

## Rail Update in SPT area

**Committee** Strategy and Programmes

**Date of meeting** 18 May 2018

**Date of report** 25 April 2018

### 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:

- The Edinburgh-Glasgow Improvement Programme (EGIP);
- ScotRail Alliance performance improvement measures;
- Transport Scotland's Rail Enhancements and Capital Investment Strategy, Local Rail Development Fund, and South West Scotland Transport Study;
- Rail fares, timetable changes and rolling stock; and
- Current key SPT rail projects and initiatives, including from the capital programme.

#### 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 rail is reported to the Operations Committee.

#### 3. Update

##### 3.1 Edinburgh-Glasgow Improvement Programme<sup>1</sup>

SPT officers continue to liaise with colleagues in Network Rail, ScotRail, bus operators and Glasgow City Council to seek to minimise disruption to the travelling public arising from construction works for the new Glasgow Queen Street station and any disruption caused by on-going EGIP-related works on the railway. Works to electrify the lines to Larbert, Stirling, Dunblane and Alloa are progressing and a limited electric service is now operating between Glasgow Queen Street (HL) and Edinburgh.

Issues with new Class 385 rolling stock have delayed their introduction into service. It is expected that some units will be phased in to service during 2018, with the new electric timetable on the Glasgow-Edinburgh (via Falkirk High) route

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

delivering a 42 journey time between the two main termini being fully introduced during 2019. This improvement represents a 10 minute reduction on current journey times on this route.

As part of wider improvements across the area (EGIP plus the electrification of the Shotts Line and improvements to the West Coast Main Line at Rutherglen), there are additional on-going planned disruptions across the network, including evening and weekend line closures. Further information on these disruptions is available at [www.scotrail.co.uk](http://www.scotrail.co.uk).

### 3.2 ScotRail Alliance Performance Improvement Measures

The ScotRail Alliance (ScotRail and Network Rail) commissioned an independent expert to develop an improvement plan in light of a range of recent issues on the network. On 29 March 2018, the Alliance published the 20 recommendations<sup>2</sup> and noted that they have accepted them all in totality, and will now seek to deliver them.

The 20 recommendations are as follows:

- *“Infrastructure resource efficiency should be reviewed and discussed at the Alliance Board*
- *Eliminate infrastructure failures that occur soon after work completion*
- *Improve the determination of root cause for infrastructure component failures*
- *Provide strategic engineering leadership for the remote diagnosis of infrastructure condition*
- *Review and agree autumn preparedness at the Alliance Board*
- *Review depot production management arrangements*
- *Put in improved fleet maintenance planning processes*
- *Assign clear responsibility for managing the reliability of interfaces between key systems*
- *Review adequacy of future operational resource planning*
- *Build a ScotRail network-wide performance model, including both unit diagram and crew diagram dependencies*
- *Urgently put in measures for right-time departures at Whifflet station*
- *Urgently put in measures for right-time departures at Milngavie station*
- *Undertake a systematic review of planning and activity times and local infrastructure design limitations*
- *Improve the level of access to live data to support decision making*
- *Suspend the application of skip stopping, except as a last resort*
- *Co-create the Operational Delivery Plan and Recovery Plan for the Glasgow Electrics*
- *Ringfence strategic resource to plan for service robustness*

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<sup>2</sup> The full list of recommendations can be found at: <https://www.scotrail.co.uk/about-scotrail/news/improvement-plan-build-best-railway-scotland-has-ever-had>

- *Reinstate diversionary route knowledge for Yoker drivers*
- *Restart Performance Control Room and Performance Executive Group with new governance arrangements*
- *Review tools and processes available to ScotRail's Performance Management team"*

### 3.3 Transport Scotland's Rail Enhancements and Capital Investment Strategy and Local Rail Development Fund

On 19 March 2018, Transport Scotland (TS) published its Rail Enhancements and Capital Investment Strategy<sup>3</sup>. TS note that this Strategy is intended to set out longer term (beyond 5 years) aspirations for the rail network in Scotland and takes a strategic approach to all rail capital investments with a particular focus on making best use of the opportunities presented by major renewals. Areas for action include:

- A focus on value for money and the identification of whole-life costs in addition to initial capital expenditure
- Investment in rail interventions (e.g. services or infrastructure) only where they clearly represent the optimum value for money solution in terms of economic, social and environmental outcomes
- Assurance from whole-system specification, making sure that the infrastructure, rolling stock and timetabling all work together
- Confidence for the supply chain through steady work-banks, promoting employment, training opportunities and innovation
- Optimum coordination of all enhancement and major renewals projects
- Decisions taken for the long-term
- Rail corridors assessed holistically
- Improved modal integration
- An environment which allows rail operators to deliver their franchise commitments

As part of this new Strategy, TS also launched a £2m Local Rail Development Fund, which applicants are invited to apply for funding for appraisal work to improve community access to the rail network. The closing date for applications was 18 May 2018 but has now been extended to 8 June 2018, with decisions made regarding those projects to be further appraised being announced by 29 June 2018. SPT is in dialogue with councils regarding proposed bids to the Fund.

