



Scottish Association for Public Transport

SCOTTISH TRANSPORT MATTERS

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Better public transport on the way?

This issue of "Scottish Transport Matters" gives an update on ScotRail's new trains and services to be introduced from the beginning of 2018 onwards. New studies of High Speed Rail routes to the south are also covered. And the decline in bus use over the last 60 years could be reversed if the current Scottish Government review of the service framework results in an integrated transport system.

The bus/rail co-ordination model used in some continental countries has successfully attracted more public transport travel. Data from Switzerland (see section 5) shows bus use there is rising. The Transport Research Institute meeting (below) will describe experience in Denmark, Norway and Sweden.

SAPT is recommending to the Scottish Government that continental experience should influence the new bus policy, helping to deliver an efficient and affordable integrated public transport network connecting across the entire country.

Special Meeting November 27th 2017

Professor Tom Rye, Director of Transport Research Institute and Professor of Transport Policy, Edinburgh Napier University, and Professor David Murray-Smith, SAPT Vice Chair, have organised a special transport seminar at Edinburgh **NAPIER UNIVERSITY** at 18.00 on Monday 27th November, open to all SAPT members and students. Details on next page.

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1 Transport Research Institute Meeting 27/11/2017

Joint Meeting of SAPT and the Transport Research Institute (TRI), Edinburgh Napier University

Monday 27th November 2017 at 18.00 for 18.30 (teas/coffees available from 18.00)

The programme for the meeting is as follows:

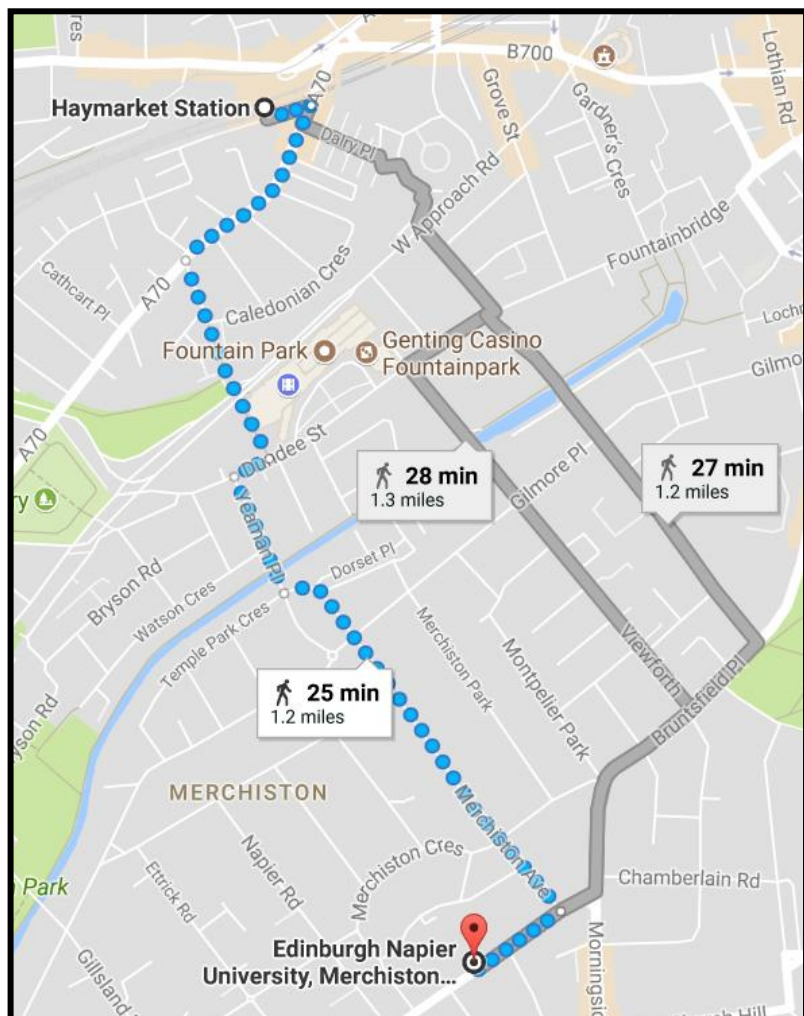
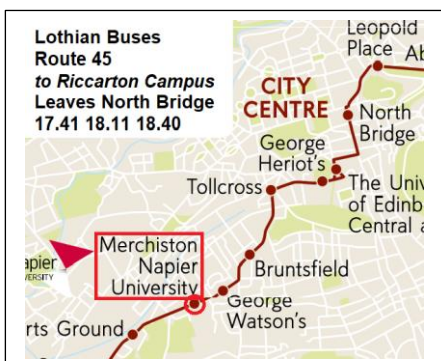
- 1 *An update on the latest SAPT activities and progress towards achieving a more integrated public transport network in Scotland* **Prof David Murray-Smith (SAPT Vice-Chairman)**
- 2 *Public transport and franchising in Denmark, Norway and Sweden – a comparative study for the Urban Transport Group* **Prof Tom Rye (TRI)**
- 3 *Public transport fares strategies in different world cities: results of a study presented to the European Mass Transit Association* **Dr Achille Fonzone (TRI)**
- 4 *Impact of real-time information on bus passengers' route choice* **Faqhrul Islam (TRI)**

