



Scottish Association for Public Transport

SCOTTISH TRANSPORT MATTERS

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SAPT suggests ScotRail InterCity Electrification should start in 2019 after completion of EGIP.

A rolling programme of 100 track km of electrification per year would complete the 1400 km InterCity network by 2032, to complement the First Minister’s plans to phase out petrol and diesel car sales by 2032.

The possibility of cascading shortened Pendolinos, displaced from the West Coast route by HS2, should be investigated as a way of further cutting Scottish InterCity journey times.

SAPT Members Meetings, all members welcome:

Inverness Mercure Hotel Church St Tuesday June 26th 14.00-16.00

**Agenda: Highland Developments (Frank Roach of HITRANS invited)
ScotRail InterCity Electrification (see Section 1)**

Glasgow Mercure Hotel Ingram St Tuesday October 30th 18.30-20.30

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ScotRail InterCity all-electric by 2032?

As the Central Belt EGIP electrification scheme nears completion, now is the time to plan for the future of the Scottish InterCity and rural rail routes.

The First Minister foresees **cars switching to electric or hybrid power by 2032**. This is an ambitious target, with challenges for battery technology and electrical power generation and transmission to be resolved if electric cars are to gain widespread acceptance. Charge time for batteries is around 30 minutes using a 50 kw rapid charge supply (higher than normally available for domestic electrical supplies), and battery range is typically 50 miles. Many homes (particularly flats) have no direct street access for home charging, so will rely on public charging points. Research is gradually improving battery technology, but in the foreseeable future electric cars are mainly likely to be of use for the 94% of trips that are less than 25 miles. Longer journeys will need hybrid cars.

Electric trains can provide long-distance low emission travel now. To deliver on the First Minister's commitment for electrically powered travel, rail electrification should continue from EGIP to a programme of InterCity electrification.

During CP5 (2014-2019) a rolling programme of electrification has seen around 100 single track km electrified per year. Continuing at this rate each year from 2019 to 2032 inclusive would electrify a further 1400 track km, exactly sufficient to complete the Scottish InterCity network, plus the Glasgow-Dumfries-Carlisle line, as follows:

Route	Track km
• Dunblane-Perth-Dundee	125
• Haymarket-Dundee including Fife Circle/Perth	274
• Dundee-Aberdeen	229
• Perth-Inverness	251
• Aberdeen-Inverness	201
• Glasgow-Kilmarnock	55
• Kilmarnock-Dumfries-Gretna	<u>265</u>
Total	1400 km

To achieve the Scottish Government's target of low emission electrically powered travel by 2032, Transport Scotland should commit to this rolling programme of InterCity rail electrification.

Work to reduce the cost of electrification by the Rail Industry Association is reported to be aiming for a cost of less than £1.5 million per single track kilometre. On this basis, electrification of 100 km per year should cost less than £150 million annually.

A fleet of electric InterCity trains would be needed as electrification progresses, gradually phasing out the Abellio HSTs, which by 2025 will be 45 years old. HS2 trains are due to replace Pendolinos on Anglo-Scottish West Coast services by 2026. There could be an opportunity to transfer Anglo-Scottish Pendolinos, shortened to 7-car trains to fit platform lengths, to ScotRail InterCity routes. Upgrading the Scottish InterCity routes to support higher speeds on curves using tilt technology would further reduce journey times.

To complete the planning for low emission rail transport, Transport Scotland should commission new low emission trains for Scotland's non-electrified rural routes. The new trains should have comfortable seats aligned with panoramic windows, custom designed for Scotland's scenic routes. Hydrogen power may be an option. This is being tested in the Alston iLint train and this may have been safely perfected by 2025 when the current ScotRail franchise ends. There could be potential for local hydro and wind power to produce hydrogen economically for Scottish rural trains.

These suggestions will be discussed at the SAPT members meeting in Inverness on June 26th in order to prepare a submission to the Transport Minister.

