

**REPORT TO: ENVIRONMENTAL SERVICES COMMITTEE ON 255 OCTOBER
2006**

**SUBJECT: NETWORK RAIL – ROUTE UTILISATION STRATEGY : DRAFT
FOR CONSULTATION**

BY: DIRECTOR OF ENVIRONMENTAL SERVICES

1. REASON FOR REPORT

- 1.1 To advise of the current consultation by Network Rail entitled Route Utilisation Strategy and to agree the response from this Council.
- 1.2 This report is submitted to Committee in terms of Section D(19) of the Council's Administrative Scheme relating to the functions of public passenger transport.

2. RECOMMENDATION

- 2.1 **The Committee is invited to agree to the response to the consultation from Network Rail on their draft Route Utilisation Strategy as contained in paragraphs 3.6 – 3.8 of this report.**

3. BACKGROUND

- 3.1 Network Rail have published their Route Utilisation Strategy (RUS) for Scotland as a draft document for consultation. Comments are to be returned by 16 November. The final RUS for Scotland will be published in Spring 2007.
- 3.2 The purpose of the RUS is to set out project areas that will improve the use of rail capacity and deliver the Scottish Executive's plans for effective delivery of rail objectives. It recognises the diverse needs of Scotland's railway passengers and the significant increase in passenger demand over the last few years. It analyses the gaps between the Scottish railway system's current outputs and the demand over the next ten years. Principal issues are seen as overcrowding, track capacity and freight demand.
- 3.3 Options were identified for development and testing, and appraised using STAG principles. As a result, the following 11 elements are proposed for inclusion in the strategy and for future investment in the rail network. Of particular interest to this area are the comments relating to the Edinburgh/Fife/Aberdeen service and the Aberdeen/Inverness service.

- 1 **Central Scotland including Edinburgh/Glasgow** – Platform extensions and congestion solutions to provide further capacity on this corridor, the Edinburgh Airport Rail Link (EARL) and the re-opening of the route between Airdrie and Bathgate.
 - 2 **Edinburgh East and South** – Timetable options to reduce Cross Edinburgh services due to the performance impact and possible longer term infrastructure options, and construction of the Waverley Railway.
 - 3 **Stirling Area** – The provision of additional infrastructure and some re-modelling to remove conflicts and improve performance.
 - 4 **Edinburgh/Fife/Aberdeen** – A recast of the timetable to ensure services are timed to meet demand and improve journey time, with the option of incremental infrastructure where justified by the capacity benefits.
 - 5 **Aberdeen/Inverness** – Platform extensions and other works to enable a recast of the timetable to ensure services are timed to meet demand and to improve journey times.
 - 6 **Glasgow low level lines** – Relocation and remodelling of Hyndland Junction and Station and subsequent timetable recast.
 - 7 **Glasgow Central (HL) and approaches** – Diversion of some services to the Low Level station and associated infrastructure improvements to provide additional capacity in this area.
 - 8 **Glasgow/Paisley/Ayrshire** – Timetable recast, and the commissioning of additional infrastructure to provide enhanced capacity on the route, including the Glasgow Airport Rail Link (GARL).
 - 9 **Glasgow and South West** – Timetable alterations to better meet customer demands and to relieve freight capacity on this corridor, with appropriate infrastructure to maximise the opportunities.
 - 10 **East Kilbride** – Additional capacity on this corridor, via longer and/or additional services, which will require enhancements to the infrastructure.
 - 11 **Shotts** – Timetable recast to provide additional passenger capacity and more competitive journey times which would also help to address the overcrowding issues on the Edinburgh/Glasgow via Falkirk route.
- 3.4 There are no proposals for the Inverness/Perth service. This, and other Highland services are only mentioned by reference to the “Room for Growth” study commissioned by Highlands and Islands Enterprise (HIE) in conjunction with HITRANS. This study included the section of service between Inverness and Elgin.

- 3.5 Further details of the investigations carried out, and options proposed on the two services mentioned in 3.3 above, serving the Moray area, are given in the **Appendix** to this report.

