



Eric Guthrie

Partnership Director

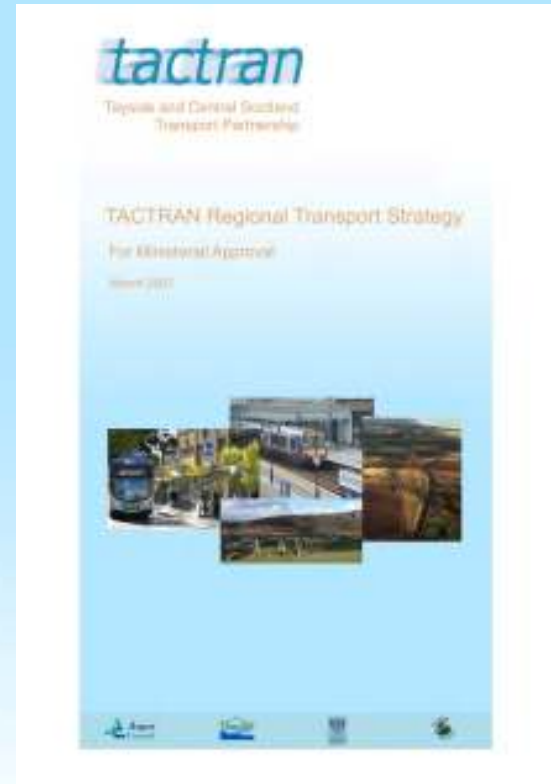


Regional Transport Strategy



Regional Transport Strategy

- 18 Objectives
- 39 Interventions
- 79 Actions
- estimated £97m Revenue and
£623m Capital to deliver
- submitted March 2007



RTS – Passenger Rail Issues

- rail accounts for 2% of journeys to work by mode
- need for more integrated ticketing
- facilities for interchange between all modes at main rail stations are in need of further improvement
- perceived levels of insecurity preventing people from using public transport
- need to maintain and improve strategic transport links within the region, to the rest of Scotland and beyond
- timing, speed, frequency and cost of public transport options to major centres not perceived to be optimal



RTS – Freight Rail Issues

- currently no rail freight terminals in the region – nearest are Coatbridge, Mossend, Grangemouth and Rosyth
- ports of Dundee, Montrose and Perth have infrastructure/access problems by rail



RTS – Opportunities for Rail

- Strategic Transport Projects Review offers the potential for delivering further nationally significant improvements to the rail network
- additional cross-Forth rail paths (following the transfer of freight to the Stirling – Alloa – Kincardine railway line and likely signalling enhancements on the Forth Bridge) will facilitate the provision of increased rail frequencies
- potential for establishing rail freight terminals in Dundee, Montrose and Perth & Kinross
- potential to enhance passenger safety and security across the region by working in partnership with transport providers
- opportunities for improved multi-modal interchanges at various key transport nodes across the region



Passenger Rail Actions

- support and promote proposals for fast hourly services between Aberdeen and Edinburgh, and between Aberdeen and Glasgow
- support and promote fast hourly services between Inverness and Edinburgh/Glasgow
- support and promote the introduction of an additional hourly service between Dundee and Edinburgh
- support and promote the introduction of an hourly service between Perth and Edinburgh, including consideration of the potential for additional stations, e.g. at Bridge of Earn/Oudendarde



Passenger Rail Actions (contd.)

- support and promote the provision of 6 car trains on services from Dunblane and Alloa via Stirling to Glasgow and Edinburgh
- additional hourly rail service between Arbroath and Perth as recommended by the **Tay Estuary Rail Study (TERS)** and possible extensions of this service to Stirling or Glasgow
- support and promote rail infrastructure enhancements proposed under **TERS**, including a new Dundee West station, station enhancements at Montrose, Arbroath, Carnoustie, Broughty Ferry, Dundee and Perth, and **possible new stations** at locations such as **Blackford and Greenloaning**



Passenger Rail Actions (contd.)

