

14 DECEMBER 2010

**CONSULTATIONS****REPORT BY STRATEGY MANAGER AND PROJECTS MANAGER**

This report seeks the Partnership's endorsement of the officer response to Dundee City Council's consultation on a Draft Air Quality Action Plan and approval for a proposed response to Network Rail's consultation on Scotland Route Utilisation Strategy Generation Two.

**1 RECOMMENDATIONS**

1.1 That the Partnership:-

- (i) endorses the officer response to the Dundee City Council consultation on a Draft Air Quality Action Plan, as detailed in Appendix A; and
- (ii) approves the proposed response to Network Rail's consultation on the Scotland Route Utilisation Strategy Generation Two, as outlined in Appendix B.

**2 BACKGROUND**

2.1 Dundee City Council has consulted on a Draft Air Quality Action Plan. Consultation responses were to be submitted by 7<sup>th</sup> December 2010. The consultation material is available for inspection at:

<http://www.dundee.gov.uk/ehts>.

2.2 Network Rail published the Scotland RUS Generation Two consultation document on 15 October 2010. The document can be viewed at [http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/rus%20generation%202/scotland/scotland\\_rus.pdf](http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/rus%20generation%202/scotland/scotland_rus.pdf). The deadline for responses is 13 January 2011. However, early responses to the consultation are requested in order to permit Network Rail the maximum time to react and respond in the final RUS document due for publication in late spring 2011.

**3 DISCUSSION****Dundee City Draft Air Quality Action Plan**

3.1 Dundee City Council has consulted on a Draft Air Quality Action Plan. The Action Plan has been drawn up in response to the declaration of an Air Quality Management Area covering the whole local authority area in June 2006. Air quality assessments which commenced in 2009 demonstrated that pollutants of concern in Dundee comprised nitrogen dioxide (NO<sub>2</sub>) and particulates (PM<sub>10</sub>). The Plan focuses on measures to address HGVs and buses and coaches. There are opportunities for the Tactran FQP to play an active role, together with the RTS Monitoring Framework, in supporting implementation and monitoring of the plan. A copy of the submitted officer response is included at Appendix A, which the Partnership is asked to endorse.

## **Network Rail's Scotland Route Utilisation Strategy, Generation Two**

- 3.2 The Office of Rail Regulation (ORR) requires Network Rail to establish and maintain Route Utilisation Strategies (RUS) across the UK rail network. The first Route Utilisation Strategy for Scotland was established in 2007 and the consultation Scotland RUS Generation Two aims to maintain and build on the first RUS taking account of changes since 2007, including the Strategic Transport Projects Review, Regional Transport Strategies and the need to plan for a 30 year time horizon.

### Purpose

- 3.3 The objective of the Route Utilisation Strategy is to facilitate “the effective and efficient use and development of the capacity available on the network, consistent with the funding that is, or is likely to become, available during the period of the route utilisation strategy and with the licence holder’s performance of duty”.
- 3.4 The RUS has a number of purposes including the identification of ways in which the capacity could be used more efficiently, in the context of both the railway and wider public transport. It is stated that the RUS will therefore:
- propose options to achieve the most efficient and effective use of the existing rail network and identify cost effective opportunities to improve it where appropriate; and
  - enable local and regional transport plans and freight plans to reflect a realistic view of the future rail network.
- 3.5 The extent of the rail network coverage for the Scotland RUS is the whole of the rail network in Scotland minus the East Coast Main Line (south of Edinburgh) and the West Coast Main Line.
- 3.6 The 2007 Scotland RUS informed the High Level Output Specification for Scotland for Control Period 4 covering 2009 to 2014. The Scotland RUS Generation Two is intended to provide detailed input into the High Level Output Specification for Control Periods 5 and 6 (years 2014 to 2024) with less detail provided to the full 30 year horizon.
- 3.7 The methodology for undertaking the Scotland RUS is to identify the current capacity, demand and delivery of services; forecast the increase in passenger demand; identify gaps and options for intervening actions and develop a strategy for implementing RUS recommendations.

### Current capacity, demand and delivery

- 3.8 The RUS defines 5 passenger markets: Glasgow conurbation; Edinburgh conurbation; Interurban; Rural and Anglo Scottish.
- 3.9 Around 59% of all rail trips in the Scotland RUS area are between stations within the Glasgow area, with the next largest market being interurban. In terms of passenger miles Anglo Scottish and interurban markets dominate. The interurban market is also the fastest growing and this is driven by a growth in traffic between Edinburgh and Glasgow and also an increase in flows between the Central Belt and Stirling, Dundee, Aberdeen and Inverness.

