



Scottish Association for Public Transport

SCOTTISH TRANSPORT MATTERS

Contents

- 1 Glasgow Metro**
- 2 Edinburgh Rail Capacity Expansion**
- 3 SAPT AGM: Presentations and Minutes**
- 4 SAPT 2018 Annual Report**
- 5 News Around Scotland**

ScotRail's HST fleet is gradually taking over Inter7City services from Turbostars, as seen here at Aviemore.

However, delivery of modified trains with power-operated doors and retention toilets is being held up by slow progress at contractor Wabtec. Some work will now be done at Kilmarnock.



Next Members Meetings:

Inverness Tuesday 18th June 2019 14.00 Mercure Hotel, Church St

Bus/rail co-ordination in the Highlands

CalMac Ferry Problems

Latest rail developments: Far North and West Highland Line Reviews
Inverness to Perth and Aberdeen
2019 - 2024 Prospects

Glasgow Tuesday 8th October 2019 18.00 Mercure Hotel, Ingram St (6th Floor)

Glasgow Connectivity Progress

InterCity Rail Developments

1

Glasgow Metro

The Glasgow Connectivity Commission, chaired by Professor David Begg, issued its final report in April 2019. The first report supporting better priority for buses, cycling and walking was widely publicised (see Scottish Transport Matters 2018/4). The final report largely accepted SAPT's "ClydeMetro" submission (see STM 2018/1 and 2018/2), with the Commission recommending a "Glasgow Metro" to Glasgow Airport, Glasgow Southside and along the east-west Argyle Line corridor. The Commission also recommended an ambitious heavy rail deep-level tunnel from Shields Junction under the Clyde to Cowlairs with a deep underground station stretching from Central to Queen Street. This concept, which was originally proposed several years ago by Strathclyde Passenger Transport Executive, was preferred to using the St. Enoch Bridge "Crossrail" line which was rejected by the Commission as it was not judged to serve the city centre.

The first priority would be a light rail Metro from Paisley Gilmour St to Glasgow Airport (right) by 2025, extended onwards via Renfrew and the Clyde Regeneration Corridor to Glasgow city centre.

Like many transport plans, there is a danger that if early progress is not made, this initiative may lose momentum.

SAPT has contacted Glasgow City Council, SPT and the Scottish Government to discuss the way ahead.



2

Edinburgh Rail Capacity Expansion

Passengers and trains using Edinburgh Waverley have more than doubled within the last 10 years. Tracks from both the west and east are now very busy, and the station concourse is congested with over 24 million passengers last year, compared with 10 million ten years ago. 49 million passengers are predicted to use the station by 2048. Expansion of the station is difficult due to the constrained site.

Recent construction of new through platforms, and lengthening of platforms 5 and 6 to accommodate East Coast Anglo-Scottish trains at the east end of the station, have expanded platform capacity somewhat. Pressure to increase the number of trains to East Lothian and the Borders, together with plans for more Anglo-Scottish trains (including First Group's open access Edinburgh-London trains and TPE's Edinburgh-Liverpool trains) is likely to eventually need four-tracking of the route east from Edinburgh. Re-doubling of track through both the Carlton Tunnels together with doubling the Borders line at Portobello Junction could be a start. West from Waverley there are now 10 trains per hour (tph) through Edinburgh Park with a further 4 tph on the Shotts/Carstairs line and 7 tph over the Forth Bridge so capacity is running out here also.

The concourse and entrances/exits at Waverley station are also very congested and sub-standard. Network Rail and Transport Scotland are developing an ambitious Masterplan involving raising the roof and building a new mezzanine concourse above the tracks. This will involve planning inquiries and construction work but will in the long term be transformational.

SAPT's response to the long term Waverley Masterplan consultation was supportive, but we suggested that immediate improvements are needed. Without major reconstruction of the roof, a new concourse for Anglo-Scottish trains could be established in the largely empty area at the east end of the main booking office building (photo on right). Also one of the two ramps from Waverley Bridge (both now largely used for vehicles) could be upgraded into a dedicated passenger entrance.



More use could be made of the area to the east of the Waverley central ticket office block, shown above looking from platform 2.

SAPT **President Stewart Stevenson** welcomed those attending but noted only 2 ladies attending – need to encourage more to be involved as they were major users of public transport, especially buses. He noted ScotRail problems but welcomed the quality of the renovated HSTs now operating in Scotland (but with time-lags in delivery). Many rail problems were those of coping with growth but buses needed more thought in the current Scottish Transport Bill if bus passengers were to rise in importance within integrated approaches to transport.

