

Minutes and Actions

Winchburgh Station discussion on site options Minute and actions

Tuesday 17th November 2020, 15:00-15:45
Via conference call

Attendees

Michael Matheson Cabinet Secretary for Connectivity, Infrastructure and
Connectivity

[Redacted]

Note:

[Redacted] Section 30(b)(ii)

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Consequently, it was agreed that the station should be constructed **[Redacted] Section 30(b)(ii)** and will help support modal shift from private car to rail in the Winchburgh area.

The estimate cost for the station **[Redacted] Section 30(b)(ii)** was also discussed and it was agreed that **[Redacted]** would seek to revise the cost estimate and ensure value for money is achieved.

Actions:

- 1) **[Redacted]** to set out a plan on how the rail industry can support the delivery of the new Winchburgh station as early as practicable.
- 2) **[Redacted]** to work on revising the estimate cost of Winchburgh Station to ensure value for money is achieved.
- 3) **[Redacted]** to speak to **[Redacted]** to gather information on the drainage concerns in **[Redacted] Section 30(b)(ii)**

Annex B

Briefing

Cabinet Secretary for Transport, Infrastructure and Connectivity

MEETING WITH ALEX HYNES, MANAGING DIRECTOR SCOTLAND'S RAILWAY

15 December 2020 – TIME 14:30 – 15:15

Key Message	This is a routine quarterly discussion to discuss pertinent issues in relation to the ScotRail Alliance.
Who	ALEX HYNES, MANAGING DIRECTOR SCOTLAND'S RAILWAY
What	Meeting to discuss: <ul style="list-style-type: none">• Rail Performance• Efficiencies/right sizing the railway• EMA 3• Weather Resilience• Project Prioritisation
Why	Regular quarterly catch up
Where	Teleconference
When	<i>Date 15 December 2020</i> <i>Time 14:30 – 15:15</i>
Supporting Officials	[Redacted] [Redacted]
Alternative contact	[Redacted]
Briefing	Annex A: Suggested topics and discussion points Annex B: Background briefing - general and for each topic

MEETING WITH ALEX HYNES, MANAGING DIRECTOR SCOTLAND'S RAILWAY

ANNEX A

Key Message:	Welcome and Introductions
	<i>Welcome the opportunity to discuss key issues as part of this routine quarterly discussion. ScotRail performance is a key element for discussion at [Redacted]</i>

Item 1: Key Messages:	Rail Performance/ Remedial Plan
	<p>Welcome the contribution that has been made by the workers across Scotland's Railway in playing an integral part in tackling the Covid-19 pandemic and continuing to be the case as we transition through the Scottish Government's Routemap to Recovery.</p> <p>This includes ensuring timetables were aligned to allow essential and key workers to travel to hospitals, ensuring the safe travel message reached all workers and the collaborative work with Transport Scotland to ensure Scotland's Railway was able to continue delivery of a resilient service during the pandemic.</p> <p>Performance remains at a high level, Period 8 PPM at 89.3% was the best result in that period since 2012/13.</p> <p>On 13 December, a new timetable was introduced.</p> <p>Rail performance has achieved consistently high levels during the operation of the key worker timetable. However, although rail period 8 achieved a PPM of 89.3%, it continues to be impacted by adverse weather.</p> <p>Weather related disruption is now occurring more frequently and I need an assurance that Scotland's Railway is doing everything possible to drive down the frequency of this disruption as we move into the Winter.</p>
	<p>Discussion:</p> <ul style="list-style-type: none"> • What impact will the delay in driver training have on the May 2021 timetable change? • What actions have been taken by Scotland's Railway to identify and address potential flooding locations?
	Background briefing for this item is set out in Annex B

Item 2:	EMA 3/ Efficiencies & right sizing the railway
	<p>Key Messages:</p> <p>Due to the continued budgetary challenges arising from the impacts of the pandemic, we have not been able to achieve the necessary certainty to agree a longer EMA at this stage.</p> <p>You will be aware, that my officials have been instructed to agree a 12 week continuation of the existing EMA2 to 31st March 2021.</p> <p>I recognise that both [Redacted] and [Redacted] have positively progressed negotiations to develop a suite of KPI's aimed to incentivise sustainable efficiencies that a longer term EMA would best facilitate.</p> <p>We will continue to review the financial situation as budgets are updated early in the new year, aiming to achieve an EMA that provides certainty for passengers and staff through to 2022.</p> <p>[Redacted] Section 30(b)(ii)</p>
	<p>Discussion:</p> <ul style="list-style-type: none"> • Seek initial views from [Redacted] on what sustainable efficiencies can be achieved, against the backdrop of shorter term emergency funding cycles. • Reiterate the need to achieve a funding balance between [Redacted] and Rail service obligations. • Request [Redacted] to provide a plan to provide tangible efficiency savings within current [Redacted] budgets and programmes.
Background briefing for this item is set out in Annex B	

Item 3:	Weather Resilience
	<p>Key Messages:</p> <p>[Redacted] has implemented further weather resilient arrangements to deal with rain fall events as a consequence of the Stonehaven incident.</p>
Discussion:	<ul style="list-style-type: none"> • [Redacted] has introduced new procedure for weather forecasting service where rainfall is forecast. • [Redacted] has identified specific rain thresholds where special arrangements need to be implemented at risk sites. • What impact are passengers likely to see from these revised procedures? How will connectivity be maintained? • [Redacted] is considering what further mitigations and/or work will be undertaken as a result of the interim report produced for the UK Secretary of State for Transport.