- multi-modal interchange improvements at Dundee, Perth and Stirling
- rail-based Park and Ride, enhanced car parking and passenger facilities at key rail stations
- work with Transport Scotland, main public transport providers and neighbouring RTPs to develop integrated ticketing schemes and to support development of integrated timetables between modes of public transport



Development of RTS sub-Strategies

- Buses including Community Transport and Demand Responsive Transport
- Regional Travel Information
- Walking and Cycling
- Park and Ride – including bus and rail based
- Council consultations – in process



RTS Approval

- Scottish Government and Council elections May 2007
- Government Spending Review 2007 – RTP Capital funding ?
- Government/Local Government Concordat and Single Outcome Agreements – RTSs to support
- RTPs to review and re-submit RTSs – approved 24 June 2008
- RTS Interventions to be placed in RTS Delivery Plan



Regional Transport Strategy Review

- sifted Interventions/Actions into RTS Delivery Plan
- updated to remove superseded issues/actions – e.g. Tay Bridge tolls
- align with Scottish Government's 5 Strategic Objectives, 15 National Outcomes and 4 Council Single Outcome Agreements
- detailed appraisals, monitoring and targets now in Delivery Plan
- review and publish Strategic Environmental Assessment (SEA) Post Adoption Statement
- publish finalised document – Summary (Sept.) and Full (Oct.)



Delivery/Business Plan

- currently working on refining Revenue and Capital costings
- developing prioritised and assigned 2009/10 – 2011/12 Business Plan
- seeking agreement with Councils on priorities and funding through 2009/10 – 2011/12 Revenue and Capital Budget processes
- functions and responsibilities – National; Regional; Local
- assumptions on National delivery priorities pending outcome of STPR



Tay Estuary Rail Service



Tay Estuary Rail Service

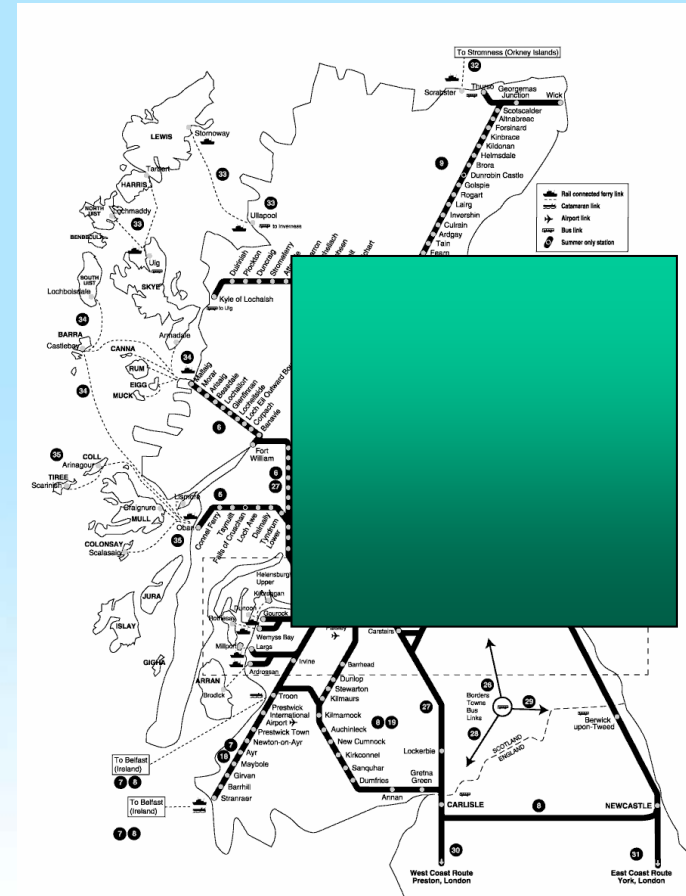
History

- Public Transport Fund 2001
- TERS 1 – 2003
- TERS 2 - 2005

The Future

- “TERS Plus”