He then introduced the new SAPT Vice President Tom Harris, a former UK transport Minister and now a member of the independent experts advising the Williams Rail Review.

Tom Harris “Current Transport Issues”

Having just been delayed on a return flight from N Ireland, Tom noted that, unlike rail complaints and any threat to car users, air and bus users were surprisingly accepting of delays and other travel problems. A stronger focus was needed on key issues rather than only on complaints.

The Williams Review, leading to a White Paper by 2020, gave an excellent opportunity to improve the quality of rail management, hit by many changes in DfT personnel often with limited knowledge of rail. More effective public involvement was needed along with measures to let the rail industry run itself with well qualified and innovative staff. Network Rail needed such staff and a revised structure to allow the rail network to improve at a technical and planning level, with early awareness of capacity issues (including freight) and how best to ease them. He saw benefits from a reformed system of franchising rail passenger operations. Rail freight operations had been in the private sector for some time but needed fuller consideration in infrastructure planning. On some Inter-city passenger routes, moves to open access could open up competition and quality of services.

Early reforms were essential to give a better base for longer-term infrastructure planning – which could include some routes modified for double-deck operation of both passenger and container freight trains.

Questions: These related to rail safety, double-deck practicality, fares simplification, integration issues and the scope for greater devolution of rail responsibilities to a regional level. Tom replied that rail safety was already at a very high level and there were no indications that ‘open access’ would lead to reduced safety. He recognised the high cost, technical issues and some passenger inconvenience from a major shift to double-deck operation but on some routes with capacity issues this may be the way forward. It will not be an issue in the Williams Review which will focus on early change in the approach to rail management.

He supported an early simplification of the overall rail fares structure and possibly joint ticketing for bus and rail in some areas (though with fares and service competition on several trunk routes).

On devolution, he urged that, like the Scottish Trunk Road Network, Network Rail Scotland operate under the full control of the Scottish Government but with qualified staff specialising in rail. In some cases, as in England, there may be an enlarged overall transport role for regional transport bodies within Scotland, able to perform more effectively with increased sources of direct funding and comparable powers over both bus and rail. Stronger bus regulation and integrated regional ticketing and services were essential. The present Scottish Transport Bill is missing the opportunity to develop an integrated approach to rail, bus and ferry -and also airport access – including issues to do with land use plans, station design, access and capacity expansion.

A final question related to the crucial importance of land use planning (making it easier to use public transport and active travel) and overcoming the political bias towards car use. The reply was that it could be counter-productive to appear strongly anti-car. Labour, as well as other parties, had responded to voting pressure to improve roads as car availability and use moved down the income scale. The car was not going to disappear but there were ways of encouraging less use which could attract greater support. Paul Tetlaw offered the vote of thanks for a well-received and comprehensive presentation.

Prof David Murray-Smith, SAPT Vice-Chair “Powering Future Transport in Scotland”

Research: In the context of calls by the Committee on Climate Change (and the Scottish Government) for more rapid cuts in carbon emissions from transport, **DMS** examined ‘Where we are going’ and ‘Where we should be going’. He expanded his talk to include local emissions, such as NO_x and particulates, which could be damaging to health and local environments. As yet, there had been very little progress in cutting carbon emissions from transport. There were also increasing pressures for lowering road speeds to improve local environments and road safety. Only rail overhead electrification from renewable sources had led to major cuts in diesel use on rail but rail remained a small part of total demand for movement. Global air travel was a rising source of fossil fuel demand.

Norway had shown a strong interest in transport electrification, including the more lightly used rail route north from Trondheim where studies had been carried out to compare conventional electrification with other solutions. For some applications battery power is seen as an attractive option and has already been used for buses in Vienna. Milan is aiming for all-electric public transport. Hydrogen was a potential power source but expensive to produce and involves risks of explosion. He explained developments in battery design and potential shifts to faster charging and shifts away from lithium-ion batteries. Flywheels, as on the Parry People Mover operating on a short route in the Birmingham area, and supercapacitors were other possible innovations – also potential for energy regeneration from downhill running and braking. On present diesel trains, 15% of energy went to heating and cooling systems but, on electric trains, heating and cooling was also electric. China was leading work on supercapacitors for road vehicles giving a range of 3-4kms and quick charging. Combinations of supercapacitors, or better batteries, could extend this range for rail as well as road travel, cutting the need for overhead electrification on difficult sections of route.

