

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****20 SEPTEMBER 2011****TAY ESTUARY RAIL STUDY****REPORT BY PROJECTS MANAGER**

This report informs the Partnership of the continued engagement with Transport Scotland and rail industry organisations regarding taking forward the Tay Estuary Rail Study and proposals for December 2011.

**1 RECOMMENDATIONS**

## 1.1 That the Partnership :-

- (i) welcomes and notes the increase in Glasgow – Dundee services proposed for December 2011;
- (ii) welcomes, notes and promotes the additional calls proposed for introduction at Broughty Ferry station from December 2011;
- (iii) notes the Highland Mainline December 2011 timetable changes to station calls within the Tactran area; and
- (iv) remits officers to continue engagement with Transport Scotland and rail industry organisations as outlined within this report.

**2 BACKGROUND**

- 2.1 Following endorsement of the Tay Estuary Rail Study at the Partnership meeting on 23 June 2009 (Report RTP/09/25 refers), Tactran officers have continued to engage with Transport Scotland and rail industry organisations to progress the TERS conclusions and recommendations.
- 2.2 As reported to the Partnership at its meeting of 29 March 2011 (Report RTP/11/02 refers), consultants Steer Davies Gleave (SDG) were commissioned to undertake an updated business case, which was dependent upon STPR Project 17: Highland Main Line timetable being sufficiently defined for Transport Scotland to provide confidential access to SDG to take this work forward.
- 2.3 The TERS updated business case work was completed by SDG and the conclusions noted at the Partnership meeting of 21 June 2011 (Report RTP/11/18 refers). An initial meeting had taken place with Transport Scotland and the rail industry to discuss the findings of the updated business case prior to the June Partnership meeting and Tactran officers were remitted to continue engagement with organisations to take forward the conclusions of the study.

### **3 DISCUSSION**

3.1 A meeting of TERS Steering Group, which includes Transport Scotland, Network Rail and First ScotRail, noted that:

- the original TERS work had positively informed the development of the December 2011 Highland Mainline (HML) timetable with a resulting proposed increase in service provision between Dundee and Glasgow.
- Tactran and First ScotRail should liaise to give consideration to an incremental introduction of the updated business case options, identifying where these could be introduced with minimal resources to provide beneficial services.

3.2 This has resulted in two noticeable improvements to the local rail service from December 2011, namely an increase in Glasgow – Dundee rail services and a significant increase in calls at Broughty Ferry station.

#### **Dundee – Glasgow Rail Services**

3.3 Additional rail services are to be introduced from December 2011, as part of the HML improvements, between Dundee and Glasgow as follows:

- five Glasgow to Dundee services – three new and two achieved by extending current Glasgow to Perth services forward to Dundee. These services are timetabled to depart Glasgow at 08:06, 09:06, 16:11, 17:11 and 19:11. The 16:11 is scheduled to call at Invergowrie in addition to Dundee.
- two new Dundee to Glasgow services in addition to the 05:58 Dundee to Glasgow service introduced in May 2011. These services are timetabled to depart Dundee at 12:15 and 15:15.

#### **Local Services – Additional Broughty Ferry Calls**

3.4 Two main options were considered for introducing more local services between Arbroath and Perth:

- “pushing through” the new Glasgow – Dundee services to Arbroath with local stops at Broughty Ferry and Monifieth.
- stopping the Aberdeen to Central Belt services at local stations where the pathing permits there to be no increase in end to end journey times.

3.5 The aim in considering both these options was to provide a morning peak Arbroath to Perth service and an evening peak Perth to Arbroath service and a direct service to/from Glasgow, if possible.

3.6 Following detailed discussions between Tactran and First ScotRail it has been agreed that from December 2011, nine new calls will be provided at Broughty Ferry station. Four new calls southbound and five new calls northbound will operate Monday to Saturday. These additional calls represent a significant increase to the current four calls per day at Broughty Ferry.

- 3.7 These new calls are to be provided by existing Edinburgh and Glasgow services running to and from Aberdeen and will be achieved without any increase in scheduled end to end journey times.
- 3.8 It is important to note that these Broughty Ferry calls are not part of the ScotRail franchise service level agreement and will operate initially for a 12 month period and be subject to review beyond 2012.
- 3.9 A summary December 2011 timetable for Broughty Ferry is shown below:

<b>Southbound</b>						FSX	FO
Aberdeen	-	0633	0937	1407	1601	2230	2322
Montrose	-	0713	1015	-	-	2310	0005
Arbroath	-	0727	1029	1457	1657	2324	0019
Carnoustie	0614	0734	1036	-	1704	2331	0026
Monifieth	0623	-	-	-	-	-	-
Broughty Ferry	0629*	0741	1043*	1509	1711	2338	0033
Dundee	0636	0752	1052	1517	1717	2350	0043
Invergowrie	-	-	-	-	-	2357	0049
Perth	-	0812	1114	-	-	0015	0107
Edinburgh	-	-	-	1628	1832	-	-
Glasgow	-	0915	1215	-	-	-	-

FSX – Friday and Saturday excepted. FO – Friday only.

