

Please return this form to: npfteam@scotland.gsi.gov.uk or NPF Team, The Scottish Government, Area 2H South, Victoria Quay, Leith, Edinburgh, EH6 6QQ

National Planning Framework 3 - National Developments Proposal Form	
Proposer	Transform Scotland
Contact details	<p>Transform Scotland, 5 Rose Street, Edinburgh, EH2 2PR</p> <p>Email: colin.howden@transformscotland.org.uk</p>
Date	14 December 2012
Title of development	Scottish Inter-city Express Network
Elements to be covered by national development status (list)	<p>Transform Scotland proposes several enhancements to the inter-city rail infrastructure as follows:</p> <ol style="list-style-type: none"> 1. Increased investment in electrification 2. Introduction of a new direct link from the Forth Rail Bridge through Fife in order to significantly improve journey times from the Central Belt to Aberdeen & Inverness. 3. Enhancement of the rail track at Usan and other places to dual running status to remove the single track sections that act as a bottle necks. 4. Development of interchanges at major cities <p>There is a pressing need to introduce a programme of journey time improvements and capacity enhancements, coupled with electrification, to link all major Scottish cities by a more modern and efficient rail system.</p> <p>Journey times to our major cities are poor by modern standards with an Edinburgh to Aberdeen journey time of almost 2½ hours for a distance of 120 miles, which compares poorly with a similar distance from Edinburgh to Newcastle on the east coast line where the journey time is only 1½ hours. In 1895, the fastest journey time between Edinburgh & Dundee took 59 minutes compared with about 64 minutes now – more than a century later. This is partly due to the tortuous route along the east coast between Inverkeithing and Dundee and also the stretch of single track at Usan.</p> <p>There is also a need to increase the extent of electrification on the Scottish network to allow a transition from diesel to electric traction with resulting reduction in GHG emissions if sustainable power sources are used and in journey times. At the moment only about 29% of the network is electrified.</p>

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<p>Fit with criteria and statement of more than regional importance (guide - 500 words)</p>	<p>Improvements to rail infrastructure would address several of the Scottish Government's ambitions:</p> <ul style="list-style-type: none"> • Improvement in transport infrastructure – these proposals build on elements already within the Strategic Transport Projects Review (STPR), such as A188 (new passing loops and dualling between Aberdeen and Inverness) and A234 (removal of single-track section at Usan). The new element is the reinstatement of the direct link from the Inverkeithing to Perth. • An 80% reduction in emissions by 2050 – significant savings could be achieved by electrification of the network and using power from sustainable sources. Also, significant modal shift from road to rail can be expected from improved journey times. • Skills development, reducing unemployment – the proposals would generate significant levels of work from a range of Scottish based companies covering a wide range of skill levels from basic to highly advanced. Planning, construction, land works etc. are all within the capabilities of home based firms. • Contribute to the sustainability of towns and cities – good quality, efficient transport links are of great attraction to companies wishing to locate in an area. Currently, rail links throughout the east of Scotland are relatively poor compared with many international comparisons. Investment would correct this imbalance.
<p>Location (description, map reference, or map)</p>	<p>Transform Scotland proposes a cut-off line from Inverkeithing to avoid the coastal section through Aberdour, Kinghorn and Kirkcaldy plus the re-instatement of the former route to Bridge of Earn via Glenfarg whilst most of the former route is still undeveloped. (NPF2 did include an element of this proposal - "The construction of a new rail line between Inverkeithing and Halbeath would allow journey times through Fife to be reduced.") One option would be to go by way of Dunfermline, now a major urban area, and then north. From Kinross, big enough to support a station, to north of the former Glenfarg station, the route could follow the M90, with new build cutting out a huge loop near Mawcarse, to take up the original alignment through Glenfarg tunnels then M90 again to Bridge of Earn. With additional selective re-instatement of double track and passing loops on the line between Perth and Inverness, plus addressing the</p>

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	<p>Usan bottleneck, these works would create dramatic improvements to the journey times from Central belt to both Aberdeen and Inverness.</p> <p>This proposal would also allow the greater utilisation of Perth Station, allowing it to return as its status as a hub for the entire Scottish rail network.</p>
Public Engagement to date (guide - 100 words)	Not applicable at this stage
Environmental Study / Assessment available? (yes / no)	No
<i>If yes, what significant effects were identified</i>	
Delivery timescale	Within 15 years
Development lifespan	
Consents required	Various
Visual representation of the development available? <i>If yes, please list and state if provided.</i>	Yes, see attached presentation notes on proposal



for sustainable transport

Scottish inter-city express network

Colin Howden

Director, Transform Scotland

Dundas & Wilson *Your Country, Your Place, Your Priorities* event,
Glasgow, Wednesday 28 November 2012

