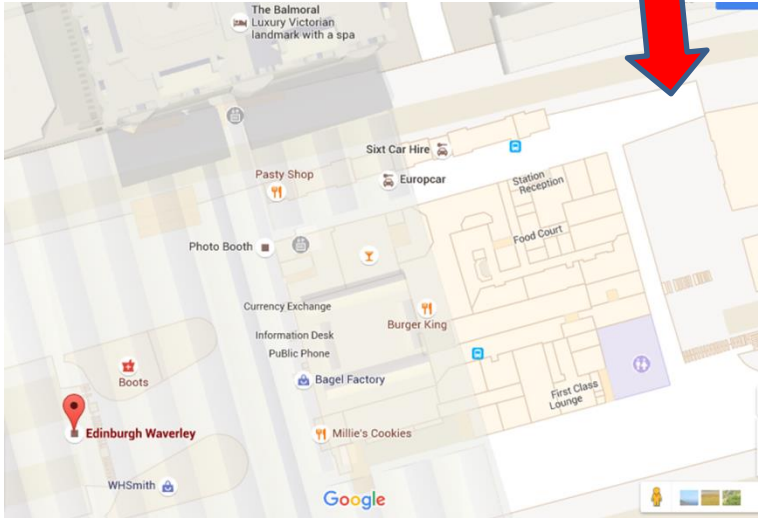


MINISTERIAL ENGAGEMENT BRIEFING: KEITH BROWN

<p>Engagement title</p>	<p>High Speed Rail announcement and publication of HS2 Ltd's Broad Options Study report and Transport Scotland's High Speed Rail Scotland Summary Report</p>	
<p>Engagement timings</p>	<p>Time:</p> <p>10:15 – 10:30 am – HSRS group, invited guests, and press arrive 10:20 am – Robert Goodwill MP train arrives 10:20 am Mr Brown arrives.</p> <p>Mr Brown is to report to Network Rail office on arrival and will be taken to a 'green room' area to meet with Robert Goodwill. They will walk down to Platform Two together.</p> <p>There will be a lectern and dressing set up with Mr Brown saying a few words and then handing over to Mr Goodwill before the opportunity for interviews.</p> <p>Media arriving from 10.30, event begins 10.45.</p> <p>10.45 am - Starts with Mr Brown speaking at lectern (See Annex C) 10.47 am – Mr Brown hands over to Robert Goodwill MP to speak. 10.49 am - One-to-one interviews with broadcasters 11.00 am - Print media huddle 11.10 am - Photos 11.15 am - Event ends.</p> <p>11:15 – 11:30 am Mr Brown and UK Minister leave.</p> <p>11:30 am – 1:30 pm – Technical briefing for Stakeholder group and trade press (at nearby venue)</p> <p>Date: Monday 21 March 2016</p>	
<p>Organisation</p>	<p>Scottish Government UK Government HS2 Ltd</p>	
<p>Venue and full address</p>	<p>Edinburgh Waverley Train Station, Platform 2 (away from the main concourse).</p>	<p>Post code: EH1 1BB</p>
<p>Background/Purpose (including invitation history)</p>	<p>You will be issuing a statement, agreed with the Secretary of State for Transport, on High Speed Rail (Annex A) accompanied by publication of HS2 Ltd's Broad Options Study. Additionally, you will be</p>	

	<p>announcing the publication of Transport Scotland's Glasgow –Edinburgh High Speed Rail study.</p> <p>In attendance at the press launch will be a UK Minister (Robert Goodwill, MP).</p> <p>In 2013, HS2 Ltd were commissioned by UK and Scottish Government to undertake a study that looked at broad options for high speed and upgraded railways between the north of England and Scotland, with the aim of improving journey times between London and central Scotland to no more than 3 hours.</p> <p>That study has now completed and today marks the culmination of 2 years' work. The findings of the report set out options for providing improved journey times and rail capacity between the north of England and Scotland, including estimated costs.</p> <p>Transport Scotland carried out their own appraisal into a high speed rail link between Glasgow and Edinburgh and that summary report will be published today alongside the HS2 Ltd report, given the interdependency between the two.</p>
<p>Greeting party and specific meeting point on arrival if event is at a non-SG Building (including mobile number)</p>	<p>Officials will meet you inside the venue on Platform 2</p> 
<p>Event programme</p>	<ul style="list-style-type: none"> • Announce publication of the reports and brief speaking note welcoming the findings of the study • Q&A session with audience members • Media engagement/photographs/sound bites
<p>Summary page (key issues, lines to take if pressed and issues to avoid)</p>	<p>Annex A: Transcript of agreed Statement Annex B: Lines to take Annex C: Speaking Note High Speed Rail Publications Announcement Annex D: Q&A</p>

	Annex E: Invitees
Speech/speaking points	See Annex C
Guest list or meeting attendees	See Annex E Robert Goodwill MP - appointed Minister of State at the Department for Transport on 9 December 2015. Robert was previously Parliamentary Under Secretary of State at the Department for Transport on 7 October 2013 and again in May 2015. Guests include the High Speed Rail Scotland (HSRS) Stakeholder group – Redacted Name , chair, is acting as spokesperson for the group.
Supplementary information	You will receive a media plan from comms. colleagues separately. We have been advised by DfT officials that UK Government approach will be to emphasise that Scotland will benefit under the current planned HS2 network, with shorter journey times from phase 1 and 2. [N.B. relatively speaking, when Phases 1 and 2 are open, Edinburgh and Glasgow will become further away from London in terms of journey time when compared to cities on the high speed rail network.]
Media Handling (including mobile number)	Redacted Names and Contact Details
Official Support (including mobile number)	Redacted Names and Contact Details

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constituent Interest	General Awareness
Minister for Transport and Islands			x		

DG Enterprise, Environment & Innovation
 DG Finance
 Press Transport Scotland

Transport Scotland Media
Communications Infrastructure
Transport Scotland Directors
PS/Transport Scotland
Redacted Names

Transcript of agreed statement

“Today HS2 Ltd has published its report on “Broad options for upgraded and high speed railways to the North of England and Scotland.” I am grateful to HS2 Ltd for its report, which fulfils the remit we gave it, exploring options to:

- improve journey times from Edinburgh and Glasgow to cities further south, including options that could reduce journey times to London to 3 hours or under;
- provide additional passenger and freight capacity where it is projected that future demand will not otherwise be met.

The report considers various options for building on HS2, including:

- upgrades within the footprint of the existing railway;
- new high speed bypasses of constrained track sections; and
- complete new lines on either the east or west of the Pennines.

These alternatives range in cost between £17 and £43 billion to reach a three hour journey time, although some are capable of being constructed in stages. All have their advantages and disadvantages.

HS2 Ltd was asked to look at overall feasibility and costs and the report does not provide detailed consideration of the benefits of particular options. This work would need to be done before any decisions on options or routes could be made.

The Department for Transport and Scottish Government will continue to work in partnership with the ultimate aim of achieving journey times of 3 hours between Scotland’s central belt and London.

That requires us to continue to drive forward our plans for HS2:

- From when Phase One opens in 2026, new HS2 trains will be arriving in Glasgow from London in 3 hours 56 minutes.
- Journey times will fall further, to 3 hours 43 minutes, thanks to the acceleration of the route to Crewe in 2027.
- Then, when the full “Y” Network opens in 2033, journey times to both Glasgow and Edinburgh will be reduced to around 3 hours 38.

In addition, we need to look at what more should be done. I recognise the continuing investment that is likely to be necessary if we are to meet projected passenger and freight growth on the West and East Coast Mainlines.

Therefore, in this control period the Department for Transport and Transport Scotland will take forward work with Network Rail to identify any and all options with strong business cases, for consideration for implementation in CP6 and 7, that can improve journey times, capacity, resilience and reliability on routes between England and Scotland. This will include consideration of how these improvements can be future-proofed to allow further progress towards 3 hour journeys.

To inform this work, I intend to gather views on this study from interested parties, through a public conversation that I will open on [1 June].”

Suggested lines to take:

We welcome the publication of HS2 Ltd's Broad Options Study report which explores options for providing improved capacity and journey times between the north of England and Scotland.

I have received agreement from the Secretary of State to work in partnership, with the aim of delivering much needed increase in rail capacity, as well as a 3-hour journey time, through early implementation of a programme to build incremental high speed sections between the north of England and central Scotland, within the existing network and as set out in HS2 Ltd's Broad Options Study report.

The economic links between Scotland and England are not yet fully understood and it is therefore not known whether a business case would favour a western or eastern alignment.

We are therefore keen to explore further and better understand the benefits that high speed rail could bring to the proposed eastern and western routes and are looking to engage with other parties to take forward this work, ensuring that Scotland is appropriately involved.

Our intention is to hold a public conversation with targeted stakeholders on the findings of the study, which will commence in June, to give people a chance to digest report and its findings.

General lines:

Scottish Government supports high speed rail, but not just to Birmingham, Manchester and Leeds. To realise its full benefit for all of Britain, the network needs to be extended 'further and faster' to reach Scotland.

Extending high speed rail to include Scotland provides an opportunity to create a more successful country through increasing sustainable economic growth; make Scotland an attractive place for doing business; and provide more and better employment opportunities for people

If HS2 stops at Leeds and Manchester, Scotland will lose out, getting relatively further away from London and the other great English cities.

However if we can reduce journey times from London to Edinburgh and Glasgow to our agreed target of 3 hours, significant mode shift from air becomes a real possibility.