The year has had little good news for public transport, with bus usage continuing to fall in many areas, delays in introducing electric trains on the Edinburgh-Glasgow line and shortage of diesel units causing overcrowding, and ferry problems caused by an over-stretched fleet and vessel breakdowns. Next year may bring better prospects, with a new Scottish Transport Act expected to improve the bus legislative framework, a new fleet of electric and refurbished HST trains, and two new Calmac ferries.

High Speed Rail: SAPT attended a number of meetings of the High Speed Rail Scotland group organised by Transport Scotland. Having campaigned for High Speed Rail since our “FastTrack North” conference in 2005, it is gratifying that work on HS2 is now progressing towards the target of London-Glasgow trains starting by 2026. Transport Scotland have now commissioned a study of high speed rail routes from Rutherglen to south of Carstairs, and towards Breich on the Shotts-Edinburgh line. Options for upgrading the Berwick-Edinburgh line are also being studied. The pattern of HS2 train services is still being assessed by HS2 Ltd. SAPT has voiced concern about joining/dividing of HS2 trains in current plans as this will reduce reliability and punctuality. In an HS2 consultation, SAPT gave support to the Crewe Hub proposal.

ClydeMetro: The potential for increasing Glasgow rail capacity and service frequency by converting some routes to Light Metro was discussed at meetings with SPT and Transport Scotland. The initial concept has evolved further with routes to Glasgow Airport via Renfrew and Maryhill via Kelvinbridge included in the latest proposals which are being submitted to the “Glasgow Connectivity Commission” chaired by Professor David Begg.

Consultations: The committee responded to a number of Scottish Government consultations. We decided not to oppose closure of Breich station, due to the exceptionally low usage (less than three passengers per week), but the Scottish Government decided nevertheless to spend £1.4 million on rebuilding the station as part of the Shotts electrification. Our view was that other rail projects would be better value for money.

SAPT responded to the **Local Bus Consultation** stressing that buses should be part of an integrated transport network, rather than being seen as purely local services. **Concessionary Travel** was also the subject of a consultation. The committee in its response recommended that the qualifying age for free bus passes should be linked to state pension age. A **Smart Ticketing** consultation was also carried out. The committee was concerned that these consultations did not recognise the importance of integrating public transport. The chairman was asked to write to the Chief Executive of Transport Scotland pointing this out.

As a result, the chairman was invited to a discussion with Transport Scotland’s Smart Ticketing group. The advantages of smartcards appear to be less than expected, as a touch in/touch out system for rail travel (like Oystercard) will only work for gated stations. The smartcard system with tickets having to be pre-loaded is of little practical benefit other than for season ticket travel. Mobile phone ticketing (m-tickets) will be of more practical advantage with tickets purchased and loaded on the phone.

The UK National Infrastructure Commission, chaired by Lord Adonis (who has since resigned), issued a consultation including a view that railfreight should be transferred to convoys of “road trains”. The SAPT response opposed this strongly.

Members meetings were held in Inverness (June 2017), Aberdeen (September 2017) and Glasgow (October 2017). At the Inverness meeting, HITRANS director Randal Robertson, and Frank Roach, outlined progress with Inverness and Forres stations and work on the Inverness-Aberdeen line. At the Aberdeen meeting, NESTRANS director Derick Murray gave an update on transport developments in north-east Scotland, including progress with the study into re-opening the Dyce-Ellon line. David Cannon of CalMac attended the Glasgow meeting and described the harbour upgrades and new ferries as well as problems facing the ferry network including excess demand and worsening weather.

