
INTER-CITY EXPRESS

We want to make rail travel between cities quicker than by car, and to complete the electrification of the railway lines between the cities.

Scotland's Third National Planning Framework
The Scottish Government, 2014

Our Ambition for Rail
a competitive railway

In 2008 then First Minister Alex Salmond sensibly said that "railways must at least compete with roads". But while there are a number of major initiatives to improve the railway's competitive position in the Central Belt, no similar ambition is being shown for routes to the north of Scotland.

The Scottish Government is planning a range of modest improvements to rail services to and from Aberdeen and Inverness – but the timescale for implementation stretches as far away as 2030. Yet road expenditure of no less than £3bn on A9 dualling by 2025 and another £3bn on A96 dualling by 2030 is proposed. These massive public investments would of course generate increased car and lorry traffic, and undermine rail's ability to compete – unless train journey times are dramatically improved.

There is clearly a 'project deficit' for railways north of the Central Belt. We see lots of Government ambition for roads, but where's the next 'big idea' for rail?

Our 'Inter-City Express' programme is the answer. It supports the Scottish Government's 'Agenda for Cities' by bringing all Scottish cities closer together, with a safe, civilised and sustainable mode of transport. The Agenda stresses the importance of a 'Connected City', and our proposals benefit all seven cities in the Scottish Cities Alliance — Aberdeen, Dundee, Edinburgh, Glasgow, Inverness, Perth and Stirling.

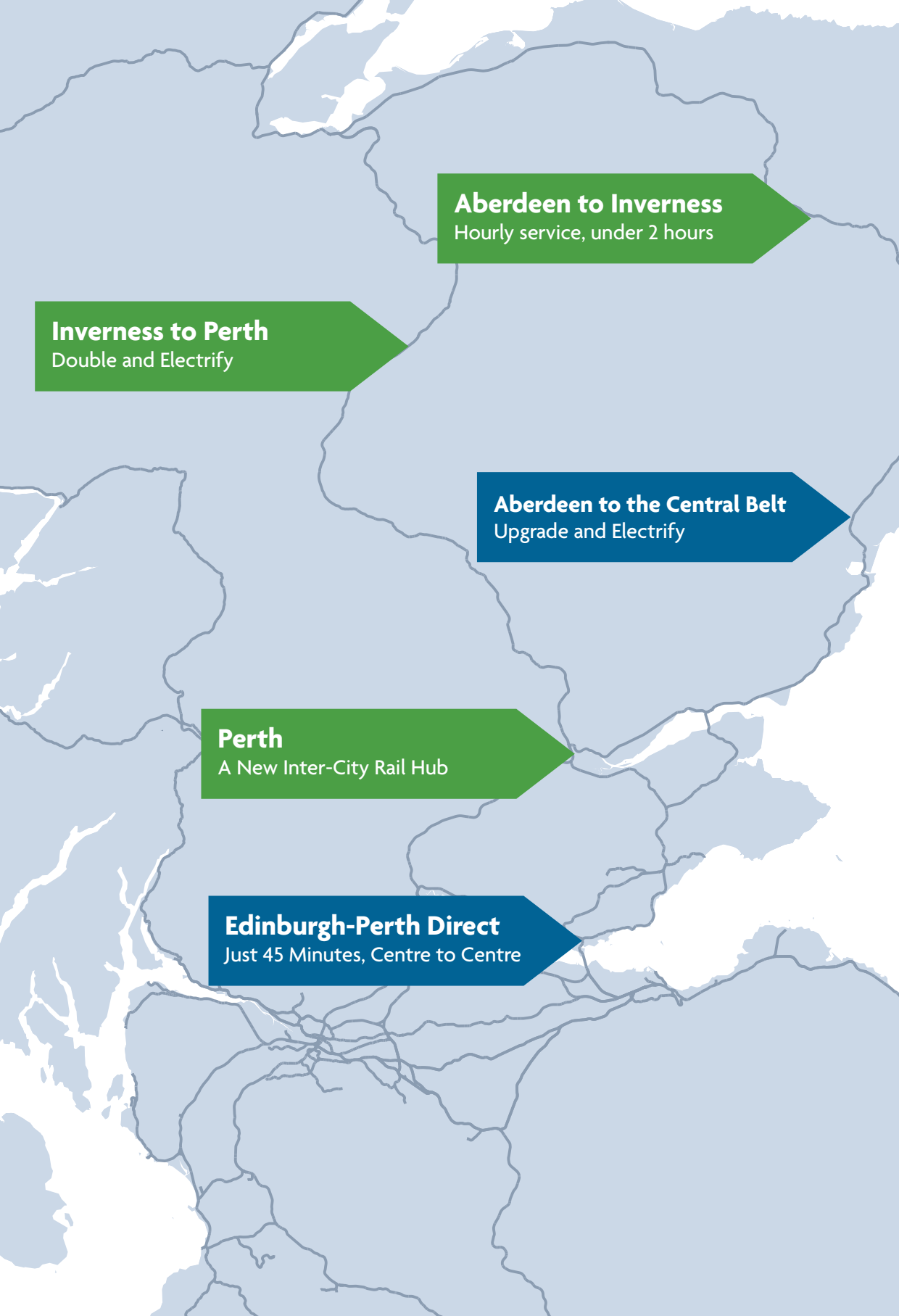
This document sets out the case for a transformation of rail transport north of the Central Belt, for passengers and freight alike, under five key headings.

