Committee report

Rail Update in SPT area

Committee Strategy and Programmes

Date of meeting 18 March 2016 **Date of report** 24 February 2016

Report by Assistant Chief Executive (Operations)

1. Object of report

The object of this report is to update the Committee on rail issues in the SPT area, including:

- An update on timetable changes effective from 20 March 2016 arising as a result of works relating to the Edinburgh Glasgow Improvements Project (EGIP), and associated works on Glasgow Queen Street Station improvements;
- Estimated station usage figures from the Office of the Rail Regulator (ORR) regarding rail usage in the SPT area for 2013/14 and 2014/15;
- A joint response on behalf of the Chairs of the Regional Transport Partnerships of Scotland to Transport Scotland's 'Delivering the Goods: Consultation towards Scotland's Rail Freight Strategy; and,
- Recommending approval of SPT's response to Network Rail's draft Scotland Route Study. Responses were due in by 10 March 2016 and SPT's response, attached at Appendix 3, was submitted as draft within deadline subject to Committee approval.

2. Background

Members will recall earlier reports on strategic rail issues, most recently the report to the Committee in November 2015, which updated members on timetable changes from December 2015, smartcard developments, park and ride/new stations, EGIP, the Glasgow Queen Street redevelopment Transport and Works Act (Scotland) order, the impact of the High Level station closure during 2016, and other relevant projects/initiatives. This report provides an update on key issues since November 2015. Members will also be aware that operational performance information on rail is reported to the Operations Committee.

3. Update

3.1 Edinburgh Glasgow Improvements Project (EGIP)

3.1.1 Timetable changes – from 20 March 2016

As a consequence of the closure of the Queen Street High Level Tunnel between 20 March and 8 August, Scotrail timetables on affected lines will be substantially altered. In summary, these changes will include:

- Glasgow Queen Street High Level to Edinburgh Waverley via Falkirk High will operate 2 trains per hour utilising Glasgow Queen Street Low Level station – journey times will be increased.
- Glasgow Queen Street Low Level to Edinburgh Waverley via Airdrie and Bathgate will operate 4 trains per hour but with an altered service pattern which results in a more even "clock-face" service with more standardised journey times.

  As a consequence of the above, there will be minor alterations to some service levels and some timings on North Electric services, although there will be no decrease in the on-train capacity available on these lines at any time.
- Services operating from Croy, Bishopbriggs and Lenzie will operate to/from Queen Street Low Level with extended journey times. Arrangements for alternative modes of transport are being put in place by Scotrail in order to reduce congestion and time delays. SPT is working with ScotRail to ensure that travel options at these stations are viable and that facilities at Buchanan Bus Station are made available for any additional bus services on this corridor as well as between Glasgow and Cumbernauld, Falkirk and Edinburgh.
- The Maryhill/Anniesland ('Northern Suburban') Line service will operate between Ashfield and Anniesland, with connections at Anniesland via electric services.
- Oban and Fort William services will be diverted to Queen Street Low Level with some minor timing alterations but no changes to the quantum of services.
- Cumbernauld services will operate via Springburn with a reversal or by changing trains – the service level will remain 2 per hour.
- Lanarkshire services operating on the Argyle Line will also be affected for the duration of the closure. Four trains per hour will continue to operate through to Partick and beyond whilst the other 2 trains per hour will start/terminate at Anderston; this is designed to free capacity between Partick and Hyndland for diverted Queen Street High Level trains.
- Longer distance trains to/from north of Stirling/Dunblane/Perth will be diverted to operate to/from Glasgow Central High Level. Journey times will be increased but the quantum of journeys remains broadly the same as present.

  The works at the Queen Street High Level Tunnel will run until 7 August 2016 with services to/from the station re-commencing on 8 August 2016.

Full details regarding these timetable alterations have now been published by Scotrail and are available at: http://www.scotrail.co.uk/. Scotrail have also produced a toolkit for employees and businesses which contains a range of useful material: http://www.scotrail.co.uk/plan-your-journey/engineering-works/glasgow-queen-street-toolkit-employees-and-businesses .

3.1.2 Glasgow Queen Street Station Transport and Works Act Order (TAWS)

SPT officers continue to fully engage in the TAWS process and are currently in the process of working with Network Rail with a view to reaching an agreement which would address concerns outlined in our objections submitted during the TAWS process. Issues such as access to Buchanan Subway Station via the travelator on Dundas Street, the siting of the rail ticket office during construction works, a replacement for the canopy currently providing shelter between the rail station and the Subway entrance on Dundas Street, and telecommunications issues are the focus of current discussions.

In addition, concerns remain as to the level of integration proposed between modes at Glasgow Queen Street, particularly with bus, and officers will continue to work with Network Rail, Glasgow City Council and others to seek to minimise disruption for bus users during the works and maximise integration between all modes in the long term. Notwithstanding this, officers are hopeful that an agreement can be reached in due course and will advise members of the outcome of discussions as matters progress.

3.2 Joint RTPs response to Transport Scotland's 'Delivering the Goods: Consultation towards Scotland's Rail Freight Strategy'

TS is undertaking this consultation to identify the way forward for a Rail Freight Strategy for Scotland. The joint RTPs response was prepared with input from SPT officers and is attached at Appendix 1. Key issues raised by the consultation and addressed in the response include, addressing the decline in rail freight, the need for an integrated modal approach to freight transport, opportunities for growth, identifying and addressing current and future challenges, and future roles and responsibilities.

