



## Rail Update in SPT area

**Committee** Strategy and Programmes

**Date of meeting** 10 May 2019

**Date of report** 25 April 2019

### Report by Senior Director

#### 1. Object of report

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

- Key projects and initiatives:
  - The Edinburgh-Glasgow Improvement Programme (EGIP); and
  - Current key SPT rail projects and initiatives including from the capital programme.
- Operational updates, including:
  - ScotRail Alliance performance improvement measures;
  - Rail fares and timetable changes;
  - Patronage on the West Coast Main Line; and
  - Improvements to the Caledonian Sleeper service.
- Industry reviews, studies and control period issues:
  - Scotland's Railway – Investment during Control Period 6 (2019-24);
  - The Williams Rail Review; and
  - The South West Scotland Transport Study.

#### 2. Background

This report seeks to update members on developments in rail in the west of Scotland and is in addition to any reports on specific rail projects SPT is involved in. Members will also be aware that operational performance information on ScotRail performance in the SPT area is reported to the Operations Committee.

### 3. Update

#### 3.1 Key projects and initiatives

##### 3.1.1 EGIP<sup>1</sup>

SPT officers continue to liaise with Network Rail, ScotRail, bus operators and Glasgow City Council to seek to minimise disruption to the travelling public arising from construction works around the re-developing Glasgow Queen Street station site. Good progress is being made on the delivery of the project.

Works to electrify the lines to Larbert, Stirling, Dunblane and Alloa are complete and electric services now operate between Glasgow Queen Street, Edinburgh, Dunblane and Alloa with electric Cumbernauld services now extended to Edinburgh via Falkirk Grahamston.

Delays in introducing the new Class 385 rolling stock are being addressed with circa 37 of the 70 units now in service and the remainder to be in service later in 2019. It is expected that as these units are phased into service, journey time improvements between Glasgow and Edinburgh (via Falkirk High) will be realised with delivery of some 42-minutes between the two termini being introduced during 2019; the average journey time will be reduced from 52 minutes to 47 minutes.

##### 3.1.2 Current SPT key rail projects and initiatives

Noted below is a summary of some of the current key rail projects SPT and partners, including Councils, are involved in:

- Robroyston Station and Park & Ride

Works are currently underway and on track to deliver the station and park and ride for commencement of the December 2019 timetable.

- Motherwell Station

As reported to the Committee in November 2018, ScotRail, in partnership with North Lanarkshire Council (NLC) and Network Rail has been working to deliver a comprehensive redevelopment of Motherwell rail station. Site works are expected to commence later in 2019 following Scotrail board approval and co-ordinated with NLC proposals for Muir Street.

Feasibility, investigative and design work is being undertaken in relation to potential projects identified by Council partners and form part of the 2019/20 Capital Programme, as per below:

- East Renfrewshire: Barrhead Park & Ride Extension
- North Lanarkshire: Harthill Park & Ride extension  
Holytown Station/Interchange improvements  
Motherwell Station/Interchange improvements (as above)  
Motherwell Station Park & Ride Expansion (complimentary to the statue redevelopment)  
Wishaw Station Park & Ride expansion
- Renfrewshire: Milliken Park Station Park & Ride – new facility

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<sup>1</sup> <http://www.egip.info/>

- South Lanarkshire: Cambuslang Station Park & Ride – new facility  
Carstairs Park & Ride expansion
- Inverclyde: Port Glasgow access improvements
- West Dunbartonshire: Balloch Station Park & Ride expansion  
Clydebank Transport Interchange Study

## 3.2 Operational updates

### 3.2.1 ScotRail Alliance Performance Improvement Measures

As members may be aware, Transport Scotland (TS) served ScotRail with a Remedial Plan notice on 24 December 2018 as a result of on-going issues with the delivery of the ScotRail franchise. ScotRail's response was subsequently submitted to Transport Scotland on 8 February 2019. This will involve around £18m worth of improvements across the network, including the leasing of three extra trains, information screens being upgraded at 16 stations and hiring more staff - including 55 drivers and 30 conductors.

### 3.2.2 Rail fares

As previously reported to Committee in June 2018, the Rail Delivery Group (RDG) launched a public consultation regarding the rail fares system. The consultation ran between June and September 2018 and resulted in almost 20,000 responses as well as conversations with over 60 bodies representing over 300,000 other organisations, authorities and individuals.

Responses broadly advocated that the current ticketing model be simplified and made easier for customers to use, as well as updated to deal with modern technologies and working patterns. The RDG published the following principles for rail ticketing in February 2019:

- A simplified buying process;
- Ticketing better reflecting modern work patterns;
- Customers having control over the journeys that they pay for;
- Making it easier to alter planned journeys;
- Hassle-free refunds; and
- Good deals for everyone's travel needs.

The RDG now wishes to work with the UK Government to begin the process of reforming fares regulation to enable these principles to be delivered.