Overall Energy Use and Distribution Trains used routes easier to electrify than the road network and also used much less carbon per kilometre than aeroplanes, buses, HGVs and cars. Occupancy levels were of critical importance in ensuring low energy costs per passenger kilometres and freight equivalents. Electric trains were also more effective in attracting passengers from car use – strengthening the case for rail overhead electrification and for battery trains using electric power from renewable sources. With fuller rail and city transit electrification, shifts away from car use were likely to cut the total power required for electric cars.

Estimates of the extra power required for electric road vehicles suggested that transport demand for electricity could rise by between 10% and 40%. These estimates need further refining – there was off-peak renewable energy which could be more fully used but there would be substantial costs in extending the network of charging points and strengthening local distribution capacity, especially in urban areas. Other plans – such as the proposed ban on gas heating and cooking in new housing from the mid 2020s could also lead to rises in total electricity demand despite improved insulation. DfT had already invited views on Future Mobility by 19 May. It was essential that this issue be included in the coming National Transport Strategy review in Scotland – and its role in delivering Scottish targets for CO₂ cuts and improved local environments by 2040.

Limited time was left for questions but two issues raised were the scope to link battery and supercapacitor technology and the possible use of the Far North Line as a test case for shifting to electric power without wiring. *Prof Murray-Smith also made available an Overview and Bibliography and said the presentation he had used could be requested from David.Murray-Smith@glasgow.ac.uk*

Minutes of Annual Business Meeting in Perth 5 April, 2019

Chair Dr John McCormick welcomed the members attending and intimated 9 apologies

Minutes of 26 April 2018 AGM in Perth were approved

Matter arising Chair reported a lack of success in securing a further meeting regarding a Dyce-Ellon rail reopening but hoped to raise this issue with the Provost of Aberdeen.

He presented his **Annual Report** (see Section 4 below)

Treasurer Robin McGregor presented the Annual Accounts which had been examined and approved by David Brown. There was a loss of £460 in 2018 but this was explained by some 2018 cheques not presented until 2019. The overall financial position remained sound and the Accounts were approved

Appointment of Office Bearers and Committee

President Stewart Stevenson MSP

Vice Presidents Tom Harris, Lawrence Marshall, Malcolm Reid

Chair Dr John McCormick

Vice Chairs Prof. David Murray Smith, David Giles

Membership Secretary Scott Simpson

Minutes Secretary Arthur Homan-Elsy

Treasurer Robin McGregor

Strategy Officer David Murray-Smith

Regional Representatives:

Strathclyde David Brown, Stewart Leighton

Lothian Paul Tetlaw, Graham Atkins

Borders Prof. Chris Harvie

Southwest Tom Hart

Central & Tayside David Giles

Fife Laurie Naumann

Highlands & Islands Dr John Logie, Rolf Schmidt

Shetland vacant (meantime covered by H&I)

Nestrans vacant

Elected Member Dr Ann Glen (with 3 vacancies unfilled)

Chairman Dr John McCormick was thanked for a continued record of hard and encouraging work over the year – also his major contribution to the four-times a year Newsletter

The year has seen significant improvements in rail infrastructure with completion of Edinburgh-Glasgow electrification via both Cumbernauld and Lenzie and extension to Stirling, Dunblane and Alloa. The new electric services are a major improvement in capacity and speed, though initial cancellations due to shortage of trained crews have caused problems. Late delivery of electric trains and refurbished HSTs have given Abellio ScotRail further challenges. Bus traffic continued to fall during the year. CalMac ferry services have continued to be adversely affected by late delivery of two new ferries from Fergusons.

Buses: The Transport Bill (Scotland) continues to progress through the Scottish Parliament. SAPT attended Scottish Parliament committee meetings on this and the Cross Party Group on Cycling, Walking and Buses. Proposals in the Transport Bill fall short of what SAPT believes is needed to enable establishment of an integrated public transport network. However we will continue to push for improvements.

SAPT attended the release of the Glasgow Connectivity Commission's first report on buses, which advocated more bus lanes and priority measures and set a target of 25% increase in ridership within 5 years. If this is not met, the report recommends that bus services around Glasgow should be franchised.

SAPT contributed to a Living Streets survey of bus stop siting and convenience of interchange.

SAPT prepared a summary of bus station facilities, status and ownership.

Rail: SAPT continued to voice concern about the high frequency of infrastructure faults interrupting services. Organisational changes in Network Rail are hopefully leading to gradual improvements.