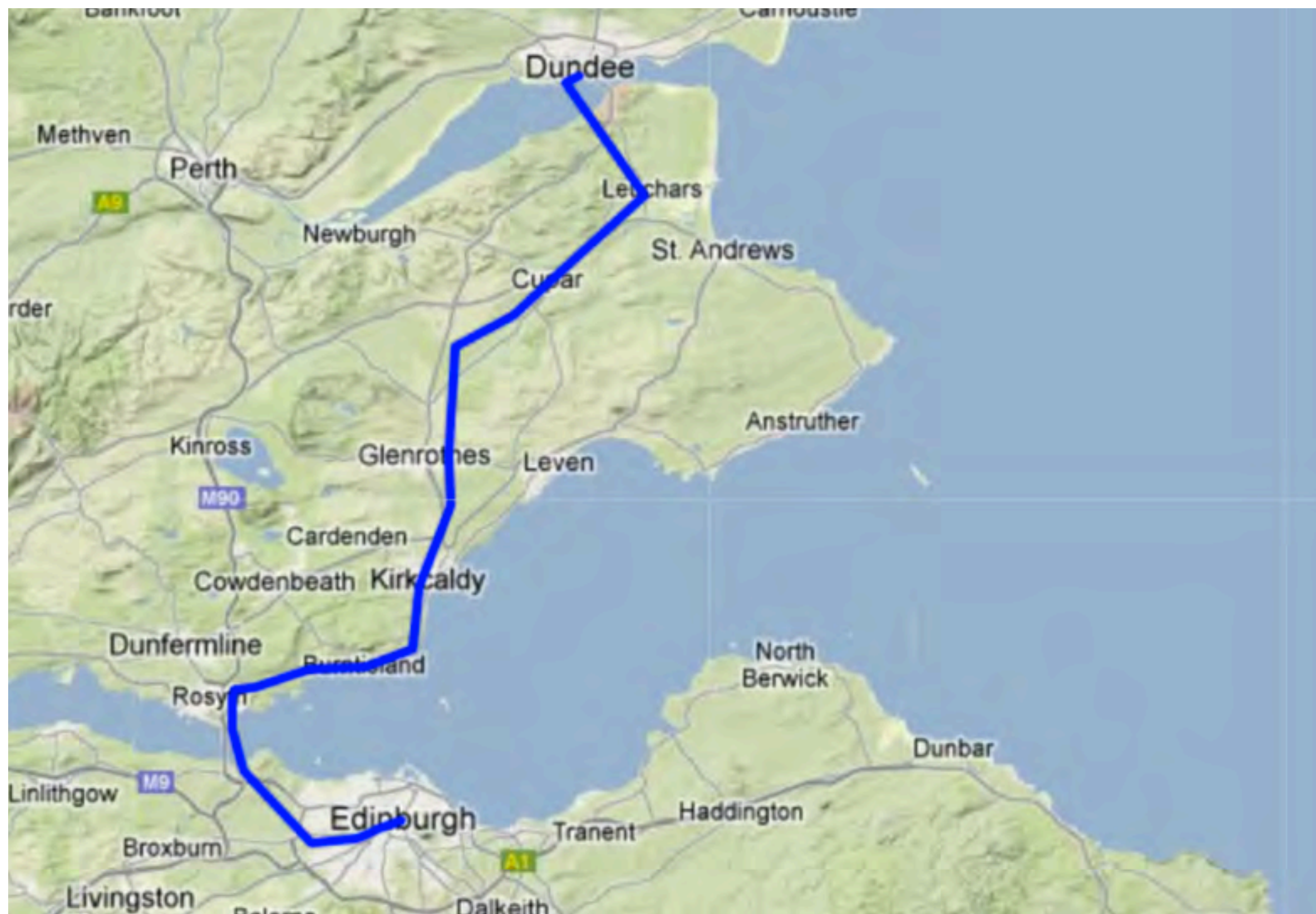
Today's Scottish inter-city rail network













IN 1895:

Edinburgh <=> Dundee
fastest: **59 minutes**

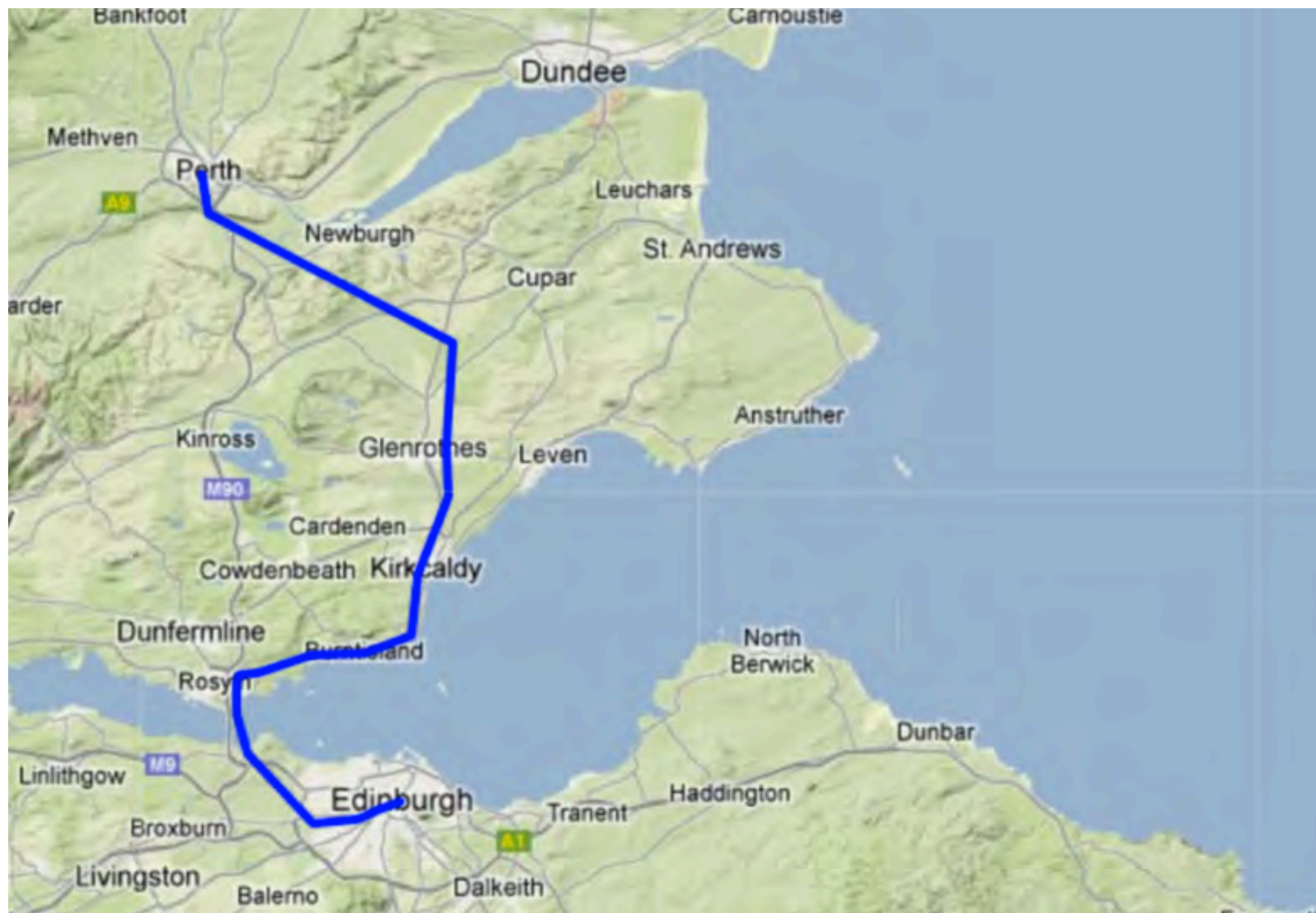


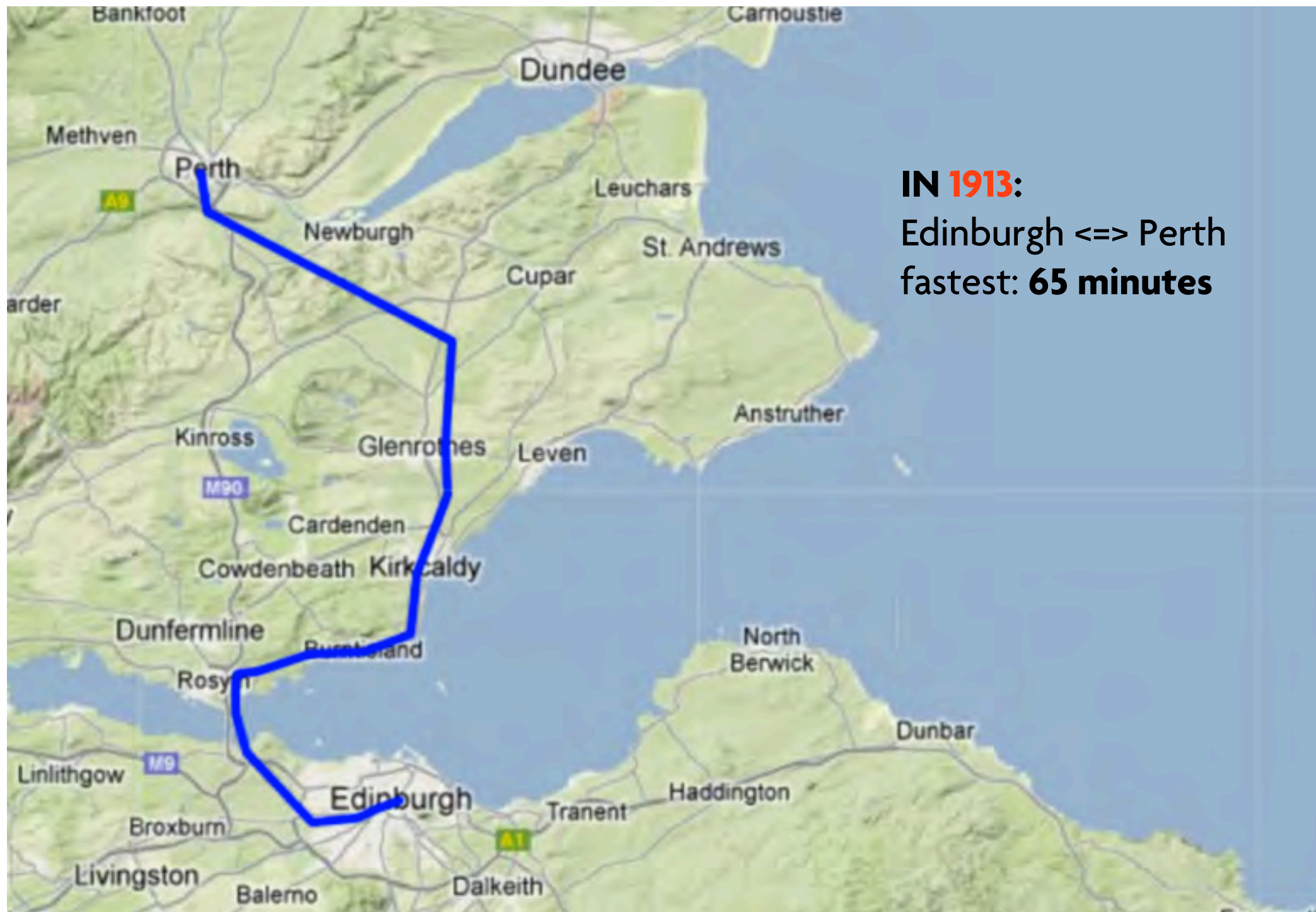
IN 1895:

Edinburgh \Leftrightarrow Dundee
fastest: **59 minutes**

IN 2012:

Edinburgh \Leftrightarrow Dundee
fastest: **64 minutes**
(average 79 minutes)





IN 1913:

Edinburgh <=> Perth
fastest: **65 minutes**



IN 1913:

Edinburgh <=> Perth
fastest: **65 minutes**

IN 2012:

Edinburgh <=> Perth
fastest: **76 minutes**
(average 79 minutes)

Not fit for purpose?

“All services and infrastructure need to be examined and subjected to proper scrutiny in order to develop a rail infrastructure and service that truly serves the whole of Scotland. **There needs to be recognition that the Scottish rail network is essentially unfit for purpose** north of Perth at present.”

*Scottish Chambers of Commerce response to ‘Rail 2014’
consultation, February 2012 [our emphasis]*

Not fit for purpose?

