



Scottish Association for Public Transport

SCOTTISH TRANSPORT MATTERS

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Tourist Trains for Scotland's scenic lines (refurbished Class 156 and Class 158 trains) are to be introduced in 2019. ScotRail's plans will be revealed at the SAPT AGM on 28th April (see page 2). Longer term ideas for new bespoke trains by 2025 for the West Highland, Kyle, Far North and Stranraer lines will also be discussed by SAPT at the AGM. Examples of panoramic tourist train designs include the metre gauge Goldenpass line in Switzerland (below).



The AGM will be in Perth Library, 17 York Place PH2 8EP, starting at 10.30 on Saturday 28th April 2018. Details on page 2.

**Members Meetings: Inverness Mercure Hotel Tuesday June 26th 14.00-16.00
Glasgow Mercure Hotel Tuesday October 30th 18.30-20.30**

Subscription Renewal: Annual subscriptions are now due (no action required by those paying by standing order). A form is enclosed. We hope you will choose to renew by cheque or electronic payment and continue to support the aims of SAPT in campaigning for improved Scottish public transport. Non-members wishing to join should use the membership form available on our web site.

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AGM Arrangements

The AGM will be held on **Saturday 28th April 2018** at:

SOUTAR THEATRE ,A.K. BELL LIBRARY, 17 YORK PLACE, PERTH , PH2 8EP

10.30 Coffee/Tea

11.00 **Guest Speaker**
Alex Hynes
Managing Director
ScotRail Alliance

Mr.Hynes will update us with the latest news from ScotRail, including the roll-out of the new InterCity services, the “Rail Revolution” programme, scenic trains, and progress with overcoming EGIP challenges.

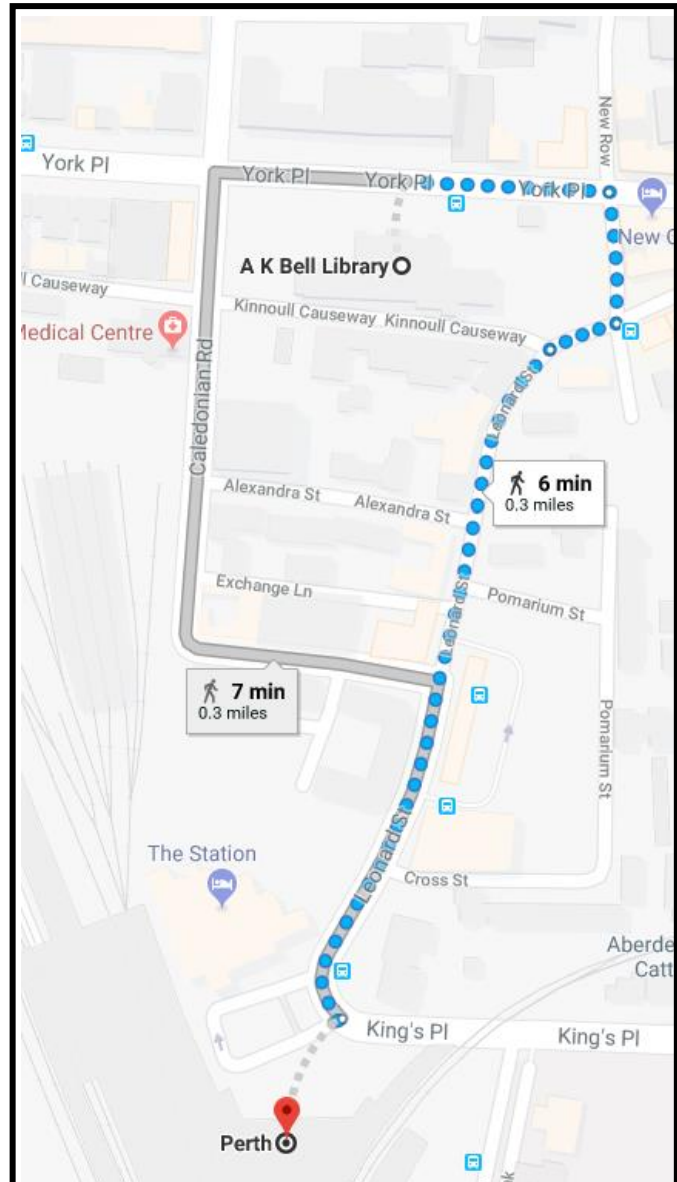
11.30 Q&A Session

11.55 **Tourist Train Design**
As a longer term development of the scenic trains initiative, SAPT plans to urge Transport Scotland to back development of brand new tourist trains to be delivered in time for the start of the next ScotRail franchise due in 2025.

