

RAIL FORUM  
10:00 AM FRIDAY 22 APRIL 2016  
CONFERENCE ROOM 1, VICTORIA QUAY, EDINBURGH, EH6 6QQ

1. Minutes and Actions / Matters Arising from Rail Forum on 02 Oct 2015 (minutes attached)
2. Operational Issues and Future Development / Timetable Changes  
Report submitted to the 18<sup>th</sup> March 2016 SEStran Board attached for background information.
  - 2.1 ScotRail; Future ScotRail Timetable Strategy; Presentation by Scott Prentice, ScotRail – followed by a Q & A session
  - 2.2 Virgin East Coast
  - 2.3 Virgin West Coast
  - 2.3 Arriva Cross Country
  - 2.4 First Transpennine Express – Letter of Support dated 8 April attached
  - 2.5 Serco Sleeper Service
3. Competition and Market Authority; Rail Competition - Report submitted to the 18<sup>th</sup> March 2016 SEStran Board attached for background information
4. High Speed Rail to and within Scotland. Presentation by Alastair Young, Transport Scotland, followed by a Q& A session (Report attached for background information)
5. Shaw report on the future of Network Rail – Report attached
6. Update on £30 million Station Fund Projects and other projects / studies in the SEStran area - Report submitted to the 18<sup>th</sup> March 2016 SEStran Board attached for background information
7. EGIP, CP5 projects and other relevant Network Rail Investments; including
  - 7.1 Electrification Progress
  - 7.2 Glasgow Queen Street
  - 7.3 Waverley Station Platform Extensions
  - 7.4 W12 Gauge enhancements
  - 7.5 Portobello Junction and Millerhill Depot
  - 7.6 North Berwick Platform extension and Dunbar 2<sup>nd</sup> platform
  - 7.7 Carstairs junction
8. Planning for CP6 2019-24 - Update on Scotland Route Study (NR) – Copy of SEStran consultation response attached
9. Passenger Focus issues (Robert Samson)
10. Rail Freight (RFG; David Spaven)
11. AOCB
12. Date of next Rail Forum

SESTRAN RAIL FORUM  
10:00AM FRIDAY 2<sup>nd</sup> OCTOBER 2015  
CITY CHAMBERS

**Present**

Graham Bell (Chair)	Non Councillor Member
Charlie Anderson	Non Councillor Member
Cllr Donald Balsillie	Clackmannanshire Council
Cllr Jim Bryant	Midlothian Council
Sandy Scotland	Non Councillor Member
Barry Turner	Non Councillor Member
Kevin Collins	Falkirk Council
Chris Day	City of Edinburgh Council
Peter Forsyth	East Lothian Council
Catherine Hall	Network Rail
Cllr Irene Hamilton	Clackmannanshire Council
Trond Haugen	SEStran
Damien Henderson	Virgin Trains
Graeme Johnstone	Scottish Borders Council
James Lambert	CMA
Phillip Lawson	Virgin Trains
Catriona Macdonald	SEStran
Gordon Macleod	Transport Scotland
John Mitchell	Fife Council
William Murchison	Transpennine Express
Moirra Nelson	SEStran
Robert Samson	Passenger Focus
Sheila Scobie	CMA
Rose Tweedale	Transport Scotland
Martin Wanless	Scottish Borders Council
Emily Whitters	SEStran
Iain Wilson	ScotRail
Ian Yeowart	Alliance/GNER

**Apologies**

Cllr Stephen Bird	Falkirk Council
Cllr Tony Boyle	West Lothian Council
Cllr Gordon Edgar	Scottish Borders Council
Cllr James Fullarton	Scottish Borders Council
Cllr Bill Henderson	City of Edinburgh Council
Cllr Lesley Hinds	City of Edinburgh Council
Cllr Russell Imrie	Midlothian Council
John Martin	Non Councillor Member
Neil Renilson	Non Councillor Member
Cllr Adam McVey	City of Edinburgh Council
Tom Steele	Non Councillor Member
Cllr Michael Veitch	East Lothian Council
Michael Connolly	Abellio
Sarah Cunningham	First Group
Louise Ebbs	First Group
Jane Findlay	Fife Council
Joanne Gray	Transport Scotland

Alex Macaulay  
 Louise McRae  
 Chris Nutton  
 David Spaven  
 John Yellowlees

SEStran  
 Fife Council  
 First Group  
 Rail Freight Group  
 ScotRail

Ref.		Actions
1.	<b>Minutes and Actions/Matters Arising</b>	
	The minutes were approved and there were no matters arising.	
2.	<b>Competition in Passenger Rail Services in Great Britain; A Competition and Marketing Authority (CMA) Consultation. Presentation by James Lambert CMA</b>	
	<p>Mr Haugen requested that the group disregard paragraph 1.2 and 1.3 of the report circulated.</p> <p>Mr Lambert gave a presentation on the Competition in Passenger Rail Services in Great Britain consultation. Presentation attached with minutes. Main points as follows:</p> <ul style="list-style-type: none"> <li>• CMA is a new body formed last April by the Office of Fair Trading and competition commission</li> <li>• The consultation project was launched in January 2015. It is a policy project rather than a formal market investigation.</li> <li>• The discussion document was published in July for a consultation period that ends in October 2015.</li> <li>• Following consultation CMA will create some final recommendations but do not view this as the end of the project – rather as the start of engagement with policy makers taking in to account views from the consultation.</li> <li>• Project goals include: whether it is desirable and feasible to have greater competition. Looking to secure passenger benefits, very mindful of avoiding disruption to the franchise process, protecting investment and having no adverse operational impact on the routes</li> <li>• CMA have examined evidence from the market as it currently stands, looked at overlapping and parallel franchises, spoken to regulators in European countries such as Italy and Sweden and looked at other transport markets.</li> <li>• The level of on-rail competition can most usefully be looked at on long distance and main city routes. Franchises which are connecting sparse communities and those that receive subsidies would not be so suitable for this process.</li> <li>• It would be possible to use one route as a pilot e.g. East Coast could be used and if successful this could be expanded to the West Coast franchise.</li> </ul> <p><u>4 Options:</u></p> <ul style="list-style-type: none"> <li>• Option 1: Increased role for open access operators alongside the franchisee. Would shift the balance to more revenue neutral.</li> <li>• Options 2: 2 successful bidders for certain franchises</li> <li>• Option 3: Looking at overlapping franchises,</li> </ul>	

	<ul style="list-style-type: none"> <li>Option 4: multiple operators on the route with licenses to ensure a minimum level of service was provided and certain key routes and stations were served.</li> <li>At this stage CMA have not reached any firm view of which option they will recommend or how they will recommend this. Looking to have a final report to put to policy makers at the beginning of next year.</li> </ul> <p>Mr Haugen questioned if this paper took in to account competition with other modes of transport. Mr Lambert stated they are aware of the impact of competition from other modes of travel but see it as operating in different ways. CMA is in discussions with rail delivery groups about competition from private cars.</p> <p>The group noted their cautions over increased competition resulting in potential difficulties for passengers in regards to ticketing and accessibility.</p>	
<b>3.</b>	<b>Operational Issues and Future Development/Timetable Changes</b>	
3.1	<p><u>ScotRail</u></p> <p>Mr Wilson provided an update on matters raised at the previous meeting:</p> <ul style="list-style-type: none"> <li>ScotRail met with East Lothian Council and SEStran regarding the issues with parking at Drem station. These discussions are ongoing.</li> <li>Club 50 has been successful – more than 100,000 people have signed up with 28% taking up the travel anywhere offer.</li> <li>Loss of cross Edinburgh services between Newcraighall and Fife circle – these still operate at peaks and ScotRail increased the number of cross Edinburgh services following consultation with SEStran and local authorities. Considering enhancements for Edinburgh suburban network with Network Rail.</li> </ul> <p>Further points raised by Mr Wilson:</p> <ul style="list-style-type: none"> <li>Borders Railway has been very successful but popularity has resulted in some capacity issues. ScotRail are monitoring passenger numbers and have strengthened services on weekends and mid-week peaks.</li> <li>5 trains from Fife have had carriages reduced on the weekends to help cope with demand on the Borders Railway. Mr Wilson is to inform the group which services are being affected.</li> </ul> <p>The group expressed concern over the capacity issues and Ms Tweedale noted that it is built in to the franchise agreement that ScotRail will have a crowding manager and introduce passenger count equipment so that these issues are being addressed.</p> <p>Mr Haugen suggested that Abellio, Network Rail, Transport Scotland, SEStran and City of Edinburgh Council could work on a joint study regarding the cross Edinburgh services. Ms Hall responded that Network rail are currently looking at this in a route study.</p> <p>Mr Scotland enquired about figures for punctuality of the Borders rail thus far. Mr Wilson to circulate these figures.</p> <p>Mr Turner asked about the timescale for having longer trains for the Dunbar to North Berwick service. Mr Wilson will bring this information back to the group.</p>	<p>Mr Wilson</p> <p>Mr Wilson</p> <p>Mr Wilson</p>
3.2	<p><u>Virgin East Coast</u></p> <p>Mr Henderson provided a short update as follows:</p>	

	<ul style="list-style-type: none"> <li>• 10% reduction of anytime fares has been positive East Coast</li> <li>• West Coast - Conversion to First Class Standard 9 car P`endelino has been successful, provides 5500 more seats in standard across the network.</li> <li>• Looking at delayed compensation payments – announcement to be made shortly.</li> </ul>	
3.3	<u>Virgin West Coast</u> This was covered in item 3.2	
3.4	<u>Arriva Cross Country</u> No update given.	
3.5	<u>First Transpennine Express</u> Mr Murchison provided an update as follows: <ul style="list-style-type: none"> <li>• The incumbent franchise ends on 1st April 2016. Three bidders have submitted their proposals for the next franchise and an announcement is expected before the year end.</li> </ul> <p>Mr Scotland noted that the Transpennine Express train from Manchester to Edinburgh was recently named one of the most overcrowded services on a Department for Transport (DfT) list. Mr Murchison clarified that it was the 1600 and 1800 service that are included on the list due to their being rerouted via Wigan instead of Bolton as a result of new electric rolling stock.</p>	
3.6	<u>Serco Sleeper Service</u> No update given.	
<b>4.</b>	<b>Accessible Rail Travel</b>	
	<p>Mr Haugen had circulated a letter regarding accessible rail travel. Mr Macleod stated that he could raise this issue with colleagues who attend the Scottish Rail Accessibility Forum (SRAF). Mr Bell suggested that if there was feedback from this forum regarding the issue that it would be helpful to get a presentation from SRAF in the future.</p> <p>Mr Johnstone noted that that East Lothian Council are hosting the SEStran equalities forum in Haddington on the 13<sup>th</sup> November 2015 where this item could be discussed as well.</p>	Mr Macleod
<b>5.</b>	<b>Update on £30 million Station Fund Projects and other projects/studies in the SEStran area</b>	
	<p>Mr Haugen circulated a report with a list of the schemes that SEStran and constituent local authorities are involved in delivering within the station fund.</p> <p>Cllr Balsillie questioned the process for bidding in to this fund. Mr Haugen stated that the initial bid should be made to Network Rail for station improvements but noted that you have to take the project through the development process.</p>	
<b>6.</b>	<b>EGIP and other relevant Network Rail Investments; including</b>	
	Ms Hall gave an update as follows: <u>EGIP</u>	