Wider Network Implications



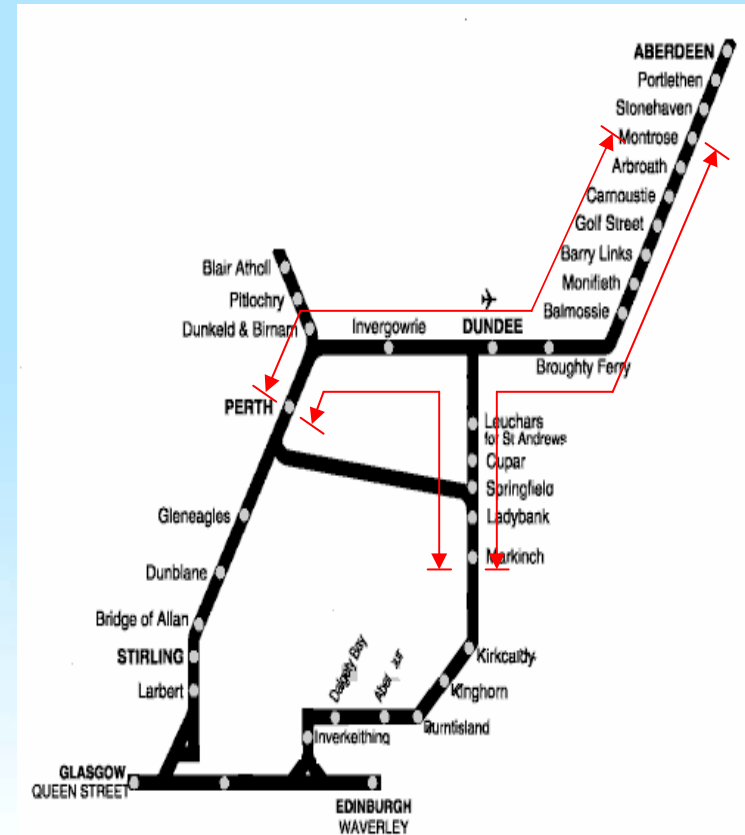
TERS Phase 1

Public Transport Fund 2001

- TERS (preparation pool)

Study Area – Three Arms (Perth, Arbroath & Markinch)

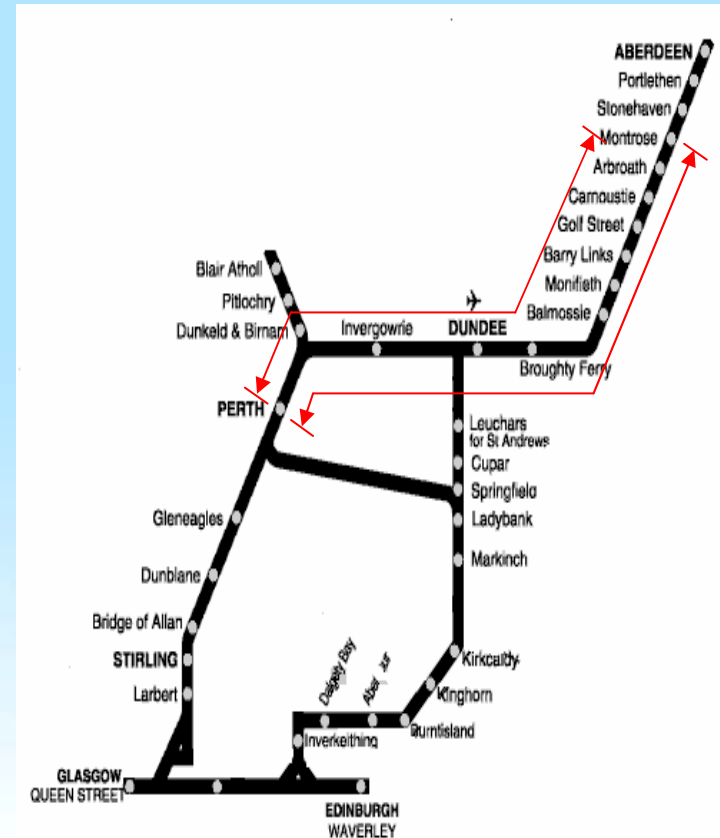
- Completed 2003
- Hourly Clock Face Service – stopping at Perth, Dundee West, Dundee, Broughty Ferry, Monifieth, Carnoustie, Arbroath
- Track and Signalling Works inc loop at Carnoustie.
- BCR 0.98:1, NPV -£0.8m
- Await outcome of new ScotRail Franchise.