Swiss company Stadler has built custom-designed trains for many tourist lines worldwide, including the Rocky Mountaineer and Glacier Express, and has supplied some information on designs that may spark ideas for Scotland.

12.15 **AGM Business Meeting**

13.00 **Close**



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SAPT Constitution

The original SAPT constitution was drawn up in 1978. The aims of the Association remain broadly consistent with the 1978 constitution, but nevertheless the committee decided that it was time to review this as forty years have elapsed.

A new constitution has been drafted, based on a standard template for voluntary associations. This draft has been refined by the SAPT committee and a copy of the final draft is enclosed.

It is hoped that adoption of this draft can be agreed at the AGM on 28th April.

The Connectivity Commission, announced at the end of 2017 by Susan Aitken, the leader of Glasgow City Council, has now started discussions with stakeholders including SAPT. The Commission will be spearheaded by former Government transport advisor Professor David Begg and includes leaders and practitioners from the worlds of business, transport, academia and the third sector. The Commission includes Iain Docherty, Professor of Public Policy and Governance at Glasgow University; Anne Ledgerwood, General Manager of the St Enoch Centre and Chair of the City Centre Retail Association; Scottish Council for Development and Industry Chief Executive Mark Bevan, and representatives from the Glasgow Chamber of Commerce.

Professor Begg is “seeking a transport network which contributes to a stronger economy, a healthier environment and social equity. More people need to use public transport, walking and cycling. More quality pedestrian space and public realm would improve the retail environment and city centre experience. The Greater Glasgow area has a fantastic urban rail network but if you live in a community which is not on the network and don't have a car you are pretty marginalised.”

SAPT welcomes the setting up of the Commission and believes this is the best opportunity for many years to develop a new transport strategy for the Glasgow area and expand Glasgow's rail system into a more dynamic network serving the newer development areas. Three factors are catalysts for change:

- The rail network into the city is running out of capacity and this will be compounded by growth of Anglo-Scottish traffic once HS2 starts in 2026. A Transport Scotland/ Network rail investment strategy is needed to support more Anglo-Scottish trains, and to upgrade suburban services to Metro frequency
- The Glasgow City Deal has allocated £140 Million for developing a Light Rail link to Glasgow Airport
- The Scottish Transport Bill is expected to provide local authorities with powers to co-ordinate public transport. Bus services in Glasgow, often delayed by road congestion, have been losing passengers. Co-ordinating bus services with the Subway system, now undergoing modernisation, and with suburban rail services could reduce road traffic, and bus delays, through the city centre, and create a fully integrated metropolitan public transport network

The SAPT Committee is preparing a comprehensive report to the Commission, covering:

- emissions and air quality issues
- the need to link public transport planning with economic development and land use policy
- the role of a smart ticketing system in facilitating a properly integrated bus/rail/subway network
- the opportunity to transform the city environment into a pleasant place for walking and cycling by boosting public transport and reducing the volume of road traffic choking city centre streets.

We are currently evaluating some transformational suggestions, including:

1. Conversion of the underutilised Bus Fastlink into a Light Rail *Metro* route (right, at Anderston Quay) to Glasgow Airport. This could link Glasgow Queen Street, Central, the Financial Services District, SEC/Hydro, Festival Park, Ibrox, QEU Hospital, Braehead, Renfrew and Glasgow Airport, with a possible extension to Paisley Gilmour St for rail connections with Ayrshire and Inverclyde.



2. Upgrading some short distance suburban train services to *Metro* frequency, with service doubled on Southside routes. Bringing the St.Enoch Bridge route back into regular passenger use would expand rail capacity at moderate cost to support these frequent cross-city *Metro* services, and also liberate space in Glasgow Central for additional Anglo-Scottish trains. These *Metro* routes could be linked with the proposed Glasgow Airport line to form an extensive *ClydeMetro* network connecting residential, business, commercial and educational areas and development zones across the Glasgow area.
3. Setting up a franchise or concession framework for local buses in the Glasgow area, with public funds focused on a co-ordinated network of frequent bus, rail and metro services covering the city region.

