

| Detailed Appraisal | | D10 - Reconfiguration of the National Rail Timetable | | | | | | |
|--|---|--|----|---|---|--|----|-----|
| Estimated total Public Sector Funding Requirement: | | <i>Capital Costs/grant</i> <i>Annual Revenue Support Present</i> <i>Value of Cost to Gvt</i> <i>BCR/PVB</i> | | | | <£10m - <£10m >3 / £10 - £50m | | |
| Summary Impact on STAG Criteria | Environment Safety Economy Integration Accessibility and Social Inclusion | --- | -- | - | 0 | + | ++ | +++ |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| (Judgement based on available information against a 7pt. scale.) | | | | | | | | |
| Intervention Description: | | | | | | | | |
| <p>Several objectives have been identified to reduce journey times by public transport, particularly between Aberdeen/Inverness and the Central Belt. At present, the Scottish Rail Network has no significant hierarchy, with many services performing multiple roles in linking cities and intermediate stops, resulting in some cases of uncompetitive journey times.</p> <p>This intervention would address these issues by re-casting the rail service timetable to provide fast, limited-stop trains which would serve longer distance journeys between the cities and replace some of the existing semi-fast services. Intermediate destinations would be catered for by stopping services.</p> <p>It is likely that this intervention would be undertaken on a phased basis, in conjunction with other interventions, particularly any programme of network-wide minor improvements.</p> <p>There would, of course, be a requirement to ensure that an adequate number of fill-in semi-fast or stopping services remained in place for the intermediate locations. These may be supplemented by additional local bus services. This intervention is predicated on the basis of no requirement for new infrastructure or rolling stock.</p> | | | | | | | | |
| Summary: Rationale for Selection | | | | | | | | |
| <p>This intervention supports the objective to reduce inter-urban journey times on public transport by reducing journey times between Aberdeen/Inverness and the Central Belt by up to 20 minutes.</p> <p>Forecasts show a relatively small overall increase in rail passengers; however, the majority of this increase is related to a transfer from longer distance car traffic, resulting in reduced emissions from road based vehicles.</p> <p>While the benefits in terms of growth in passenger-kilometres are relatively modest, there are significant benefits to those already using the services through a reduction in journey time, for example a reduction of around 20 minutes to journeys between Aberdeen/Inverness and the Central Belt.</p> <p>The costs of providing this intervention are low with the largest benefits accruing to longer distance travellers. However, there could be an adverse impact on shorter distance trips that currently use main line services, although these could be addressed through the provision of local bus services.</p> | | | | | | | | |

Table D10.1.1 STPR Objectives

| STPR Objectives | |
|---|---|
| <p><u>National Objective 1:</u> To promote 'competitive' inter-urban journey times.</p> <p><u>National Objective 2:</u> To reduce inter-urban journey time on public transport.</p> <p><u>National Objective 3:</u> Promote journey time reduction on the trunk road network for prioritised vehicles and users (e.g. HOV, freight, bus) or provide improvements to journey time reliability.</p> <p><u>National Objective 4:</u> To promote journey time reductions between the Central Belt and Aberdeen/Inverness primarily to allow business to achieve an effective working day between these centres.</p> <p><u>National Objective 5:</u> Maximise the labour catchment area in city regions (favouring PT and HOVs and balancing with other policy measures that promote reduction in need to travel).</p> <p><u>National Objective 6:</u> Support the development and implementation of the emerging national development interventions.</p> <p><u>National Objective 7:</u> Reduce CO₂e emissions per person km.</p> <p><u>National Objective 8:</u> Stabilise total CO₂e emissions.</p> <p><u>National Objective 9:</u> Reduce CO₂e emissions in line with expectations from the emerging climate change bill.</p> <p><u>National Objective 10:</u> To promote continuing reduction in accident rates and severity rates across the strategic transport network, supporting the work of the Strategic Road Safety Plan.</p> <p><u>National Objective 11:</u> To promote seamless travel.</p> | <p>1. Slightly Positive – This intervention would permit journey time improvements to be made on long distance journeys by reducing the number of stops that some rail services make. A hierarchical robust timetable would also improve journey time reliability which would further improve rail's competitiveness for inter-urban journeys.</p> <p>2. Positive – This intervention would permit journey time improvements to be made on longer distance journeys by reducing the number of stops that some rail services make.</p> <p>3. Neutral – This intervention would not have any impact upon journey time reduction on the trunk road network or provide improvements to journey time reliability.</p> <p>4. Positive – This intervention would permit journey time improvements to be made on longer distance journeys by reducing the number of stops that some rail services make.</p> <p>5. Slightly Positive – This intervention would have a slight benefit for maximising the labour catchment area of the city regions through the reduction in journey times for longer distance journeys.</p> <p>6. Positive – This intervention is not expected to have any impact upon supporting the development and implementation of the emerging national development interventions.</p> <p>7. Slightly Positive – This intervention could encourage more people to use public transport and therefore reduce trips by car. In turn it could contribute to a minor reduction in transport-related emissions.</p> <p>8. Slightly Positive – This intervention could encourage more people to use public transport and therefore reduce trips by car. In turn it could contribute to a minor reduction in transport-related emissions.</p> <p>9. Slightly Positive – This intervention could encourage more people to use public transport and therefore reduce trips by car. In turn it could contribute to a minor reduction in transport-related emissions.</p> <p>10. Neutral – This intervention is not expected to have any impact upon promotion of efforts to reduce accident rates and severity rates across the strategic transport network.</p> <p>11. Positive – Reconfiguring the timetable would allow operators to ensure that key connections between services are timed so that people can easily interchange services and reduce the risk of missing a connection.</p> |

| | |
|--|--|
| <p><u>National Objective 12:</u> Improve the competitiveness of public transport relative to the car.</p> <p><u>National Objective 13:</u> To improve overall perceptions of public transport.</p> | <p>12. Positive – This intervention would help to improve the competitiveness of public transport relative to the Car, as it would be possible to reduce rail journey times, improve journey time reliability and improve the interchange between services.</p> <p>13. Positive – This intervention is expected to have a slightly positive impact upon the overall perception of public transport through improved journey times and a more robust timetable.</p> |
|--|--|

