



Lairg Station, Sutherland, IV27 4EX
Tel 01549 402896 - Fax 01549 402897
Email partnership@highlandrail.org

HRP RESPONSE TO TACTRAN DRAFT RTS

We welcome the opportunity to comment on the draft RTS. We wish to make the following comments:

Highland Main Line

- We applaud your endorsement of Perth-Edinburgh hourly services and the support for Perth-Ladybank infrastructure improvements, but are surprised at the failure to mention Inverness-Perth in connection with this as the findings of Room for Growth have been adopted in the Network Rail Scotland RUS. Not only does this raise the hope for faster, more frequent, higher quality services but it is the key to improved station calls at Highland Perthshire stations from Blair Atholl through Dunkeld.
- HRP put together a proposal for a Blair Atholl early starter for commuting to Perth/Edinburgh some years ago.
- It should be noted that the route has two direct London services, provided by GNER and the Caledonian Sleeper.

West Highland Lines

- There is scant reference to the West Highland Line. Rannoch, the Tyndrums and Crianlarich are in the TACTRAN area.
- The route has 4 services per day, including the London sleeper. HRP is working on a timetable recast that would increase this frequency.
- Rannoch provides unique access from Highland Perthshire to the West Highlands (there being no roads).
- Crianlarich has the potential of forming a northern gateway to the Lomond and Trossachs National Park. The stations also fall within the Highland Railcard area.

Perth-Stirling

- It is worth noting that Gleneagles is the railhead for a wide area including Comrie and Crieff. It has the potential to relieve severe parking problems at Dunblane, but this is not helped by substantially higher fares from Gleneagles.
- HRP was a co-funder of the New Stations in Strathearn study; and we recognise the need for extended Arbroath-Glasgow locals to provide services to Blackford and Greenloaning.

Freight

- Apart from a potential reduction in HGV movements en route to Aberdeen, Freight Gauge Enhancement Mossend-Elgin will have no value to the region unless terminals are created.
- There is a timber terminal at Crianlarich, operated in conjunction with the facility at Arrochar (SPfT). There are plans for relocating the terminal to Crianlarich Lower Yard and for lineside loading of timber at Rannoch.
- Blackford Yard offers the potential to shift 100 HGVs per day to rail ex Highland Spring.

Perth

- Perth Station redevelopment must create better interchange for passengers switching from the Inverness-Edinburgh axis to the Aberdeen-Glasgow axis.
- Trackwork alterations at Perth south should not prejudice a possible rail freight connection towards the Harbour area.

Frank Roach
Rail Development Manager
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