Edinburgh Glasgow Improvement Programme (EGIP) Update

Committee
Strategy and Programmes

Date of meeting 14 September 2012  Date of report 24 August 2012

Report by Assistant Chief Executive (Operations)

1. Object of report

To update the Committee on revised proposals for the Edinburgh Glasgow Improvement Programme (EGIP) following the recent announcement made by the Scottish Government.

2. Background

2.1 In early 2012 Network Rail (NR) set out proposals for EGIP which included a £1.2bn package for the electrification of large parts of the central Scotland rail network. SPT reported the proposals at the previous Strategy & Programmes Committee on 23 March 2012. In that report, SPT set out the basis of its response on EGIP and whilst noting the benefits of the key elements of the proposals, SPT expressed concern about the impact of the proposals on local suburban rail services.

2.2 The key elements of the original EGIP proposals (shown in map form in Appendix 1) were as follows:

- **Electrification of Glasgow – Edinburgh services with additional services** – Services between Glasgow Queen Street High Level and Edinburgh Waverley to be electrified with 6 trains per hour (up from the current four) and a fastest journey time of 37 minutes (down from current 50 minutes) for a limited number of services.

- **Cumbernauld Line electrification and re-routing** - To ensure that expanded Glasgow – Edinburgh services have sufficient platform capacity at Queen Street station, lines and services to and from Cumbernauld station (as well as those currently extending to Falkirk Grahamston and between Cumbernauld and Motherwell) to be electrified. To facilitate this, the Cumbernauld service would be electrified, with rerouting of services away from Queen Street High Level to the Low Level via a reversal at Springburn.

- **Maryhill Line electrification** - Proposed electrification of the Anniesland via Maryhill route.

- **Croy Services electrification and turnback** - Services to and from Croy to be electrified with new rolling stock and infrastructure to deliver a more robust service. At Croy, a turnback facility to be constructed to enable express services priority over suburban services.

- **Hyndland Station additional platform** - As part of the infrastructure works at Hyndland a terminating platform for Cumbernauld services to be constructed.
• **Newton Improvements** - Infrastructure improvements at Newton to enable a more reliable service on the lines between Glasgow Central and Edinburgh.

2.3 Subsequent to the initial consultation process the Transport Minister issued a statement to Parliament on 21 June 2012 which included significant amendments to the original EGIP proposals, with a reduced estimate of £650m.

2.4 Members should note that much of the precise detail around the revised proposals is yet to emerge from TS and NR. SPT has sought further detail from TS and NR on the precise details of the revised EGIP proposals and the following sections summarise our understanding to date.

3. Outline of proposals

3.1 Following the conclusion of the consultation process, the Minister for Housing and Transport announced a revised package of EGIP proposals. SPT understands that the revised proposals were informed by a review undertaken for TS by Jacobs Consultancy. TS has advised that this review will be published shortly.

3.2 The principal changes from the original scheme are:

- The proposed 6 services per hour between Glasgow Queen Street High Level and Edinburgh Waverley to remain at current 4 trains per hour frequency.

- Fastest journey time between Glasgow Queen Street HL and Edinburgh Waverley originally proposed for 37 minutes now to be 42 minutes. Although longer than the original proposed time, overall average journey times are reduced under the revised proposal.

- Reconfiguration of platforms at Queen Street High Level to accommodate extended 8 car sets for Glasgow – Edinburgh services.

- It is not clear at this time whether the reconfigured platforms will enable Cumbernauld and Maryhill local services to be accommodated at Queen Street HL as per current arrangements.

- It is not known if the original proposed dedicated Croy service and turnback facility will form part of the revised proposals.

3.3 Further commentary on the changes is contained in Appendix 2.

3.4 SPT has sought clarification of the detail of the amended proposals and has recently met with officials from Transport Scotland. TS has confirmed that the first stage of EGIP is planned to be delivered in time for the Commonwealth Games, including the electrification of rail services from Glasgow to Cumbernauld.

3.5 The revised EGIP proposals will require significant alterations to the platform configuration at Glasgow Queen Street station. Members will note that in 2011 NR announced proposals to undertake a multi-million pound redevelopment of the station between 2013 and 2015. SPT understands that main works at Queen St High Level will be taken forward in a number of phases and will not start until after the Glasgow Commonwealth Games in 2014, in order to minimise disruption. The revised station layout proposals are awaited.

3.6 It should be noted that SPT as owner occupier of Consort House also has a property interest in these proposals in terms of the wider development of Queen Street Station.