SAPT attended a number of meetings as a member of Transport Scotland's **High Speed Rail** Stakeholder Group. Transport Scotland reported progress with studies by Arup of upgrades or new sections of High Speed Lines on the West Coast route from Rutherglen towards Abington, and on the East Coast from Cramlington north of Newcastle to Prestonpans. Upgrading Newcastle station to accommodate 400 metre HS2 trains is also being studied. Progress by HS2 Ltd in building the Phase 1 line from Euston via Old Oak Common to Birmingham has involved station site preparation, but spending approval for building the new line has been suspended until December 2019 due to concerns about budget overspends. This puts the project in danger of being affected by UK Government political instability.

Light Rail: SAPT canvassed Edinburgh councillors on the Edinburgh tram extension issue, highlighting the environmental and health benefits of zero-emission electric transport, and we were pleased that in March 2019 the council approved extension to Leith and Newhaven.

SAPT gave evidence to the Glasgow Connectivity Commission outlining a proposal for a ClydeMetro route from central Glasgow to Glasgow Airport, running via the Financial Services area, Hydro, BBC, Ibrox, QUEU Hospital, Braehead, Renfrew and the Airport Development Zone. Glasgow Southside, Paisley Canal and Springburn lines could be incorporated into ClydeMetro giving more frequent services and cross-city journey opportunities. The Commission's Report on Rail and Roads is expected at the end of April 2019.

Consultations: SAPT took part in consultations on the CrossCountry Franchise renewal (since cancelled by the DfT), transport in south-west Scotland including ferries, transport in the Barrhead area, and design of refurbished Class 153 diesel units for cycles on rural lines. A demonstration run of a battery train was also attended. SAPT was also involved (with Friends of West Highland Lines) in the TS West Highland Line Review Group. Initial discussions were held on a response to the forthcoming National Transport strategy

The SAPT Committee met 3 times in Glasgow (including a talk by Tom Harris), 3 times in Edinburgh, and once in Inverness (with contributions from HITRANS and Stagecoach).

We were saddened by the death of Committee Member Bob Barnes-Watts. Bob was a staunch supporter of transport integration and an expert on bus and rail timetables. SAPT was represented by Rolf Schmidt and John McCormick at the unveiling of a memorial plaque to Bob in Tain station in November 2018.

We are indebted to Vice-Chair David Murray-Smith for organising the AGM and preparing the AGM talk on Future Energy for Transport. Thanks are also due to Scott Simpson for maintaining the membership database, distributing membership renewals and newsletters, David Giles for bus issues, Arthur Homan-Elsy as Secretary, Robin McGregor as Treasurer, and Tom Hart for the news section in "Transport Matters". Thanks are due to Transform Scotland for use of their office for SAPT Edinburgh meetings.

RAIL

FirstGroup has gained permission to operate five 'open access' services using new Hitachi electric trains between Edinburgh and London from autumn 2021 competing with the LNER services now operated by a UK government company. First Group promises average fares under £25 (H22Mar)

Virgin Trains has introduced Alexa-enabled devices to allow disabled passengers to combine booking tickets with requesting assistance (H26Feb)

The Arup masterplan for Waverley station was on display in the concourse until 26 April. In the past 10 years usage has risen from 10m passengers to over 24m and is expected to reach 49m by 2048. An updated plan will be published in September (H26 Mar).

First Minister Nicola Sturgeon says Abellio is in 'the last chance saloon' and may be stripped of its franchise if there is no early improvement. Abellio report that it has suffered from Network Rail deficiencies and delays in train deliveries aggravated by a loss of drivers and other key personnel – partly affected by moves to better-paid jobs. It will be unable to avoid breaches of formal franchise commitments until May 2020 (H22&23 Mar)

Abellio ScotRail is inviting retired train drivers to consider a return to work, easing the present shortage of drivers. Trains are still being cancelled due to a backlog in electric train delivery and driver training.

Poll for Censusworld Scotland finds that 55% of regular rail travellers find it hard to pay peak fares while 59% say they struggle to find seats at peak travel times (H23Jan)

A return to 4 hour best times between London and Edinburgh has again been postponed to 2021 due to delays in completing necessary works on the East Coast main line. Only one early morning train from Edinburgh presently has a 4 hour timing.

Travellers on daytime Virgin Glasgow-London Inter-city trains are up almost a third in six years to 2000 a day with Glasgow-Birmingham passengers up over 50% (H4Apr)

Virgin/Stagecoach has been barred from bidding for future rail franchises due to unwillingness to take full responsibility for future pension obligations.

