

nestrans

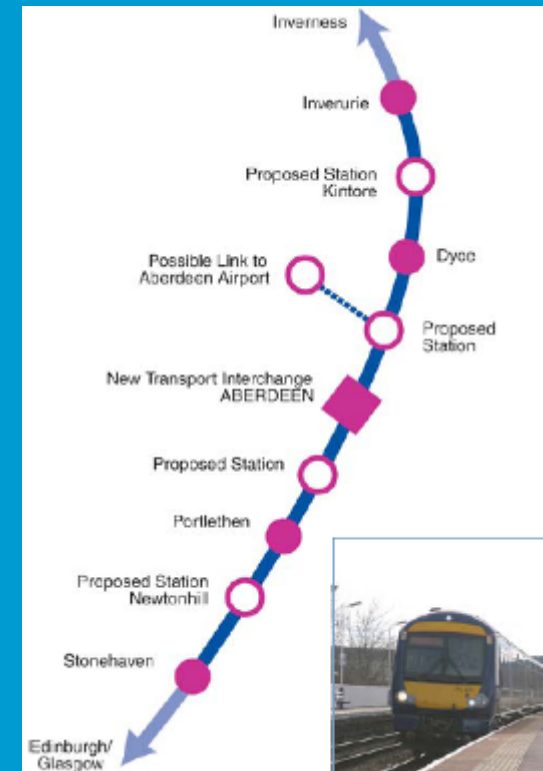
**Rab Dickson  
Transport Strategy Manager  
Nestrans**

**North East Transport  
Consultative Forum**

**6<sup>th</sup> September 2010**

# Nestrans' Rail Action Plan

- First Discussion Draft was well received
- North East Transport Consultative Forum
- Rail Forum to discuss principles with the rail industry
- Final Draft later this year



# Nestrans' Regional Transport Strategy

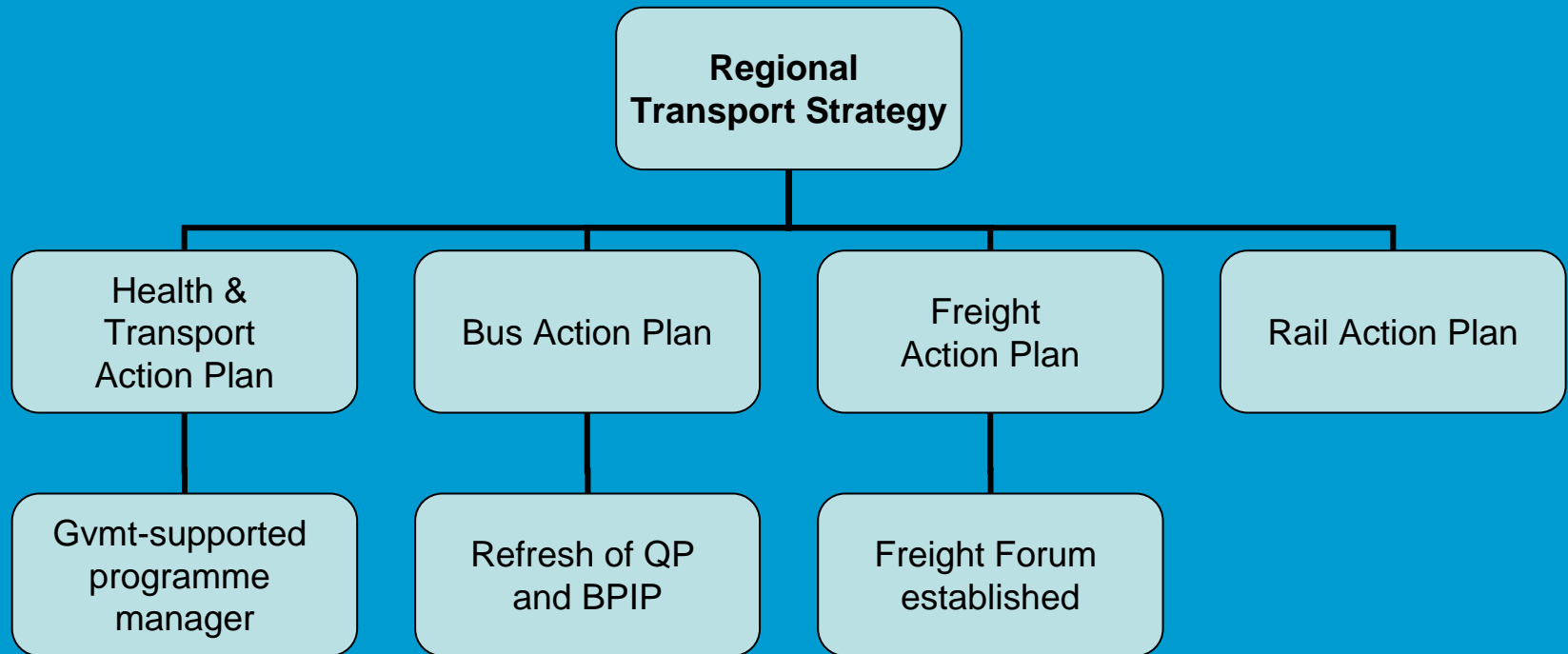
Regional Transport Strategy Approved by ministers in July 2008