Merchiston Campus. Room G2.
10 Colinton Road, Edinburgh
EH10 5DT

Walking routes from Haymarket>

Lothian Bus from city centre:
Bus routes 16 or 23 (each runs every 10 minutes) to Holy Corner which is around 5 minutes walk from Napier.

Bus route 45 as below:



Electrification

Completion of wiring between Edinburgh and Glasgow via Falkirk is a major step forward in ScotRail's plans for modernising the rail network.

Electrification work is continuing to Stirling, Dunblane and Alloa, and from Cumbernauld to Falkirk. Once completed, hopefully by May 2019, half-hourly Glasgow-Cumbernauld trains will be extended via Falkirk, Polmont and Linlithgow to Edinburgh, allowing Edinburgh-Stirling-Dunblane trains to be limited stop and significantly faster.

Electrification of the Glasgow-Edinburgh line via Shotts is also making progress, due spring 2019, together with platform alterations at Shotts, Carfin and West Calder and reconstruction of Livingston South station. Step free access will be provided at Livingston South and West Calder stations. A major timetable revision is expected.



New Hitachi Class 385 electric train on test run at Linlithgow on October 18th 2017. *ScotRail*

Scottish InterCity



The first HSTs have now been transferred from Great Western for conversion with new seating, power doors and retention toilets. These are expected to be phased in during next year, bringing faster journeys and superior InterCity ambience to long distance InterCity routes.

A new distinctive livery is to be applied to the HSTs (left). *ScotRail illustration.*

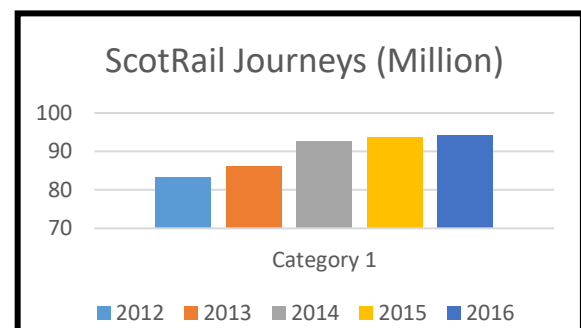
Regional Rail

As mentioned last year in "Scottish Transport Matters" 2016/1 (March 2016), Transport Scotland are retaining 13 Class 170 Turbostars after replacement by EGIP electric trains to introduce new regional services providing hourly frequency for intermediate stations on non-electrified InterCity routes. This will not only boost service levels from intermediate stations like Laurencekirk, Monifieth and Gleneagles, but will also allow the HSTs to omit some stops, further cutting journey times between Scottish cities.

These new regional services will cover:

- Glasgow-Perth-Dundee-Arbroath
- Inverurie-Aberdeen-Montrose
- Inverness-Forres-Elgin

More Fife and Borders trains will be operated by 3-car Turbostars instead of 2-car Class 158s, relieving overcrowding. Tweedbank trains will be extended to Fife, directly linking Borders stations to employment centres in west Edinburgh.



