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**Partnership Director**

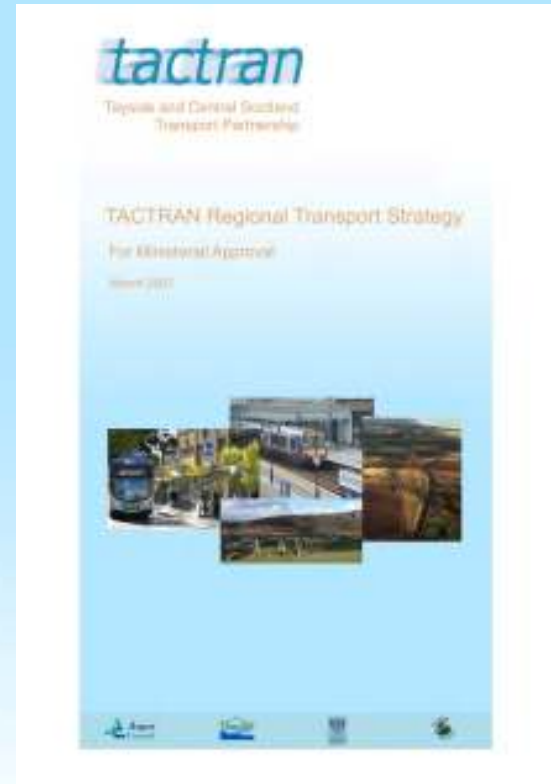


# Regional Transport Strategy



# 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

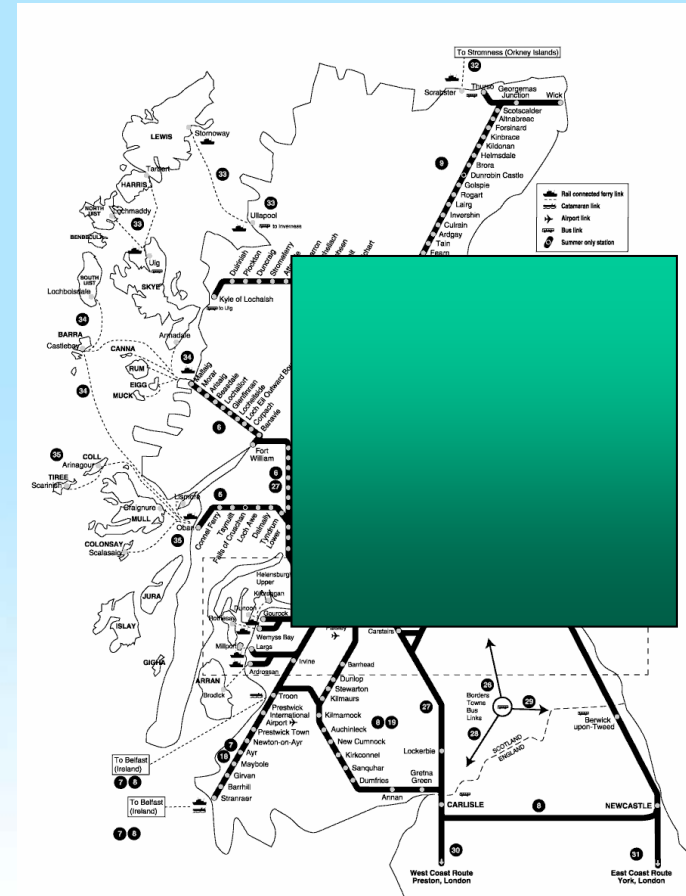
## History

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

## The Future

- “TERS Plus”

