Rail Update in SPT area

Committee Strategy and Programmes

Date of meeting 28 March 2014 Date of report 6 March 2014

Report by Assistant Chief Executive (Operations)

1. Object of report

To update the Committee on strategic rail issues in the SPT area, in particular the West of Scotland Rail Forum (WoSRF), the Edinburgh – Glasgow Improvements Programme (EGIP), the ScotRail and Caledonian Sleeper Franchises, the Scottish Stations Fund, High Speed Rail, Community Rail Partnerships, timetable improvements/changes, fares and other relevant projects/initiatives.

2. Background

Members will recall earlier reports on strategic rail issues, most recently the report to the Committee in November 2013\(^1\), which updated members on the WoSRF, the ScotRail and Caledonian Sleeper Franchises, the Scottish Stations Fund, High Speed Rail, Community Rail Partnerships, timetable improvements/changes, Dalmarnock station refurbishment and other relevant projects/initiatives. Members will also recall the detailed report to the Committee on the Edinburgh-Glasgow Improvements Programme (EGIP)\(^2\) in November. In addition to those noted within this report, a summary of rail improvements in the SPT area is included in Appendix 1.

3. Outline of proposals

3.1 West of Scotland Rail Forum (WoSRF)

SPT continues to chair the WoSRF, whose membership comprises Transport Scotland (TS), Network Rail (NR) and First ScotRail (FSR), which provides a focus for discussion of rail issues in the SPT area. Officers also regularly engage with WoSRF members and constituent councils on specific rail projects and issues as necessary.

\(^1\) See http://www.spt.co.uk/documents/sp291113_agenda7.pdf

\(^2\) See http://www.spt.co.uk/documents/rt011113_agenda5.pdf
3.2 Edinburgh Glasgow Improvements Project (EGIP)

On 27 January 2014, TS publicised the Final Business Case for EGIP. The document outlined the Scope of Works, the impact on rail services at all stations across the SPT area, costs, cost/benefit analysis and co-ordination with the adjacent Buchanan Galleries development at Queen Street. SPT is now part of the Queen Street stakeholder group alongside TS, NR, Glasgow City Council (GCC), FSR and Buchanan Partnership and has made a number of comments on the initial sketch proposals in regards to passenger flows, passenger disruption, integration with all other transport modes and scope of works at low level – all of which have been focussing on the needs of the travelling public.

Subsequently on 24 February 2014, Network Rail launched a public consultation on its plans regarding the redevelopment of Glasgow Queen Street Station as part of the EGIP project. The consultation runs until 31 May 2014 and officers are in the process of engaging with Network Rail, Transport Scotland and other stakeholders regarding these proposals and will bring forward a draft consultation response to the Partnership on 9 May 2014 for approval. At this early stage only general sketch proposals are available and SPT has requested further details to allow a meaningful response to be prepared on what will be a once in a generation investment in Scotland’s third busiest station.

Although not part of the EGIP project, essential works in the Cowlairs Tunnel were announced by Network Rail on 27 February 2014. These works will require the closure of all lines out of Queen Street High Level for approximately 4 months, with further details awaited from Network Rail on the more detailed disruption plans and timing.

3.3 ScotRail Franchise renewal

The final Invitation to Tender (ITT) has been issued (responses due by 17 April 2014) and Transport Scotland has confirmed that the franchise process is on target for the contract for the new franchisee to be awarded in October 2014 with the new franchise commencing operation in April 2015. SPT officers have met with the 5 bidders; Abellio, Arriva, First, National Express and MTR. Discussions have been wide ranging including areas such as the need for proper service integration, both intra and inter-modal, enhanced service opportunities particularly as a result of electrification of the rail network, network enhancements, station improvements and new station opportunities. Officers will continue to engage with bidders and TS as appropriate throughout the ScotRail re-franchising process to discuss rail and wider transport integration opportunities for the west of Scotland.

Further detailed discussions have been undertaken through Nevis Technologies, in regard to the further roll out of smart and integrated ticketing and how Nevis Technologies can support the franchisee in meeting the ITT requirements whilst also ensuring full integration with the subway and act as the platform for rolling out to all modes. Nevis Technologies experience in delivering the subway smart card solution and the manner in which this was built as a platform for wider rollout provides a unique opportunity for potential bidders and more detailed discussions will continue on this though Nevis Technologies.

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4 See [www.queenstreetredevelopment.com](http://www.queenstreetredevelopment.com)
3.4 Caledonian Sleeper Franchise

TS are currently considering bids received for the final ITT in December. TS has confirmed the contract is to be awarded in June 2014 with the franchise on target to commence in April 2015. SPT officers will continue to engage with TS throughout the franchise renewal process.

