

President: Stewart Stevenson MSP
Chairman: Dr. John McCormick
Membership Secretary: Scott Simpson



Tel: 07760 381 729
email: sapt@btinternet.com
web: www.sapt.org.uk

Scottish Association for Public Transport

SCOTTISH TRANSPORT MATTERS

Contents

- 1 Travel Smartcards
- 2 ClydePlan
- 3 New National Transport Strategy
- 4 Changing Directions for Scotland's Transport
- 5 Rail Developments
- 6 News Around Scotland

**SAPT AGM Friday 20th MAY 2016 10.30 for 11.00 hrs
Teachers Building, St.Enoch Square, Glasgow**



Topics:
**Smartcards
for Subway and Rail Journeys
The end of the paper ticket?**



The "Bramble" smartcard system, using technology provided by ECEBS based in East Kilbride, is now in use on the **Glasgow Subway**. ECEBS is now developing the system for **Abellio ScotRail journeys**. SPT will explain how the Bramble system works, from **smartcards** and **readers** to **back-office system**.



- Glasgow Subway Modernisation**
- **New automated driverless trains**
 - **Modernised stations**
 - **Platform screen gates**

The £288 million modernisation of the Subway, the world's third oldest underground system, is now well under way.

SPT will update us on the modernisation programme. The AGM venue is beside the impressive, modernised St.Enoch station.

Scottish Association for Public Transport, 11 Queens Crescent, Glasgow G4 9BL
Email: sapt@btinternet.com web: www.sapt.org.uk Mobile: 07760 381 729

1

Travel Smartcards

In July 2003 London Transport introduced the Oyster card and this is now the most widely used travel card in the UK. Oyster cards can be used on the Underground, Docklands Light Railway, Overground and trains in the London area. All buses in London are regulated, and are required by Transport for London to accept Oyster cards. For transport users, the benefits of the Oyster card are that fares are cheaper than tickets bought at ticket offices, and a single travel card can be used on any public transport. London buses no longer accept cash.



All transactions are settled between the card and the reader. The back office IT system records transactions which are transmitted in batches from readers, but is not involved in real time processing.



In 2008, ITSO (originally the Integrated Transport Smartcard Operation) was defined as a specification for smartcards across various transport authorities and operators. The ITSO specification, backed by the DfT, covers all aspects of the ticketing system, including the smartcard, readers on buses or in stations, and the back office IT systems. The cards for the Scottish Government's concessionary travel scheme are ITSO compliant. (Oyster cards pre-date the ITSO standard and are not compliant).

Abellio ScotRail has chosen Nevis Technologies, a joint venture between SPT and East Kilbride-based Ecebs (who designed the Glasgow Subway Bramble card system), to roll out its national ITSO smartcard system. ScotRail hopes that 60% of journeys will be made using smartcards by 2019. Abellio's aim is to ensure that the same card can also be used for other public transport journeys throughout Scotland.



Meanwhile, other operators like Lothian Transport and Stagecoach are developing their own cards which can only be used on their services. This loses one of the benefits of a smartcard valid for all public transport.



Now Transport for London is moving on from Oyster cards to contactless payment cards such as Visa or Mastercard. The fare is debited from your bank account, which avoids having to pre-load credit onto an Oyster card. But users do need to check their bank statements carefully! Mobile phone ticketing systems are also being developed.



The SAPT AGM on Friday May 20th will be an opportunity to find out more about these fast evolving technologies which are set to change the way we pay for travel.

2

ClydePlan

A new strategic development plan has been prepared by the eight local authorities in Glasgow and the Clyde Valley. The objective is to encourage economic development while improving the environment.

The plan is lacking in vision for public transport. Despite Glasgow having the largest rail network after London, the plan envisages "maximising the use of existing transport infrastructure, recognising the important role of bus services as the principal transport mode across the city region." This somewhat unambitious statement underestimates the role of rail commuting. The main aspirations are for the Glasgow Airport Light Rail link (funded through the "City Deal"), and eventual conversion of the Neilston, Newton and East Kilbride lines to Light Rail. SAPT will approach local councils to urge more ambitious development of rail, bus and subway services to create a fully integrated metropolitan transport network.

