

ANGUS COUNCIL**PLANNING AND TRANSPORT POLICY COMMITTEE**

6 JUNE 1996

**SUBJECT: CONSULTATION ON PASSENGER RAIL FRANCHISING
CROSS COUNTRY TRAINS LIMITED****REPORT BY DIRECTOR OF PLANNING, TRANSPORT & ECONOMIC DEVELOPMENT**

Abstract: This report summarises the recent consultation with Local Authorities undertaken by the "Office of Passenger Rail Franchising" as part of the privatisation procedures for Cross Country Trains Limited.

1 RECOMMENDATION

It is recommended that the Committee:-

1. Agree the following comments on the Cross Country Trains Limited P.S.R. submitted by Angus Council via COSLA:-
 - (I) the need to retain and preferably improve the existing level of "through" Cross Country train services between Aberdeen and Plymouth and between Dundee and Penzance; and
 - (II) the need to retain as a minimum the existing level of Cross Country Train Services between England and Edinburgh/Glasgow.
2. Submit comments direct to OPRAF covering the above issues emphasising the need to maintain and improve connection facilities at Edinburgh between services linking Angus stations and Dundee with Cross Country trains between Edinburgh and England.

2 INTRODUCTION

- 2.1 On 15 April 1996 the "Office of Passenger Rail Franchising" (OPRAF) issued a draft Passenger Service Requirement (PSR) for Cross Country Trains Limited to all effected Local Authorities.

As with previous consultations on the "Scotrail" and "Inter-City East Coast" franchises COSLA held a presentation by OPRAF to Council representatives in Glasgow on 30 April 1996 following which it was agreed by the Working Group on Rail Privatisation that COSLA would prepare general comments on principals to be submitted to OPRAF by 11 June 1996. It was left to individual Authorities to submit more detailed or specific comments to OPRAF individually.

- 2.2 Previous consultation did underline the importance of maintaining as far as possible a consistent line amongst Local Authorities hence the value of progressing the main consultation document through COSLA.
- 2.3 The routes effected by the Cross Country Trains PSR are shown on the attached map, which indicates a network of services outwith the trunk rail network linking Scotland with the west and south of England via Birmingham.

The majority of passengers on this network are travelling for leisure purposes and hence the frequency and speed of these trains is in general below the levels operated on the main trunk services to/from London.

3 THE CURRENT TIMETABLE

- 3.1 The current timetable comprises the following services:-

Monday to Friday

A daily train in each direction between Aberdeen and Plymouth calling at Montrose, Arbroath and Dundee.

A southbound only train between Dundee and Penzance departing at 06.40 and arriving in Edinburgh at 08.04.

Saturday and Sunday

A daily train in each direction between Aberdeen and Plymouth calling at Montrose, Arbroath and Dundee.

3.2 Proposals Under PSR

A daily train is incorporated into the PSR which operates between Aberdeen and Plymouth calling at Montrose, Arbroath and Dundee.

Although there is no specification for a through Dundee/Penzance train there are separate requirements to cater for the Dundee/Edinburgh and Edinburgh/Penzance legs of this journey. The connection between the two services is, however, not specified.

The current and proposed timetables are shown in Appendix 1.

It should be noted that the PSR is the minimum level of permitted timetable as it is hoped that the future service operator will wish to run additional trains to maximise the profitability of the network.

4 COMMENT

- 4.1 The published PSR maintains the current pattern and frequency of trains on the Aberdeen/Plymouth Cross Country network at both Arbroath and Montrose stations. The current Dundee to Penzance service is not specified in the P.S.R. as a through service albeit that provision is made for the individual legs Dundee to Edinburgh and Edinburgh to Penzance. In order for this to remain a through service guaranteed connection facilities are required at Edinburgh.
- 4.2 Additional Cross Country trains start/terminate at Edinburgh and Glasgow and access to these services can be made using connecting services to/from Montrose, Arbroath and Dundee. Although changes are proposed to the level of services with both Edinburgh and Glasgow it is considered that this is an issue best taken up by the Local Authorities more directly effected by these proposals. It is however relevant for Angus Council to strongly express the view that connection into these remaining services be at least maintained at the present level.

5 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications arising from this report.

6 CONSULTATION

The Directors of Finance, Law and Administration and Roads have been consulted in the preparation of this report.

7 CONCLUSION

- 7.1 The P.S.R. proposals directly affecting Angus Stations and Dundee broadly maintain the current level of service. However, there is no specification for a "through" facility on the early morning southbound departure from Dundee (06.40), merely an arrival in Edinburgh (Mon-Fri) from Dundee between 08.00 and 09.00 (currently 08.04). The P.S.R. proposals continue to provide for the relevant Cross Country Trains to maintain halts at Montrose and Arbroath. Some Cross Country Services from England terminating at Edinburgh or Glasgow have been specified by OPRAF at a level less than is currently operated. This is an issue which will no doubt be taken up by those Local Authorities more directly affected.

- 7.2 Cross Country Train Services have a limited but nevertheless important role in complementing the "Scotrail" and "Inter-City East Coast" franchises. It remains essential that together these franchises provide fast, efficient and attractive rail links to and through Angus as an integral part of the rail network linking Angus with other major Scottish Cities and England.

NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to a material extent in preparing the above Report.

1. OPRAF Passenger Rail Franchising: Information for Local Authorities and Rail Users Consultative Committees, April 1996.
2. OPRAF Cross Country Trains Limited: Passenger Service Requirement: Consultation Draft, April 1996.

AA/DBB/KW
27 May 1996

Alex Anderson
Director of Planning, Transport & Economic Development

COMPARISON OF CURRENT CROSS COUNTY TIMETABLE WITH PSR

<u>DIRECTION</u>	<u>DAY OF OPERATION</u>	<u>CURRENT</u>	<u>PSR</u>
Southbound	Monday/Friday	(a) Morning peak train from Dundee to Edinburgh continuing to Penzance.	Morning peak train from Dundee to Edinburgh but no commitment to onward connection to Edinburgh to Penzance service.
		(b) Morning train to Plymouth calling at Montrose, Arbroath & Dundee.	No change
	Saturday	Morning train to Plymouth calling at Montrose, Arbroath & Dundee.	No change
	Sunday	As Saturday	No change
Northbound	Monday/Friday	Evening arrival from Plymouth calling at Dundee, Arbroath & Montrose.	No change
	Saturday	As Monday/Friday	No change
	Sunday	As Monday/Friday	No change

CROSSCOUNTRY TRAINS

PASSENGER SERVICE REQUIREMENT (PSR) CONSULTATION DRAFT

MAP OF CROSSCOUNTRY PSR ROUTES

