

**ITEM No ...5.....**

**REPORT TO:** CITY DEVELOPMENT COMMITTEE – 28 MARCH 2016

**REPORT ON:** NETWORK RAIL - SCOTLAND ROUTE STUDY – DRAFT FOR CONSULTATION

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 60-2016

**1 PURPOSE OF REPORT**

1.1 This report outlines the purpose, content and proposals contained within the Network Rail consultation document “Scotland Route Study – long term planning process – Draft for Consultation” and Dundee City Council’s response.

**2 RECOMMENDATION**

2.1 It is recommended that the Committee note the purpose, content and proposals contained within the consultation (<http://www.networkrail.co.uk/long-term-planning-process/scotland-route-study/>) and endorse Dundee City Councils response contained in Appendix A.

**3 FINANCIAL IMPLICATIONS**

3.1 There are no financial implications arising as a result of this report.

**4 BACKGROUND**

4.1 The purpose of the Scotland Route Study - Draft for Consultation is to provide evidence based information that will inform funders in Scotland when considering rail industry investment choices for Control Periods 6 and 7 between 2019 and 2029 in particular. The Route study also sets out how forecast growth could be met through to 2043. This long term planning horizon is to enable a broad range of options and interventions to be considered that take account of developments such as High Speed 2 and other technological advancements.

4.2 The Scotland Route Study considers future forecasts of passenger flows within Scotland developed as part of the Scotland Market Study and has considered outputs from the Long Distance Market Study and Freight Market Study. Passenger growth is expected to increase substantially between the base year (2012) and the future years 2023 and 2043. The Interurban Market, which applies to Dundee, is forecast to increase by 156% and 206% between the base year and 2023 and 2043 respectively.

4.3 The study is also informed using an aspirational train service for 2043. This Indicative Train Specification (ITSS) reflects the opportunities which could be achieved if the Conditional outputs from the Market Studies are met within Scotland. The Route Study has considered the major network improvements undertaken in Control Period 5 and these are:

- Borders Railway;
- Edinburgh to Glasgow Improvement Programme;
- Rolling Programme of Electrification;
- Aberdeen to Inverness Phase 1; and
- Highland Mainline Phase 2.

- 4.4 The Scotland Route Study will assist Scottish Ministers in the development of their strategies for the future development of the rail network. The Scotland Route study has identified potential actions and interventions to improve the rail network for Control Periods 6 and 7. The Interventions can take one of two forms and these are:
- making the best use of the existing infrastructure - does not require significant changes to the existing infrastructure eg train lengthening schemes, providing additional services and varying stopping patterns; or
  - increasing the capability of the network - enhancement of the existing infrastructure to enable conditional outputs to be accommodated.
- 4.5 The Scotland Route Study indicates that the forecast demand can be met in a variety of ways. The first consideration for passenger services is the number of people who would be standing, and from where. Second, it is determined whether amending stopping patterns would accommodate demand. Third, train lengthening is explored and the extent to which it could be delivered with or without platform extensions. Although there may not be infrastructure implications with lengthening trains as selective door opening could be implemented, there may well be rolling stock and depot considerations. Finally, increasing the frequency of services (and available capacity) is considered. As future passenger and freight demands become greater it is inevitable that pressure on network increases and capacity becomes a significant constraint and an improved infrastructure will become necessary to accommodate it. The Scotland Route Study has identified this infrastructure and the main choices for funders are detailed below:
- Options for the East Coast Main Line And Edinburgh Waverly;
  - Edinburgh Suburban line enhancement/electrification for freight and diverted passenger services;
  - Gauge enhancement (Carstairs to Grangemouth);
  - Carstairs Junction enhancement;
  - Options for the Greater Glasgow area;
  - Central belt to Aberdeen Enhancement;
  - Staged Electrification to Aberdeen;
  - Perth Station Remodel;
  - Central Belt to Inverness Enhancement;
  - Aberdeen to Inverness Enhancement; and
  - Far North Line Enhancement.
- 4.6 These proposals suggest major investment into the rail network that will improve journey times and connectivity between the central belt and Dundee/Aberdeen. The proposals include junction improvements at Greenhill (near Cumbernauld), Perth Station improvements, electrification of the Rail network from Dunblane to Perth, Dundee and ultimately on to Aberdeen. The proposal also supports the improvements to Dundee Dock Street tunnel and Double tracking between Usan junction and South Esk Viaduct. The Route Study also proposes significant improvements within Fife to reduce journey times between Edinburgh and Dundee and longer term rail electrification between Edinburgh and Dundee ,although this will be in Control Period 10 (2039-2043).