Proposed Responses

- 3.6 In responding to this consultation, the Council should welcome proposals that increase the capacity, quality and frequency of service on the Aberdeen-Inverness route and the Aberdeen-Dundee-Edinburgh route, whilst recording disappointment that no upgrade is proposed on the Inverness-Perth route.
- 3.7 The timetable for publication of the final RUS is given as spring 2007, which is unfortunate as there is no recognition that the schemes being proposed are in support of the National Transport Strategy due to be announced before the end of 2006.
- 3.8 In recent discussions with other HITRANS partners, disappointment has been expressed that improvements to, and aspirations for, the Highland Rail network, identified in the soon to be published "Room for Growth" study have not been incorporated, thereby understating the importance of this part of the network to the economy of the Highlands, and the benefit afforded to onward journeys to Perth, Edinburgh and Glasgow from the Moray area.

4. SUMMARY OF IMPLICATIONS

(a) Corporate Development Plan/Community Plan/Service Improvement Plan

This report contributes to:

CDP Environmental Programme 4 Transport

CDP Environmental Programme 5 Development Plan

SIP 5 Working with the community to plan for the future

(b) Policy and Legal

None.

(c) Resources (Financial, Risks, Staffing and Property)

None.

(d) Consultations

The Transportation Manager and the Planning and Development Manager have been consulted on this report. Any comments will be tabled at the meeting.

5. CONCLUSION

- 5.1 **That the Committee considers the details contained in the report and appendix and agrees that a response be sent to Network Rail.**

Author of Report: Head of Direct Services
Background Papers: AR/PA/R/65/6
Ref: Consultation Document : Scotland Route Utilisation
Strategy – Draft for Consultation by Network Rail

APPENDIX

ROUTE UTILISATION STRATEGY CONSULTATION EXTRACT

	Edinburgh-Dundee-Aberdeen	Aberdeen-Inverness
Identified base line gaps	<p>Dundee/Aberdeen : service and capacity The short section of single line near Montrose limits capacity and can lead to poor performance, and inconsistent headways. There is no consistent stopping pattern to meet customer demand and journey times are uncompetitive with parallel roads.</p> <p>Edinburgh/Fife : service and capacity Restrictive signalling headways between Edinburgh and Fife, particularly across the Forth Bridge limit the number of trains that can operate over the corridor and result in increased delays during perturbed running. There are also difficulties in accommodating the current mix of express services and all station stopping services.</p>	-
Potential Enhancement Schemes	<p>Aberdeen CrossRail Increased capacity utilisation due to additional passenger traffic between Stonehaven, Aberdeen and Inverurie.</p> <p>Laurencekirk new station Increased capacity utilisation due to extended journey times between Montrose and Aberdeen unless balanced by revisions to stopping patterns.</p> <p>Mossend to Elgin Gauge enhancements Increased capacity utilisation due to anticipated additional freight traffic between Mossend, Aberdeen and Elgin</p>	<p>Aberdeen CrossRail Increased capacity utilisation due to additional passenger traffic between Stonehaven, Aberdeen and Inverurie.</p> <p>Dyce Raiths farm Increased capacity utilisation due to additional freight traffic between Aberdeen and Dyce as a consequence of the relocation of the freight facilities from Aberdeen to Dyce.</p> <p>Mossend to Elgin Gauge enhancements Increased capacity utilisation due to anticipated additional freight traffic between Mossend, Aberdeen and Elgin</p>