	Background briefing for this item is set out in Annex B
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Item 4 :	Project Prioritisation
Key Messages:	<p>Following the publication of the Rail Services Decarbonisation Plan (DAP) in July 2020 and the completion of the Comprehensive Spending Review in August 2020, it was clear that delivery of the first phase of decarbonisation projects, in addition to the previously developed enhancement schemes, was not affordable over the CSR period at the high price levels currently estimated by [Redacted]</p> <p>As a result of the CSR, an extensive prioritisation exercise has been undertaken by Transport Scotland and it's Team Scotland partners, to determine which projects should be taken forward, paused or stopped.</p> <p>I understand that this exercise, which used a Red, Amber, Green selection criteria, sought to align the substantial challenges of achieving sustainable affordability and the impact of Covid, with the requirements of the NTS, STPR2 and the Scottish Government's DAP.</p> <p>At the conclusion of the prioritisation exercise, which included every project within the portfolio, and following rigorous challenge across Team Scotland, a report outlining recommendations in relation to which projects would be progressed, paused or stopped was presented to the Rail Portfolio Board on 4 December 2020.</p>
	Background briefing for this item is set out in Annex B

ANNEX B BACKGROUND BRIEFING – GENERAL

[Redacted] Section 30(b)(ii)

BACKGROUND BRIEFING FOR ITEMS 1 – 4

ITEM 1 –RAIL PERFORMANCE/ REMEDIAL PLAN

- The Remedial Plan commitment to recruit and train 55 additional ScotRail drivers remains outstanding due to a delay in the driver training programme caused by physical distancing preventing in-cab training from being carried out.
- This commitment will be completed once it is possible to recommence training and pass out the remaining 12 driver recruits.
- ScotRail are revising their driver workforce plan to reflect a seven month delay to training, reflecting the slower progress which can be made using the 'training bubble' principle adopted, and will continue to share the detail of this with Transport Scotland through regular dialogue.
- 91.1% of ScotRail trains met the rail industry standard public performance measure (PPM) in the period 26 July 2020 - 22 August 2020.
- This means the moving annual average (MAA) stands at 89.6%, an increase of 0.2% compared with last period.
- During this period Network Rail were responsible for 69% of all PPM failures, ScotRail were responsible for 25% and the remaining 6% were caused by other operators or were down to unknown causes.
 - The proportion of PPM failures in this period caused by Severe Weather and Autumn doubled to 20% this year compared with 10% last year, and is 14 percentage points higher than in 2016 (6%).
 - The proportion of PPM failures due to Severe Weather & Autumn for all other Network Rail routes across GB (excluding Scotland) is 6%.

ITEM 2 – EMA 2 Background Factual Lines

- The Scottish Government has put in place further Emergency Measures Agreements (EMAs) for the Scotrail and Caledonian Sleeper franchises. These agreements temporarily vary the franchises in order to minimise disruption to passengers and rail employees caused by the Covid-19 outbreak and ensure the continued operation of rail passenger services.
- Abellio ScotRail and Serco Caledonian Sleeper have agreed the terms of these EMAs, which will be in place from 20 September 2020 to 10 January 2021. During this time the train operators will receive payments to cover operating costs, as necessary because of reduced revenues.
- The estimated cost to the Scottish Government of the EMAs is £103.5 million.
- This cost estimate will be revised to take account of the increase in service provision and in light of projected increase in demand as restrictions are eased, although final costs will not be known until after the end of the EMAs.
- Under the new EMAs the payment of any management fees to Abellio ScotRail or Serco Caledonian Sleeper will depend entirely upon achieving satisfactory performance metrics.

ITEM 3 – WEATHER RESILIENCE

- Network Rail Scotland, in response to the Carmont derailment, undertook a review of embankments, cuttings, drainage and structures for weather related arrangements.
- As a consequence of the above they have introduced enhanced monitoring of weather forecasts and operating instructions.
- The new instructions identified a number of sites which require either a speed restriction or closure depending on rain fall levels.
- Network Rail is also considering further works/instructions required following the publication of the Interim Report to the UK Secretary of State for Transport.
- Network Rail has set up a major work stream to manage the recommendations from their own review and that of those set up by the DfT.

ITEM 4 – RAIL PRIORITISATION

[Redacted] **Section 30(b)(ii)**