



Scottish Association for Public Transport

SCOTTISH TRANSPORT MATTERS

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Travelling by rail between different areas in Scotland is not always easy. Fife has no direct trains to Glasgow or west of Scotland (though it has services to Edinburgh, as seen at Kinghorn, left). Journeys from south and south-west Scotland to beyond Glasgow involve a bus transfer from Central (right) to Queen St



The *Go Anywhere, Anyhour* concept would improve connections between trains and reconfigure some service routes to provide easier in-station transfers, making travel between any two stations on the network as easy as possible. SAPT has had a constructive meeting with ScotRail to discuss possibilities. The SAPT Transport Seminar on 16th June will expand on this concept. Local buses would have a vital role in improving connectivity throughout Scotland in collaboration with rail.

Transport Seminar and AGM 2023

Friday 16th June 10.30 Perth A.K. Bell Library, 2 York Place, Perth PH2 8EP.

SAPT Membership

If you are not a member of SAPT and are interested in joining, please contact us at sapt@btinternet.com to request membership and arrange to pay the subscription at the relevant rate:

Membership rates: Individuals £15; Family Rate £20; Pensioners, students, unwaged £8; Voluntary Organisations £18; Commercial Organisations £30; Local Authorities £100; Transport organisations £200.

Send a cheque (made out to SAPT) to: Robin McGregor, SAPT, 19 Whittingehame Drive, Glasgow G12 0XT or pay by bank transfer to: 83-07-06 / 00258248 / The Scottish Association for Public Transport.

Please use your name or organisation name as reference on bank transfers.

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1 Transport Seminar/AGM 10.30 Friday 16th June 2023

A.K. Bell Library, 2 York Place, Perth PH2 8EP.

A Transport Seminar is being hosted by the Scottish Association for Public Transport on 16th June 2023. This is a free event open to all those with an interest in public transport. Coffee/tea will be available from 10.00. The seminar is due to end at 12.40, followed by the SAPT AGM at 12.45 – 13.15 (for members only).

Introduction 10.30



Stewart Stevenson, SAPT Honorary President, will introduce the speakers and chair the question and answer session. Stewart is a former Transport Minister in the Scottish Government.

Ferries/ Shipping 10.40



Professor Bruce Peter of Glasgow School of Art will give a presentation on shipping and ferries, a high-profile topic in Scotland. Bruce has written over 30 books on a range of subjects from design for transport to commercial architecture, and recently gave a talk on *The great Clyde-built ships and the creation of their interiors* at Fairfield Heritage centre.

Rail Funding and Developments 11.10



Transport Scotland will outline the Scottish Ministers' rail plans covered by the next funding period 2024-2029 for investing in the Scottish rail network.

Bus and Coach Developments 11.40



Paul White, Director of CPT Scotland (Confederation for Passenger Transport) will give an update on current progress in the bus and coach industry in Scotland as it recovers from the impact of the pandemic. Paul has extensive experience in public affairs and communications at Scottish, UK and EU levels.

"Go Anywhere, Anyhour" 12.10



John McCormick, Chair of SAPT, will describe SAPT's new blueprint for coordinated train, local bus and ferry timetables across Scotland, and how this could be achieved by progressively improving schedules to connect at interchange hubs. The target is to offer a green alternative to the car giving regular departures by public transport between all cities, towns and villages across Scotland (Section 2 below gives an overview).

The AGM business meeting will be held between 12.45 and 13.15.

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Go Anywhere, Anyhour with ScotRail

Upgrading ScotRail Services for a New Travel Era

2.1 Travel Options

A major boost is needed to attract people back to trains. Rail travel is low emission and is key to meeting the government's net zero target. Doubling rail use will cut CO₂ and the £1.4 billion annual cost of Scotland's Railway. More people will shift to rail if it's easier to get a train to more of the places they want to go to. Other small European countries show it can be done.

A recent SAPT study of international comparisons shows that pre-covid use of Scottish public transport was lower than in other small European countries. Countries with integrated public transport systems perform particularly well in attracting high modal share of travel. For instance use of rail per head of population in **Switzerland is 3.3 times higher than in Scotland.**

Circumstances vary geographically between countries but could ScotRail attract higher ridership as in Switzerland? One factor is the Swiss regular interval "clockface" national railway timetable. *Watching the Swiss: A network approach to rural and exurban public transport* explains the Swiss Taktfahrplan concept interconnecting public transport routes through a series of interchange hubs. Timetables are designed on a "pulse" pattern with trains running hourly (or more often) on each route, synchronised to connect at interchanges. **Journeys can be made hourly from any point on the network to any destination** using the repeating pattern of connections.