TERS Phase 2

Study Area – Montrose to Perth

- Completed 2005
- Approximately Hourly Service – stopping at Perth, Dundee West, Dundee, Broughty Ferry, Monifieth, Carnoustie, Arbroath
- Station Enhancements/New Station
- No Track and Signalling Works
- BCR 1.07:1, NPV +£4.1m
- Changes to Carnoustie stopping service BCR 1.17:1
- Changes inc Transport Scotland
- feed into Network Rail's RUS
- embed within TACTRAN RTS



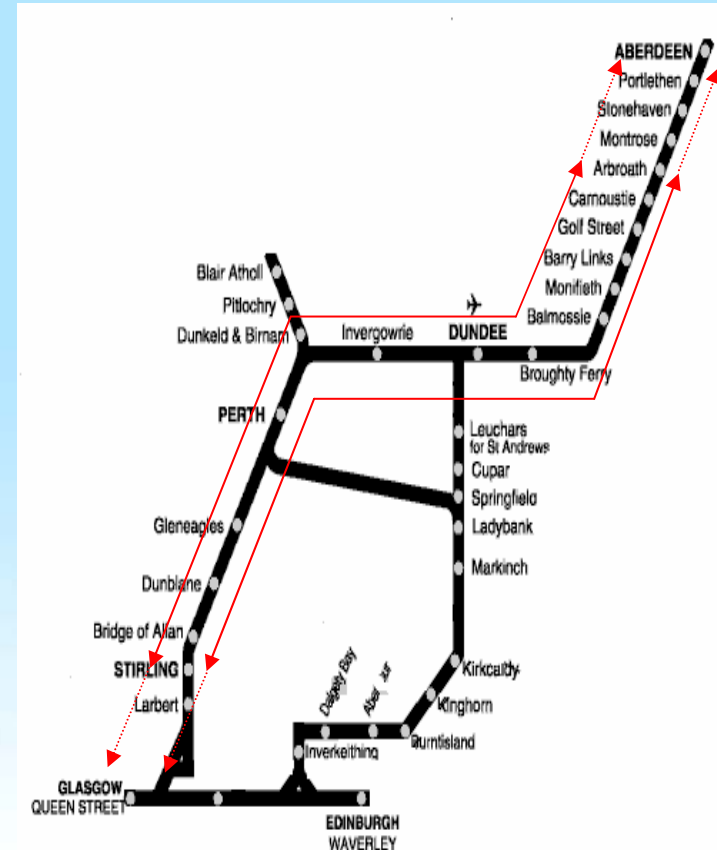
“TERS Plus”

Rail Utilisation Study (RUS)

- Efficient use of the existing network
- Fast & Semi fast
- Aberdeen/Dundee – Edinburgh
- Aberdeen/Arbroath – Glasgow

TACTRAN RTS

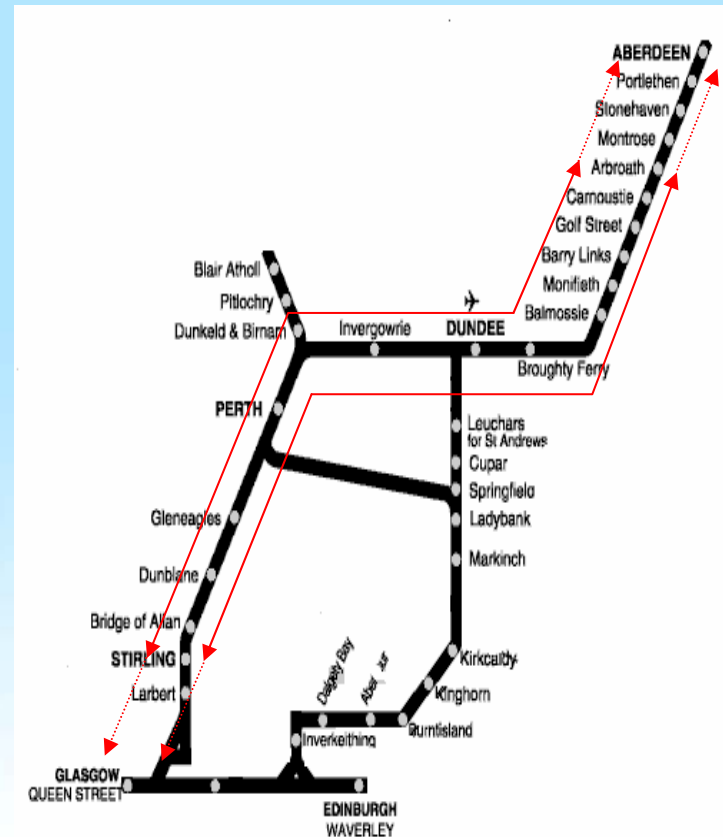
- Additional hourly between Arbroath and Perth as recommended in Tay Estuary Rail Study (TERS 2) and possible extensions to this service to Stirling or Glasgow.
- New Stations – Dundee West, Blackford, Greenloaning, Bannockburn