Over the next two years, ScotRail InterCity and Regional services will be transformed. Traffic (see above), which levelled off in the last two years, partly due to electrification work and Queen St closure disruption, should grow more strongly from 2018, particularly if the new services are marketed well.

Focus now needs to be on improving city transport, and rural and tourist routes like the West Highland Line. Opportunities will be discussed in the next "Transport Matters" 2018/1.

First Minister Nicola Sturgeon has announced the commissioning of detailed route studies of high speed rail on Anglo-Scottish routes within Scotland. The studies will focus on upgrading the East Coast Main Line from Dunbar towards Newcastle, and the West Coast Main Line from Glasgow and Edinburgh to Carstairs.

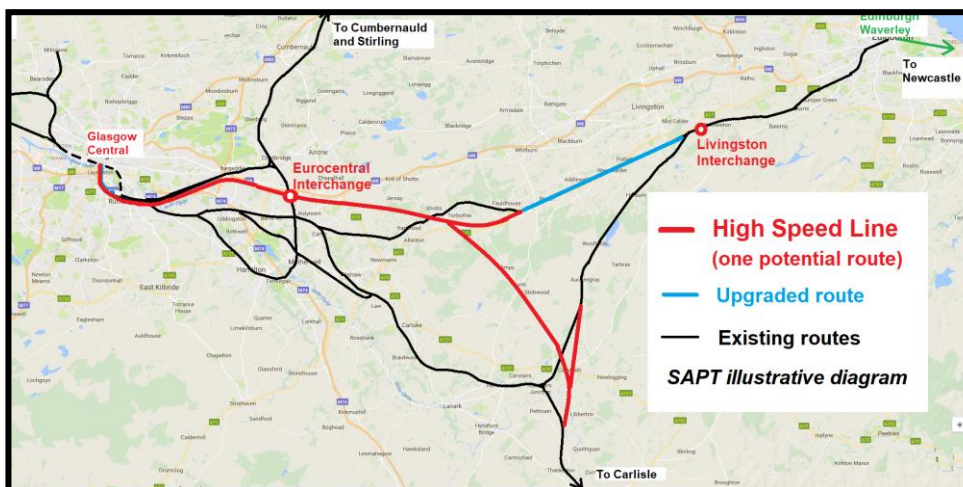
A clearer strategy is emerging for extension of HS2 and other Anglo-Scottish services north of Manchester and Leeds. Initial studies by Network Rail, and subsequently by HS2 Ltd, assumed extension of HS2 would follow the West Coast route north from Wigan, with Edinburgh and Glasgow services diverging at Carstairs. The target is a 3-hour rail journey from London to both Glasgow and Edinburgh. Due to the high cost of constructing a complete new high speed route (possibly £50 to £60 billion), a range of options, involving a mix of upgrades to existing track and pieces of new route, was evaluated by HS2 Ltd and summarised in a Broad Options Report in March 2016 (see *Scottish Transport Matters* 2016/2).

Additional needs have now been identified:

1. Faster links from Scotland to cities in the North of England (particularly Newcastle, Manchester, Leeds)
2. Faster HS2 train journeys from London to the north-east of England
3. Higher speed route on the “Northern Powerhouse” Liverpool-Manchester-Leeds-Newcastle axis

The conclusions are that upgrading speed on both the West and East Coast Anglo-Scottish routes would be desirable. Journey time predictions for HS2 show that London-Edinburgh trains could be as fast routed via the East Coast as via the West Coast, depending on DfT decisions on upgrades from York to Newcastle.