Table D10.1.2 STAG Criteria

| STAG Criteria | | |
|-------------------------------------|---------------------|--|
| Objective: | Assessment Summary: | Supporting Information: |
| Environment: | Neutral | This intervention could result in a degree of modal shift from car to rail for longer journey, however some shorter distance journeys could shift from rail to car. The overall impact on transport related emissions would therefore be marginal. |
| Safety: | Neutral | This intervention could result in a degree of modal shift from car to rail for longer journey, however some shorter distance journeys could shift from rail to car. Overall, it would not significantly reduce the volume of traffic on the trunk road network and therefore impact on reducing the number of trunk road accidents that could occur in future years. |
| Economy: | Major Benefit | <p>Transport Economic Efficiency (TEE): This intervention would have a major positive impact on TEE through reducing journey times, by improving journey time reliability and by reducing interchange times. It is considered that this intervention would provide good value for money.</p> <p>Wider Economic Benefits (WEBs): This intervention would support wider economic impacts by reducing rail journey times between major urban areas and their areas of economic activity.</p> <p>Economic Activity and Location Impacts (EALIs): Service enhancements would improve journey times between major urban centres with a beneficial impact on employment and productivity in these locations.</p> |
| Integration: | Moderate Benefit | <p>Transport Integration: This intervention would improve transport integration by allowing services to be retimed to reduce connection times at key interchange locations.</p> <p>Transport Land-Use Integration: This intervention would provide more efficient rail links to support employment development with significant benefits to transport and land-use integration.</p> <p>Policy Integration: The measures within this intervention are consistent with the policies set out in Scotland's Railways.</p> |
| Accessibility and Social Inclusion: | Neutral | <p>Community Accessibility: This intervention would not improve public transport network coverage; however it would promote non-motorised trips for longer distance journeys. Shorter distance rail journeys, affecting more local trips, could be replaced by bus services.</p> <p>Comparative Accessibility: This intervention would not impact on comparative accessibility.</p> |

Table D10.1.3 Key Strategic Outcomes

| Key Strategic Outcomes (KSOs) | | |
|---|---------------------|---|
| Objective: | Assessment Summary: | Supporting Information: |
| Improve Journey Times and Connections: | Moderate Benefit | This intervention would improve journey times for longer distance journeys by removing stops on some services. This may however have a negative impact on journey times for some less well patronised trips. Journey time reliability would also improve through the development of a more robust timetable. Connections between services could be improved through the reconfiguration of the timetable by ensuring that services are timed to permit an effective interchange between them. |
| Reduce Emissions: | Neutral | This intervention could encourage more people to use public transport for longer distance journeys but may result in a reduction of public transport trips for shorter distance journeys. The overall impact on transport-related emissions may therefore be marginal. |
| Improve Quality, Accessibility and Affordability: | Moderate Benefit | This intervention would improve the quality of rail services by helping to reduce journey times and ensuring a robust and reliable timetable is in place. There would not be any change to the affordability of rail services. |

Table D10.1.4 Scottish Government's Strategic Objectives

| Scottish Government's Strategic Objectives | | |
|--|---------------------|---|
| Objective: | Assessment Summary: | Supporting Information: |
| Safer and Stronger: | Neutral | This intervention would help to encourage a modal shift from car to public transport for longer distance journeys however, some shorter distance journeys may shift from public transport to the car. The overall safety benefits are likely to be marginal. |
| Smarter: | Minor benefit | This intervention would offer a minor improvement in accessibility to educational facilities. |
| Wealthier and Fairer: | Moderate Benefit | Improving journey times and journey time reliability addresses the Scottish Government's objective for a wealthier and fairer Scotland by helping to provide improved travel opportunities for business and leisure related journeys. |
| Greener: | Neutral | This intervention would encourage the use of public transport over the car for longer distance journeys but would reduce the availability of rail journeys for shorter distance journeys. Overall, the impact on local air quality and CO ₂ e emissions would be marginal. |
| Healthier: | Minor benefit | This intervention encourages a shift from car to public transport and would offer a minor improvement in accessibility to health services and facilities. |

Table D10.1.5 Implementability Appraisal

| Implementability Appraisal | |
|----------------------------|---|
| Technical: | There would not be any significant technical constraints to implementing this intervention, although any changes to the timetable would have to be made within the current limitations within the rail network. |
| Operational: | This intervention would involve significant changes to the passenger timetable, which when first implemented may be affected by operational issues. It is anticipated that these would quickly resolve themselves as passengers and staff became acquainted with the new timetable. |
| Public: | It is considered that this intervention would be supported by the public; however any decrease in the level of service at any station could face some local opposition. |