Members of the committee have been very active over the last year. Committee member David Giles attended meetings of the Scottish Parliament’s Cross Party Group on Cycling, Walking and Buses. Tom Hart attended a large meeting in Ayrshire called by councils to address transport issues. We are indebted to Vice-Chair David Murray-Smith for organising the AGM and the distribution of the new SAPT recruitment leaflet to principal ScotRail stations, and for organising a joint transport seminar with Professor Tom Rye of Napier University. Thanks are also due to Scott Simpson for maintaining the membership database, distributing membership renewals and newsletters, and contributing to the updated constitution, Arthur Homan-Elsy as Secretary, Robin McGregor as Treasurer, and Tom Hart for the interesting news section in “Transport Matters”. Thanks are due to Transform Scotland for use of their office for SAPT Edinburgh meetings.

3 Minutes of AGM held in Perth 26th April 2018

The guest speaker, Alex Hynes, Managing Director of the ScotRail Network Rail Alliance, was introduced by SAPT President Stewart Stevenson MSP. Mr. Hynes has been in the rail industry for 20 years, including periods with Northern Rail and the Rail Regulator. The ScotRail franchise is currently losing money. But this situation will change very soon, with new electric trains and refurbished HSTs being introduced this year. The best Edinburgh-Glasgow journey time will be reduced from 52 to 42 minutes. Mr. Hynes believes this can be cut further to only 39 minutes. Diesel trains, which are currently in short supply, will be released to provide additional services on other routes.

Problems with the new Hitachi electric trains, due to curved windows and software teething problems, are being resolved, with some trains running by July.

The HSTs will revive the InterCity brand in Scotland, with increased seat pitch, seats better aligned with windows, and hot food catering.

Growth on the Borders Railway is accelerating – longer trains are needed. Waverley station is becoming overcrowded, especially during the Festival.

In response to a question about reliability of the HSTs, Mr. Hynes said the engines are relatively new. Sliding doors have replaced the slam doors. Trains will be introduced gradually, initially on off-peak services. There will be no quiet coaches. Station waiting rooms should be upgraded to “departure lounges”.

The Highland Main Line and Ladybank-Perth routes need further upgrades.

Alan Ross, Network Rail's Director, Route Asset Management, is investigating line speed improvements.

Network Rail have underspent in CP5 and are doing preliminary investigation of the Levenmouth line.

Mr. Hynes recognises that not enough is being done to integrate transport. ScotRail and CalMac should have a transport integration strategy.

Mr. Hynes is keen on initiatives like the pianos at Glasgow Central and Waverley to brighten up the day.

A new Head of Retail is looking at improving the smartcard system, with a new trial on the Cathcart Circle.

A West Highland Review Group is being established to review journey times, trains and timetables.

A “pop-up” station at Stranraer could be located nearer the town centre.

The guest speaker session was concluded with a vote of thanks by SAPT secretary Arthur Homan-Elsy.

This was followed by a presentation on Trains and Tourism by SAPT Vice-Chair Prof David Murray-Smith.

Business Meeting

Chairman John McCormick welcomed members, and delivered the Annual Report (see Section 2).

Treasurer Robin McGregor presented the accounts, which had been validated by David Brown. These showed that income matched expenditure during 2017.

Tom Harris was unanimously elected as a new SAPT Vice President.

John Whyte resigned from the committee, and was thanked by the Chairman for his contributions.

Bob Barnes-Watts had indicated that he will stand down as Vice Chair but will continue on the committee.

David Giles accepted nomination as Vice Chair, joining David Murray-Smith.

Other members of the committee and office-bearers were elected en bloc.

The office-bearers and committee now consists of:

President Stewart Stevenson MSP

Vice Presidents Tom Harris, Lawrence Marshall, Malcolm Reid

Chair John McCormick Vice Chairs David Murray-Smith, David Giles

Membership Secretary: Scott Simpson Minutes Secretary: Arthur Homan-Elsy

Treasurer: Robin McGregor

Regional representatives were nominated as follows:

Strathclyde: David Brown, Stewart Leighton South-west Tom Hart

Borders: Prof Chris Harvie Lothian: Paul Tetlaw, Alastair Reid

Fife: Laurie Naumann Tactran, Nestrans: Vacant

Highlands: Dr. John Logie, Rolf Schmidt

Elected Members: Dr Ann Glen, Graham Atkins, Bob Barnes-Watts

The new Draft Constitution (previously circulated) was unanimously approved with one minor modification.