3 New National Transport Strategy

Transport Minister Derek Mackay published a refreshed National Transport Strategy in January 2016. This is essentially an update of the 2006 NTS to reflect the changes that have occurred. A fuller revision of the NTS is expected after the May Scottish Parliament elections.

The five High Level Objectives of the NTS are:

1. Promote economic growth through efficient transport services
2. Promote social inclusion by improving accessibility for remote and disadvantaged communities
3. Protect the environment and improve health by investing in public transport
4. Improve safety by reducing accidents
5. Improve integration by ensuring smooth connections between different forms of transport

Factors which have changed over the last decade include further devolution of powers to Scotland, more outcome agreements with local government, the Climate Change (Scotland) Act 2009, and an overhaul of the town and country planning framework.

Transport changes which could not have been foreseen in 2006 include the growth in rail patronage, stabilisation of road traffic, and, in many areas, a reduction in journeys made by bus. Trends in journeys over the 8 years from 2006 to 2014 (relative to 2006 journeys in each category = 100) are:

Rail	129	(ie 29% growth in rail)
Plane	99	
Ferry	93	
Bus	88	

Road	102, of which:
Cycle	130
Goods vehicles	116
Car	100

Digital connectivity has potentially high transport impacts. More home working is possible, however demand for additional travel may still be created. The public also expect better real time transport information. Greater connectivity through free wifi is a benefit of using public transport and this may be one of the factors behind the growth in rail use. Increased online shopping means a high level of individual deliveries, with a growth in delivery vans.

Climate change is having an increasing impact on transport resilience including road (eg A83 landslides), rail (WCML closure at Lamington), and ferries (island links badly disrupted throughout winter 2015/16). Transport investment priorities will increasingly have to take this into account.

Transport Minister Derek McKay is keen to see integrated public transport and a smart ticketing system covering train, bus and ferry. Local authorities have a key role in encouraging more active travel: government will not set top-down instructions for this.

SAPT believes the strategy has laudable objectives but it is unclear how these have been reflected in government action, for instance spending billions on road schemes like the A9 and A96 dualling while the parallel rail routes remain essentially single track with uncompetitive InterCity journey times.

We look forward to contributing to the full review of the National Transport Strategy which hopefully will be initiated after the Scottish parliamentary election in May. Equally important is to make sure that government policies such as transport integration are implemented by transport operators, if necessary by further legislation.

4 Changing Directions for Scottish Transport

After the May election, a fundamental review of transport in, and to, Scotland, is promised, as mentioned in Section 3. This will look forward to the early 2040s, with provision for five-yearly revision and more detailed proposals to 2030. Network Rail (in the draft *Scotland Route Study*, December 2015) and road, business and environmental groups including SAPT are already making their own proposals for change.

What kind of Changes in Direction?

Many politicians and members of the public continue to believe that rising transport infrastructure investment can offer substantial benefits for the economy and society – creating construction jobs, improved labour market access and private investor confidence in wider spin-offs. On the other hand, there are new arguments that the net benefits of large transport projects can be exaggerated with better results coming from a restructure, rather than a rise, in infrastructure spending and greater reliance on reforms in regulatory, fiscal and pricing policies – including greater devolution of transport decisions.

There is also the issue of how far, and in what ways, changes in technology may affect the future role of transport. Will driverless cars and developments in broadband electronics replace the desire to own cars, with an expansion of 'pod' rental and a near collapse of both conventional taxis and scheduled buses? Five-yearly reviews can take account of developments, but there could be major spatial and environmental issues if technology is found to be increasing, rather than reducing, the total space required for 'car' and 'pod' movement, especially within cities.

