



Scottish Association for Public Transport

SCOTTISH TRANSPORT MATTERS

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The Commonwealth Games in Glasgow relied on ScotRail to carry over 1.1 million people over 11 days. A shuttle service of Class 380 Siemens trains linked games venues at Scotstoun, Exhibition Centre (above), Bridgeton and Dalrnock with Glasgow Central. Extra trains also ran to Mount Florida for Hampden. Timetables were extended to after 01.00 on most routes around Glasgow, in a most successful operation by ScotRail. The Ryder Cup at Gleneagles will be another major operation.

SAPT Members Meetings *All members welcome*

INVERNESS Monday 29th September 14.30 Mercure Hotel, Church St IV1 1QY
Inverness-Perth and Inverness-Aberdeen rail upgrades, Inter-City Express, rail/ferry/bus co-ordination

GLASGOW Monday 13th October 18.30 Mercure Hotel, Ingram St G1 1DQ
Electrification programme, Glasgow Airport Rail Link, HS2 extension to Scotland etc

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Electrification Progress

Completion of electrification from Springburn to Cumbernauld in time for the May 2014 timetable change is being closely followed by Rutherglen-Whifflet electrification, to be finished by September. This will free up three diesel trains to strengthen services for the 2014 Ryder Cup to be held at Gleneagles at the end of September.

The December timetable change is expected to integrate Glasgow-Whifflet electric trains into the "Hamilton Circle" service, with some trains operating from Motherwell through Whifflet and Rutherglen onto the Argyle line. A corresponding improvement is that Lanark trains are expected to run limited-stop from Motherwell to Glasgow Central High Level, cutting journey times.



Diesel trains which currently reverse onto the Whifflet-Coatbridge Sunnyside line at Whifflet (see above) will continue on towards Motherwell after electrification. The Cumbernauld- Coatbridge Central-Motherwell shuttle, which was taken over by a Class 318 electric train from May (seen above leaving Whifflet for Motherwell on June 5th 2014), will also be integrated into Lanarkshire services in December.

The first Edinburgh-Falkirk-Glasgow electric trains are expected by December 2016, with full electric operation by the end of 2017. However, work will still be continuing on Queen Street station until the end of 2018, with the timescale dependent on private financing for the Buchanan Galleries commercial developments. During closure of the Cowairs Tunnel for up to four months, to replace slab track, the Maryhill line will be reconnected to the Queen Street Low Level North Clyde line at Anniesland to allow diversions of some trains via the Low Level station while High Level is closed.

Glasgow Central-Edinburgh via Shotts should be electrified by 2019. SAPT will press for a more regular half-hourly Edinburgh-Glasgow Central timetable co-ordinating Shotts and Carstairs services, assuming the scheduling complexity can be overcome on the West Coast Main Line south from Glasgow.

This leaves only the East Kilbride, Maryhill and Barrhead/Kilmarnock lines to be electrified during CP6 (2019-2024) to complete the Glasgow suburban network. The rolling electrification programme should hopefully then progress to Edinburgh-Fife-Dundee and Dunblane-Aberdeen.

Other rail news is that Serco is to replace ScotRail as operator of the Anglo-Scottish overnight rail passenger services from April 2015. New trains will be introduced in 2018 with a range of sleeping facilities ranging from top-quality to simpler accommodation. Serco already operate the Northlink ferries in Scotland. Bids for the rest of the ScotRail franchise are now submitted, with decisions this autumn.

2 **Look North!** - Developments North of the Central Belt

Booming demand for rail travel north of the Central Lowlands, and the need for infrastructure investment on the Aberdeen-Inverness-Edinburgh triangle, were highlighted at the **SAPT AGM on May 8th 2014**.

Derrick Murray, Director of NESTRANS (the North-East Transport Partnership), described the planned housing growth along rail corridors around Aberdeen. 31,500 new houses are planned for Aberdeen by 2035, with a further 7,500 on the Aberdeen-Huntly corridor, and 6,600 houses between Aberdeen and Laurencekirk. Aberdeen is the fifth busiest station in Scotland, used by 3.3 million passengers in 2012. Overcrowding is a major issue.

The line between Aberdeen and Inverurie is to be restored to double track by 2019. A new station is planned for **Kintore**, subject to funding. The extra line capacity will allow local rail services to expand, with additional cross-city movements and more local stations becoming a possibility.