## Wider Network Implications



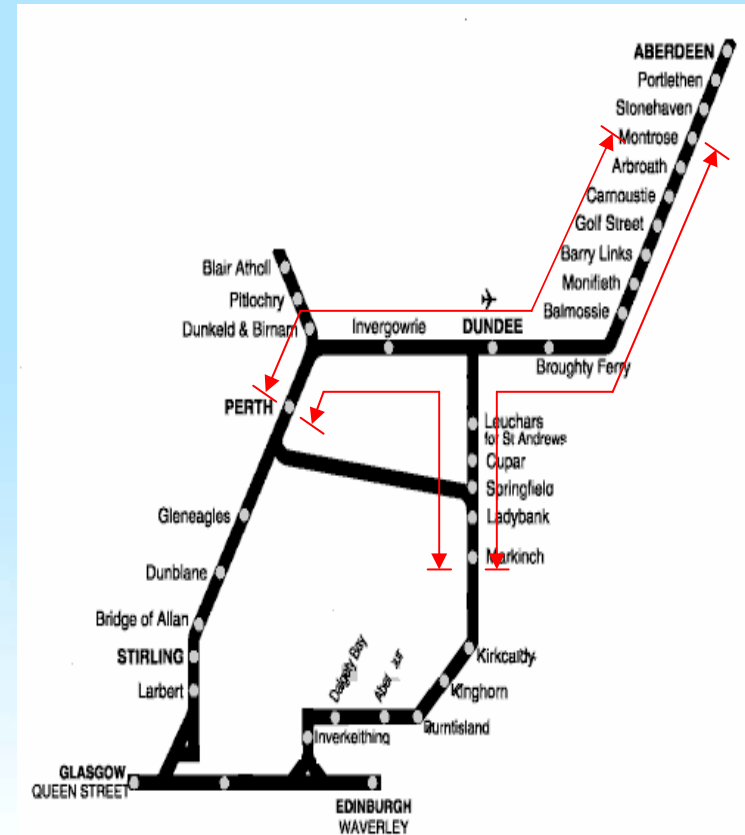
# TERS Phase 1

## Public Transport Fund 2001

- TERS (preparation pool)

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

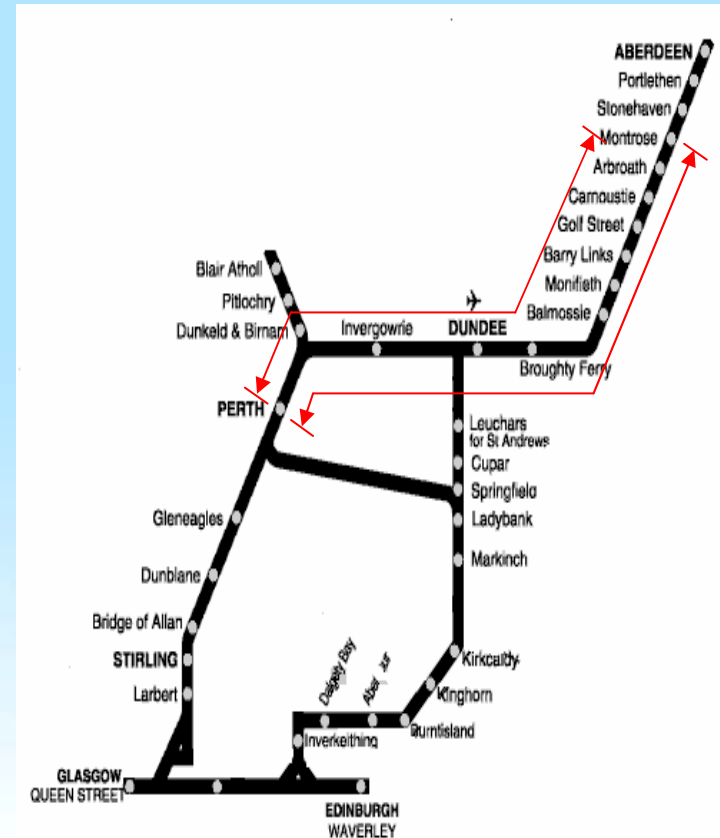
- Completed 2003
- Hourly Clock Face Service – stopping at Perth, Dundee West, Dundee, Broughty Ferry, Monifieth, Carnoustie, Arbroath
- Track and Signalling Works inc loop at Carnoustie.
- BCR 0.98:1, NPV -£0.8m
- Await outcome of new ScotRail Franchise.



# 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



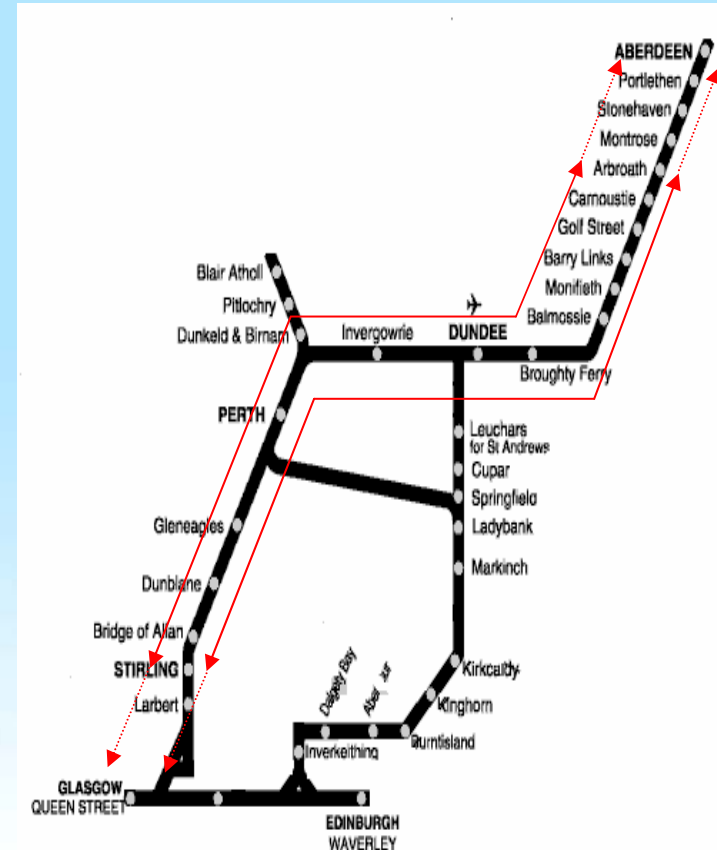
# “TERS Plus”