Our vision for transport underpins our objectives and actions which are aligned with those of the National Transport Strategy:

*“A transport system for the north east of Scotland which enables a more economically competitive, sustainable, and socially inclusive society.”*

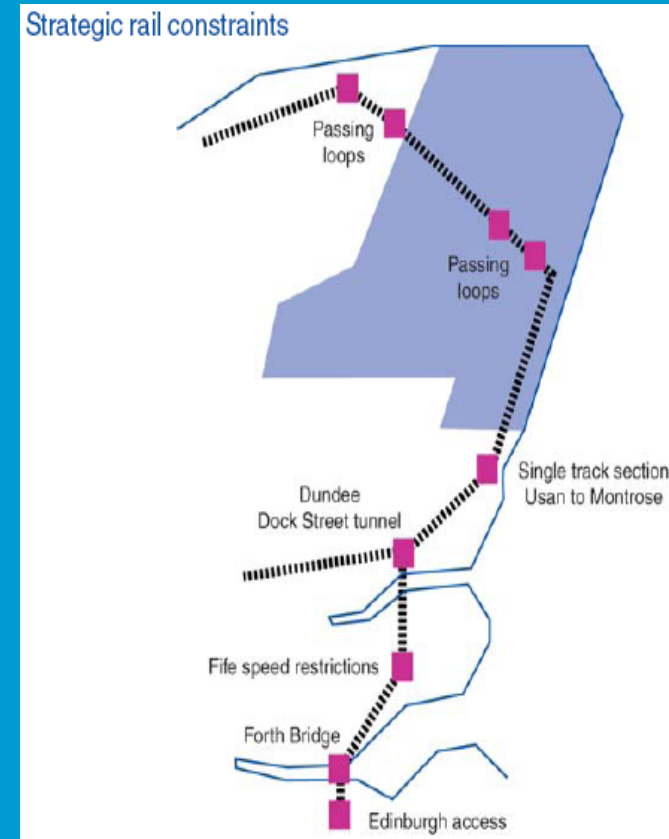


# Delivering the Strategy



# Rail Action Plan

- Opportunity to set out priorities for the north east
- Establish a dialogue between partners in north east with rail industry and government
- Focus rail issues within context of Regional Transport Strategy
- Provide clear steer for politicians and communities to focus on the achievable
- Provide framework for establishing north east's place in Scottish rail thinking



## What we can't do....

- Run trains (ScotRail, East Coast, Arriva)
- Set fares or plan timetables (franchise agreement)
- Build or maintain railways (Network Rail)
- Plan new railways (Transport Scotland)



## What we can do....

- Influence operators (ScotRail, East Coast, Arriva)
- Make representations on timetables
- Work with Network Rail on proposals to enhance the railway
- Influence Transport Scotland to invest in improvements in the north east
- Contribute towards schemes once approved