The oil industry is fuelling additional demand for rail travel from Aberdeen to Glasgow and Edinburgh. But average journey times of 2 hours 30 minutes to Edinburgh, and 2 h 40 to Glasgow, are no quicker than by car. A cut of at least 20 minutes is needed.

The government's High Speed Rail aspirations would reduce London-Edinburgh/Glasgow journeys to 3 hours. But journey times from Aberdeen to Glasgow, which is less than half the distance, remain at 2 hours 40 minutes. Journey time from Aberdeen to London will be too long, even with an HSR from Edinburgh to London. Air access to London will still be key for the north-east. HSR should however reduce pressure on Heathrow slots from other domestic routes.

An Edinburgh-Glasgow HSL needs to be set in the context of necessary improvements in other parts of the country, and the improvements already being made by EGIP on the Edinburgh-Glasgow line.

NESTRANS discussions with franchise bidders for ScotRail and East Coast franchises cover rolling stock overcrowding, infrastructure (including new stations), station facilities, stopping patterns and car parks. The new franchise operator and Transport Scotland will also be expected to discuss timetabling, local service improvements, and new local stations. NESTRANS are also setting up a local rail forum.

Eric Guthrie, Partnership Director of Tactran (Tayside and Central Scotland Transport Partnership) outlined the Tay Estuary Rail Study (TERS) for the Montrose-Dundee-Perth-Stirling-Glasgow corridor. The objectives are, in the short term, an additional hourly Perth-Glasgow service with some trains starting at Arbroath. From 2016, post-EGIP, there would be an hourly Arbroath-Glasgow service. Beyond 2017, the aspiration is for this to become an hourly Aberdeen-Glasgow stopping service, removing some intermediate stops from faster InterCity trains. The single track Usan section would have to be doubled.

Significant progress has already been made from TERS. Broughty Ferry trains have increased from 4 to 15 trains per day, producing a 3/4 fold increase in patronage. Invergowrie has increased from 7 to 13 trains per day, but with constrained demand potential. Gleneagles has increased from 27 to 33 trains per day, with growth continuing. Carnoustie now has 33 trains per day, up from 28. And Monifieth increased from 2 to 6 trains per day from December 2013.

There are plans for a new station at **Dundee West**, with parking for up to 400 cars. **Gleneagles** is being upgraded for the Ryder Cup, with new lifts and access road and a 140 space car park. There is scope for developing co-ordinated bus/rail services linking to nearby towns like Crieff. Dunblane or Bridge of Allan can also be developed as a Strathearn integrated interchange.

Economic growth can be supported by improved passenger and freight connectivity to developments. Integrating land use and transportation planning will bring significant benefits.

Ongoing Tactran activity includes preparing an outline business case for a Dundee West station, possible relocation of Bridge of Allan station, and re-opening of a station at Newburgh/ Oudenarde on the Perth-Fife-Edinburgh line. The TERS objectives need to be embedded within the 2015 ScotRail franchise. The Highland Main Line improvements need to be progressed. And electrification should be extended from the Central Belt to Aberdeen. Anglo-Scottish High Speed Rail is supported, but with caveats.

John McCormick, SAPT Chairman, showed figures for annual growth in rail travel from Scottish cities:

	2007/8 <i>thousand</i>	2012/13 <i>thousand</i>	Increase <i>2007 to 2012</i>
Aberdeen	2,470	3,338	35%
Perth	763	975	28%
Inverness	975	1213	24%
Glasgow C+Q	36,316	43,637	20%
Edinburgh W	16,169	18,879	17%
Stirling	2,028	2,238	10%
Dundee	1,600	1,690	6%

Despite strong growth in demand at Aberdeen, there has been little progress over the last 20 years in frequency or journey time in InterCity trains from the Granite City to Edinburgh, Glasgow or Inverness. This compares badly with improvements elsewhere. Manchester-London frequency trebled from hourly to 3 trains per hour, with best journey time cut from 2 hours 34 minutes to 2 hours. On the SPT and Edinburgh suburban networks, several routes (eg Ayr, Kilmarnock, Lanark, Milngave, Bathgate, Dunfermline) have seen frequencies doubled over the last 20 years.