Our report to the Connectivity Commission will be released in April at the AGM and in the next newsletter

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Edinburgh Tram Progress

Edinburgh City Council are progressing with preparing a business case for extending the Edinburgh Tram to Newhaven, expected to cost £165 Million. Four shortlisted bidders have been announced for the design and construction of all track, overhead line, tram stops, systems infrastructure, road infrastructure and public realm between York Place and Newhaven:

- * BAM Colas Rail Joint Venture (JV)
- * Dragados
- * Farrans Sacyr Neopul JV
- * Sisk Steconfer JV

Following the tender period, which is likely to last until late summer 2018, the Council will update the Final Business Case and seek a Council decision in late 2018 as to whether the project should proceed to the next stage, namely construction.

If the project is given the go-ahead, the contract is expected to be signed in late 2018, with the line from York Place to Newhaven due to start operating in 2022.



5 Transport Research Institute Meeting November 2017

The meeting started with an overview by SAPT Vice-Chair Professor David Murray-Smith on SAPT activities.

Then Professor Tom Rye, Director of the Transport Research Institute (TRI) at Napier University, contrasted the different transport regulatory frameworks in Denmark, Norway and Sweden compared with the UK.

In Scandinavian cities with over 100,000 population, public transport runs from around 04.00 until 01.00, with buses on busy routes running every 8 to 12 minutes at peak times. The public transport authority awards gross-cost contracts allowing cross-subsidy between profitable and low revenue routes. The transport authority takes the revenue risk, with operators paid to run services. Operators can earn bonuses for good quality.

In Sweden, the government owns the trains and franchises the operations, making entry into the rail market easy for franchisees.

Infrastructure costs seem much lower than in the UK. Malmo established a 10.6 km on-road bus priority route for 7 million euros, comparing favourably with £40 million for the Glasgow Fastlink scheme. Lund built 7 km of on-street tram route for 11 million euros/km, compared with 52 million euros/km in Edinburgh! But this may be partly because utilities are often owned by the municipality so utility diversion is not charged against the tram project. Also Scandinavian utility infrastructure is newer than in the UK.

Dr. Achille Fonzone of TRI gave a talk outlining the importance of fares structures to public transport use. Different fare structure options include flat fare, market based, distance based, and time based. The choice criteria include impact on ridership, political acceptability, and the effect on fare evasion. Flat fares discourage short journeys, distance-based fares maximise revenue but make fare calculation more difficult. Zonal fares are a compromise that make fare calculations more transparent for users.

Many cities now use smartcard systems. These should give the best fare for the time of travel, avoiding having to make choices like "day return" or peak single.

Faqhrul Islam of TRI gave results of research into the impact of real-time information on passenger choice. Ubiquitous information is provided by google maps and websites. Local information can be made available at bus stops. Research shows that 53% of travellers actively use mobile phones for ways of improving journeys. Traveller choices can be influenced through information.

Bus apps are increasingly popular as delays caused by congestion on bus arrival times can be shown, whereas timetable screens not updated in real-time at bus stops can be misleading as, if a bus is running late, the departure time will disappear from the screen before the bus arrives.

6 2nd Annual Transport Infrastructure Conference: *What's coming next?*

SAPT Vice-Chair **David Murray-Smith** summarises here the main topics from this conference held on 20/2/18

Transport Minister Humza Yousaf's keynote speech didn't make any unexpected announcements and reviewed progress in road, rail, bus, ferry and aviation developments. The Scottish National Transport Strategy Review was mentioned, as well as the Scottish Transport Policy Review 2 which is concerned with local and regional issues. Discussion by Panel members broadened the discussion to include the importance of bringing together transport policy with other areas of government (e.g. planning, health and the environment). Transport integration did not feature highly in the Minister's presentation other than a brief mention of a visit to The Hague where he had been impressed by public transport and active travel facilities. In Scotland there are key aspects of ownership of transport providers (presumably the bus companies) that do not apply in other countries and these present barriers to integration here at present. He praised the use of mobile phone technology within the ticketing systems being introduced in the Netherlands and suggested that this contributed to the integrated nature of public transport there. He agreed that ways should be found for introducing similar flexible ticketing systems in Scotland and stressed the progress already made.