### 3.2.3 Timetable changes

The ScotRail May 2019 timetable will have some minor improvements due to greater availability of rolling stock and the on-going delivery of improvements arising from EGIP associated electrification works.

### 3.2.4 West Coast Main Line (WCML) patronage

In April 2019, Virgin Trains reported that 2,000 people per day travel between Glasgow and London on the WCML – an increase of 30% in 6 years. In total for 18/19, the operator carried 688,026 passengers between Glasgow and London. Patronage figures between Glasgow and Birmingham have also risen.

### 3.2.5 Caledonian Sleeper

From June, new rolling stock will be introduced on the cross-border sleeper services initially between London and Glasgow, with the West Highland Sleeper service being upgraded later in 2019.

## 3.3 Industry reviews, studies and control period issues

### 3.3.1 Scotland's Railway: Investment during Control Period 6 (CP6) (2019-24)

Transport Scotland published its strategy for investment in rail during CP6 in March 2019. In relation to the west of Scotland, key commitments include:

- Edinburgh Glasgow Improvement Programme
- Shotts Line electrification - service introduction
- The redevelopment of Glasgow Queen Street station and surrounding area
- New station at Robroyston
- Large scale improvements at Motherwell station
- Wider station improvements through the Access for All Scheme

Further, while not at this stage giving a commitment to fund all the following projects through each stage of development or to delivery (and for complex projects and programmes, phasing may be required to align with the availability of funding), TS highlight these initiatives for the west of Scotland:

- Provision of a new electricity feeder station at Curriehill to ensure a resilient power supply to Central Scotland and enable additional services on the Shotts line;
- Improvements (targeted) to the railway between Perth and Glasgow including potentially extending electrification from Dunblane to Perth seeking faster overall rail journeys from Aberdeen and Inverness to Glasgow and accommodating an increase in rail freight between Central Scotland freight terminals;
- Improvements to East Kilbride and Barrhead services to enable more passengers to use the railway and create a greener commute from two of the main Glasgow commuter areas;
- Early consideration of ways in which improvements to services along the West Highland Lines (Glasgow to Oban, Fort William and Mallaig) can support economic growth and the tourist offer;
- Early consideration of improvements to rail services on the Argyle Lines, with a focus on improving the passenger experience and train service reliability; and
- Building on existing improvements, consideration of improving passenger and freight services from Aberdeen to Central Belt, supporting business and local communities.

### 3.3.2 The Williams Rail Review

This Review was set up in September 2018 by the UK Secretary of State for Transport to look at the organisational and commercial frameworks of the rail industry. The Review is being led by independent chair Keith Williams, the former chairman and chief executive of British Airways. The UK Government has said the Review will support the delivery of:

- commercial models for the provision of rail services prioritising the interests of passengers and taxpayers;
- rail industry structures that promote clear accountability and effective joint-working for both passengers and the freight sector;
- a system that is financially sustainable and able to address long-term cost pressures;
- a railway that is able to offer good value fares for passengers, while keeping costs down for taxpayers;
- improved industrial relations, to reduce disruption and improve reliability for passengers; and
- a rail sector with the agility to respond to future challenges and opportunities.

The Review's findings and recommendations will be published in a UK Government White Paper in autumn 2019, with reform of the sector to begin in 2020.

### 3.3.3 The South West Scotland Transport Study

This study, led by Transport Scotland is examining the rationale for improvements to rail, road, public transport and active travel on key strategic corridors in the south west of Scotland, including the A75 and A77 linking to Stranraer, Dumfries, and the ports at Cairnryan. SPT continues to input into the study through the working group. The study outputs will inform the development of the new national Strategic Transport Projects Review, which is now underway and is due to complete in late 2020.

### 3.3.4 High Speed Rail

Transport Scotland in early 2019 advised that consultants working on their behalf had identified various options for high speed / classic compatible route alignments into Scotland from south of the border, including both west and east coast options. Work is continuing in order to refine these. Officers continue to attend and receive updates from the High Speed Rail Scotland group.

## 4. Conclusions

At a strategic level, SPT continues to actively engage with rail industry partners through various forums. This includes the west of Scotland rail forum which SPT chairs, and which last met on 15 March 2019. SPT also directly liaises regularly with Transport Scotland, partner Councils, ScotRail and Network Rail on issues of mutual interest including capital investments in rail related infrastructure.

## 5. Committee action

The Committee is recommended to note the contents of this report.

## 6. Consequences

Policy consequences	<i>In line with the Regional Transport Strategy.</i>
Legal consequences	<i>None</i>
Financial consequences	<i>None</i>
Personnel consequences	<i>None</i>
Equalities consequences	<i>None identified within this report.</i>
Risk consequences	<i>None</i>

**Name** Charles Hoskins  
**Title** Senior Director

**Name** Gordon Maclennan  
**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.*