As Sir David Higgins said when appointed to lead High Speed Rail, and I quote:
 "Improving connectivity is vital if Britain is to compete in the knowledge economy in which this country has a competitive advantage, but in which ease of travel is an essential element."

With the development and expansion of high speed rail, the UK will become more connected and more attractive to investors.

High speed rail will bring economic benefit for Scotland and the north of England, and not just those areas most immediately connected. Though it is important to realise that wherever the high speed rail termini in Scotland and the north of England are sited, we must ensure that the connections to those points are improved.

Speaking Note High Speed Rail Publications Announcement – 21 March 2016 (3 minutes, 600 words)

- I am delighted to welcome Robert Goodwill here today to join me in announcing the publication of two reports on high speed rail in Scotland.
- I began this journey in 2011, with the creation of the Scottish Partnership Group, which brought together representatives from business and civic Scotland to speak with one voice to develop and promote Scotland's case for inclusion in a UK-wide high speed rail network.
- Their support has been instrumental in furthering our case and I am pleased to welcome representatives here today to share in this announcement.
- With the production of ***Fast Track Scotland*** we, as a unified group - as a nation - made clear that the case for high speed rail is strong, but stronger with Scotland's inclusion.

- The Scottish Government continued that momentum, commissioning Transport Scotland to look at a Glasgow to Edinburgh high speed rail link, pushing forward our agenda, and challenging the UK Government to recognise our ambitions to bring high speed rail to Scotland.
- Not only did the UK Government recognise our ambitions; they realised their value. In November 2013 I announced along with the then Minister for Transport [*Baroness Kramer*] the commencement of a joint study, commissioned by the UK and Scottish Governments to look at options for extending high speed rail into Scotland.
- And today we announce the publication of its findings.
- The “***Broad options for upgraded and high speed railways to the North of England and Scotland***” report is the culmination of two years’ work by HS2 Ltd.

- The report explores options to improve journey times, including options that could reduce journey times from both Edinburgh and Glasgow to London to three hours or under; and provide additional passenger and freight capacity.
- *[To deliver these objectives HS2 Ltd investigated: upgrades within the footprint of the existing railway; new high speed bypasses of constrained track sections; and complete new high speed lines on both an eastern and western alignment.]*
- I am also announcing the publication of our High Speed Rail Scotland Summary Report, work which looked at the appraisal of a high speed rail link between Glasgow and Edinburgh.
- The findings of this work informed HS2 Ltd's Broad Options work, and accordingly the Glasgow to Edinburgh report has been revised to take into consideration the Broad Options study findings.

- These two publications constitute a significant contribution in realising our goal of Scotland's inclusion in a UK-wide high speed rail network.
- Our plan is now to initiate a public conversation on the reports and their findings. *[That will begin in June so as to allow people sufficient time to read and make sense of the reports.]*
- And that will help inform our next steps. The outputs from this will then be used to take forward work with Network Rail to identify options, that can improve journey times, capacity, resilience and reliability on routes between England and Scotland. This work will include consideration of how these improvements can be future-proofed to allow further progress towards 3 hour journeys.
- Further work will also be carried out to assess the wider economic benefits that will accrue, *to Scotland and the UK*, from Scotland's inclusion in a high speed rail network.

- I can also confirm – for the avoidance of doubt – that neither the Secretary of State nor I have yet come to a view on what is the best route or the most appropriate means to achieve our ambition for a 3 hour journey time between central Scotland and London, though I am pleased at the joint commitment to work towards it.
- Any determinations will be after we have considered the outcome of the public conversation.
- I now welcome Robert Goodwill to say a few words on behalf of the UK Government.

Thank you.

Q&A

1. FINANCING**Q: How is High Speed Rail to Scotland going to be funded?**

A: The indicative costs of extending high speed to Scotland are considerable [£17 - £43 Billion], certainly at a level beyond any other infrastructure project that has previously occurred in Scotland. Accordingly, we will need to fully explore potential funding options and mechanisms. That work will necessarily mean engagement with UK Government. [These costs include the extent of the route that would be required to be built in both Scotland and England].

It is worth noting that the UK Spending Review 2015 included funding for HS2 planning within the Department for Transport (DfT) budget, generating Barnett consequentials, as opposed to being treated for budgeting purposes as a National Priority, which would not necessarily generate consequentials.

Our focus with the UK Government has been confirming Scotland's inclusion within a high speed rail network and promoting route option assessments rather than detailed discussions on the means and attribution of funding.

Q: What's the status with regard Barnett consequentials for Scotland if the HS2 project is not extended further than Leeds/Manchester/Crewe? [I.e. essentially it is an England only project.]

A: Our main objective is to get high speed rail into Scotland, and we will continue to lobby for this outcome.

Concerning Barnett consequentials, I have been advised that the HS2 spend forms part of the DfT's planned expenditure, and as a result, already forms part of the existing Barnett calculations. [At a Spending Review Barnett consequentials are determined on a departmental level as opposed to a programme level; it is therefore not possible to isolate the financial impact of individual spending decisions.]

If, however, HS2 did not physically come to Scotland, we would be keen to highlight the billions of pounds lost in economic benefits.

Q: If High Speed Rail to Scotland was to be classed as a National Priority does that mean that the UK Government will fund the whole route?

A: In theory, if high speed rail to the north of England and Scotland is classified as a National Priority, the expectation is that it would be funded by UK taxpayers.

It is worth noting that the UK Spending Review 2015 included funding for HS2 planning within the Department for Transport (DfT) budget, generating Barnett consequentials, as opposed to being treated for budgeting purposes as a National Priority, which would not necessarily generate consequentials. If this funding model continues, Scotland will benefit from HS2 construction in the coming years. As this is added to the block settlement for Scotland, it is not 'ring fenced' to be used for rail development.

If Scotland receives Barnett consequential for HS2 planning and construction in England, there will be an expectation that the Scottish Government will be required to contribute, at least in part, to any new high speed rail that is constructed in Scotland. The exact details of this have still to be established.

Q: There is no High Speed Rail provision in the 2016 – 17 Transport Scotland budget; does this mean that the Scottish Government has dropped plans for high speed rail within Scotland?

No. When the draft Glasgow to Edinburgh high speed rail appraisal work was submitted to Ministers for consideration in 2014, it made clear that its delivery was dependent upon potential cross-border high speed rail route options. This was due to the requirement to maximise economic benefits by sharing as much track as possible to minimise cost to the public purse.

Since HS2 Ltd's Broad Options study, which identifies options for cross border routes, was still underway and had yet to identify options for extending High Speed Rail into Scotland, our focus moved to expediting work to identify these potential high speed routes coming up from the south. This HS2 Ltd Broad Options study is now complete and work on the Glasgow to Edinburgh high speed rail link has been updated in light of the findings.

This work carried out by Transport Scotland to date has been shared with HS2 Ltd and feeds into their Broad Options report.

The figure of £752,716.95, released by Transport Scotland following an FOI request, includes all recorded costs related to the Glasgow to Edinburgh high speed rail study to date, from commission until the delivery of the draft document. The outputs from the HS2 Ltd Broad Options study have been fed into the Glasgow to Edinburgh high speed rail appraisal work.

Q: Is High Speed Rail really required; would it not be cheaper to enhance the existing network?

The northern section of the existing East and West Coast Main Lines (ECML and WCML) are already severely congested with no spare capacity to accommodate predicted growth. It would require either a new line or an extensive upgrade to the existing lines to accommodate predicted growth in rail traffic.

The Network Rail Scotland Route Study (2015) has identified up to £17 billion of conventional upgrades within the Scottish extent of the WCML and ECML, which could be required during Control Periods 6 and 7 (2019 – 2029) to meet forecast growth. These range from junction remodelling; extensive 4 tracking and additional passing loops to allow fast long distance services to overtake slower freight and regional passenger services. It is possible that a similar amount of upgrades would be required within the English extent of the WCML and ECML bringing the full cost of conventional upgrades up to £34 Billion. **This could bring the cost in line with that which would be required for the high speed rail alternative.**

(DfT colleagues have advised their Rail Group colleagues have said that there isn't evidence for this assertion and that they think the figures seems unlikely. If they were asked, they'd have to say this.)

Q: Would the Scottish Government be expected to contribute to any upgrade of the existing East/West coast lines?

Where these lines are within Scotland then the simple answer is that they fall within the remit of Network Rail Scotland and are therefore funded by the Scottish Government. As a minimum we would fund the operations, maintenance and renewals costs to ensure the safe and efficient operation of all the railway assets in Scotland. When it comes to enhancement projects the position becomes more complicated and the incentives (and business case) for Scottish Government funding are weakened.

The planned enhancement at **Carstairs** is a prime example. The asset is almost life expired and in need of renewal. An enhancement scheme could remove the low speed junction and crossovers and increase journey times. **But 97% of the benefits will accrue to DfT sponsored franchises, particularly as cross-border Train Operating Companies do not pay Fixed Track Access Charges (FTAC) in Scotland** in line with the devolution settlement. There is **therefore a strong argument that the enhancement element of this upgrade should be paid for by the UK Government.** And this is a point made clearly by the former First Minister when he announced our commitment to developing options for the scheme during a speech in Carlisle in April 2014.

Q: What are the economic benefits that HS2 will bring to Scotland?

A: High Speed Rail could be of great economic benefit to Scotland [Fast Track Scotland estimated £24.8 billion over 60 year appraisal period] and the whole of Britain.

