



Transport Issues 2024

Presentation given to SAPT AGM 2024

Dr. John McCormick SAPT Chair

Vital and growing role for public transport to cut emissions

- Electric car sales have stalled (new car sales proportion down from 16.2% to 15.2% in a year)
- Public can't be forced by government edict in a democracy
- Public Transport critical to reducing carbon emissions
- Attract voluntary switch from car to public transport through better services and fares
- Electric trains faster and more efficient than diesel trains
- Electric car owners suffer “range anxiety” and high battery replacement and insurance costs
- Domestic air travel needs to be curbed by faster trains and higher air passenger duty

Update on SAPT Activities:

Buses

Franchising for the Future?

ScotRail growth

Priorities for service improvements

HS2 cancellation

FastTrack North upgrade for West Coast Main Line

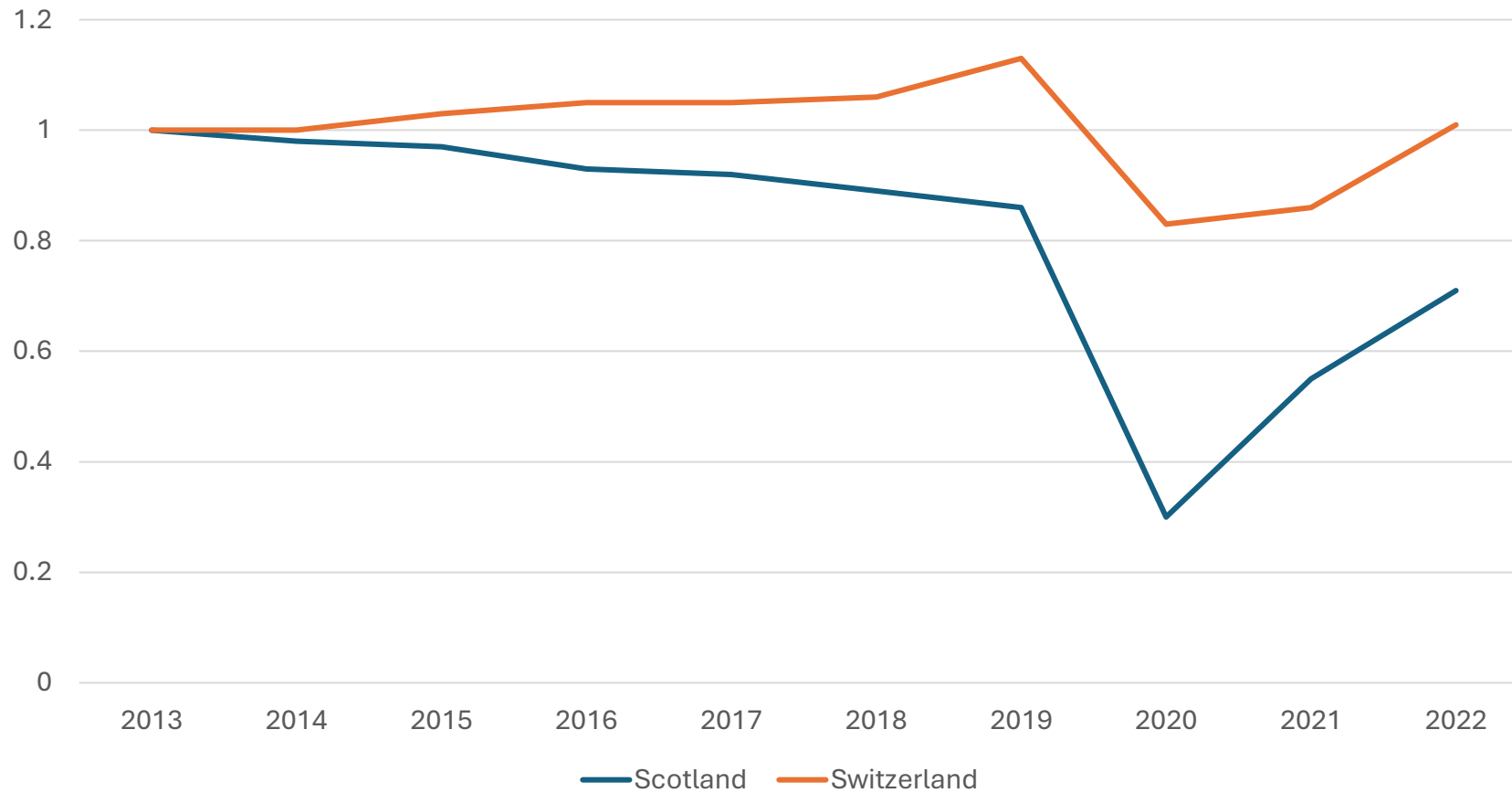
ClydeMetro

Realistic plan needed

Bus Franchising

- Many bus services run commercially
- Passenger numbers **have been shrinking** in Scotland (421M to 301M **-29%** in 10 years)
- Unprofitable services need subsidy or are withdrawn
- Local authority budgets under pressure
- Subsidy focused on supporting school services
- But bus passenger numbers **are rising** in many continental countries

Swiss and Scottish Bus Passengers (relative to 2013=1)



How has bus usage grown in other countries?

Bus franchising offers many benefits to passengers:

- Simplicity of a combined network without confusion due to different operators
- Consistency of standards on accessibility, quality, safety and information
- Faster, more reliable services resulting from planned bus priority measures
- Information provided in real time from one source regardless of operator
- Accountability for services delivered to local communities and all passengers
- Affordability with a standard fare structure allowing transfer between services
- Integrated travel with planned connections and ticket acceptance across modes
- Increased modal shift from cars to sustainable public transport & active travel

Strathclyde Partnership for Transport (SPT) has launched **bus strategy consultation**