With Glasgow-London HS2 trains due to start in 2026, the first priority is to upgrade the slow and delay-prone section of route from Glasgow to Carstairs. Anglo-Scottish trains share this mainly double track section with the frequent Strathclyde local trains, with flat junctions at Rutherglen, Newton, Uddingston, Motherwell, Shieldmuir, Law, Lanark Junction and Carstairs. The junctions and intermediate stations all add to congestion, delays and restricted speed. In addition, WCML trains from Edinburgh to Manchester and Birmingham, and CrossCountry trains from Glasgow to the south have to slow down to 15 mph on the sharp single-track curves at Carstairs. One option to be studied is a new High Speed Line from Rutherglen to south of Carstairs, with links to the Shotts-Edinburgh and Carstairs-Edinburgh lines (see map below, which it should be stressed has been drawn by SAPT to illustrate the concept and is not accurate).



The Scottish Government press release confirms that new interchange/P+R stations could be built at Eurocentral (possible interchange with Motherwell-Whifflet-Glasgow/Cumbernauld services) and the Livingston area (where SAPT has previously suggested Kirknewton as a possible location).

The original HS2 Ltd train service specification for Phase 1 (from 2026) envisages an hourly Glasgow-London service. From 2033, there would be two 400 metre trains per hour from London to Carstairs, each splitting there into 200 metre portions for Glasgow and Edinburgh. If the East Coast route is upgraded in addition to the West Coast route, this plan needs to be revised. One option for consideration is an hourly pattern on the East Coast from Edinburgh to London as follows:

Edinburgh-Newcastle-York*-Old Oak C-London 200 metre train (* extra 200 m portion added at York)
Edinburgh-York-Birmingham Interchange-Old Oak Common-London 400 metre train

Glasgow-London trains would operate via the West Coast route but would not have to stop at Carstairs to join/split with an Edinburgh portion. This would save several minutes.

No upgrade needed at Newcastle as the hourly 400 metre Edinburgh-London trains would not stop there.

SAPT members meetings were held in Aberdeen on 29/9/17 and Glasgow on 31/10/17.

Aberdeen Meeting: NESTRANS public transport: Derick Murray, Director of NESTRANS (north-east Scotland Transport Partnership) gave an excellent PowerPoint presentation:

Background: Aberdeen population has grown substantially over the last few decades, with much of the employment distributed on the periphery. Transport improvements are urgently needed.

The new Forres station was ready by October 2017. The Aberdeen-Inverurie line is being doubled (except for 1 mile tunnel), with some line closure during works. Kintore station is to be opened for the new timetable in 12/2019 giving hourly Inverurie-Montrose services by Class158s trains. It is to be hoped that Phase 2 upgrades permitting an hourly Inverness-Aberdeen service can be completed by 2024.

Aberdeen InterCity services to the south: fewer stops, faster journeys. An oversight group has been formed to allocate £200 M City Deal to upgrade the route south, by 2025.

Aberdeen-Peterhead/Fraserburgh corridor study: no agreement yet on what should be done. Roads lobby prefers road upgrade. Best rail solution is Dyce-Ellon re-opening, with P+R station on northern side of Ellon. P+R station at Newmachar also important. MPs/MSPs will hear options from the consultants on 3/11/17. Further rail lobbying should incorporate factors from consultant's report. Aberdeenshire and Aberdeen City Councils are committed to reducing road traffic. The councils work well together on most issues.

Aberdeen Western Peripheral Route: This will cut traffic passing through city centre and allow greater city centre pedestrianisation. Bus radial routes should be improved. But to attract people to city centre, restaurants, cafes, cultural attractions and street environment need to improve. The City Council is planning to improve buildings. The City Centre Master Plan is the way forward. The strategic plan does not favour out-of-town commercial developments. A survey has shown there is adequate overall parking available around the city centre. Lessons from other cities, eg Glasgow Millennium Plan, should be learned in the development of pedestrian and cycle routes.

10 hydrogen buses are leading the way towards better air quality.

Aberdeen Harbour is still very busy and cannot be developed as a leisure destination.

(SAPT supports Aberdeen-Ellon rail re-opening as a high priority to improve transport and cut road traffic).

Glasgow Meeting: The guest speaker was David Cannon, CalMac Public Affairs Manager, who updated us on CalMac ferry developments.

David explained that stakeholder engagement is very important. CalMac have a Community Board with 12 members from different islands.