- 3.10 The Glasgow conurbation as defined comes as far north as Falkirk Grahamston and demand for travel is concentrated in the morning and evening peaks, with passenger demand exceeding seats available. The RUS indicates that between Stirling and Glasgow the passenger to seating ratio is between 70% and 99% in the morning peak.
- 3.11 The highest loadings in the Edinburgh conurbation are on services from Inverkeithing, Glasgow and Stirling, with crowding occurring on peak services.
- 3.12 The interurban market provides links between major centres within Scotland and journeys tend to be less focussed on peak arrival periods, with a more even all day demand. It is noted that the regional centres do experience some morning peak crowding with demand growing at 6.3% per annum in Aberdeen and that Dundee and Inverness have also seen passenger growth.
- 3.13 Rural routes tend to have low frequency services and higher journey times, with holiday traffic providing a significant element of the passenger market. The Anglo Scottish market typically has a similar demand to interurban, with higher demand at the start and end of the day and at weekends.
- 3.14 Coal is the dominant product in terms of volume for rail freight, being approximately 70% of the traffic moved within Scotland. Other markets include Intermodal containerised produce, cement bulk, metals, fuel oil and Royal Mail.

#### Future Demand

- 3.15 Passenger demand has grown faster than predicted in the first 2007 Scotland RUS. Therefore 2 scenarios have been developed; one utilising the Transport Model for Scotland (TMfS) and the other anticipating that the stronger than predicted rail growth continues into the future.
- 3.16 These scenarios have resulted in the following predicted increase in demand by 2024/25 for the 5 markets defined above:
- Glasgow conurbation: 24% to 38% increase by 2024/25
  - Edinburgh conurbation: 90% to 118% increase by 2024/25 largely as a result of the major committed schemes such as EGIP, Airdrie to Bathgate and Borders Rail
  - Interurban: 48% to 74% increase by 2024/25, again influenced by EGIP and Airdrie to Bathgate
  - Rural: 27% to 46% increase by 2024/25; and
  - Anglo Scottish: Forecast demand for West Coast Mainline RUS and East Coast Mainline RUS are being reviewed and the final Scotland RUS will reflect this.
- 3.17 The interurban load analysis indicates that crowding is predicted to become more acute on the services between Stirling and Glasgow/Edinburgh and for services around Aberdeen in the morning peak. The forecast loadings on the Aberdeen to Edinburgh/Glasgow services indicate that there will be crowding on approach to major centres during the peaks, where services provide local commuting demand as well as long distance demand.

- 3.18 Freight forecasts for 2019 and 2030 were developed for the Strategic Freight Network using the Great Britain Freight Model. This forecasts that the fastest growth will occur in the non-bulk market at 11% for domestic non-bulk and 6% for Port driven non-bulk.

#### Gaps and options

- 3.19 A gap is defined as “where the current or future railway system does not or will not meet the traffic requirements unless intervening action is taken.” The Gaps identified are in addition to, and take account of committed schemes such as Edinburgh to Glasgow Improvement Programme (EGIP), Airdrie to Bathgate and Borders Railway.
- 3.20 A number of gaps have been identified in the Glasgow conurbation, including peak capacity, lack of early services and future electrification. Options developed to address these gaps included splitting the inner and outer service to permit 6 car inner services and 3 car outer services.
- 3.21 The principal gap for Edinburgh conurbation is the requirement to provide for additional peak capacity. Options developed to address these gaps include changing the stopping pattern for services from Fife to spread peak passenger loads, including adding additional stops to the morning peak Perth to Edinburgh service to balance loads.
- 3.22 A number of gaps have been identified for interurban services:

(i) Capacity from Stirling to Edinburgh and Glasgow

In addition to the proposed EGIP timetable, options recommended to address the gaps include additional high peak weekday services and train lengthening at weekends between Stirling and Edinburgh. Possible train lengthening between Alloa/Dunblane and Glasgow is to be kept under review.

(ii) Peak capacity at Inverness and Aberdeen

Options recommended that are relevant to the Tactran area to address the gaps include an additional Stonehaven to Aberdeen morning peak service. In addition, it is also noted that the Cross Country service from Dundee to Aberdeen provides important capacity for peak demands.

