

| Proposal Details | | | |
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| Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal) | | TACTRAN, Bordeaux House, 31 Kinnoull Street, Perth, PH1 5EN | |
| Proposal Name: | Package 1 | Name of Planner: | <i>Name of principle contact within the authority or organisation promoting the proposal.</i> |
| Proposal Description: | Derived from Options New B1, New B4, New B5 and B6 with sensitivity test New B7 and includes: hourly Glasgow-Perth; addition of a two-hourly extension to Arbroath in 2011; hourly Glasgow-Arbroath in Dec 2016; and hourly Glasgow-Aberdeen post 2017 (all stops). | Estimated Total Public Sector Funding Requirement: | <i>Capital costs/grant: £1.2m</i> |
| | | | <i>Annual revenue support: £0.6m</i> |
| | | | <i>Present Value of Cost to Govt: £27m</i> |
| Funding Sought From: (if applicable) | | Amount of Application: | <i>Sum:</i> |
| Background Information | | | |
| Geographic Context: | <p>The TACTRAN region covers the Angus Council, Dundee City Council, Perth and Kinross and Stirling Council authority areas, located to the north, east and west of Scotland's Central Belt. It is a unique geographical region including the three cities of Stirling, Perth and Dundee and an extensive rural hinterland of inter-connected towns, villages and rural areas, many of which are located within the Loch Lomond and Trossachs National Park and Cairngorms National Park. In general moving from north west to south east in the TACTRAN area moves from rural to more urban areas and the population density increases. The scope and influence of this study extends to Aberdeen in the north and Glasgow to the south, embracing the outskirts of the Grampians and the Central Belt area. 10% of the population in the TACTRAN area live in small towns with populations between three and ten thousand with 25% of the population living in rural settlements where the population is less than three thousand people. The majority of the population reside in the main urban settlements of Dundee, Perth, Stirling and Arbroath which range in size from between 20,000 and approximately 145,000 inhabitants.</p> | | |

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| <p>Social Context:</p> | <p>The demographic profile of the TACTRAN region is not dissimilar to Scotland as a whole, with around 19% of the population under the age of 16, 20% of the population over the pensionable age and the remainder of 61% between these two ranges. Angus, Dundee City and Perth & Kinross all have higher percentages of their population over the pensionable age than the Scottish average, but this is reduced across the region as a whole by the lower than average percentage observed in the Stirling Council area. The average number of persons per household is broadly consistent across the TACTRAN region and aligns with the Scottish average: the average number of people per household is highest in Stirling at 2.36 and lowest in Dundee City at 2.13. The percentage of residents in Dundee City who live in a household with no available car (46%) is much higher than the national average of 34% and compares to percentages of 24%, 24% and 25% in Stirling, Perth & Kinross and Angus respectively. Whilst the average across the region for people with no access to a car is 31%, car ownership in the TACTRAN area is higher than that observed in the rest of Scotland. The preferred mode for travel to work is dominated by the car, which is used for an average of 66% of journeys, above the Scottish average of 64%. The use of rail and bus is low within the Council areas of Angus, Perth and Kinross and Stirling ranging between 6% and 10% of journeys in those areas, corresponding to the availability and frequency of Public Transport. More than 17% of the population in Angus, Perth & Kinross and Stirling travel over 10 kilometres to work, compared to only 4% who travel this distance and reside in Dundee City. Work journeys account for 22% of all trips that are made. Whilst 78% of resident's travel to work trips are within local authority areas; Dundee City has the highest proportion of internal trips (88%) followed by Perth and Kinross (82%), Angus (69%) and Stirling (68%). Currently 69% of journeys to work in the region are made by car with a relatively high mode share of 10% bus trips. Walking accounts for a high proportion of trips (17%), with rail and cycling accounting for 2% of trips each. Within Dundee the public transport mode share is high (19%) but within Angus, Perth and Stirling the public transport mode share is much lower (9%). Public transport provision and related services within the urban and rural areas are regarded as good and poor respectively, albeit within the wider rural hinterland this is exacerbated by the dispersed nature of surrounding settlements. A greater percentage of residents than the Scottish average are considered to be in 'good' health across the TACTRAN area. This is true for the individual authorities apart from Dundee City which sees a lower than average percentage of 'good' health and a higher than average percentage with 'not good' health, rather than 'fairly good' health. It is also the case in Dundee City that there is a greater percentage occurrence of a limiting long term illness than the Scottish average.</p> |
| <p>Economic Context:</p> | <p>The distinct urban and rural areas across the TACTRAN region serve various functions. Dundee is a vibrant economic centre with a growing employment and residential market. As well as its function as a tourism destination, Stirling City also plays a key service role for the wider Stirlingshire area, providing a wide range of employment and other services for the surrounding communities as well as for visitors and passing trade. The wider Stirling authority area covers a deep rural hinterland, many areas of which are captured within the Loch Lomond and Trossachs National Park where tourism is a key industry. These patterns can be demonstrated by looking at industries which employ the greatest percentage of people in each of the Council areas compared to the Scottish average. In Angus it the extraction industries such as Agriculture, hunting and forestry, mining and quarrying and manufacturing employ a greater percentage than the Scottish average while Dundee City conforms much more to the Scottish average but is more heavily biased towards health, social work and manufacturing. Throughout the TACTRAN region, employment in the construction industry is higher than in other parts of the country, and the impact of the large Universities in Dundee and Stirling is reflected in the percentage of people who work in the education sector. The industries with the highest percentages in Perth & Kinross are agriculture, hunting and forestry and hotels and restaurants, reflecting a higher dependency on tourism. Retail employment in this area is also high. Stirling shows a high percentage of the population employed in the hotel and restaurant sector as well as a high financial and educational bias. The percentage of the population within the TACTRAN area who are unemployed varies considerably between the constituent Council areas and is potentially compounded by the urban and rural characteristics of these areas. The Perth & Kinross and Stirling Council areas both have fewer than 3% unemployment compared with the national average of 4%, while Dundee City had over 5% of its population unemployed at the time of the last Census. The percentage of the economically active population who are undertaking full time study in the TACTRAN area is higher than the Scottish average and this is due to the impact of the large universities at Stirling and Dundee. Unemployment figures show that there are significant areas of high unemployment in the east of the TACTRAN region, primarily in Angus but also in the rural areas north of Kirriemuir and Brechin and around Crianlarich and Killin.</p> |

