

## **RUS Governance**

### **Extracts from paper to Rail Industry Planning Group**

**22<sup>nd</sup> November 2007**

Network Rail is charged with leading rail industry planning and has a licence condition requirement to develop Route Utilisation Strategies in consultation with industry and other stakeholders. The primary forum for discussing governance issues for the RUS programme and process is Rail Industry Planning Group (the Group's remit as amended in November 2007 is attached at Annex 1).

#### **Monitoring implementation**

Five RUSs are now established, so it is an appropriate time to put in place a tracking process to monitor the implementation of RUS recommendations. Monitoring is currently being done separately for each of the four established RUSs, through ad hoc arrangements devised by each RUS Stakeholder Management Group. A single national tracking system is required. It is proposed that a single table is maintained by Network Rail, its format to be decided in consultation with RIPG members. A suggested template with sample entries is provided at Annex 2. This could be maintained on Network Rail's website and circulated to RIPG members in advance of each meeting.

These measures would supplement rather than replace any process that a Stakeholder Management Group puts in place for an individual RUS.

#### **Programme governance**

The current programme of 19 RUSs will cover the entire GB network except the Isle of Wight. Key milestones in this programme are shown on Network Rail's website. The establishment dates were agreed with ORR, as required by Network Licence Condition 7, and may only be changed after appropriate consultation and with ORR consent. RIPG is the principal forum for consultation on programme changes, and on the scope of individual RUSs, and no change is proposed to these arrangements.

#### **New RUSs**

After each RUS becomes established, Network Rail is required to maintain it. This could be through a review of the established RUS, or through new RUS work with a different boundary. In order to communicate the collective effect of RUS activity in different areas over time, a central log of RUS recommendations as described above is pre-requisite.

Network Rail has been considering the circumstances in which further RUS work would be required<sup>1</sup>. The various scenarios can be reduced to: (i) a step-change in demand (e.g. introduction of national road pricing); (ii) a step-change in system capacity (e.g. commitment to construction of Crossrail); or (iii) a change in circumstances such that a recommendation from an established RUS is definitely not to be implemented. It is proposed that RIPG should be the forum to consider whether any new circumstance generates a sufficient change to justify new RUS activity. All RIPG members should be consulted prior to any such decision.

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<sup>1</sup> ORR may direct Network Rail to review an established RUS at any time

## Annex 1

### **Railway Industry Planning Group (RIPG)**

#### **Meeting Remit**

##### 1. Purpose

The group exists to obtain railway industry input into the structure and development of the national railway strategic planning processes.

##### 2. Frequency

The group meets quarterly, in January, April, July and October.

##### 3. Membership and chairmanship

Meetings are chaired by Network Rail. Membership may vary but should include representatives of railway funders, operators and users.

##### 4. Subjects within the scope of the group

The meeting will consider the following:

- rail industry liaison with regional and local government
- Regional (and Scotland and Wales) Planning Assessments
- Route Utilisation Strategies
- specification of passenger operator franchises
- High Level Output Specifications and Network Rail's Strategic Business Plan
- Network Rail's Business Planning Criteria, Business Plan and Route Plans

##### 5. Subjects outside the scope of the group

The meeting will **not** consider the following:

- specific issues arising from the individual planning processes
- approval or rejection of individual strategies

Annex 2

**RUS Recommendations tracking table - example**

**(Date of issue)**

<b>Freight 10.2</b> Gap(s) addressed: Coal base case, Wrawby – Scunthorpe capacity			
Recommendation: Brigg Line enhancement delivers a significant number of additional paths per day in each direction between Immingham and the Trent Valley power stations/Doncaster. Also offers a diversionary/alternative routeing option to the South Humberside Main Line and the Doncaster – Worksop route.			
Suggested timing	GRIP stage	Latest intended delivery	Funding source(s) and status
2007/08	4	2007/08	NRDF/OPF confirmed to GRIP 8
Notes/dependencies:			

<b>North West 9</b> Gap(s) addressed: Peak capacity			
Recommendation: More peak capacity to/from central Manchester and Liverpool – a programme of train lengthening with platform extensions on some routes.			
Suggested timing	GRIP stage	Latest intended delivery	Funding source(s) and status
2009-14	PG	2009-14	Expected to be within CP4 SoFA, to be confirmed in regulatory settlement.
Notes/dependencies: Joint infrastructure and rolling stock project being developed between Network Rail and Northern Rail.			