Actual Changes in Direction 2000-2015

A seldom appreciated feature of the recent past has been the ending of a century of massive decline in rail modal share, and the appearance of near stability (absolute decline in several cities) of car movement per head of population. Road freight, notably light van movement, has remained more buoyant yet HGV operators face problems of labour shortage. The Table below show recent changes in Scotland

Passenger Movement by Rail, Car and Bus in Scotland (millions)

	RAIL Passenger Kms.	CAR Vehicle Kms/Passenger kms	BUS Local Trips
2001	1,969	31,904	47,854
2006	2,338	34,466	48,266
2013	2,828	33,811	43,954

Source Scottish Transport Statistics (published annually)

At present, the high level of private spend on road vehicles, and their maintenance, is often forgotten in a debate about the level and nature of (mainly public) spending on infrastructure maintenance and enhancement. Over the period to the 2040s, it may be that – as already evident from changes in the pattern of personal and business spending – private spending may edge away from individual car ownership towards increased reliance on car hire or leasing and greater spend on other forms of transport.

Due to the large investments already made in the trunk road network, but limited opportunities for shorter trip times by road, rail should be given priority for infrastructure investment to deliver much faster Inter City journey times, and a greater modal share of commuting as a means of improving city environments.

Other issues to be considered in a finalised transport strategy include the need for high quality, low emission city public transport, especially in and around Glasgow, Edinburgh and Aberdeen, plus provision for a more inclusive rail network extended to places such as Hawick, Leven, St Andrew's and Ellon by 2025 with land safeguards for further extensions which may prove justifiable in following years.

This is a short summary of a paper by Tom Hart for the ReformScotland website reformscotland.com

First TransPennine announced in Glasgow on 15th February plans for the new TransPennine Express services linking Edinburgh and Glasgow with the north of England. Kathryn O'Brien, Customer Services Director, broke the news that the West Coast Main Line was to re-open on Monday 22nd February, after two months closure caused by Lamington Viaduct having been damaged by floods. Other problems that have affected performance include industrial relations disputes over rest day working, flooding in the north of England, and problems with the diesel Class 185 fleet. New platforms at Manchester Oxford Road and Piccadilly should improve reliability.

Frazer Henderson of Transport Scotland reported that Anglo-Scottish cross-border rail passengers have increased by around 110% since 2004. Glasgow-Manchester air passengers have dropped by 70%, with a 60% cut in Edinburgh-Manchester air passengers. Leisure travel accounts for 70% of Scottish TPE trips.

However, the current Siemens Class 350 electric units on the route are recognised to be outer suburban trains. "Inter City" quality is needed (a point made in SAPT's original submission to the DfT franchising consultation). A significant cut in journey times (at least 15 minutes), more luggage space, wifi and better catering is needed. All proposals made by Transport Scotland (TS) to the DfT franchising team have been included in First TPE's bid. TS will continue to work with "Transport for the North" on developments.

Leo Goodwin, the new MD of TPE, announced that 220 new InterCity-standard coaches are to be ordered. 87 of the diesel Class 185 coaches will also be retained. Anglo-Scottish routes will be served by the new 125 mph trains from December 2018. There will be additional Glasgow/Edinburgh-Manchester services and three new Glasgow-Liverpool daily direct services. From December 2019 the Liverpool-Manchester-Leeds-Newcastle service will be extended hourly to Edinburgh. The higher speed of the new TPE trains will improve pathing on the East Coast Main Line as other long distance passenger trains already have 125 mph capability

Given the delays in electrifying the Manchester-York route, there is speculation that at least some of the new TPE trains will be bi-mode diesel electrics.

ScotRail have announced details of arrangements for closure of Glasgow Queen Street High Level from 20th March to 8th August 2016 to allow the slab track in Queen Street tunnel to be replaced at a cost of £60 million. The Bathgate line will be used as the main diversionary Edinburgh-Glasgow route with an improved timetable giving evenly spaced trains every 15 minutes from Glasgow Queen Street Low Level as well as from Edinburgh. Helensburgh-Edinburgh trains, which currently stop at all stations, will now run limited stop from Bathgate to Airdrie, with Milngavie-Edinburgh trains now calling at stations between Bathgate and Airdrie, giving an even 70-minute journey time every 15 minutes.