	<ul style="list-style-type: none"> <li>• Network rail are progressing the redevelopment of Queen Street station. The extension at Buchanan Galleries has been put on hold and Network Rail are discussing the implications of this with Transport Scotland.</li> <li>• Winchburgh Tunnel closure was completed in July.</li> <li>• Works at Millerhill depot are on plan.</li> <li>• The new station at Edinburgh Gateway is on plan.</li> </ul> <p><u>Enhancement Projects in Control Period 5</u></p> <ul style="list-style-type: none"> <li>• Remainder of main project of electrification includes Shotts which is due to be completed in March 2019.</li> <li>• W12 Gage enhancement, which is predominantly the Edinburgh suburban line, is on plan for March 2016.</li> <li>• The delivery of the electrification of Grangemouth branch will be completed by the end of control period.</li> <li>• Development work is ongoing for Dunbar platform extension. The initial design report is expected by the end of the year.</li> <li>• Portobello junction enhancement – development work is underway. This will be discussed in the route study if not delivered in CP5.</li> <li>• The remodel of Carstairs junction will be featured in the route study for CP6. Development work is underway, due to report in the middle of next year.</li> <li>• Waverley Platform Extension – Ms Hall proposed that the project team could do a presentation at the next Rail Forum.</li> </ul>	
<b>7.</b>	<b>Planning for CP6 2019-24</b>	
	<p>Ms Hall stated that Network Rail are undertaking a work strategy for Scotland's Railways for the next 30 years. The consultation for this will begin in December to be published in July 2016. Following this, industry advice will be issued to ministers in September 2016. Mr Macleod stated that Transport Scotland will continue to build on the work that has been done and will follow on from the recommendations from Network Rail.</p> <p>Councillor Balsillie raised the issue of enhancement of the rail link from Alloa to Rosyth, following the closure of Longannet. A taskforce has been set up for this and Transport Scotland have committed to some funding and are looking for partner funding. Mr Haugen stated that SEStran, Fife Council and Clackmannanshire Council had undertaken a Scottish Transport Appraisal Guidance (STAG) refresh in 2010 but would need to get resources together to refresh this.</p>	
<b>8.</b>	<b>Passenger Focus issues</b>	
	<p>Mr Samson gave the following update:</p> <ul style="list-style-type: none"> <li>• Passenger Focus have recently published a report on passengers views on rail services during extreme weather with the clearest message being a desire for further resilience to weather conditions.</li> <li>• Passengers are looking for a commitment to run the full timetable unless safety is impaired</li> <li>• Mr Samson suggested that an effective tool in moderating passengers concerns is to show pictures of issues on social media to give passengers an understanding of the problem</li> </ul> <p>Mr Yeowhart noted that the safety of railway staff should be considered also and the group agreed that passengers can have unrealistic expectations of the rail industry during extreme weather.</p>	

<b>9.</b>	<b>Rail Freight</b>	
	No update given. Mr Bell suggested such a report would be welcome in future.	
<b>10.</b>	<b>AOCB</b>	
	<p>Councillor Balsillie raised a local issue at Stirling train station where disabled passengers are getting trapped on platform 9 due to accessibility issues. Mr Macleod noted that there have been some changes at platform 9 and that the vast majority of services do not arrive at platform 9 anymore.</p> <p>Councillor Balsillie raised the issue of bicycles on trains. Mr Bell suggested that this could be an agenda item at the next meeting.</p>	Mr Haugen
<b>11.</b>	<b>Date of next Rail Forum</b>	
	The date of the next rail forum will be circulated to the group in due course.	

**Rail Franchises – Report submitted to the 18 March 2016 SEStran Partnership Board**

**1. Background**

- 1.1 The Partnership Board on 20<sup>th</sup> March 2015 was advised on the status of all the six Franchises (with exception of the West Coast Franchise) serving the SEStran area.
- 1.2 The purpose of this report is to provide an update on the TransPennine franchises that is due to start soon and on the West Coast Franchise where tendering will commence later this year and to advise on some future ScotRail service changes affecting the SEStran area.
- 1.3 The most current timetable (Nov 2015) for all the franchises managed by the DfT is appended to this report.

**2. TransPennine Franchises Update**

- 2.1 The TransPennine Franchise (currently operated by a Keolis/First Group consortium) has been awarded to First Group and the new franchise is due to start on 1<sup>st</sup> April this year.
- 2.2 TransPennine operates Regional services in the North of England but this also includes the service between Manchester and Edinburgh / Glasgow via the West Coast.
- 2.3 In the consultation for the TransPennine franchise, SEStran particularly raised three issues:-
  - For services to Scotland, 'regional service quality' should become 'Inter-city service quality', especially journey time
  - A direct service between Edinburgh and Liverpool
  - Extension of services on the East Coast beyond Newcastle
- 2.4 To a great extent, the successful bid includes many of these aspirations:-
  - From late 2017, there will be brand new Inter-City style trains - capable of 125 mph – on the Manchester Airport – Manchester – Edinburgh/Glasgow services
  - From December 2018, there will be additional trains on these services; currently 8 trains per day to/from Edinburgh and 7 to/from Glasgow each weekday  
At the same time, a new Liverpool-Glasgow service will be introduced
  - From December 2019, the hourly Liverpool – Newcastle service will be extended to Edinburgh via the East Coast.
- 2.5 The extension of the Newcastle service to Edinburgh gives rise to opportunities as well as some elements of concern.



- It will provide new direct links between Edinburgh and Liverpool (as well as Huddersfield) and will greatly enhance connectivity between Edinburgh and Leeds as well as several East Coast towns such as Durham and Northallerton.
  - It will also provide the potential of serving a new station at Reston – as an alternative to provide a local service to Berwick-upon-Tweed – with a new station at East Linton being served by a local service to Dunbar
  - There will however be some concern about the capacity of the line north of Berwick. Currently there are 3 trains per hour (tph) + freight but this could significantly increase with the additional franchise services as well as several open access applications for new Edinburgh-London services (as reported to the March 2015 Board).
- 2.6 It is anticipated that the ORR will decide on the open access applications in the very near future. SEStran will also seek discussions with Transport Scotland and the rail industry about the potential of greater synergy between the various operators in order to best meet the service requirements for existing and new stations.

### **3. West Coast Franchise Update**

- 3.1 There has been further delay to the re-tendering of the West Coast franchise – currently held by Virgin as an agreed extension to their original franchise - and the current program is:-
- |                            |   |
|----------------------------|---|
| June 2016                  | Deadline for expressions of interest          |
| Nov 2016                   | Invitation to Tender sent to selected bidders |
| Nov 2017                   | Franchise awarded to successful bidder        |
| 1 <sup>st</sup> April 2018 | Start of new franchise                        |
- 3.2 A West Coast franchise stakeholder briefing is to be arranged in Glasgow and. SEStran will attend.

### **4. ScotRail service changes affecting the SEStran area**

- 4.1 ScotRail have advised that Edinburgh Gateway will be opening in December this year. The station will serve as an interchange between rail and tram for the airport as well as serving the South Gyle/Edinburgh Park business area and part of west Edinburgh. The station is only 0.8 miles north of South Gyle station which is currently served by 4 trains per hour (the Fife Circle service) in each direction but with additional services during the peak periods.
- 4.2 The two stations combined will be served by 6 trains per hour; The Fife Circle as well as the Perth/Inverness and Dundee trains – but the Aberdeen trains will not stop and we have not been advised that any of the Anglo-Scottish services will stop.
- 4.3 With the two stations being so close together, no trains - other than a few peak period services - will stop at both stations which will mean that there will be a reduced service level at South Gyle with 2 Fife Circle trains per hour in the off-peak and with four trains per hour at Edinburgh Gateway.
- 4.4 In 2018, with the completion of EGIP and the introduction of a large number of new electric trains and converted 125HST trains and the cascading of other

rolling stock, there will be significant changes to ScotRail services throughout Scotland. This was announced last Tuesday by the Minister for Transport and the Islands and his letter to the Partnership Director as well as the Transport Scotland press release are attached. A consultation diagram of the changes prepared by ScotRail a few months back is also attached

4.5 The more important changes affecting the SEStran area includes:-

**Local Fife Services** will be completely recast with a standard 'all day' four trains per hour timetable operating. Some additional peak services will be overlaid on to this. Seating capacity will be increased by at least 20% by using class 170 trains (currently used on the Glasgow-Edinburgh and the Glasgow/Edinburgh – Perth/ Inverness/Dundee/ Aberdeen services) on almost all services. One off-peak train per hour will be linked with the **Borders railway service** to/from Tweedbank. Class 170 trains will also be the standard train for Borders railway.

The half hourly **Dunblane-Stirling-Edinburgh** service will operate as an outer suburban service with fewer stops and faster journey times. This may also provide the opportunity for improved Alloa-Edinburgh journey opportunities

The hourly **Glasgow Queen Street – Cumbernauld – Falkirk Grahamston service** will become half-hourly and will continue as a local electric service to Edinburgh Waverley, stopping at all stations.

It should be noted that a Winchburgh Station will be 'futureproofed' into the timetable.

The **Edinburgh/Glasgow – Aberdeen/Inverness** services will be operated by converted 125HST trains. A standard 'all day' timetable will operate on these routes providing regular departure and journey times. These services will be limited stop, enabled by the new tier of local services being introduced on these routes.

The Inverness service will become hourly, with Glasgow and Edinburgh each served every two hours.

There will be an hourly Glasgow-Stirling-Perth-Dundee regional service. Alloa and Stirling will continue each to have an hourly stopping service to Glasgow.

4.6 The details of many of the above changes are of course still to be finalised and it is recommended that the Rail Forum will be tasked to discuss the overall implication on the SEStran area.

## 5. Recommendation

5.1 The Board is asked to

1. note this report, and
2. instruct the director to continue liaising with Transport Scotland and the rail industry about the potential of greater synergy between the various operators to the East/South of Edinburgh in order to best meet the service requirements for existing and new stations

3. refer to the Rail Forum to consider in more detail the implication for the SEStran area of the proposed changes to ScotRail services in 2018; with the Director responding to ScotRail and Transport Scotland as relevant

Trond Haugen  
Advisor to SEStran  
17 March 2016

**Appendix 1** DfT franchise timetable; Nov 2015

**Appendix 2** Letter from the Minister regarding ScotRail services

**Appendix 3** Transport Scotland Press Release

**Appendix 4** Consultation Diagram on proposal for ScotRail services in 2018

Policy Implications	None
Financial Implications	None
Race Equalities Implications	None
Gender Equalities Implications	None
Disability Equalities Implications	None



# Rail Franchise Schedule

- P** Passport Application Date  
(Deadline for non-passport holders)

**I** Issue of Franchise EOI

**T** ITT (Invitation to Tender)  
Issued to Shortlisted Bidders

**A** Contract Award
- E** Current Franchise Expiry Date  
including any contractual extension  
options that have been called