- ❑ We're agreed on need for investment north of Perth
- ❑ However, arguably greater need for investment *en route to Perth* as this can reduce journey times to both Aberdeen and Inverness

Scottish inter-city express

Inverness

Aberdeen

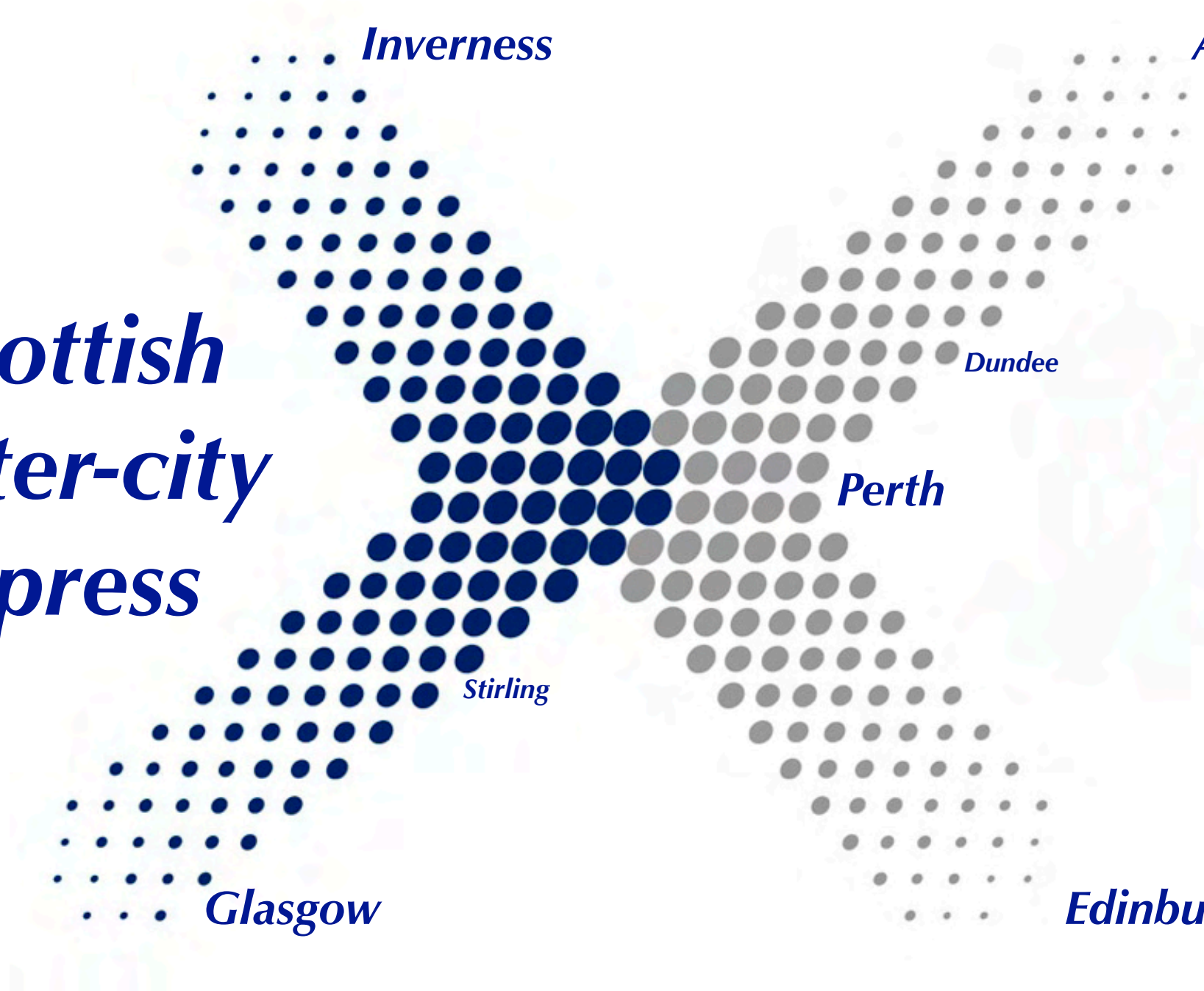
Dundee

Perth

Stirling

Glasgow

Edinburgh





Selective reinstatement of double track Perth-Inverness





**Selective
reinstatement of
double track
Perth-Inverness**

**Removal of Usan
bottleneck**

**Programmed
electrification (to
reduce journey
times & reduce
GHG emissions)**









<http://www.flickr.com/photos/26314424@N08/5072353577>

Make Perth Station the hub of the inter-city network:
A magnificent station — but horribly under-utilised

Benefits

- ❑ Provide a high-quality link between all of Scotland's cities
- ❑ Make rail journey times again competitive with road use
- ❑ Reduce car use by providing a fast, attractive alternative
- ❑ Help Scotland meet its 80% emissions reduction commitment
- ❑ Be a sustainable investment in capital infrastructure
- ❑ Make more efficient use of an existing asset

Scottish inter-city express

Inverness

Aberdeen

Dundee

Perth

Stirling

Glasgow

Edinburgh