Aberdeen and Inverness-Glasgow trains will divert via Coatbridge and Carmyle to Glasgow Central, taking about 30 minutes longer. The timetable north of Stirling will be generally unaffected, but departures from Glasgow Central to Aberdeen will be at 07 or 15 minutes past the hour, instead of xx.41 from Queen St.

Two trains per hour will run from Stirling via Bishopbriggs and Springburn to Queen St Low Level, then via Anniesland back to Bishopbriggs and Stirling. 2 tph will run from Edinburgh via Falkirk to Anniesland and Queen St Low Level, then via Springburn back to Edinburgh. These diversions will add 25 minutes to journey times. There are major alterations to Cumbernauld, Maryhill and Argyle line services. This will all be very confusing for passengers. ScotRail staff will have a challenge keeping people moving.

Meanwhile, ScotRail unveiled a full size model of the new Hitachi Class 385 electric trains in Waverley station (right). 70 of these trains, costing £370 million, will be delivered from autumn 2017 for use on Edinburgh-Glasgow via both Falkirk and Shotts, and services to Dunblane, Alloa, North Berwick, Cathcart, Neilston & Newton. Some Edinburgh-Falkirk-Glasgow electric services are due to start from December 2016 initially using Siemens Class 380 trains.



High Speed Rail: The latest news will be covered in the next *Scottish Transport Matters*.

Aviation

The decision between an expansion of London Airport or an extra runway at Gatwick has been delayed until after the London mayoral election. Flybe is calling for the opening up of RAF London Northolt for domestic services from Prestwick, Inverness, Liverpool and Londonderry.

Andrew Miller, chair of Glasgow Prestwick is keen to attract other operators in addition to Ryanair. With a link to London, Prestwick could also inter-connect with small plane links to Oban and the western islands as well as having an expanding role in air freight. An end to APD for small airports with routes beyond Scotland would also help (H21Nov). But Stop Climate Chaos Scotland has attacked Scottish Government plans to cut APD while others have queried the wisdom of foregoing over £200m a year in tax revenue.

In a City Deal for the Aberdeen area hit by the oil downturn, the Scottish Government has announced details of a £20m revamp increasing by 50% the size of the Aberdeen Airport terminal. Retail expansion at Edinburgh Airport is expected to produce a further 200 jobs by June. Re-introduction of the trial additional flightpath could assist future passenger growth at Scotland's leading airport.

Loganair, flying under the colours of Flybe, has come under attack for a meltdown in service reliability for Scotland's islands and remote communities. More engineers are now allocated to ageing aircraft.

Glasgow Airport saw international passengers up 17.6% in January with domestic travellers up 10.2%, aided by new flights to Exeter and Cardiff. Total passengers are set to exceed 9m for the first time in 2016. 2015 saw a 13% rise to 8.7m. At Edinburgh, international passengers were up 21.7% in January with domestic users up 3.1%. The majority of Edinburgh passengers are now on international flights. Edinburgh passengers in 2015 totalled 11.13m, of which 5.9m were on international flights.

Total users at the 11 HIAL airports rose 3.2% in 2015 with Inverness (678,683 passengers) the busiest airport up 8% on 2014, driven by rising use of international flights. Prestwick Airport reports an 8% rise in passengers in December but only to a total of 20,265 passengers – far below previous aims for the airport to reach 2m passengers a year. Extra Ryanair flights to Pisa and Malaga are expected this summer.

Rail

SYSTRA has completed a report to Fife Council on a reopened rail passenger service to Methil/Leven. Short-term bus measures costing £3.4m give the best early results but a rail link at £91m is evaluated as a possibility for opening by 2022 (LTT 686 27 Nov). Network Rail proposals for shorter trip times via the inland route from Edinburgh to Thornton may improve prospects for reopening.