The presentation by **Heather Cowan (Transport Scotland)** focussed on the National Transport Strategy Review (NTSR) and her presentation was titled "Joined-up transport infrastructure: setting the strategy". Much of the information presented can be found on the Transport Scotland website and emphasised the moves from the National Transport Strategy (published in 2006), through the National Transport Strategy Refresh (January 2016) to a report which Heather called "NTS2" which is to be published in 2019. Three specific strands of the review process were emphasised in the presentation: "Evidence", "Engagement" and "Partnership Working", with useful information being provided under each heading. The presentation touched on what was termed "inclusive growth" with emphasis on quality of life, emissions, congestion and the level of competitiveness of public transport compared with private car. However, overall, there was a lack of focus on the "joined-up transport infrastructure" mentioned in the title. More detail may follow when the group dealing with "Evidence" has been able to analyse more fully the 66 responses received from the recent "Call for Evidence" and the other working groups have also made their contributions.

The presentation by **Angus Bodie** (Programme Manager, **Transport Scotland** Roads Collaboration Programme) was entitled "Thinking differently on transport infrastructure governance and funding". It had an inevitable emphasis on road developments, but a number of important points were made that had wider implications. Firstly, the public need to be made more aware of the importance of transport spending since, in a recent survey, only 20% were prepared to pay more tax in return for improved transport, whereas more were prepared to pay more tax for guaranteed improvements in some other areas. Secondly, the number of organisations responsible for delivering passenger transport across Scotland is currently far too large and this is both inefficient and unsustainable in the long term. Thirdly, the current shortage of young people with STEM skills is a major problem for the transport sector and, fourthly, there needs to be more transparency in terms of the links between transport provision and economic development and planning.

Angus Robertson (Lead Development Manager, **Network Rail**) talked on "What's next for rail projects?" Asset failures covering problems of all types have dropped from an average of 285 per four week period in 2008/9 to an average of 185 per period in the most recent year. But overall train punctuality figures for ScotRail over that same time period had not changed significantly and did not correlate well with the asset failure improvement. Clear evidence did exist for performance improvements in some specific areas following periods of major investment and he showed some impressive figures for improvements for Ayrshire and Inverclyde after 2012. Although overall punctuality and reliability depend on many factors in addition to asset failure, the figures seemed to suggest that, as investments are made in one or two areas, conditions elsewhere on the network may be deteriorating. Angus mentioned the increased use of automated asset condition monitoring and a policy of removing redundant assets as ways of improving the situation. In terms of options currently being considered for CP6 and CP7 Angus focused on challenges to the east of the country and the need to accommodate additional open-access services on the East Coast Main Line (ECML) as well as more stopping services at Dunbar, East Linton and Reston, Borders line services, more ECML freight (especially at times when there are problems on the West Coast main Line) and, eventually, HS2 services. He mentioned improvements at Dunbar, enhancement and electrification of the Edinburgh south-side suburban line, improved links between Carlton South Tunnel and platforms 5 and 6 at Waverley, extensions to platforms 1 and 20 and (in CP7) possible four-tracking on sections from Edinburgh to Drem to accommodate more stopping services and more long-distance ECML trains.

Gordon Dewar (Chief Executive, Edinburgh Airport) spoke on “Air infrastructure development: Scotland and the World”. While emphasising recent achievements and developments at Edinburgh Airport, this did also address some broader issues concerning air travel in Scotland. Gordon emphasised the importance of “connectivity”, not only in terms of international air travel but also road travel and public transport within Scotland. He noted the fact that airlines have a great deal of flexibility in terms of where they operate and can pull out of specific airports if they consider that operating conditions and infrastructure are better elsewhere. He cited the recent decision by Norwegian to withdraw from one route from Edinburgh to the USA as an example. In that particular case the decision by the airline had resulted from the continuing uncertainty about future government policies regarding Air Passenger Duty. The importance of being able to offer incoming passengers from abroad more improved and integrated facilities for planning their onward travel by public transport within Scotland was also emphasised in the presentation. It was claimed that the poor levels of usage of Edinburgh Gateway Station resulted from the lack of proper transport integration policies and the resultant high cost of travel by tram from the station to the airport.

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News Around Scotland

By Tom Hart

AVIATION

Norwegian is to axe one US route from Edinburgh and cut frequency on 2 other routes to New York area, using as an excuse the continuation of APD tax. Virgin is considering a direct route from USA to Edinburgh. After high demand Finnair is expanding Helsinki-Edinburgh route to year round operation.

In 2017, Glasgow airport saw a record rise in passenger numbers to 9.9m (up almost 6% on 2016). Edinburgh saw overall passengers up to 13.43m – international up 13.8% to 8.1m but domestic down 1.5% to 5.3m. After some years of decline, Aberdeen Airport passengers up 1.9% to 3.1m

Glasgow Airport is consulting on using satellite navigation to improve capacity and cut delays and emissions on flights in and out. Highlands and Island Airports (HIAL) is consulting on reducing air traffic control centre to 1 or 2 but with Barra, Tiree. Islay and Campbeltown unaffected.