If HS2 does not come further to Scotland we stand to lose out.

I have noted that the benefits presented in HS2 Ltd.'s Broad Options report, as it stands, underplay the potential benefits of high speed rail for Scotland [£7 – 11 billion over 60 year appraisal period] – particularly the benefits associated with improving capacity on the rail network (Parts of the north end of the WCML are already at capacity or will be by the time HS2 Phase 1 opens in 2026).

Accordingly, I am keen to explore this and ensure that the full benefits of high speed intervention for Scotland are captured.

Q: Does the Minister agree that extending HS2 into Scotland would deliver significant economic benefits by improving connectivity and removing barriers, particularly for businesses in the more remote parts of the country?

A: Yes. To bring the full possible benefits of faster journeys, better connectivity and capacity release, Scotland must be on the high speed network. The current plans for high speed rail in Britain see high speed lines stopping at Leeds, Manchester and Crewe, which would place Scotland at a comparative disadvantage to those cities on the network. [Scotland would be served by classic-compatible trains on the conventional network.]

HS2 Phases 1 to Birmingham, 2a to Crewe and 2b to Manchester and Leeds do nothing for capacity north of those cities, so if anything the existing capacity constraints will get worse. Extending HS2 to Scotland would not only bring the fast journeys of 3 hours or less, to attract people out of planes, but it would release capacity to make more space on the existing network for local passengers and freight.

Q: The costs for the HS2 project have reportedly increased - how is such a rise in costs likely to affect Scotland's transport budget and the overall viability of the HS2 project?

A: The costs of the first two Phases of HS2 were announced in 2011 prices. The change to this estimate as announced by UK Government reflects what will have been spent at real time prices when the first phase begins operation in 2026, taking into account the effects of inflation.

The UK Government has proposed to deliver HS2 to Birmingham by 2026 and to Leeds and Manchester by 2033 within a budget envelope of £55.7 billion (at 2015 prices).

The revision in costs does not mean the budget has increased; it is the same amount adjusted to take account of economic changes as the project develops. We do not therefore anticipate that Scotland's transport budget will be impacted based on an increase in the projected cost of HS2.

In terms of viability, the Scottish Government supports high speed rail and worked actively with the Department for Transport (DfT) and HS2 Ltd. on the broad options study looking at ways to achieve faster journey times (no more than 3 hours) and increased capacity between London and Edinburgh/Glasgow.

Q: Will investment in High Speed Rail starve the existing rail network of investment?

A: Continued investment to enhance the capability of the rail network will be required to meet forecast growth.

High speed rail is not a separate transport mode; it is a fully integral part of the existing rail network in the same way that rural branch lines and intercity routes are part of the whole. Just as investment in the new Airdrie to Bathgate and the Borders lines increased the capacity and size of the existing rail network; investment in further new routes regardless of their attainable speed capability will also increase the capacity and size of the existing network in exactly the same way.

Investment across the network to meet forecast growth will continue and new routes with a higher speed capability will form only a part of that overall investment.

Q: Will investment in High Speed Rail have an impact on the funding of other, non-rail related areas/projects?

A: The indicative costs of extending high speed to Scotland are considerable [£17 - £43 Billion], certainly at a level beyond any other infrastructure project that has previously occurred in Scotland. At this early stage, more work is required to determine the means of funding a project of this scale, which will necessarily involve engagement with UK Government.

However, it is worth noting that the UK Spending Review 2015 included funding for HS2 planning within the Department for Transport (DfT) budget, generating Barnett consequentials for Scotland, as opposed to being treated for budgeting purposes as a National Priority, which would not necessarily generate consequentials. If this funding model continues, Scotland will benefit from HS2 construction in the coming years. **As this is added to the block settlement for Scotland, it is not 'ring fenced' to be used for rail development.**

Q: Is this the best way to spend billions? Can we afford it?

A: The indicative costs of extending high speed rail to Scotland are considerable [~£17-34 billion], certainly at a level beyond any other infrastructure project that has previously occurred in Scotland. At this early stage, more work is required to determine the means of funding a project of this scale, which will necessarily involve engagement with UK Government.

However, we must also ask, 'can we afford *not* to build it?'. It cost over £9 billion to upgrade the West Coast Mainline less than a decade ago, yet Network Rail estimates that lines to Scotland will be at full capacity by 2024 – just eight years from now.

High speed rail is as much about new rail capacity as it is about speed. There is a real danger that Scotland's rail connectivity will be strangled without that additional capacity built into the system. This plan gives us the opportunity to future proof at the same time to get best value for money.

The bill for construction would be some time away and the profile of costs will be spread across many years – there will be no 'one-off' payment.

Q: What investment is planned to improve the existing rail network?

A: The Scottish Government has already committed £5 billion of investment in the Scottish rail network over the current five-year control period alone. Projects include:

- **Delivering £170m package of improvements on the line between Aberdeen and Inverness by March 2019**
- **Deliver a package of improvements of up to £117m on the line between Inverness and the central belt by March 2019**
- **Continue delivery of a package of improvements on the line between Aberdeen and the central belt by March 2019**
- **Take forward rail enhancements committed to and funded by Scottish Government which align with the Aberdeen City Deal. Details being worked through. High level indicative cost - £200m.**
- **Shotts Electrification:** The Glasgow to Edinburgh via Shotts route is being electrified as part of the Rolling Programme of Electrification (Scotland) - **The anticipated cost of the project is £160 million.**
- **Dundee Station Redevelopment:** construction works of the new station have commenced with completion scheduled in December 2017. The anticipated **cost of the project is £38m. The total value of committed SG funding for Dundee Station redevelopment is £12.714m.**
- **75 new carriages for the Caledonian sleeper services** with full fleet introduction from 1st April 2018. **Funded with a £60m grant from Scottish Government.**
- **Edinburgh Glasgow Improvement Programme (EGIP):** **Electrification of Edinburgh - Glasgow via Falkirk High route by December 2016 and £112m redevelopment of Queen Street Station by March 2019.**
- **The new £40m Edinburgh Gateway rail-tram interchange, will open December 2016.**

2. HS2 LTD. JOINT BROAD OPTIONS STUDY

Q: What is the current state of play in terms of bringing high speed rail to Scotland and where do discussions with the Department for Transport lie?

A: I am working with the UK Government to progress work on bringing HS2 to Scotland

- My officials have been working with DfT and HS2 Ltd on realising a truly Britain-wide high speed rail network.
- HS2 Ltd have completed work that provides a full set of options for how HS2 could be extended to Scotland.
- I met Patrick McLoughlin MP, Secretary of State for Transport, recently [on 3 February] to discuss HS2 Ltd.'s work and agree a road map towards an announcement and publication of the report.
- Both Scottish and UK Ministers recognise the transformative nature of a 3 hour London to Edinburgh/Glasgow journey time objective which underpinned the study's work. International evidence shows that 3 hours is a key outcome to ensure that mode shift from aviation is achieved. HS2 Ltd.'s study remit was not just about speed, but also addressed capacity, targeting the constraints on the rail network north of the existing HS2 Phase 1 and 2 proposals. Speed is crucially important to Scotland, but capacity is too. The Secretary of State and I intend to make an announcement in March 2016 on the next steps in bringing high speed rail to Scotland, and publish the joint options study report, before the Scottish pre-election period.

Q: Is HS2 going to extend up the East Coast or the West Coast?

A: The work with UK Government on the options for extending HS2 to Scotland looked at potential route corridors, both east and west, but did not draw any conclusions. We will consult before making any final determination on the route.

What is important to Scotland are our outcomes:

- serving Glasgow and Edinburgh equally
- a journey time of 3 hours or less between those cities and London (bringing significant mode shift from aviation)
- capacity release for passengers and freight traffic
- greater connectivity and network integration
- a vibrant economic entity in Scotland and the north of England to counterbalance London.

Q. What are the timescales for [potential] extension of HS2 high speed rail route into Scotland?

A: Now the Broad Options report work has been published and further work agreed we have a much better idea of timescales. We will begin our public conversation in June this year, seeking the views from relevant stakeholders on route options. Outputs from this will feed into work with Network Rail in identifying options with strong business cases which improve journey times, capacity, resilience and reliability with potential construction beginning in CP 6/7. With this agreement the Scottish Government will be striving for benefits to reach Scotland as soon as possible.

Q: If High Speed Rail to Scotland is classed as a National Priority does that mean that the UK Government will determine the timetable?

A: The Scottish Government has been represented on the north of England and Scotland High Speed Rail steering group. The expectation is that this arrangement will continue and the Scottish Government would continue to have influence with regards the timetable for development and delivery of high speed rail.

Q: When are you going to publish the studies [Broad Options study and Edinburgh-Glasgow Business Case] on high speed rail?

A: It is my intention that publication of the studies will occur once the Secretary of State and I have made an announcement on the way forward. This will necessarily be prior to the Scottish pre-election period.

Q: What did the Broad Options Study find?

A: The Broad Options Study found that it is indeed possible to achieve a journey time of no more than 3 hours between London and both Glasgow and Edinburgh through a continuous high speed route or through a package of individual high speed route sections, which could be delivered incrementally to spread cost and realise benefits early.

Q: Will it really be high speed rail or just incrementally delivered conventional upgrades?

A: The report looked at whether it was possible to achieve a 3 hour journey time by upgrading the existing network, and found that this was not possible. Instead, new high speed bypasses, delivered incrementally, to upgrade the network with high speed capability was a feasible option for delivering a 3 hour journey time between London and central Scotland.