3.3 Office of the Rail Regulator (ORR) Estimated Station Usage Figures

The ORR 2014/15 Estimated Station Usage Figures published in December 2015 indicate a 5.98% increase in rail patronage across the SPT between 2013/14 and 2014/15. The figures for all stations in the SPT area are included as a table at Appendix 2. ORR commentary is provided within the table on large changes between the two years.

3.4 SPT response to Network Rail's draft 'Scotland Route Study'

NR's 'Scotland Route Study' is a long term vision document designed to provide an evidence base to inform funders when considering future investment choices on Scotland's railway between 2019 and 2029. It is also designed to set out how future demand can be met through to 2043. The choices for funders included in the study have been developed by Network Rail to focus on making the best use of the existing network prior to any consideration of infrastructure enhancements. SPT's draft response is attached at Appendix 3. Key points within the response include support for improvements to Central Station and suburban stations,

junction improvements across the network, longer platforms to accommodate longer trains and plans for electrification and signalling improvements.

SPT also emphasise that Network Rail should be more responsive to, and the Study should have a greater acknowledgement of, partners' strategic aspirations. This includes SPT's Regional Transport Strategy , Councils Local Transport Strategies, Clydeplan, and Glasgow and Clyde Valley City Deal projects, particularly the Glasgow City Council and Renfrewshire Council-led Airport Access Project in relation to addressing capacity issues on the rail corridor towards the airport (including approaches to Central Station) in preparation for any future scheme.

4. Conclusion

At a strategic level, SPT continues to actively engage with rail industry partners, including through the West of Scotland Rail Forum. The current focus of engagement is in relation to the issues highlighted in this report.

5. Committee action

The Committee is recommended to:

- Note the contents of this report; and
- Approve SPT's response to Network Rail's draft 'Scotland Route Study' attached at Appendix 3.

6. Consequences

Policy consequences	*In line with the RTS.*
Legal consequences	*None.*
Financial consequences	*None.*
Personnel consequences	*None.*
Social inclusion consequences	*The rail network in the west of Scotland contributes to social inclusion.*
Risk consequences	*None.*

Name	**Eric Stewart**	**Name**	**Gordon Maclennan**
Title	**Assistant Chief Executive**	**Title**	**Chief Executive**

For further information, please contact *Charles Hoskins, Senior Director on 0141 333 3285 or Bruce Kiloh, Head of Policy and Planning* on *0141 333 3740*.

RTP Secretariat, Hitrans, 2nd Floor Rear, 7 Ardross Terrace, Inverness, IV3 5NQ

Delivering the Goods - Consultation towards Scotland's Rail Freight Strategy

Response by the Chairs of the seven Regional Transport Partnerships

Introduction

This joint response is submitted by the Chairs of Scotland's seven Regional Transport Partnerships (RTPs). A number of the RTPs have also submitted individual responses which comment in more detail on aspects of specific regional/local significance.

We welcome the opportunity to comment on the consultation document.

We offer the following response to the questions posed in the Consultation Document:

1) What are your views on the vision for rail freight in Scotland?

The RTPs support the vision "for a competitive, sustainable rail freight sector playing an increasing role in Scotland's economic growth by providing a safer, greener and more efficient way of transporting products and materials."

While we agree with the four core levers set out within the document, we feel further thought or information is needed on how these levers will be prioritised, if at all, and Transport Scotland's plans for implementation.

We consider it is important that rail freight is not viewed totally in isolation as a separate mode – inevitably it must integrate with, in the main, road and some water based transport and consolidation / distribution operations at each end. As indicated in the consultation document there are some key changes occurring that affect freight transport, for example, reduction in coal movements and particularly the changes in on-line shopping introducing increased small package deliveries. This adds to an already known issue of rail freight largely focussed on bulk material movements or whole train loads for single users such as supermarkets. There is very limited opportunity for ad-hoc, or regular small volume, shipments to be made via rail or for the core journey elements of parcel delivery. This requires operations with both collection / distribution and consolidation / dissemination of shipments at each end of the journey integrated with the rail service. Similar issues relate to other industries where railhead operations need to be developed to integrate road and rail for movement of timber and other goods and materials.

2) What are your views on the market opportunities identified in the document?

The Draft Strategy highlights the reduced market for rail freight, mainly as a result of lessening dependence on coal. This reinforces the need for change and gives an opportunity to develop more customer focussed services serving a wider market. The market opportunities appear optimistic: projected growth from 14 million tonnes per annum in 2013 to 26 million tonnes by 2043 is not supported by evidence of from where or how that will be achieved. It is accepted that strong growth in the intermodal market might be expected with a favourable policy support. Overall, however, there needs to be more study in depth of the problems and barriers to rail use and how these may be overcome.

There is a need for better communication and cooperation between Scottish Government and the logistics sector on whether there are any viable opportunities to move freight by rail. An assessment is needed on the effectiveness of current grant schemes. There may be an information gap which potentially is 'missing' demand. Consequently the 'Promotion' theme is potentially one of the most important to develop.