Strathclyde has largest rail network outside London and the biggest bus network in Scotland

SPT options include:

Municipal bus company

SPT believes it should further investigate the opportunity offered by the creation of a small-scale municipal operation to target provision in areas where there is a lack of commercial services. SPT also believes that a larger scale operation should not be considered further during the development of the bus strategy.

Recommendation: SPT will consider developing business case(s) for small-scale municipal bus company(ies) aimed at providing socially necessary services in parts of the region where private operators are currently very limited.



Bus Franchising

A franchising system where bus companies would be awarded contracts to operate routes and timetables specified by local councils and/or SPT.

This should lead to the type of coordinated timetables seen in many continental countries (right), and to integration of bus, train, tram and Subway services



SPT Bus Strategy Consultation

Open until May 13th 2024

SPT is keen to get your feedback on whether you feel these are the right recommendations, and why. Your feedback is important so that SPT can understand the extent of support for its recommendations and whether they should consider amending their approach before moving into the next stage of the bus strategy process.

SPT would be very grateful if you would take the time to complete the survey, which will take approximately 10 minutes. The feedback that you can provide will help SPT to further develop the bus strategy for the region and consider if any changes should be made to the recommendations. You are able to provide a response to the survey from now until Monday 13th May 2024.

If you would prefer to fill in a paper version of the questionnaire, you can request a paper version be posted to your household by emailing the team at RTS@spt.co.uk.

spt.co.uk/about-us/what-we-are-doing/regional-transport-strategy/bus-strategy/

ScotRail

Need to attract more passengers to rail

ScotRail developed “Fit for the Future” timetables

SAPT suggest further service improvements using existing train fleet:

- **Fife**
- **Highland Main Line**
- **Edinburgh-Glasgow**
- **West Highland Line**