Q. What is a realistic timeframe for constructing these high speed bypasses to deliver a 3 hour journey time at a cost of £17 – 19 Billion as outlined in the Broad Options Study?

A: We could plan during Control Period 5/6 (2014 – 2019 / 2019 - 2024) and start delivering incremental improvements during Control Period 6/7 (2019 – 2024 / 2024 – 2029) in conjunction with, or as an alternative to planned upgrades to the existing network.

Q. What were the reported benefits of high speed rail to Scotland?

A: The Broad Options report suggests between £7 – 11 billion in benefits over 60 years at today's prices (£3 - 5 billion revenue, £3 – 5 billion direct and £1 billion wider benefits). This seems unduly conservative when set against the albeit optimistic figure of £24.8 billion total benefits identified by Greengauge 21 in the Fast Track Scotland report.

Q: Doesn't this plan for incremental upgrades fall short of the total high speed line the SG has been pursuing?

A: No, upgrading existing lines in this incremental way can deliver the three hour Edinburgh/Glasgow to London journey time, that has always been central to our high speed rail

aspirations, at lower initial cost and in a way that deliver benefits sooner as sections of the line are completed, rather than having to wait for an entire new line to be built. These high speed bypasses could be joined up at a later date to create a continuous high speed route capable of achieving a journey time of two and a half hours, so is future proofed.

The incremental approach allows the construction of a high speed line to be staged, bringing earlier benefits and allowing the cost to the public purse to be spread over a longer period.

Q: Is HS2 the best solution for capacity shortage?

A: We have established that, given the capacity constraints, doing nothing is not an option. The choice therefore, is between undertaking conventional upgrades to the network, or, undertaking more transformative high speed interventions on the network. Both scenarios involve high costs, yet the potential benefits of high speed intervention far outweigh the offering that conventional upgrades can bring.

The Network Rail Scotland Route Study (2015) has identified that –up to £17 billion package of conventional upgrades within the Scottish extent of the ECML and WCML which could be required during CP6/7 (2019-2029) to meet forecast growth. When coupled with the cost of upgrading the English extent of these lines, the full cost of conventional upgrades is in the same range as the high speed rail alternative of up to £34 billion].

Q: Would services operate between Scotland and Europe through the Channel Tunnel?

A: Our focus has been on securing Scotland’s inclusion within a Britain-wide high speed rail network, to enhance capacity, connectivity and journey times.

The UK Government does not currently have plans to connect the HS2 network with the HS1 network, which could theoretically enable a high speed link with Europe.

With this in mind, it is too early to say whether, in the future, high speed services could operate between Scotland and Europe.

Q: How was Transport Scotland involved?

A: HS2 Ltd’s study into the Broad Options for extending HS2 to Scotland was overseen by a Steering Group comprising of Transport Scotland, the Scotland Office, the Department for Transport and Network Rail. The steering group worked closely with Department for Transport and HS2 Ltd on realising a truly Britain-wide high speed rail network.

Q: Who commissioned the work?

A: The work was commissioned jointly by Transport Scotland and Department for Transport.

Successful lobbying by the Scottish Government persuaded the UK Government to examine the case for extending high speed rail to Scotland, and on 1 November 2013, this joint Broad Options study was announced, which would explore and identify options for extending HS2 beyond Manchester and Leeds to the north of England and Scotland.

Q: What work will Network Rail do in CP5?

A: The intention is for Transport Scotland and the DfT to undertake planning in this control period (CP5) to take forward work with Network Rail to identify options with strong business cases, which could then be considered for implementation in CP6 and CP7, with the aim of attaining a 3 hour journey time between London and the central belt of Scotland.

A high speed link between Glasgow and Edinburgh to be considered as part of this work.

Q: Where do you intend splitting trains?

A: Specifics such as this will become more apparent once a route has been identified. It makes sense to split trains in a way that will have minimal impact on journey times, for example, by splitting the train at a station that is well used by passengers alighting and boarding to enhance overall efficiency.

Q: What additional economic benefits work do you propose to take forward?

A: I have made clear to the Secretary of State for Transport that I think the economic benefits of high speed rail to Scotland, as presented in the report, are an underestimate of the true value. I have therefore proposed carrying out a piece of further work to try and capture the full and wider economic benefits that inclusion in a high speed rail network can bring to Scotland, and we are in discussion on the mechanisms for taking forward this work.

Q: Do you believe the KPMG work which shows that Aberdeen will suffer with high speed rail?

A: What's important to economic activity and growth is connectivity. By reducing the journey time between London and Central Scotland, transformative levels of modal shift from air to rail becomes a real possibility for this market. In turn, this should free up more capacity for increased volume of flights to/from Aberdeen and the rest of the UK; in this respect, High Speed Rail stands to benefit Aberdeen.

Investing in High Speed Rail does not mean that the rest of Scotland's rail network will receive no investment, indeed, the Scottish Government has already committed to improving journeys between Aberdeen and the Central Belt to the tune of £200 million [which align with the Aberdeen City Deal], delivering journey time improvements and greater connectivity for passengers and freight by 2019.

Q: How many options are put forward in the report?

A: HS2 Ltd identified four potential continuous high speed route options [A, B, C and D] for extending the high speed rail network beyond Manchester and Leeds to the north of England and Scotland with a journey time of under 3 hours. These were on both an eastern and western alignment. HS2 Ltd identified a lower cost continuous western route which prioritised cost over attainable speed, but could still achieve the 3 hour target journey time. HS2 Ltd also identified that it would be possible to achieve the target 3 hour journey time with a representative package of high speed bypasses totalling approximately two thirds of the WCML.

The report doesn't recommend which route is the preferred option; however, it makes clear that it is indeed possible to achieve a 3-hour journey time between central Scotland and London by high speed rail.

Q: Where does your preference lie? / The report seems to make clear that 'west is best'; is this going to be chosen?

A: The Secretary of State and I will make a determination on the way forward once furnished with fuller details on the relative economic benefits and merits of the options, and of course following public conversation with targeted stakeholders on the report's findings.

Q: What are the forecast passenger numbers? / Is passenger growth being overestimated/ Where is the need?

A: We need greater cross-border capacity. In 2013 there were 8 million cross-border passenger journeys on the railway, starting or finishing in Scotland – and this figure has grown consistently. We have the evidence to back this up. The trend has been towards strong growth in passenger numbers (37% increase in cross-border journeys between 2007/08 and 2013/14), and I anticipate that this will continue. Capacity on the main cross-border routes needs to be increased to reflect and accommodate this.

We know that between 2008 and 2013 there has been:

Operator	Passenger growth
Glasgow to London	144%
Scotland (EDB & GLC) to Birmingham	261%
(Source: Virgin Trains)	
Scotland (EDB & GLC) to Manchester	191%
(Source: First TransPennine)	

Q: How quick will it be (speed)?

A: At this stage, our focus has been on identifying broad options for extending high speed rail in to Scotland, rather than the specifics of track design and alignment. High speed rail is technically anything over 200kph (125 mph); yes speed is important, but so is capacity.

Q: Can both east and west become high speed routes?

A: The intention is to hold a public conversation on the relative merits of an east versus a west high speed route; given the high costs of building high speed rail, the business case for having both eastern and western high speed routes would be very challenging. By seeking the views of interested parties and stakeholders, we aim to come to a determination on which option and route is the most appropriate.

Q: How do recent announcements on the Northern Powerhouse impact on this work?

A: Whilst the Scottish Government welcomes increased connectivity and the strengthening of city regions [as per the Chancellor's HS3 announcement in the Budget] this should not be to the detriment of securing an extension of HS2 to Scotland. Today's report sets out in detail potential options for progression of a high speed link from the north of England to Scotland.

It is vital that high speed rail is planned as a Britain-wide integrated network and not a set of individual projects. We would also look to ensure that funds would not be redirected from work on a Scottish connection, work on which pre-dates current HS3 proposals (the planned fast rail link between Manchester and Leeds).

3. EDINBURGH – GLASGOW HIGH SPEED RAIL (EGHSR)

Q: Why doesn't Scotland build its own high speed rail?

A: We have looked at the case for bringing forward the building of high speed rail in Scotland to bring benefits here sooner.

Transport Scotland carried out exploratory work which assessed the case for advancing the build of high speed lines to bring benefits of faster north-south journeys as well as the opportunity for faster journeys between Glasgow and Edinburgh and capacity relief for wider Scotland. [Initial advice was given to Scottish Ministers in 2014.]

There could be great benefits in linking Edinburgh and Glasgow with faster journeys, but this would be most economically achieved as a part of a Britain-wide network. We need to agree the north south network with the UK Government, and then we can integrate this work with any east west considerations and get on with planning what is built in Scotland.

Q. Why did the Scottish Government decide to explore the feasibility of building a high speed rail link between Edinburgh and Glasgow?

A: In 2012 when the Scottish Government was examining the options for high speed rail routes between London and Scotland, it became evident that a high speed link could be built between Glasgow and Edinburgh as an integral part of a cross-border route. As the UK Government did not have any plans for extending HS2 to Scotland, the then Deputy First Minister announced that the Scottish Government would not wait on the UK Government and would be pressing ahead with its own plans for a high speed rail link between Glasgow and Edinburgh [as an advance build of part of an integral high speed rail network], which could be completed by 2024.

This was not instead of the cross-border high speed route. Since the two routes would have shared a significant amount of high speed track, they were inextricably linked; the announcement was based on an intent to build the Glasgow and Edinburgh section of the cross-border high speed route first. This is consistent with the notion that high speed rail could also be built from North to South.