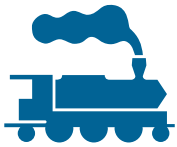
To what extent do you agree or disagree with the following statement: "Journeys by rail between Scotland's cities should be at least as fast as those made by road"?

"Attitudes towards speed of rail travel relative to travel by car"

ScotPulse opinion poll conducted for Transform Scotland




Aberdeen to Inverness
Hourly service, under 2 hours
Inverness to Perth
Double and Electrify
Aberdeen to the Central Belt
Upgrade and Electrify
Perth
A New Inter-City Rail Hub
Edinburgh-Perth Direct
Just 45 Minutes, Centre to Centre





65 min

Edinburgh - Perth

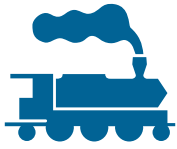
Fastest time in **1895**

71 min

Edinburgh - Perth

Fastest time in **2015**

The rail route from Edinburgh to Perth is slower than it was **100 years ago**





57 min

Edinburgh - Dundee

Fastest time in **1895**

64 min

Edinburgh - Dundee

Fastest time in **2015**

1

Inverness to Perth
Double and Electrify

2

Aberdeen to the Central Belt
Upgrade and Electrify

3

Aberdeen to Inverness
Hourly service, under 2 hours

4

Edinburgh-Perth Direct
Just 45 Minutes, Centre to Centre

5

Perth
A New Inter-City Rail Hub



INVERNESS TO PERTH DOUBLE AND ELECTRIFY

Double and electrify the largely single-track Inverness-Perth railway, transforming its capacity and capability for both passenger and freight traffic.

The Inverness to Perth 'Highland Main Line' railway has recently celebrated its 150th anniversary – and there is much that the Victorians would still recognise. Two-thirds of this key 118-mile route is just single track – limiting capacity, slowing journey times and undermining reliability – and the line is still not electrified. Rail journey times to Inverness are poor compared to road.

The current road investment plans would make the railway even less competitive. The Government proposes to spend £3bn dualling the A9 between Inverness and Perth, substantially reducing journey times by road – and hence further weakening the position of the railway for both passengers and freight. Rail upgrades are budgeted to cost a maximum of £600m.

Given the ambition to dual the A9, for rail to compete on this corridor a 'game changer' is required. That means creating a fit-for-purpose electrified and double-tracked railway – transforming rail's capacity and capability for passengers and freight.

If dualling is good enough for road, it's good enough for rail too.

Top-class trains, and journey times of around 90 minutes from Inverness to Perth and around 2½ hours from Inverness to Edinburgh and Glasgow, would dramatically change rail's competitive position.

Getting freight off the A9 is another key objective.

The Highland Main Line already handles significant freight flows, including the daily Tesco train. Given more investment in rail, hundreds more trucks could be taken off the A9 daily – reducing the toll of accidents and cutting the serious damage done to road surfaces by 44-tonners. HGVs over 7.5 tonnes are involved in 23% of all accidents on single carriageway sections of the A9, yet typically only make up 7% of the traffic.

