



## Scottish Association for Public Transport

# SCOTTISH TRANSPORT MATTERS

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### 2017 Members Meeting

**ABERDEEN:** **September 22<sup>nd</sup> 13.30-15.30** Jurys Inn, Union Square  
***Nestrans Transport Developments***  
***Rail Revolution***  
***Strategic Bus Network***

**GLASGOW:** **October 31<sup>st</sup> 18.30-20.30** Mercure Hotel, Ingram St  
***HS2 to Scotland: latest news***  
***ClydeMetro and city developments***  
***CalMac Developments including new fleet plans***

# 1 Rail Output Statement 2019-2024

## Transport Scotland High Level Output Statement for 6 (2019-2024)

Transport Scotland has released the High Level Output Statement (HLOS) for rail Control Period 6 (2019-2024). As expected, there are no projects detailed for development during this period. Projects will instead be added to a “pipeline” once they have been accurately costed. This follows the delays and cost escalations in the current CP5, including EGIP and Aberdeen-Inverurie double tracking.

Nevertheless, Network Rail projects in Scotland have fared much better than in England where the Great Western Electrification is three times over budget, has been cut back, and has necessitated diesel engines to be installed in all the GWR electric IEP trains which were ordered by the DfT.

The DfT HLOS for CP6 (2019-2024) for south of the border (and Anglo-Scottish routes) is extremely scant. The focus is on improving efficiency and renewals in the rail industry. There is no commitment to any specific infrastructure enhancements. Any enhancements will have regard for passenger demand forecasts into stations in London and other major cities. Performance targets are not defined, being left to devolved route structures. Network Rail will not be allowed to obtain loans. The level of government funding available for NR requirements will not be made known until the rail industry has identified efficiency savings in renewals, with announcement of the DfT’s Statement of Funds Available (SOFA) to be made in October 2017.

The Scottish HLOS, issued by Transport Scotland, is a more constructive document, but lacks details of potential projects, as can be seen from the following excerpt:

*“Enhancement and major renewal projects, designed to meet the projected demand for rail, will be drawn from a pipeline of potential schemes that satisfy the investment criteria set by the Scottish Ministers, and where the rail industry can fully demonstrate that the scheme has credible, efficient and deliverable technical proposals which can be delivered efficiently through the supply chain.”*

At this stage, no indication of specific projects likely to be considered for the pipeline is given, or funding details. However, some positive general requirements include:

- Making better use of existing assets
- Journey time improvements
- A 92.5% Public Performance Measure for trains arriving within 5 minutes of time (instead of the “right time” measure being introduced in England).
- Ability to support 7.5% freight growth
- CO<sub>2</sub> emission reductions
- A gauging exercise to improve knowledge of clearances on all ScotRail routes
- Dedicated resources for specific Scottish timetabling, including integration with bus and ferry timetables
- An efficient electrification technical specification optimised for Scotland to allow an affordable rolling electrification programme to continue
- Vegetation clearance on tourist routes

The CP6 renewals budget advised by the ORR for Scotland is £1.9 billion, which is 35% higher than for CP5.

Details of potential projects, and the statement of funds available (“SOFA”) are expected in an investment strategy to be published by Transport Scotland later in 2017, following a response from Network Rail.

Transport Scotland is seeking evidence on seven main issues relating to the revision of the **National Transport Strategy**. The Review Team is being chaired by Prof. Jillian Anable of Leeds University (formerly at Aberdeen) and the Review Working Group includes Prof John Nelson of Aberdeen, Prof Tom Rye of Edinburgh Napier, Prof Graham Parkhurst of the University of the West of England plus four Transport Scotland staff members. SAPT has submitted a response to *TS questions*, briefly summarised below:

*1 Can transport investment stimulate economic growth?*

Borders Rail is the most recent example of growth stimulated by transport investment. Visitor days to hotels and B&Bs has risen by 27%. Employment in tourism has grown by 8%, according to VisitScotland.

*2 Can policy interventions change travel behaviour?*

One example of a badly researched intervention was the decision in 2001 to reduce tax on vehicles with low CO<sub>2</sub> emissions, leading to the proliferation in diesel cars and increased health problems from NO<sub>x</sub> and particulate emissions.

*3 How can transport emissions be reduced?*

Integrated public transport systems in many continental cities have cut car traffic and emissions, particularly where electric metro and light rail systems and low emission buses have been introduced.

*4 What evidence is there that active travel improves health?*

The National Institute for Health Care Excellence (NICE) identifies the following health benefits from walking and cycling activity:

- Reducing the risk of coronary heart disease, stroke, cancer, obesity and type 2 diabetes.
- Keeping the musculoskeletal system healthy.
- Promoting mental wellbeing.