Fife

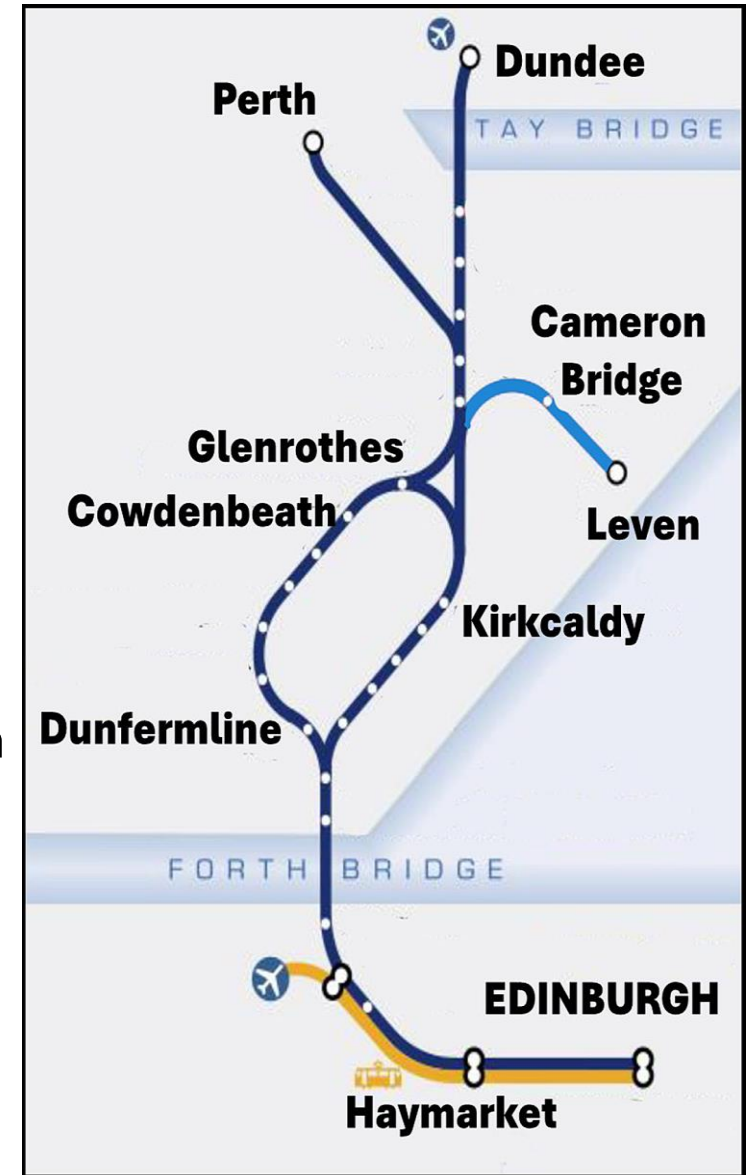
New ScotRail timetable from June 2024

Hourly Edinburgh – Leven trains via Kirkcaldy

Faster Edinburgh-Dundee trains non-stop Inverkeithing-Kirkcaldy

Subsequent phase Edinburgh-Glenrothes trains extended to Leven

But only direct city link from Dunfermline is to Edinburgh



SAPT Analysis of timetables suggests:

Re-route Edinburgh – Inverness trains via Kirkcaldy
instead of via Stirling (to run every 2 hours)

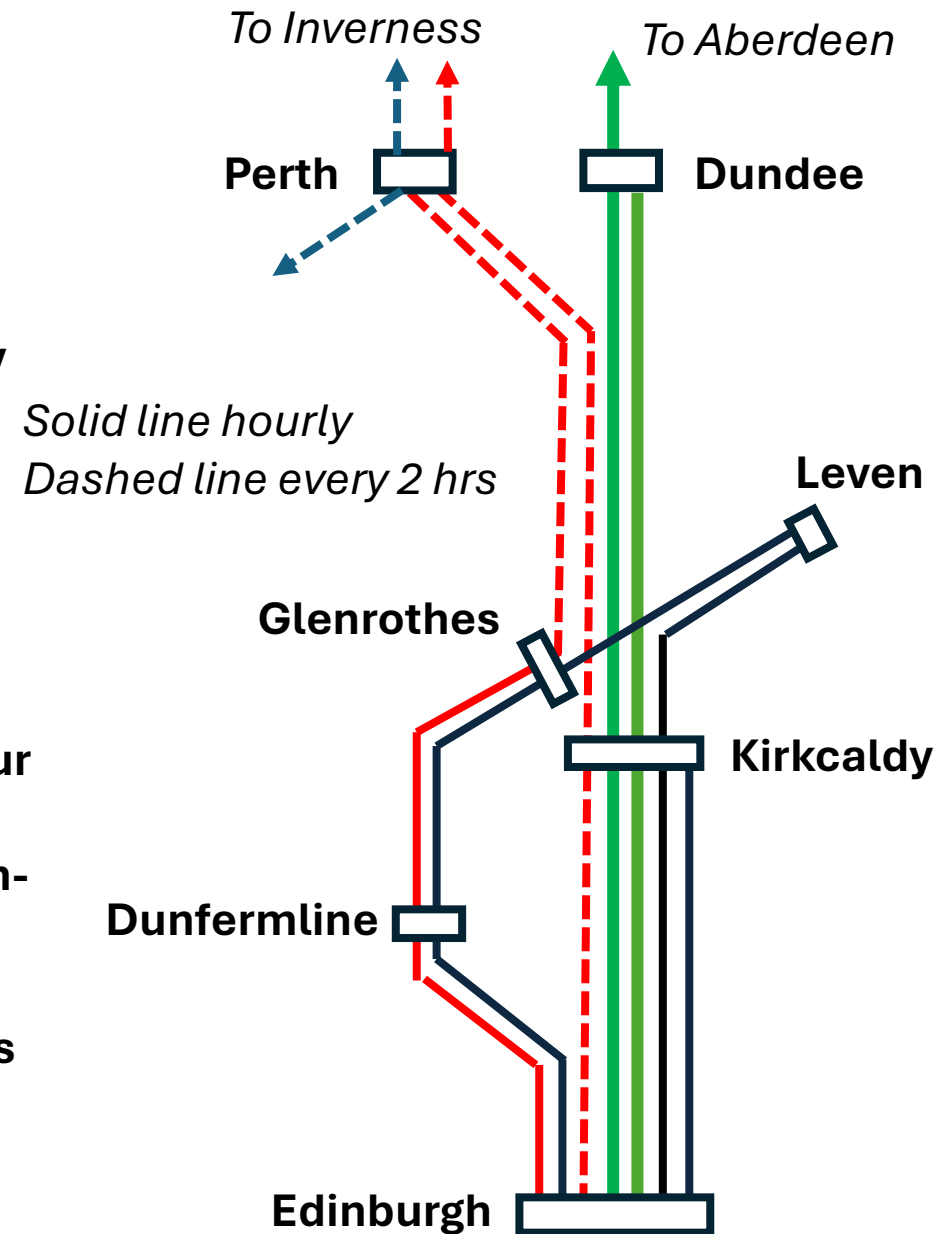
Introduce Edinburgh – Perth train via Dunfermline every
2 hours (gives better Dunfermline links northwards)