(iii) Service frequency and journey times between key regional centres and the central belt

Three corridors have been considered – Aberdeen to Inverness; Aberdeen to central belt and Inverness to central belt, with the latter two being of particular relevance to the Tactran area.

▪ Aberdeen to central belt

A number of options were considered to address the gaps including;

- a recasting of the Aberdeen to central belt timetable to provide one train per hour (tph) Aberdeen – Dundee – Perth – Glasgow, one tph Aberdeen – Dundee – Haymarket – Edinburgh and one tph all stations between Aberdeen and Dundee. This was not recommended due to impact on passengers at intermediate stations and freight services.

- investigation of removing the single track constraint between Montrose and Usan as per STPR Project 23. This was not recommended due to high cost of construction and operating costs and further consideration is to be given to the alternatives and the timescale for implementing.
  - review of linespeeds with minor improvements identified at Dock Street Tunnel, Dundee; Perth Station and Perth to Barnhill single track section. These were not justified as stand alone improvements, but should be borne in mind when other future works take place.
  - increase train frequency between Dundee and Glasgow to provide close to 2 tph by extending Glasgow to Perth services. This was not recommended as the benefits calculated did not justify the additional costs, but further investigation of an earlier service from Dundee to Glasgow is recommended.
    - Inverness to central belt
  - consideration has been given to linespeed upgrades, amendments to rules of the plan and additional loops to shorten single track sections and the results passed to Highland Main Line work group to consider.
- 3.23 A number of gaps were identified for rural routes including consideration of improving journey times on the West Highland route. However, it was concluded that the cost of the improvements did not justify the time benefits achieved.
- 3.24 As there are other work streams considering Anglo Scottish gaps none were considered as part of the Scotland RUS.
- 3.25 In addition to the five passenger markets identified in the RUS, consideration was also given to providing 24 hour operation between Edinburgh and Glasgow and to investigating terminal capacity at Glasgow Queen Street and Central Stations and at Edinburgh Waverly. It was concluded that there was not sufficient demand for all night operation of Edinburgh – Glasgow service, but there was demand for earlier morning services. The review of terminal capacity concludes that at Glasgow Queen Street land for an additional platform space should be protected; at Glasgow Central it is noted that accommodating the number of long distance trains, including High Speed 2 services, becomes difficult and options require to be considered and at Edinburgh Waverly all anticipated trains except High Speed 2 services can be accommodated.
- 3.26 Freight gaps and options recommended for further development include Greenhill junction capacity and reliability improvements; improvements to Mossend freight operation and gauge enhancements to the East Coast Main Line.

## Strategy for Implementation

3.27 The emerging strategy outlines proposals for the short-term (2009 – 2014), medium term (2014 – 2024) and long term (2024 and beyond).

(i) Short Term Strategy 2009 – 2014 (Control Period 4)

Although Scotland RUS Generation Two considers 2014 and beyond, an overview of the strategy for CP4 is included as background. In addition to EGIP, Airdrie to Bathgate and Borders Rail some of the train services and infrastructure improvements more relevant to the Tactran area include increased off-peak service frequency between Perth and Glasgow Queen Street and increasing the frequency of service and improving journey times between Inverness and the central belt. It is also noted that Dalmarnock Station is being upgraded in preparation for the Commonwealth Games.

(ii) Medium Term Strategy 2014 – 2024 (Control Periods 5 and 6)

This is the main output of the Scotland RUS Generation Two work as outlined above. The more relevant train service and infrastructure improvements include:

- completion of EGIP improvements, including the additional Stirling to Edinburgh high peak service;
- extension of the electrified network within the RUS area (completion of Edinburgh/Glasgow and associated routes followed by Phase 2 and 3 as detailed in STPR);
- further Highland Main Line infrastructure to enable an increased frequency and reduced journey times between Perth and Inverness; and
- an additional freight loop in the Greenhill area and East Coast Main Line gauge enhancements.

Other changes include the additional shoulder-peak services at Aberdeen. However, from the document it is unclear whether the train lengthening at weekends between Stirling and Edinburgh or the changes in stopping pattern in peak services from Fife to Edinburgh are included in the medium term strategy.