Highland developments : The **Oban** train service doubled from May 2014 to 6 trains per weekday, with two trains on winter Sundays (instead of one), a major boost for this tourist line, if effectively marketed.

Forres station is being rebuilt, and the track realigned with the passing loop relocated to the station. Provision is being made for a new station at **Dalcross**. Additional Inverness-Elgin trains should be provided from 2016. **Inverness** station facilities will be improved, with a better link to the bus station. But an hourly Aberdeen-Inverness service will depend on further work in CP6 between 2019-2024.

The **Highland Main Line** will get an hourly train service, with 10 minute journey time reduction, by 2019.

Transport integration may need changes to the bus regulatory framework. Pilot schemes should be set up in each RTP area. Subsidised local bus routes could be reviewed to improve co-ordination with trains.

Paul Tetlaw, Director of Transform Scotland, and member of the SAPT Committee, unveiled the Inter-City Express campaign which would transform rail travel, bringing all seven of Scotland's cities closer together – with a safe, civilised, sustainable mode of transport. The key features of the programme are to:

- Extend planned electrification from Dunblane to Perth, in conjunction with **doubling and electrifying** the largely single-track Inverness-Perth railway – transforming its capacity and capability for both passenger and freight traffic.
- **Reduce journey times** from Inverness, Aberdeen and Dundee to the Central Belt through electrification and extensive doubling of the network.
- Take the **long-neglected single track rail line** from Aberdeen to Inverness into the 21st Century.
- Build and electrify a **new direct rail link from Perth to Edinburgh**, cutting up to 35 minutes off journey times from Inverness and Perth to Edinburgh.
- Create a **new Inter-City rail hub at Perth station** – the catalyst for transport connectivity and urban regeneration.



Inter-City Express would see Scotland's seven cities linked by high speed trains, slashing journey times, and overtaking car travel as the mode of choice.

SAPT President Tom Hart introduced the **AGM Q&A session** saying that all the discussions on HS2 are looking south, so with growth in public transport everywhere, it's time to Look North as well.

Q: Ann Glen asked whether a proposed footbridge over the A9 at Gleneagles for the Ryder Cup could be retained permanently.

A: The extra cost of making it permanent was between £4m and £6m so it was decided to spend the money elsewhere.

Q: Billy Moffat asked whether afternoon gaps in the Dundee-Glasgow service could be filled.

A: Yes, the gaps will be filled to improve commuter connections within the constraints. The problem is the shortage of rolling stock until EGIP EMUs come, allowing a cascade of diesel trains to other lines.

Q: John Logie asked if Aberdeen- Peterhead/ Fraserburgh lines would be part of the long term strategy.

A: Yes, discussions are on-going to study many options. It will be a multi-modal study with buses, light and heavy rail options. Consultants start this year and it will be 2 years before conclusions are reached.

Q: Brian Gordon – an elected member of Dundee Council and TACTRAN - asked how can we keep control of rail fares. How do we pressurise franchise holders?

A: There is some engagement with franchise bidders, but it's a political decision on the balance of sharing costs between the taxpayer and the passenger. There is also concern in the TACTRAN area about the higher fares in the area compared with the central belt (especially the SPT area). Frazer Henderson of Transport Scotland commented that fares will go up off-peak RPI minus 1%, and peak fares RPI. Franchise holders are to produce greater economies, and increase usage to keep fares down.

Q: Philip Hodges, SAPT member, said that the A9 is not that busy, and should it be dualled all the way? Or just have overtaking lanes added here and there? Has anybody done a cost-benefit analysis on dualling the A9 against electrifying the railway to Perth?

Q: Mike Burnside a Councillor in Kinross and a member of TACTRAN, asked about the proposed new line from near Dunfermline to Perth. This would be a popular decision in Kinross, and could the first stage be connecting the Fife circle line to Kinross, as the line is safeguarded from development.

A: Paul Tetlaw referred to the success of the Airdire – Bathgate, and yes, Fife to Kinross could be the first stage. Eric Guthrie said that TACTRAN was supportive of the A9 dualling plans. The opportunity to improve both road and rail at the same time has been lost. The Transform Scotland plans are not seen as a priority by the public. Policy is to enhance the rail corridor from Perth to Montrose.

Q from Stewart Leighton: There is massive growth in the Aberdeen area, and a lack of capacity. Longer term thinking should be looking at the Perth-Forfar-Aberdeen line, and a rail network in Aberdeenshire.