**Allows current Edinburgh-Perth all-stations train to be
cut back to Edinburgh – Kirkcaldy**

Doubles Edinburgh – Glenrothes frequency to 2 per hour

**Gives net saving on Edinburgh-Fife-Perth and Edinburgh-
Stirling-Perth train mileage**

**Reduced train fleet needed as Edinburgh-Perth services
rationalised**



Highland Main Line Upgrade

£57 million invested:

Aviemore and Pitlochry Loops Upgraded for hourly service

3-hour Edinburgh-Inverness journey time target

Work completed in 2019

But no hourly timetable implemented and trains now slower post-covid

Edinburgh-Inverness trains now run via Stirling

June 2024 weekday

Inverness	0536	0638	0755	0841	0942	1050	1248	1450	1544	1726	1852	2022
Edinburgh	..	1014	1115	..	..	1428	1633	..	..	..	2215	..
Glasgow	0856	..	..	1214	1311	..	..	1814	1922	2044	..	2359

Ideal Timetable: Hourly from Inverness to Perth, two-hourly to Edinburgh and Glasgow

LNER

Inverness	0555	0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855
Aviemore	0630	0730	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930
Pitlochry	0730	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030
Perth	0800	0905	1000	1105	1200	1300	1405	1500	1605	1700	1805	1900	2000	2100
Glasgow	|	1010	|	1210	|	|	1510	|	1710	|	1910	|	2110	|
Edinburgh	0920	..	1115	..	1320	1420	..	1620	..	1820	..	2020	..	2220

LNER

Edinburgh	0635	..	0835	..	1035	..	1235	..	1435	..	1635	1735	..	1935
Glasgow	|	0749	|	0949	|	1149	|	1349	|	1549	|	|	1849	|
Perth	0800	0855	1000	1055	1200	1255	1400	1455	1600	1655	1800	1900	1955	2100
Pitlochry	0830	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130
Aviemore	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830	1930	2030	2130	2230
Inverness	1003	1103	1203	1303	1403	1503	1603	1703	1803	1903	2003	2103	2203	2303

xx.48 Glasgow-Alloa shifted to xx.52

Some variations needed to serve intermediate stations, maintain Far North/Kyle connections, and fit freight trains, but hopefully not too many.

Southbound trains per day increased from 12 to 14. Partly balanced by reduction in Fife train miles. Additional trains could be operated by 158/170 trains to minimise the cost of the additional train miles.