### 3.4 South West Scotland Transport Study

On 16 March 2018, Transport Scotland announced that a contract has been awarded to review options to improve transport provision in the south west of Scotland, with a particular focus on access to the ports at Cairnryan. The multi-modal study will consider improvements on key strategic road corridors as well as the railway routes to Stranraer and Carlisle via Kilmarnock and Dumfries. The findings will help inform the forthcoming review of Scottish Government's transport investment priorities through the second Strategic Transport Projects

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<sup>3</sup> Full document available at: <https://www.transport.gov.scot/media/41836/rail-enhancements-and-capital-investment-strategy-15-march-2018.pdf>

Review (STPR2). Throughout this process SPT has input via its membership of the study group.

### 3.5 Rail fares

Regulated rail fares (season tickets and 'anytime' tickets) rose by 3.6% in January 2018, whilst unregulated fares (off-peak) rose by 2.6%. The fares increases are based on the Retail Prices Index (RPI) figure for July 2017 for peak fares and for off-peak fares it is calculated by this figure -1%.

On 8 May 2018, the Rail Delivery Group, the industry-led grouping of rail operating companies and other key partners, announced a consultation on rail fares across the UK. This has been proposed as result of what is regarded as a complex and confusing system for customers buying rail tickets. Officers will update the Committee further on this once the consultation has begun.

### 3.6 Timetable changes

The ScotRail May 2018 timetable will have minimal changes due to EGIP delays and rolling-stock issues. There are some very minor alterations due to previously approved changes in other operators' timetables.

From 20 May the number of Transpennine Express services calling at Motherwell will increase significantly, from the current 3 services per day to 20. These services operate between Glasgow Central and Manchester Airport.

### 3.7 Rolling stock

Due to pressures arising from engineering works delays, units coming to end of lease, and delays in delivery of HST and Class 385 trains, ScotRail is seeking to resolve the situation through the short-term acquisition of appropriate units for deployment across the network, with the cascade of new units occurring in due course.

### 3.8 Current 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

As previously reported, agreement has been reached that ScotRail will lead the delivery of the new station. A funding package has been identified and agreed between Glasgow City Council and the developer, with contributions from SPT and the Scottish Stations Fund. The Client Group will oversee the delivery of the station which is expected to be opened by late 2019. ScotRail is currently finalising the delivery and a preferred design and build contractor has been identified.

- Motherwell Station

ScotRail, in partnership with North Lanarkshire Council and Network Rail will deliver a comprehensive redevelopment of Motherwell rail station. This will involve expansion of the station building at street level to provide an enlarged concourse area with ticket gates, enhanced ticket and retailing facilities and improved station operational facilities to support current staffing levels; improved customer waiting facilities at platform level, links

to platforms and reconfigured staff accommodation including relocation of staff and BTP vehicles to remove current vehicle/pedestrian conflicts.

This project will co-ordinate with NLC funded improvements to Muir Street and the station forecourt, with enhanced transport integration and expansion to nearby park and ride facilities.

Detailed design work is to be completed by September 2018 to start on site in the Autumn and have as much of the scheme complete by March 2019 as possible to spend the Scottish Station Fund contribution in CP5.

SPT is grant funding £50,000 in 2018/19 towards the next phase and is on the client steering group.

- Airdrie Park & Ride - Project to deliver additional spaces now complete.
- Helensburgh Park & Ride - Construction completed - final delivery of 53 spaces imminent.
- Other Park & Rides and rail related projects.

Feasibility, investigative and design work is being undertaken in relation to potential projects identified by Council partners and which form part of the 2018/19 Capital Programme, as per below:

- |                        |                                     |
|------------------------|-------------------------------------|
| ▪ East Ayrshire        | Kilmaurs Park & Ride extension      |
| ▪ Glasgow City Council | Robroyston Station and Park & Ride  |
| ▪ Inverclyde           | Port Glasgow Access improvements    |
| ▪ North Lanarkshire    | Motherwell Interchange improvements |
| ▪ North Lanarkshire    | Wishaw Station Park & Ride          |
| ▪ South Lanarkshire    | Cambuslang Station Park & Ride      |
| ▪ South Lanarkshire    | Carstairs Park & Ride               |
| ▪ South Lanarkshire    | Hamilton West Park & Ride           |
| ▪ West Dunbartonshire  | Balloch Station Park & Ride         |
| ▪ West Dunbartonshire  | Clydebank Transport interchange     |
| ▪ West Dunbartonshire  | Park & Ride improvements            |

- 3.9 SPT officers will also participate in the recently announced West Highland Lines Review Group with the inaugural meeting to be held in Fort William on 21 May 2018. The group, established by TS, will build on work previously undertaken and will be led by Transport Scotland's Director of Rail; members will include Network Rail, ScotRail, Caledonian Sleeper, Tactrans; HITRANS, and SPT, as well as representatives from the freight industry, local councils, community groups and other operators on this route.

#### **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 17 April 2018. SPT also directly liaises regularly with Transport Scotland, 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>

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