This "Go Anywhere, Anyhour" concept could be a major selling point for rail in Scotland.



The "pulse" timetable concept in Switzerland and some other continental countries schedules arrivals and departures on lines into interchange hubs to facilitate changing between different routes.

For instance, in Glasgow Central (left) trains from Ayr, Gourock, Neilston, East Kilbride and Edinburgh via Shotts could be timed to interconnect. Similarly services through Haymarket, Aberdeen, Dundee, Perth, Inverness and Kilmarnock could be adjusted to optimise connections across the network.

2.2 Rail Opportunities in Scotland

Could ScotRail services be co-ordinated to create integrated "**Go Anywhere, Anyhour**" timetables connecting places throughout Scotland?

To make this work, trains need to run at the same time each hour (regular interval) and connect seamlessly every hour to other routes at interchange hubs such as Glasgow, Edinburgh, Aberdeen, Inverness. A review of ScotRail timetables shows that most services into Glasgow and Edinburgh already run at regular intervals but are not designed to connect. Adjustments would be needed to give easy transfer between routes. This should be possible without extra cost (if platform capacity is available at interchange stations).

Aberdeen and Inverness have less regular services. More timetable changes would be needed. Hourly Aberdeen-Inverness and Inverness-Tain timetables will depend on constructing a new passing loop on each route.

2.3 New Connections

As well as a timetable changes, some ScotRail service gaps need to be overcome:

- a. **Glasgow's** two separate stations at **Central** and **Queen St** cause an off-putting trek (or bus trip) across the city centre for half the people of Glasgow City Region travelling to the other half of Scotland.
- b. **Fife** has poor links to the west and no direct trains to Glasgow.
- c. The **Highland Main Line** has an irregular timetable and slower journeys than previously.

Analysis shows that six actions could improve rail connectivity and plug these network gaps:

- **Adjust timetables** to give hourly connections between the main strategic routes
- **New Glasgow Central to Edinburgh via Shotts** hourly express trains timed to connect with other trains in Central, avoiding the need to go by bus or foot to Queen St to reach Edinburgh.
- **Lanarkshire trains reorganised** to connect through the Glasgow Central hub. Modification of timetables would create a new direct service from **Falkirk, Cumbernauld and Coatbridge to Glasgow Central** connecting with trains to Renfrewshire, Inverclyde, Ayrshire and the West Coast Main Line.
- **Reconfigure Central Scotland services** to improve Fife links to Falkirk and Glasgow
- Upgrade the **Glasgow/Edinburgh-Inverness** timetable to give faster and more regular timings.
- Ensure rural lines with lower frequency have good connections with InterCity and other trains

The strategy should be achievable without adding to the net cost of ScotRail. More convenient connections should attract more people to travel by rail for general and leisure trips where car is currently the most convenient option.

2.4 ScotRail Relaunch

New integrated timetables would be an opportunity for a **major relaunch of ScotRail** with:

- **Publicity campaign** for the new integrated services targeting doubling rail travel and revenue and cutting transport emissions by attracting modal share from car travel
- **Fares initiatives** to generate **leisure and tourist rail trips** and **circular tours by rail and bus**
- Working with councils and bus operators to extend the concept to new **rail/bus connections**

Go Anywhere, Anyhour rail services could be the foundation for developing a fully co-ordinated train, bus and ferry system providing affordable, low carbon public transport available for all communities and destinations across Scotland. A high profile marketing campaign should be undertaken to publicise the attractions of Scotland's world-class scenic rail and ferry routes stretching from the Borders, Ayrshire and Fife to Perthshire, Argyll and the Highlands and Islands.

Current uncertainties about the adoption of low carbon road transport make developing an integrated electrified rail network, co-ordinated with electric local buses, the essential cornerstone of a zero-emission transport strategy for Scotland. The **Go Anywhere, Anyhour** concept should be implemented as the core of this strategy.

More information on this concept will be given at the SAPT Transport Seminar on June 16th.