Forecast Gaps	<p>Edinburgh/Fife/Aberdeen : performance and capacity Currently Edinburgh to Aberdeen services provide an uncompetitive end to end journey time and the current Fire Circle services have no scope for recovery of any late running incurred on their outward journey due to their circular nature. Passenger demand to Edinburgh is predicted to grow and the current combination of infrastructure and train service will not meet this demand.</p>	<p>Inverness to Aberdeen : service The current Inverness to Aberdeen service pattern has not changed significantly for some 30 years. The pattern is determined by the single line infrastructure on the route which fixes the locations where crossing moves have to take place. Demand continues to grow and the current combination of infrastructure and train service will not meet this demand.</p>
Gaps and Generic Solutions	<p>Dundee/Aberdeen capacity Optimising timetable, provision of extended loop, infrastructure works</p> <p>Edinburgh/Fife/Aberdeen Optimising timetable, infrastructure works</p> <p>Edinburgh/Fife signalling headways and stopping patterns Optimising timetable, infrastructure works</p>	<p>Inverness to Aberdeen service Optimising timetable, infrastructure works</p>
Initial appraisal from STAG	<p>Dundee/Aberdeen service and capacity The short section of single line near Montrose limits capacity and can lead to poor performance and inconsistent headways. There is no consistent stopping pattern over the corridor to meet passenger demand and it delivers journey times that are uncompetitive with parallel roads.</p> <p>Edinburgh/Fife/Aberdeen : timetable recast to provide consistent stopping pattern to intermediate stations between Edinburgh and Aberdeen The proposed timetable includes a faster Edinburgh to</p>	<p>Inverness to Aberdeen service The service pattern on the Aberdeen to Inverness route has been largely unchanged for about 30 years. This consists of a service operating at an irregular frequency with gaps of between 1 hour and 2.5 hours taking between two and a quarter and two and a half hours. The timetable is currently constrained by the infrastructure which is largely a single line with infrequent passing places limited to a maximum of 75 mph with much of the route limited to even lower speeds. Peak hour trains are heavily loaded. We have identified that to meet the needs of the passengers and potential</p>

	<p>Aberdeen service, a new Edinburgh to Dundee semi fast service, additional Edinburgh to Perth services and alternations to local services in Fife to improve reliability and journey time. The proposed timetable is summarised in Appendix G (combined with option 13.2 to provide a consistent timetable). This option will contribute to all three gaps identified on this corridor.</p> <p>Montrose : Creation of a bi-directional loop facility Capacity between Aberdeen and Dundee is restricted partly due to the single line between Montrose and Usan. There is no southbound loop facility between Aberdeen and Dundee, which limits freight capacity on this corridor. This option proposes a bi-directional loop facility to improve reliability and provide the opportunity for additional freight services, as an enhancement to the north bound loop facility for installation in 2007.</p> <p>Proposal It is proposed that both the above options be considered further as part of the Strategy.</p> <p>Edinburgh/Fife/Aberdeen performance and capacity Journey times on this corridor are uncompetitive and the performance of the current Fife Circle service is relatively poor as there is no scope for recovery of any late running incurred on the outward journey due to the circular nature. Passenger demand to Edinburgh is predicted to grow and the current combination of infrastructure and train service will not meet this demand.</p>	<p>passengers on this route and remain competitive with the parallel road network, improvements to this service are required.</p> <p>Platform extensions to permit six car operation Train length on the route is constrained to five vehicles by the platform lengths at Inch and Elgin. It is proposed that we extend these platforms to six vehicle length to enable longer peak services to operate. This would require platforms at Elgin being extended by 25 metres and at Inch by 17 metres. To operate the two morning peak services into Aberdeen and the evening peak return services would require the leasing of two additional vehicles.</p> <p>Provide additional infrastructure to operate an accelerated hourly service The current positioning of the loops with long single line sections constrains the timetable. To deliver a more frequent service additional loops are required with line speed improvements. This would consist of an additional loop between Elgin and Keith, line speed improvements, relocation of Forres loop and station to permit an hourly service to operate in approximately two and a quarter hours. Additional rolling stock (two units) would also be required to deliver a regular interval hourly service.</p> <p>Proposal It is proposed that both the above options be considered further as part of the strategy.</p>
--	---	--

Edinburgh/Fife/Aberdeen : Timetable recast to provide consistent stopping pattern to intermediate stations between Edinburgh and Aberdeen

This option is addressed in Gap 12. This option would improve end to end journey time and provide an enhanced service to meet customer needs.