A new ferry, "Glen Sannox", was due to be launched from Ferguson's shipyard at Port Glasgow on November 21st. This has dual fuel capability, able to use LNG (liquefied natural gas) which is cleaner than heavy marine oil. "Glen Sannox" is destined for the Ardrossan-Brodick route, boosting vehicle and passenger capacity.

A second ferry is being built for the Uig-Harris/North Uist triangle.

Road Equivalent Tariff (RET) has slashed car fares and put pressure on ferry car capacity and island roads. Motorhomes are a particular problem as they are wider than cars but pay the same rate as cars based on vehicle length. Some car drivers may decide to go back to using public transport due to the difficulty of getting cars booked on many of the ferry sailings. SAPT suggested increasing vehicle RET rates and reducing passenger RET fares to give people an incentive to leave their cars behind. David pointed out that the Scottish Government fixes RET rates so any suggestion should be made to Transport Scotland (TS). CalMac consult on timetable changes, but TS decide what can be done.

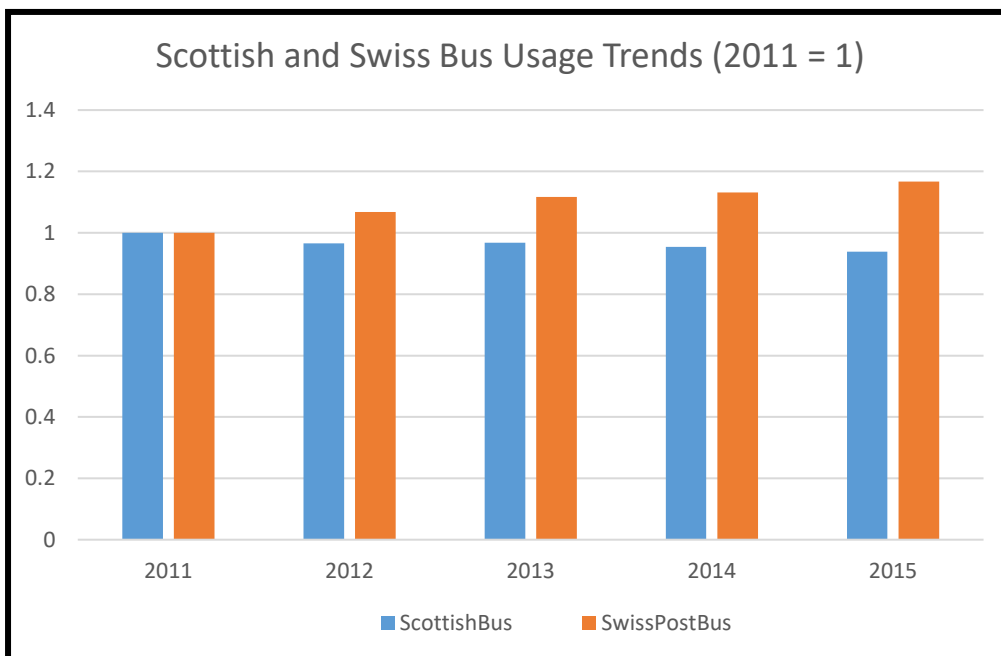
The meeting also discussed further development of SAPT's *ClydeMetro* proposal for a high frequency metro rail service in and around Glasgow. This will be covered in the next Scottish Transport Matters, 2018/1.

Three Scottish Government consultations will shape the future of bus funding, ticketing and regulation:

1. **Free Bus Travel for Older and Disabled People and Modern Apprentices**
2. **The Future of Smart Ticketing in Scotland**
3. **Local Bus Services in Scotland – Improving the Framework for Delivery**

Bus passenger numbers have been declining since the 1960s, though the rate has been lower over the last 10 years. The Transport Scotland consultations note that rates of decline in Scotland have been similar to the figures for England (excluding London where patronage has until recently been growing). But there is no comparison with bus performance in continental countries which in some cases have different transport frameworks and increasing bus use.

Comparison of the deregulated Scottish bus figures with statistics for rural postbuses in Switzerland (below) shows that, in the fully co-ordinated Swiss system, bus use is growing steadily, with a **17% rise** from 2011 to 2015, while Scottish bus use has **declined by 6%** over the same period.



