

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
29 SEPTEMBER 2003**

REPORT ON: TAY ESTUARY RAIL STUDY

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 585-2003

1 PURPOSE OF REPORT

- 1.1 The purpose of this report is to inform Committee of the preferred strategy for a local Tay Estuary Rail Service as recommended by the Tay Estuary Rail Study and to seek approval to pursue funding sources to implement the study proposals. A full copy of the study is available on the Council Internet site at the Planning & Transportation Department's Section.

2 RECOMMENDATIONS

- 2.1 It is recommended that Committee approve:
- a the preferred strategy recommended by the Tay Estuary Rail Study; and
 - b the pursuance of funding sources to implement the proposals.

3 FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications arising for the City Council as a direct result of this report.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The preferred strategy for a Tay Estuary Rail Service is aimed at encouraging an alternative transport mode to the car and as such will contribute to the protection of Dundee's environment.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 The preferred strategy for a Tay Estuary Rail Service is aimed at improving public transport for the benefit of all Dundee's citizens, thus ensuring Dundee's transport network caters for all.

6 BACKGROUND

- 6.1 Dundee City Council, in partnership with Angus Council, Fife Council, Perth and Kinross Council and Scottish Enterprise Tayside secured funding of £60,000 from the Public Transport Fund preparation pool for the Tay Estuary Rail Study. The total study cost was £88,870 with the partners funding the balance.
- 6.2 The aim of the study was to develop a strategy for the Tay Estuary area that will enable rail services to perform a much more significant role for regional and local transport movements than is currently the case.
- 6.3 Through extensive consultation involving a stakeholder workshop, focus groups, on-train surveys and written comments, the following 4 specific objectives were defined for the study:

- i Accessibility: to increase the number of people living within a typical “representative journey” of key destinations;
 - ii Efficiency and Effectiveness of Rail Operations: to increase the maximum number of “station-visits” feasible on the section of the network under consideration in the study;
 - iii Quality: to deliver significant improvements in passenger satisfaction with the quality of provision; and
 - iv Integration: creating the sense that individual public transport services are part of a unified whole.
- 6.4 An extensive list of service options were considered separately and in combination, including:
- Dundee to Carnoustie;
 - Dundee to Arbroath;
 - Dundee to Montrose;
 - Montrose to Brechin;
 - Perth to Carnoustie;
 - Arbroath to Ladybank;
 - Ladybank to Dundee/Perth;
 - Dundee West to Leuchars; and
 - Leuchars to St Andrews.
- 6.5 In addition, an appraisal of all stations in the area was undertaken and a review made by architectural consultants of potential improvement options to improve the quality, accessibility, security and facilities at stations to a minimum benchmark standard. Also, consideration has been given to new stations in the Tay area.
- 6.6 Utilising the Scottish Transport Appraisal Guidance (STAG), each of the service and station enhancements have been appraised against the study objectives and for economic performance.
- 6.7 From the STAG appraisal process a preferred strategy has been recommended that performs best against the study objectives; has a good benefit to cost ratio; potential for excellent synergy with longer distance rail services; is likely to be operationally robust and requires minimal levels of new track and signalling work.
- 6.8 The preferred strategy is:

Service Improvement and Extensions

- i a new hourly service from Arbroath to Perth calling at all key stations;
- ii a comprehensive package of station enhancements at Arbroath, Montrose, Carnoustie, Dundee and Perth on the line of the new service with improvements at Broughty Ferry and Monifieth sufficient to raise quality to minimum benchmark and brand the service; and
- iii a new station at Dundee west.

Service Improvement and Extensions

- i development of provisions for interchange at Montrose with associated station enhancements. This requires appropriate works at Montrose to create bus lay-by facilities;
- ii improvement of Leuchars stations to enhance its role as a transport interchange hub and building on the quality bus initiative to Dundee; and
- iii small scale packages of improvement at other Fife stations (Cupar and Ladybank) to bring up to a similar standard as the core Dundee Stations.

6.9 It was initially considered that the output from the strategy would form the basis for a funding bid to the Scottish Executive's Public Transport Fund (PTF). However, since the inception of the study, the Scottish Executive have announced that the PTF will no longer exist in its original form. Therefore, suitable alternative funding sources will now be pursued from the Scottish Executive (eg Integrated Transport Fund), Strategic Rail Authority and other opportunities may exist within the refranchising of the Scottish Passenger Rail Service.

7 CONSULTATIONS

7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), and Assistant Chief Executive (Community Planning) have been consulted along with all partners in the study, and they are in agreement with the contents of this report.

8 BACKGROUND PAPERS

8.1 Report No 384-2001 – Public Transport Fund Bid 2001-2003.

8.2 Planning and Transportation Committee, 27 August 2001 – Item 21A, Public Transport Fund Bids.

8.3 Report No 569-2002 – Tenders Received for Tay Estuary Rail Study.

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