**S** Franchise Start Date

**E** Franchise End Date
- Current Franchise

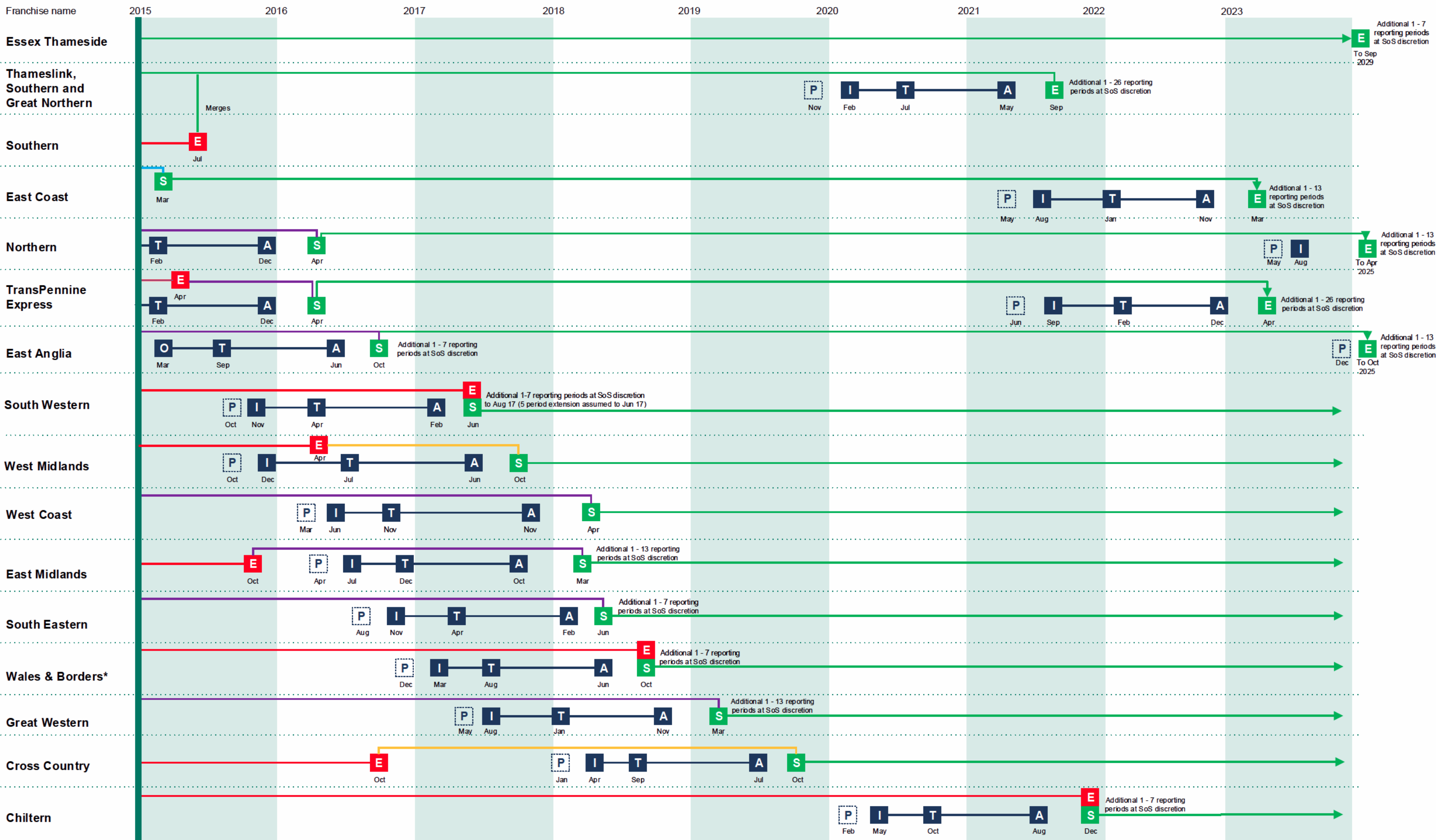
— Direct Award – Contract signed

— Direct Award – Anticipated

— New Franchise

— Key Deliverable process link

— Passenger rail services operated  
by Directly Operated Railways



\*November 2014 agreement in principle to transfer franchising powers to the Welsh Government to lead on procuring the next franchise.

Minister for Transport and Islands  
Derek Mackay MSP

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South East of Scotland Transport Partnership  
Partnership Director: Alex Macaulay  
3D Bridge  
Victoria Quay  
Edinburgh  
EH6 6QQ

15 March 2016

Dear Alex

**“Revolution in Rail” for 2018**

Today I am extremely pleased to announce a *Revolution in Rail*, which from 2018 will deliver the largest programme of benefits to passengers seen in a generation.

Across the network this programme will introduce 200 additional new services every day, providing 20,000 more seats, thirty nine additional carriages and significant journey time savings. The increase in capacity and frequency of service will reinforce rails place on the map as a viable alternative to the car.

The SESTran area will benefit as follows:

- New standard ‘all day’ timetable to stations in Fife operated by 3-coach class 170 trains
- New through service each hour between Borders railway and Fife. Borders railway primarily operated by 3-coach class 170 trains.
- New half hourly service to Glasgow via Cumbernauld, Stepps and Gartcosh
- Current half hourly service to Stirling and Dunblane becomes limited stop rather than all stations, reducing journey times by around 10 minutes
- Improved services to other major Scottish Cities from Edinburgh.

This commitment to Scotland’s Railways will deliver faster journey times between our cities. The next important step will be for ScotRail to continue to consult and work closely with RTP’s and stakeholders to maximise the benefits these services will bring.

Kind regards

**DEREK MACKAY**

## ‘Rail revolution’ announced

15/03/2016 11:37

Scotland

Transport

### **200 more services and 20,000 more seats for Scots passengers.**

Transport Minister, Derek Mackay, today announced a “revolution in rail” in Scotland, which will deliver the largest programme of benefits to rail passengers seen in a generation.

ScotRail will introduce 200 new services, providing 20,000 more seats per day, with passengers across Tayside, Stirlingshire, Perthshire, Aberdeenshire and the Borders set to feel the benefits.

This represents a significant enhancement to ScotRail’s current timetable, which currently runs 2,300 services per day.

Timetable improvements are made possible by the decision by the Scottish Government to retain 13 additional Class 170 diesel trains (39 additional carriages) beyond the terms of their current leases, which were due to end on 2018. These extra trains create the capacity to make timetable service improvements – with input supplied by local stakeholders to find the best fit for local priorities.

More rolling stock will allow ScotRail to run more frequent services both for commuters and city to city passengers, whilst the increased flexibility offers significant time savings on popular routes.

From 2018 there will be more services confirmed for Tayside, Stirlingshire, Perthshire Aberdeenshire. There will also be increased peak capacity across Fife and the Borders, relieving some of the pressure on commuter services, along with more commuter options linking local towns between Glasgow and Edinburgh via Cumbernauld and Falkirk.

Transport Minister, Derek Mackay, said:

“We have initiated a revolution in rail services across Scotland. From 2018 passengers will benefit from more seats, more services and faster journey times as a direct result of the increased funding that we are putting into the rail network.

“The retention of these units will complement the arrival of our new High Speed Trains, which will allow for new and improved intercity connections. They will also make our rail network more resilient, creating opportunities to run faster services on key commuter routes and offering better connectivity for regional areas.

“This funding is in addition to the £475m investment in Scotland’s rolling stock over the lifetime of the franchise, meaning Scotland’s rail passengers have never been better served,

both in terms of the quality of the trains they travel on, and the number of services running on the network.”

Phil Verster, Managing Director of Abellio ScotRail said:

“This is a really significant moment in our mission to transform Scotland’s railway. In three years time, the service that we provide to our customers will be unrecognisable. Our new electric fleet will be running between Glasgow and Edinburgh, our High Speed trains will be linking our seven cities and, thanks to this announcement today, we will have hundreds more services and thousands more seats available to customers across Scotland – particularly in Aberdeen, the North East and Fife.

“I really cannot overstate just how big a change to our service that this announcement represents. This is not a slight amendment to the way we do business, it is a fundamental change. These new trains will allow us to completely recast our timetables, meaning more regular, local services combined with a high speed intercity offering.

“This transformation means that we can set about delivering on our vision of a railway that connects people with jobs, businesses with customers and communities with the opportunity to grow and prosper. A railway that delivers for Scotland – not just because of what it is, but because of what it allows our country to do.”

Dominic Booth, Managing Director of Abellio UK, said:

“First and foremost today’s major announcement is about delivering for our customers. This investment gets to the heart and soul of how we are working together with Scottish Government to deliver improvements that will see ScotRail powering increased and sustainable economic growth for Scotland as well as delivering benefits for city regions and communities. This is the best railway in the UK and it is getting better”.

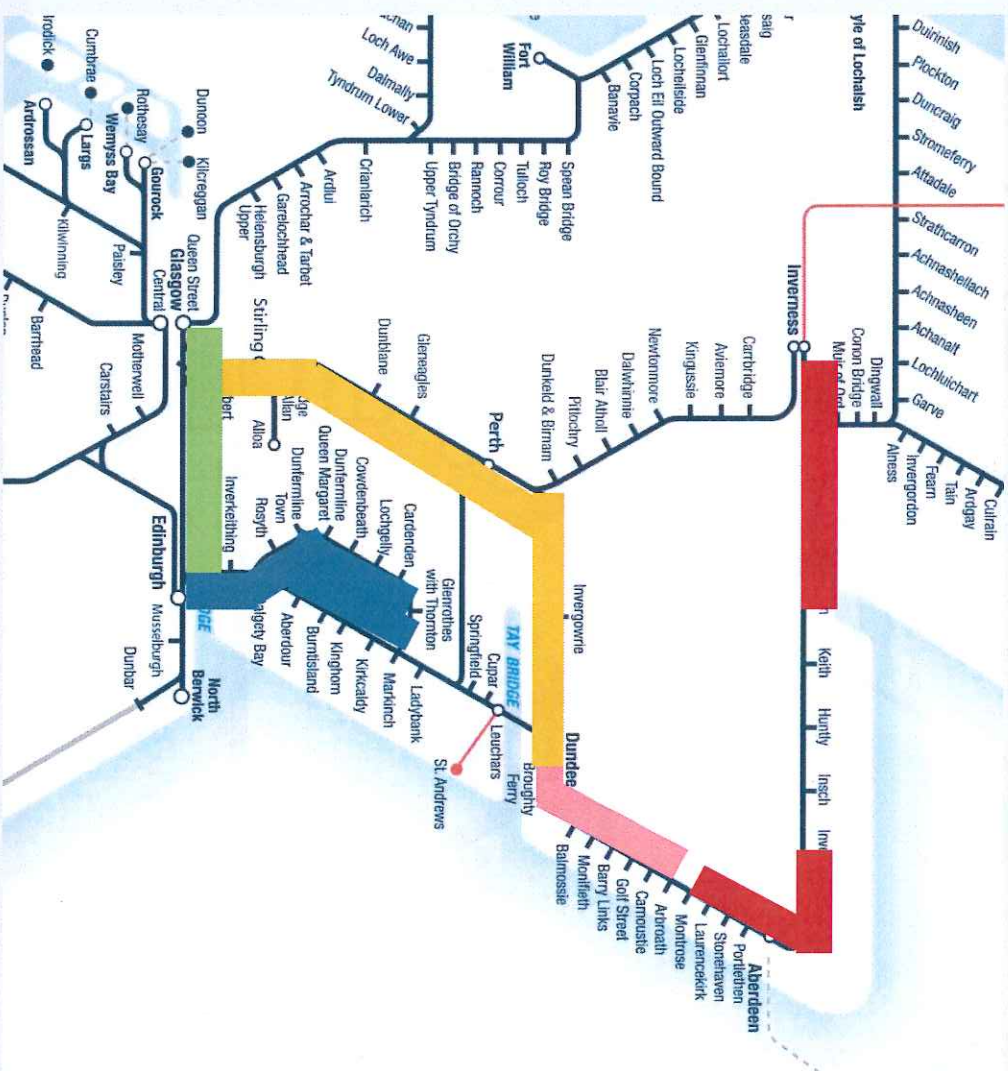
The improvements have been designed following an early consultation led by ScotRail with input from regional transport partnerships, an arrangement that will continue as plans are progressed.