The number of rail passenger trips in Britain has risen from 590m in 1995/96 to 1.4bn in 2014/15. Much growth is in London and the south-east but Scotland has also experienced a substantial rise (Source: ORR) The ScotRail Alliance forecast a rise from 90m passengers to 139m in the coming decade. Many stations have shown high growth in usage though four had fewer than 100 passengers in 2014/15 – Barry Links and Golf Street in Angus, Breich in West Lothian and Kildonan on the Far North Line.

Calls have been made for the Scottish Government, RTPs and local authorities to take positive action to safeguard former rail routes with significant prospects of reopening. January 1983 saw the last major rail closure in Scotland when trains stopped running on the Paisley Canal and Kilmacolm line. The Glasgow-Paisley Canal line was soon to reopen but most of the trackbed to Kilmacolm remains available apart from a short section to the immediate west of Paisley Canal station and where the new A737 crosses the route. A public petition has sought introduction of a passenger service on the Alloa-Dunfermline line as part of proposals by the Longannet Task Force considering the implications of closure of the rail-served Longannet Power Station. A Parliament debate on 3 February saw cross-party support for restored rail passenger or tramtrain services on the Edinburgh South Suburban line still open for freight and passenger diversions and now scheduled for electrification

Bus, Tram, Roads and Cycling

In principle, Edinburgh City Council has agreed on a three mile tram extension from York Place to Newhaven at a cost of £145m. £5m is to be spent on further assessments to refine costs and means of funding. There are concerns about adverse impacts of the project when city funding is under severe pressure. Lothian Bus employees and some members of the public fear that use of bus profits to support the tram project could weaken the bus network and slow progress on electrified buses. Overall, tram extension is expected to improve the quality and usage of the local public network as well as aiding air quality. A final decision is expected by 2017 with any extension unlikely to open until 2021.

Former MSP and past SAPT President Prof Chris Harvie, has argued that Edinburgh tram extensions need to be secured by bringing construction and operating costs down to the levels prevailing elsewhere in Europe. He saw possibilities for introducing tramtrains over the present Forth Road Bridge to ensure improved frequencies between south Fife and Edinburgh. But others are happy with the high quality and low cost of existing Edinburgh bus services. More than 75% of appeals against bus lane fines are now being rejected.

The Scottish Government 2016/17 allocation to SPT for Subway modernisation has been cut from £45m to £20m. The total allocation to the Subway has not been cut but will take place over a longer period. SPT anticipate that this may require short-term borrowing for the project but expect to be in a position to place orders for the new trains later this year.

Fiona Kerr, the new MD of First Bus Scotland, has repeated calls for speedier action to shorten bus trip times by greater use of bus lanes, especially in and around city centres. She seeks a change in the balance of bus and rail support in Scotland from only 25p (exclusive of £200m of concession travel reimbursement) per bus passenger to £9.30 per rail passenger. Herald editorial is sympathetic provided that bus lane signage is unambiguous and that motoring fines for using bus lanes or crossing bus gates are clearly used to benefit road users (H19Feb).

First Scotland East is introducing 31 new buses for use in the Lothians, especially on links from Livingston to Edinburgh (S18Nov). The Fastlink bus route from Glasgow City Centre is now in full operation between Broomielaw and the new Queen Elizabeth University Hospital. Further improvements in the city centre are proceeding to public consultation with the aim of completing major works in the Union St/Argyle St area by 2017.

R Ardern of Inverness complains at the lack of progress on bus/rail co-ordination in the Highlands, poor or wrong information at bus stops and curtailed evening bus services due to pressure on local authority funding while the Scottish Government continues to support an acceptable level of evening rail services.

Herald Transport Correspondent, Helen McArdle, argues that cheaper bus and rail fares, relative to motoring and parking costs, could be one of the biggest priorities for reviving bus use and encouraging modal shift from cars in the decade ahead.

Complaints continue about the 'worse than useless' design of many new bus shelters in Edinburgh. SPT has been criticised for selling at well below cost unreliable minibuses bought for local and dial-a-ride services. SPT response was that overall savings had been made on bus service contracts with new orders shifted to more reliable vehicles.