But even doubling and electrification won't create a level playing field for passenger traffic between Inverness and Edinburgh. The journey between Perth and Edinburgh will remain slow and tortuous without a significant intervention. To achieve this, we need to see reinstatement of the direct fast route from Perth to Edinburgh closed in 1970 (see section 4).

"The great thing about transforming rail infrastructure to the north is that freight transport would benefit enormously, as well as passengers. With a fit-for-purpose Perth-Inverness railway, we could increase the number of daily freight trains from two to as many as eight in each direction. That's the equivalent of taking more than 300 lorries off the A9 – every day.

A government really committed to road safety would regard this as a golden opportunity"

David Spaven,
Scottish Representative
of the Rail Freight Group
The Scotsman, 4 April 2014





£250m-£600m
PLANNED
HML INVESTMENT





£3bn PLANNED
A9 INVESTMENT



ABERDEEN TO THE CENTRAL BELT UPGRADE AND ELECTRIFY

Reduce journey times from Aberdeen to the Central Belt through electrification and increasing track capacity.

Trains have no speed advantage over typical car journey times between Aberdeen / Dundee and Glasgow / Edinburgh – nevertheless the Scottish Government's planned programme of rail investment between Aberdeen and the Central Belt is not scheduled for completion until 2030.

Trains south from Scotland's third city still have to negotiate single-track sections (from Montrose to Usan, and east of Perth station). For trains from both Edinburgh and Glasgow, the final approach to Perth station has long bewen a slow crawl. And the potential to shift more freight traffic off the A90 is limited by the short length of railway overtaking loops between the Central Belt and Aberdeen.

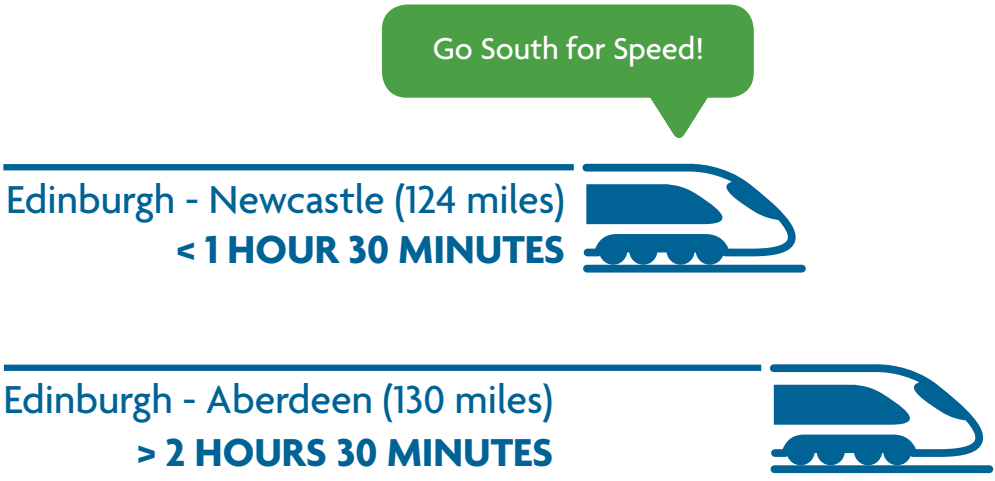
In the short-to-medium term, we should:

- Eliminate the single-track bottleneck between Montrose and Usan
- Extend loops for longer (and more cost-effective) freight trains
- Upgrade the existing route immediately south and east of Perth for higher speeds and greater capacity

In the longer term the routes from Aberdeen to the Central Belt must be electrified, and the opportunity taken to route Aberdeen-Edinburgh trains via the new direct Perth-Edinburgh link, providing improved connectivity through the new Inter City hub at Perth station (see section 4).

"All services and infrastructure need to be examined and subjected to proper scrutiny in order to develop a rail infrastructure and service that truly serves the whole of Scotland. There needs to be recognition that the Scottish rail network is essentially unfit for purpose north of Perth at present."

Scottish Chambers of Commerce response to 'Rail 2014' consultation





ABERDEEN TO INVERNESS

HOURLY SERVICE, UNDER 2 HOURS

Take the long-neglected single-track rail line from Aberdeen to Inverness into the 21st Century.