“TERS Plus”

Win – Win – Win Proposal

- new local rail opportunities
- stopping trains transferred from fast Inter-City services to “semi-fast” TERS
- additional train capacity
Dunblane – Glasgow
- Dundee to Perth/Dunblane –
between 41% and 61%
practical spare capacity

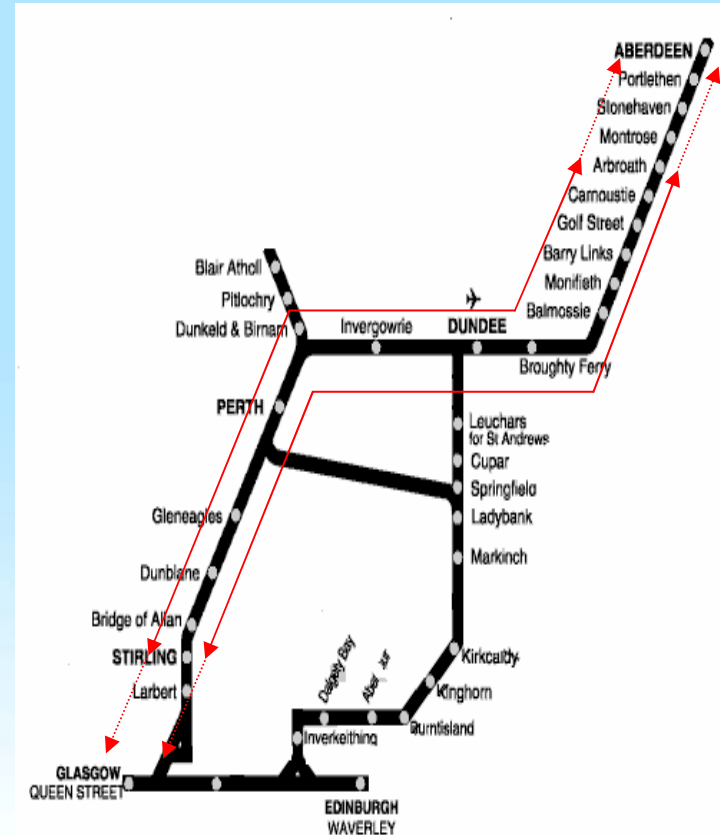


“TERS Plus” - Study Brief

- Discussions with Network Rail, First ScotRail, Transport Scotland – Project Steering Group

Issues emerging : –

- rolling stock, stabling, crew
- relationship with freight aspirations
- in addition to new stations, address issue of poorly used stations
- platform lengths for 6-car units
- the “Blackford/Gleneagles question”
- Edinburgh – Glasgow improvements (EGIP)
- Queen Street capacity



Potential Delivery Timescales

- complete study by March 2009
- Short Term – additional services (May 2012 ?)
- Short to Medium Term – track and signalling (years 1– 9)
- Medium to Long Term – new stations (Years 4 – 15) - **Ryder Cup in 2014 ?**



Questions and Discussion

