and some additional Inverness-Elgin services. Subsequently an hourly Inverness-Elgin service was introduced in December 2018.

Scope of works

The extent of the scope to be delivered in CP6 had been agreed in June 2017 EDP as follows;

- Infrastructure capacity to provide a new twin platform station at Kintore
- Reinstatement of double track between Dyce-Inverurie
- Commissioning of the double track between Kittybrewster-Inverurie
- Re-signalling between Kittybrewster and Inverurie and re-control of Dyce and Inverurie signal boxes to Inverness.
- Line speed improvements between Inverurie and Aberdeen
- Platform extensions at Inch to accommodate 6 car trains and 2+5 HST's.

Interfaces and assumptions

For this stage the following project assumptions are included;

- rolling stock to be used on the route will be High Speed Train in a 2+5 and 2+4 formation, Class 170 and 158 diesel multiple units.
- Kintore Station will be committed as a separate, but interrelated project.
- Dalcross Station will be committed as a separate, but interrelated project
- Planned that all trains on the route will call at all stations between their originating and terminating points. This would include Dalcross and Kintore new stations when these are constructed.
- provision for existing freight capacity will be retained on the route
- no requirement to introduce longer trains / lengthen platforms other than specified in the June 2017 EDP (Inch and Elgin)
- The A-I project is not specified to deliver additional scope required for the introduction of HST's. This is being take forward under a separate project. At locations where interventions are being undertaken, HSTs have been included in requirements specification.
- It is assumed Network Change and Station Change will be agreed where required for the project.
- It is assumed necessary land and consent requirements are achievable for the project, which has been progressed without Statutory Powers under advice from Transport Scotland.
- It is assumed other projects which impact Inverness Station will not impact the capacity for additional services on the Aberdeen-Inverness route

Aberdeen to Inverness Phase 1

Activities and milestones (NR)

Milestone	Description	Date	Status
EIS- Infrastructure authorised	Infrastructure authorised for passenger and freight use	December 2019	Regulated Output

Dunbar new down platform

Details

Project OP code: 145739

Output driver: Increasing the capacity and capability of the Scottish network

Operating route: Scotland

Date: March 2019

Sponsor: J Noble

Output driver

The purpose of this project is to improve operational flexibility and capacity on the North East Coast Main Line (ECML) between Berwick on Tweed and Edinburgh. The existing single platform layout at Dunbar station was identified in the 2008 ECML Route Utilisation Strategy (RUS) as an operational constraint that if resolved would support additional stopping services on the northern section of the ECML and potentially provide journey time improvements for those services. Subsequent ECML capacity studies have consistently highlighted the current layout at Dunbar as a capacity constraint. The current infrastructure on the ECML cannot accommodate the aspirations of all the long distance / short distance and freight operators on the route.

Network Rail's obligation

Network Rail's obligation is to deliver the new infrastructure to increase capacity on the North East Coast Main Line.

Scope of works

The extent of scope to be delivered in CP6 was agreed as follows:

- New single side platform on the Down side of the fast line
- Platform to platform access via a footbridge with lifts

Interfaces and assumptions

For this stage the following project assumptions have been made:

- A new single face Down Platform adjacent to the Down Main. The platform will be 271m in length
- A new overline footbridge with stair and lifts access providing step free platform to platform access.
- All northbound services will use the new platform

- The additional Down platform will provide additional operational flexibility to allow stopping services to be routed more quickly through the area
- Increase capacity through Dunbar to support an increase in quantum of services on the ECML
- Reduce journey times for services that call at Dunbar in the Down direction

In terms of interfaces the project does have linkage to East Coast infrastructure capacity projects that are being developed by Network Rail during CP6 including, Growing Lothian and Borders (GLAB) and Scotland East to England connectivity (SEtEC)

Activities and milestones (NR)

Milestone	Description	Date	Status
GRIP 5 start	Detailed design work	December 2018	Started
GRIP 6 start	Start on site	May 2019	Not started
EIS-Infrastructure authorised	Infrastructure authorised for passenger & freight use	December 2019	Not started

EGIP- Initial Phase Key Outputs 3&4

Details

Project OP code: SC003

Output driver: Increasing the capacity and capability of the Scottish network

Operating route: Scotland

Date: March 2019
Sponsor: J Jardine

Output driver

The Scottish Government's 2012 HLOS sets out a requirement to increase the capacity and capability of the Scottish network. EGIP forms a project to deliver on this aspiration, with key outputs including reduction in journey times and increased passenger capacity on the main Edinburgh to Glasgow route, giving benefits to passengers, contributing to the Scottish Government's goals of improving economic connectivity and reducing road congestion.