# Service Proposals (1)



- Aberdeen crossrail**
  - 1tph Montrose – Inverurie
  - 1tph Elgin – Inverness
  - Elgin depot
- TERS (light)**
  - Hourly Dundee to Arbroath
- Fife timetable recast**
  - Basic interval all day timetable
  - Edinburgh Gateway & South Gyle
  - Hourly Edinburgh crossrail to Tweedbank
  - Fife and Borders become class 170
- Dunblane express**
  - c5 min JT reduction
  - New 2tph Cumbernauld – Edinburgh
  - Service enhancement rather than reduction
  - Robroyston & Winchburgh futureproof
- Hourly Glasgow – Dundee**
  - Hourly service north from Dunblane
  - Hourly service at Gleneagles / Invergowrie





# Service Proposals (2)



## Highland Main Line

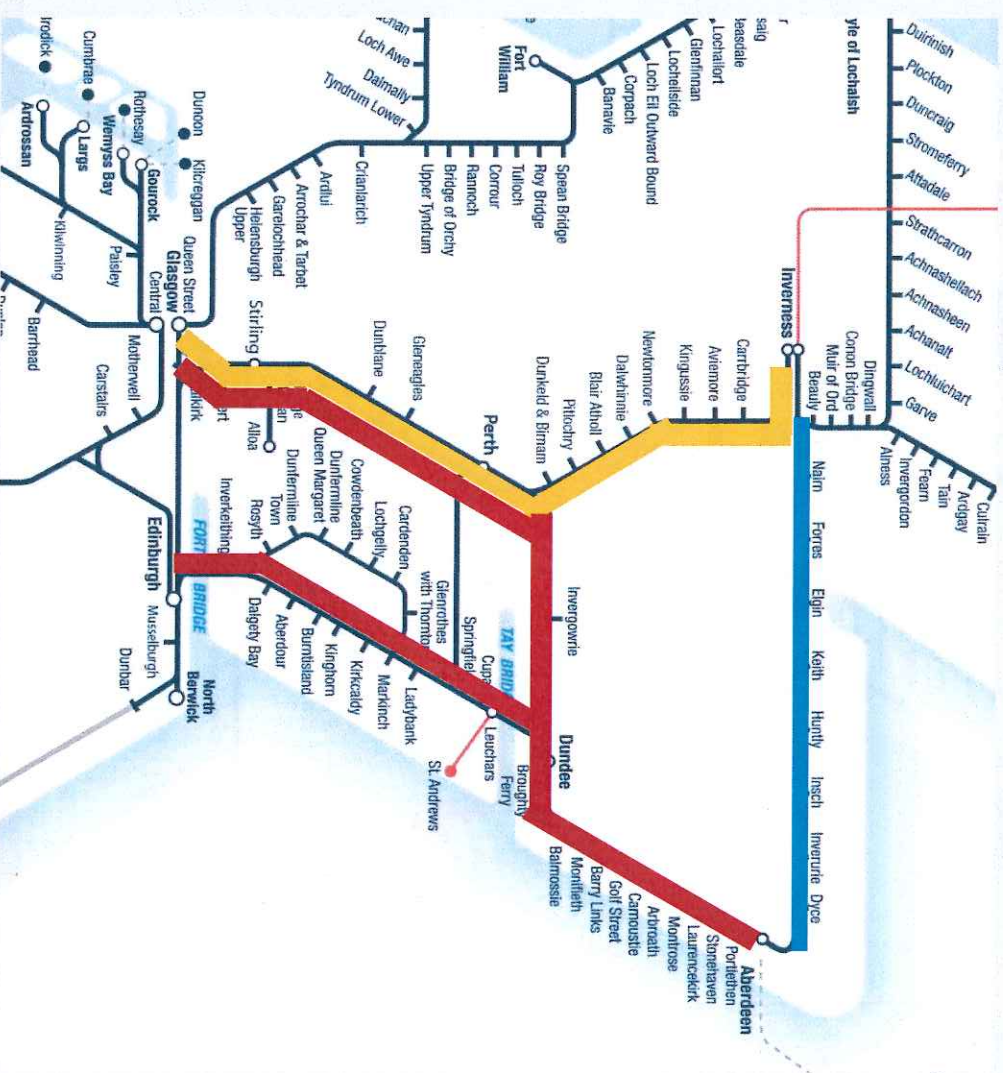
- Hourly Inverness – Edin / Glasgow
  - 11 additional services per day
- All services HST
- Standard: 3hr GLQ-INV
- Standard: 3hr19min EDB-INV
- c3hour Inverness – Glasgow JT
  - Timings based on C1170 – to update
- Reduced CP5 infrastructure scope
- No CP6 infrastructure scope

## Aberdeen – Central belt

- All services 5 car HST
- Standard: 2hr18min EDG-ABD
- Standard: 2hr26min GLQ-ABD
  - Timings based on C1170 – to update

## Aberdeen – Inverness

- > 50% of services extend to/from GLQ / EDB
- 2 additional end to end services
- Hourly service resourced following electrification of Dunblane – Perth





Area 3D (Bridge), Victoria Quay, Edinburgh, EH6 6QQ, Tel: 0131 524 5150

Chairman: Cllr Russell Imrie

Partnership Director: Alex Macaulay

Mr Chris Nutton  
Major Projects Director  
TransPennine Express  
7th Floor, Bridgewater House  
60 Whitworth Street  
Manchester  
M1 6LT

8 April 2016

Dear Mr Nutton

**TransPennine Express Application for Track Access between Newcastle and Edinburgh from Dec 2019**

SEStran, The South East Scotland Transport Partnership, is the Statutory Strategic Transport Planning Authority for South East Scotland, covering the eight local authorities in and around Edinburgh (City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian).

SEStran would strongly support an application by TransPennine for track access between Newcastle and Edinburgh in order to extend their hourly Liverpool-Newcastle service to Edinburgh.

Objective 1.2 in the SEStran Regional Transport Strategy is "to maintain and improve connectivity to the rest of Scotland, the UK and beyond". Edinburgh and Liverpool are currently not directly linked by a fast direct rail service and rail travel between these two major UK cities involves an interchange and the use of a slow local train. The TransPennine InterCity type service proposal would rectify this anomaly and we see this as a major improvement in the connectivity of the SEStran area to major regional UK conurbations.

We are of course aware that the line between Newcastle and Edinburgh is already fairly busy with freight, East Coast, CrossCountry and ScotRail services and we are in support of the ScotRail proposal for a two-hourly local service to Berwick upon Tweed in order to serve the two proposed stations at East Linton and Reston. We feel there would be scope for some synergy between this proposal and the TransPennine proposal – for example, the local ScotRail service could be limited to Dunbar (which is already served by a limited number of local journeys) and would serve East Linton, but with TransPennine providing two-hourly stops at Reston. This would of course require detailed discussions with yourself and Transport Scotland – but could be an arrangement that would easier fit in with available track capacity.

In conclusion, SEStran would support an application by TransPennine Express for extending their hourly Liverpool – Newcastle service to Edinburgh.

Yours sincerely,

Alex Macaulay  
**Partnership Director**

**CMA Rail Competition – Report submitted to the 18<sup>th</sup> March 2016 SEStran Partnership Board**

**1. Background**

- 1.1 The Competition and Market Authority published in June last year a discussion paper on various options of increasing the level of competition between rail operators, essentially extending the current competition for the market (through franchising) to more on-rail competition between operators in the market .
- 1.2 SEStran responded to this consultation (as reported to the 4<sup>th</sup> Dec 2015 Board) and a copy of our response is attached to this report.
- 1.3 The issue was also reported to the 2<sup>nd</sup> October Rail Forum, when staff from the CMA attended and outlined the background to the report.

**2. Current position**

- 2.1 The CMA has now issued its report on the findings from this exercise. The full 235 page report can be found [https://assets.digital.cabinet-office.gov.uk/media/56ddc41aed915d037600000d/Competition\\_in\\_passenger\\_rail\\_services\\_in\\_Great\\_Britain.pdf](https://assets.digital.cabinet-office.gov.uk/media/56ddc41aed915d037600000d/Competition_in_passenger_rail_services_in_Great_Britain.pdf) and the accompanying press release is attached to this report.
- 2.2 The report advocates greater competition through either splitting franchises so that there would be greater overlap between franchise operators or significantly increasing the number of open access operators
- 2.3 It also suggests there should be greater track access contribution from open access operators and they should also contribute towards the cost of “important but unprofitable services such as those in rural areas”

**3. Recommendation**

- 3.1 The Board is asked to
  1. note this report, and
  2. agree that the matter is referred to the rail forum for detailed consideration

Trond Haugen  
Advisor to SEStran  
9 March 2016

**Appendix 1** SEStran response to the CMA consultation; 15 Oct 2015

**Appendix 2** CMA press release; 8 March 2016





Claremont House, 130 East Claremont Street, Edinburgh, EH7 4LB, Tel: 0131 524 5150

Chairman: Cllr Russell Imrie Partnership Director: Alex Macaulay

Competition & Markets Authority  
[Rail@cma.gsi.gov.uk](mailto:Rail@cma.gsi.gov.uk)

15 Oct 2015

## **COMPETITION IN PASSENGER RAIL SERVICES IN GREAT BRITAIN**

### **Response by SEStran; South East Scotland Transport Partnership**

First of all, I would like to thank James Lambert and Sheila Scope for taking the time to come and speak to the SEStran Rail Forum on this issue. Their presence was very much appreciated.

As you may be aware, SEStran is the Statutory Strategic Transport Planning Authority for the following eight Councils:- City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian. A total of 6 rail franchises serve the SEStran area, of which 5 are long distance Anglo-Scottish services. Both the East and West Coast franchises (which are both being proposed in your consultation document for being part in 'trials' for increased rail competition) are major operators serving Edinburgh and the SEStran area - so we are clearly a significant stakeholder in this matter.

It is difficult at this stage to comment individually on the four proposed options being put forward.

1. Retaining the existing market structure, but with significant increased open access operations
2. Two franchises for each franchise area/route
3. More overlapping franchises
4. Licensing multiple operators (i.e. replacing the franchise operator(s)), subject to conditions – including public service obligations

It could perhaps be argued that, to a lesser or greater extent, the three first options do not differ radically from the current regime (there are several overlaps between franchises operating in the SEStran area) whereas the 4<sup>th</sup> option would be quite a departure from current practices.

There are however several areas of concern. A large proportion of services in the SEStran area are loss-making but socially necessary rail services - and these would require to be protected. This can fairly readily be done in a franchise scenario; the franchise could in fact be structured to stimulate growth in the 'subsidised market' but it may be considerably more problematic to encourage improvements to loss-making services in an 'open access' scenario.

We note that the 'trials' would mainly be considered for the high prestigious and highly profitable East and West Coast services (and the Great Western service). There are already several local services in the SEStran area that share the network with these long distance services (e.g. the Edinburgh-Glasgow service via Shotts to the west of

Edinburgh and the Edinburgh to North Berwick/Dunbar and the Borders railway to the east of Edinburgh) and this will further be the case with the introduction of the new Edinburgh – Berwick upon Tweed local service in 2018 with new stations at East Linton and Reston on the East Coast Main Line.

All these services would have to be built into any operational scenario proposed for the East and West Coast and we feel these services would be best safeguarded in a franchise rather than an open access environment.

Ticketing has been a contentious issue in the current franchising world. Whilst the availability of ‘advanced purchased’ tickets may have helped in keeping the cost of rail travel at a lower level than what would otherwise be the case, the complexity of rail ticketing and the frequent lack of inter-availability of tickets between operators do often create a negative picture of rail travel.

With your proposals increasing competition between operators even further, it is difficult to see how these issues could be improved; indeed, we fear there may be a backward step in respect of ticketing and integration – so these issues will require serious consideration.

Another issue is the amount of spare capacity available on the UK rail network, in particular on the East and West Coast Main Lines and on the approaches into the main cities. Greater investment can of course resolve many of these issues but until this has been implemented, we would argue that a franchise regime - rather than an open access regime - would be better suited to these lines.

It should be noted that particularly on the East Coast Main Line, investment has been relatively low over the past few decades, especially when compared with the West Coast Main Line, and although phase one of HS2 investment will be significant, it will not provide any capacity relief on the East Coast, nor on the West Coast north of Birmingham. So there would need to be considerable additional investment on both lines to be able to contemplate a scenario of significant open access operations on these lines.

Rail freight operations are of course dependable on spare freight slots being made available on an already congested network and may therefore be more likely to flourish under the current franchise network rather than an open access scenario.

There is already a complex system in place when it comes to compensation payments when things go wrong. It could be argued that with even more players involved on the same network, these ‘blame and compensation’ issues could only lead to a significant increase in expensive ‘bureaucracy’.