3.1

UK Bus and Coach Conference 2023

Report by Neil Wallace

This Confederation of Passenger Transport (CPT) hosted event on March 30th 2023 brought together operators large and small with supply chain, key stakeholders and Government to debate, discuss and share experience of the big issues facing industry.

Funding uncertainty together with driver shortages has contributed to a reduction in local bus services. Operators and councils are having to take difficult decisions about viability of some services, leading to discussions on whether the specification of minimum levels of bus service is actually desirable and deliverable. Driverless buses and Uber style Demand Responsive Transport schemes were alternatives being developed which may help to reduce car dependence.

Zero Emission funding schemes have enabled the decarbonisation of bus fleets to gather momentum, along with the provision of charging infrastructure at depots.

Coach travel is growing, not declining - it is said to suffer little to no disruption from industrial action and is very consistent as a result. Coach tourism needs provision of sensible parking arrangements, and the ability to pick up and drop off passengers in convenient places.

Regarding how best to serve passengers, many should benefit from the gradual introduction of new rules that will require almost every local bus or coach service to provide audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions.

The perennial matter of making coaches accessible was still an issue. Many coaches adopt the solution of having wheelchair lifts which operate on the outside of the vehicles. However, the method of mechanically lifting people 2 metres in all weathers was not universally popular. Other passengers with reduced mobility can find it very difficult to climb the stairs to enter a coach, and many of those would prefer a low floor easy access bus.

As Lord Peter Hendy said in his keynote address to the conference, there are not many travel problems that cannot be solved by a single-decker bus!

Paul White, Director of CPT Scotland, will be a guest speaker at the SAPT Transport Seminar in Perth on 16th June 2023 (see front page).

3.2 Ember all-electric coach fleet.

The Scottish Zero Emission Bus challenge fund awarded over £5M in 2022 to Ember for 26 battery electric vehicles and charging infrastructure. The range is up to 200 miles. Top-up charging takes about an hour.

Ember has launched routes between Dundee and Edinburgh (17 per day) and Dundee and Glasgow (14 per day), taking just under 2 hours. Ember plans to develop a national network running between all the main cities in Scotland. The company is an Edinburgh-based start-up. *Photo: Neil Wallace*



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ScotRail Timetable Changes

The May 2023 timetable introduces some changes to ScotRail services. The Ayrshire timetable has been made more regular, with half-hourly limited stop Ayr-Glasgow trains taking 52 minutes replacing the previous mix of half-hourly all-stations trains and some irregularly spaced fast trains. Intermediate stops between Johnstone and Kilwinning will now be served every half-hour by Largs and Ardrossan trains, with Glasgow-Largs trains now taking 63 minutes.

In Inverclyde, Glasgow-Gourock trains now run half-hourly calling at all stations taking 51 minutes, with the sporadic semi-fast trains now confined to the peak periods.

On Saturdays the daytime Glasgow Queen St-Edinburgh service now runs every 15 minutes, but curiously the opportunity to serve Bishopbriggs and Lenzie has been missed, with the additional trains calling at Polmont and Linlithgow giving these stations 6 trains per hour to Edinburgh.

Edinburgh-Aberdeen ScotRail trains call additionally at Cupar, adding 3 minutes to journeys. Since nationalisation, ScotRail timetable planning is subject to interference by local MSPs which reduces the chances of developing faster InterCity journeys in Scotland.

The summer Sundays Edinburgh-Oban train which was poorly used has been replaced by a 09.03 Glasgow-Oban service, returning at 17.04.

The Kilmarnock-Glasgow line will be closed for six weeks from 24th June to 4th August to allow engineers to work on electrification and station upgrades at Kennishead, Priesthill & Darnley, Nitshill and Barrhead. Buses will replace trains between Kilmarnock and Glasgow. This will also affect Dumfries passengers who will have to change to bus at Kilmarnock to reach Glasgow.

5 **HS2 Latest News is Even Later!**

A two year delay has now been imposed on another critical part of HS2 affecting trains from London to Scotland as well as Manchester and Liverpool. The critical section is from the Birmingham delta junction northwards to the connection with the WCML north of Lichfield at Handsacre Junction and has fundamental implications for the project. The only trains that can be operated when the first section of HS2 is opened will be those running between Old Oak Common and Birmingham. HS2 will have no operational connection to the existing railway, and no services will be able to operate from Old Oak Common (or Birmingham Curzon Street) to Manchester, Liverpool and Glasgow. This delay is additional to those already imposed on the Old Oak Common-London Euston and Birmingham-Crewe sections (Scottish Transport Matters 2023/1), and scrapping the Golborne link needed for Anglo-Scottish trains to reach Wigan.