The RTPs believe there may be potential for the Strategy to include commitments to piloting rail freight movements (case studies) in each of the RTP areas. This could then be used to assess lessons learned across the country. Some things that work in the Central Belt will not work in the Highlands.

3) What are the 3 biggest opportunities for growth in the rail freight sector in Scotland?

A number of opportunities exist relating to potential growth markets identified within the draft strategy.

Timber production is set to double over the next 10-15 years as the post-war forests reach maturity. This will see an increase in timber traffic which will have a significant impact on the rural road network, resulting in a possible opportunity for alternative modes of transport. Experiences in promoting timber movement by rail have met with limited success in recent years for a number of reasons, including delays due to slow or lack of response form Network Rail.

There is great potential for increased transport of produce from the food & drink sector. This could be combined with increased flows between retailers' distribution centres in England either by direct services or through direct shipping to Scottish ports and subsequent transfer by rail. This would respond to a need to reduce the over reliance on road freight using the M74 and the A1. Foodstuffs could be carried as back loads together with possibly waste products including recyclates. Recyclates often go to single destinations in large volumes, but contracts can be long-term, binding and based solely on lowest cost. Government intervention may be able to influence this sector towards rail freight by encouraging agglomeration and introducing environmental/ carbon targets in relation to waste contracts.

There may also be opportunities surrounding the de-commissioning of Nuclear Energy sites and plans for innovative and sustainable energy solutions.

An important changing market that is poorly served is parcel delivery associated with the ever increasing popularity of on-line shopping. Research is needed on how these large volumes can be transferred to rail for the main leg of journey and also the long recognised difficulty of consolidating small volume regular and ad-hoc deliveries to make up container or train loads. These both need an integrated solution with handing and collection / delivery operation at each end.

4) What are the 3 biggest challenges to growth in the sector?

The biggest challenges are:

- developing the infrastructure to cope with modern freight demands, not only the rail network infrastructure, but terminus infrastructure with associated road links to allow the efficient handling and distribution of freight. Difficulties in transportation between rail terminals and final destinations and consequential costs involved tend to make road haulage simpler and more cost efficient
- efficient management of services with a dynamic system of path allocation, amalgamation of operator facilities and path allocations to make the most efficient

use of the facilities available. Currently paths in constrained timetables are limited with constraints imposed on train lengths

- providing services that the customer needs with an open/centralised approach to allow customers to specify and be allocated services. This should not only involve the rail element but also a "door to door" approach including storage and just in time distribution, if required.

Much of Scotland is remote from rail access. Road transport will therefore continue to be the only realistic option, for example, for local distribution of goods and extraction of timber.

5) What are your views on the role of the Scottish Government, as outlined in the document?

The RTPs understand the limitations that a commercially driven market creates for Scottish Government intervention. However, we would encourage Government to provide support through regulation, promoting partnership and collaboration, infrastructure improvements and more flexible and responsive grant schemes to assist in enabling a shift towards greater use of rail for freight. There is a significant role in supporting this in terms of identifying the problems and barriers to rail use and how these may be overcome.

There is also a case that Scottish Government should take a more proactive role especially in areas associated with Gateways in the National Frameworks, rather than just waiting for the market to respond (if it can).

6) What are your views on the steps necessary to create a stable environment for growth?

The RTPs agree that "an in-depth economic, social and environmental review of the existing market and the potential for new and existing markets to grow" needs to be undertaken. This will ensure that any future steps that are taken are fully-informed about the current and future demand and how best to create sustainable growth.

Cost is the major factor in companies' decision-making on transportation and it is noted that grant schemes are suggested (under question 5) to encourage freight modal shift to rail, whilst the realistic view prevails (under question 7) that the inherent commercial nature of the market will determine outcomes. This is in contrast with other Government policies such as energy, where fiscal levers have been used involving heavy subsidies in order to encourage a positive shift. Rail lines and freight railheads are limited; we suggest that the Scottish Government should make it a prerequisite that the over-arching policy has the potential for expansion evaluated prior to setting out investment programmes and targets.

Specific areas the Scottish Government should address are:

- Planning Regulatory Outputs (more required to give a clearer picture of rail freight in Scotland)
- lack of incentives for Network Rail to grow rail freight
- stability in track access charges (compare with road freight)
- set realistic targets.

The RTPs would appreciate being kept informed and involved during this process and would engage when necessary, especially when examining areas where rail freight can better support the economic, social and environmental objectives of communities.

7) Should targets be set in the final strategy and if so, what areas should these cover?

We agree that the inherent commercial nature of the market will determine outcomes and it is not therefore prudent to set binding legislative or regulatory targets. The EU targets for modal shift from road to rail of 30% by 2030 and 50% by 2050 for distances over 300 kilometres seem optimistic and unrealistic in a Scottish context.

The projected future demand for rail freight contained in the Strategy (an increase from 14 million tonnes per annum to 26 million tonnes by 2043) also seems to be unlikely in the current market.

8) What are your views on the actions identified in the document and who should take the lead role in delivering these?

The RTPs have no objections or additions to the proposed actions at this stage. We would suggest that the Scottish Government leads on all the actions and identifies the relevant support from industry, RTPs/local authorities and the community where appropriate. The focus for Scottish Government should initially be associated with developing the growth areas defined in NPF3, encompassing rail freight movements to all parts of Scotland and the rest of Europe.