| Planning Objectives | |
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| Objective: | Performance against planning objective: |
| EC1. Ensure that rail provides and supports economic growth by connecting key business & employment sectors where possible | Major positive – Ultimately connects all stations with hourly service along the whole TERS corridor. In the short and medium term, the Perth to Arbroath section of the corridor only receives a two hourly service. |
| EC2. Improve the efficiency, reliability and integration of rail services in the Tay Estuary study area specifically where this will benefit key business and employment sectors | Major positive - likely to improve integration with other services within and outwith the corridor to Edinburgh/Inverness from Perth/Dundee for example. |
| ACC1. Increase accessibility to key service destinations in the TACTRAN area (e.g. employment, health and education sites) and to/from key external destinations by rail without compromising wider inter-regional rail connectivity | Major positive - will increase accessibility across the corridor for access to key centres and services in key centres (Stirling/Perth/Dundee) and further afield to the Central Belt |
| ENV1. Contribute to national greenhouse gas emission reductions through rail based interventions where possible | Moderate positive - likely to increase rail mode share at intermediate station locations therefore contributing to CO ₂ emission targets |
| ENV2. Contribute to the management of air quality in the TACTRAN area, particularly the AQMA's across the Dundee City Council area and Perth | Moderate positive - improved rail connectivity and expected mode shift to rail into Perth and Dundee |
| SEC1. Maintain or improve real and perceived levels of safety and personal security on the rail network | Minor positive - increased usage of stations with currently low service may slightly improve perceived safety |
| INT1. Ensure that rail is fully integrated with relevant land-use and planning projects | Moderate positive - connects to all relevant growth areas across the corridor |
| INT2. Ensure the rail network is integrated with the wider public transport network | Moderate positive - improved service across the network will improve integration with other rail services and onward bus connections |
| Rationale for Selection or Rejection of Proposal: | This option has a strong performance against the planning objectives but the timing and implementability constraints are high. Compared to other options with the possibility of benefits across much of the corridor by 2010/2011 this option looks less attractive, but should be retained at this stage to determine the scale of benefits which may be delivered in 2017+ and whether these offset/ better the benefits gained in the short/ medium term from other option(s). |