It was agreed that Martin Ford should be approached with a view to arranging a meeting in Aberdeen to discuss the Ellon line re-opening.

The overwhelming success of the rebuilt section of the Waverley Route between Edinburgh and the Borders has taken almost everyone by surprise, except of course the Campaign for Borders Rail (CBR). Now, says Simon Walton, Chairman of CBR, the push is on for the eventual goal of taking the railway onward through Hawick to Carlisle, benefitting even wider communities.

Looking back with the attitude of the 1960s, given Harold Wilson's white heat of technology, and the black soot of a 19th-century railway, it's understandable to see how, in a changing world, the Waverley Route, and the railways in general, were viewed as a lost cause. The vigorous campaigning, albeit too late by too few, could not stop the axe from falling in 1969 on this and many other lines that, in hindsight, are strategic assets lost at great cost to the nation.

Those farsighted few saw beyond the bald figures, concocted by the balding Beeching and Marples the Merciless, and gazed upon a future where the railway's power for social inclusion and economic regeneration was fully appreciated, and properly accounted for in the bargain of public service.

For all the arguments about mothballing the strategic assets and safeguarding the railway for potential future use, the Waverley Route, like so many others, was brutally dismantled, and in the subsequent decades, compromised by allowing development over the trackbed. Had that corridor, which is hardly more than a wide footpath, been left undisturbed, many additional millions would not have been required to make possible the construction of the modern Borders Railway - a project CBR considers most certainly to be "phase one".

Even so, it took several decades of blighted initiatives to wipe away much of the economic confidence in the Borders. It was by 1999 that the diverse and public spirited band of individuals came together to form the beginnings of the Campaign for Borders Rail. A simple enough concept which hides a much more complicated reality.

Embracing a wide media audience, CBR's success represents the culmination of a decade and a half of planned and concerted effort - all voluntary - that would impress even the most organised of professional lobby and public relations operations. A real body of professional expertise and a huge amount of effort was given freely. Above all, having left those outdated attitudes of the 1960s behind, there's an understanding of what this railway really means to the community, to the economy, and to the political agenda that swung the decision in favour of building.

It would be disingenuous to say that every aspect of the phase between Edinburgh and Tweedbank has been as successful as would have been hoped. Some short-sighted budgeting, which never seems evident in road-based schemes, was folly based on a flawed business case. By contrast, CBR remains a dynamic force in pushing for the reconstruction of a through main line, onwards through Hawick to Carlisle. The recent announcement of a further study is just one more step on the journey to reconnecting Borders communities with the rail network, and all the proven economic advantages that will bring.

It is a massive strength of the Campaign that its growing membership embraces articulate individuals from every conceivable profession, all willing to put their expertise behind turning these ambitions into reality. The Campaign also works hard to emphasise the much wider strategic value of a new Waverley Route. As a connection between long distance markets, and as a viable alternative to the coastal routes, the journey through the Borders can deliver new visitors, new investors, and new opportunities for everyone.

That nationwide importance is behind the Campaign's UK-wide membership base. Being part of the Campaign attracts like-minded people from all over the UK, and a brief visit to www.campaignforbordersrail.org or a **call to 01768 362022** is all it takes to **obtain membership** details. The momentum is behind yet another milestone, and now is a great time to be part of this most successful grassroots movement.

Simon Walton, Chairman, Campaign for Borders Rail

5 Glasgow Connectivity Commission Submission

SAPT's submission to the Glasgow Connectivity Commission (see "Scottish Transport Matters" 2018/1) was finalised in May. The gist of our input was to expand the rail network using light rail technology.