Regional Transport Partnerships (RTPs) already have active Freight Quality Partnerships but lack the resources to actively promote and develop rail freight facilities and services. The role of partnership working needs further development to ensure the national interest in developing rail freight is paramount and Regional FQPs, properly resourced, could play a useful role in developing and supporting the Strategy.

9) Any other views?

We welcome the opportunity to comment, but do not wish to offer any other views at this time.

Councillor James Stockan Chair of HITRANS	Councillor Ramsay Milne Chair of Nestrans	Councillor Russell Imrie Chair of SEStran	Cllr Jonathan Findlay Chair of SPT
Councillor Tom McAughtrie Chair of SWESTrans	Councillor Will Dawson Chair of Tactran	Councillor Michael Stout Chair of ZetTrans	

Appendix 2 ORR Estimates of Rail Station Usage

Station Name	Unitary Authority	2014-15 Entries & Exits	2013-14 Entries & Exits	ORR Explanation of Large Change	Increase/ Decrease	% +/-
Airbles	North Lanarkshire	119,128	112,842		6,286	5.57%
Airdrie	North Lanarkshire	1,104,190	1,079,710		24,480	2.27%
Alexandra Parade	Glasgow City	272,470	245,666	Additional services introduced between Glasgow/Cumbernauld	26,804	10.91%
Alexandria	West Dunbartonshire	359,874	347,056		12,818	3.69%
Anderston	Glasgow City	633,668	602,826		30,842	5.12%
Anniesland	Glasgow City	1,133,042	1,066,714		66,328	6.22%
Ardlui	Argyll And Bute	5,074	4,566		508	11.13%
Ardrossan Harbour	North Ayrshire	129,782	124,746		5,036	4.04%
Ardrossan South Beach	North Ayrshire	219,186	218,638		548	0.25%
Ardrossan Town	North Ayrshire	21,902	21,208		694	3.27%
Argyle Street	Glasgow City	1,438,396	1,369,928		68,468	5.00%
Arrochar & Tarbet	Argyll And Bute	13,618	10,662	Timetable improvement on the West Highland line - May 2014	2,956	27.72%
Ashfield	Glasgow City	80,470	74,160		6,310	8.51%
Auchinleck	East Ayrshire	62,658	55,966	Unclear - reverses decline in previous year	6,692	11.96%
Ayr	South Ayrshire	1,572,182	1,476,424		95,758	6.49%
Baillieston	Glasgow City	112,870	111,966		904	0.81%
Balloch	West Dunbartonshire	553,606	516,450		37,156	7.19%
Barassie	South Ayrshire	166,310	154,304		12,006	7.78%
Bargeddie	North Lanarkshire	85,868	88,012		-2,144	-2.44%
Barnhill	Glasgow City	73,016	73,612		-596	-0.81%
Barrhead	East Renfrewshire	680,272	655,516		24,756	3.78%
Barrhill	South Ayrshire	11,016	11,214		-198	-1.77%
Bearsden	East Dunbartonshire	570,722	537,886		32,836	6.10%

Station Name	Unitary Authority	2014-15 Entries & Exits	2013-14 Entries & Exits	ORR Explanation of Large Change	Increase/ Decrease	% +/-
Bellgrove	Glasgow City	642,258	580,240	COMMONWEALTH GAMES	62,018	10.69%
Bellshill	North Lanarkshire	860,672	824,366		36,306	4.40%
Bishopbriggs	East Dunbartonshire	836,384	754,306	Unclear - reverses decline in previous year	82,078	10.88%
Bishopton	Renfrewshire	633,360	586,772		46,588	7.94%
Blairhill	North Lanarkshire	449,698	447,906		1,792	0.40%
Blantyre	South Lanarkshire	623,058	602,544		20,514	3.40%
Bogston	Inverclyde	38,456	38,130		326	0.85%
Bowling	West Dunbartonshire	55,014	55,820		-806	-1.44%
Branchton	Inverclyde	117,404	114,192		3,212	2.81%
Bridgeton	Glasgow City	647,014	646,974		40	0.01%
Burnside	South Lanarkshire	275,500	270,748		4,752	1.76%
Busby	East Renfrewshire	161,092	144,868	Unclear - reverses decline in previous year	16,224	11.20%
Caldercruix	North Lanarkshire	109,038	101,926		7,112	6.98%
Cambuslang	South Lanarkshire	750,022	716,612		33,410	4.66%
Cardonald	Glasgow City	211,372	202,118		9,254	4.58%
Cardross	Argyll And Bute	180,394	227,826	Reason for change unclear	-47,432	-20.82%
Carfin	North Lanarkshire	111,680	104,506		7,174	6.86%
Carluke	South Lanarkshire	392,812	369,584		23,228	6.28%
Carmyle	Glasgow City	131,114	132,080		-966	-0.73%
Carntyne	Glasgow City	321,442	282,822	COMMONWEALTH GAMES	38,620	13.66%
Carstairs	South Lanarkshire	43,388	33,398	High growth trend	9,990	29.91%
Cartsdyke	Inverclyde	118,534	111,880		6,654	5.95%
Cathcart	Glasgow City	573,548	542,832		30,716	5.66%
Charing Cross	Glasgow City	1,968,322	1,888,746		79,576	4.21%
Chatelherault	South Lanarkshire	74,934	66,948	Possibly due to timetable change in this area	7,986	11.93%
Clarkston	East Renfrewshire	549,630	518,472		31,158	6.01%
Cleland	North Lanarkshire	90,484	92,734		-2,250	-2.43%

