

PLANNING OVERSIGHT GROUP

MINUTES – 9TH MARCH 2016

INTRODUCTIONS AND APOLOGIES FOR ABSENCE

Attendees

| | |
|--------------------|----------------------|
| Jo Kaye | Network Rail (Chair) |
| Mark Havenhand | RDG (Secretariat) |
| Martin Arter | Digital Railway |
| Roger Cobbe | Arriva |
| Gary Cooper | NTF |
| Andy Course | Eversholt Rail |
| Lindsay Durham | Freightliner |
| Russell Evans | FirstGroup |
| Graeme Hampshire | Stagecoach |
| Nigel Jones | DBS |
| Elizabeth de Jong | RDG |
| Chris Kimberley | HS2 |
| Calvin Lloyd | RDG |
| Alan Pilbeam | Abellio |
| Christine Quigley | RDG |
| Stuart White | DfT |
| Bill Davidson | RDG |
| James Drury | Digital Railway |
| Jerry England | Digital Railway |
| Brian Etheridge | DfT |
| Paul Furze-Waddock | National Express |
| Mark Phillips | RSSB |
| Julie Rickard | Digital Railway |
| Ross Shepherd | Eversholt Rail |

Apologies

| | |
|------------------|---------------------------|
| Jeremy Candfield | Rail Industry Association |
| Andrew Chivers | National Express |
| Jonathan Dunster | Virgin Trains |
| Richard Evans | Go-Ahead |
| Chris Fenton | RSSB |
| Jeremy Long | MTR |
| Jonathan Pugh | Network Rail |
| Yaelle Ridley | Network Rail |

ACTIONS AND MINUTES

New actions

| Ref | What | Who | When |
|----------|---|--------------|----------------------|
| 16-03-01 | Provide further details of Digital Railway trial, including process for selection of routes | Martin Arter | With meeting minutes |
| 16-03-02 | Provide diagram of proposed Digital Railway | Martin Arter | With meeting |

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|----------|---|--------------|---------|
| | governance | | minutes |
| 16-02-03 | POG members to provide feedback on IIP key messages | All | ASAP |
| 16-03-04 | Propose approach to refining and agreeing IIP key messages with POG members | Calvin Lloyd | ASAP |

Outstanding actions

| Ref | What | Who | When |
|----------|---|--------------|--------------|
| 16-02-02 | Circulate full map of Digital Railway governance and plans for business case production so POG member organisations can ensure they are plugged into the most appropriate group | Martin Arter | ASAP |
| 16-01-02 | Produce funder and specifier engagement plan | Calvin Lloyd | By March POG |
| 15-10-02 | Circulate NR org charts for Network Strategy and Capacity Planning | Jo Kaye | ASAP |
| 15-10-03 | Sub-group to be convened to review trade-offs work in the light of a journey time and connectivity discussion | Calvin Lloyd | ASAP |

Actions closed following February 2016 POG

| Ref | What | Who | Status |
|----------|---|------------------------|---|
| 16-02-01 | Provide further detail on Digital Railway deployment plan for each IIP scenario (and beyond), how it has been developed and impacts across industry in terms of enabling work and delivery. Note earlier POG feedback re. branding. | Julie Rickard | Included on agenda for this POG |
| 16-02-03 | Circulate invitation to Digital Railway conference in March | Mark Havenhand | Circulated with February POG minutes |
| 16-02-04 | Ensure that a Digital Railway team member is a permanent representative on POG | Elizabeth de Jong | Martin Arter to attend this and future POGs |
| 16-02-05 | Produce minutes in format suitable for publication on RDG website | Mark Havenhand | February POG minutes edited and forwarded to RDG comms for upload |
| 16-01-01 | Provide list of funds with details of the owner/governance for each (where known), and members of each of the relevant programme boards | Jo Kaye / Calvin Lloyd | Circulated with February POG minutes |
| 16-01-03 | Produce summary of key IIP messaging | Calvin Lloyd | Included on agenda for this POG |
| 15-10-01 | Circulate slides from August POG which recorded TOC / FOC / Route discussions (this action was previously captured incorrectly) | Jo Kaye | Circulated with February POG minutes |

Minutes

No comments received.