3.5 Scottish Stations Fund

Officers are in on-going discussions with TS and GCC on the proposal for a new rail station at Robroyston. The station has now been included as a 'priced option' in the ITT for the new ScotRail Franchise. SPT and GCC are progressing discussions with Network Rail hope to progress this project to GRIP 4. Further details on this will be brought to a future Partnership meeting once detailed plans have been agreed between partners.

Officers are also examining opportunities with TS and North Lanarkshire Council regarding potential new stations (e.g. Plains, Abronhill and Glenboig), as well as initiating examination of options for improvements at Motherwell station via the Scottish Station Fund process. SPT has approached the 5 operators who serve the station prior to making a formal application to Transport Scotland. Discussions are ongoing with East Renfrewshire Council regarding a station at Auchenback and with East Dunbartonshire Council regarding new stations at Westerhills and Woodilee. The technical and operational feasibility and demand for such stations require further development in partnership with the relevant councils.

3.6 High Speed Rail

Officers continue to be engaged in the High Speed Rail Scotland Stakeholder Group and associated sub-groups for Benefits and Vision, and Capacity and Connectivity, in relation to high speed rail between Glasgow and Edinburgh, and between Scotland and England.

A joint study between TS, DfT and HS2 Ltd into high speed rail cost and route options between Scotland and Manchester/Leeds is due to report in 2014.

TS are progressing work on a business case for advancing the build of elements of high speed rail in Scotland, including the potential for a high speed link between Edinburgh and Glasgow. The business case is due to be presented to Ministers in Spring 2014.

3.7 Community Rail Partnerships

In conjunction with South Ayrshire Council, SWESTRANS, ACoRP, First ScotRail, and others, SPT continues to support partners with regard to the potential creation of a Community Rail Partnership (CRP) for the Ayr to Stranraer Rail Line. A Pathfinder Group was established to establish a governance structure for a CRP for the line; a separate report on this specific matter has been prepared for this Committee. As yet, no other formal application to SPT has been made regarding the establishment of other CRPs although ACoRP is actively exploring possibilities for a CRP on the Glasgow to Barrhead line, the Glasgow-Anniesland (via Maryhill) line, as well as the West Highland Line between Helensburgh and Ardlui (Crianlarich).
3.8 Timetable improvements

From May 2014 the following improved services will operate:

- The hourly (Monday to Friday) Irvine service will be extended to Ayr resulting in 4 trains per hour between Glasgow and Ayr;
- An Ayr to Glasgow Central service every 2 hours will be extended to operate to Edinburgh Waverley via Carstairs;
- Additional Oban services will commence, resulting in 6 services per day between Glasgow and Oban;
- Additional Sunday services provided on the Aberdeen-Glasgow service;
- It was announced on Thursday 27 February 2014 that a Sunday service would operate on the Glasgow-Anniesland (via Maryhill) line. Ten trains a day will run between Glasgow Queen Street and Anniesland from Sunday 18th May 2014, calling at Kelvindale, Maryhill, Summerston, Gilshochill, Possilpark & Parkhouse and Ashfield, ScotRail is funding the extra services, which will operate hourly from approx. 0900 until 1900; and
- Anderston station to open on a Sunday.

Other proposals for improvements being considered include service enhancements in Inverclyde, details of which are awaited from Transport Scotland/ScotRail.

3.9 Other projects/initiatives

In addition to the above, more information on other projects/initiatives in the west of Scotland is attached at Appendix 1.

3.10 Patronage statistics

The most recent Office of the Rail Regulator (ORR) patronage statistics\(^5\), published on 1 March 2014 reveal that patronage at stations in the SPT area for 2012/13 has risen to 117,371,806, an overall regional increase of 2.34% from 2011/12. Amongst the statistics published the following figures are worth noting:

- Glasgow Central – patronage of 27,185,020, up 2.12%
- Drumgelloch – up 12.38%
- High St. and Argyle St. up 12.31% and 10.49% respectively
- Maybole – up 20.55%
- Cleland – up 10.0%
- Inverkip – up 12.63%, reflecting new housing adjacent to the station
- IBM – down 4.27%, reflecting a reduction in business activity at the site
- Paisley Canal line – down 6.57%, reflecting service issues prior to electrification

4. Conclusion
Through the WoSRF and other opportunities, SPT continues to actively engage with rail industry partners to deliver an improved rail network in the west of Scotland and improved integration across modes.

