General - 6b Publications and Consultations

o Purpose of Report

The purpose of this report is to inform members of recent publications and consultation papers of interest and to agree a response where appropriate.

• Aberdeen International Airport Capital Investment Plan

Aberdeen International Airport are consulting on their Capital Investment Plan. Consultation responses are requested from airlines and other airport users by 31 August 2016. A copy of the Plan can be found in the Members section of the Nestrans website. Members may recall that the 2015 version of the Plan was consulted upon and the Board considered the Plan at their meeting on 9 October 2015.

Unsurprisingly the 2016 Plan is very similar to the 2015 Plan. The forecasts for future needs have been revised to reflect the downturn currently being experienced due to the general downturn in Oil and Gas activity.

Predicted passenger numbers do however continue to show long term growth in the use of the airport.

The Board last year commented upon a section in the Plan on Car Parking and a possible future need for an increased parking requirement. This section is maintained in the new document.

The Board suggested that the Airport should consider developing a Surface Access Strategy in order that any future need for car parking could be considered in the context of overall access to the airport given the current developments around the airport and the considerable success over recent years in increasing the public transport share of access movements. It is proposed that this suggestion be re-iterated to the Airport for further consideration.

It is proposed that the response would note that in general new developments are required, through the Planning process, to consider their transport impacts and many include travel plans to reduce or mitigate any impacts that they may create.

This has been raised with the Aberdeen International Airport Consultative Committee.

• Scotland Route Study

Network Rail published the “Scotland Route Study – Draft for Consultation” on 10 December 2015. Nestrans made a full response to this document on 10 March 2016. The final version of the Study, taking into account the consultation responses, was published on 14 July 2016 and provides strategic plans through to 2043. This can be found at:

https://www.networkrail.co.uk/long-term-planning-process/scotland-route-study/

A comparison has been made between the final version of the Study with the Draft for Consultation to draw out the changes and summarised in Appendix 1 to this report. It also specifically looks at the response made by Nestrans to assess the impact of that response on the final outcome.

Key Changes

The modelling work has been significantly enhanced, through the general use of Network Rail's four potential economic scenarios, which presents a range of potential outcomes thus a range of potential growth options. In addition, there have been some improvements made to the model to improve the output in the Aberdeen area and these give more confidence to the projected range of outcomes.

The suggested interventions and enhancements have not changed greatly, although there appears to be a slight slippage in delivery dates. There is a stronger recognition that the order in which enhancements are made to ensure efficient delivery is important. There are also attempts to try and ensure that alternative routes/infrastructure that is desired in the longer term is in place to mitigate potential disruption during other works.

The electrification programme remains as originally proposed, except Perth – Dundee has clearly slipped into Control Period 7 (2024-29).

There is little reference to freight capability and the only enhancements targeted at freight are gauge improvement in the Central Belt and south thereof. This is in spite of Nestrans making specific reference to railfreight in its consultation response.

Conclusions

The changes from draft to final document are not great. Some of the changes, particularly date slippage, are to be expected in the current climate with Network Rail having to delay delivery of schemes across the network.

Positive outcomes include the improved modelling for the Aberdeen area which should provide a stronger base on which to develop future plans.

The Indicative Train Service Specification for 2043 remains as in the draft. These are considered to be required to deliver the Connectivity Conditional Outputs that are required. The service level that ScotRail are proposing to deliver in May 2019 goes a considerable way to delivering on the 2043 outcomes and offers a step change in connectivity in terms of service frequency for many north east stations, as well as reducing journey times between Aberdeen to Glasgow and Edinburgh. This provides a strong base on which to build the case for the complete delivery of the 2043 Train service Specification in the next franchise.

- **Planning Review**

A report on the Review of Planning in Scotland the Scottish Government's initial reaction to the review is contained as a separate item on this agenda at point 3c.

- **Recommendation**

It is recommended that the Board:

1. Agree that a response based on the comments in this report be sent to Aberdeen International Airport;
2. Note the comments above and Appendix 1 in terms of Network Rail's Scotland Route Strategy.