Station Name	Unitary Authority	2014-15 Entries & Exits	2013-14 Entries & Exits	ORR Explanation of Large Change	Increase/ Decrease	% +/-
Clydebank	West Dunbartonshire	394,268	375,810		18,458	4.91%
Coatbridge Central	North Lanarkshire	51,620	56,316		-4,696	-8.34%
Coatbridge Sunnyside	North Lanarkshire	658,264	613,064		45,200	7.37%
Coatdyke	North Lanarkshire	344,302	343,112		1,190	0.35%
Corkerhill Glasgow	Glasgow City	247,750	245,032		2,718	1.11%
Craigendoran	Argyll And Bute	170,944	208,894	Reason for change unclear	-37,950	-18.17%
Croftfoot	South Lanarkshire	207,322	194,964		12,358	6.34%
Crookston Glasgow	Glasgow City	149,816	132,552	Reverses decline during Paisley Canal line electrification works	17,264	13.02%
Crosshill	Glasgow City	313,878	298,676		15,202	5.09%
Crossmyloof	Glasgow City	611,544	564,894		46,650	8.26%
Croy	North Lanarkshire	1,341,910	1,239,086		102,824	8.30%
Cumbernauld	North Lanarkshire	208,782	196,072		12,710	6.48%
Dalmarnock	Glasgow City	217,120	100,360	Refurbished station re-opened for COMMONWEALTH GAMES and Sunday service	116,760	116.34%
Dalmuir	West Dunbartonshire	899,962	845,818		54,144	6.40%
Dalreoch	West Dunbartonshire	390,800	391,096		-296	-0.08%
Dalry	North Ayrshire	196,914	186,760		10,154	5.44%
Drumchapel	Glasgow City	383,890	376,242		7,648	2.03%
Drumfrochar	Inverclyde	72,922	69,828		3,094	4.43%
Drumgelloch	North Lanarkshire	387,268	344,982	Strong growth on North Glasgow lines	42,286	12.26%
Drumry	West Dunbartonshire	251,294	247,050		4,244	1.72%
Duke Street	Glasgow City	119,474	109,860		9,614	8.75%
Dumbarton Central	West Dunbartonshire	741,944	707,628		34,316	4.85%
Dumbarton East	West Dunbartonshire	427,276	421,796		5,480	1.30%
Dumbreck	Glasgow City	150,568	131,350	High growth trend	19,218	14.63%
Dunlop	East Ayrshire	100,714	97,808		2,906	2.97%

Station Name	Unitary Authority	2014-15 Entries & Exits	2013-14 Entries & Exits	ORR Explanation of Large Change	Increase/ Decrease	% +/-
East Kilbride	South Lanarkshire	1,153,648	1,079,528		74,120	6.87%
Easterhouse	Glasgow City	430,106	391,604		38,502	9.83%
Exhibition Centre Glasgow	Glasgow City	1,639,854	1,375,492	Strong growth on North Glasgow lines COMMONWEALTH GAMES	264,362	19.22%
Fairlie	North Ayrshire	39,048	36,018		3,030	8.41%
Fort Matilda	Inverclyde	130,618	121,088		9,530	7.87%
Garelochhead	Argyll And Bute	6,920	5,256	Improved service on West Highland Line	1,664	31.66%
Garrowhill	Glasgow City	469,338	451,582		17,756	3.93%
Garscadden	Glasgow City	224,964	227,730		-2,766	-1.21%
Gartcosh	North Lanarkshire	177,018	153,414	More services introduced between Glasgow and Cumbernauld	23,604	15.39%
Giffnock	East Renfrewshire	326,972	315,330		11,642	3.69%
Gilshochill	Glasgow City	101,938	94,544		7,394	7.82%
Girvan	South Ayrshire	139,604	138,692		912	0.66%
Glasgow Central	Glasgow City	28,964,760	27,152,694		1,812,066	6.67%
Glasgow Queen Street	Glasgow City	16,959,230	15,760,558		1,198,672	7.61%
Glengarnock	North Ayrshire	332,128	320,824		11,304	3.52%
Gourock	Inverclyde	534,602	482,912	Reason for change unclear - possibly due to ferry traffic	51,690	10.70%
Greenfaulds	North Lanarkshire	136,514	130,542		5,972	4.57%
Greenock Central	Inverclyde	391,432	379,158		12,274	3.24%
Greenock West	Inverclyde	553,072	516,360		36,712	7.11%
Hairmyres	South Lanarkshire	727,414	692,092		35,322	5.10%
Hamilton Central	South Lanarkshire	847,790	815,324		32,466	3.98%
Hamilton West	South Lanarkshire	946,210	904,786		41,424	4.58%
Hartwood	North Lanarkshire	17,186	15,486	Unclear - reverses decline in previous year	1,700	10.98%
Hawkhead	Renfrewshire	183,842	167,292		16,550	9.89%