(iii) Long Term Strategy 2024 onwards (Control Period 7 and Beyond)

The period beyond Control Period 6 considers a practical approach to what may be required as a robust analytical approach was impractical. The more pertinent points to note in relation to Tactran are:

- possible use of Haymarket as a terminal station to relieve congestion at Edinburgh Waverley;
- possible splitting the suburban and interurban market at Dundee and Aberdeen. This could include local services between Perth, Dundee and Carnoustie/Arbroath and would permit more focussed interurban services between Edinburgh, Glasgow, Aberdeen and Inverness.

- faster regional services by providing infrastructure improvements, such as doubling the single line between Montrose and Usan, probably on a new improved alignment and extension of rail electrification to Inverness and Aberdeen.

Reference is also made to introducing smart ticketing to encourage staggering of travel times to Edinburgh and Glasgow and other major centres perhaps incentivised by fares policy.

### Tactran's Response

3.28 A draft response is included as Appendix B and is summarised below:

- Tactran is disappointed at level of consultation during the development of the RUS, but is encouraged by engagement since draft consultation published and welcomes the opportunity to work with Network Rail during the consultation period.
- The gap analysis focuses on where the network has capacity difficulties in meeting demand rather than developing efficient and effective use of the existing asset, which on the Arbroath to Dunblane corridor is under utilised.
- Tay Estuary Rail Study proposals have not been considered and provide a cost effective option for addressing the need to increase frequency and improve journey times between regional centres and the central belt. Tactran will work with Network Rail to ensure they are properly considered during the RUS consultation period.
- Tactran is concerned that the recommendation to ease congestion from Fife into Edinburgh may include adding stops to the Perth – Edinburgh morning peak service and seeks clarity on this.
- Tactran welcomes the recommendation to incorporate an additional high peak service from Stirling to Edinburgh into the base EGIP timetable and seeks clarity on the strategy for implementing the proposal to lengthen trains between Stirling and Edinburgh at weekends.
- Tactran asks for consideration to be given to starting the recommended extra morning peak service between Stonehaven and Aberdeen at Montrose.
- Tactran urge that the enhancement of Gleneagles is included in measures to be introduced in Control Period 4 in preparation for the Ryder Cup, as it is similar to the case for Dalmarnock Station which is included in preparation of the Commonwealth Games.
- Tactran supports the proposal for a bidirectional loop at Greenhill as this will provide flexibility for freight trains and safeguard the reliability of existing and future freight operations.
- Tactran requests that Network Rail have regard to other rail freight opportunities and potential, in particular rail connectivity to Dundee and Montrose Ports and Perth Harbour and opportunities for modal shift from road for timber transport at Crianlarich and Rannoch and also for Highland Spring and other produce at Blackford.

#### **4 CONSULTATIONS**

- 4.1 The various responses addressed in this report have been prepared in consultation with partner Councils through the relevant Officer Liaison Groups.
- 4.2 Network Rail provided a Scotland RUS Generation Two stakeholder briefing to Tactran, Hitrans and Nestrans on 30 September 2010 and delivered a presentation at the Tactran Rail Forum on 15 November 2010. Further meetings and discussions between Tactran and Network Rail are currently ongoing.

#### **5 RESOURCE IMPLICATIONS**

- 5.1 There are no resource implications arising directly from this report.

**Michael Cairns**  
**Strategy Manager**

**Niall Gardiner**  
**Projects Manager**

For further information contact e-mail [michealcairns@tactran.gov.uk](mailto:michealcairns@tactran.gov.uk) or tel 01738 475774 and/or [niallgardiner@tactran.gov.uk](mailto:niallgardiner@tactran.gov.uk) or tel 01382 475764.

#### **NOTE**

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

Draft Air Quality Action Plan, Dundee City Council - October 2010

Iris Coghill  
Environmental Manager  
Dundee City Council  
1 Highland Chief Way  
Claverhouse West Industrial Park  
DUNDEE  
DD4 9UA

30<sup>th</sup> November 2010

Dear Iris,

**Dundee Draft Air Quality Action Plan Consultation**

I refer to the above consultation. In general Tactran supports the Measures contained within the Draft Plan and welcomes the commitment to continuing active support listed under Measure M13.

For purposes of clarification it is suggested that Measure M2 – Upgrading of roundabouts and associated junctions on the A90 Kingsway should refer to its status as STPR Project 29.