Loganair has warned of losses in the current financial year as a result of Flybe launching competing routes into six Scottish airports. Subsequently, Flybe withdrew competing routes in March.

Luton-based easyJet report revenue in the first quarter up 14.4% with passengers up 8%. The company has gained from the Ryanair decision to scrap a number of winter flights, including Anglo-Scottish routes.

FERRIES AND SHIPPING

SNP MSP Angus Macdonald is urging a study of opportunities for a direct ferry linking Scotland with Scandinavia, possibly from Rosyth or Aberdeen. Previous SAPT suggestions for an Aberdeen-Shetland-Norway link have gained little support but these have been forwarded to Angus Macdonald.

Western Ferries report a £2.5m pre-tax profit in year to March 2017. Terminals are being upgraded and tourist usage boosted by fall in value of £ against the euro. The company may bid for the expected tendering for the Gourock-Dunoon passenger route.

Government is to study improved ferry links to, from and within the Western Isles (H1Feb)

80% of £5.5m of funds needed to restore the Maid of the Loch to service on Loch Lomond has now been raised with a final push to reach the target to allow restoration work to start later this year.

The summer CalMac timetable has some amendments to improve ferry/train/bus connections. For instance the Lochboisdale-Mallaig ferry now runs 40 minutes earlier on Fridays, Saturdays and Sundays (but not Mondays-Thursdays!) to connect with the 10.10 Mallaig-Glasgow train. Unfortunately the Mallaig-Lochboisdale return sailing still leaves 15 minutes before the train arrives from Glasgow, but there is a bus connection though this involves changing at Fort William.

BUSES, TRAMS & TAXIS

The £288m SPT Glasgow Subway modernisation will be fully completed by 2021 – 125 years after the Subway opened. The new trains will be driverless with staff only on board at busy times. Unite has expressed concern at what happens if something goes wrong (H4Jan). In Edinburgh, tram usage rose 19% in 2017 to 6.6m. Further rises in tram frequency are being considered along with medium-term action to encourage bus/tram interchange and reduce the number of buses using Princes St.

Stagecoach has introduced new services from Ayrshire direct to Silverburn Shopping Centre in Glasgow - also a new service X18 from East Kilbride to Silverburn via Newton Mearns and Patterton rail station. Publicity for Stagecoach X24 Express services from Fife via Buchanan Bus Station and onwards to Braehead Shopping Centre and Glasgow Airport has been improved.

First Glasgow has come under attack for a 15% adult fares rise with greater increases for the unemployed. Fares will not rise if payment is via app. Under pressure from the Scottish Government and other sources, rises in fares for the unemployed will not now happen. Lothian Buses plans to buy and refit 40 second-hand buses to help meet rising demand. Standard single fares are up for the first time in two years. New fare is £1.70 – low compared to bus fares in Glasgow. Lothian is also considering better mapping and facility information to increase tourist use of the standard city bus network (in addition to revenue from specialist city tour buses)

SAPT member Arthur Homan-Elsy has called for stronger action to ensure buses are treated as a service rather than a business (H11Jan). Buses should be an integral part of public transport networks and efforts to attract car users and improve air quality.

The Scottish Government has launched a consultation on the future of the bus concessionary scheme. It remains politically attractive but hard to reconcile with overall limits on public spending and the need to reallocate existing funding to support more inclusive public transport networks. The present system of payments to bus operations for free bus travel for those over 60 does not give a good fit with fairness or with the desire to encourage people to use cars less. An alternative suggested is cutting local transport fares along with measures to ease bus flows in cities and improve air quality and the local environment (EN Jan).

Dundee City Council is seeking stronger bus powers while North Ayrshire Council is studying opportunities for local authority bus operation

Buses in the Lothians are to gain from a £1.6m Scottish Government fund to cut emissions. The seven Scottish cities have joined a partnership with the aim of greater use of hydrogen fuel cell buses as already introduced in Aberdeen.

In a new craze, teenagers are risking their lives 'bus surfing' holding on to the rear of city buses.

Cabbies are blaming buses as the main cause of congestion and lack of space for a taxi rank at the east end of Princes St. Black cab fares in Glasgow may rise 2.5% as owners are taking a hit from Uber. Aberdeen has granted Uber a licence to operate in the city. EN (22Jan) claims one-quarter of private hire drivers in Edinburgh have criminal convictions. Private hire cars in the city have doubled in past year and are now above the 'capped' number of taxi licences.

