
The South Hampshire Agreement

Rail Communications Protocol
June 2010

In partnership



SOUTH WEST TRAINS



Rail Communications Protocol

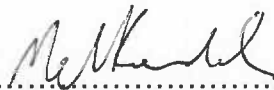
Transport for South Hampshire

Network Rail

South West Trains

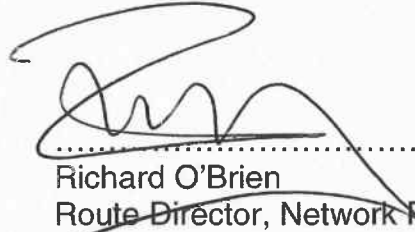
Signed by and duly authorised for and on behalf of:

Transport for South Hampshire:


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Cllr Mel Kendal
Chairman of TfSH

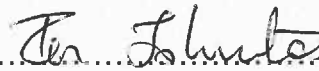
Date: 21/6/2010

Network Rail:


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Richard O'Brien
Route Director, Network Rail

Date: 21 June 2010

South West Trains:


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Ian Johnston
Customer Services Director
South West Trains

Date: 21st June 2010

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INTRODUCTION

This Rail Communications Protocol is between Transport for South Hampshire (TfSH)¹, Network Rail and South West Trains.

Collectively, these organisations form the 'Rail Communications Protocol Partners'. The key purpose of the Rail Communications Protocol is to promote effective co-ordination and proactive joint working between the three organisations.

A summary of the main areas for mutual working arrangements is provided, setting out the types of work it applies to and appropriate communications gateways. This is intended as a best practice framework but it is in no way contractually binding. The application of this document is restricted to the commitments outlined herein and it does not cover, or take precedence over any specific contractual engagements between the Rail Communications Protocol Partners or any regulatory obligations mandated by the Office of Rail Regulation.

The Rail Communications Protocol is a supporting document of the South Hampshire Multi-Area Agreement, submitted to Government by the Partnership for Urban South Hampshire in March 2010.

WORKING PRINCIPLES

The Rail Communications Protocol Partners agree to adopt the following principles to encourage the most effective working relationships:

- To identify and develop the most appropriate and effective contacts for regular communication and information transfer. This will encourage open and continuous communication between all parties and consultation e.g. Network Rail to be consulted on any activities affecting their network (particularly with third party works) and TfSH to be consulted at an early stage on any works and plans affecting the capability and capacity of the rail network in South Hampshire.
- To continue to take an open and transparent approach so that there is a common understanding of each other's aims, including a clear understanding of how Network Rail will manage its activities with respect to South Hampshire issues.
- To continue to work collaboratively and take a joint working approach to rail projects and other related work. With regards to major projects in particular we would consult jointly from the inception stage to ensure

¹ TfSH is a formally constituted Joint Committee of Hampshire County Council, Portsmouth City Council and Southampton City Council

This meeting will be held every six months and attended by the TfSH Project Manager, the Network Rail Senior Network Planner / Route Enhancements Manager and the South West Trains Stakeholder Manager.

Liaison Meeting

The purpose of this meeting is to keep all Rail Communications Protocol Partners informed on various rail transport issues. It will cover:

- Current rail transport issues including major projects
- Issues relating to the TfSH area
- Interchange issues
- Franchise matters.

This meeting will be held quarterly and attended by relevant staff from TfSH, Network Rail and South West Trains together with appropriate representation from Hampshire County Council, Portsmouth City Council and Southampton City Council.

WORKING ARRANGEMENTS

The areas of work dealt with by the Rail Communications Protocol Partners fall into three broad categories: Strategic, Project and Delivery based and Information Exchange.

Strategic

This covers longer term work and planning as well as more general liaison and consultation. This will include all parties working to maintain good relations with inter alia South Hampshire District / Borough Councils, Sustrans, the Three Rivers Rail Partnership and proactively leading and driving forward interchange development plans. Network Rail to fully involve, at the earliest stages the other key partners in the mutual development of Network Rail RUSs and other strategic planning documents. This will help to identify and define projects / work streams of mutual interest.

All parties agree to work together on Network Rail business planning issues which cover South Hampshire in order to inform the DfT and Office of Rail Regulation strategic processes appropriately (e.g. the High Level Output Statement and Periodic Reviews). Network Rail and South West Trains will be key stakeholders in the production of the Local Transport Plan 3, South Hampshire Joint Strategy and will provide input, expertise and feedback as required.

Projects and Delivery

This covers specific projects as well as the development and implementation of projects. The Rail Communications Protocol Partners agree to define and agree obligations and develop relevant agreements for such projects and their management and reporting arrangements. The development of projects will

be defined on a case by case basis. An aspirational, long-term list of projects is set out in the TfSH Rail Vision².

TfSH considers the following joint projects to be the top priorities for progressing:

1. The major redevelopment of Southampton Central station, following on from the National Stations Improvement Programme funded work. This forms a key element of the City of Southampton City Centre Action Plan (Major Development Quarter).
2. Substantial upgrading and improvements to Portsmouth Harbour station and adjoining Hard area as set out in the City of Portsmouth Local Development Framework.
3. Examination of the scope to re-open the Fawley freight-only line for passenger use to Southampton with intermediate stations at Hounslow, Marchwood and Hythe, as a way of reducing congestion on the highway network in the Waterside area and Southampton western approach.
4. Deep sea container traffic originating from the Port of Southampton is the main generator of rail freight movements to / from South Hampshire. The completion of the W10 (Southampton to Nuneaton) gauge enhancement project will accommodate an increasing modal share of this market. The partners will work on delivering subsequent freight enhancements to include:
 - The provision of a diversionary freight corridor (via Laverstock and Andover) cleared to W10 gauge.
 - Investigate the case for new passing loops and / or four tracks on the existing double track sections from Worting Junction to Shawford, from Eastleigh to St. Denys and from Northam Junction to Southampton Central.

Information Exchange

This covers the mutual exchange of information on a regular basis (outside of the various formal meeting structure set out above) so that all parties are kept informed on various rail transport issues affecting South Hampshire, particularly matters affecting the capability and capacity of the National Rail Network in South Hampshire. All parties should take account of this information in their planning activities.

South West Trains to provide full, timely and comprehensive consultation on timetable changes. Early engagement on any planned changes to the provision of rolling stock on services to and through South Hampshire to be

² Vision for the future of rail in Urban South Hampshire over the next 30 years, TfSH 10 July 2009

provided, on behalf of all relevant Train Operating Companies (TOCs); Southern, Cross-Country, First Great Western by South West Trains as the main TOC serving the area. South West Trains to inform TfSH of any proposed changes to station management and publicity.

Network Rail to provide full and timely information on investment and planning decisions, including the Network Rail Business Plan, Network Rail Discretionary Fund and other smaller schemes. Network Rail to engage with TfSH and its constituent Local Transport Authorities in planning for and provision of advance notice of significant engineering works.

COMMUNICATIONS GATEWAY

TfSH, the Network Development Team in Network Rail and South West Trains are responsible for the overall management of the relationships detailed within this Rail Communications Protocol. It has been agreed that this Protocol should be maintained as a 'live' document to reflect in particular the relationship between Network Rail, TfSH and South West Trains, which should be continuously developing and improving. As a result there is a process for updating the document and any amendments or suggestions should be fed into the single points of contact:

Network Rail	Alasdair Couper-Johnston
TfSH	Pete Brunskill
South West Trains	Phil Dominey