<b>Northbound</b>							
Glasgow	-	-	0941	1341	-	-	2141
Edinburgh	-	0828	-	-	1629	1700	-
Perth	0601	-	1036	1436	-	-	2237
Invergowrie	-	-	-	-	-	-	-
Dundee	0624	0937	1100	1500	1739	1834	2303
Broughty Ferry	0631	0945	1107	1509	1747*	1900*	2310
Monifieth	-	-	-	-	-	1906	-
Carnoustie	0639	-	1115	1516	1755	1917	2317
Arbroath	0646	0956	1122	1523	1802	-	2324
Montrose	0701	-	1136	1538	1816	-	2338
Aberdeen	0750	1104	1233	1620	1900	-	0026

Notes: Monday to Saturday timetable

Existing Broughty Ferry calls marked \*

Only services that call at Broughty Ferry are shown.

Only select stations on Glasgow/Edinburgh – Aberdeen routes shown

- 3.10 Broughty Ferry was agreed as the priority at this stage for an increase in services as it has a greater forecast demand than the other local lightly serviced stations.
- 3.11 It can be seen from the above that this represents a significant increase in direct services between Dundee and Broughty Ferry and between Aberdeen and Broughty Ferry.

- 3.12 There are also direct services between Broughty Ferry and Edinburgh and Glasgow at various times throughout the day and Tactran is continuing to investigate possible further improvements in conjunction with First ScotRail, in particular to provide direct services in the morning and evening peak periods to Perth, Glasgow and Edinburgh and also calls at other local stations such as Monifieth.

#### **Other December 2011 Highland Mainline Proposals**

- 3.13 In addition to those changes directly related to Tactran's TERS work, as outlined above, the HML changes proposed for December 2011 include two more trains per day in both directions between Inverness and the Central Belt.
- 3.14 The impact these HML changes have on station calls in the Tactran area is summarised below:
- Blair Atholl – increase of one call northbound, but no direct southbound Glasgow service in morning;
  - Pitlochry – increase of two calls in both directions;
  - Dunkeld – increase of one call southbound, but no direct Glasgow service in morning;
  - Perth – increase of five calls northbound and two calls southbound;
  - Gleneagles – increase of three calls in both directions;
  - Dunblane – increase of five calls northbound and three calls southbound;
  - Bridge of Allan – increase of six calls in both directions;
  - Stirling – increase of four calls northbound and three calls southbound.
- 3.15 It should however be noted that for Dunblane and Bridge of Allan seven services in each direction on the Glasgow – Dunblane services are being withdrawn between Stirling and Dunblane. Therefore, there is a net decrease in services at Bridge of Allan and Dunblane. However, the decrease in general is in closely timed services and First ScotRail has noted that the timetable integrity remains intact and there is adequate passenger capacity on these services. In addition, the new HML timetable provides services from Bridge of Allan and Dunblane northbound to Perth, where previously there was only limited such services at these stations.

## **Next Steps**

3.16 Following the introduction of the December 2011 timetable it is proposed that Tactran's engagement with the rail industry continues with the following actions:

- promote and monitor passenger usage at Broughty Ferry.
- continue dialogue to promote integrated services between Broughty Ferry, Monifieth and travel to work catchment and beyond to Central Belt
- promote TERS objectives and local services in ScotRail re-franchise in 2014
- continue to promote station enhancements at Dundee West and particularly at Gleneagles in time for 2014 Ryder Cup.
- ensure rail services north of the Central Belt are given proper consideration during development of Edinburgh to Glasgow Improvement Programme (EGIP) scheduled for implementation in 2016.

## **4 CONSULTATIONS**

4.1 Throughout TERS the Steering Group comprising Tactran officers, Transport Scotland, Network Rail and First ScotRail representatives has provided valuable input and assistance.

4.2 The report has been prepared in consultation with the Transportation Officers Liaison Group and Chief Officers Liaison Group.

## **5 RESOURCE IMPLICATIONS**

5.1 A £20,000 provision exists within the 2011/12 RTS Revenue Programme to take forward the TERS proposals.

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### **NOTE**

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 this Report:

Report to Partnership RTP/09/25, Tay Estuary Rail Study, 23 June 2009

Report to Partnership RTP/11/02, 2010/11 Revenue Monitoring, 29 March 2011

Report to Partnership RTP/11/18, Tay Estuary Rail Study: Updated Business Case, 21 June 2011