Southside trains from Newton, Neilston, Cathcart and Paisley Canal could be converted to high frequency Light Rail services, routed via Pollokshields and the underused St.Enoch Bridge. Trams would continue via an off-ramp to Bridgegate then on-street via Clyde St/St.Enoch to Hope St (Central) and George Square (Queen St).

The **Springburn** line could also be converted to Light Rail via Bellgrove, Collegelands and Glasgow Cross to an off-ramp to Bridgegate, continuing as above on-street via St.Enoch to Central. This line would give connections from Cumbernauld trains at Springburn, and Airdrie trains at Bellgrove, to Glasgow Cross and Glasgow Central.

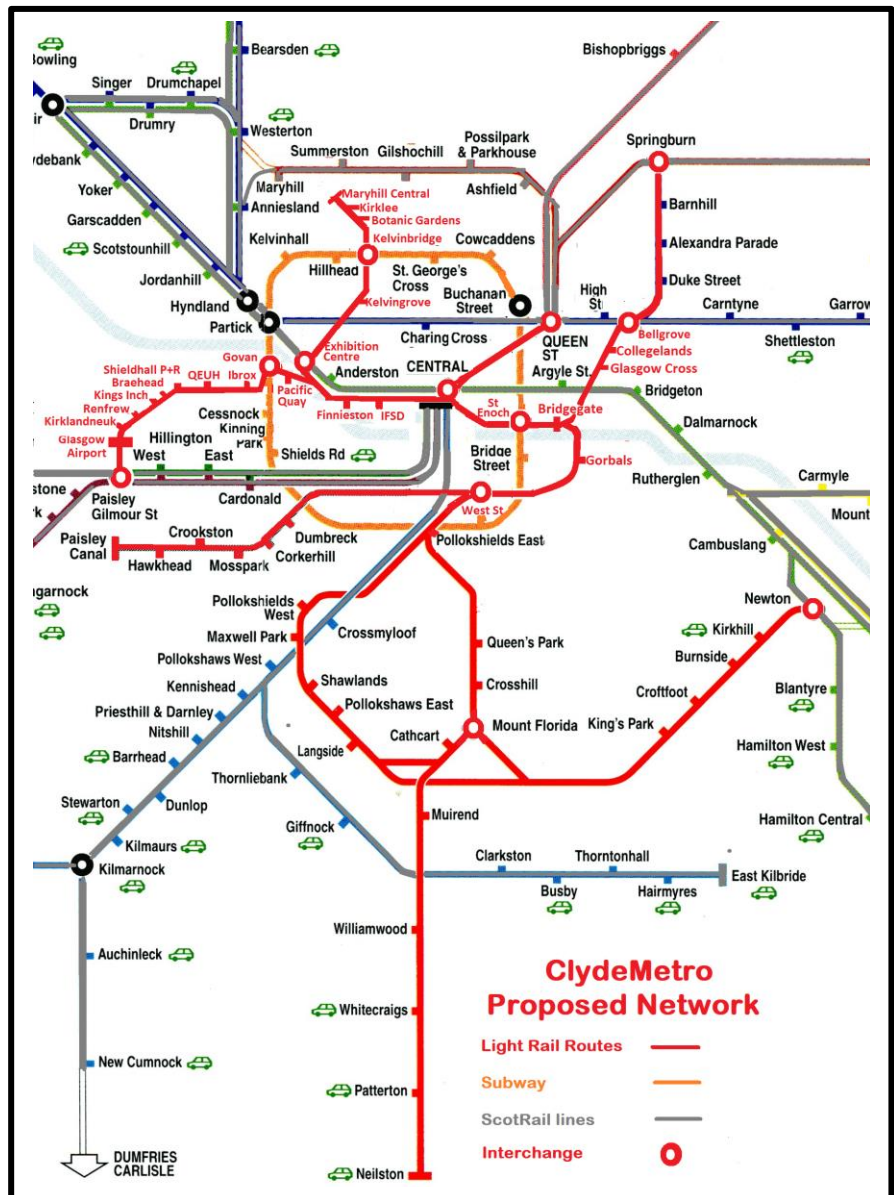
Analysis suggests that disused infrastructure could, with some new sections of line, create two strategic Metro lines extending the routes above:

Maryhill from city centre – Financial Services District-SEC/Hydro – Kelvingrove – Kelvinbridge – Botanic Gardens – Kirklee

Predominantly using disused rail tunnel from SEC onwards, this fast Metro line would serve some of the most congested areas of Glasgow's West End.