The increase in capacity will be achieved through electrification and the introduction of longer train formations. The electrification was completed in December 2017, In December 2018, 4 car EMUs were introduced, operating as 8 car formations during peak periods. These replaced the 7 car formation EMUs, which operated during peak periods. End to end journey times have been reduced, with a current fastest end to end journey time of 42 minutes.

Network Rail's obligation

Network Rail's EGIP – Initial Phase Key Output 1 obligation was to deliver all necessary infrastructure to facilitate full 7 x 23m car electric services on the Edinburgh to Glasgow via Falkirk High route in time for the December 2017 timetable change.

Network Rail's obligation is to deliver infrastructure to facilitate 8 x 23m car electric services on the Edinburgh to Glasgow via Falkirk High route in time for the

December 2019 timetable change and redevelop station architecture and buildings by March 2020.

Project

Physical outputs

Glasgow Queen Street High Level Station concourse works

Physical works required to allow extensions to a number of the existing platforms at their concourse ends to provide 8 car standage. Increased concourse space and enhanced passenger facilities to accommodate to forecast growth.

Scope of works

Interfaces and assumptions

Only interfaces and assumptions relating to the outstanding works are listed. Interfacing schemes and their potential impact are:

- Renewal of the track and platforms at the mid platform area (The area between the EGIP Key Output 1 works and the EGIP Key Output 3 works) will be undertaken concurrently with EGIP Key Output 3 works. These works are being delivered by the same Contractor and they are controlled and managed by a single project team.

The critical assumption on internal factors is that the ScotRail EMU rolling stock for the longer trains will be available on time.

EGIP- Initial Phase Key Outputs 3&4

The following critical assumptions on external factors are being made:

- Due to the elongated Transport and Works (Scotland) Order (TAWs) process to authorise the redevelopment of Glasgow Queen Street Station the commencement of site works has been delayed. As such the associated regulated output has been revised. It is assumed that Network Rail will not be instructed to accelerate the programme.
- The scheme by Land Securities to develop above the west cutting of Queen Street Low Level Station is being reprogrammed by Land Securities. It is assumed that this scheme will not impact the programme for the Queen Street Station redevelopment works. It is also assumed that Land Securities will provide Network Rail with access to the areas of Dundas Street, within their control, necessary to deliver the Queen Street Station works.
- The Land Securities scheme to extend the Buchanan Galleries shopping centre over Queen Station High Level station throat will be implemented post EGIP Key Output 4, if it proceeds to implementation.
- It is assumed that the proposed scheme to develop the Car Park site will not proceed to implementation until EGIP Key Output 4 has been delivered, thus removing any potential interface issues from this scheme.
- The Millennium Hotel will deliver the separation and mitigation works required within the Georgian Hotel as a consequence of the project works, without impacting on Network Rail's construction programme.
- It is assumed that the December 2019 timetable associated with an 8 car service will be agreed with the franchisee, given the infrastructure available at Queen Street

Activities and milestones (NR)

Milestone	Description	Date	Status
GRIP 3 completion	Single option selection	May 2014	Complete
GRIP 4 completion	Single option scope defined	September 2014	Complete
GRIP 6 start	Start on site (TAWs work)	August 2017	Complete
EIS- Infrastructure authorised (Station works)	Infrastructure authorised for passenger use	March 2020	Regulated Output

Additional CP6 Projects

Network Rail is progressing Ministerial commitments such as: new stations at East Linton; Reston; Kintore and Dalcross and once an entry into service date is agreed they will be included within this document.