System Operator

Planning a better network for you
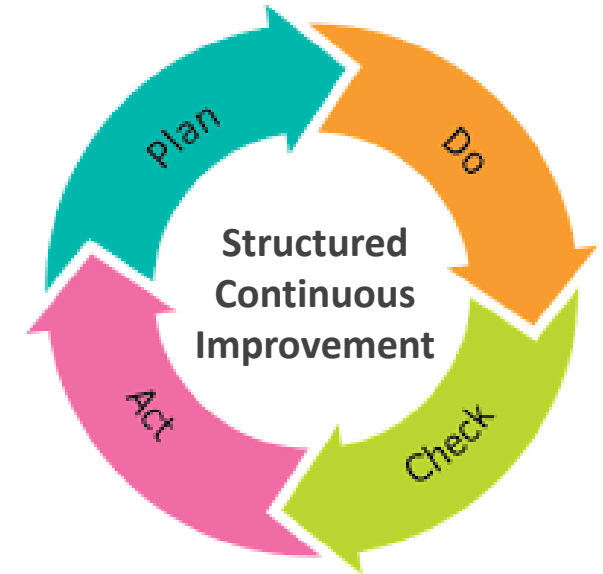
NetworkRail

Continuous Modular Strategic Planning

Simon Hulse, Strategic Planner, South East Route

What will be covered today…

- The context for change

- Industry comments on existing Route Study process

- The vision for strategic planning

- Putting the vision into practice

- What is Continuous Modular Strategic Planning (CMSP)

- Important CMSP learning so far

- What does a strategic question look like

- How the process is evolving into business as usual

- What are the next steps

- Questions

Structured Continuous Improvement

Plan · Do · Check · Act

System Operator Planning a better network for you

The context for change…

Industry comments on existing process...

not sufficiently focused on the needs of **customers**, **passengers** and **freight users**

various **customer and funder needs**

do not focus sufficiently on **incremental service changes**

do not consistently identify significant **customer intelligence**

needs greater emphasis '**bottom-up**' from **route** level

must become more **dynamic** and its products more **easily accessible**

Publications can become **unwieldy**, **outdated**, and fail to fully inform industry **decision-making**

System Operator

Planning a better network for you

The vision for strategic planning…
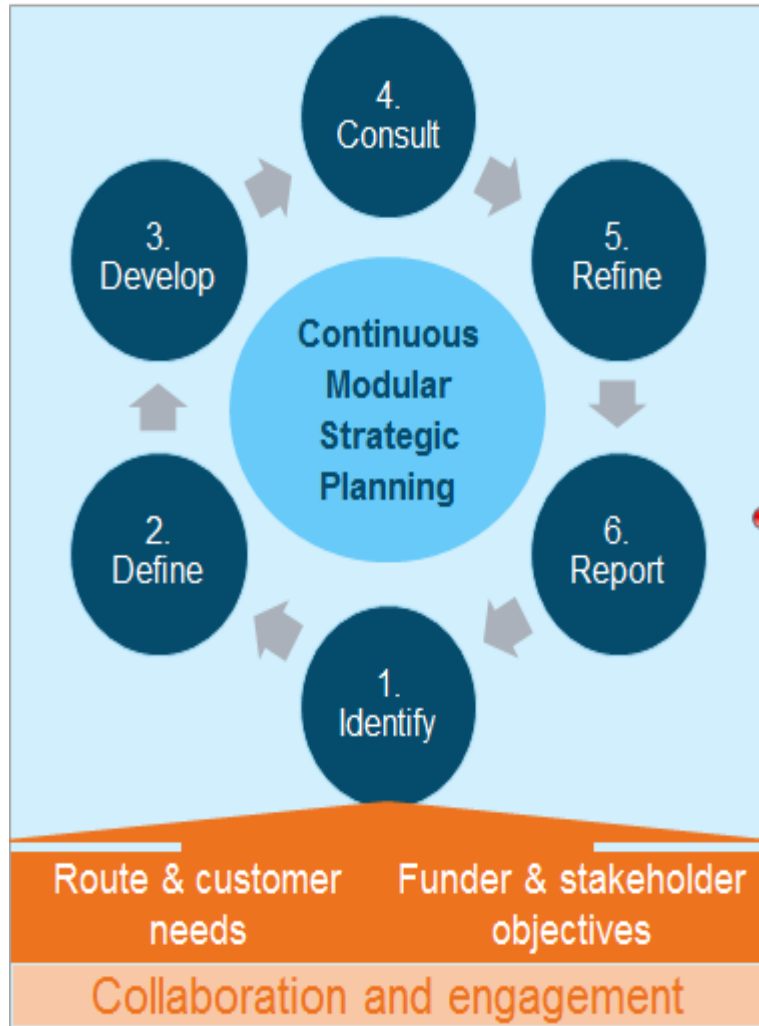
A continuous process that will:

- explicitly put passenger and freight users at the heart of the process

- better address the Route's business needs

- feed refranchising, capacity allocation, development and delivery, and sale of access Rights

- employ a more effective, focussed means of consultation

- provide more granular, targeted market insight

- develop a 'service change' pipeline for future configuration states

- demonstrably focus on incremental opportunities and service trade-offs

Putting the vision into practice…

- First phase – incremental improvements
- Second phase – reflect Route and refranchising needs
- Third phase – start Continuous Modular Strategic Planning

System Operator — Planning a better network for you

What is Continuous Modular Strategic Planning...
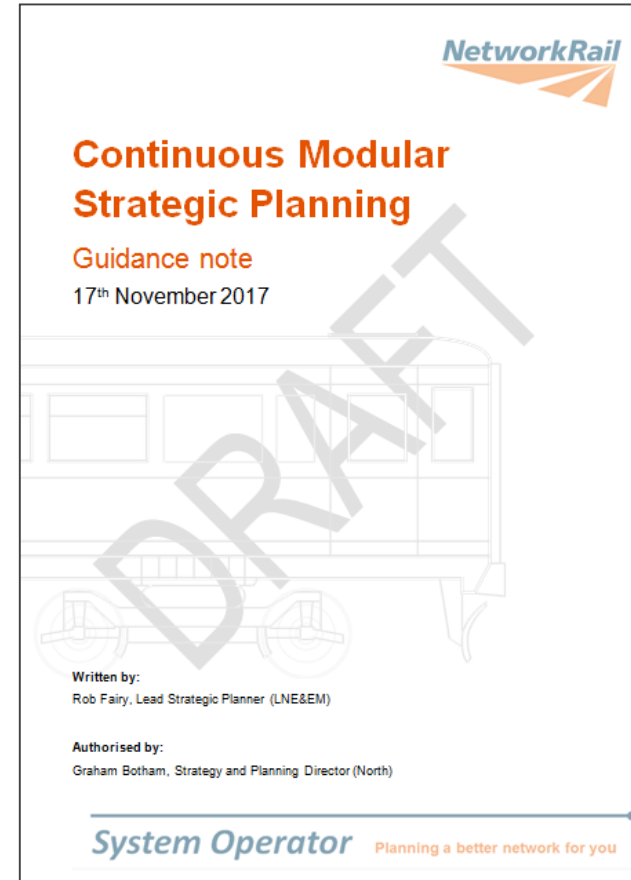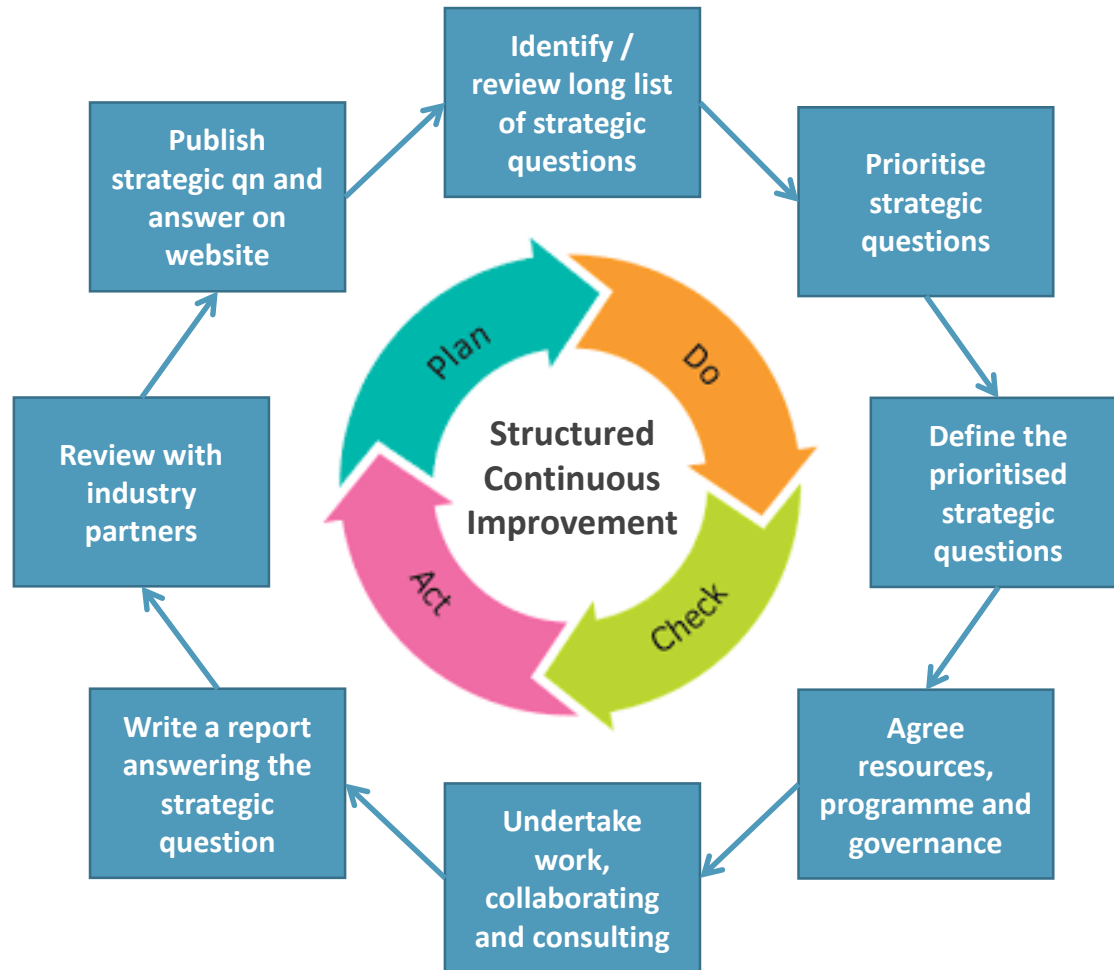
Important CMSP learning so far…