Station Name	Unitary Authority	2014-15 Entries & Exits	2013-14 Entries & Exits	ORR Explanation of Large Change	Increase/ Decrease	% +/-
Helensburgh Central	Argyll And Bute	843,343	826,412		16,931	2.05%
Helensburgh Upper	Argyll And Bute	15,731	11,964	Improved BR proportions from new count data	3,767	31.49%
High Street	Glasgow City	677,050	609,548	COMMONWEALTH GAMES	67,502	11.07%
Hillfoot	East Dunbartonshire	326,896	309,340		17,556	5.68%
Hillington East	Glasgow City	214,534	208,880		5,654	2.71%
Hillington West	Glasgow City	428,592	330,436	High growth trend	98,156	29.70%
Holytown	North Lanarkshire	140,756	140,516		240	0.17%
Howwood	Renfrewshire	119,876	112,720		7,156	6.35%
Hyndland	Glasgow City	1,714,466	1,650,192		64,274	3.89%
IBM Halt	Inverclyde	47,376	71,128	Demand decrease trend	-23,752	-33.39%
Inverkip	Inverclyde	84,242	74,688	High growth trend	9,554	12.79%
Irvine	North Ayrshire	955,130	910,890		44,240	4.86%
Johnstone	Renfrewshire	1,308,678	1,232,434		76,244	6.19%
Jordanhill	Glasgow City	304,130	296,300		7,830	2.64%
Kelvindale	Glasgow City	105,546	97,998		7,548	7.70%
Kennishead	Glasgow City	65,282	60,250		5,032	8.35%
Kilmarnock	East Ayrshire	612,376	554,740	Unclear - reverses decline in previous year	57,636	10.39%
Kilmaurs	East Ayrshire	109,788	105,794		3,994	3.78%
Kilpatrick	West Dunbartonshire	128,482	125,306		3,176	2.53%
Kilwinning	North Ayrshire	989,144	959,874		29,270	3.05%
King's Park	Glasgow City	186,778	173,338		13,440	7.75%
Kirkhill	South Lanarkshire	74,922	76,282		-1,360	-1.78%
Kirkwood	North Lanarkshire	131,580	130,200		1,380	1.06%
Lanark	South Lanarkshire	328,890	304,640		24,250	7.96%
Langbank	Renfrewshire	61,484	60,042		1,442	2.40%
Langside	Glasgow City	239,974	230,348		9,626	4.18%
Largs	North Ayrshire	452,880	449,068		3,812	0.85%

Station Name	Unitary Authority	2014-15 Entries & Exits	2013-14 Entries & Exits	ORR Explanation of Large Change	Increase/ Decrease	% +/-
Larkhall	South Lanarkshire	420,130	406,074		14,056	3.46%
Lenzie	East Dunbartonshire	847,748	782,650		65,098	8.32%
Lochwinnoch	Renfrewshire	204,660	191,152		13,508	7.07%
Maryhill	Glasgow City	92,342	77,256	Sunday service introduced	15,086	19.53%
Maxwell Park	Glasgow City	156,340	146,686		9,654	6.58%
Maybole	South Ayrshire	89,312	83,716		5,596	6.68%
Merryton	South Lanarkshire	116,234	111,384		4,850	4.35%
Milliken Park	Renfrewshire	198,184	190,254		7,930	4.17%
Milngavie	East Dunbartonshire	998,354	946,948		51,406	5.43%
Mosspark	Glasgow City	119,024	110,698		8,326	7.52%
Motherwell	North Lanarkshire	1,225,648	1,135,362		90,286	7.95%
Mount Florida	Glasgow City	1,097,176	1,071,688		25,488	2.38%
Mt. Vernon	Glasgow City	58,996	57,332		1,664	2.90%
Muirend	Glasgow City	366,976	338,348		28,628	8.46%
Neilston	East Renfrewshire	418,768	416,712		2,056	0.49%
New Cumnock	East Ayrshire	31,852	27,182	Unclear - reverses decline in previous year	4,670	17.18%
Newton	South Lanarkshire	569,006	505,286	More services from December 2014 onwards	63,720	12.61%
Newton-On-Ayr	South Ayrshire	74,996	60,454	High growth trend	14,542	24.05%
Nitshill	Glasgow City	109,204	92,842	Unclear - reverses decline in previous year	16,362	17.62%
Paisley Canal	Renfrewshire	363,162	340,574		22,588	6.63%
Paisley Gilmour Street	Renfrewshire	4,090,566	3,954,530		136,036	3.44%
Paisley St.James	Renfrewshire	67,184	56,950	Reason for change unclear	10,234	17.97%
Partick	Glasgow City	2,788,084	2,674,314		113,770	4.25%
Patterton	East Renfrewshire	415,978	397,542		18,436	4.64%
Pollokshaws East	Glasgow City	343,534	332,546		10,988	3.30%
Pollokshaws West	Glasgow City	142,128	134,624		7,504	5.57%
Pollokshields East	Glasgow City	374,936	359,944		14,992	4.17%