Appendix 1

Network Rail's Scotland Route Study: Alterations from Draft and Consideration of Nestrans' input

Key Point (Page Numbers refer to final version)	**Final Version**	**Draft for Consultation**	**Key changes**	**Consequences for Nestrans area**	**Comment in Nestrans response**
Page 26 Key Findings of Scotland Market Study Interurban	Includes the four NR planning scenarios	Based on one scenario – Prospering in Global Stability – the largest growth scenario	This has generated a range of growth scenarios both over time, 2023 & 2043 and with differing levels of national economic growth	This change demonstrates that rail growth is likely to continue even in the poorest economic scenario, partly due to fuel cost changes. This suggests that the need to improve the Nestrans area interurban links will remain important and that investment should continue.	No comment was made about the Interurban forecasts
Page 27 Aberdeen Morning Peak Commuter Market	Includes the four NR planning scenarios. Growth forecast from 2012 in the ranges 20% - 54% to 2023 & 3% - 226% to 2043. In Struggling in Isolation (SI) increased fuel costs drive mode shift from road to rail. New zones around Dyce/Airport have improved the model. The less diverse, but with high-value occupations, employment market results in the area potentially being susceptible to extreme employment outcomes across the four scenarios	Growth forecast from 2012 – 52% by 2023 & 151% by 2043 Results insensitive to employment growth. Increased demand a function of market share not market size.	The growth range has greatly widened.	This has given a huge range of potential long term growth scenarios. The big question is whether in Struggling in Isolation (the lowest growth scenario) will impact on Aberdeen in the same way as it impacts generally, because higher fuel costs may be more beneficial to the Aberdeen economy than elsewhere.	This section has been completely revised and improved. Nestrans made a number of comments in their response to the consultation draft, but also had informal dialogue during the consultation period which has resulted in Network Rail significantly improving their modelling of the Aberdeen area transport demand. This should be on long term value.

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Page 35 Fife Lines & Appendix 6 5.2.5	Journey time benefit approximately 5-10 minutes (according to stopping patterns)	Journey time benefit approximately 10 minutes	This could represent a reduction in the Journey time aspiration.	There is a risk that it will not deliver on the Nestrans connectivity aspirations	This intervention was supported by Nestrans. It remains a CP8 (2029-34) aspiration. There is sufficient time to resolve the detail. Construction of this route prior to electrification of the rest of Fife circle would significantly reduce disruption to long distance services.
Page 36 Fife Lines & Appendix 6 5.2.15	Electrification in CP10 (2039-44) Linked to Dunblane – Dundee and Dundee – Aberdeen electrification and enhancing Tay viaduct (Perth)	Rolling programme of electrification CP10 (2039-44)	The removal of the reference to a "rolling programme" may not be significant, but needs clarification. The issue seems to be the difficult structures on the route, but it is not clear whether any investigative work has been carried out.	Diesel or Bi-mode trains (of some nature) will be required to deliver Aberdeen – Edinburgh services post 2030 when the HSTs are life-expired at 50 years old	Nestrans considered that the electrification programme could be advanced. This has not been actioned in the final version.
Pages 46-49 Glasgow – Aberdeen & Inverness and Appendix 6 6.5.6, 5.4.1, 5.4.2, 5.4.3 5.4.4, 5.4.5	6.5.6 Electrification Perth – Dundee CP6/7 5.4.3. Usan – Montrose doubling CP7. Remaining interventions CP8	6.5.6 Electrification Perth – Dundee CP6. 5.4.3 Usan – Montrose doubling CP6/7. 5.4.5 Dundee – Aberdeen electrification CP8 Remaining interventions CP7	Programme has slipped by broadly a Control Period (five years), although electrification to Aberdeen remains CP8 (2029-34).	No improvement on a position that was requested and uncertainty about what will replace the HSTs in about 2030	Nestrans considered that the electrification could be delivered earlier – this is clearly not planned. However electrification will need to follow the CP7 upgrades. This is an area for further discussion.