## Rail Utilisation Study (RUS)

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

## TACTRAN RTS

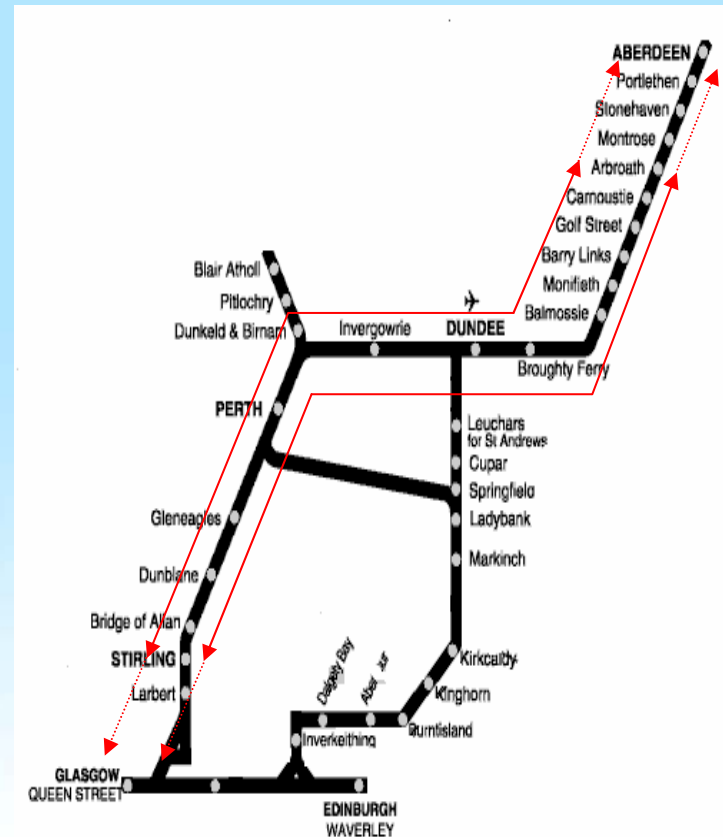
- Additional hourly between Arbroath and Perth as recommended in Tay Estuary Rail Study (TERS 2) and possible extensions to this service to Stirling or Glasgow.
- New Stations – Dundee West, Blackford, Greenloaning, Bannockburn



# “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

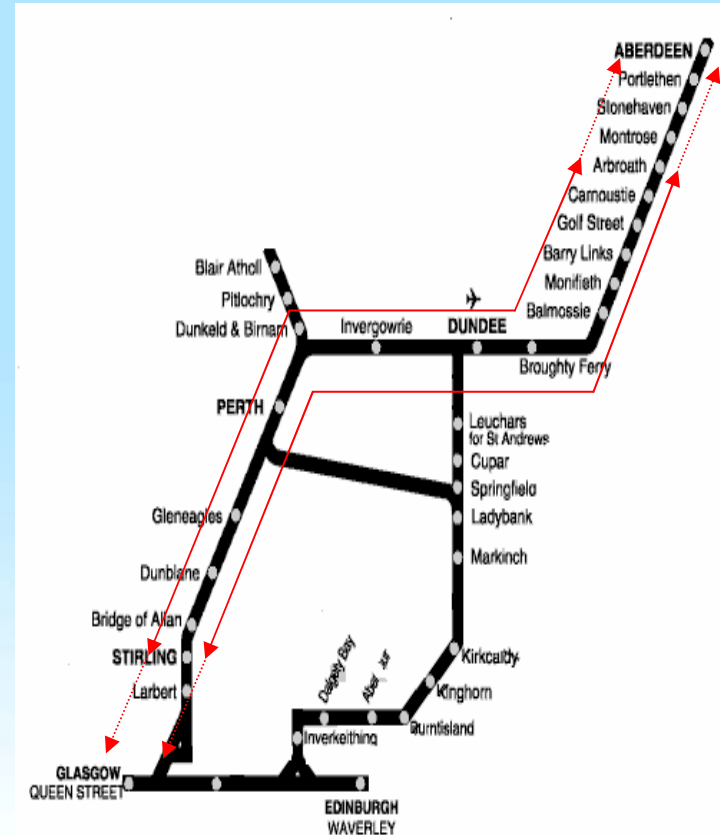


# “TERS Plus” - Study Brief

- 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