The majority of bus services in Scotland are operated on a commercial basis. An important issue is the cost of maintaining unremunerative services against the current background of declining usage. However, much of the £300 Million annual public funding for the bus industry in Scotland is paid through the concessionary scheme and the Bus Service Operators Grant which are spread across profitable as well as unprofitable services.

Focusing this funding on supporting a strategic network of fully co-ordinated bus routes, as found in some continental countries, is discussed in section 6 below. The SAPT response to the Transport Scotland bus consultations will be based on these considerations.

Individual responses to the consultations can be made through www.transport.gov.scot/consultations/. The closing date for consultations (2) and (3) above is 15th December 2017.

Changes to the Local Bus Regulatory Framework and widespread roll-out of Smart Ticketing are essential to move towards an integrated public transport system in Scotland. The Scottish Government's National Transport Strategy (refreshed January 2016) has a high level objective to *"improve transport integration, particularly across the public transport system, so that transport providers offer a seamless, door to door public transport experience. This could be a key driver to increase the use of public transport, which in turn should reduce traffic congestion and emissions"*. *"Smart ticketing is also a key element of a joined up approach. Ministers expect a fully national, cross-modal, cross-operator and cross-boundary smart ticketing scheme."* **Our Association fully endorses these objectives.**

The Transport Scotland (TS) consultations on "Local Bus Services – Improving the Framework for Delivery" and "Smart Ticketing" are opportunities to propose new bus legislation and funding mechanisms to assist delivery of these NTS objectives. **This needs to be matched by a new approach to co-ordinating transport.**

The TS Bus Policy Team's consultation on the local bus framework describes rail as *"restricted by geography and fixed infrastructure"* while *"bus services are flexible and can be developed and introduced quickly where demand is identified"*. The TS comparison of rail and bus illustrates that rail routes reach main towns and cities. Buses compete with trains on these routes but also extend across more urban and rural districts. **An integrated transport system** would combine the flexibility of local bus services with ScotRail regional and InterCity trains to provide a comprehensive public transport network for local journeys that also make reliable connections for longer distance travel. A national smartcard system is needed to enable seamless multi-modal travel anywhere within this national public transport network at the lowest fare available.

Scotland's rail and bus services cost the taxpayer over £1 billion annually. The squeeze on local authority finances threatens some council-supported local buses. Network Rail's budget is also under pressure. So changes to the bus regulatory framework and financing mechanism should focus council and government funds to support socially necessary but uneconomic urban and rural bus routes within an integrated public transport network. The TS consultation regards local buses as purely a local service. In many other countries local bus services are part of an integrated national transport network, both in urban and rural areas:

Urban areas: Development of integrated metropolitan transport networks, co-ordinating local bus, train and tram services, is the norm in many continental cities (and London), for a number of very good reasons:

- Enables travel by bus and/or connecting rail, underground or tram between any stops on the network
- Reduces road traffic congestion and pollution in city centre streets and makes better use of urban rail
- Evidence confirms usage increases compared with declining bus use in Scottish cities (except Edinburgh)

Rural transport: More use of some rural bus routes could be attracted if these connect into the national rail and bus network, providing access to rural areas not currently accessible to tourists by public transport. Much has been made of the North Coast 500 to attract increased car travel (and congestion) in the North Highlands. An integrated bus/rail transport policy could provide an alternative to the car for local and long-distance travel by tourists and local residents in rural areas.

Funding: The bus industry currently receives £301 M of public funding. This includes the Bus Service Operators Grant (BSOG) of £53 M which is a mileage payment made by government for all local buses including profitable services. To support a comprehensive public transport network into the future, including socially necessary but unremunerative services, BSOG could be redirected into a new Bus Franchise Fund administered (and supplemented) by local authorities/RTPs. This would fund regional groups of franchised local bus routes. These would integrate (rather than compete) with ScotRail trains, attracting greater use and revenue to the rail network which is funded by Transport Scotland.