SAPT is a member of the Scotland High Speed Rail Group (HSRG) Task Force, chaired by former MSP and Cabinet Secretary Alex Neil and informed by industry experts including Jim Steer. SAPT has expressed concerns to the group about the lack of connections, other than the Elizabeth and GWR lines, from Old Oak Common compared with Euston which has direct Underground links to most of the London termini and city centre. SAPT has also questioned HS2 Ltd's plans for dividing/joining trains at Carlisle for Glasgow and Edinburgh, lengthening journey times and potentially magnifying any delays. The final conclusions and recommendations of the Scotland HSRG are to be announced soon and will be covered in the next "Scottish Transport Matters".

HS2 is becoming reminiscent of construction of the Channel Tunnel, a privately funded venture that failed before being rescued through capital reconstruction. But Eurotunnel is now a vital international link that has yielded massive emissions reductions by reducing flights and Channel ferry crossings, as well as making a trading profit of €252 million in 2022. Hopefully HS2 will in the long term overcome funding and construction problems to become the backbone of the long distance north-south rail network, releasing capacity on the existing network for a big increase in railfreight and also cutting the number of domestic flights from Glasgow and Edinburgh to London airports.

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News around Scotland

Contributions from John Wilson and John Yellowlees collated by John McCormick with excerpts from the Scotsman, Evening Standard, Herald, Press & Journal, Courier, Times and other press releases.

Rail

New transport minister is the former Nestrans chair Kevin Stewart, MSP for Aberdeen Central who has no driving licence. While still transport minister Jenny Gilruth confirmed that an arm's length company of the government would take over the Caledonian Sleeper franchise on 25 June. Under the operator of last resort, the Sleeper would be kept separate from ScotRail.

LNER has announced that from 6th May, the daily 11:00 service between London King's Cross and Edinburgh Waverley is called the 'Carolean Express', with the inaugural service departing at 11:00 on the day of the King's Coronation. CrossCountry Trains have withdrawn most direct services from Glasgow Central via the upgraded Carstairs junction and Edinburgh to the East Coast route.

Derby was named HQ of GBR despite concerns as to its relative inaccessibility by rail. It was also one of the largest cities in Europe to have no electric trains.

Women and girls were being forced to adapt their own behaviour and change their travel habits in order to feel safe on public transport, according to research commissioned by Transport Scotland. A report published for International Women's Day made 10 recommendations to help them feel safer, including introducing systems to regularly monitor, upgrade and repair lighting and communications systems for all transport services; developing credible and accessible information and guidance on reporting incidents that do occur, exploring the feasibility of increasing the presence and visibility of staff across the transport network and a comprehensive review of staff training on both their own safety and how to support and protect passengers

A report obtained under Freedom of Information laws revealed that nearly half of ScotRail's InterCity fleet had been out of action in the autumn because the trains had not been fitted with wheel slide protection and sanders and often had to wait up to ten days for transfer from Haymarket to Shields for treatment on the wheel lathe there. The impact had been greater in autumn 2022 than in previous years because more sets were in service as a result of a recovery in passenger numbers. Transport Scotland had now agreed to fund this protection, but it would take until autumn 2024 to complete the work. Replacement with other trains had meant fewer carriages impacting customers in Fife, and ScotRail's David Lister said sorry to anyone who had experienced disruption.

Air

France's ban on short domestic flights has so many exemptions that no services will be halted.

Ryanair has returned to profit for the first time since before the pandemic, on the back of rising passenger numbers and fares, with an underlying net profit of €1.43 billion in the year to March 2023, compared with a loss of €255M the previous year. Passenger numbers rebounded to a record 169M, up from 97M the previous year. Ryanair is the world's biggest international airline.

By contrast, Easyjet predicted losses of up to £425M for the six months to the end of March 2023. Operating costs outweighed income despite a 31% jump in average fares. However, increasing demand could bring strong spring and summer results.