4.7 The Scotland Route Study indicates that electrification from Dunblane to Perth and Perth to Dundee should be implemented in Control Period 6 (2019-2024) while full electrification to Aberdeen from Dundee should be completed by Control Period 8 (2029-2034). The full Route Study documentation can be seen at: <http://www.networkrail.co.uk/long-term-planning-process/scotland-route-study/>.

4.8 Dundee City Council's proposed response to the consultation is contained in appendix A.

## **5 POLICY IMPLICATIONS**

5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

## **6 CONSULTATIONS**

6.1 The Chief Executive, the Executive Director of Corporate Services and Head of Democratic and Legal Services have been consulted and are in agreement with the contents of this report.

## **7 BACKGROUND PAPERS**

7.1 None.

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Executive Director of City Development

Neil Gellatly  
Head of Roads and Transportation

NHG/EG/KM

29 February 2016

Dundee City Council  
Dundee House  
Dundee

## APPENDIX A

Dundee City Council welcomes the opportunity to comment on the Scotland Route Study – Draft for Consultation, and understands its importance in steering future rail investment decisions. The Council considers that investment into the rail network is crucial in supporting economic growth in Scotland and it is important in Dundee's future particularly with the waterfront development progressing towards completion and the construction of the V&A museum. The rail network provides residents/visitors direct access to/from Glasgow and Edinburgh which are Scotland's 2 biggest cities and this connectivity is key in sustaining strong businesses and attracting tourists to Dundee. The rail network is also key in connecting the city to other areas of Scotland and the UK.

The Council acknowledges that the Scotland Route Study proposes significant improvements to the rail routes north of the Central Belt which will improve connectivity and reduce journey times to/from Dundee and beyond. The report specifies many options that improve the rail network and the most notable on the Central belt – Dundee – Aberdeen corridor are:

- Grade Separate Greenhill Upper Junction - Control Period 6 (2019 – 2024);
- Perth Station Remodelling - Control Period 6 (2019 -2024);
- Dunblane to Perth, and Perth to Dundee Electrification – Control Period 6 (2019 – 2024);
- Double tracking between Usan Junction and Montrose Station – Control Period 7 (2024-2029);
- Dundee to Aberdeen Electrification – Control Period 8 (2029 -2034);
- Clear Dock Street Tunnel for Electrification - Control Period 7 (2024-2029);
- Remove high girder restrictions on Taybridge and creating a Freight loop at Camperdown and bi-directional working to Dock Street tunnel - Control Period 7 (2024-2029);
- Fife bypass line between Inverkeithing and Hill of Beath - Control Period 7 (2024-2029); and
- Electrification of Fife Routes – Haymarket West to Dundee – Control Period 10 (2039-2043).

The City Council strongly supports the preferred options detailed in the draft Scotland Route Study as it has brought forward actions to electrify and significantly improve the rail network to Dundee and Aberdeen from the Central belt. The City Council also strongly supports the proposed interventions that upgrades the rail infrastructure within Fife that improve journey times and capacity from Dundee to Edinburgh, namely the Fife bypass line between Inverkeithing and Hill of Beath and associated rail works in this area. The Council also strongly supports full electrification of the rail network to Dundee from Edinburgh/Glasgow.

The city considers that the improvements, and in particular the electrification of the rail network to Perth, Dundee and Aberdeen are of prime importance to the city and region. The rail network with enhanced services and reduced journey times are fundamental to underpin the economy and help maintain the north east of Scotland's competitiveness. At present the majority of the rail network south of Dunblane is electrified and therefore this should be "rolled out" to other main cities and provide similar benefits in terms of connectivity, capacity and improved journey times. The City Council acknowledges that improvements to the rail network are expensive and do take significant time to implement, however, electrification and other major improvements of the rail network to Dundee and Aberdeen should be considered as a priority for Network Rail, The Scottish Government and Transport Scotland. The City Council broadly agrees and supports the outcomes from the Scotland Route Study – Draft for Consultation.