Edinburgh/Fife/Aberdeen : Timetable recast to enhance performance

This option proposes splitting the Fife Circle to operate as two independent services. The current station service quanta would be maintained under the proposed timetable. This would improve performance and reliability between Edinburgh and Fife.

Edinburgh/Fife/Aberdeen : Additional signalling to enhance line capacity and reduce headways between Haymarket and Inverkeithing

This option proposes improving the operational headways by introducing additional signals, to offer increased capacity on this corridor. Increased line capacity would allow the operation of additional trains particularly during peak periods and reduce reactionary performance delays during periods of perturbed running.

Tay Bridge : Lift operation restrictions for passenger services

The current signalling restrictions prohibit more than one train over the high girders section of the bridge. This option proposes a review of these restrictions, to improve passenger capacity over the bridge. A timetable recast would be required to remove the existing pathing time and to make best use of the proposed alteration to capacity.

Edinburgh/Fife/Perth : Line speed enhancements between Hilton and Ladybank

In line with the planned renewals strategy, this option proposes to increase the linespeed above the current 55 mph, to various speeds between 65mph and 90mph. This will reduce the journey time by about 4 minutes 30 seconds.

Montrose : Creation of a bi-directional loop facility

This option is addressed in Gap 12. This option proposes to improve reliability and provide the opportunity for additional freight services to operate on this corridor.

Proposal

It is proposed that the following options be considered further as part of the Strategy:

- Timetable recast to provide consistent stopping pattern to intermediate stations between Edinburgh
- Creation of a bi-directional loop facility at Montrose
- Fife timetable recast to enhance performance resilience
- Additional signalling to enhance line capacity and reduce headways
- Linespeed enhancements between Hilton and Ladybank

	<p>Edinburgh/Fife service and capacity Passenger numbers on this line are expected to grow as identified in the forecast. Restrictive signalling headways between Edinburgh and Fife limit the number of trains that can operate on this corridor and results in increased delays during perturbed running. There are also difficulties accommodating the current mix of express services and all station stopping services.</p> <p>Edinburgh/Fife/Aberdeen: Timetable recast to enhance performance This option is addressed in Gap 13. This option would improve end to end journey time and provide an enhanced service to meet customer needs.</p> <p>Edinburgh/Fife: Provide improved AM shoulder peak services The first service from Fife arrives in Edinburgh at 06:48, with subsequent services not until 07:30. This option proposes a timetable recast with a new service arriving into Edinburgh at around 07:05. This will assist in meeting customer expectations and capacity in the shoulder peak.</p> <p>Proposal It is proposed that the following options be considered further as part of the Strategy:</p> <ul style="list-style-type: none">• Timetable recast to enhance performance• Provide improved AM shoulder peak service	
--	---	--

Proposed Implementation Period	<p>Edinburgh/Fife/Aberdeen : Timetable recast to provide consistent stopping service pattern to intermediate stations Before 2009</p> <p>Montrose : Creation of a bi-directional loop facility 2007</p> <p>Fife timetable recast : to enhance performance resilience Before 2009</p> <p>Edinburgh/Fife/Aberdeen : Additional signalling to enhance line capacity and reduce headways between Haymarket and Inverkeithing 2009-2014</p> <p>Edinburgh/Fife/Perth : Line speed enhancements between Hilton and Ladybank 2009-2014</p> <p>Edinburgh/Fife/Aberdeen : Timetable recast to enhance performance Before 2009</p> <p>Edinburgh/Fife : Provide improved AM shoulder peak services 2009-2014</p> <p>Low footfall station review Ongoing</p>	<p>Inverness to Aberdeen : Platform extensions at to permit six car operation 2009-2014</p> <p>Inverness to Aberdeen : Provide additional infrastructure to operate accelerated hourly service 2009-2014</p>
--------------------------------	---	--

ITEM: 6

PAGE: 12

	Perth station : Daytime maintenance strategy 2009-2014	
--	--	--