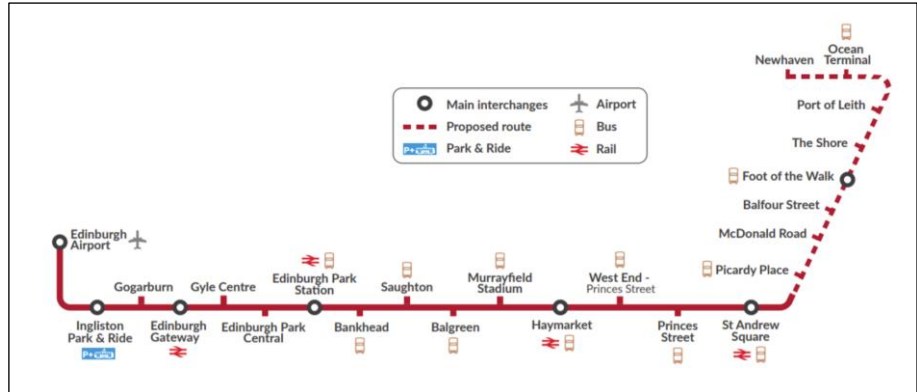
Lost luggage soared to a high of 26 million mishandled bags worldwide in 2022. Total of 15.7 bags per 1000 passengers were lost in Europe, compared with 6.35 in the US and 3.04 in Asia.

More than 1.4 million people passed through the 11 Highlands and Islands airports in 2022/3, up 40% on last year. Inverness airport saw 750,235 passengers, up 63.5%.

BAE will build batteries for the Swedish AS-30 electric planes, planned to be able to carry 30 passengers for up to 125 miles. Flight trial are planned for 2026, with service start by 2028.

Buses, Trams and Road Transport

The £207m Edinburgh Tram extension to Leith and Newhaven is due to open on 7th June 2023. The project was completed on time and on budget. Trams will run every 7 minutes seven days a week with lower evening frequency.



The Edinburgh Tram inquiry announced on 5th June 2014 into the initial project's cost overrun has still not been published nine years later! The inquiry has cost over £13M so far.

The CAVForth Stagecoach self-driving bus service from Ferrytoll Park and Ride to Edinburgh Park train and tram interchange started on 15th May. Despite the "driverless" name, the buses will operate initially with two staff on board, one sitting in the driver's seat and the other to help passengers boarding and buying tickets.

A CPT report has said that replacing all the UK's 27,500 coaches with zero-emission alternatives would cost £10 billion. Many journeys exceed the current typical 200 mile battery range.

ChargeUK, a new trade association, has been set up to double the number of public car chargers to 80,000 over the next year. The UK government has talked of the need for 300,000 public chargers by 2030. Sales of zero emission electric cars are running at 16% of new registrations.

BMW is set to be the first big European carmaker to go into production by the end of the decade on a hydrogen fuel cell zero emission car. But Volkswagen has rejected hydrogen, citing the cost of fuel cell development, high retail price of the vehicle, fears that low energy density of the fuel will leave cars underpowered, and the lack of refuelling infrastructure. VW believe that battery electric cars have already won the race to zero emissions. Meanwhile, the Fair Fuel UK pro-petrol lobby group has urged UK ministers to ditch the "unrealistic" pledge to ban petrol cars by 2030.

Analysis by the Society of Motor Manufacturers and Traders found that there is not a single dedicated electric charging or hydrogen refuelling site for HGVs on Britain's major roads. Yet from 2035 all new lorries weighing under 26 tonnes sold in the UK must be zero emission.

Ferries

A report by the Holyrood public audit committee has concluded that islanders have been badly let down by the Ferguson Marine ferries fiasco. Richard Leonard, committee convenor, has said there has been collective failure at government and agency level from the start. The committee suggested that Transport Scotland, CMAL, and CalMac should be reformed. The government has now announced a £5.5M series of consultant reports into the future of ferries.

CalMac has apologised to customers who have experienced problems with its new booking system that was launched in mid-May. Earlier, it was revealed that CalMac paid £454K in compensation to customers in 2022-23, up from £261K the previous year. 11,301 sailings were cancelled last year.

Of the 59 companies building parts for two CalMac ferries being built in Turkey, just one is Scottish.

Obituary: It is with great sadness that we record that **John Ferris** passed away on 9th May 2023 at Victoria Hospital, Kirkcaldy. John, who was 84, was an early member of SAPT and was Treasurer from 1968 to 1972, with a second stint from 2005 to 2011, with his extensive experience as an accountant proving an invaluable asset to the association.