Your discussion paper suggests there is a lack of competition in the market – but this does only take account of the relatively limited rail market. In the overall passenger travel market (and the freight market) there is already a significant level of in-market competition. Over shorter distances, bus, rail and the car are in strong competition. Over medium distances, competition will be between rail, coach and the car - whereas for longer distances, e.g. the London-Scottish market, rail and air will be the main competitors. This ought to have been much more prominently featured in your paper.

It is noted that the starting point of your discussion paper is that the privatisation of the rail industry has been a great success – with passenger growth and increase in passenger revenues being higher than in most other countries and with the UK also having the safest railway system in Europe.

It could however be argued that the discussion paper lacks balance – in that it takes it for granted that competition is the root cause of increase in patronage and improved safety. It may indeed be difficult to argue against this assumption since the post 1995 statistics are unarguably very impressive – but the paper would be enhanced with a wider discussion in this respect.

It could be argued that up to privatisation in 1995, there was a serious shortfall in investment in rail in the UK. As a local example, it was the case that serious overcrowding on local services from Fife to Edinburgh was deliberately ‘resolved’ by significantly rising the fares in order to suppress demand and at the same time, maintenance on the Forth Bridge was frequently deferred.

It may therefore be the case that, regardless of privatisation or not, the much higher level of investment that has taken place after 1995 would in any case have increased patronage and safety.

It is also the case that the ‘intensity of usage’ of rail in the UK (in terms of rail trips per head of population) was at a very low level in 1995 relative to comparable countries in Europe – so arguably, an increase in investment could only lead to a stronger level of patronage increase relative to other countries.

You will of course be aware that there is an increasing political interest in ‘re-nationalisation’ of rail operations in the UK, presumably with the system being operated by one or more publicly owned operators, following Network Rail being taken into full public ownership. For this reason alone, it would be helpful if the discussion document was widened to include one or more scenarios of greater public ownership and control of the running of the railways in the UK.

It can be argued that this would go against the ethos of the several EU rail policies (the latest being the ‘4<sup>th</sup> rail package’) – but it would appear that many other major European Countries are continuing with strong state-controlled and state-owned railways so why could this also not be valid for the UK?

Finally, a scenario that also ought to be considered as an option is the status quo, i.e. current level of franchising.

I trust this response will be of assistance and we would of course be happy to discuss the issue in more detail as relevant. In this respect, contact either myself [alex.macaulay@sestran.gov.uk](mailto:alex.macaulay@sestran.gov.uk) Tel 0131 524 5152 or [trond.haugen@sestran.gov.uk](mailto:trond.haugen@sestran.gov.uk) Tel 0131 524 5155

Kind regards,



Alex Macaulay  
Partnership Director



## Competition (<https://www.gov.uk/topic/competition>) – press release

# CMA signals route for greater rail competition

**From:** Competition and Markets Authority  
(<https://www.gov.uk/government/organisations/competition-and-markets-authority>)

**First published:** 8 March 2016

**Part of:** Markets (<https://www.gov.uk/topic/competition/markets>) and Competition  
(<https://www.gov.uk/topic/competition>)

The CMA has outlined how greater competition could benefit rail passengers on Great Britain's major intercity routes.



In a report published today (<https://www.gov.uk/cma-cases/passenger-rail-services-competition-policy-project>) and sent to the Secretary of State for Transport, the Competition and Markets Authority (CMA) has concluded a project looking at the possibilities for introducing greater competition between passenger train operators.

The CMA started the project (<https://www.gov.uk/government/news/cma-to-examine-scope-for-greater-rail-competition-for-passengers>) in January 2015 and published an interim report ([https://assets.digital.cabinet-](https://assets.digital.cabinet-office.gov.uk/media/55a8d1d6e5274a6fea000011/Passenger_rail_services_in_Great_Britain.pdf)

[office.gov.uk/media/55a8d1d6e5274a6fea000011/Passenger\\_rail\\_services\\_in\\_Great\\_Britain.pdf](https://assets.digital.cabinet-office.gov.uk/media/55a8d1d6e5274a6fea000011/Passenger_rail_services_in_Great_Britain.pdf)) in July 2015, which detailed how greater competition could potentially benefit passengers.

Currently, the benefits of competition in passenger rail services are secured primarily by the award of franchises to operators through competition 'for' the market. Although the report notes that this process has delivered positive results, the CMA's report has identified a range of benefits that could arise from allowing other operators to run competing services against the existing franchise operators.

Examples of such 'on-rail' competition in Great Britain (GB) have mainly occurred on the East Coast main line where 'open access' operators like Grand Central and First Hull Trains have been able to run competing services. Although these services represent less than 1% of passenger miles, the evidence of resulting benefits has been underlined by examples of competition between passenger rail operators in other European countries and in other transport markets such as the GB rail freight sector, air transport and airports.

Together this evidence suggests that an increase in on-rail competition could result in benefits for passengers and taxpayers, such as:

- lower fares and growth in passenger numbers
- greater incentives for operators to improve service quality and innovate



- greater efficiency by train operators
- more effective use of network capacity

The CMA considers that increasing the number of open access services or splitting franchises offers the most immediate benefits from increased competition – but that a move towards a system of multiple licensed operators replacing franchises could also be worth consideration in the future. The report says that the potential for such competition exists predominantly on the 3 main intercity routes in GB – namely the East and West Coast main lines and the Great Western route, which carry over 90 million passenger journeys per year.

In order to grant more operators access, the CMA proposes that competing open access operators should be able to make more of a contribution than at present in terms of track access charges and through a Public Service Obligation (PSO) levy to contribute to the funding of important but unprofitable services, such as those in rural areas. This would help cover any fall in the premiums paid to government that might result from increased competition.

Although these proposals will not affect current franchises and imminent franchise awards, action is needed now given the steps required to implement the options for reform.

Alex Chisholm, CMA Chief Executive said:

“ We’ve found that there is strong evidence, both here and abroad, of the benefits that the introduction of competition on mainline intercity routes can bring. Where competing operators have been given the opportunity, the need to attract passengers who have a choice can mean lower fares, new routes and destinations, more innovations and flexible ticketing. Not only does this offer a better deal for existing travellers but it can increase overall passenger numbers by attracting new customers to the railways.

In a more competitive environment companies will push to be more efficient and for there to be better use of existing capacity – so there are benefits for both the network and the taxpayer who helps subsidise the railways.

There are legitimate concerns about the impact that greater competition might have on the income received by government from franchise operators but so far that concern has been tackled in a way that hinders new entrants. We think a better way would be to have a level playing field – where competing operators are able to make more of a contribution to network costs and to funding unprofitable services. In return they would get more freedom to compete for business against the franchise operator.

There’s a real chance here to extend these benefits across a wider area and the timing is undoubtedly right to push for change. We hope all those involved with the future of the rail network will look at our report carefully and seize the opportunity.”

In producing this report, the CMA has liaised with a wide range of interested groups, including the Office of Rail and Road, Network Rail, Department for Transport, Transport Scotland, the Department for Business, Innovation & Skills, HM Treasury, international rail regulators, passenger and freight operators, consumer groups like Which? and Transport Focus, as well as academics and other experts specialising in the sector.

## **High Speed Rail**

### **1. Background**

- 1.1 Last month, Transport Scotland and HS2 published simultaneously two separate studies into High Speed Rail
- 1.2 Alastair Young from Transport Scotland will attend the Rail Forum and outline the findings from the two studies.
- 1.3 A short resume, published by Transport Scotland, of the history to where we are in respect of High Speed Rail in / to Scotland is attached

### **2. High Speed Rail Scotland report (Published by Transport Scotland)**

- 2.1 The High Speed Rail Scotland report by Transport Scotland looks into the potential of a high speed rail connectivity between Edinburgh and Glasgow. The executive summary of the report is appended to this report and the full Summary Report can be found on <http://www.transport.gov.scot/report/high-speed-scotland-summary-report-9041>
- 2.2 The key outcome is that a new High Speed Rail link between Edinburgh and Glasgow is unlikely to be feasible as a stand alone project and must be seen as a part of a High Speed Rail Network linking Scotland with the rest of the UK.

### **3. High Speed Rail to North of England and Scotland (published by HS2)**

- 3.1 This report outlines several options in linking Glasgow and Edinburgh with London with a key criteria being a journey time from London to both Edinburgh and Glasgow of no more than 3 hrs.
- 3.2 A copy of the UK Government's press release is attached and the full 92 page report can be found on [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/506022/NES\\_Report.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/506022/NES_Report.pdf)
- 3.3 Several alignments for a full High Speed Line all the way to Edinburgh and Glasgow were investigated involving both East Coast and West Coast options with the continuation of the High Speed Lines to Leeds and Manchester respectively.
- 3.4 Lesser schemes involving upgrading and several sections of new build of the East and West Coast Main Lines were also considered - as was a 'low cost' High Speed Line into Scotland, with some reduced specifications in places to cope with difficult topography.
- 3.5 It is clear than not all the options can readily meet the criteria of a max. 3 hour journey time. A West Coast alignment would serve both Edinburgh and Glasgow 'equally' with less than 3 hour journey time but would not serve the North East of England. An East Coast alignment would serve Newcastle and achieve the journey time criteria for Edinburgh – but it would be more challenging to meet the 3 hour target for Glasgow.

#### **4. Next Step**

- 4.1 Transport Scotland will begin a targeted stakeholder conversation in June this year to establish the way ahead

Trond Haugen  
Advisor to SEStran  
15 April 2016

- Appendix 1 History of High Speed Rail in Scotland**  
**Appendix 2 Executive Summary, High Speed Rail Scotland**  
**Appendix 3 UK Government Press Release, High Speed Rail to North of England and Scotland**



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## High Speed Rail

Transport Scotland is making the case for including Scotland in a Britain-wide High Speed Rail network, to realise the full economic benefits and provide improved capacity.

**Status: In Preparation**

Together with business and civic Scotland we support high speed rail extending to Scotland.

Phase 2 of the UK Government's proposals for high speed rail extends from Birmingham to Manchester and Leeds.

However, there are no published plans to bring full high speed lines to Scotland (instead trains would run on high speed lines, then transfer to the existing slower network).

### High Speed Rail Scotland (HSRS) Group

Keith Brown MSP, then Minister for Transport and Veterans, established the HSRS Group (initially known as the Scottish Partnership Group) in summer 2011 to develop and promote Scotland's case for inclusion in a UK-wide, high speed rail network.



*High Speed Rail, pic courtesy of Jon Cumow*

The group brings together stakeholders representing the broadest spectrum of Scotland's interests and speaks for communities and business across Scotland's diverse geographical and economic landscape.

The group includes representatives from the following bodies: City of Edinburgh Council, Glasgow City Council, NESTRANS, Network Rail, Scottish Chamber of Commerce, Scottish Council for Development and Industry, Scottish Enterprise, Scottish Futures, SEStran, Scottish Association of Public Transport, SPT, STUC, and Transform Scotland.

The group has an independent Chair in Alex Macaulay of SEStran and Transport Scotland provide secretariat support.

### Fast Track Scotland

On 14 December 2011, the High Speed Rail Scotland Group published [Fast Track Scotland](#) which sets out the economic and environmental benefits that Scotland's inclusion in a high speed rail network would bring to the whole of Britain

The report highlighted that:

- a full high speed rail connection could bring huge economic benefits of £24 billion
- a 3 hour journey time to London would see a significant move from air to rail potentially bringing big reductions in carbon emissions.

### Scotland is pressing ahead with planning for high speed rail

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In November 2012, Nicola Sturgeon MSP, then Deputy First Minister and Cabinet Secretary for Investment, Infrastructure and Cities announced that Transport Scotland were assessing the case for bringing forward a high speed link between Edinburgh and Glasgow, in anticipation of a subsequent link to London. [View the speech \(PDF\)](#).

It was clear from this work that any high speed rail built between Edinburgh and Glasgow would be conditional on the type of high speed rail coming from the south and would, in order to form part of any high speed rail network, need to align with the technical requirements of that infrastructure.