| Implementability Appraisal | |
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| Technical: | In the short term there are pathing conflicts with three freight services in the down direction and four in the up direction. These are felt to be resolvable. The major pathing conflict is with Highland Main Line proposals between Perth and Glasgow initially every other hour and possible becoming an hourly service. Delivery of an hourly service between Glasgow and Arbroath is reliant on a national timetable recast providing additional train paths into Glasgow Queen Street. Major infrastructure works are required at Usan in order to provide a through service to Aberdeen, stopping at intermediate stations. These would have to be delivered by other projects. |
| Operational: | <p>Network Rail may be required to staff the Greenloaning signal box to accommodate the additional services on the Glasgow – Perth corridor.</p> <p>Units and crew: a peak hours service presently operates between Glasgow and Perth. An all day service can be provided from Dec 2010 with rolling stock and train crew resources currently available to the franchisee. To extend the service to Arbroath on a two hourly basis will require a further 2 units and associated train crew. The timing of this phase has been aligned to follow a planned redeployment of the existing First ScotRail rolling stock fleet scheduled for 2011. An hourly service to Arbroath will require 4 additional units and associated train crew. These trains would not realistically be available until Dec 2016 and completion of the EGIP programme at the earliest. The required timetable paths for an hourly Glasgow – Arbroath service will only become available through a national timetable recast, as proposed by the STPR. Finally 6 units (above the existing base) would be required to deliver an “all stations” hourly Glasgow – Aberdeen service. Minor infrastructure works (<£0.2m) required at Arbroath in the short term to allow services to efficiently turn back. Major infrastructure works are required at Usan to double the existing single line section to enable a full hourly service to Aberdeen. This work would have to be delivered by other projects due to its magnitude of £100m+.</p> |
| Financial: | <p>Capital funding would be required from central government to carry out infrastructure works at Usan. This forms part of long term STPR Project 23 which will not realistically be delivered until sometime after 2017. Signalling works at Arbroath would require funding at £<0.2m – Possible TACTRAN but other funding sources may be available.</p> <p>The short and medium term options make use of recycling train and staff resources available within the ScotRail franchise and do not require major infrastructure investment. However some form of operating subsidy is likely to be required as farebox revenue is not likely to cover operating costs.</p> |
| Public: | Not currently public but no perceived public objections and acceptability anticipated to be high given enhanced connectivity and wider travel options. |

| Environment | | | |
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| Mitigation Options Included: (Cost & Benefits) | | | |
| Sub-objective | Qualitative information | Quantitative information | Significance of Impact |
| Noise and Vibration | <p>It could be expected that there will be very minor noise and vibration impacts to properties living adjacent to, or within the vicinity of, the railway line. As an established railway line however, the noise and vibration impacts arising from the additional service per hour are considered to be negligible. In addition, for most residential and other premises sensitive to noise and vibration, mitigative screening will already be in place.</p> <p>In contrast to this, a slight modal shift from car to rail will create a small benefit from reduced road noise.</p> | The monetised net benefit for noise from reduced road traffic over the 60 year appraisal period is £143,000. This is negligible in terms of the overall present value of benefits (PVB) generated. | Neutral |
| Air Quality – Overall | Air quality overall is expected to marginally improve as a result of some modal shift to train from private car journeys. | The monetised net benefit for local air quality over the 60 year appraisal period is £183,000. This is negligible in terms of the overall present value of benefits (PVB) generated. | Minor positive |
| CO ₂ – Global | Whilst global CO ₂ emissions could be expected to improve as a result of some modal shift to train from private car journeys, this is considered negligible at a global level given the type of proposal, scale (service frequency) and context, as well as the benefits being slightly negated by the proposed service's reliance on diesel fuel. It could be expected, in coming years, that the proportion of diesel generated by renewable sources increases, thereby contributing to a reduction in global CO ₂ emissions. | The monetised net benefit for greenhouse gases over the 60 year appraisal period is circa £245,000. This is negligible in terms of the overall present value of benefits (PVB) generated. | Minor positive |
| PM ₁₀ – Local | Local PM ₁₀ emissions are expected to improve as a result of some modal shift to train from private car journeys. Whilst this is expected to be relatively minimal, given the geographical scope of service and the population centres served by the | The local PM ₁₀ impacts overall arising as a result of an additional service per hour will be negligible and therefore quantitative information has not been gathered. | Minor positive |