The Aberdeen-Inverness journey has always been faster by rail than road, but the advantage will be lost if the single-track railway is not substantially upgraded to match massive planned road investment. Improvements to the rail journey have been debated, discussed and studied for more than 25 years – but other than a few additional trains, nothing has been done to take this Inter-City service into the 21st century.

The Government's proposes to spend £3bn on dualling the A96, substantially reducing journey times by road. Rail upgrades planned by Transport Scotland are budgeted to cost just £280m – less than 10% of planned road expenditure on the same corridor. Road improvements will lead to rail traffic shifting to road, and the wider benefits of rail (the safer and more sustainable mode of transport) being lost through more injuries and deaths, increased greenhouse gas emissions, and extra wear and tear on the A96.

We welcome Transport Scotland's new plan to redouble the key commuting section of the route from Inverurie to Aberdeen, but a much more comprehensive programme is needed to transform the through inter-city service by:

- Reinstatement of double track on the final approach from Dalcross to Inverness – to increase capacity for commuter flows and end-to-end journeys, and to improve service reliability.
- Substantial extension of key crossing loops on the remaining single-track sections, to facilitate an hourly service frequency from Inverness to Aberdeen – taking two hours or less – and increase capacity for the development of freight traffic.
- Starting planning for the electrification of the route to the same timescale as the dualling of the parallel A96.

Lewis Macdonald (North East Scotland) (Lab): Does the First Minister agree with Transform Scotland that the journey times between Aberdeen and the central belt would be greatly improved by double tracking the one short stretch of single track on the east coast main line at Montrose? If he does, is that something that the Scottish Government is prepared to consider?

The First Minister: That is most certainly something that the Scottish Government is prepared to consider. The dual tracking of the Aberdeen line and the Inverness line offers substantial improvements to journey times.

Former First Minister Q&A, 06 March 2014

We want to make rail travel between cities quicker than by car, and to complete the electrification of the railway lines between the cities.

NPF3, 2014



EDINBURGH-PERTH DIRECT

JUST 45 MINUTES CENTRE TO CENTRE

Build and electrify a new direct rail link from Perth to Edinburgh, slashing up to 35 minutes off journey times from Inverness and Perth to Edinburgh.

The direct rail route from Edinburgh to Perth via Dunfermline, Kinross and Glenfarg was closed in 1970 to make way for the M90 motorway. This short-sighted decision has ever since condemned inter-city rail travellers to journey times significantly longer than the road alternative. It has left the rail journey from Edinburgh to Perth slower than it was 100 years ago. The AA's Route Planner estimates a (legal) car journey time of just 59 minutes, compared to a 2015 rail average of 1 hour 22 minutes.

Only the reinstatement of a direct link to Perth would truly open up routes from the north to Edinburgh.

It would slash the journey time from Perth (and Inverness) to Edinburgh by up to 35 minutes; provide the opportunity to reduce journey times from Dundee and Aberdeen to Edinburgh; and allow the creation of new stations in key growth areas such as Kinross. The currently underutilised Perth station would be transformed into a new Inter-City hub – the catalyst for transport connectivity and urban regeneration.

Much of the proposed route alignment is still in existence. Some development has inevitably taken place at a number of locations, and a four-mile tunnelled section would be required to avoid the M90 and Glenfarg village.

If we are to start planning now for the transformation of rail travel between Perth and Edinburgh, top priority must be given to protecting the Inverkeithing-Halbeath-Bridge of Earn rail alignment from further inappropriate development.

In the 2009 Strategic Transport Projects Review (STPR) the Scottish Government estimated a cost of between £500m and £1bn to build a new railway from Inverkeithing through Halbeath (bypassing Dunfermline) to Bridge of Earn (south of Perth). However STPR did not:

- Analyse the benefits of an electrified railway (in particular faster journey times).
- Assess the merits of a new railway from Halbeath to Bridge of Earn only – allowing Dunfermline to benefit from the project.
- Evaluate an intermediate park-and-ride station at Kinross, serving a wide catchment.
- Analyse the benefits of routing Aberdeen to Edinburgh trains this way – together with track upgrades in Perth, allowing reduced journey times and better connectivity.

A Transport Scotland spokesman said "However, Scottish Ministers are always willing to consider rail projects that provide a positive impact and we continue to liaise with Transform Scotland to assist in their development of proposals for a new rail link between Edinburgh and Perth via Kinross."