Station Name	Unitary Authority	2014-15 Entries & Exits	2013-14 Entries & Exits	ORR Explanation of Large Change	Increase/ Decrease	% +/-
Pollokshields West	Glasgow City	175,590	168,716		6,874	4.07%
Port Glasgow	Inverclyde	518,908	486,328		32,580	6.70%
Possilpark & Parkhouse	Glasgow City	97,738	99,180		-1,442	-1.45%
Prestwick	South Ayrshire	375,484	344,300		31,184	9.06%
Prestwick Internat'nl Airport	South Ayrshire	293,888	453,998	Likely linked to decline in number of passengers travelling from Glasgow Prestwick Airport (fell 20% between 2013 and 2014)	-160,110	-35.27%
Priesthill & Darnley	Glasgow City	134,174	125,776		8,398	6.68%
Queen's Park (Glasgow)	Glasgow City	624,004	604,790		19,214	3.18%
Renton	West Dunbartonshire	118,356	123,204		-4,848	-3.93%
Rutherglen	South Lanarkshire	1,073,932	1,030,290		43,642	4.24%
Saltcoats	North Ayrshire	347,438	347,852		-414	-0.12%
Scotstounhill	Glasgow City	448,562	397,412	Possibly Rugby nearby	51,150	12.87%
Shawlands	Glasgow City	152,726	145,012		7,714	5.32%
Shettleston	Glasgow City	707,460	673,636		33,824	5.02%
Shieldmuir	North Lanarkshire	89,178	81,376		7,802	9.59%
Shotts	North Lanarkshire	218,600	207,306		11,294	5.45%
Singer	West Dunbartonshire	665,536	638,418		27,118	4.25%
Springburn	Glasgow City	415,716	378,144		37,572	9.94%
Stepps	North Lanarkshire	296,880	277,376		19,504	7.03%
Stevenston	North Ayrshire	137,888	134,336		3,552	2.64%
Stewarton	East Ayrshire	331,914	325,998		5,916	1.81%
Summerston	Glasgow City	166,880	154,082		12,798	8.31%
Thornliebank	East Renfrewshire	230,406	217,158		13,248	6.10%
Thorntonhall	South Lanarkshire	18,314	18,394		-80	-0.43%
Troon	South Ayrshire	683,102	653,312		29,790	4.56%
Uddingston	South Lanarkshire	819,576	769,654		49,922	6.49%

Station Name	Unitary Authority	2014-15 Entries & Exits	2013-14 Entries & Exits	ORR Explanation of Large Change	Increase/ Decrease	% +/-
Wemyss Bay	Inverclyde	216,030	213,038		2,992	1.40%
West Kilbride	North Ayrshire	184,366	186,920		-2,554	-1.37%
Westerton	East Dunbartonshire	784,490	747,582		36,908	4.94%
Whifflet	North Lanarkshire	234,096	233,428		668	0.29%
Whinhill	Inverclyde	52,634	52,418		216	0.41%
Whitecraigs	East Renfrewshire	296,752	278,746		18,006	6.46%
Williamwood	East Renfrewshire	228,512	220,244		8,268	3.75%
Wishaw	North Lanarkshire	431,674	397,284		34,390	8.66%
Woodhall	Inverclyde	44,130	42,552		1,578	3.71%
Yoker	West Dunbartonshire	166,760	149,188	Reason for change unclear	17,572	11.78%

TOTALS	123,090,840	116,140,602		6,950,238	5.98%

APPENDIX 3: Network Rail - Scotland Route Study - Draft for Consultation

Response by Strathclyde Partnership for Transport

Background

- SPT welcomes the opportunity to comment on the *"Scotland Route Study – Draft for Consultation"* - and acknowledges purpose of the Study is to provide an evidence base that will inform funders in Scotland when considering rail industry investment choices for Control Period 6 and 7 (between 2019 and 2029), and that it is one of a new generation of studies across Great Britain which also sets out how forecast growth could be met through to 2043.
- SPT further understands that enhancements to the existing network should be considered primarily to increase line capacity or present opportunities to increase on-train capacity. SPT also acknowledges that the primary function of the Study is not to deal with the development of new or re-opened rail lines or the promotion of new stations – all of which would be pursued via different, but existing, processes.
- Notwithstanding existing investments and workstreams regarding the rail network, SPT will continue to support future passenger growth by working with the rail industry, local authorities and other partners to deliver enhancements to the rail network including park and ride facilities, projects which improve integration with other modes, and, if and where appropriate and justified, new lines, new stations, and other projects/ initiatives.
- SPT's comments primarily concentrate on the proposals for the Strathclyde area but also relate to wider connectivity proposals within the Study for enhanced links to other parts of Scotland and to the rest of the UK.

Glasgow Central station capacity

- SPT is supportive of the proposals designed to increase capacity at Glasgow Central High Level station and would acknowledge that the current lay-out, whilst currently adequate, will become increasingly sub-optimal as demand for rail capacity increases. SPT would specifically support improvements to track access to the current 15 platforms and, fundamental to this, improvements to the 'throat' of the station which should be seen as a priority. This is particularly important for future schemes, including the Glasgow and Clyde Valley City Deal Airport Access Project, led by Glasgow City Council and Renfrewshire Council..
- The Study's proposal for re-instatement of the viaduct over the Clyde at the east side of the station approach would not only provide additional capacity but would also potentially provide straight 400m long platforms which could provide capacity for longer, and potentially faster and more frequent, long-distance services, including High Speed Rail. In addition, via the elimination of the pinch-point at the throat of the station, SPT would support the proposals within the Study for increased capacity release at the shorter platforms at Central High Level either by extensions south towards the Clyde or by extending into the concourse area thus permitting their utilisation by the new generation of rolling stock potentially consisting of more than 6 cars.
- SPT is also supportive of improvements at suburban destinations – e.g. East Kilbride and Barrhead which would permit increased dwell time at those destinations whilst minimising platform occupancy at Glasgow Central High Level thereby increasing through-put and capacity at the city centre terminus. Opportunities exist for infrastructure improvements at suburban destinations to be developed alongside "in-fill" electrification works to those

destinations and these should be pursued co-timeously and, by so doing, would provide an "economy of scale" as part of these wider improvements.