- Proactively seeking collaboration is the key to success

- Need to balance communication against output timescales

- Project management is an essential requirement of the process

- Time spent agreeing long list prioritisation and defining the detail of each strategic question is worth the effort

NetworkRail

System Operator Planning a better network for you

What does a strategic question look like…

- ## What should rail's contribution be to support Sheffield City Region's economic growth ?

SQ-SHF-C-001 Will track, platform and rolling stock capacity on all lines into Sheffield Station no longer be able to meet forecast demand, and what are the options to respond to that?

SQ-SHF-C-002 What are the interventions to improve the Barnsley Line corridor comprising: 1. Capacity 2. Connectivity, 3. Journey times?

SQ-SHF-C-003 What are the interventions to improve the Swinton corridor comprising: 1. Capacity 2. Connectivity, 3. Journey times?

SQ-SHF-C-004 What are the interventions to improve the Worksop Line corridor comprising: 1. Capacity 2. Connectivity, 3. Journey times?

SQ-SHF-C-005 What are the interventions to improve the Midland Main Line corridor comprising: 1. Capacity 2. Connectivity, 3. Journey times?

SQ-SHF-C-006 What are the interventions to improve the Hope Valley corridor comprising: 1. Capacity 2. Connectivity, 3. Journey times?

SQ-SHF-C-007 How could the Sheffield station area accommodate different levels of freight, including that forecast in FMS/FNS

SQ-SHF-C-008 What are the impacts of HS2 services using Sheffield Midland?

SQ-SHF-C-009 Show how planned HS2 services could be accommodated alongside other services in the agreed ITSS(s)

SQ-SHF-C-010 Show how NPR aspirations could be accommodated alongside HS2 and other services in the agreed ITSS(s).

SQ-SHF-C-011 When Sheffield re-signalling occurs, whatever the driver of that re-signalling, what are the opportunities to revise the track layout in the station area to reduce journey time and increase the number of trains the station can accommodate?

- ## What is the stations strategy for the North of England ?

SQ-STA-C-001 Which stations will incur capacity problems in the next 5, 10 & 15 years ?

- ## What capacity and capability does rail need to provide in order to support the economic, social and environmental objectives of Cumbria ?

How the process is becoming business as usual...

NetworkRail

Strategic Question Working Groups
- Organisations with an interest
- DfT, RDG, TOCs and FOCs
- Local / Combined Authorities
- Sub-national Transport Bodies
- Service specifiers
- NR Route reps

Route Investment Review Group
- Cover each Route
- Agree question prioritisation within Route
- DfT, RDG, all TOCs and FOCs
- Sub-national Transport Bodies
- Service specifiers
- NR Route reps

Supervisory Boards
- Route and System Operator
- Provide strategic overview
- Guidance and / or decisions
- Endorse national Annual Statement
- Members to be decided

Publications for consultation
- Reports for each individual question (including SOBC where possible) as endorsed by RIRG / POG / EXCOM
- National Annual Statement

System Operator — Planning a better network for you

What are the next steps…

- Complete Continuous Modular Strategic Planning guidance note

- Undertake national internal CMSP briefings

- Agree format of the National Annual Statement

- Define Route and System Operator Supervisory Board roles

- Define quarterly Professional Heads meeting role

- Initiate CMSP in other locations around the country

- Identify and spread best practice for national consistency

Questions ?