Glasgow - Edinburgh

Good service from Glasgow Queen Street to Edinburgh via Falkirk

Make better use of Glasgow Central – Edinburgh service via Shotts

- **Glasgow Central – Shotts - Edinburgh**
- **Current timetable one hourly all-stations (90 minutes), one hourly fast (60 Minutes)**
- **Regularise to half-hourly trains taking 75 minutes**
- **No extra train mileage or costs for ScotRail**
- **Passengers from Ayr, Gourock, Kilmarnock, Neilston etc can change in Glasgow Central**
- **Faster overall journey times as given by ScotRail App**
- **No need for passengers from south of the Clyde to walk from G Central to Queen Street**

Glasgow Central-Shotts-Edinburgh

Half-hourly clockface (staggered stops)

Connections in Glasgow Central for Ayr, Inverclyde, Kilmarnock, Neilston etc

<i>Ayr</i>	<i>1135</i>	<i>1205</i>
<i>Glasgow Central</i>	<i>1226</i>	<i>1256</i>

Glasgow Central	1232	1302
Carfin (etc)	|	1325
Shotts	1257	1336
Fauldhouse etc	|	1342
Livingston South	1314	1357
Kirknewton etc	1318	|
Edinburgh	1346	1415

Similar pattern on return

Gives faster journeys from Ayr to Edinburgh

2 hours 10 mins with change in Glasgow Central compared with 2 hours 33 mins now with walk GLC> GLQ

Similar results from other station in south/south-west Scotland

West Highland Lines

- **Most scenic route in Britain**
- **But Fort William has least frequent ScotRail service**
- **Only THREE ScotRail trains per day**
- **Six hour gap between trains**
- **0821 1222 1823 from Glasgow to Fort William**
- **Service limited by size of train fleet allocation**
- **Single track constrains timetable options**



West Highland Line Tourism

Half a million visitors (500,000) to Glenfinnan to see “Harry Potter” railway viaduct in 2023

But only **13,000** arrivals and departures through Glenfinnan railway station in 2022/3 (**0.13%**)

Huge opportunity to boost rail travel

- **Leisure travel now increasing faster than other rail traffic**
- **West Highland Line Review Group identified need for upgrade**
- **Pandemic interrupted progress with review group**
- **Opportunity to boost tourist traffic and day-trippers from Central Belt and from Fort William area**
- **Analysis of timetable options**
- **Regular 3-hour pattern should be possible and would be first step**

West Highland Proposed Timetable

3-hour interval timetable (timings below are not to be taken too literally: for illustration only)

Fort William to Glasgow		0638	0938	1238	1538	1838	<i>(now 0744 1140 1737)</i>
Oban to Glasgow	0500	0713	1013	1313	1613	1913	
GLQ to FTW		0756	1056	1356	1656	1956	<i>(now 0821 1222 1823)</i>
GLQ to OBN	0520	0837	1056	1356	1656	1956	

(Fort William-Mallaig via Glenfinnan suggested increase from 4 trains per day to 6 tpd, not shown)

- Even interval timetable makes best use of rolling stock.
- Trains would pass at Arrochar, Taynuilt, Rannoch passing loops
- Good opportunity to develop more day trip and tourist traffic from Central Belt and Fort William
- Above timetable needs **only one more unit** in fleet than current 3tpd to FTW.
- 7 units (cf 6 at the moment). Longer trains needed in summer, as now.

HS2 replacement plan needed

- **FastTrack North conference organised in Glasgow by SAPT in 2005**
- **Fast 3-hour London-Glasgow/Edinburgh journey times to cut demand for polluting air travel**
- **Increased capacity for railfreight reducing HGV traffic**
- **HS2 London-West Midlands authorised in July 2017**
- **West Midlands-Crewe #phase 2a received royal assent in February 2021**
- **SAPT contributed to Transport Scotland's High Speed Rail Group meetings**
- **Scotland High Speed Rail Group taskforce (including SAPT) produced recommendations in July 2023**
- **HS2 construction costs and delivery timescale escalating**
- **HS2 Phase 2 and Old Oak Common-Euston lines sunk by Prime Minister at Tory conference October 2022**
- **Euston site cleared for HS2 station now mostly may be sold for housing!**
- **HS2 trains from Glasgow (200m long) will offer fewer seats than Pendolinos and terminate at Old Oak!**
- **Project now a £60 billion white elephant**
- **SAPT plan to contact Scottish Government and post-election UK government to salvage project**

FastTrack North upgrade

Revised objective: to cut Glasgow-London rail journey time to below 3 hours 30 minutes. Carbon intensive Glasgow-London flights to be substantially cut. (Edinburgh trains to use upgraded East Coast line)