## Working in partnership with the UK Government

On 1 November 2013, the then Minister for Transport and Veterans announced a joint study between Transport Scotland, the Department for Transport and HS2 Ltd into high speed rail options to Scotland beyond Manchester/Leeds.

The study takes into account work undertaken by Transport Scotland. A draft of the study's report was given to Ministers in December 2014. They subsequently requested that HS2 Ltd undertake further more detailed work to furnish them with a full set of broad route options.

The Cabinet Secretary for Infrastructure, Investment and Cities, Keith Brown MSP, announced in September 2015 that this work will be completed by the end of the year, at which point consideration would be given both to the report's findings and advice provided on a high speed rail link between Edinburgh and Glasgow with an announcement on next steps likely to be made in February 2016.

## Key milestones

**14 December 2011:** Publication of Fast Track Scotland

**12 November 2012:** Announcement for developing a Glasgow to Edinburgh High Speed line

**1 November 2013:** Announcement for a joint study for high speed options north of Manchester and Leeds

**Spring 2014:** Business Case for a high speed rail link between Edinburgh and Glasgow submitted to Ministers

**December 2014:** Draft Report by HS2 Ltd on high speed options to Scotland submitted to Ministers

**June 2015:** UK and Scottish Ministers met to discuss HS2 Ltd draft report

**December 2015:** Final HS2 Ltd Report on high speed options to Scotland expected

## Ministerial speeches

The then First Minister, Alex Salmond delivered a speech in Carlisle Cathedral, on 23 April 2014 in which he emphasised the importance of the work of the joint study for progressing high speed rail links between the North of England and Scotland.

**"It's time to take positive action. I can confirm today that the Scottish Government will build on the joint work we are undertaking with the UK Government. We will establish a feasibility study to explore in detail the options for building high speed rail from Scotland to England. In doing so, we will work closely with partners across the UK, especially in the north of England. Of course we can't determine the route, until we undertake the feasibility study. But it is a statement of intent."** *The First Minister, Alex Salmond*

Then Minister for Transport and Veterans, Keith Brown MSP, spoke at the Greengauge 21 Conference on 19 September 2013. The event took place at Thinktank, Birmingham Science Museum.



- [View the Minister's speech \(PDF, 429 KB\)](#)

Nicola Sturgeon MSP, then Deputy First Minister and Cabinet Secretary for Infrastructure Investment and Cities and Keith Brown MSP, then Minister for Transport and Veterans both addressed the Faster and Further Conference held in Glasgow Central Hotel on 12 and 13 November 2012.

- [Speech by Deputy First Minister](#)
- [Speech by Minister for Transport and Veterans](#)

Keith Brown MSP, then Minister for Housing and Transport addressed the High Speed Rail Conference in Edinburgh on 21 June 2011.

- [Speech by Minister Housing and Transport](#)

Transport Ministers have also made references to high speed rail in the Scottish Parliament and responded to specific Parliamentary Questions. Keith Brown, MSP, Cabinet Secretary for Infrastructure, Investment and Cities, delivered a speech on 'Why high speed rail matters to Scotland' at Greengauge 21's national high speed rail conference on 3 September 2015 in Glasgow.

Texts of the speeches are provided as drafted, which may differ slightly from the delivered version.

## Publications

[The High Speed Scotland Summary Report](#) was published on 21 March 2016. This document sets out the appraisal of a high speed rail connection between Glasgow and Edinburgh, which emerged from initial feasibility work carried out by Transport Scotland when considering potential options for linking Scotland to the high speed network being developed by HS2 Ltd. This report also takes account of the findings of the [Broad options for upgraded and high speed railways to the North of England and Scotland study](#) undertaken by HS2 Ltd, which was also published on 21 March 2016 on the Department for Transport website.

Transport Scotland is the main driver of progress in realising a Scottish high speed rail connection. Advice to Ministers is featured below.

[Atkins report on High Speed Rail, November 2012 \(PDF\)](#)

[Pre-appraisal guidance, January 2012 \(PDF\)](#)

[Fast Track Scotland](#) was published by the Scottish Partnership Group (now HSRS Group) on 14 December 2011. This document sets out the economic and environmental benefits to all of Britain of Scotland's inclusion in a high speed rail network.

## Related Websites

- [HS2 Ltd](#)
- [Department for Transport \(DfT\)](#)

## Executive Summary

The appraisal of a high speed rail connection between Glasgow and Edinburgh was presented to ministers as initial advice on 8 May 2014. It has subsequently been updated to take account, as intended, of the findings of the 'Broad options for upgraded and high speed railways to the North of England and Scotland' study undertaken by HS2 Ltd.

The appraisal assesses the proposal for a direct Glasgow to Edinburgh high speed rail link which emerged from initial feasibility work carried out by Transport Scotland when considering potential options for linking Scotland to the high speed network being developed by HS2 Ltd.

Transport Scotland's initial feasibility work identified an opportunity to share much of the infrastructure that would be required for a cross-border route with that required for a Glasgow to Edinburgh high speed route. It also identified the possibility of constructing a high speed Glasgow to Edinburgh link as an "advanced build" of part of a cross-border high speed network.

In November 2012 Scottish Ministers announced their intention to develop the case for high speed rail in Scotland<sup>1</sup> and in July 2013 Transport Scotland commissioned AECOM, supported by Connected Economics, to assess the business case for a Glasgow to Edinburgh high speed link in line with Transport Scotland's Scottish Transport Appraisal Guidance (STAG)<sup>2</sup>.

Three options were progressed to the detailed appraisal stage including non-rail, conventional rail and high speed rail based interventions in accordance with the STAG. The appraisal found that a high speed rail link between Glasgow and Edinburgh performed well in relation to the Transport Planning Objectives<sup>3</sup>.

The appraisal found that Scenario D1<sup>4</sup>, the addition of a small piece of link infrastructure to that required for an extension of high speed rail into Scotland on a western alignment, was the best performing high speed rail option. However, the appraisal identified that whilst there could be a business case for an advance build of these high speed routes between Glasgow and Edinburgh, as part of a wider high speed rail network, they would be unlikely to offer good value for money as a free standing scheme. Accordingly, with no certainty that the HS2<sup>5</sup> would be extended into Scotland nor an identification of potential routes for it to do so, it was therefore not possible in May 2014 to reach a conclusion on the best option.

<sup>1</sup> Speeches by Nicola Sturgeon MSP:

[http://www.transport.gov.scot/system/files/uploaded\\_content/images/tsc\\_basic\\_pages/Rail/Speech by Nicola Sturgeon MSP Deputy First Minister and Cabinet Secretary for Infrastructure Investment and Cities at the Faster and Further Conference 12 November 2012 Grand Central Hotel Glasgow.pdf](http://www.transport.gov.scot/system/files/uploaded_content/images/tsc_basic_pages/Rail/Speech_by_Nicola_Sturgeon_MSP_Deputy_First_Minister_and_Cabinet_Secretary_for_Infrastructure_Investment_and_Cities_at_the_Faster_and_Further_Conference_12_November_2012_Grand_Central_Hotel_Glasgow.pdf) and Keith Brown MSP:

[http://www.transport.gov.scot/system/files/uploaded\\_content/images/tsc\\_basic\\_pages/Rail/Speech by Keith Brown MSP Minister for Transport and Veterans at the Faster and Further Conference 13 November 2012 Grand Central Hotel Glasgow.pdf](http://www.transport.gov.scot/system/files/uploaded_content/images/tsc_basic_pages/Rail/Speech_by_Keith_Brown_MSP_Minister_for_Transport_and_Veterans_at_the_Faster_and_Further_Conference_13_November_2012_Grand_Central_Hotel_Glasgow.pdf) at "Faster and Further Conference", Glasgow, November 2012.

<sup>2</sup> STAG – <http://www.transport.gov.scot/stag>.

<sup>3</sup> Transport Planning Objectives can be found in Table 2.1.

<sup>4</sup> Scenario D1 can be found in Table 4.7.

<sup>5</sup> HS2 is defined in Figure 1.1.

In late 2013, the Secretary of State for Transport and the Scottish Ministers agreed to promote work on the identification of potential high speed rail routes to Scotland. In January 2014, HS2 Ltd were remitted to carry out a feasibility study of a broad range of options for delivering improved journey times between the north of England and Scotland, including journeys from London to Glasgow and Edinburgh of three hours or less. HS2 Ltd's 'Broad options for upgraded and high speed railways to the north of England and Scotland Report' published in March 2016 does not set out a preferred option or cross-border route and the options identified have only been developed to an early stage for future feasibility assessment. However, the report enables the conclusion to be drawn that if high speed rail were to be extended to Scotland on a west coast alignment then there is a business case for adding the small additional piece of infrastructure required to provide a high speed link between Glasgow and Edinburgh.

The Broad options study has not altered the conclusion of Transport Scotland's appraisal that the benefits of a high speed rail route between Glasgow and Edinburgh are not considered to be sufficient in themselves to cover the very high cost of building a high speed link between Glasgow and Edinburgh as a free standing scheme.

A high speed route between Glasgow and Edinburgh is therefore possible, but its feasibility is dependent on a commitment to extend high speed rail to Scotland. Further work will therefore be required to identify whether high speed rail will be extended to Scotland by: one of four new continuous high speed routes identified by HS2 Ltd; the lower cost west coast variant; or via a series of high speed bypasses of the West Coast Main Line that could eventually be joined together at a later date to create a continuous high speed route.



**EU Referendum** On Thursday 23 June there will be a vote on the UK's membership of the European Union. More information (<https://www.eureferendum.gov.uk/>)

Hide message

## News story

### Three-hour Scotland to London rail journeys on track

**From:** Department for Transport (<https://www.gov.uk/government/organisations/department-for-transport>), High Speed Two (HS2) Limited (<https://www.gov.uk/government/organisations/high-speed-two-limited>) and Robert Goodwill MP (<https://www.gov.uk/government/people/robert-goodwill>)

**First published:** 21 March 2016

**Part of:** Rail network (<https://www.gov.uk/government/policies/rail-network>) and HS2: high speed rail (<https://www.gov.uk/government/policies/hs2-high-speed-rail>)

Governments agree joint aim on train times.



Work with the ultimate aim to deliver a 3-hour rail journey time between Scotland and London will get underway next year.

The UK and Scottish governments have agreed to further work that will:

- aim to bring train journeys between London and the Central Belt down to 3 hours or less
- ease the severe congestion on cross-Border routes
- create jobs, investment opportunities and economic and

environmental benefits for the whole of Scotland

This comes alongside publication of the HS2 Ltd report Broad options for upgraded and high speed railways to the North of England and Scotland (<https://www.gov.uk/government/publications/broad-options-for-upgraded-and-high-speed-railways-to-the-north-of-england-and-scotland>), which was welcomed today (21 March 2016) by Scottish government Infrastructure Secretary Keith Brown and Robert Goodwill, UK government minister responsible for high speed rail, at a reception in Edinburgh's Waverley Station.

The report, jointly commissioned by the 2 governments, considers various options including upgrades or new routes to deliver the 3-hour journey time.

Work is now planned to be carried out in 2017 to identify options with the best business case for implementation from 2019 onwards.

Scottish government Infrastructure Secretary Keith Brown said:

“ This report is a major milestone in the campaign to deliver high speed rail to Scotland and marks the beginning of the next chapter in the tale.

I now have a firm commitment that development work will begin during the current control period towards getting journey times between Scotland and London down to 3 hours or less.



High speed rail will bring billions of pounds worth of benefit to Scotland's economy and an infrastructure project of this magnitude – possibly the biggest Scotland's ever seen - means jobs, investment, benefits for the economy and benefits for the environment.

This plan will bring to life our target of 3 hours or less Glasgow and Edinburgh to London train journeys, which will lead to a significant move from air to rail, bringing big reductions in carbon emissions.”