Radical changes are needed to the bus regulatory framework to establish an integrated public transport network as advocated in the Scottish Government's National Transport Strategy. Evidence from other countries suggests this would attract greater usage and revenue and cut congestion in city streets.

The following changes to bus funding and regulation are recommended

- Reduce subsidy for concessionary travel by increasing age limit to pension age
- Scrap the Bus Service Operator Grant which is paid to profitable as well as loss-making services
- Focus extra funding on directly supporting essential rural and unremunerative urban bus services
- Redraft timetables to give reliable connections between rural local buses and trains where relevant
- Enable councils/RTPs, bus and rail operators to develop co-ordinated urban transport strategies with:
 - One smartcard valid on all public transport
 - More bus priority lanes and higher car parking charges to reduce the impact of congestion
 - Feeder bus services to urban rail interchanges offering faster public transport journeys

AVIATION

Liz Cameron of Scottish Chambers of Commerce has attacked delays in cutting APD in Scotland by 50%. APD has now been renamed by the Scottish Government as ADT (Air Departure Tax). There is a probability that, under EU state-aid rules, Highland airport exemption from this tax may end unless the status quo is retained. Scottish Green MSPs are opposing cuts in ADT. Retaining most of the present arrangements would safeguard existing tax income. Yield was rising with record growth in in-tourism to Scotland.

International traffic at Edinburgh up 14.1% in September, accounting for all of the overall growth as domestic passengers fell 0.8%. HIAL also report a 7.4% rise in summer use of Highlands & Islands airports. Over the year Inverness Airport passengers rose 23.5% to 829,018. Only Dundee Airport saw a large drop in usage. Overall government-owned HIAL almost eliminated an operating loss. At Glasgow Airport, international passengers rose 10% in September with domestic users down 4.7%, partly due to shifts to rail but also to the temporary withdrawal of Ryanair services to London Stansted.

Amanda McMillan, Glasgow Airport Chief Executive, has resigned as family is moving to Australia.

FERRIES & SHIPPING

Audit Scotland has warned of the soaring costs (£209.7 m in 2016-2017) of Scottish ferries. Spending has more than doubled from £97.3 m since 2007-8 despite the small size of the population served.

Harbour fees had also risen and Lloyds Bank was being paid an annual fee for provision of the £42m Loch Seaforth ferry to Stornoway. Gavin Fulton of Lamlash has complained of wasteful decisions – including the newly built Loch Seaforth when two smaller vessels might have offered better value for users and for the public purse. RET had intensified problems at peaks (H19&23Oct)

Three islanders have introduced new ways of tackling tourist peaks. Motorhomes must now be booked on ferries and must pay a £13 fee to camp with the majority going to island crofters. Wild camping has been banned. Highland Council is proposing World Heritage Status for Skye linked with charges earmarked for tourist improvements e.g in parking and toilet provision. Others also suggest improved public transport and cycling on the island. 2017 had seen a 'watershed' in tourist numbers with Skye and Lochaber already at 1.3m in 2014. Population of Skye now rises from 10,000 to over 60,000 at tourist peaks (H26 Oct).

BUSES, TRAMS & TAXIS

Lothian Buses Service 35 from Ocean Terminal to Edinburgh Airport has been rebranded Skyline 300 with the aim of gaining more airport passengers. Scottish Citylink has added night services to present operations – which will also serve Edinburgh Airport between 11pm and 4am(EN30Oct).

Much of East Scotland (especially in Lothians) now has bus services at Christmas and New Year in contrast to other towns and cities (Rail services are also poor or unavailable at these times).

The Forth Road Bridge has reopened for buses. Kenny Macaskill has made a plea for buses to be treated as solutions to city transport problems, not treated as a problem. He said it was wrong to penalise diesel buses when this did not apply to lorries and cars (H16 Oct)

Sustrans Scotland claims that 1 million Scots are failed by poor or non-existent public transport. Better land-use planning is needed to encourage greater use of public transport.

McGill's Buses have attacked a 'fascination' with trains while bus firm profits fell and networks deteriorated (H7Oct).