Consultation has started on controversial new plans for a redesign of Waverley. There is concern at loss of daylight from the newly restored glass roof as well as at increases in overall height but a welcome for enlarged concourse space and better signposting within the station. More attention is needed to improved passenger access to and from the station (EN26Mar) (see Section 2).

The new Caledonian Anglo-Scottish lowland sleeper services are now operating with higher fares but much improved standards of comfort.

Delays in completion of refurbishment of 40 year old HST services to offer 4 or 5 coach Inter-city services within Scotland have led to some existing services being reduced to two coaches causing overcrowding.

A cut in stop-skipping has led to some disruption as delayed trains are starting late on their next service. Sometimes passengers waiting at a terminus for a delayed incoming train have been told the train is cancelled though in fact the train will run empty non-stop to its destination in time for the next scheduled return trip. Calls have been made for a more sensible approach to dealing with problems arising from ScotRail train delays.

ORR data for ScotRail reliability in 2018/19 shows the worst performance since 1997/98. Cancellations and significant lateness had risen from 2.4% of services in 2015 to 3.7% (H22Apr)

Former Labour Transport Minister Tom Harris has urged full devolution of Network Rail to Scotland just as Transport Scotland is separate from Highways England (H17 Apr)

Hitachi is considering adding enlarged batteries to new electric trains being built for ScotRail to allow them to operate without wiring for up to 60 miles.

AVIATION

Edinburgh Airport had 6.5% passenger growth in 2018 to a record high of 14.3m but Gordon Dewar, Edinburgh Airport CE, warns that passenger growth in 2019 will be significantly lower unless the Scottish Government proceeds with plans to halve APD

Air services from Oban to Colonsay, Coll and Tiree may be suspended this summer pending Argyll and Bute Council negotiating lower contract prices (H22Mar)

March saw the 50th anniversary of the first Concorde test flight in 1969 but Concorde market did not develop with all flights ending in 2003.

Scottish airports fear a 10% fall in flights if there is a no-deal Brexit (H11Feb). Passengers arriving at Edinburgh complain of a poor passenger experience in the airport.

Committee on Climate Change has advised government that air travel demand will require to be constrained to meet UK targets of an 80% cut (on 1990 levels) in carbon emissions by 2050 (LTT767 1 Mar)

Greening Aviation- Business Herald Spring 2019 p 68-69. This examines the major problems of electrifying air travel. Norway is prioritising work on small, limited seat electric planes for short inter-island trips. It is hoped that a 25 seat electric plane could be in service by 2025 with 50 seats possible by 2032 but still on short trips. With no action, aviation could have a 24% share of greenhouse gas emissions by 2050

Nicola Sturgeon has signalled that Scottish Government may drop plans for cuts in Air Departure Tax as part of plans for faster cuts in carbon emissions (H24Apr,3May)

The world's largest jet airliner – the super-jumbo double-deck A380 has been introduced on Emirates Glasgow-Dubai flights. It offers 14 private suites, 76 lie flat seats and 399 economy seats (H17Apr) Loganair is introducing services from Aberdeen to Newcastle and Norwich from September, making Loganair the largest operator from the airport (H4May). A £100,000 upgrade of the helipad at Raigmore Hospital, Inverness, has been completed.

For the first time, Edinburgh Airport handled more than 1m passengers in March. Total of 1.1m passengers was 14.8% up on March 2018 (H13 Apr)

BUS

Stagecoach is seeking reservation of a lane on parts of the M8 in Glasgow for buses only.

CPT Scotland is strongly in favour of Workplace Parking levy as a means to encourage car users to shift to bus (H14Feb)

Scottish Government has placed a £214m cap on bus operator compensation for concession fares in 2019/20. Bus fares in Scotland have averaged an 11% rise compared to 6% across Britain

A Transport Focus Survey has found that 91% of passengers in Scotland were satisfied with their latest bus trip compared to 88% in England. Satisfaction with 'value for money' in Scotland averaged 71%. However, journey times, frequency and weak networks were still a deterrent with bus patronage still falling unless these issues were tackled. Many bus services were not yet seen as a viable alternative to car use (H 21 Mar)

Richard Leonard of Scottish Labour has been accused of 'economic illiteracy' in proposing free bus travel for those under 25 with a later extension to the entire population (H20Mar) Ministers say they will consider the proposal for free under 25 bus travel. However funding costs could be between £200m and £230m a year compared to the Labour estimate of £13.5m. Government already spends £250m a year on bus services and concessionary travel as part of its £1bn funding for public transport. These issues will be considered further in the coming review of Scottish Transport Strategy (H21Mar)

Paul White of CPT Scotland has called for much stronger priorities to ensure smooth bus flow in cities and encourage rising use (H7Mar). CPT is intensifying campaigns to improve the quality and usage of the bus network and has become a partner in the Herald's Climate for Change Campaign.