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| | line/ service, it is expected that collectively, there will be “worthwhile” local emission improvements. | | |
| NO ₂ – Local | Local NO ₂ emissions are expected to improve as a result of some modal shift to train from private car journeys. Whilst this is expected to be relatively minimal, given the geographical scope of service and the population centres served by the line/ service, it is expected that collectively, there will be “worthwhile” local emission improvements. | The local NO ₂ impacts overall arising as a result of an additional service per hour will be negligible and therefore quantitative information has not been gathered. | Minor positive |
| Water Quality, Drainage and Flood Defence | Water quality, drainage and flood defence impacts will not arise as a result of this proposal. The service will operate on an established railway line where water quality, drainage and flood defence issues will have been managed/ mitigated for existing operational services. | The additional water quality, drainage and flood defence impacts arising as the result of an additional service per hour, on an established railway line will be negligible and therefore quantitative information has not been gathered. | Neutral |
| Geology | Geology impacts will not arise as a result of this proposal. The service will operate on an established railway line where geological issues will have been managed/ mitigated for existing operational services. | The additional geology impacts arising as the result of an additional service per hour, on an established railway line will be negligible and therefore quantitative information has not been gathered. | Neutral |
| Biodiversity | It could be expected that, as a result of very minor additional noise and vibrational impacts arising from the proposal, there will be some marginal impacts to fauna adjacent to, and within the vicinity of, the railway line. As an established railway line however, the impacts arising from the additional service per hour are considered negligible and severance for flora and fauna already exists as a result of existing operational services. | The additional biodiversity impacts arising as the result of an additional service per hour, on an established railway line will be negligible and therefore quantitative information has not been gathered. | Minor negative |
| Visual Amenity | Visual amenity impacts will not arise as a result of this proposal. The service will operate on an established railway line where any significant visual amenity issues will have been managed through mitigative (natural or other) screening. | The additional visual amenity impacts arising as the result of an additional service per hour, on an established railway line will be negligible and therefore quantitative information has not been gathered. | Neutral |
| Agriculture and Soils | Agriculture and soils impacts will not arise as a result of this proposal. The service will operate on an established railway line where agriculture and soils issues will have been managed/ mitigated for existing operational services. | The additional agriculture and soils impacts arising as the result of an additional service per hour, on an established railway line will be negligible and therefore quantitative information has not been gathered. | Neutral |

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| Cultural Heritage | Cultural heritage impacts will not arise as a result of this proposal. The service will operate on an established railway line where cultural heritage issues will have been managed/ mitigated for existing operational services. | The additional cultural heritage impacts arising as the result of an additional service per hour, on an established railway line will be negligible and therefore quantitative information has not been gathered. | Neutral |
| Landscape | Landscape impacts will not arise as a result of this proposal. The service will operate on an established railway line where any significant landscape issues will have been managed through mitigative (natural or other) screening/ environmental enhancement. | The additional landscape impacts arising as the result of an additional service per hour, on an established railway line will be negligible and therefore quantitative information has not been gathered. | Neutral |

| Safety | | | |
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| Sub-objective | Item | Qualitative information | Quantitative information |
| Accidents | Change in Annual Personal Injury Accidents | The service will operate on an established railway line to a proven timetable which meets the relevant Network Rail operational and safety criteria. Whilst it could be considered that, as a result of some modal shift to train from private car journeys, there may be some road accident savings, these would be extremely marginal, as reflected in the small benefits forecast across the 60 year appraisal period. | The proposal of an additional service per hour, on an established railway line will have a negligible effect on annual personal injury accidents on the rail network and therefore quantitative information has not been gathered. |
| | Change in Balance of Severity | A change in the balance of severity of accidents will not arise as a result of this proposal. The service will operate on an established railway line to a proven timetable which meets the relevant network rail operational and safety criteria. | The proposal of an additional service per hour, on an established railway line will have no effect on the balance of severity of accidents on the rail network and therefore quantitative information has not been gathered. |
| | Total Discounted Savings | Not applicable. | Package 1 will have a monetised net benefit of £1,763,000. |
| Security | | Personal security benefits are expected as a result of this proposal: increased frequency of service at railway stations on the line, and by implication increased | The proposal of an additional service per hour, on an established railway line will have a negligible effect on security on the rail network and therefore |