Scottish Transport Statistics show low levels of walking, and only 1% of journeys in Scotland are by cycle. Planners have until recently focused road design on raising average vehicle speeds, to the detriment of pedestrians and cyclists. Instead of prioritising multi-billion infrastructure projects such as the A9 and A96 dualling, the Scottish Government should allocate significant ring-fenced funding to local authorities to improve urban street design and environment for pedestrians and cyclists.

*5 Safe and resilient transport*

Road, rail and ferry routes should be reviewed against the rising risks posed by climate change, including the effect of flooding and high winds on vulnerable routes and ferry terminals.

*6 What are the most effective forms of governance for transport?*

The current trend in the UK is towards devolving urban transport to city regions, for instance Transport for London and Transport for Greater Manchester. Rail usage has increased dramatically on routes transferred to TfL where services have been adjusted to better suit local economic and residential priorities.

Use of Edinburgh's public transport network, which has remained as a municipally owned operation, has increased significantly, compared with a decrease in use in most other areas. The recent formation of Transport for Edinburgh should allow continuing development of an integrated bus, tram and rail network, particularly if the expected Scottish Transport Bill increases municipal influence over all buses in the city.

A "Transport for Greater Glasgow" is now needed if Glasgow's bus, rail and subway systems are to be formed into a cohesive metropolitan transport network. Development plans for the Greater Glasgow rail network, the largest outside London, could transfer from Network Rail and Transport Scotland to TfGG to allow greater alignment with economic development plans for the city and surrounding areas. This would allow a new approach to be taken, including investigating the potential for light rail to economically extend shorter distance rail services to improve the connectivity of development zones within the city, including the Collegelands development which is one of the largest regeneration projects in the UK. The Transport Bill will also hopefully enable Glasgow bus services to be co-ordinated with Subway and rail networks, bringing the prospect of a better connected and environmentally more pleasant city.

*7 Potential changes in technology and society:*

Internet shopping, automated vehicles, electric and hydrogen cars, and automated and light rail vehicles are all likely to shape the future. But SAPT warns against the government attempting to second-guess the effect of these developments, based on past misjudgements ranging from backing compact fluorescent light bulbs (quickly outmoded by LEDs), to encouraging the switch from petrol to diesel vehicles.

This was held on Tuesday June 6<sup>th</sup> 2017 in the Jurys Inn, Jeffrey Street, Edinburgh.

The invited guest speakers were Humza Yousaf, Transport Minister, and James Ledgerwood, Head of Economic Development in ScotRail. On the day, the Transport Minister was unable to attend, and Frazer Henderson, Head of Rail Policy in Transport Scotland, gave the presentation covering forthcoming developments in Scottish transport. Tom Hart gave the vote of thanks to both speakers.

#### Minutes of Business Meeting:

**1. Apologies** were received from L Marshall, D Giles, J Whyte, R McGregor, P Tetlaw, M Reed, B Kiloh, O Barratt, Robert Andrews (Stagecoach)

**2. The minutes** of the meeting at last year's AGM were approved.

**3. Matters arising.** We should look at more Vice Presidents, covering more of the political spectrum. We will approach Tom Harris, former Labour MP.

David Murray-Smith has followed up his University contacts. He has met Prof Tom Rye of Napier and a meeting will be held in the autumn involving Tom and younger colleagues. There is still discussion on the agenda, perhaps comparing Scandinavia with Scotland. T Hart and the chairman have met some students.

**4. Chair's report.** There have been 8 committee meetings, 3 each at Glasgow and Edinburgh, and one each at Inverness and Aberdeen. Stagecoach and CalMac have come along to open meetings. There are major changes to come with electrification and HSTs. The National Travel Strategy is being re-vamped and there will be a Bus Bill this year. Tourist trains with seats aligned with windows will be based on Class158s.

No plans have been announced for HS2 north of Preston or Leeds. There are local authority changes after the May elections. We await new Councils in Edinburgh and Glasgow affecting SPT and tram extensions.

Thanks are due to David Murray-Smith for designing the new membership leaflet, to Scott Simpson as membership Secretary, to Arur Homan-Elsy as secretary, to John Ferris who has been Treasurer until this year, and Tom Hart who has contributed to the newsletter. Thanks also to Transform Scotland for the free use of their meeting room for Edinburgh meetings.

**5. Treasurer's and Examiner's Report:** SAPT did not get much in 2016 from corporate members, partly due to late invoicing, but the lower income in 2016 was matched by lower expenses. Also an associate membership category is needed for those who wish to subscribe without being members.