Lothian Buses are introducing Britain's biggest double-deckers with 129 passengers and extra doors to be used on services 11 and 16. They are 4.5ft longer than traditional double deckers and have been tested on tight corners. McGill's have ordered a further 26 buses from Falkirk-based Alexander Dennis. Passengers will have free wifi and engines will be to Euro 6 low emission standards (H29 Mar)

Aberdeen has received government grants to add a further 5 hydrogen vehicles to the bus fleet.

Lothian buses considers that diesel Euro VI bus standards are more cost-effective in reducing local air pollution than costly battery electric buses – though these do deliver lowered carbon and could be in wider use by late 2020s (LTT 766 15Feb p18)

FERRIES & SHIPPING

CalMac continues under attack for 'shocking' service (H15Mar).

Ferry services were disrupted by another breakdown of "Clansman" (on the left in the photo) in May. Ferry timetables had to be rejigged. The "Isle of Mull" (to the right in the photo) and the remaining fleet were rescheduled to cover islands normally served by Clansman.

Half of CalMac ships have now served more than their 25 year lifespan. Lifeline dual fuel new ferries for the CalMac Ardrossan-Arran and Uig-Western Isles routes have been delayed at least a further year after disputes over rising costs.



"Clansman" and "Isle of Mull" pass off Lismore.

Western Ferries may return to Islay with a new freight service for the whisky industry (H16Mar). Western Isles Council is seeking improved services, including two ferries on the Stornoway-Ullapool route.

RMT has called for more Scottish Government support for the ageing ferries operated by Orkney Islands Council. Government responded that an extra £10.5m is now available for Orkney and Shetland inter-island ferries.

Western Isles MP Angus McNeill has queried plans to raise peak ferry fares but agrees that action is needed to ease the problems for locals trying to book ferries at peak times (H19Jan)

Further work is needed on several terminal piers but designs for improvements at Ardrossan Harbour are at an advanced stage.

Islanders on Iona have complained at £9 a day parking charges imposed by Argyll & Bute Council for islanders and visitors at the Fionnphort terminal for access to Iona.

Waverley 2019 cruises have been cancelled. A new boiler costing £2 million is needed.

TRAM

The 2.9km tram extension to Newhaven has been approved by Edinburgh City Council with opening in 2023. Capital Costs are £207m plus a £50m contingency and a further £150m on repayment of borrowing costs expected to be funded from rising tram income. 8 trams an hour will run through from Airport to Newhaven with a further 4 per hour from Haymarket to Newhaven. Usage of the existing route is expected to reach 8.7m by 2023 with a further 7m added by the Newhaven extension. Some have questioned why Lothian Buses, still profitable, should make any contribution to the tram network (EN 1Mar).

Edinburgh tram horns are to be louder after a fatal accident when a man tried to use a footpath crossing on open ground in west Edinburgh.

DfT favours consideration of Light Rail in English cities between 200,000 and 600,000 but only on routes that could have at least 2000/3000 passengers per hour. DfT also urges study of 20-30 seat auto transit and 4-6 seat driverless vehicles (LTT 766 5Feb p16)

Scottish Government has rejected proposals for a tramtrain link from Glasgow Airport to Glasgow Central on the grounds that there is insufficient track capacity between Paisley and Glasgow and also a lack of platform capacity at Central. In discussions with Transport Minister, Council leaders and airport bosses have agreed to examine a new proposal for a high frequency, segregated Personal Rapid Transport (Light rail) link from Glasgow Airport to Paisley Gilmour St rail station. Stuart Patrick of Glasgow Chamber of Commerce has attacked this as an ineffective 'toytown' solution (H1Feb) Others argue that the present express bus link using the M8 is a good service despite some considering 'bus travel beneath their dignity'. Nigel Dewar Gibb has said Glasgow should be a 'bold city' and introduce a monorail to the airport.

Latest development: See Section 1 "Glasgow Metro".