Under Measure M7 you may wish to refer to the conclusion to introduce a trial consolidation scheme based on a shared facility serving Perth to allow the benefits and costs to be evaluated. Any such trial would indicate the viability of such a scheme in Dundee. Also under this heading there is reference to formulating a Freight Quality Partnership (FQP). There is already a regional FQP which has been leading on the Freight Consolidation Centre study. Air quality issues figure prominently in the FQP's considerations and indeed one of the members of the FQP currently is Perth & Kinross Council's Environmental Health Manager. The City Council also has officer representation on the FQP and there are opportunities to consider issues at both a local and regional level.

Under Measures M20 and M21 it is suggested that tarctanconnect should be listed as this complements Dundee Travel Information in providing information on cross-boundary, regional and longer distance travel information outwith Dundee.

Under Measure M22 Tactran supports the uptake and implementation of Travel Plans including the provision of grant funding to public and third sector bodies through its Sustainable Travel Grant Scheme. This has supported bodies including the City Council, Dundee University and Dundee-based Solar Cities Scotland. Tactran is happy to consider further applications for its Sustainable Travel Grant Scheme in support of Travel Plans in Dundee.

The Regional FQP has recently completed an exercise to investigate, document and establish the extent of lorry movements on strategic roads in the region, including examining flows of HGVs and traffic congestion. We will be pleased to share this with you. The Regional Transport Strategy Monitoring Framework may also be of assistance in tracking trends in modal split and use of active travel modes.

I trust that the above comments are of assistance. If you require any further information, or clarification of any of the above comments, please contact Michael Cairns, Strategy Manager on 01738 475774 or [michaelcairns@tactran.gov.uk](mailto:michaelcairns@tactran.gov.uk) in the first instance.

Yours sincerely,

A handwritten signature in blue ink, appearing to be 'Eric Guthrie', with a stylized flourish at the end.

Eric Guthrie  
Director

Scotland RUS (Generation Two)  
Network Rail  
Buchanan House  
58 Port Dundas Road  
Glasgow  
G4 0LQ

14 December 2010

Dear Sir,

### **Response to Consultation on draft Scotland RUS Generation Two**

The draft Scotland Route Utilisation Strategy Generation Two was considered by the Tayside and Central Scotland Transport Partnership at its meeting on 14 December 2010, at which time the Tactran Board agreed to submit the following response.

#### Prior Consultation

Tactran is disappointed that consultation with Tactran Officers did not occur during the development of the RUS, but welcomes the engagement undertaken since the Stakeholder Briefing on 30<sup>th</sup> September 2010. Tactran is keen to assist with the development of the RUS and engage with Network Rail throughout the consultation period to ensure full consideration of all issues. The points raised below should form the basis for engagement.

#### Purpose of RUS

Tactran is supportive of the purpose of the RUS being to develop the effective and efficient use of the existing rail network and recognises that this also reflects Transport Scotland's hierarchy of investment: to maintain and safely operate existing assets and make better use of existing capacity before providing targeted infrastructure improvements. However in using a gap analysis that focuses on where the railway system will not meet anticipated traffic level requirements unless intervening action is taken, the analysis fails to consider whether currently underutilised assets could be used more efficiently and effectively.

#### Main Issue – Tay Estuary Rail Study

The main issue Tactran has with the RUS is the lack of consideration of the Tay Estuary Rail Study (TERS) recommendations. This is particularly concerning as Network Rail were part of the TERS Steering Group alongside Tactran, First ScotRail and Transport Scotland and were closely involved throughout the study.

As you will be aware TERS identifies options for an hourly stopping service between Arbroath and Glasgow and proposes a phased introduction – start-up, short, medium and long term proposals – each providing a significantly positive Benefit to Cost Ratio (BCR). The service is designed to complement the existing fast Aberdeen to Glasgow service and would have an optimum stopping pattern of Carnoustie, Monifieth, Broughty Ferry, Dundee, Invergowrie (West Dundee), Perth, Gleneagles, Dunblane and Stirling.

The RUS fails to recognise the economic importance of the regional centres of Dundee and Perth and rather than recommending delaying splitting the suburban and interurban market for Dundee until Control Period 7, TERS demonstrates there is benefit in doing so as early as Control Period 4.

#### Interurban Gap – Service frequency and journey times between key regional centres and the central belt

The RUS identifies a number of gaps, one of which is the need to improve service frequency and journey times between key regional centres and the central belt in the interurban market. It is considered that the TERS proposals would assist Network Rail in providing an effective and efficient option for meeting this major interurban gap, by making more efficient use of the spare capacity on the Arbroath to Dunblane corridor.