Q from Mary Bidwell, a Councillor from Broughty Ferry. There is no ticket machine at Broughty Ferry, resulting in long queues at Dundee. Haven't they heard of integrated ticketing and Oyster cards?

Q from Ray Flint of SAPT: When new electric trains arrive, can we retain the diesel trains as spares?

Answers. Derick Murray said yes to studies of reopening old lines. NESTRANS does not care where the reduction in journey times come from. It could be the Forfar line or Usan doubling. The choice is whatever gives the best return from connecting Aberdeen to the Central Belt.

When old diesel trains are cascaded, we are looking for better, more comfortable trains than the Class 170 turbostars. We will leave it to the franchise holders to provide better trains.

Eric Guthrie said that the balance of probability would be for improving Arbroath to Montrose rather than the Forfar line. TACTRAN is happy to see Class 170 trains cascaded for local services.

John McCormick said he hopes a Scottish Oystercard will be valid on all buses, as in Transport for London.

Following the Question and Answer session, David Murray-Smith gave a vote of thanks to the speakers. SAPT Chairman John McCormick then presented the Annual Report (see *Scottish Transport Matters* 2014/2). This was followed by the election of office bearers. Ralph Barker had indicated his intention to stand down as Vice Chairman, due to pressure of work, though happy to continue on the Committee. Professor David Murray-Smith was elected as new Vice Chairman, with Ralph Barker appointed as a Strathclyde area representative on the Committee. All other committee members were re-elected. Invitations have been sent to prospective Honorary Vice Presidents.

The meeting closed with a vote of thanks to the Chairman.

AVIATION

Heathrow Airport Holdings is to sell Glasgow, Aberdeen and Southampton airports, allowing it to concentrate on London Heathrow. Edinburgh has become the first Scottish airport to exceed 10m passengers a year despite the highest aviation taxes in Europe. Total usage in June was 994 k, up 3.8% overall and international users up 5.5%. Edinburgh is also expanding routes to more North American destinations and will have direct flights to Abu Dhabi from June 2015 in addition to the flights to Doha started in May 2014. Direct flights help to reduce Air Passenger Duty as duty on flights to London airport hubs is avoided. Edinburgh will complete a £150m investment programme in the coming five years. Developments nearing completion will include a large public square and event centre in the area between the newly opened tram terminal and the airport.

Glasgow Airport and the Chamber of Commerce are celebrating the 10th anniversary of flights to Dubai with renewed efforts to expand new routes. Heathrow Airport Holdings is to sell Glasgow, Aberdeen and Southampton airports, allowing it to concentrate on London Heathrow.

Barrhead Travel reports buoyancy in long-haul flights from Scotland with long-haul sales January to March up 40% on 2013. In-tourism is also rising, boosted in 2014 by major sporting events.

Though nearly half of winter flights from Prestwick will end this winter, Ryanair say they have no plans to withdraw all Prestwick services. Ryanair will start 7 routes from Glasgow in October but may restore some Prestwick routes if Air Passenger Duty is scrapped in Scotland. A Scottish Government paper on a vision for Prestwick is due to be published in late August. It has already spent £5.5m on the newly acquired airport. A Herald editorial states 'Prestwick deserved another chance but, if taxpayers are to finance a rescue plan, taxpayers must also know the details of that plan'.

The UK government has signed a PSO agreement with Dundee City Council to keep the twice daily Dundee-London flights going for a further two years. Funds will come from the new Regional Air Connectivity Fund announced in the UK Spending Review. But Gordon Dewar, MD at Edinburgh, has challenged the decision. Edinburgh already has 44 daily flights to London. Policy should back improved links from Dundee to Edinburgh Airport.

For the first time in 20 years, tourist flights to Skye over the summer period have returned. Flights will be operated by Loch Lomond Seaplanes and will cost between £109 and £134. The campaign continues for regular, year round land-based flights.

Flybe will take over the BA Aberdeen- London City service from October 2014. Flybe will also introduce a new daily service from Inverness to Dublin this autumn. Virgin Atlantic will start direct flights from Glasgow to Las Vegas in September, 2015

FERRIES & SHIPPING

CalMac is taking stronger steps to prevent overloaded vans on ferries. The new German-built £42m ferry for the Ullapool-Lewis route is now expected to enter service in October rather than September. By operating freight services overnight, it will replace the present two vessels serving the route.