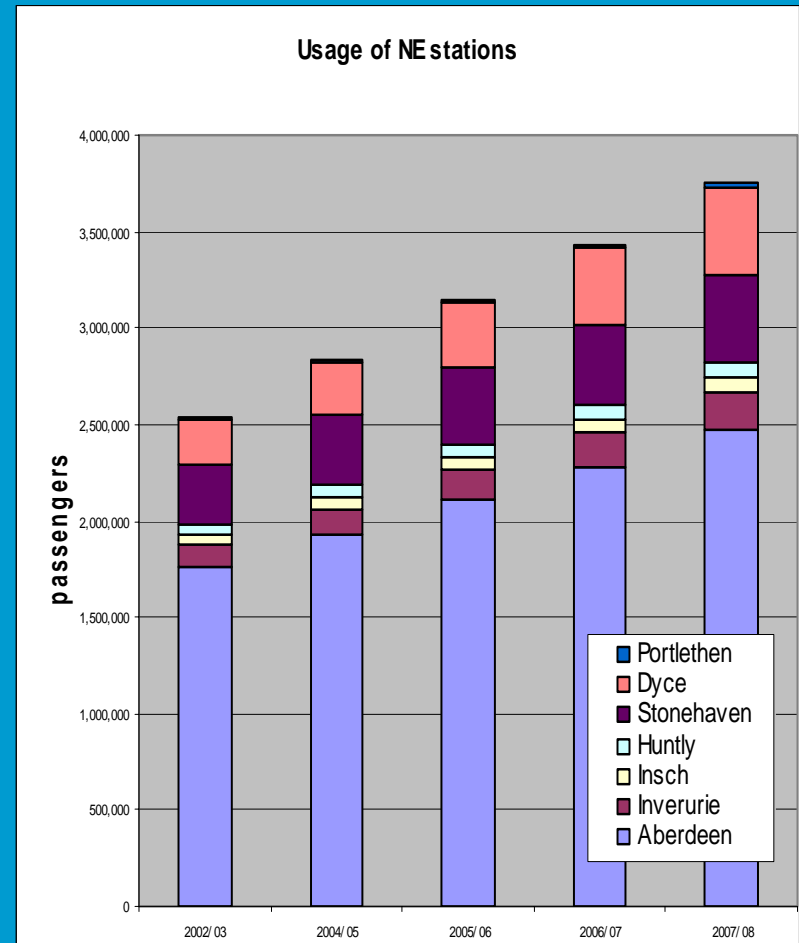
## Recent successes

- Influencing Transport Scotland to include north east schemes as national priorities in STPR
- Timetable changes to facilitate cross-Aberdeen services to Inverurie and additional Dyce-Portlethen/Stonehaven
- Station upgrades including CCTV and information screens
- Government investment in access for people with a disability
- Contribution to Laurencekirk reopening and early involvement in Kintore station and Aberdeen-Inverness upgrades



## Performance

- Nestrans area has just eight stations (Laurencekirk opened May 2009)
- Significant growth in past decade
- 3.75 million passengers in 2007/08 (up 50% on 2002/03)
- Rail users to/from north east travel 181 million miles
- Enhancements proving successful (Inverurie up 42% after timetable improvements, Laurencekirk 80% above projection)



