

Open Report on behalf of Keith Ireland, Chief Executive

Report to:	Highways and Transport Scrutiny Committee
Date:	22 October 2018
Subject:	Engagement with Network Rail

Summary:

This item provides an update on the ongoing Network Rail/LCC relationships, the purpose of which is to provide strategic direction for the development and delivery of schemes which interact with the railway infrastructure of Lincolnshire

Actions Required:

The Highways and Transport Scrutiny Committee is invited to seek assurance from Network Rail on the future relationship with LCC and our shared ability to deliver projects.

1. Background

Network Rail is a key partner working with Lincolnshire County Council to manage the interface between our respective transport infrastructure. Relationships between the two organisations are critical to managing the ongoing delivery of a range of activities and projects

Network Rail owns, operates and develops Britain's railway which includes 20,000 miles of track, 40,000 bridges, tunnels, viaducts, signals and level crossing. The 18 largest stations are also run by Network Rail, while all the others, over 2,500, are run by one of the country's train operating companies.

Network Rail's role is to deliver a safe and reliable railway and manage the delivery of key projects that form part of the Railway Upgrade Plan. Network Rail is a public company, answerable to Government via the Department for Transport (DfT), and runs day-to-day railway operations through nine devolved, geographically based businesses, called routes. The routes manage and run the railway network in their area and work closely with their local train operating companies to deliver the best service possible for customers.

Train operating companies (TOCs) run passenger services, leasing and managing stations from Network Rail. TOCs are the consumer face of the rail industry and generally apply for franchises to run specific routes from the Department for Transport.

Network Rail's local routes and train companies work closely together to run the railways. Targets and priorities are now agreed jointly with train operators, meaning performance incentives for Network Rail are directly aligned to the needs of customers.

Attending the Committee on behalf of Network Rail:

- Paul McKeown (Route Investment Director)

2. Conclusion

The Highways and Transport Scrutiny Committee is invited to consider and comment on the joint working being undertaken by Network Rail and to seek assurance on the future progress of key schemes including:

- Lincoln Eastern Bypass
- Grantham Southern Relief Road
- Spalding Western Relief Road

3. Consultation

a) Have Risks and Impact Analysis been carried out?

Not applicable

b) Risks and Impact Analysis

Not applicable

4. Appendices

These are listed below and attached at the back of the report	
Appendix A	Account Plan

5. Background Papers

No background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

This report was written by Andy Gutherson, who can be contacted on 01522 553093 or andy.gutherson@lincolnshire.gov.uk.