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| | | <p>patronage, will contribute to enhanced security for waiting passengers.</p> <p>Gleneagles has been specifically identified as having a perceived security issue due to its isolation from occupied settlements. The proposal contains provision to deliver improved facilities at Gleneagles if it is identified as a station which should receive an hourly service.</p> | quantitative information has not been gathered. |
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| Economy (Transport Economic Efficiency) | | | |
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| Sub-objective | Item | Qualitative information | Quantitative Information |
| User Benefits | Travel Time | Travel times across key routes/ areas within the region will be quicker by rail as a result of the enhanced service. (See below, right). | Travel time monetised costs and benefits for Package 1 is circa £81,321,000. This includes time benefits to both road and rail users. |
| | User Charges | <p>Rail fares are set nationally and at peak times are at a premium compared with bus services. The premium generally reflects the quicker journey time and reliability of rail services.</p> <p>Improving the frequency of service would make use of the poorly served stations more attractive and the current fare structure could be reviewed in future to reflect actual demand.</p> | <p>Current peak single rail fares on sample sections of the study corridor are:</p> <p>Carnoustie to:</p> <ul style="list-style-type: none"> • Dundee – 15 min (£3.10) • Perth – 36 min (£10.50) • Glasgow – 1 hr 40 min (£30.60) <p>Broughty Ferry to:</p> <ul style="list-style-type: none"> • Dundee – 8 min (£1.00) • Perth – 31 min (£6.30) • Glasgow – 1 hr 32 min (£13.70) <p>Gleneagles to:</p> |

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| | | | <ul style="list-style-type: none"> • Dundee – 40 min (£6.30) • Perth – 17 min (£5.40) • Glasgow – 50 min (£10.00) |
| | Vehicle Operating Costs | As the proposal will contribute to a modal shift to rail from private car journeys (in particular, at stations adjacent to the urban centres on the route), net user benefits could be expected from reduced fuel use and vehicle maintenance costs for car drivers (as well as parking cost savings), compared to the cost of rail travel. | The vehicle operating costs (savings) arising as a result of an additional service per hour will be negligible and therefore quantitative information has not been gathered. |
| | Quality / Reliability Benefits | <p>Quality benefits will principally be accrued through the additional travel choice (destinations and frequency) afforded through this proposal. Station facilities, particularly those affecting safety and security, will be improved where necessary to reflect the increased demand at those stations which currently do not receive good service levels and are therefore poorly used. At peak periods travel by rail is demonstrably more reliable than bus or private car when travelling to the major employment and education destinations in the study area, namely Dundee, Perth, Stirling and Glasgow.</p> <p>The improvement of the service from two-hourly to Arbroath to hourly to Arbroath is dependant on the national timetable recast, but will further enhance quality of service for users.</p> | |
| Private Sector Operator Impacts | Investment Costs | <p>Signalling works required at Arbroath to allow efficient turnback operations. Capital cost estimated as £0.2m at Q1 2009 base.</p> <p>Upgrading of Invergowrie Station is also required at a cost of £0.9m at Q1 2009 base.</p> <p>Phases 3 and 4 of this package (hourly Glasgow – Arbroath and hourly Glasgow – Aberdeen) will take advantage of capital investment made by other projects. Such investment is not justified by this project alone.</p> | £981,000 (2002 prices, discounted to 2002) |

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| | Operating & Maintenance Costs | <p>Greenloaning signal box may require to be staffed however this will be covered through the track access fee's levied by Network Rail. The additional train per hour would not result in any additional infrastructure or station maintenance costs.</p> <p>Phase 1 services can be provided by resources currently not utilised in the off peak so only variable costs (fuel, track access, cleaning and servicing) for the estimated annual 118,000 mileage would apply. These are estimated as £0.14m pa.</p> <p>Phase 2 would require 2 additional units (lease costs) 5 drivers, 4 ticket collectors and the variable costs for an estimated annual 172,000 mileage. These are estimated as £1.05m pa.</p> <p>Phase 3 requires 4 additional units, 7 drivers, 5 ticket collectors and variable costs for a 272,000 annual mileage. These are estimated as £1.78m pa.</p> <p>Phase 4 requires 6 additional units, 9 drivers. 6 ticket collectors and variable costs for a 418,000 annual mileage. These are estimated as £2.56m pa.</p> | £49,139,000 (2002 prices, discounted to 2002) |
| | Revenues | | £29,122,000 (2002 prices, discounted to 2002) |
| | Grant/Subsidy Payments | It is estimated that there will be a subsidy requirement to operate the service of £23,487,000 over the full appraisal period (2002 prices, discounted to 2002) | £20,998,000 (2002 prices, discounted to 2002) |
| Economic Activity and Location Impacts | Local Economic Impacts | Current business use of the route is limited to travel between the key centres of Dundee, Perth, Stirling and Glasgow. This proposal will increase accessibility to these destinations from intermediate stations and will therefore bring GVA benefits to local businesses and may lead to an increase in local | |