UK government HS2 Minister Robert Goodwill said:

“ Scotland will benefit from HS2 from the day it opens, with shorter journey times to London from the start. Once the full Y-network opens, it will only take around 3 hours 38 minutes to reach London from Glasgow and Edinburgh.

This report looks at ways we can build on these improvements and I thank HS2 Ltd for this work. Together with the Scottish government, we will be asking Network Rail to identify any options with a strong business case, for consideration for inclusion in future plans.”

Options set out in the study, which was commissioned by Transport Scotland (<http://www.transport.gov.scot/>) and Department for Transport, address the severe capacity constraints with built-in resilience on the main east and west coast routes between Scotland and England.

Mr Brown added:

“ We can't afford not to build high speed rail. Doing nothing is not an option. The main routes between Scotland and England are at capacity and the necessary improvements to address the capacity constraints on these existing routes would be substantial.

“ We can't afford not to build high speed rail. Doing nothing is not an option. The main routes between Scotland and England are at capacity and the necessary improvements to address the capacity constraints on these existing routes would be substantial.

High speed rail is as much about new rail capacity as it is about speed.

There is a real danger that Scotland's rail connectivity will be strangled without that additional capacity built into the system. This plan gives us the opportunity to future proof at the same time.”

HS2 is already set to improve journeys between Scotland and England:

- from when Phase One opens in 2026, new HS2 trains will be arriving in Glasgow from London in 3 hours 56 minutes
- journey times will fall further, to 3 hours 43 minutes, thanks to the acceleration of the route to Crewe in 2027
- then, when the full Y-network opens in 2033, journey times to both Glasgow and Edinburgh will be reduced to around 3 hours 38 minutes
- HS2 is estimated to bring £3 billion of benefits to Scotland

## Related information

- HS2 Ltd broad options report on northern England and Scotland (<https://www.gov.uk/government/speeches/hs2-ltd-broad-options-report-on-northern-england-and-scotland>) written ministerial statement, 21 March 2016
- High speed rail Scotland summary report (<http://www.transport.gov.scot/report/high-speed-scotland-summary-report-9041>), 21 March 2016
- Fast track Scotland: making the case for high speed rail connections with Scotland (<http://www.transport.gov.scot/report/j202923-00.htm>), 14 December 2011



## **Shaw Report**

### **1. Background**

- 1.1 Back in 2015 the Government tasked Nicola Shaw, the Chief Executive of High Speed 1, with the task of making recommendations as to the future shape and financing of Network Rail.
- 1.2 The final report is now published and the purpose of this report is to consider what impact the recommendations may have on Scotland. A summary of the recommendations is appended to this Rail Forum report and a full copy of the Shaw report can be found on  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/510180/shaw-report-the-future-shape-and-financing-of-network-rail-print.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/510180/shaw-report-the-future-shape-and-financing-of-network-rail-print.pdf)

### **2. Key findings**

- 2.1 The Shaw report did not recommend a re-privatisation of Network Rail but argued for a greater and faster degree of devolution within Network Rail and a greater involvement of the private sector.
- 2.2 The regional route structure of the network would only be slightly altered, with the creation of a Northern Route and with the East and West Coast Main Line being absorbed into the relevant area routes. Scotland would remain as a separate route area. There would be a separate 'across the board' Freight Route that would operate across all the other nine route areas.
- 2.3 In order to attract greater investment from the private sector, it is suggested that each route area could be let on concessions or time-led licenses, on a 20 – 30 years basis. The report suggests that "Obvious candidates for such financing models would be the organisations that either build or install the equipment that will be used".

### **3. Discussion**

- 3.1 Since the Scottish Route area enjoys to some extent a greater degree of devolved governance than the other Routes in the UK, it is unclear as to what extent the new route structure will affect Scotland.
- 3.2 It may be that the scrapping of the East and West Coast Main Line as separate routes and the creation of the Northern Route will have an impact on the delivery of cross border rail services into Scotland.
- 3.3 It is envisaged that any licensing of the Scotland Route to the private sector for a specified period would be a matter for the Scottish Government rather than the UK Government.

### **4. Recommendation**

- 4.1 The Forum is asked to note the report

Trond Haugen  
Advisor to SEStran  
8 April 2016

## **Appendix 1 Summary of the Shaw Report**

THE  
**SHAW  
REPORT**

# Objectives



"The governance and control of Network Rail is disconnected from local stakeholders, with local authorities and LEPS, for example, finding it impossible to determine local planning priorities for rail."

**National Express**

"...since any inefficiency or fines are funded by taxpayers, there is no tangible financial penalty for cost overruns"

**SLC Rail**

"Network Rail needs to... provide a greater strategic focus on the North given the volume of passengers we carry and the level of investment"

**Northern Rail**

## Local focus

The railway needs to deliver safely and innovatively increased capacity from rail infrastructure. The Shaw Report recommendations will establish greater local responsiveness, bringing accountability closer to customers and local groups.

## Financial discipline

The Shaw Report recommendations will improve financial discipline in the system, reducing the call made on the public finances, and making better use of taxpayers' money.

"The large structure of Network Rail and the over centralisation leads to an inefficient and unwieldy central bureaucracy which absolves individuals of their ability to make, and be held accountable for their decisions"

**online respondent**

"Great Britain's railway has seen a doubling in passenger numbers and significant growth in freight since privatisation. Our railways are today among the safest in Europe"

**ORR**

## Stewardship of national asset

The Shaw Report recommendations will protect the safety and integrity of the national railway infrastructure, while ensuring the network is meeting the needs of passengers and freight shippers.

## Skilled workforce

The railway needs the right people with the right skills to deliver growth and safety. The Shaw Report recommendations will improve training and establish a culture that attracts and retains a skilled workforce.

"Network Rail has an ongoing skills shortage. It is overreliant on contractors to deliver enhancements, and fragmentation and short-termism has led to a shortage of skills and a loss of industry knowledge"

**RMT**

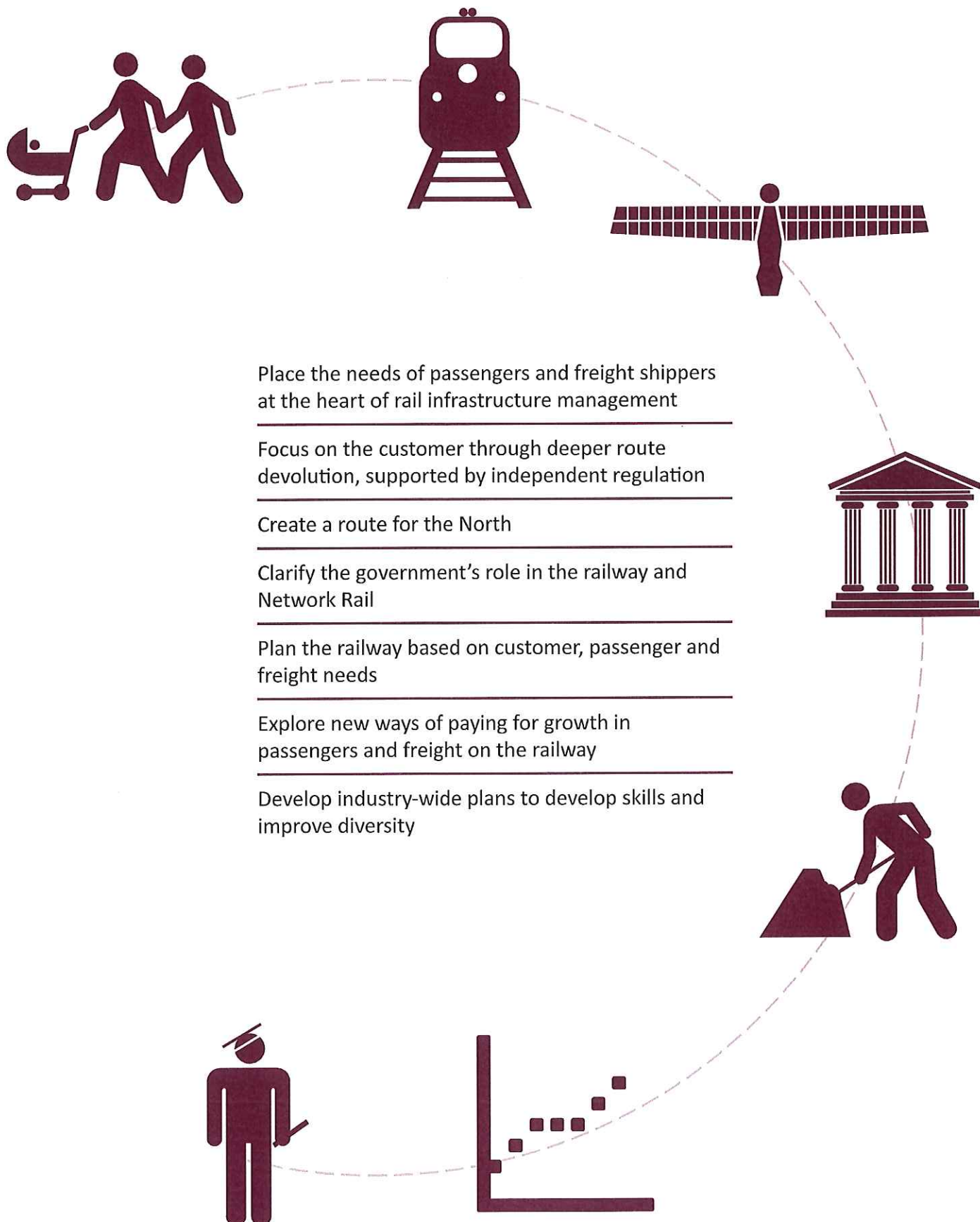
"We advocate focussing Network Rail's incentives on delivering the type of railway that passengers want"

**Transport Focus**

"Since the central freight team was formed in Network Rail real and tangible benefits and improvements to freight services are being delivered through more collaborative working"

**Rail Delivery Group**





# What does this mean for me?



## Passengers

Passengers will be represented at their local route's stakeholder panels, and will benefit from the changes which will create a more locally focussed, responsive infrastructure manager.



## Taxpayers

Independent regulation of Network Rail routes will help Network Rail deliver further efficiency, increasing value for money for taxpayers.



## Network Rail

Responsibilities between Network Rail and different parts of government will be more clearly defined, so it will be clearer who is accountable for each aspect of the railway.



## Freight

A freight 'route' will provide a single, network-wide point of contact to ensure freight shipping continues to be one of railway's great success stories.



## Investors

Possibilities for third party funding and financing of enhancements will be opened up, to broaden sources of investment in the railway and support innovation and growth.



## Rail industry workforce

Network Rail staff and the wider rail workforce will, over time, better represent the diversity of the country. There will be more cross industry training programmes, creating broader opportunities and strengthening career paths across the sector.



## The North

A route for the North will bring a greater focus on improving the connectivity and performance of the rail network in the region



## TOCs

Train operators will be able to set targets for their local route through a scorecard system.



## Unions

Trade unions will have a key role in a cross-industry group to drive greater diversity across the industry and to develop a step-change in skills. This will deliver better outcomes for the workforce, and ultimately the customer.



## Supply chain

A government long-term vision for rail will provide context on political priorities to support planning in the supply chain. They will also be more involved in planning at route level, innovation, and more opportunities will be created by increased contestability.



## Local government

Local government will be represented on stakeholder panels, bringing decisions on rail infrastructure closer to the community.