SPT has put the £30m Strathclyde Bus Investment Programme on hold due to uncertainty surrounding future transport governance and regulations in the Glasgow area (LTT740 2Feb).

RAIL

Transport Scotland has announced a new local rail fund of up to £2 million in 2018-2019. This will be available to local promoters of rail schemes to assist with the cost of preparing appraisals and business cases for rail connectivity schemes. The fund will be available to assist RTPs, local authorities, community action groups, rail freight interests and developers.

The new Azuma trains due to be introduced on the East Coast Main line have been criticised for 'hard' seating and poor ambience. It is hoped that modifications can be made. New Caledonian Sleeper Scotland-London rolling stock has been delayed and is not now expected to start until October, causing Serco additional costs to continue leasing the old sleeper coaches.

Heavy rain has contributed to landslips on the West Highland line, at Kirkconnel, and on the Glasgow-Falkirk-Edinburgh main line but repairs were completed quickly. There is concern that continuing changes in the weather are leading to backlogs in essential rail infrastructure maintenance.

Dominic Booth, MD Abellio UK is convinced that Abellio ScotRail will be able to retain the ScotRail franchise as part of the Review due in 2020. It will meet all the specified conditions in the franchise (H 27Jan). Despite press criticism Abellio ScotRail remains among the best-performing franchise operators though with recent severe criticism of widening use of 'skip-stopping' to aid a faster return of train-sets to normal timetable positions. Passengers also want better information on steps being taken to minimise inconvenience. Radical fares reform is wanted to reduce anomalies, recognise that work-patterns are departing from regular 5 day a week travel and do more to encourage integrated use of rail and bus services along with greater shifts from car use.

With many enlarged station car parks already full by 9am, ScotRail is encouraging car passengers to 'liftshare' to stations such as Johnstone (see www.scotrail.liftshare.com)

ScotRail has introduced a trolley-service and extra trains on the Glasgow-Carlisle via Dumfries line but local groups want faster Glasgow-Dumfries services in around 80 minutes to come closer to services already available from Edinburgh to Tweedbank.

Major overcrowding issues remain on the lines from Edinburgh to south Fife and into East Lothian. ScotRail has gained 160 extra carriages in recent years with a further 200 expected by 2019. Levenmouth is considered to have the best prospects for rail reopening by the early 2020s but other schemes may emerge in the National Transport Strategy due to be finalised in 2019. Levenmouth campaigners have envisaged through services to Alloa and Stirling as well as 51 minute trip times to Edinburgh. Funding for early rail reopening is likely to be limited.

Late delivery of new electric trains has forced ScotRail to cut some peak Glasgow-Falkirk-Edinburgh trains from 6 to 3 or 4 coaches from March until 20 May. The situation has been eased by a halving of peak fares on the Glasgow-Bathgate-Edinburgh route (H17Feb).

The Scottish Government is providing £4m of support to Abellio over 10 years for staff costs at the expensive Edinburgh Gateway interchange opened last year. Usage has been well below forecasts but housing and commercial development close to the station has been slower than initially expected while the station lacks the direct services to Falkirk, Glasgow and Stirling in the original plans.

The Settle and Carlisle Rail Group is seeking improved service frequencies on this scenic line and its possible use for faster, inter-city type services from Leeds to Glasgow (perhaps via Dumfries) and to Edinburgh via a reopened Borders rail through to Carlisle ('Rail' 845 31 Jan p44-49)

ORR data for the Quarter 2 of 2017-18 shows a slight decline around London but rises of 3.5% and 2.8% in passenger kilometres on regional and longer-distance services. ScotRail passenger kilometres are up 8.2%.

Speaking in Inverness, Transport Scotland Rail Director Bill Reeve said Scottish Government SOFA (Statement of Funds Available) makes £4.85bn available for rail for the 5 years from 2019 – a slightly higher amount than originally anticipated. Completion of double-tracking between Aberdeen and Dyce is expected in 2019, followed by double tracking between Dyce and Inverurie.

Tramtrain style operations (with some road-sharing) continues to be suggested as an option for the Kyle Line.

Controversial plans for a British Transport (Rail) Police merger with Police Scotland have been delayed.

ScotRail has been hit by record £3.5m penalties for poor performance but these are added to the funds available for rail investment (H19Feb).