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| | | output and employment, particularly over the key centres of Stirling, Perth and Dundee. In the future, the increased opportunities for travel to intermediate and wider destinations may lead to increased economic activity for tourism and leisure sectors. | |
| | National Economic Impacts | This option will fully achieve the study planning objectives which have been set, which in turn contribute to achieving Local and Regional Transport Strategy objectives. In turn, these have been shown to contribute to national transport objectives, including economy-specific objectives. | |
| | Distributional Impacts | Improvements to accessibility through increased choice of service and to all stops also contributes to reliability and travel choice thereby benefiting all sectors of society travelling on the corridor. | |

| Integration | | | |
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| Sub-objective | Item | Qualitative Information | Quantitative Information |
| Transport Interchanges | Services & Ticketing | <p>Whilst the bulk of the stations receiving the new services are unstaffed, the franchisee provides good quality train service information at each location and ticketing facilities are available from the ticket examiner on the train. The facilities available are equivalent to those at the majority of stations on the Scottish rail network.</p> | |
| | Infrastructure & Information | <p>Three stations will require upgrade if they are to be served by hourly trains through this option. These are:</p> <ul style="list-style-type: none"> • Balmossie; • Barry Links; and • Golf Street. <p>Demand forecasting data indicates that the small revenue benefit to be obtained from calling at these stations is significantly outweighed by the journey time dis-benefits to the passengers using the service from other stations.</p> <p>Invergowrie requires some minor works, such as platform surfacing to make it fit for the increased usage it would experience if provided with an hourly service. These works would be undertaken by Network Rail and paid for by lease charges made by the franchisee, ie. at no net cost to the project.</p> <p>As this option provides through services between Glasgow and Arbroath, the key interchanges will be Stirling (for Alloa and stations to Edinburgh); Perth (for stations to Inverness) and Dundee (for stations in Fife and to Edinburgh). These three stations are already established and well equipped interchanges for rail to rail and rail to bus.</p> | |
| Land-use Transport Integration | | <p>Overall the proposal integrates well with land-use policy and proposals. The proposal will bring a number of positive contributions to a number of the objectives</p> | |

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| | | <p>contained in Scottish Planning Policy (SPP) 17: Planning for Transport. The proposal also brings a largely positive contribution to the objectives and policies of the relevant Local Plans across the Region, including a positive effect on connecting business and employment centres across the region with local population centres. Development proposed for Dundee (Harbour area) and the Stirling Major Growth Area will benefit from the increased rail and access opportunities arising as a result of the proposal. The proposal also fits well with key projects identified in the STPR (and potentially, in particular, Project 23).</p> | |
| Policy Integration | | <p>The proposal has a strong positive fit with National, Regional and Local policy and, in particular, a strong positive fit with the TACTRAN Regional Transport Policy.</p> | |

| Accessibility and Social Inclusion | | | |
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| Sub-objective | Item | Qualitative Information | Quantitative Information |
| Community Accessibility | Public Transport Network Coverage | Public transport network coverage is enhanced and increased through this proposal: the hourly service at all stops increases travel options for passengers at intermediate stations whilst providing connectivity across the region and beyond. As a result of the proposal there will be increased opportunities for on-bound travel to other destinations from the key centres within (and beyond) the region. | |
| | Access to Other Local Services | Access to other local services is enhanced and increased through this proposal: the hourly service at all stops increases travel options for passengers at intermediate stations whilst providing connectivity across the region and beyond. As a result of the proposal there will be increased opportunities for on-bound travel to other local destinations from the key centres within (and beyond) the region. The proposal also improves local access opportunities for tourists travelling to and through the region. | |
| Comparative Accessibility | Distribution/Spatial Impacts by Social Group | All communities and population centres served by the proposal will experience a positive impact including residents, tourists, businesses and, to an extent, agriculture and leisure, through increased travel to work opportunities and improved service times/ frequencies. | |
| | Distribution/Spatial Impacts by Area | The proposal will enhance travel choice and travel opportunities to, between and through the key regional centres of Stirling, Perth and Dundee and the smaller communities and population centres in between. Travel choice and opportunities will also be enhanced for those connecting with onward train and public transport services from the key regional centres as well as the Central Belt. | |

| Cost to Public Sector | | |
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| Item | Qualitative Information | Quantitative Information |
| Public Sector Investment Costs | | £0 |
| Public Sector Operating and Investment Costs | | £0 |
| Grant Subsidy Payments | | £20,998,000 |
| Revenues | | £0 |
| Taxation Impacts | | £6,169,000 |

| Monetised Summary | |
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| Present Value of Transport Benefits | £83,655,000 |
| Present Value of Cost to Government | £27,167,000 |
| Net Present Value | £56,488,000 |
| Benefit-Cost to Government Ratio | 3.1 |