Q. Why did the Scottish Government decide to await identification of a cross-border high speed rail route before pressing on with a high speed link between Edinburgh and Glasgow?

A: When it became apparent that a high speed rail link between Glasgow and Edinburgh could be constructed as an integral part of a cross-border high speed rail network in 2012, there was no commitment to extend the high speed rail network into Scotland. However, successful lobbying by the Scottish Government persuaded the UK Government to examine the case for extending high speed rail to Scotland. On 1 November 2013 I, as Minister for Transport and Veterans, announced a joint study between Transport Scotland, the DfT and HS2 Ltd to identify broad options for extending HS2 beyond Manchester and Leeds to the north of England and Scotland.

The previous work undertaken by Transport Scotland to identify a high speed link between Edinburgh and Glasgow was shared with HS2 Ltd to inform the Broad Options study. Since the work on a Glasgow to Edinburgh high speed link, previously started by Transport Scotland, was further advanced than that of the HS2 Ltd study, it was paused. This was necessary to ensure that the Scottish and UK Governments could reach agreement on a preferred cross-border route, which could then be used to inform the earlier work on joining Glasgow and Edinburgh with a high speed link.

Q. If there is no commitment by UK Government to extend HS2 to Scotland, does this mean Glasgow – Edinburgh high speed rail will not go ahead?

A: The study undertaken by HS2 Ltd to identify options for extending HS2 beyond Manchester and Leeds to the north of England and Scotland is now complete, and myself and the Secretary of State for Transport intend to make a joint announcement on the next steps before the Scottish pre-election period.

I am working to secure a commitment from UK Government to deliver a 3 hour journey time between London and Scotland

I will instruct my officials to resume work on exploring a Glasgow to Edinburgh link in light of commitment from the UK Government to include Scotland in the high speed rail network.

Q: What about the Edinburgh Glasgow Improvement Programme (EGIP)?

A: The Edinburgh Glasgow Improvement Programme (EGIP) is a comprehensive programme of improvements to Scotland's railway infrastructure, rolling stock and service provision which will provide a major boost to the wealth of Scotland and its long term economic sustainability.

The introduction of modern efficient electric rolling stock and the next phase of the electrification of our railway network will enable a cleaner greener and quieter railway with lower carbon emissions. Scotland's commuters, business users, tourists and leisure travellers will benefit from improvements in service choice and faster journey times on modern, attractive, more energy efficient trains.

EGIP will deliver a 20% reduction in journey times and 30% more capacity within four years, as well as more comfortable, efficient and reliable trains.

Q: Is there any overlap between an Edinburgh to Glasgow High Speed Link and future phases of EGIP?

A: The phased EGIP delivery programme announced by the Minister for Transport and Infrastructure on 4 July 2012, will enable a more affordable and achievable implementation plan which will still deliver the programme's aims and ensure the best value for the public purse.

The Scottish Government is fully committed to the EGIP objectives. Remaining elements of EGIP including infrastructure for 6 trains per hour could all be delivered later. Decisions regarding the timing and specification of future phases will take into account future rail demand and capacity requirements including the proposals for a High Speed Rail link between Edinburgh and Glasgow.

Q: How does this now impact on plans for HSR G - E? / What does the Broad Options report mean for your Glasgow - Edinburgh plans?

A: The findings in HS2 Ltd's report complement the findings of the High Speed Rail Scotland Summary Report.

HS2 Ltd's study enables the conclusion to be drawn that if high speed rail were to be extended into Scotland on a west coast alignment that there is a business case for adding a small additional piece of infrastructure required providing a high speed link between Glasgow and Edinburgh. If high speed rail were to be extended into Scotland on an eastern alignment, a high speed rail link between Glasgow and Edinburgh would be provided as an integral part of that extension.

Going forward, we will work in partnership with the DfT to undertake planning in this control period (CP5) for forward work with Network Rail to identify options with strong business cases, which could then be considered for implementation in CP6 and CP7, that would improve journey times, capacity, resilience and reliability on routes between England and Scotland, with the aim of attaining a 3 hour journey time between London and the central belt of Scotland.

Q: Why didn't you just publish the High Speed Rail Scotland Summary Report in 2014 and advise that it would require to be updated once the HS2 Ltd Broad Options report was available?

A: Scottish Ministers received initial advice regarding an Edinburgh to Glasgow High Speed Rail link in 2014; it was evident from the findings of this initial work that what high speed rail is built in Scotland depended upon the high speed route coming up from the south. Therefore, the work itself was incomplete, awaiting the findings of HS2 Ltd's route options study.

We don't publish work that is incomplete; there is a public interest in taking the time necessary to ensure the information had been properly collated and checked before it was published as planned and ensuring the publication coincides with publication of related documents [HS2 Ltd's study].

Q: Why does your website call the Summary Report that you've published today a 'Business Case for a high speed rail link between Edinburgh and Glasgow'? Is the name change significant?

A: No, the name change is not significant. The term summary report captures the broad scope of the work, which was not remitted to simply be about Edinburgh – Glasgow connectivity. The report found that there could be a business case for a high speed rail link between Glasgow and Edinburgh as part of a UK wide high speed rail network, rather than a standalone project, and this initial title was used in reflection of this. The subsequent change in name of the report reflects the completion of the work following its update with HS2 Ltd's Broad Options study findings

Q: Have your revisions rewritten history? / Why has it taken so long to produce the report?

A: Absolutely not. Very early on in the Glasgow to Edinburgh work it was apparent that whatever high speed rail is built in Scotland is interdependent on the network coming up from the south. I have stated this on the record, publicly and in Parliament, on many occasions. It was always the plan to update the High Speed Rail Scotland Summary Report once the findings of HS2 Ltd's study were known.

In response to suggestions of re-writing history, I would point people towards Fast Track Scotland, which was published in 2011, before any work was carried out on a specific Edinburgh to Glasgow link, and focused on the extension of HS2 to Scotland. I would also point out that the Joint Study between Transport Scotland, HS2 Ltd and DfT was announced in November 2013 prior to the submission of the draft high speed rail Scotland summary report to the Minister the following year.

Q: Will you still proceed with EGIP Phase 2?

A: The Scottish Government is fully committed to the EGIP objectives [to deliver enhanced capacity and journey times between Edinburgh and Glasgow]. Decisions regarding the timing and specification of future phases [i.e. EGIP Phase 2] will take into account future rail demand and capacity requirements including the proposals for a high speed rail link between Glasgow and Edinburgh. At this stage there have been no commitments to a course of action.

Q: Will you be seeking views on the Summary Report?

A: Yes. Now that the report has been published, the intention is to have a public conversation on its findings, in conjunction with HS2 Ltd's Broad Options study report. The two reports are very much a package, and we will be seeking views on both in partnership, commencing in June.

Q: How will this happen?

A: The specific details around this public conversation will be given nearer to the time, likely to be after the Scottish Parliament election period. There will be an opportunity for all interested parties, including targeted stakeholders, to have their voice heard, and we will work closely with UK Government to ensure that this conversation is nationwide.

Q: Will you be publishing the supporting technical analysis?

A: The findings of the technical analysis are presented in the Summary Report, in the context of the study objectives and surrounding narrative to assist the reader in understanding the information. To publish the technical analysis in isolation would lose this.

Q: How will you pay for the link?

A: The exact details of this have still to be established. If Scotland continues to receive Barnett Consequentials for HS2 planning and construction in England, there will be an expectation that the Scottish Government will be required to contribute, at least in part, to any new high speed rail that is constructed in Scotland.

Assuming the project went ahead, the bill for construction would be some time away and the profile of costs would be spread across many years – this is not likely going to be a ‘one-off’ payment.

Q: In 2012 Nicola Sturgeon said you would press ahead – do you intend to do that?

A: In 2012, Nicola Sturgeon said that the Scottish Government would be pressing ahead with its own plans, and that’s what we have done. We commissioned this High Speed Rail Scotland study in 2012 to examine the case for bringing forward high speed rail.

Prior to this announcement, Transport Scotland Officials had been engaged for over a year in assessing the opportunity for an earlier build of high speed rail between England and Scotland, linked to the UK Government’s announcement for a high speed network, and out of that work arose the opportunity for a sub-30 minute link between Edinburgh and Glasgow.

Now, we will invite views and conversation on this report and HS2 Ltd’s report to inform our determination on the way forward.

Q: What will happen next with the work on a High Speed Rail link between Glasgow and Edinburgh?

A: I will be inviting views on the findings of the Glasgow – Edinburgh work alongside the Broad Options Study findings through a public conversation with targeted stakeholders.

Q: The Chancellor didn’t mention the Scotland work in his budget statement on the 16 March – how does this align with the commitment secured from UK Government SoS to undertake the Scotland work?

A: We have secured agreement from the UK Government to take forward work to further explore the options put forward in HS2 Ltd’s Broad Options report, and this secures commitment to action.

4. BENEFITS

Q: How will Scotland benefit from High Speed Rail?

A: High speed rail has the potential to bring huge economic benefits to Scotland, valued at up to £24.8 billion (Fast Track Scotland Report) but also adds Scotland's economic weight to the overall case for high speed rail across Britain.

Inclusion in the high speed rail network will improve connectivity between central Scotland and the City regions [principal cities] in England, and as I said at a recent conference on improving transport connectivity, this is essential if we are to have vibrant, sustainable economies in Scotland and [the north of] England.

