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Rail**

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Joel Strange
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Date:
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By email

Dear Joel

NETWORK RAIL SCHEDULE 8 BENCHMARKS IN CP5

Thank you for the opportunity to respond to this consultation.

Transport Scotland is supportive of Network Rail taking the lead but consider that the Rail Delivery Group could start to take a strategic lead in the process.

The principles listed in the consultation document are consistent but in light of Network Rail's devolution process we believe that Network Rail's Central Performance team should "validate" not "agree" the performance trajectories. This would ensure local ownership of the outcomes. Secondly, adjustments and rebenchmarking might not follow from the material changes or adjusted regulatory outputs. The proposer needs to justify why this is an appropriate course of action (2v & vi) rather than assume it is automatic.

We are supportive of establishing PPM performance trajectories by TOC for CP5 but the dates provided in the document (2014-2015) are in advance of the Caledonian Sleeper franchise process and at the start of the ScotRail refranchise process. Consideration of this will be needed in discussion with the current TOC. There also needs to be recognition of the probability of a prolonged period of adverse weather during Control Period 5 in determining the trajectories for the ScotRail and Caledonian Sleeper franchises.

The modelling work used to convert PPM trajectories by TOC to Schedule 8 benchmarks needs to be available to funders to view, if they wish to do so.

In terms of the overall process, the proposed timescale is acceptable to us given that the Caledonian Sleeper and ScotRail refranchising competitions are underway.

I can confirm that Transport Scotland does not require any of this response to remain confidential.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Steven McMahon', written in a cursive style.

STEVEN McMAHON