## **SEStran Stations Update – Report submitted to the 18<sup>th</sup> March SEStran Board**

### **Background**

- 1.1 The December 2015 Board meeting was updated on the progress of the various bids to the £30M Scottish Station Fund from SEStran and the SEStran Authorities as well as the progress on developing the schemes. It also covered progress on work to reopen the line to Levenmouth in Fife to passenger traffic.
- 1.2 This report informs the Board of progress on some of the ongoing projects

### **2. East Linton and Reston Station**

- 2.1 The GRIP3 Option Selection Reports for the two stations on the East Coast Main Line (in East Lothian and Scottish Borders respectively) have been completed by Network Rail and there has been a significant increase in costs to a total of £21.8M for the two stations combined (with Reston being marginally less costly than East Linton)
- 2.2 A breakdown of these costs are:-

Construction Costs	£8.3M	
Design and Project Management	£4.1M	of which ca. £1M has been spent, paid for by the two Councils
Other Costs	£3.4M	These are mainly for compensating existing operators for disruption
Risks	£4.6M	
Inflation	£1.4M	
- 2.3 It is also the case that the close location of Markel level crossing to the proposed East Linton station will require an alternative solution to that facility, probably with the provision of a multi-user foot, cycle and horse bridge which would form part of a separate level crossing closure project.
- 2.4 A re-application from the two Councils and SEStran have been submitted to Network Rail for funding for the project from the Station Fund, with the two Councils maintaining their total contribution to the project of around £3M - which would include the £1M spent on the design cost to Grip3 level.
- 2.5 A letter has also been sent to Keith Brown, Cabinet Secretary for Infrastructure, Investment and Cities and Derek Mackay, Minister for Transport and Islands, seeking support for the project, including additional funding as required beyond the funding from the two Councils and the £6M maximum contribution from the Scottish Station Fund.

### **3. Winchburgh Station**

- 3.1 Design of the new bridge that will carry the town centre road over the Edinburgh – Glasgow line, and which will also be designed to allow the pedestrian linkage between the two platforms, is progressing.



- 3.2 There are discussions between the Developer and Network Rail regarding taking the project the project up to GRIP3 and one obstacle is the level of funding required for this process.
- 3.3 There is also some current uncertainty over the service pattern for the station, in the absence of finalised timetabling information being made available for EGIP.
- 3.4 Consideration may be given to apply to the Scottish Station Fund for funding towards the construction cost of the station beyond the developer contribution and the developer will firstly discuss this issue with SEStran and West Lothian Council.

#### **4. Leuchars Station Car Park Extension**

- 4.1 It is hoped that the construction of this 185 space car park – which will be additional to the existing 154 space car park - will start during the summer.

#### **5. New Falkirk High Station Car Park Extension**

- 5.1 Work on the 61 space new station car park (3<sup>rd</sup> car park for the station and funded jointly by the station fund, ScotRail, Falkirk Council and (past funding) SEStran) is due to commence early summer.

#### **6. Levenmouth Rail**

- 6.1 The Council has submitted the finalised STAG report to Transport Scotland requesting discussions on the possible way forward. A response is still being awaited.

#### **7. Recommendation**

- 7.1 The Board is asked to note the report

Trond Haugen  
**Advisor to SEStran**  
25 February 2016



3D Bridge, Victoria Quay, Edinburgh, EH6 6QQ, Tel: 0131 524 5150

Chairman: Cllr Russell Imrie

Partnership Director: Alex Macaulay

10 March 2016

Lead Strategic Planner  
Scotland Route Study  
Network Rail  
151 St Vincent Street  
Glasgow G2 5NW

Dear Sir/Madam

## **Scotland Route Study; Consultation; Response by South East Scotland Transport Partnership (SEStran)**

SEStran welcomes this opportunity to respond to the “Draft for Consultation” document of the Scotland Route study. Many of the issues raised below will also have been covered through meetings between Network Rail, SEStran, the eight member Local Authorities and SESplan or separate meetings to cover specific East Lothian issues.

In general, SEStran is very supportive of all the ‘favoured options’ suggested for the rail network in the SEStran area but would like to provide comments on individual elements of the Route Study.

**Chapter 2 – The Starting Point** We note that in Figure 2.1, the Bathgate line and Shotts lines have not been shown as part of the “Edinburgh Market” .. and they clearly should be as far as Blackridge and Fauldhouse stations respectively

**Chapter 3 – The Scotland Market Study** We note that the growth rate predicted for the Edinburgh commuter market for the period 2012-2023 at 4.1% p.a. (compared to, for example, 3.6% for Glasgow). It could perhaps be questioned if this is a ‘true’ reflection of the high economic activity in the Edinburgh catchment area. The actual overall growth rate for stations in the SEStran area since 2011/12 (the end of the recession) has been higher at an average of around 5.8% (according to the latest ORR statistics for the years up to 2014/15) compared with 3.4% for Scotland and 2.5% for the SPT area.

What is of more concern however is the predicted growth rate of the Edinburgh commuter market of only 1.6% p.a. for the period 2023 – 2043, particularly when compared with the estimated growth in the Glasgow market of 1.8% p.a. The key argument used for this predicted low Edinburgh growth is that “There is a shortage of development land in central Edinburgh, with most potential sites (located around Haymarket) having been developed. Edinburgh Park / The Gyle are rail served and



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are significant employment zones, but these are now mature developments and the capacity to accommodate significant future development growth beyond 2018 is understood to be limited”.

We would ask that this scenario will be revisited through consultations with the City of Edinburgh and SESplan. We do of course accept that there will be more restraints within the UNESCO protected limits of Edinburgh Old Town and New Town than what there will be, for example, within Glasgow City Centre – but there will be potential sites beyond these ‘protected boundaries’ that will still be within easy walk, tram or bus access from either Haymarket and Waverley stations. Edinburgh Park may also be closer to capacity by 2023 but there are other potential development areas within easy access of Edinburgh Gateway and Edinburgh Park. The growth in business development to the East of the City Centre, for example at Shawfair (served by Shawfair Station) should also be recognised. We would be surprised if the City Council resigned itself to a situation where economic growth would be seriously constrained due to an ‘unchallenged’ lack of development opportunities.

We note that growth in the long distance market is only covered in the Appendix and only show predicted flows / capacity requirements for 2043 as concluded in the completed Long Distance Route Study – and this appear to have taken into account the impact of High Speed Rail to Scotland. However, as part of the consultation process for this route study, we expressed concern that for the intermediate future, insufficient account had been taken on the likely change in air/rail modal split due to the impact of gradually reduced journey time between Edinburgh and London and we would like a greater understanding as to what extent this has been accounted for in the draft Scotland Route Study.

**Chapter 4; A railway for 2043** SEStran welcomes the potential interventions proposed for the period up to 2043 and would provide a few comments.

Electrification We note the proposals to electrify the line from Dunblane to Perth and Dundee during CP6 (2019-24) and then onto Aberdeen during CP8 (2029-2034) whereas the Forth Bridge-Fife-Dundee/Perth line will not be electrified until CP10 (2039-2044, although preparatory works will take place during earlier Control Periods.

There is (currently) no Glasgow-Perth service - so the rail network would not fully benefit from the proposed electrification programme until it reaches Dundee.

Northward services out of Edinburgh via Fife would however fully benefit from a staged electrification with Fife Local services being first in line, followed by the



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Edinburgh-Dundee and Edinburgh-Perth services and finally the Edinburgh-Aberdeen service.

We would therefore suggest that a review of the staging of the electrification programme to Perth and Dundee and beyond (although we appreciate that there may be greater technical challenges/costs present in respect of the line through Fife).

High Speed Rail We notice that it has been assumed that all High Speed Rail services to/from Edinburgh will be routed via the West Coast rather than the East Coast – largely because it would then be possible to ‘split/join’ the Edinburgh and Glasgow HSR services at Carstairs or further south. We do however feel that there ought to be alternatives to this arrangement with, for example, the HSR service to Newcastle being extended to Edinburgh (perhaps with a ‘split/join’ at Newcastle with only half the train to/from Edinburgh). This should reduce the likely pressure on track capacity to the west of Edinburgh Waverley whereas there is possibly more scope to deal with such problems to the East of Waverley. It could of course be an option that some HSR services to/from Edinburgh could be routed via the West Coast and some via the East Coast.

## **Chapter 5; Choices for Funders (for CP6 and CP7; 2019-2024 and 2024-2029)**

We again welcome and support the suggested investment proposals for CP6 and CP7 and all of the proposals would fit well with the Regional Transport Strategy and we would only comment in detail on a few of the interventions.

4-tracking between Prestonpans and Wallyford (locating these stations off the ECML; Ref 1.2.3) We strongly support the aim of this proposal which should reduce journey time on long-distance services and increase overall capacity.

We do however suggest there may be additional benefits by considering as an alternative (or even as an addition) the 4-tracking between Prestonpans and Longniddry. This would have a significant advantage of enabling an additional (potential) station at Blindwells should the East Lothian Development Plan support a major development in this area. This has been discussed at several meetings between Network Rail, East Lothian Council, SEStran and PBA consultancy and will have been covered in more detail in the response to this Scotland Route Study consultation by East Lothian Council – and SEStran fully concurs with this.

Should the two proposals be linked to form a longer 4-track section, the advantage could be even greater than the sum of the two individual parts in that the length of



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the 4-tracking should then be long enough to act as a 'dynamic loop' for freight trains.

We note that the Wallyford-Prestonpans 4-tracking proposal is an alternative to the less costly (and less beneficial) proposal of putting Drem Station on a loop. Whilst we support the merits of either proposal it may be that the additional benefit of a Prestonpans-Longniddry 4-tracking may sway the decision towards the latter.

We would welcome additional discussions on this issue as the Route Study progresses over the next few months.

Winchburgh Junction and Almond Chord SEStran view this proposal for CP6 as an important addition to the network in order to cope with the growth in the market. It is however important that the design of the grade-separation of Winchburgh junction takes full account of the new developer funded Winchburgh station that we reckon should be in place during CP6.

Grade separation of Upper Greenhill Junction This important capacity enhancement proposal is strongly supported by SEStran. However, the design of this junction should incorporate the possibility of a Bonnybridge station being added to the network.

Dunfermline Bypass (along the M90 corridor between Inverkeithing and Halbeath; Ref 5.2.5c) We welcome the principle of this major scheme that would add capacity through Fife and reduce long-distance journey times. We do however need to carefully consider the service level for the Fife coastal towns – in particular Kirkcaldy – and would advise there must be a careful balance between services operating via the 'Dunfermline bypass' and those that will serve Kirkcaldy. Indeed, there should be scope to recast the local services so that both Dunfermline and Kirkcaldy will get high frequency services (perhaps 4 per hour into Edinburgh) as part of the SEStran local network.

The Dunfermline bypass would be a significant piece of infrastructure which will have a great impact on the land use in the surrounding area. It is therefore important that further details of this scheme are developed as soon as possible and shared with relevant authorities – and should incorporate any proposal to develop a rail-halt at Halbeath P&R.

**General** We are aware that the Route Study will not cover aspirational schemes that do not (yet) have secured funding or are not fully endorsed by the Government. There are however a number of potential schemes within the SEStran area that would enhance the role of rail and that we are seeking Government nor third party





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support/funding and that could potentially be ready for delivery during CP6 or CP7. These could include, amongst others ...

Stations at East Linton, Reston, Winchburgh, Newburgh, Leven (together with reopening of the line for passenger and freight traffic), Halbeath, Grangemouth, Bonnybridge

Reopening of the line between Alloa and Dunfermline for Passenger Traffic (including a Charlestown Chord – which would greatly enhance the potential for rail freight into Rosyth Port). This scheme would in particular enhance connectivity to West Fife that will be hard hit by the closure of Longannet Power Station

... and we would of course involve Network Rail in progressing these schemes as relevant.

We trust that this response will be of assistance and would welcome further discussions on the Route Study as it progresses towards completion later this year. In this context, please contact either myself ([alex.macaulay@sestran.gov.uk](mailto:alex.macaulay@sestran.gov.uk) 0131 524 5152) or [trond.haugen@sestran.gov.uk](mailto:trond.haugen@sestran.gov.uk) 0131 524 5155.

Kind regards,

A handwritten signature in black ink, appearing to read "Alex Macaulay". The signature is fluid and cursive, with a long horizontal stroke at the end.

Alex Macaulay  
Partnership Director