No companies have expressed interest in operating an integrated passenger and vehicle ferry between Gourock and Dunoon unless the Scottish Government bore the revenue risk for a vehicle service. Transport Scotland would prefer an integrated services but it conflicts with EU rules.

Local community organisations and Glasgow Life have combined to restore a passenger ferry between Govan and the Riverside Museum between July and September. In Edinburgh, city planners have approved a scheme allowing a return of the passenger ferry between Cramond and the Dalmeny Estate. It is hoped that a chain ferry for up to 12 people will be operating from summer 2015, avoiding a 3 mile detour for walkers and cyclists wishing to go from Cramond along the Forth to and from South Queensferry. However, the funding of £300,000 for new jetties has still to be secured.

Despite bad weather late in the year, CalMac reports an 84,000 rise in passengers in 2013 to 4.59m. Cars carried were up 19% to 1.06m. The two new routes trialled in 2013, Lochboisdale-Mallaig and Ardrossan-Campbeltown, have been hardest hit by poor weather. Mull has seen further complaints about a limited timetable and service disruption early in 2014. Ship repairs have also caused service disruption.

RET is to be extended to all CalMac services from October 2015 – leading to complaints that the Highland Council run Corran ferry has been excluded despite three price rises on a very short crossing. A different complaint is that RET has encouraged more car tourism at peak week-ends with ‘locals’ often unable to make a booking. Solutions may involve a larger, but less-utilised, fleet, or differential tourist pricing at peaks. (SAPT has suggested that fare policies could be changed to give greater reductions to those not using cars and travelling on foot, cycle or by public transport.)

Stena plans to cut costs on the Cairnryan-Belfast route due to losses despite investment in new terminals. There are fears of increased reliance on foreign crews. 2013 was a boom year for cruise ships visiting British ports. Those disembarking for day trips had risen 20% to 866,000 with over 1m expected in 2014.

Bus and Tram

Work continues on the reserved bus lanes and other infrastructure works associated with the first Glasgow Bus Fastlink from the city centre to the new Glasgow South Hospital opening in 2015 with later extensions to Braehead and Renfrew. This large hospital will require increased use of public transport for visitors and staff but doubts have been expressed about weaknesses in overall transport plans for the site. While the Fastlink route will help, this serves a limited part of the city with further action required to improve access for other bus routes. Glasgow Taxis Ltd have raised objections to some Fastlink bus lanes being reserved entirely for buses rather than also permitting taxis, private hire and cycles. The Glasgow area transport projects announced in June include plans for extended smart ticketing, more Fastlink corridors and a possible new £78m Clyde road crossing between Renfrew and Yoker offering opportunities for an improved west Glasgow road network. Proposals also include an orbital Lanarkshire Transport Corridor assisting an improved bus network while also raising capacity for car use.

Also included in the June transport package for Glasgow is £199m for public realm improvements in the city centre which, as well as boosting walking and cycling, will also assist redesigned and less intrusive bus networks in the city centre offering shorter trip times than at present despite plans to enforce 20mph maximum speeds for all road traffic in the centre. Congestion will be reduced.

500,000 have used Edinburgh trams in the first month of operation. Some of this reflects an initial rush of users plus considerable numbers of city pensioner residents taking advantage of the free tram travel available to the Airport and the city centre but requiring compensation from Edinburgh taxpayers. Weekly use has stabilised at 90,000. But income received from farepaying passengers has still to be revealed and many trams are used below capacity outwith special events at Murrayfield and elsewhere.

On the whole, public reaction to the tram service has been favourable but operating results are likely to improve if the tram route is extended to Leith and further development is attracted to green space at the western end of the route. The City Council is in discussions on funding for a Leith extension.

The half-hourly express bus service from Glasgow Buchanan Bus station to Edinburgh Airport is proving popular. Impressive growth is also reported on coach travel between central Edinburgh and Glasgow. First Scotland East is cutting the cost of bus travel from Kirkliston and Newbridge into Edinburgh by almost one-third. First Glasgow also reports that recent ticketing and service changes have reversed a decline in bus use in Glasgow. Income is again rising faster than costs.