5. Partnership action
The Committee is requested to note the contents of this report.

6. Consequences

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<thead>
<tr>
<th>Consequences</th>
<th>Description</th>
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<tbody>
<tr>
<td>Policy consequences</td>
<td>In line with the RTS.</td>
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<tr>
<td>Legal consequences</td>
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<td>Financial consequences</td>
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<td>Personnel consequences</td>
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<tr>
<td>Social inclusion consequences</td>
<td>The rail network in the west of Scotland contributes to social inclusion.</td>
</tr>
<tr>
<td>Risk consequences</td>
<td>None.</td>
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Name: Gordon Maclennan
Title: Chief Executive

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RAIL PROJECTS / INITIATIVES / SERVICES IN THE SPT AREA

‘Access for All’ Funding

**Shotts** - New ramp scheme as part of Access for All is complete and currently undergoing final snagging completion, it will be opened by 31 March 2014. Cycle racks will be provided on completion of Access for All works.

**Newton** - Lifts and footbridge are in place. Project will be completed on schedule in March 2014.

**Milliken Park** - Step free access to be provided via a new ramp to each platform. On schedule for completion in March 2014.

**Hamilton Central** - Option selection report for Access for All works at Hamilton Central is currently being finalised.

**Blairhill** – Completion of design work is awaited from NLC in order to permit works to commence.

TS has reported that they are hopeful, through discussions with the DfT, to upgrade more stations in west of Scotland using Access for All funding in 2014-2019. The DfT will make an announcement about the next phase of the Access for All funding in April 2014.

**Park and Ride**

**Greenock Central** - Car Park extension proposals are being progressed by Network Rail. A GRIP 2 level report is expected by 31 March 2014.

**Airdrie** - Expansion of park and ride capacity by the redevelopment of the former school site adjacent to the station is underway.

**Barassie** - There are some delays due to the logistics of the site.

**Blantyre** - Development work is still on-going.

**Carstairs** - Some land acquisition by SLC is required to progress proposals.

**Kilmacolm** - North Ayrshire Council will submit a planning application shortly for expansion of the car park.

**Largs** – Issues arising from ground investigation works have put this project on hold.

**Neilston** - Work progressing to deliver a 45 space park and ride site using land south of the rail line. ERC progressing project through design and planning stages.

**Uddingston** - South Lanarkshire Council is still pursuing options to expand park and ride and are still in discussion with a local resident to address proximity and fencing concerns. NR has a GRIP 3 design that could be used to expand Uddingston Car Park.

**Johnstone** - Decked car park extension proposals are being progressed in partnership with First ScotRail.

**Irvine** – additional spaces in process of delivery increasing capacity from 34 to 104. Further plans to increase capacity in 2014/15.

**Paisley Canal Line**

Dumbreck, Cokerhill, Mosspark, Crookston and Hawkhead stations are to get new cycle shelter facilities.
Signalling / Track / Station Improvements

Cumbernauld line electrification – TS report good progress on site which will see the route electrified and electric services operate in time for the Commonwealth Games. Services will be operated by extending existing Dalmuir-Springburn services via Glasgow Queen Street Low Level (2 trains per hour). Existing diesel service from Queen Street High Level via Falkirk Grahamston will be retained (1 train per hour).

Greenock Central - Progressing an outline design for a new crossover and turnback signal and bi-directional signalling between Greenock Central and Greenock West. The outline design is planned to be completed by October 2014.

Milingavie – Extension of platforms to allow 9-cars to be stabled. Outline design is on-going and due for completion by the end of March 2014.

Johnstone – Kilwinning - Network Rail GRIP Stage 3 feasibility is on-going and is undertaking development work to look at raising the line-speed between Johnstone and Kilwinning to 100 mph.

Carstairs - Network Rail GRIP Stage 3 feasibility is underway with development work for a line-speed increase as part of the planned signalling & track renewals commencing in 2016/17.

Dalmarnock Station – Sunday services started in December 2013 with 4 trains ph between 1000-1800.

Fleet Refurbishment
Class 320 units which primarily operate on the North Electric and Argyle Lines have been overhauled including the addition of toilet facilities, and Class 318 units, which also operate on these lines, are currently being refurbished, with the inclusion of improved toilet facilities.

Tickets
During disruption train tickets will, where possible, now be accepted on First Glasgow buses.

Commonwealth Games Station enhancements

- Bellgrove, Carntyne and Duke Street - Work being finalised
- High St., Argyle Street, Central Low Level, Exhibition Centre, Hamilton Central, Hamilton West, Jordanhill, Mount Florida and Partick – Works underway.
- Charing Cross – Revised scope being compiled to comply with subsurface regulations.
- Queen Street Low Level – The planned replacement of yellow panels and built-in seating with tiling to match the stairs and stainless steel seating is being reconsidered as a result of construction issues.
- Help points being installed at 56 stations in west of Scotland.
- Wifi - widening access across stations and 38 Class 380 trains in April/May 2014.