**6. Election of office bearers.** The following Office-bearers were re-elected:

President: Stewart Stevenson, MSP Vice-Presidents: Dr.Malcolm Reed, Lawrence Marshall  
 Chairman: Dr. John McCormick Vice chairmen: Prof David Murray-Smith and Bob Barnes-Watts  
 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: David Giles

Nestrans: John Whyte (who intimated he would stand down if someone else was nominated\*)

Highlands: Dr.John Logie, Rolf Schmidt

Elected Members: Dr Ann Glen, Graham Atkins

\* It was agreed to approach Martin Ford of Aberdeenshire who is very pro-rail.

**7. AOB** Can we finance modest areas of research? David Murray-Smith has discussed this with Tom Rye.

The AGM venue was price attractive, but was not disabled accessible, which is an issue for the future. The meeting closed with a vote of thanks to the Chairman.

As well as the new Class 385 electric trains now being delivered for Edinburgh-Glasgow and other Central Belt services, Class 156 and Class 158 diesel trains are being refurbished for Abellio ScotRail at the Springburn works of Knorr-Bremse (originally St. Rollox works of the Caledonian Railway). On August 16<sup>th</sup> SAPT chairman John McCormick and committee members Tom Hart and Paul Tetlaw were shown round the works by Knorr-Bremse and Transport Scotland. A Class 156 had been stripped out before replacement seats and retention toilet are fitted (below left). 38 Class 156 units are being refurbished. Below right, a Class 158 is being fitted out as a “tourist train” with more seats aligned with windows. Forty Class 158 units are being refurbished. Two wheelchairs can be accommodated on each unit.



HSTs for ScotRail InterCity services are being refurbished at Wabtec’s Doncaster site as these are released by GWR. New seats, sliding doors and a retention toilet are being fitted in each passenger coach. There will be seventeen 2+5 sets and nine 2+4 sets. The target is to have all ScotRail sets in service by the May 2019 timetable, though the longer trains will not be able to operate into Glasgow Queen Street until the station refurbishment giving longer platforms is completed.

Thirteen Class 170 Turbostars are being retained for the “Rail Revolution” services giving intermediate stations on the Glasgow/Edinburgh-Aberdeen-Inverurie routes an enhanced frequency while allowing HST InterCity services on these routes to be accelerated.

These train upgrades and timetable changes will bring Scotland the biggest improvement in rail frequencies and speeds for many years, with clockface timetables on many more routes. If the expected Scottish Transport Act improves bus regulation, there will be a real opportunity to develop an integrated bus/rail public transport network interconnecting all significant towns and villages in the country. Abellio ScotRail have set up a transport integration team to work with bus companies.

Work has started on demolishing the buildings surrounding Glasgow Queen Street station to transform the concourse and lengthen the platforms. A temporary ticket office has been opened on the west side of Dundas Street. The new £112m station design (below right) is by BDP architects.



**AVIATION**

IATA report world demand for air travel rising 11% in last year. Norwegian has introduced flights from Edinburgh to eastern USA for under £100 with flights to California also planned. Scottish Government confirms CO<sub>2</sub> emissions from air travel may almost double but with this cancelled out by other measures to cut emissions (EN30June).

Loganair has started flights from Edinburgh to the Isle of Man while Flybe is introducing extra flights from Edinburgh and Aberdeen to Heathrow. Scottish Heli-dining is introducing helicopter tours combined with fine dining – including whisky-tasting trips to Islay.

Scottish flyers seek a ban on passengers reclining their seats on short flights.

Edinburgh Airport has disputed AirHelp claims that, of 76 airports surveyed, Edinburgh is the fifth worst in the world. However, rising usage was causing some issues which are being addressed in addition to consultations on controversial new flight paths. Problems were worsened by a catastrophic power failure for two hours on 28 June. Earlier, computer failures had caused huge problems for British Airways services at London Heathrow. NHS hospitals were also affected.

Pilots are concerned about the impact on them and passengers of toxic cabin air. Scottish island airports have raised safety fears about plans to centralise air traffic control.

**BUS, TRAM & TAXI**

Edinburgh trams now have an operating surplus but have left Edinburgh ratepayers with a huge debt to be paid off. There is still vocal anti-tram opinion but Edinburgh Trams have topped the list for customer satisfaction. The long-awaited City Deal has been ruled out as a source of funding for extension but TIF financing remains an option. On 7 June, flooding of the tram Gateway underpass stopped operations. It is now 55 years since the last Glasgow tram attracted huge crowds in 1962

Following extensive complaints and fines, Glasgow City Council has improved bus lane signage in Glassford St. Bus lane fines in Glasgow in 2016 were £6.7m but the total is now falling (H26June) Bus operators argue that emissions from diesel buses have already been reduced with no presently viable alternative to diesel bus operation. The higher costs of non-diesel operation could lead to fare rises unless covered from other sources. Pressure on local authorities to cut bus support is rising as is pressure to replace present compensation for free bus travel across Scotland for those over 60 or disabled with a new system providing support for local transport use and appropriate networks.