In a Transport Scotland initiative, East Lothian pupils can now pay for school travel via their Young Scot National Entitlement Card (YSC). Several Scottish councils are considering raising the limit beyond which school travel is free (for those over 8 years) from 2 to 3 miles. In January, First Scotland East offered free travel on Sundays for those buying a ticket for Saturday travel.

Five British bus companies, including Stagecoach and First, have announced plans for contactless payments on every bus by 2022. Rail companies have also launched pilots to allow barcoded mobile tickets – known as m-tickets – to be extended within three years for use on several rail companies. Scotland is included in a pilot scheme covering 230 stations in Britain. Passengers on Edinburgh Trams and Lothian Buses can now access real-time service information on Google Maps

Iain McGill, a Scottish Conservative candidate for the 2016 Holyrood election has welcomed the start of Uber, the unlicensed taxi booking service straight from your phone, in Glasgow and its extension to Edinburgh. It should encourage taxi drivers to respond to meet this competition – as has GetTaxi with a generous £5 rate across the city. 65,000 people in Edinburgh have already opened the Uber app. Edinburgh Evening News editorial (8 Jan) is generally supportive of the increased taxi competition provided by Uber. Uber prices had been higher than Edinburgh taxis at Hogmanay but lower at other times.

The unexpected closure of the Forth Road Bridge for repairs during December led to major delays in Fife, on the approaches to the Kincardine Bridges and in West Lothian. Measures to ease delays were put in place, including reserved lanes for buses and HGVs on the A985 approach to the Kincardine Bridge. Capacity on rail services between south Fife and Edinburgh was also raised. Temporary repairs allowed the bridge to reopen for cars, buses and light vans on 24 December but HGVs remained restricted until 21 February. Hauliers are seeking compensation for extra costs.

Glasgow City Council has approved the £60m final section of the East End Regeneration Route from Parkhead via the east side of Alexandra Park to join the M8. The Institution of Civil Engineers and others involved with trunk and local roads are seeking increased funding to counteract the impacts of climate change and the backlog of road maintenance, especially on local authority roads. The 'final' solution for the A83 at 'Rest and be Thankful' may be a tunnel. A survey by the RAC Foundation shows that only one-quarter of the major road network in Scotland is within 20 miles of an electric vehicle charging point.

In the Scottish Budget, Finance Secretary John Swinney announced approval of an A737 Dalry Bypass and improvements at the Haudagain roundabout in Aberdeen. On rail, work on EGIP will continue but with no new projects announced. December saw the 40th anniversary of the opening of the long-delayed Ballachulish Road Bridge in 1975. Serious planning for this crossing started from an SCDI Report in 1968 (also calling for a Skye Bridge). Later in 1968 proposals were also made for Beauly, Cromarty, and Dornoch Firth road bridges. These opened in 1982, 1979 and 1991 – together with the Kylesku Bridge in 1984 and the Skye Toll Bridge in 1995 (H21Dec) Rather than re-opening the railway to Fraserburgh, local road users have called for priority for dualling the entire road from Aberdeen to Fraserburgh.

Motorists fear a loss of capacity and traders fear a loss of business if new priority cycle lanes proposed by Edinburgh City Council are established between Roseburn and Haymarket. These would provide a more direct route than the present National Cycle Route. Rather than new cycle routes, it has been suggested that more attention be given to tackling cycling blackspots. Edinburgh is to raise cycling to 9% of net capital and revenue spend on transport.

Sustrans has calculated the health benefits of walking and cycling from an estimated 121m trips on Scotland's 2,100 mile National Cycle Network (now 20 years old) at £321m in 2014. 6 out of 10 using the network were found to meet the recommended target of at least 30 minutes of physical activity five days a week. Benefits are higher if all walking and cycling is taken into account. This should be taken into account when allocating transport investments and maintenance spending.

Route 74 (Glasgow-Gretna) on the National Cycle Network is to gain from a £1m conversion of the southbound carriageway of the B7078 between Lesmahagow and Happendon to a two-way walk and cyclepath with the northbound carriageway becoming a two-way road.