Q: What are the wider economic benefits? / Over what timescale are the quoted benefits?

A: The report [HS2 Ltd's Broad Options study] suggests benefits of £7 - £11 billion over a 60 year period; however I am of the view that these are an underestimate. Indeed, an earlier report by Fast Track Scotland estimated £24.8 billion in benefits for Scotland, over the same appraisal period. This variation highlights the many and various approaches to measuring wider benefits but **what is clear is that it will be hard for such a large scale scheme to know today how it will change the economic geography of Britain.** We have some indications from HS1 which some commentators – **Redacted Name**, I think – have suggested that the wider economic benefits are £10 billion more than forecast.

Q: Can you give some examples of wider economic benefits that are likely to occur?

A: I am of the view that the wider economic benefits are more intangible and therefore difficult to define; things like improved connectivity between regions and the access to jobs this brings; the regeneration of the areas served by high speed rail stations, for example, look at Stratford – the presence of the high speed rail line through here played a part in determining the location of the Olympic Village; and there's facilitating social inclusion too.

Transport can transform urban landscapes by making a larger scale of activity more accessible, and this in turn can have immeasurable benefit.

Q: How will the north and south of Scotland benefit?

A: High speed rail has the potential to bring huge economic benefits to Scotland, valued at up to £24.8 billion (Fast Track Scotland Report) but also adds Scotland's economic weight to the overall case for high speed rail across Britain.

A high speed rail link between Glasgow and Edinburgh, which has a business case in light of the findings from HS2 Ltd's Broad Options study, improves connectivity to the north and south, as well as the east and west [unlike EGIP where improvements focus on east - west]

Q: What evidence is there that businesses in Scotland support HS2?

A: The Fast Track Scotland report by the Scottish Partnership Group for High Speed Rail [now called the High Speed Rail Scotland Group] in 2011 found that nearly three quarters [72.5 per cent] of Scottish businesses believe high speed rail will attract new investment to Scotland.

The report also found that the line would benefit Scotland to the tune of around £24.8 billion, in economic benefits.

The Scottish Council for Development and Industry and Chambers of Commerce have openly spoken of their support for the project.

Q: What are the environmental benefits? / If Scotland is going to get benefit from journey times anyway [~3hr 38mins], why do we need high speed rail?

A: Evidence quoted by the World Bank suggests that a three hour journey time is the key tipping point at which people switch between air and rail travel. A 3-hour, or under, journey time between central Scotland and London would be enough to create substantial modal shift from air to rail.

Air travel remains important to Scotland, however, for the north in particular, where journey times to London are considerably longer. Reducing air travel between central Scotland and London offers the potential for increased flight paths and connectivity between the north of Scotland and England.

Q: What are the benefits of these various options? Which is the best value for money?

A: The HS2 Ltd report focused on engineering feasibility and costs. It did not provide detailed advice on benefits or business cases, indeed the report itself recognised that not all benefits had been captured. This would need to be done before any options for next step are selected. Initial work in HS2 Ltd's study suggests that, depending on the option chosen, delivering a journey time of 3 hours or under could deliver benefits of between £3bn and £5bn, plus £3bn-£5bn in revenues and over £1b in wider economic benefits. However, I am of the view that these are an underestimate and am keen to undertake more work to better understand the benefits and business cases of the relative options. For example, there could be further benefits from using released capacity.

Q: Surely nothing's going to happen because the benefits look to fall well short of the costs?

A: HS2 Ltd.'s report looked at the costs and feasibility of different options to build upon the benefits that HS2 will deliver to Northern England and Scotland. More work would be necessary to understand the benefits and business cases for these options before a decision could be made. The UK Government shares the Scottish Government's ultimate ambition of 3 hour journeys. Work will begin in this Control Period to identify any and all options with strong business cases, that could improve journey times, resilience, capacity and reliability on routes to Scotland. These options will then be available for consideration for implementation in CP6 and 7. This work will include consideration on how these improvements can be future proofed to support the ultimate ambition of 3 hour journeys. **Without further work to fully understand the benefits that different options could bring, which the report itself recognises are not fully captured, it is not possible to decide on one option over another.**

Q: Why are you continuing to do work on this when it's such poor value for money?

A: HS2 Ltd's work advises on the cost and feasibility of different options and more work would be needed to decide upon the value for money of different options.

Doing nothing is not an option; the ECML and WCML are reaching capacity and there will therefore be the cost of work needed on WCML and ECML to meet growth, anyway. The cost of conventional upgrades to the rail network could be in the same price region as high speed rail alternatives presented in the report. It is important to factor this into any business case assessment.

The Network Rail Scotland Route Study (2015) has identified that –up to £17 billion package of conventional upgrades within the Scottish extent of the ECML and WCML which could be required during CP6/7 (2019-2029) to meet forecast growth. When coupled with the cost of upgrading the English extent of these lines, the full cost of conventional upgrades is in the same range as the high speed rail alternative of up to £34 billion].

The UK Government shares the Scottish Government's ultimate ambition of 3 hour journeys between Scotland's central belt and London and have committed to work to identify any and all options with strong business cases for consideration for implementation in CP6 and 7 – including consideration of how these improvements could be future-proofed to allow further progress towards 3 hour journeys- but have not committed to work that lacks a positive business case. *[There's an explicit acknowledgement that the timetable is not optimal and that there would be further benefits from using released capacity.]*

Q: The Report shows that options on the east coast are most expensive, does this mean that options on west will be prioritised?

A: No decisions have been taken over preferred options. Although HS2 Ltd's report has provided valuable information on the costs and feasibility of both eastern and western options, more work would be needed on the benefits and business cases of different options before decisions can be made.

Invitees

HSRS Scotland Stakeholder Group

Redacted Names

Other invitees

Redacted Names

HIGH SPEED RAIL – EDINBURGH TO GLASGOW HIGH SPEED RAIL

Background & Issue

You announced [on 12 Nov 2012 at Glasgow Central] that we could build a **high speed rail link between Edinburgh and Glasgow** (EGHSR) within 12 years [by 2024].

Tavish Scott, MSP [Lib Dems] submitted a written PQs last week (14 Jan 2016) which asked why this project **has not been** included in the 2015 Infrastructure Investment Plan (IIP) and when the decision to exclude it had been taken.

Top Lines

- **It is not possible to progress planning for a high speed rail link between Edinburgh and Glasgow until a cross-border high speed route is identified.** Once that happens we can consider integrating plans.
- Connecting Edinburgh and Glasgow with a high speed rail link depends upon the route options coming from the south, **as a significant proportion of the high speed link between Glasgow and Edinburgh would run on the same track that would be used by the north/south cross-border route.**
- **Since the alignment of the cross-border route could vary, depending upon a western or an eastern border crossing being chosen, this needs to be identified before progressing planning for the Glasgow to Edinburgh high speed link.**

Successful lobbying by the Scottish Government has persuaded the UK Government to commission HS2 Ltd to carry out a joint study.

- In 2012, the UK Government announced that HS2 would be extended from London to Manchester and Leeds, but **there was no commitment to extend this any further into Scotland**
- **After successful lobbying by the Scottish Government, we now have a joint study being undertaken by Transport Scotland, the DfT and HS2 Ltd**, to identify options for extending HS2 [beyond Manchester and Leeds] to Scotland.
- As the joint study was already underway when the Edinburgh to Glasgow high speed rail study was submitted to Ministers in 2014, the previous work undertaken by Transport Scotland, which was more advanced than that of the joint study, was paused whilst a feasible cross-border route was identified.

The Cabinet Secretary fully expects to be in a position to share the findings from the Joint Study in the coming months

- The Joint Study is almost complete and the earlier findings of the Edinburgh to Glasgow study will be considered by Ministers, in conjunction with the outcome of the joint study with the Department for Transport
- **It is expected that the Cabinet Secretary for Infrastructure, Investment and Cities and the Secretary of State for Transport will make a joint announcement on the next steps within the next few months.**

Contact: **Redacted name and contact details**

MINISTERIAL ENGAGEMENT BRIEFING: KEITH BROWN

Copied to:

<i>Engagement Title</i>	ICI Committee Evidence Session: Transport update
<i>Timing</i>	Routine
<i>Organisation/Venue and full address including postcode</i>	Scottish Parliament, Room 6
<i>Date and Time of Engagement</i>	Date: 12 December 2012 Time: 1000 -1130
<i>Background/Purpose</i>	The Committee has invited the Minister for Transport and Veterans to give evidence on following agenda items 2) Various ongoing transport projects. 3) Marine Navigation (No.2) Bill (UK Parliament legislation). The appearance will mainly take the form of a question and answer session.
<i>Relevance to Core Script</i>	Investment in transport is essential for enhancing productivity and delivering faster, more sustainable growth in a low carbon economy, as set out in the Government Economic Strategy
<i>Venue contact Number</i>	ICI Committee, Lead Clerk, Redacted name and contact details
<i>Speech/Speaking Points</i>	N/A
<i>Background Briefing</i>	Annex A: specific topics incl Q&A within each Annex B: Transport in Scotland brief Annex C: Transport Headlines and achievements since 2007 Annex D: Transport draft budget 2013-14 Annex E: ICI Committee membership Annex F: Opening statement (separate paper)
<i>Official Support</i>	Transport update: Redacted name and contact details

Copy List:	For Action	For Comments	For Information		
			Portfolio Interest	Constit Interest	General Awareness
Deputy First Minister			x		

PS/Transport Scotland
 CE, Transport Scotland
 Transport Scotland Directors
 DG Enterprise & Environment
 Comms DFM
 Press Transport Scotland
 Head of News
 Communications Officer
 Special Adviser
 Special Adviser
Redacted Names

SUMMARY PAGE

ICI Committee – Ministerial Evidence Sessions – 2012:

Minister for Housing and Transport

25 January 2012 –Draft Ferries Plan

8 February 2012 –2012 Homelessness Commitment/ Scottish Social Housing Charter

21 March 2012 –Housing Subordinate Legislation

9 May 2012 - Housing and transport (Rail 2014, Edinburgh Trams)

Cabinet Secretary for Infrastructure and Capital Investment (Alex Neil)

18 January 2012 – Infrastructure Investment Plan

22 February 2012 – Broadband Infrastructure in Scotland

Deputy First Minister

7 November 2012 – Draft Budget 2013-14

ICI Committee Members:

Redacted Names

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As it is only the section on high speed rail that is relevant to the FOI request, the remainder of the briefing has been redacted.