Lothian buses has introduced new South Queensferry-Edinburgh services to replace the withdrawn Stagecoach service, running every 20 minutes during the day and hourly in the evenings.

In the east, First has cut X19 express Falkirk/Boness-Edinburgh services from 7 to 1 per day following withdrawal of Falkirk Council support. The newly founded Boness Community Bus Association is piloting a 12 week trial service with 2 trips each way in a 16 seat minibus also serving Blackness (with no previous service). Present structures for services and fares continue to inhibit bus/rail co-ordination. First West Lothian offered 25% bus discounts during the four-day Royal Highland Show

Uber private hire drivers in Midlothian have had their minimum wage guarantee withdrawn just seven months after the service was launched. Little's, the Glasgow-based chauffeur business report a large rise in demand from foreign tourists on the back of a Brexit-hit pound

Surveys show a fall in those satisfied with Lothian buses punctuality from 91% in 2013 to 85%. In terms of overall satisfaction, Lothian Buses fell from 96% in 2013 to 93% (equal to the Stagecoach rating but with First Bus down from 92% to 87%). All operators complain of the extra costs and lost income arising from growth in city road congestion though with the rise of home delivery and private hire was also having some adverse impact on bus usage.

Chris Cheek argues that the fall in bus use has little to do with bus deregulation (LTT 720 p14) but is related to fares rising above inflation with other factors being changes in travel habits, rising congestion in cities and local authority cutbacks in funding for non-commercial services.

## **FERRIES & SHIPPING**

Cromarty Firth Port Authority is to re-submit plans for direct ship-to-ship oil transfers, but campaigners continue to seek a ban on ship-to-ship transfers in Cromarty Firth.

Cruise ships are making more use of the pier at Invergordon – with 6,600 passengers on two cruise ships arriving on one day.

Following NAC closures of public toilets on Arran, it has been suggested that a levy on ferry fares might help retain facilities on the island

The paddle steamer Waverley has celebrated 70 years cruising on the Clyde and west coast, with other trips also offered by MV Balmoral.

Private marina owners and yacht users have criticised Argyll & Bute Council plans to spend £3m on a short-stay transit marina in Oban.

CalMac is taking over the short link from Kerrera to Oban. Western Ferries are to spend £2.5m upgrading their McInroy's Point terminal in Gourock – now used by 1.3m passengers and 650,000 vehicles per year.

P&O is offering 15% cuts on Cairnyan-Larne fares.

## **RAIL**

Work has started on 65 new Azuma trains to be used by Virgin on the East Coast route to London.

Times will be cut by 22 minutes by late 2018. In the next UK Parliament, a Bill will be presented to extend new HS2 route from Lichfield to Crewe and details of plans for the Birmingham spur to Sheffield and Leeds will be released later this year.

First/Trenitalia and Stagecoach/Virgin/SNCF are rivals in bids to run a new West Coast Partnership to operate services from April 2019 and also initial HS2 services when Phase 1 of new route is open from London to Lichfield. There is also a third bidder -MTR Hong Kong (H23 June).

Hitrans is in talks with Serco Caledonian Sleeper on an internal Scottish overnight service from Thurso to Edinburgh and leaving from Edinburgh at 11.50pm with Thurso arrival at 10.30am.

ScotRail punctuality has improved in recent months and is well above the British average. Network Rail is seeking ORR permission to slow trains at peak times to further improve punctuality but ScotRail is opposing this proposal (S 20May).

Cost rises and the need to replace defective equipment has again delayed completion of Glasgow Queen St HL – Edinburgh electrification. Some trains should be electric by October and fully electric by December (S13 June; H14June)

ScotRail staff have expressed deep concern about a 'war zone' at Hamilton Central station over the past two years. Ian Lawson of Milngavie asks why ScotRail is one of the few rail systems in Europe not investing in trains which allow level access from platforms – helping general users and allowing wheelchair users to use trains without the need for help (H30May)

Rail bosses are set to submit plans for a £10m viewing platform at the top of the Forth Rail Bridge- the aim is to open by 2020, the bridge's 130<sup>th</sup> anniversary.