Glasgow Airport from city centre - Financial Services District - Finnieston –Pacific Quay – Govan – Ibrox – QEUH - Shieldhall P+R - Braehead – Renfrew – Airport - Paisley

This route, using a mixture of Fastlink, disused rail, and street-running track alongside dual carriageways, would link waterfront development zones, Ibrox, QEU hospital, Braehead, Renfrew (an expanding town with no rail service), Glasgow Airport Investment area, and Paisley (connections from Ayr and Inverclyde).



Glasgow's expanded rail and light rail network as proposed in the SAPT submission is shown in the diagram above, with the ClydeMetro light rail routes shown in red. The Glasgow Connectivity Commission is expected to make final recommendations by the end of 2018.

FERRIES & SHIPPING

CalMac and the Scottish Government are facing complaints about chronic delays and cancellations on ferry services, due to delivery delays on new and arguably over complicated larger ships and rising tourist numbers as a result of the extension of lower RET fares which leave no spare capacity at summer peaks. A fault with the Clansman for a lengthy period has exacerbated the situation. The New Brodick Pier and Terminal has opened with plans for equivalent work at Ardrossan to follow.

Action is being sought to shorten the distance for foot passengers between trains and the ferry at Ardrossan, together with integrated train and ferry fares with shorter times between ship and train.

The Outer Hebrides are aiming for a 20% rise on the current 218,000 visitors by 2020, with increased per capita visitor spend in the area, especially away from high-peak periods. Western Isles Council is also studying fixed links to replace ferries between Harris and North Uist and between South Uist/ Eriskay and Barra.

Funding towards these may come from Island Deals similar to City Deals (H7May). Western Islands Council is also calling for a higher proportion of CalMac staff to live on the islands (H19Apr) David MacBrayne, owner of CalMac ferries has gained £1.2m compensation from ATOS IT for failure to implement a workable ticketing system (H6Apr) Closure of island tourist offices has made it more difficult for tourists, especially foreigners, to gain information about ferry and island bus times.

CalMac has established a 12 member, independent Community Board to give islanders a greater say in the running of CalMac services (H25April)

Steve Dunlop, Chief Executive of Scottish Canals, has been lauded for much work to ensure canalside development and more visitors, especially to the Forth and Clyde Canal. However the failure to ensure funds to repair lock gates has led to canal closure for through traffic.

DFDS has withdrawn the freight ferry between Rosyth and Zeebrugge. Passenger cruises to Scotland continue to rise with Fort William having its first ever cruise ship in April, with 800 passengers and crew. Further work is planned there to allow larger cruise ships to call. A local company working on harbour development believes Fort William could host up to 200 cruise ships per year (H30Apr)

A volunteer crew is being sought as part of an ambitious plan to return of Maid of the Loch sailings on Loch Lomond by 2019. Usage of around 95,000 passengers per year is anticipated (H19Apr).

AVIATION

After severe winter conditions led to a marginal fall in Edinburgh Airport use in March, Edinburgh had its busiest-ever April with passengers up 5.7% to more than 1.2m. International passengers are up by 7.2%.

Under new plans, air users may face criminal charges if drinking their own alcohol.

Glasgow has had direct Dubai flights for a decade: direct flights from Edinburgh will start in October.

For the first time in six years, Loganair has re-introduced newspapers deliveries using the 7.15am flight from Glasgow to Benbecula.