Developments needed:

- **HS2 Birmingham – Old Oak Common complete 2031?**
- **Next UK govt to build new line northwards to Crewe**
- **Scottish Government and next UK govt to agree to upgrade Crewe-Glasgow to 140 mph where possible**
- **Glasgow Central platform 1 and 2 extended over Clyde to accommodate full 400m HS2 trains**

SAPT to contact Scottish and post-election UK Transport Ministers to suggest setting up FastTrack North taskforce. Programme to be included in CP8 (2029-2034)



ClydeMetro

SAPT initiative at 2005 AGM
Light Rail for Glasgow area

Line 1:

Glasgow-SEC-Govan-QEUH-Braehead -Renfrew-Airport-Paisley



Endorsed by Glasgow Connectivity Commission in 2017

Expanded in Scottish Government Strategic Projects Review 2 in 2022



STRPR2 ClydeMetro Map shows region-wide Network of “heavy metro” and “light metro” routes. Technology not specified but cost estimate of £30 billion with twenty-year timescale.

Big project like HS2!

ClydeMetro now revised to “regional project”

Case for Investment (CFI) now responsibility of SPT




CFI expected to take two years

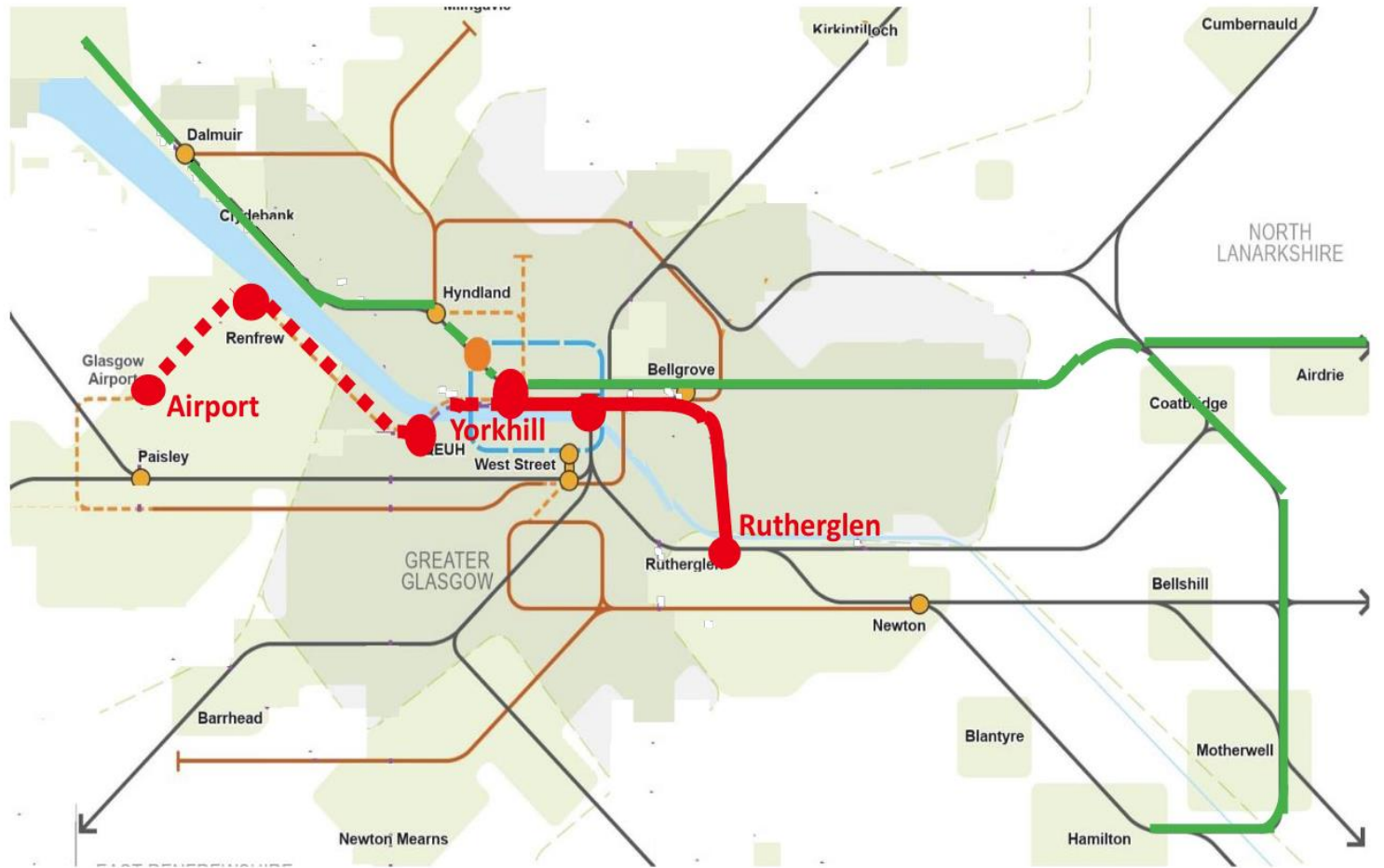
SAPT have a concern this project has become over-ambitious