01 DFT REQUIREMENTS FOR IIP

Brian Etheridge set out the DfT's emerging views on its requirements from the industry to inform its future decision making. He emphasised that, whilst the detail is not yet decided, it is clear that the CP5 planning process had weaknesses and should not expect to be replicated in its entirety.

He set out the Secretary of State's key requirements for the process, and some of the assumptions which could with some certainty be adopted at this stage. He observed that the ORR would also be issuing a consultation on the periodic review process in accordance with their work plan.

In the discussion which followed a key theme which emerged was the need to clearly present the choices and options which offered the greatest benefit for the industry. The case for any proposed interventions will have to be well made in terms of the outputs enabled for passenger and freight users. Although the desire for a more flexible process was welcomed, members highlighted the need for some longer-term certainty given the lead times associated with a number of planning processes.

02 DIGITAL RAILWAY

Jerry England opened the Digital Railway item with a reminder of the principal outputs the programme was setting out to deliver, which justified a rollout plan which in the first instance was benefits-led, with deliverability and affordability then being key considerations.

The route chosen for the early deployment was debated. This was selected following lengthy discussions; and for a range of reasons including being due for renewal and having a range of track configurations and traffic. The early deployment will offer the first opportunity for the range of technologies to be deployed together in an integrated way. It was noted that many of the existing signal boxes have been protected by local authorities.

James Drury set out the programme for production of the business case, with the key milestone being publication of the Outline Business Case in September. Interim outputs including a high level view of costs and benefits are likely in advance of this date, potentially supported by Oxera analysis. Members were invited to request any specific further detail they require.

It was clarified that the business case was considering a package of interventions built around rollout of Level 2 ETCS, with Level 3 being developed in parallel for potential future deployment once it has been fully tested and proven. It was acknowledged that the programme should use simple language, and the group were assured that operator transition issues are being considered.

Jerry England advised that the deployment plan is due to be finalised within the next six weeks, after which key stakeholders would then be consulted. The governance of the programme is complex and covers the three key interfaces with DfT, Network Rail and wider

industry. It is proposed that the existing industry steering board is to become an advisory group, and the Programme Control Board is to report to POG.

03 AGREEMENT OF KEY IIP MESSAGES FOR RDG

Calvin Lloyd reminded members of the February POG, where four options around the content of the IIP were set out, ranging from a simple menu of choices and options to a more extensive prospectus of industry activities. The group agreed on the more extensive option, therefore the next issue for the group to consider is the key messages to be included within this prospectus.

Members of the group highlighted some key items for consideration, including the need to focus on making the best use of existing capacity and clearly articulating outcomes and benefits for passengers and freight users, whilst considering the extent to which political and/or funding-related issues should be addressed in the narrative. In the context of increasing devolution the most effective means of interacting with devolved funders should be considered.

It was suggested that a full day workshop could be an effective means to gain agreement on the key messages. Members were asked to respond in correspondence with any initial thoughts on the messages, which would then shape decisions on the way forward. In the meantime the workstreams are continuing to produce materials in line with the programme originally set out.

04 POG / RDG RESPONSE TO HENDY REVIEW CONSULTATION

Bill Davidson presented the draft RDG response to the DfT Hendy Review consultation, which aimed to be constructive in presenting a cross-industry view, whilst highlighting any significant differences of opinion. A key theme which had emerged so far is the support for funds and the flexibility they give.

It was suggested that the language around performance impacts should be strengthened, and that some impact would be expected from delaying renewals, which should be highlighted in the text. The change in the external circumstances relative to the original HLOS / SoFA process should also be referenced.

05 POG / RDG RESPONSE TO NATIONAL INFRASTRUCTURE COMMISSION CONSULTATION

06 POG / RDG RESPONSE TO TRANSPORT SELECT COMMITTEE INQUIRY ON RAIL TECHNOLOGY: SIGNALLING AND TRAFFIC MANAGEMENT

07 EAST MIDLANDS ROUTE STUDY (FINAL VERSION)

08 IIP PROGRESS UPDATE

09 POG FORWARD LOOK

Papers relating to the above items were circulated in advance of the meeting and comments to Mark Havenhand were invited in correspondence.