The Courier, 21 September 2013

"Scottish Planning Policy clearly states that disused railway lines with a reasonable prospect of being reused as rail, tram or active travel routes should be safeguarded in development plans."

Keith Brown, Former Minister for Transport and Infrastructure



PERTH
A NEW INTER-CITY RAIL HUB

Create a new Inter-City rail hub at Perth station – the catalyst for transport connectivity and urban regeneration.

The new direct rail link from Perth to Edinburgh would slash journey times – and create a once-in-a-lifetime opportunity to make Perth station the crossroads of the rail network north of the Central Belt.

With fast, direct trains to all Scotland's cities – Aberdeen, Dundee, Edinburgh, Glasgow, Inverness and Stirling – the vastly under-utilised station site at Perth could realise its untapped potential as a catalyst for urban regeneration.

This grand Victorian building offers a well-connected setting for retail and business development, tourist-related facilities, indeed all the kinds of enterprise and community activity, which would benefit from fast rail services to the rest of Scotland. At present, Perth station is a cul-de-sac – but in time, a new 'railway quarter' would extend Perth's nearby city centre westwards. Perth has a very special opportunity to remake the best of its railway heritage for future generations.

Station investment can result in widespread urban and economic development in and around the station. A railway station plays an even bigger role in its community, generating greater investment, employment and income in the local area. The following stations demonstrate the value of station investment.



Sheffield Station

In and surrounding the station there has been a net increase of 2,799 jobs between 2003 and 2008, equating to 34% of the total employment growth in Sheffield.



Manchester Piccadilly

Footfall at the station is estimated at 28 million per annum. One third of visitors use the station for reasons other than travel. It is estimated that passengers spend on average 40% more in Manchester Piccadilly than in other Network Rail managed stations.



Birmingham New Street Gateway

The development scheme is estimated to result in 350,000 square feet of new development near the station.



St Helens Central

There has been a 65% increase in passenger demand between 2006/07 and 2009/10.

THE WAY FORWARD

The Inter-City Express programme — and the associated infrastructure upgrades benefitting freight on rail — would fill a major gap in Scotland's infrastructure investment plans, transforming movement between the country's seven cities with a safe, civilised and sustainable mode of transport.

FASTER

The Inter-City Express programme would transform rail travel between Edinburgh, Glasgow and the other five Scottish cities, with highly competitive journey times, such as:

Perth to Edinburgh in 45 minutes
Inverness to Perth in 90 minutes
Inverness to Edinburgh / Glasgow in around 2½ hours
Aberdeen to Edinburgh / Glasgow in 2 hours
Aberdeen to Inverness in under 2 hours

Journey times from Dundee and Stirling would also benefit from route electrification and top-class trains. And the new direct Perth-Edinburgh link would open up faster journeys from re-opened park&ride stations at Bridge of Earn and Kinross – direct to the heart of Edinburgh.

SAFER

Rail travel is already vastly safer than road – you are 30 times more likely to die travelling by car than by rail.

With its fast and reliable network of train services, the Inter-City Express programme would allow many more travellers to benefit from this safe and sustainable mode of transport – and help to cut the death and injury toll on Scotland's roads.

Rail travel is more relaxing and productive. You can read, link up to the internet, or simply sit back and savour the scenery. For the business traveller – in First Class in particular – the train offers a high-quality working environment, enabling a very productive use of travel time.

"We aim to have better connected cities – better connected to each other, better connections within each of their regions – and for these transport networks to be progressively decarbonised. City regions are the hubs for the majority of our international connections. We want to make rail travel between cities quicker than by car, and to complete electrification of the railway lines between cities."

Scotland's Third National Planning Framework

2015 - 2020

To bridge the gap before network electrification, increase line speeds to allow new HST trains to run at 125mph between Edinburgh, Glasgow, Inverness and Aberdeen.

Take the long-neglected single-track rail line from Aberdeen to Inverness into the 21st century, with more double track to increase capacity, improve speeds and enhance reliability.

2020 - 2025

Extend planned electrification from Dunblane to Perth, in conjunction with doubling and electrifying the largely single-track Perth-Inverness railway – transforming its capacity and capability for both passenger and freight traffic.

Reduce journey times from Glasgow and Stirling to Aberdeen through electrification and by upgrading the existing route through Perth and from Montrose to Usan.