Capital funding of this magnitude unlikely in foreseeable future




Focus should be on one deliverable route

SAPT Phased ClydeMetro

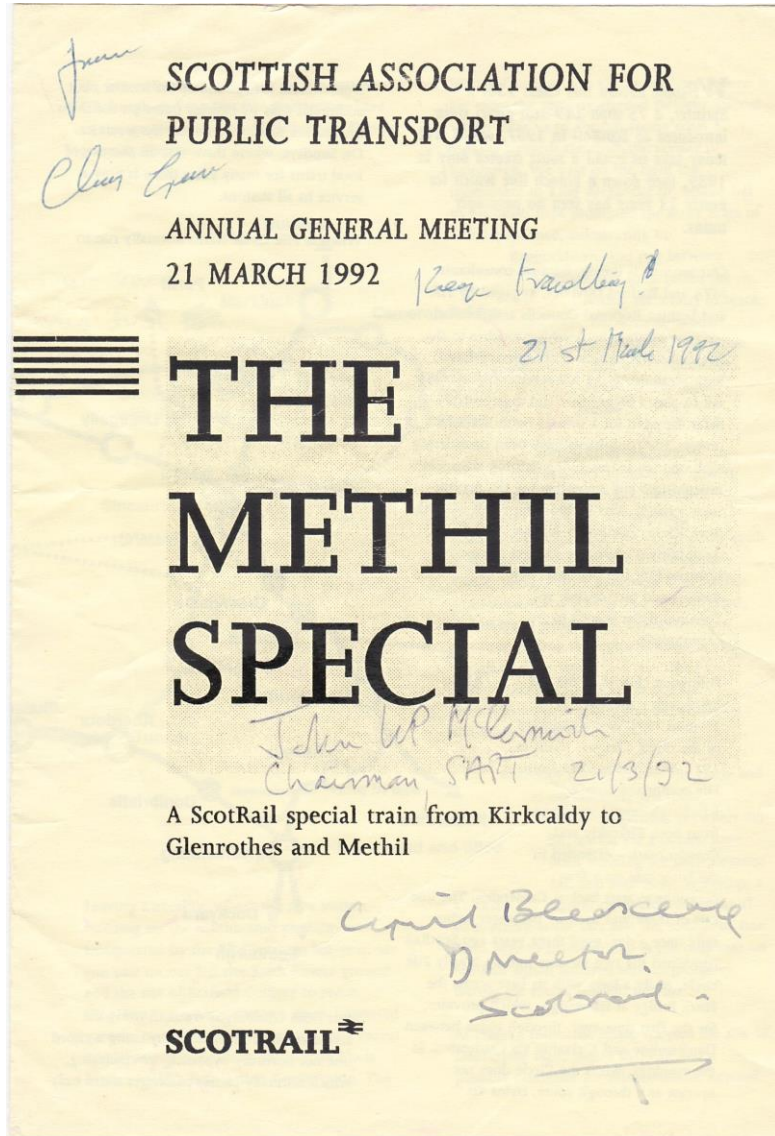
-  Phase 1a
Rutherglen-Yorkhill
-  Phase 1b
Yorkhill-Airport
-  ScotRail Queen St
Low Level route



ClydeMetro “Heavy Metro” Diagram modified to facilitate early progress with Phase 1

-  Phase 1a Rutherglen(interchange)– Bridgeton – Glasgow Central – Yorkhill (interchange)
-  Phase 1b Yorkhill – Govan – QEUH – Braehead – Renfrew – Glasgow Airport
-  Subsequent Clyde Metro routes

Next Presentation



Methil Special SAPT AGM March 1992

32 years later LMRC Levenmouth Rail Campaign Succeeds!