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Page 52 Aberdeen – Inverness and Appendix 6 Section 5.5.x	This includes the Aberdeen station area. Craiginches changes are now assumed for CP5, but the additional platform at Aberdeen station 5.5.2 has been removed as has the relocation of the HSTs depot 5.5.3 Redouble Aberdeen – Kittybrewster is not included in CP9 as a potential intervention. Electrification Aberdeen – Inverurie is noted as not being progressed, but there is reference to a review of the business case	Craiginches was to be CP6, Aberdeen extra platform CP7. The remainder were "not preferred"	Craiginches works, which improve capacity to the south of Aberdeen and remove a freight run-round from the station, are happening in CP5 – which should facilitate the new Montrose - Inverurie local train services. The rest are effectively "on hold"	Craiginches is a positive outcome. The tone of the Route Study in this section leaves the options to be reassessed in future studies, which is realistic given the potential options for train services in the Aberdeen area. Electrification to Inverurie will need a business case. This may well be significantly improved by the operation of cross-Aberdeen local services as is planned for late 2018.	The possibilities for service changes/new routes were mentioned. The Route Study was not remitted to look at new routes. However the final version does recognise the possible impact of new routes and offers a way to reconsider them should the need arise. Nestrans can consider pressing the case for electrification to Inverurie
Page 55 Choices for Funders Overview map	Dunblane to Perth Corridor enhancements, Aberdeen to Central Belt Options and Aberdeen to Inverness	Perth Station remodelling, Central Belt to Aberdeen enhancement, Staged electrification to Aberdeen	Mostly retitling although electrification is no longer specifically mentioned	There is a potential concern that electrification is slipping down the agenda, which will also impact on freight gauge provision and potentially on journey times. The extra City Region Deal funding is not specifically identified, although it is acknowledged, especially, but not exclusively, in the context of Usan – Montrose.	Nestrans was supportive of the proposals in the draft document. In addition it stressed that the Scottish and UK Governments' Aberdeen City Region Deal and also the Scottish Government's announcements to bring forward further funding to enable line enhancements to 2020 – 2025 potentially in the Usan/Montrose area.

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Page 78 Choices for Funders Central Belt to Aberdeen Overview	Electrification is included in the "purpose". All the expected enhancements are listed- including "Usan – Montrose double tracking on a new shorter alignment". Electrification is noted as offering benefits for freight. Electrification lengths– single track kilometres (stks) – are listed	Broadly the same interventions listed, so nothing lost	None. More a matter of presentation The addition of electrification stks helps set the scale of the task, but the numbers look rounded up Estimate costs for the biggest interventions are included	As there is no real change there do not seem to be any specific implications other than those noted above	As above
Page 81 Dunblane to Perth Corridor Enhancements – Key Points	Now a complete route enhancement Dunblane to Perth including Perth Station (£295m - £600m)	Perth Station enhancements had been shown as a separate item. Electrification removed as a separate heading.	More presentational than of substance, but a clear message to remodel and deliver route clearance works prior to electrification. This is likely to extend electrification delivery dates into the future	Gives a journey time benefit Needs to be completed prior to electrification, which probably delays electrification to the end of CP6 -2023/4 at best. The risk is into CP7.	As above
Appendix 02 Scotland Market Study - Modelling Documentation	There is considerably more detail including a description of the four NR Scenarios, both at the broad level and the local variations, where a range of local data has been incorporated. Headline Results – see Page 27 above	Only the high growth – Prospering in Global Stability scenario was shown.	This gives a much greater range of possible outcomes into the future, which should aid planning.	There is a lot more detail about how the morning peak is modelled, which should improve the quality of longer term planning.	Nestrans contributed to this work and should be satisfied that they made a positive difference to the outcome.

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Page 129 Morning Peak Commuting Markets - Aberdeen	Covers the four scenarios, for the two dates, north and south of the city. Also shows available seats in 2018. The two high growth scenarios show very considerable growth the two low growth scenarios show a level volume going forward post 2023. The same pattern north and south. There are no capacity constraints pre 2023, and only in the two high growth scenarios is it predicting that capacity will be insufficient.	Only showed one highest capacity outcome	The range of potential growth options is well demonstrated and the indication of current capacity helps to understand the scale.	The capacity post 2018 looks sufficient going forward into the immediate future. Kintore station and potential mode shift as a result of improved frequency may grow the volume faster and some peak trains may still be operating above capacity. (The peak modelled in 07 00 – 10 00)	As above
Pages 131 – 133 Interurban Markets	The four scenarios are used, but on the same route sections as the draft. Mid-day demand is used – not morning peak.	Only showed one highest capacity outcome	The growth figures have been refined using TELMoS to 2018 then scenario growth at regional level thereafter. Maintaining consistency with the Morning Peak forecasts has resulted in a reduction.	Projected demand in 2023 for Interurban routes serving Aberdeen is generally within the 2018 capacity. The only risk areas are in the high growth scenario where trains could be loading over their capacity on the south end of Aberdeen – Glasgow and on Aberdeen - Inverness	No comment was made