Create a new Inter-City rail hub at Perth station – the catalyst for transport connectivity and urban regeneration.

2025 - 2030

Build and electrify a new direct rail link from Perth to Edinburgh, slashing up to 35 minutes off journey times from Inverness and Perth to Edinburgh.

Further reduce journey times from Edinburgh to Aberdeen by routing Edinburgh trains via this new fast link.

Reduce journey times from Edinburgh to Aberdeen through electrification.

GREENER

When it comes to energy and environmental issues, rail beats road (and air) hands down.

Greenhouse gas emissions – which are contributing to increasingly volatile and extreme weather conditions – are a key concern for both citizens and business. Longer-distance rail journeys typically generate less than half of the greenhouse gas emissions per passenger of the equivalent car journey – and less than a third of the air journey equivalent. Freight on rail generates just one third of the CO2 emissions of an equivalent transit by truck.

COMPETITIVE

The most dramatic outcome of the Inter-City Express programme would be the transformation in rail's capability to compete with the car. And better rail infrastructure would make it much easier to attract freight from truck to train – reducing the heavy punishment which 44-tonne lorries impose on road surfaces the length and breadth of the country.

But Inter-City Express would also make our cities more competitive and Scotland more competitive – with a swift, safe and sustainable service, at the heart of a transport system fit for the 21st century.

Scotland's Rail Network



"We all welcome Transform Scotland's ambition and many of the proposals that it makes, but it is important to highlight the need for promoters of change to approach the relevant regional transport partnerships to discuss the potential impact of proposals on areas and the requirement to develop an up-to-date feasibility study that examines all transport modes. The member is right to point out that the impact on communities on the Edinburgh to Perth corridor should be assessed as improvements are proposed.

The statistics show that these are exciting times for the railways in Scotland. There are laudable ambitions to make even greater progress."

Former First Minister Q&A,
06 March 2014

HOW YOU CAN **HELP**

LEADERSHIP NEEDED FROM **GOVERNMENT**

- The Scottish Ministers should bring forward the upgrade of the Inverness-Perth, Aberdeen-Perth, and Inverness-Aberdeen lines.
- Tactran, Sestran, Hitrans and Nestrans should commission a major feasibility study of the benefits and costs of a direct Perth-Kinross-Edinburgh rail link. This should be done with the active support of Transport Scotland and involvement of concerned stakeholders such as Transform Scotland.
- Fife Council and Perth & Kinross Council need to protect the potential Inverkeithing-Halbeath-Bridge of Earn rail alignment from further inappropriate development.

HOW **ORGANISATIONS** CAN HELP

- Join the ICE Campaign Alliance. No membership fee. Please contact us for details.
- Consider making a donation to the ICE Campaign Fund.

HOW **INDIVIDUALS** CAN HELP

- Join our mailing list, 'Express' for campaign updates.
  See **http://transformscotland.org.uk/intercityexpress**
- Consider making a donation to the ICE Campaign Fund.
- Contact your local MSP and ask that they promote the campaign in the Scottish Parliament and to press for the ICE proposals to be included in their party's manifesto for the May 2016 elections.

transform scotland

Inter-City Express is a joint campaign set up by Transform Scotland, Rail Freight Group, Capital Rail Action Group, Friends of the Far North Line, and the Scottish Association for Public Transport. It is an attempt to transform rail travel, bringing all seven of Scotland's cities closer together – with a safe, civilised and sustainable mode of transport. We want to see a long-term programme of investment in the Scottish inter-city rail network so that rail, rather than road, can become the norm for travel between our cities.

About Transform Scotland

Transform Scotland campaigns for a society where everyone can have their travel needs met within the limits of a transport system that is environmentally sustainable, socially inclusive and economically responsible.

We are the only organisation in Scotland making the case for sustainable transport across all modes. We have a membership of over 60 organisations across Scotland, including public transport operators, local authorities and sustainable transport voluntary organisations. Transform Scotland is a registered charity, politically independent, science-based and strictly not-for-profit.

Transform Scotland Limited is a registered Scottish charity (charity number SC041516). Our Board of Directors is elected by our member organisations in accordance with the rules set out in our Articles of Association.

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RFG Rail Freight Group

Scottish Association for Public Transport

CRAG CAPITAL RAIL ACTION GROUP

The Friends of the Far North Line