First Group is investing £20m in new buses for Glasgow in 2014 while Edinburgh City Council has allocated £225,000 to boost community buses offering special value to the elderly. Debate has resurfaced on the merits of free bus and coach travel in Scotland for those over 60 and the disabled. Given public spending restrictions, it has been suggested that the time has come to review present arrangements for free travel, allowing public funding to be diverted to other needy areas including the NHS. But others see free bus travel as a substantial boost to the health and quality of life of pensioners.

A claim has been made that buses are the main cause of congestion in central Edinburgh with recent rises in off-peak frequency increasing off-peak congestion with most city centre buses less than half full. This has been countered by replies that the way forward in cities such as Edinburgh is to continue to encourage shifts from car to low-emission bus use in conjunction with action to improve load factors on the bus network. Fewer but better loaded buses could carry more people with many being former car users. A judge-led inquiry into the tram project has been announced. Criticisms include a raising of fares from the Airport to £5 despite trams being slower than the £4 express bus service which has been increased in frequency. Tram times are expected to be cut after the service settles in and are already better than bus times at peaks. In Princes St, the peak ratio of trams to buses is around 1 to 25. Trams still experience some delays from buses but the full benefits from trams will depend on expansion of the network and a much reduced ratio of buses to trams on Edinburgh's leading street.

Herald columnist Alan Taylor has suggested that it is now time for Glasgow to reconsider trams on streets freed of buses. The Confederation of Passenger Transport has responded that the main priority in most cities should be to reduce delays to buses. In the draft Glasgow City Council Transport Strategy for the city centre, proposals for reorganised bus services have been outlined to increase the attraction of bus use including bus gates and reduced on-street parking. An enlarged bus terminal at Dunlop St just south of Argyle St is proposed. Fewer buses, but with improved load factors and shorter times, would run through the city centre, serving a bus 'hub' in Union St. More controversially, there is a suggestion that buses could be re-introduced on the pedestrian section of Argyle St. SPT has given these proposals a cautious welcome but has queried the city council proposal that cyclists should have a higher priority than buses through a large expansion of reserved cycle lanes which could prejudice bus operation and pedestrian movement.

Bus lanes in Glasgow are to be reviewed following complaints over motorists being fined for straying into bus lanes even when buses were not operating. Enforcement of bus lanes passed from police to the city council in 2012. Subway services are to operate over an extended period during the Commonwealth Games. Local Government and Planning Minister Derek Mackay has backed a 'Catch the Bus Week' in Falkirk. He saw buses as vital for vibrant town centres.

Lothian Buses has adjusted bus services in Edinburgh to expand capacity. A new and more direct route 43 has been introduced from the city centre via Queensferry Road to Barnton on a 15 minute daytime frequency. Non-stop sections have been introduced on the X31 Lothian service from Rosewell via Liberton to the city centre and Haymarket. First Glasgow reports that changes in Glasgow have seen a return to profitability and rising patronage, First services have been withdrawn between Paisley and Linwood, an area where McGills has become the dominant operator.

In an annual survey of bus fares, Stagecoach has been found to offer the cheapest bus fare in Britain – 80p for a single ticket from East Haugh into Pitlochry. Stagecoach also offer the lowest fare for a weekly bus pass - £12.50 compared to £17 for First. Across all routes, Lothian Buses had the lowest single fares – a flat fare of £1.50.

First Scotland East has signed a charter to pledge more support for blind and partially sighted passengers. There will be extra training for staff. Seatbelt legislation is being transferred from Westminster to Holyrood with the Scottish Government developing plans for all school bus passengers to belt up by 2018. The bus industry is concerned about enforcement issues while extra costs falling on local authorities may lead to cuts in school bus provision.

Edinburgh City Council is likely to agree plans for CCTV in taxis. Central Taxis is planning legal action against Edinburgh City Council after it granted a licence to another firm for a pre-booking office at the airport only yards from the taxi rank. Such offices are regarded as normal at other airports.

Stagecoach East and Lothian Buses have gained £1.37m and £1.05m from the Scottish Government Green Bus Fund for a total of 32 low carbon buses. SPT is to purchase 2 electric buses for £486,000 for use on the city centre-Riverside Museum loss-making service. Most of the capital costs will be covered by grants from the Scottish Government and Glasgow City Council.