HIGH SPEED RAIL

BACKGROUND AND LINES TO TAKE:

1. On 12 November 2012 the Deputy First Minister announced that Scottish Government would take forward planning of a new high speed rail line between Edinburgh and Glasgow.
2. This planning would also consider a southwards connection to link with the HS2 line proposed by DfT (from London to Birmingham by 2026, and with separate extensions to Manchester and Leeds by 2032/3).
3. Ministers had already agreed Transport Scotland officials will work with DfT and the HS2 company on the development of route options from the North of England to Scotland. This process will report in 2015.
4. **We will plan for a new High Speed line between Edinburgh and Glasgow, future proofed to European high speed rail standards, and paving the way for Scotland's connection to a UK network. And – we have set a target of 2024 for its completion.**
5. **We see the opportunity for a new high speed service between the cities, with journey times of less than 30 minutes. The additional rail capacity provided will have knock-on benefits for the rest of the rail network in the Central Belt, and beyond.**
6. **Officials will take forward the detailed route appraisal and business case development during 2013, and we will report in 2014.** These processes have to be developed in tandem. Route decisions affect costs, and vice versa. **Route development will be taken forward in partnership with the 'Fast Track Scotland' Group which developed Scotland's case for high speed rail.**
7. At this stage, the proposal for Edinburgh to Glasgow High Speed services is to use UK gauge trains. This is consistent with the DfT/HS2 proposal to run UK gauge classic compatible trains on West Coast cross border services from 2026, and means that there is no requirement for new stations at this stage. This reduces project costs considerably, when compared to HS2 costings.

Q&A

Q: How do the Scottish and English projects fit together?

- The Edinburgh – Glasgow High Speed link is the first step in a programme which will see Edinburgh and Glasgow not only linked to each other, but linked to a UK high speed rail network.
- Also – the work we're doing here on Edinburgh to Glasgow will inform the work with DfT / HS2, and ensure that the Scottish position is well founded.
- Through the fast Track Scotland group we have established that "the case for high speed rail in Britain is strong, but is stronger when Scotland is included".

- UK high speed rail needs Scotland's inclusion to deliver the maximum economic and environmental benefit.
- And – Scotland needs to be included to ensure its own future economic competitiveness.

Q: And – how 'High Speed Scotland' fit with EGIP?

- The high speed proposal for Edinburgh to Glasgow builds on, and is complementary to, the completed EGIP scheme.
- The demand for rail in Scotland is set to rise to around 100 million passenger journeys per year in 2024. We're looking ahead to future capacity demands.
- A new High Speed line will release significant capacity across the central belt. The existing E-G Falkirk line could be used more for commuter services if the end-to-end market shifts to high speed. Or freed capacity could be used to improve services to Stirling, or from Fife.
- And, if cross border (and initial HSR) services are able to bypass the dense metropolitan networks in Lanarkshire, there's potential for a range of new services there too.

Q: And you have early reports on Edinburgh to Glasgow?

- Yes – at a very high level. They demonstrate that a new high speed line could be built within a timescale of 10-12 years, and that journey times of less than 30 minutes are easily achievable.

Q: When will business case and route details be available?

- We will take forward business case development and route appraisal in tandem during 2013, and will report our findings in 2014.
- It is vitally important that planning is done in accordance with Scottish Transport Appraisal Guidance, there can be no corners cut.

Q: Scotland cannot afford this scheme.

- The UK Government doesn't have the money yet for construction; there is no CSR budget line for high speed rail at Westminster. That will follow in future spending reviews.
- But Scotland *can afford to plan*. If any government waited for funding to be available before it starts planning, nothing would ever be built.
- We will not wait until 2026 before we even think about planning. By that time other parts of Britain will be more connected, more attractive to inward investment.
- We will not wait in the sidings for high speed rail to be delivered to us.

Redacted name and contact details

High Speed Rail – Edinburgh to Glasgow Proposal – Briefing

What exactly is being proposed?

1. We propose initiating planning work for a new high speed rail line between Edinburgh and Glasgow, future proofed to European high speed rail standards, and paving the way for Scotland's connection to a UK network.
2. We see the opportunity for a new high speed service between the cities, operating at 140 mph, and with journey times of less than 30 minutes. The additional rail capacity provided will have knock-on benefits for the rest of the rail network in the Central Belt, and beyond.
3. At this stage, it is proposed that we use standard gauge trains between Edinburgh and Glasgow. This is consistent with the current proposals from DfT – that initial high speed trains to Scotland will also be UK gauge classic compatible models, capable of high speed operation on dedicated lines, but running on to the existing network thereafter [However, to ensure that any new line construction is 'future proofed' we assume that this will be built to full European HSR gauge, with wider structures to accommodate European sized trains, and designed at a 7km radius for 400 kph (225 mph) operation].
4. Advantages of this mode of operation are that we do not have build new stations, and that trains can integrate with the existing network easily. It also means that rolling stock to provide an Edinburgh to Glasgow service is readily available (at the moment we are assuming a train similar to the Class 395 'Javelin' rolling stock used on high speed commuter services between Kent and London). At this stage, we are considering a sub-30 minute journey between Edinburgh and Glasgow (see below – approx. 27 minutes is a working assumption), with three trains an hour each way. Trains could be 7 or 8 car sets, delivering high passenger capacity, but on that schedule would not require a large vehicle fleet.
5. At the moment we anticipate new lines built between the city boundaries, with services running the last few miles into cities on existing lines.
6. This substantially reduces the costs of high speed rail, compared to those proposed in England. There is no need to build dedicated high speed lines directly into the city centres, and new stations to accommodate European gauge trains will not be required. Discussions with HS2 and their contractors have confirmed that the major project costs, and extended timelines for construction of HS2 are related to new station construction. However, there are significant financial implications, and as part of the planning work on outline business case we will develop options for a financial delivery vehicle. You will recall that Scottish Futures Trust colleagues contributed to the development of the Fast Track Scotland document, and we will seek their advice in development of this advice. We will also work with Transport Scotland Finance on the affordability of implementation.

7. The Scottish Government's ambition is that we eventually have full high speed lines connecting Scotland to England, and onwards to Europe. But that is some way off. The UK gauge trains that will operate to Scotland from 2026 will have a design life of some 30 years. It is what replaces them that determines what new stations need to be built.

8. There have been a number of PQs about the proposal, and the associated project work. These have questioned the timing of the announcement of route and business case details, the type and speed of trains, and the fit with current EGIP proposals.

Route appraisal and business case development.

9. We will commence work on business case and route options early in 2013. Route options, and appraisal of need for tunnelling, viaduct and other structural works will determine cost and eventual cost benefit ratio. We will report to Ministers in 2014.

Train types, and operating speeds

10. It has been suggested that trains between Edinburgh and Glasgow could run at 225 mph. However, we consider that 140 mph is sufficient for a reliable sub-30 minute journey. A 225 mph train is actually too fast for the distance involved. Effectively, that train would be accelerating to a braking point, wouldn't achieve significant journey time improvements over the route, and would carry disproportionate cost in financial and energy use terms.

The fit with EGIP

11. We are looking towards introduction in 2024, when projected demand of for 100 million passenger journeys a year within Scotland, compared with this year's figure of 82 million. A new line will meet future demand while also freeing capacity across the rest of the central belt network, and beyond.

12. Part of the rationale for the de-scoping of the EGIP project, with the cost savings that offered, was that high speed rail could offer additional passenger capacity across the Central belt, to meet predicted future demand. The current '4-car' EGIP proposal is expected to satisfy passenger demand until the mid 2020s (while the earlier '6-car' proposal provided capacity into the early 2030s). Further investigation of options for future provision will need to consider whether further development of 'EGIP' is the solution or whether high speed rail or a different option entirely is the way forward. Planning work needs to start now to develop options to allow an informed decision. The announcement on HSR allows us to be more explicit about the need to address future capacity concerns, and our position on future phases of EGIP.