Electrification, junction capacity and train capacity

- Similarly SPT would acknowledge that improvements across the network, in addition to the programme for in-fill electrification, including the need to increase capacity at key junction locations should also be taken forward as a priority. The elimination of single-lead junctions across the network – at, for example, Bellgrove, and Westerton - alongside "in-fill" electrification of the line via Maryhill, which SPT strongly supports, would not only increase capacity but would also enhance passenger safety. It is notable that the elimination of single lead infrastructure has already taken place at Busby Junction on the East Kilbride/Barrhead lines.
- Greater capacity on key routes and at key rail stations should also be pursued as part of the Study – specifically longer platforms to accommodate longer trains – Ayrshire and Inverclyde services are specifically mentioned and other routes such as Argyle Line, North Electric and East Kilbride should also be prioritised as regards greater capacity and longer trains. This improvement should be taken forward in parallel with plans to increase depot capacity across the network to ensure that additional rolling stock can be maintained and safely stored when not in service, in addition to increased numbers of stabling facilities for safe storage of units overnight should also be prioritised. The increase in running lines at strategic points on the network – Hyndland-Partick and between Shields Road and Glasgow Central High Level are particularly relevant as regards network capacity enhancement.

Station Enhancements

- As regards station improvements, SPT would support better circulation space for the increase in passenger numbers should go hand-in-hand with platform lengthening works – specifically at stations where circulation space and access/egress is relatively limited. This is particularly evident at island platform stations – Glasgow Central (Low Level), Argyle Street, Mount Florida (during events) and Hyndland for example, but obviously such capacity improvements at stations should not be limited to island platform stations but should be considered on a station-by-station basis.

Proposals within the Study supported by SPT:

- Carstairs Junction enhancement – enabling faster longer distance journeys but also improvements to local journeys from Carstairs to/from Glasgow/Motherwell/Edinburgh
- Longer trains to/from Glasgow to/from Aberdeen, Perth, Dunblane, Alloa, Stirling etc. – longer trains to better serve these locations as well as suburban stations on the line
- Future improvements on the Glasgow – Falkirk Edinburgh line and further enhancements into Edinburgh Waverley including access through the tunnels between Haymarket and Edinburgh as well as platform enhancements at Waverley.
- Electrification of the line north of Dunblane – specifically to/from Aberdeen and Inverness enhancements including those improvements to infrastructure proposed at Perth and south of Montrose as well as improved stopping patterns on these lines.
- Gauging for freight between Carstairs-Coatbridge and Grangemouth is strongly supported to build on the current level of freight such that the freight market can similarly grow and benefit

from the wider infrastructure improvements to the network proposed within the draft document.

Proposals not currently included within the Study supported by SPT:

- As regards specific improvements to the network which are not included, or specifically supported, in the Study, SPT, whilst being mindful of the Study's over-arching purpose, would suggest the following interventions on the rail network be considered:
  - SPT believe that Network Rail should be more responsive to, and the Study should have a greater acknowledgement of, partners' strategic aspirations. This includes SPT's Regional Transport Strategy, Councils Local Transport Strategies, Clydeplan, and Glasgow and Clyde Valley City Deal projects, particularly the Glasgow City Council and Renfrewshire Council-led Airport Access Project in relation to addressing capacity issues on the rail corridor towards the airport (including approaches to Central Station) in preparation for any future scheme.
  - Enhancements to the infrastructure on the Largs branch between Ardrossan South Beach and Largs – specifically the electrification of the parallel freight line as far as Hunterston for use by passenger trains. Largs has a relatively high patronage (c.450,000 pax per annum) for a low service frequency (basically 1 tph) branch and this intervention could enhance service levels to half-hourly for the majority of the day, reduce crowding and better match service supply with passenger demand.
  - Following in-fill electrification to Barrhead and the proposed electrification of that line south to Kilmarnock (and connecting to Barassie and the Ayr line) – the opportunity should be taken, during electrification, to simultaneously re-double the track along the entire route between Barrhead and Kilmarnock. This would enhance frequency options and also safety on the line and, as has been recently witnessed with the disruption to the West Coast Mainline at Lamington, could provide a more robust diversionary route to the south whilst maintaining the full local services between East Ayrshire and East Renfrewshire to and from Glasgow.
  - The success of the increased service to/from Oban should be built upon with greater capacity per train offered – this would preferably enable all services to operate as 4 car sets although a more expensive option might be to consider some specific infrastructure works along the line to increase the number of passing loops along the route to allow additional services to operate.
  - SPT would also consider whether specific signalling improvements and potentially the construction/re-instatement/increased use of chords at some locations could be considered as part of the Study – specifically at Garngad.

SPT would be happy to elaborate on any of the above comments and look forward to working with Network Rail and other industry partners as the Study is taken forward.