RAIL

16 May saw the controversial announcement that Stagecoach/Virgin East Coast trains is to revert to temporary public ownership. Plans are continuing for a combined HS2/West Coast franchise during the construction, and early years, of HS2 operation. Pressure is mounting for a major review of HS2 ensuring lower construction costs and a funding redistribution to other parts of the rail network.

Labour Party policy continues to favour a phased return of unified track and passenger train operation to public ownership. An alternative argument is greater devolution to city regions to own and manage local rail networks along with increased powers over bus services and fares.

A public consultation is to be launched on a major review of rail ticketing, providing a simpler but more effective way of encouraging modal shift. NR has suggested that the aim should be that any changes are revenue neutral with no change in average fares and taxpayer support (H8May)

Abellio ScoRail continues to face complaints about continuing delays in providing the new electric trains expected to be delivered this year, and also in the planned introduction of refurbished High Speed diesel trains on the inter-city routes within Scotland. Other recent complaints include unacceptable reliability following signalling and power-line faults – with services west from Glasgow to Balloch and Helensburgh particularly affected but also significant disruption from power failure on the approach to Glasgow Central High Level (H9,10&11 May). Calls have also been made for an upgrade of Glasgow Central Low Level and Queen St Low Level. The 'hamster cage' link from Finnieston rail station to SECC has been called a national disgrace (H15 May)

ScotRail has acquired 10 Class 365 electric trains being displaced in England by new electric units. The Class 365s will operate between Glasgow and Edinburgh, filling the gaps left by Turbostars being sent south to fulfil leasing contracts. Electric wiring is now complete between Glasgow Queen St and Edinburgh via both Falkirk High and Cumbernauld. Wiring of the Shotts line and from Larbert to Stirling, Dunblane and Alloa should be completed by 2019.

Peel Ports and DB Cargo UK have introduced a new rail freight service from Mossend to its enlarged container-handling facility in the Port of Liverpool. Walkers Shortbread will be one of the first users of this service for exporting Scottish goods. Return containers will carry imported goods (H17Apr)

BUSES, TRAMS & TAXIS

Major changes to bus services between Dumfries and Edinburgh are likely due to pressure for funding cutbacks in the three authorities involved, Dumfries & Galloway, Scottish Borders and SPT. In major press features on threats to Glasgow city centre and in responses to the Connectivity Commission appointed by the City Council, the Herald has highlighted the need for improved public transport, revised fare structures and an improved public realm as essential for a sustainable and inclusive low-carbon city with better air quality and health – and also improved job and tourism prospects. But shopkeepers say more urgent action is needed to reduce parking charges in and around the city centre (H14&15May).

18 people have been injured in a First Bus crash on the north approach to the Clyde Tunnel. A tourist bus (with no passengers) was destroyed by fire near Inverness.

Heritage and cycling groups are seeking modifications of the planned tram route down Leith Walk to Newhaven. They do not object to the principle of the route but others in Edinburgh have continued concerns on how the project will be funded and on the level of benefit compared to further bus network and road maintenance improvements.

GENERAL DATA PROTECTION REGULATION *Message from Membership Secretary Scott Simpson*

“As you are probably aware, the General Data Protection Regulation (GDPR) came into force on 25 May 2018. SAPT must have a lawful basis for processing personal data relating to identified or identifiable individuals. We consider the appropriate basis is ‘legitimate interest’ in communicating with members (including distribution of newsletters), maintaining membership records and the general administration of SAPT. It is necessary to process personal data to achieve these purposes. We are confident that the interests of individual members’ do not override SAPT’s interest in holding and processing such data.

Membership data is held on a computer database. Personal data will not be shared with any other organisation. Any member wishing to withdraw consent to the holding of personal data may do so by contacting the membership secretary at the address shown in the newsletter. But this may make it impractical for the Association to distribute newsletters or other communications to such person.”