Background to Proposal

13. Previous 'pre-appraisal' advice to Scottish Ministers (January 2012, prepared by the Scottish Partnership Group's Route Alignments and Station Location Working Group considered route options for high speed rail lines (to and within Scotland) and potential station locations.
14. The group considered 14 possible northwards route options from Manchester and Leeds in order to understand possible border crossings and implications for route decisions within Scotland.
15. The process was in accordance with Stage 1 of Scottish Transport Appraisal Guidance, and 'pre-appraisal' to Ministers on 25 January 2012.
16. The group considered that high speed routes to Scotland could be developed in one of three broad transport corridors, identified for further appraisal:
 - East
 - Trans-Southern upland
 - West
17. Common to each route presented was a new alignment from North Lanarkshire to the outskirts of Glasgow.
18. The working group also made a number of recommendations, including:
 - For capacity reasons, there may be an opportunity for the early delivery of an Edinburgh to Glasgow high speed connection.
 - High speed rail in Scotland will not require the frequency of trains required on HS2 between the South of England and the Midlands and therefore the high speed rail infrastructure in Scotland will have more capacity than required for purely long distance high speed passenger traffic.
 - We should consider how this additional capacity can be used to improve Scotland's connectivity by rail (external and internal). This could include fast inter-regional services using trains capable of running on the existing network on the high speed lines in Scotland in a similar way to HS1.
19. Since the presentation of this report, the focus of Transport Scotland's consideration has moved on from only planning to accommodate the arrival of high speed services / line in Scotland.
20. This recognises future demand predictions for rail services across Scotland, together with the decision of Ministers to scale back the scope of EGIP work pending further consideration of the potential impact of the extension of high speed rail lines from England to Scotland, and Ministers' aspirations.
21. We have considered the development of a new Edinburgh to Glasgow high speed line with either:

- passive provision for later extension of that line to meet with a high speed line from the south or;
 - active provision to link with existing WCML in the shorter term.
22. The latter is our preferred approach, and is consistent with the recommendation of the Partnership Group's pre-appraisal guidance. This change of emphasis does not alter the conclusion of the pre-appraisal guidance and we consider it is likely to improve the business case for the HSR proposal.
23. It is anticipated that the new Edinburgh-Glasgow line will have capacity for mixed use operation, allowing Edinburgh - Glasgow HS services together with traffic from the WCML and separation of fast cross border services from local provision in the approaches to both Edinburgh and Glasgow.
24. Consequently, further route development work has been undertaken within Transport Scotland. An initial focus has been on developing the proposed new alignment between North Lanarkshire and Glasgow, previously identified as a common section of all generated route options.
25. We now consider that this could form part of a new Edinburgh to Glasgow line, future-proofed to be able to accommodate larger European-gauge trains when they are eventually introduced on route to Scotland (following the completion of an England-Scotland high speed line), but also providing additional rail capacity across Scotland's central belt, and significantly improving cross-border rail journey times in the interim period.

Edinburgh to Glasgow line in UK context

26. In the planning for the development of a Edinburgh to Glasgow line it is important that we do not lose sight of the ultimate aim – a high speed link to London, delivering sub-3 hour services to London, and faster links to other regional centres.
27. There is the prospect, in phases 1 and 2 of the HS2 project of Birmingham, then Manchester and Leeds becoming closer to London in terms of journey times. By contrast, with these improvements, both Glasgow and Edinburgh become comparatively further away. Partners in the Fast Track Scotland grouping considered this to be a key threat to Scotland's economic development and attractiveness to inward investment. However, where this threat is apparent there is also an economic opportunity. The momentum behind high speed rail at a UK level is such that, presentationally, our perceived inaction on considering the implications for Scotland would have undermined the Scottish Government position.
28. While initial estimates from HS2 Ltd (2010 figures) suggest that Scotland's share of the costs of connecting to North West England at £8-9 billion, that is the cost of a full, dedicated high speed line, and also reflects station construction costs. The Fast track Scotland document estimates the value

to Scotland would be around £24 billion. A third party report (from Greengauge 21) concludes that the benefit cost ratio (BCR) of building from Manchester to Edinburgh and Glasgow from an established UK 'Y' network would be in the region of 7.6:1. Our Fast Track Scotland review of those figures introduced a sensitivity analysis, with higher capital costs and reduced present value of benefits. Regardless, the BCR was established to be **2.8:1**, before the consideration of wider economic benefits. Established environmental benefits add to that case.

29. A further consideration is the development of the aviation market in the UK. We know that landing slot availability at London's airports is at a premium, and that airlines are reviewing routes served from those slots. Glasgow has recently lost one direct Heathrow connection following the withdrawal of BMI from the Glasgow –London market. High speed rail is proven to have an abstractive effect ion aviation markets, particularly at the 400 mile / 640 km distance which exists between London and Scotland's central belt, and where 3 hour journey times are achieves. Our figures show that under these conditions, rail's market share rises to 67%.
30. Scotland's connection to London will effectively free landing slots at London. The Fast Track Scotland group were of the view that high speed rail should be presented as contributing to Scotland's overall onward external connectivity, but that a case should also be made for eth protection, and expansion, of the number of slots used to serve aviation to Inverness and Aberdeen. We will continue to work with TS Aviation colleagues in this regard.
31. We will continue to work with DfT and HS2 Ltd on the planning of routes to Scotland. This is to report in 2015. The earlier presentation of the Scottish section of HSR will be important in directing DfT / HS2's thinking on the best alignment for Scotland, and strengthen our hand in determining routes and negotiating with UK Government on possible timings of construction.
32. Internally, maintaining momentum on establishing the Scottish section will play well with the Fast Track Scotland grouping and ensure future support. The establishment of the Fast Track Scotland group has been instrumental in improving relationships with key stakeholders, and securing more productive engagement with those groups on general rail matters.

Commissioned work - Edinburgh to Glasgow

Project Planning

33. Transport Scotland commissioned Atkins Consulting to provide a report on possible timescales for the development and construction of a high speed rail line between Edinburgh and Glasgow. We sought to determine the earliest achievable date for the introduction of a new line, consistent with the previous Cabinet Secretary's assertion that the route could be built by

2022. You will recall that Mr Neil stated, in an interview with 'The Sun', his view that high speed rail could be constructed across Scotland by 2022. Indeed, Mr Neil encouraged accelerated and more detailed consideration of the project.

34. Atkins' report considered timescales for construction of the new line, together with the appraisal, planning, consultation and legal stages necessary for its development. That report is attached to this paper's covering e-mail.

35. It concluded that while 2022 was unachievable, an accelerated programme of development could see the project delivered by 2024.

Timelines

36. Atkins' planning report suggests timelines and project milestones. These were indicative of processes required and interdependencies required to deliver the scheme by 2024 - summarised below:

2013-14	Route option appraisal and reporting
2013-14	Outline business case
Apr 2014	Ministers' determination (go/no go)
2014-15	Environmental assessment processes
2014-15	Detailed design processes
2015-17	Bill processes
2017-20	Tendering and Advanced Works
2020-24	Construction, rolling stock, testing, commissioning,

Journey Times, and operational concept

37. A further analysis completed by Transport Scotland with assistance from Atkins modelled possible journey times between Edinburgh and Glasgow using a new, dedicated line.

38. To inform modelling, the new line was assumed to be from Wester Hailes Junction in Edinburgh to Rutherglen East Junction in Glasgow. We proposed that criteria for a number of reasons:

- *As detailed in point 6 above we can integrate with the existing network, and avoid new station costs.* While any new high speed line has to be built to conform with the Technical Standards of Interoperability for high speed services (European loading gauge, up to 400 metre trains) in order to 'future-proof' the line, proposals from DfT / HS2 Ltd are for 'classic compatible' trains to run to Scotland from 2026 when the first phase of HS2 is built. This means that for the design life of these new trains (25-30 years), there is no requirement to build capacity for European Gauge trains at our existing terminal stations in the short term. Similarly, any new Edinburgh - Glasgow service would operate using UK gauge trains.

- *We don't know where new city stations may need to be built.* As it is likely that we will operate high speed rail in Scotland using UK gauge trains for the foreseeable future, there is no immediate requirement to build new stations. This allows a degree of flexibility in our planning. Advice from HS2 Ltd is that planning for HSR stations needs to consider the future 'shape' of the city, and where new transport infrastructure will be required. The proposed new line allows planners to keep open options for new city centre stations.

Further options and benefits

39. A link to the existing West Coast Main Line as part of the new route development would allow the splitting of operation of fast, cross border, and slow, local trains on extra-urban networks. This would be of particular benefit in Lanarkshire, where there are currently nine line interactions with the main West Coast Main Line route, and considerable congestion, exacerbated by the need to accommodate mixed traffic types in the area.
40. A further option emerging from earlier appraisal of routes is that it may be possible to construct a new parkway station to accommodate high speed services. This is also consistent with the view of bidders for the InterCity West Coast who saw that a parkway station in North Lanarkshire would be useful for developing passenger growth.
41. Consequently, we have considered the development of a parkway station adjacent to the EuroCentral site in North Lanarkshire. While, operationally, stops at this location would not be viable (or required for Edinburgh to Glasgow services, this may provide additional connectivity for cross border services and mitigate for removal of cross border train stops at Motherwell.
42. A map of route developed to underpin planning assumptions is attached at Annex A.

Redacted Name

TS: Rail Directorate

27 November 2012

High Speed Rail – Edinburgh to Glasgow Proposal – Briefing

Indicative route map – used to explain concept for planning development

Redacted Map to prevent planning blight

The Key criteria being:

- designed for 400m long European sized trains travelling at up 400 kph (250 mph)
- link to High Speed Network in England & multiple northern England destinations
- serve Glasgow & Edinburgh centres with opportunity for HS link between them
- connections to the Scottish rail & motorway network (especially to the north)
- multiple traffic types: like HS1 regional passenger and HS freight capability
- advantage of phased delivery (taken where possible)
- line resilience against unplanned external events.