The Scottish Government has launched road and rail studies for the Scottish Borders area, including a possible rail extension to Carlisle. CBR (Campaign for Borders Rail) has outlined the case for a £644m (at 2012 prices) reopening of the Tweedbank-Carlisle line – seeing both general and tourist benefits and a big shift of timber traffic from road to rail. The CBR report argues for a shift away from plans for major improvements on the existing West Coast Main Line via Beattock, including greater use of the existing alternative Carlisle-Glasgow route via Dumfries

The Rail Delivery Group has outlined rail priorities in Scotland with a focus on cost control and upgrades of the existing network and stations to ease current bottlenecks. It does support electrification of the Edinburgh South Suburban Line (for both passengers and freight) together with electrification to East Kilbride and from Glasgow to Barassie via Barrhead and Kilmarnock.

Pleas have been made for extension of rail services to Levenmouth and to Hawick, and by the former SNP leader Alec Salmond (now no longer an MP) for rail extension to Ellon and Peterhead and onwards to Fraserburgh (RAIL 828 7 June).

Full legal authorisation has been given to plans for major improvements to Glasgow Queen St station over the period to 2019. However, disruption from central Scotland rail electrification and other works – plus manning disputes with trade unions – are having a dampening impact on rail usage. Passenger usage in Scotland stabilised in 2016 but growth is expected to resume in 2017-18 and continue into the 2020s with delivery of additional trains.

The Scottish Government has launched rail and road studies for the Scottish Borders area. These will include examination of extension of the Borders Rail route to Hawick and onward to Carlisle. Other enhancements to rail and road networks are being considered as part of a Strategic Transport and Land Use Review with the primary priority being improvements within the existing rail network. Pleas have been made for upgrading and electrification of the 1.8mile Glasgow City Union line as part of a concerted network strategy (H31Mar)

Starting in September, the ScotRail Alliance is introducing 100 electric car charging spaces at a total of 50 stations on the 359 station network.

There is concern that the numbers trespassing on Scotland's railways has risen 16% to an all-time high. Boys between 14 and 16 are among the more common offenders. A train has hit a cycle left on the Glasgow-Edinburgh via Bathgate line but avoided serious damage.

The popular Glasgow Central station tours are being enlarged to include an unused platform in the Low Level station restored to 'steam age' condition, including a carriage and locomotive.

Transport Minister Humza Yousaf has set up a new team to examine rail prospects in NE Scotland, including a reopening to Ellon. Evanton is seeking an extra halt between Dingwall and Alness.

Rail Delivery Group expects the number of rail passenger vehicles in Britain to grow 89% by 2047, with large numbers of new trains arriving in the 2020s to meet growing demand. Electrification will still expand but there is expected to be greater use of bimode vehicles and of powered vehicles relying on batteries, hydrogen or other power not taken from overhead wires.

Mike Robinson of Royal Scottish Geographical Society sees Perth as a major rail hub with both the Perth-Kinross and Strathmore rail routes reopened. Transform Scotland is pressing for rail route safeguarding, including a direct route from Cowdenbeath to Perth as well as plans for new route from Inverkeithing to Cowdenbeath.

Network Rail is consulting on a proposal to close Breich station, used by an average of only 2.6 passengers per week, as part of a cost-effective strategy for electrifying the Edinburgh-Shotts-Glasgow line by 2019.

ScotRail Alliance now has 70% of all tickets available on smartcards but Scotland still lacks easy to use zonal cards for all forms of public transport with no penalties for interchange.

Though land is zoned for housing, a major development of 1,400 houses to the immediate north of Edinburgh Gateway station has been delayed pending clarification of junction issues and direct walk/cycleway access to the newly opened stations.

Cyclists are opposing plans to have only 8 cycle spaces on the Inter-city 125 trains to be introduced in Scotland in 2018. Six of these spaces will be reserved for end-to-end travel.

A report by Brockley Consulting for Network Rail concludes that too high a proportion of rail fixed costs are being allocated to Inter-City Passenger Services and too little to rail freight and rural rail (LTT724 9 June). Rail freight specialists and rural rail groups argue that such an allocation of costs is misleading as a marginal cost allocation, related to rises in total benefit secured, would give better outcomes. Any report on fixed cost allocation should also include rail and road comparisons as ORR is now the Office for Rail and Road Regulation.

Alistair Watson, a former SPT Chair and newly re-elected City of Glasgow councillor has died suddenly. He had a strong interest in public transport, both rail and bus. After the loss of Labour control of the City of Glasgow Council, Alistair had just been appointed Labour's lead on transport and infrastructure.

Keith Wallace is the new Caledonian Sleeper MD. Peter Strachan has moved to Chair UK Rail at Serco.