The RUS considers a number of options for improving frequency and journey times between Aberdeen and Glasgow and also between Dundee and Glasgow. However, the TERS proposals have not been considered. The RUS Dundee to Glasgow option considers extending the Glasgow to Perth service through to Dundee to provide a frequency close to 2 trains per hour, when added to the existing Aberdeen to Glasgow intercity service. However, this option is rejected as the BCR is below 1.0.

The TERS proposals would provide for a roughly hourly service between Arbroath and Glasgow, building upon the Perth to Glasgow service and complementing the existing Aberdeen to Glasgow service. The TERS proposal achieves a BCR of over 2.0 which is significantly better than that achieved by the RUS Dundee-Glasgow option. This is achieved by providing greater frequency at existing well used stations, but also providing a significant uplift in passenger numbers at stations which currently receive a very limited service, namely Monifieth, Broughty Ferry and Invergowrie. The demand forecast methodology used in the RUS, applying a percentage increase to existing passenger numbers, fails to realise the significant latent passenger demand potential at these stations.

The TERS proposals can be a cost effective option for filling the interurban gap by increasing frequency between Arbroath/Dundee and Glasgow and possibly could assist in reducing journey times between Aberdeen and Glasgow. The proposals could also assist in reducing overcrowding on trains into and out of Glasgow at peak times and would also provide a local suburban service for Dundee and Perth.

The TERS proposals are entirely consistent with the purpose of the RUS by making more effective and efficient use of the existing rail network. In addition, TERS promotes the Scottish Government's hierarchy of investment by making better use of existing assets and capacity before providing targeted infrastructure improvements and also assists in delivering STPR Project 23: rail service enhancements between Aberdeen and the central belt.

Tactran welcomes the discussions currently underway regarding this and will provide assistance to ensure the TERS proposals are properly considered within the context of the RUS.

## Other Issues

Options identified to provide additional peak capacity for Edinburgh conurbation market includes changing the stopping pattern for peak services from Fife into Edinburgh. Tactran welcomes measures to reduce overcrowding; however it is not clear how this has been carried over into the emerging strategy. In addition, this option would appear to recommend increasing the number of stops on the morning peak service from Perth to Edinburgh. Tactran is concerned as this would add to the journey time for a service that is recognised would benefit from journey time improvements. Again it is not clear how this option translates into the emerging strategy and clarity is sought.

Tactran agrees there is a gap in capacity available and required from Stirling to Edinburgh and Glasgow and welcomes the recommendation that an additional high peak service is incorporated into the base Edinburgh to Glasgow Improvement Programme (EGIP) timetable. The “Gaps and options” chapter also recommends operating lengthened trains on weekends between Stirling and Edinburgh – again this is welcomed, however it is not clear where this fits into the emerging strategy for Control Period 4, 5 or 6 and clarity is sought.

It is noted that in considering the gap for peak capacity at Aberdeen it is recommended to include an additional Stonehaven to Aberdeen morning peak service. Tactran asks that consideration is given to starting this service at Montrose, as Tactran’s Rail O&D surveys for Montrose station indicated a significant proportion of passengers with Aberdeen as their destination.

The emerging strategy for Control Period 4 includes upgrading of Dalarnock Station in preparation for the Commonwealth Games. There is also a similar need for Gleneagles Station to be upgraded in preparation for the Ryder Cup event in 2014, which is a global event of equal magnitude to the Games. Tactran urges that the enhancement of Gleneagles Station is included in Control Period 4 strategy to ensure the necessary transport links are in place for the Ryder Cup and also to provide legacy benefits that will significantly improve travel options and accessibility of the area for visitors and the local communities alike.

Tactran supports the proposal for a bidirectional loop at Greenhill as this will provide flexibility for freight trains and safeguard the reliability of existing and future freight operations. However, in addition, Tactran requests that Network Rail have regard to other rail freight opportunities and potential, in particular rail connectivity to Dundee and Montrose Ports and Perth Harbour and opportunities for modal shift from road freight for timber transport at Crianlarich and Rannoch and also for Highland Spring and other produce at Blackford.

I trust these comments are of interest to you and look forward to working together to ensure their proper consideration during the RUS consultation period.

If you have any queries regarding this matter please contact Niall Gardiner on 01738 475764 or e-mail [niallgardiner@tactran.gov.uk](mailto:niallgardiner@tactran.gov.uk).

Yours faithfully,

Eric Guthrie  
Director