3.7 SPT awaits further details on precise EGIP timescales for works including electrification, signalling and rolling stock improvements.
4. Conclusion

4.1 Following earlier consultation on EGIP undertaken by NR and a review of the EGIP plans by TS, the programme has now been significantly revised.

4.2 SPT has subsequently met with TS to discuss the revised proposals but we await further advice on the precise detail.

4.3 SPT understands that the revised EGIP programme aims to create the potential to generate significant economic, social and environmental improvements. As timetabling, routeing and the EGIP business case become available SPT expects to be in a more informed position as to the likely impacts of EGIP on suburban services.

4.4 SPT will continue its dialogue with TS, NR and other rail industry partners to help deliver the widest benefits the project can bring, while seeking to protect current lines and services within the SPT area. This dialogue will include future plans for Queen Street Station.

5. Committee action

5.1 The Committee is asked to:

- Note the amended EGIP proposals; and
- Note that SPT awaits further details on a number of aspects of the revised proposals from TS and NR to fully inform the Partnership of the transport benefits and potential impacts.

6. Consequences

Policy consequences

Further detail on the revised EGIP proposals will be required from TS/NR to determine the policy consequences.

Legal consequences

None identified.

Financial consequences

None directly.

Personnel consequences

None identified.

Social inclusion consequences

These are dependent on the final timetable and project scope as there remains a potential to adversely impact communities if some journey times are increased.

Risk consequences

None identified.

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Title	| Assistant Chief Executive (Operations)	| Title	| Chief Executive

For further information, please contact Charles Hoskins on 0141 333 3285 or Gordon Dickson on 0141 333 3407.
Appendix 1: Edinburgh Glasgow Improvement Programme Map (Original)
Appendix 2: EGIP Original & Revised Proposals

The table below sets out the key elements of the original and revised EGIP proposals (as understood by SPT in August 2012) and provides some commentary on the benefits and issues arising.

<table>
<thead>
<tr>
<th>EGIP Proposals Pre-Consultation</th>
<th>EGIP Revised following Consultation</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Glasgow - Edinburgh Services</strong></td>
<td>Amended proposal: Current 4 trains per hour frequency will be retained with journey time improved from 50 to 42 minutes.</td>
<td>The revised proposal will involve significant platform reconfiguration at Queen Street High Level Station but average Glasgow – Edinburgh journey times will reduce from 50 to 42 mins.</td>
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<tr>
<td>6 trains per hour between Glasgow Queen Street and Edinburgh Waverly with a best journey time of 37 minutes.</td>
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<tr>
<td><strong>Cumbernauld Line Services:</strong></td>
<td>Amended proposal: The proposal to electrify the line to Cumbernauld remains.</td>
<td>SPT has sought assurances from NR that this operation will not adversely impact on reliability or journey length for passengers.</td>
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<tr>
<td>Electrification of Cumbernauld line services with reversal at Springburn and re-routing onto Queen Street Low Level and on to Hyndland</td>
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<td><strong>Maryhill Line services:</strong></td>
<td>Amended proposals: No exact detail currently available.</td>
<td>Awaiting advice from TS / NR as to whether current service pattern will be maintained.</td>
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<tr>
<td>It was proposed to electrify the Anniesland via Maryhill route.</td>
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<td><strong>Croy proposals:</strong></td>
<td>Amended proposals: No exact detail is currently available</td>
<td>Awaiting further advice from TS / NR.</td>
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<tr>
<td>Services to and from Croy will be electrified with new rolling stock and infrastructure to deliver a more robust service. At Croy, a turnback facility will be constructed to give express services priority over suburban services. NR does not consider this will result in a deterioration of the suburban services.</td>
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</tr>
<tr>
<td><strong>Hyndland proposals:</strong></td>
<td>Amended proposals: As per original proposals</td>
<td>Awaiting further advice from TS / NR.</td>
</tr>
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<td>A third platform to be constructed to increase capacity and permit terminating Cumbernauld services to operate. This will also enhance the infrastructure works currently underway at Hyndland which will improve access to the station and adjacent Gartnavel Hospital.</td>
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</tr>
<tr>
<td><strong>Newton proposals:</strong></td>
<td>Amended proposals: Awaiting further advice from TS</td>
<td>Awaiting further advice from TS / NR.</td>
</tr>
<tr>
<td>Newton Infrastructure improvements will enable a more reliable service on the lines between Glasgow Central and Edinburgh.</td>
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