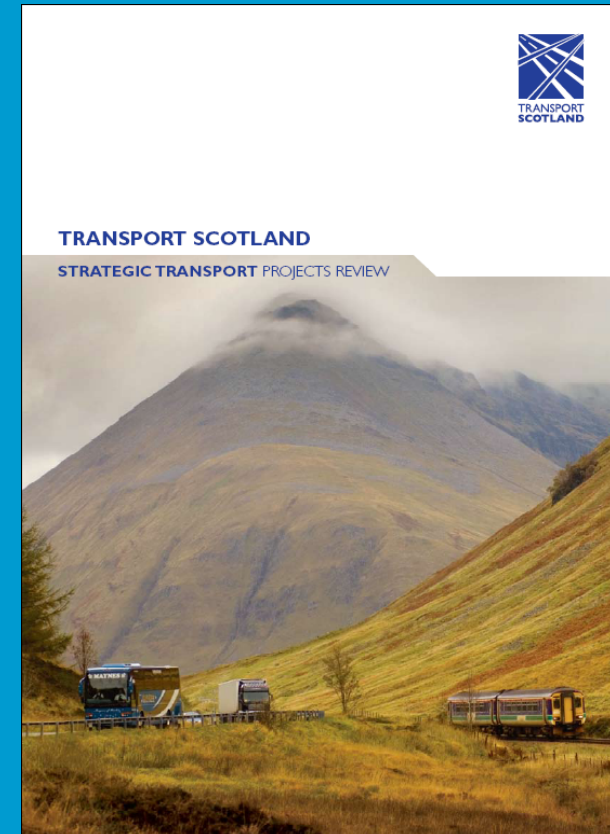
# Laurencekirk Station Re-opening

- Approved in principle by Transport Minister 2006
- Re-opened 17 May 2009
- Nestrans and Aberdeenshire Council contributed over 20% of costs
- Nestrans and Aberdeenshire Council built 70 space car park
- Demand outstripping projections by 80%



# Longer term - Strategic Transport Projects Review

- Published by Transport Scotland in December 2008.
- Key proposals for north east: enhancements to Aberdeen-Inverness railway
- Potential new station at Kintore
- Improvements to Aberdeen-Central Belt journey times (eg Usan)
- Electrification of Scotland's primary network



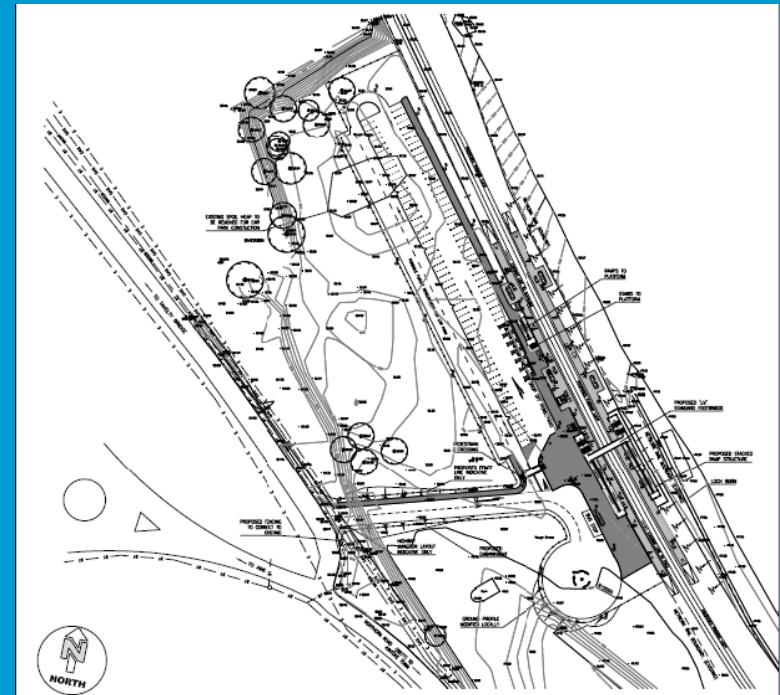
## Longer term implications

- Key for improving cross-City services is Aberdeen-Inverness enhancement
- Transport Scotland priority is end-to-end journey times
- Local desire for more stops and more stations
- Additional stations = longer journey times to Central Belt
- Long-term aim to balance national rail services with enhanced local services



## Nestrans' Proposals

- Delivering CrossRail proposals incrementally
- Bringing forward proposals for a new station at Kintore
- Access for All and improved facilities for disabled travellers
- Improved car parking at stations
- Better stopping patterns



## Other considerations

- UK proposals for High Speed Rail – need to ensure north east is better connected
- Additional cost of bringing HSR to Aberdeen approx. £10 billion
- Best estimate for rail journey to London 4 hours
- Threshold for transfer to air 2 to 3 hours
- Very poor rate of return



## Other considerations

- Freight – encouraging mode shift from road
- ... but over 80% of goods move within Grampian
- Potential for line re-openings – preserving lines as transport corridors
- Need to be aspirational, but Realistic



## Promoting Rail Travel

- Less than 1% of commuters in north east by rail
- Need to encourage local travel by train
- Advertising and marketing
- Get-about.com
- Promotions
- Local rail facilities brochure
- Improving awareness

**Want to get about locally?  
Do it by train.**

HUNTLY  
 INSCH  
 INVERURIE  
 DYCE  
 ABERDEEN  
 PORTLETHEN  
 STONEHAVEN  
 LAURENCEKIRK

**get-about.com**

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