

INTER-CITY EXPRESS

**PERTH AS THE HUB
OF A RENEWED
SCOTTISH RAIL
NETWORK**

**PHIL MATTHEWS,
CHAIR,
TRANSFORM SCOTLAND**

**SCOTLAND'S ALLIANCE FOR
SUSTAINABLE TRANSPORT**

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Perth, 21 August 2018


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1. Introduction to Transform Scotland

1. Introduction to Transform Scotland
 2. Perth-Inverness
- 

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 2. Perth-Inverness
 3. Connecting Perth to Edinburgh
- 

1. Introduction to Transform Scotland
 2. Perth-Inverness
 3. Connecting Perth to Edinburgh
 4. Our priorities for investment
- 

WHO'S IN THE DRIVING SEAT?

Scots, Pitlochry, 4 May 2018

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TRANSFORM SCOTLAND

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- **Scotland's sustainable transport alliance, with around 60 member organisations from private, public and third sectors.**



STAGECOACH GROUP
greener smarter travel

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL



XPLORE
Dundee



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Better Public Transport

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Better Public Transport



Healthy Travel

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Better Public Transport



Healthy Travel



Lower Emissions

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Better Public Transport



Healthy Travel



Lower Emissions



Fairer Funding

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Better Public Transport



Healthy Travel



Lower Emissions



Fairer Funding



Fairer Prices

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**WHAT
WE WANT**

For Scottish
transport

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For pedestrians

We want **20mph as the default speed limit on residential and shopping streets**, so that our towns and cities can again become places for people rather than just for cars.

We need a people-friendly approach to street design and layout which puts the needs of people above those of motor vehicles. Perhaps the single biggest step in making our streets safer is to reduce traffic speeds.

A 20mph speed limit will improve quality of life and safety in shopping and residential areas, and around schools, and provide better conditions for walkers and cyclists. Most importantly, 20mph saves lives: reducing the speed of a car from 30mph to 20mph increases a pedestrian's or cyclist's chance of survival to 97%.



High-quality commuter cycle routes will bring massive public health benefits.

For cyclists

We want **segregated commuter cycle routes** on all primary routes into towns and cities.

By 2020, each of Scotland's seven cities should have in place at least one high-quality, segregated route on a key commuter road; by 2030, all main roads should be provided with cycle facilities matching the best in Europe.

Increasing cycling would have massive public health benefits. Segregated cycle lanes on primary routes into towns and cities would widen the opportunities for cycling, especially amongst less experienced and younger people.

Delivering high-quality commuter cycle routes would also make a major contribution to meeting the government's vision that by 2020, 10% of everyday journeys taken in Scotland will be by bike.



For bus passengers

We want investment in **bus priority measures** to incentivise public transport use in Scotland's towns and cities.

Congestion seriously affects road-based public transport, leading to less reliable services, longer journey times, higher operating costs, higher fares, worsening pollution, not to mention the multi-million pound annual cost to Scotland's economy.

Getting people back on to buses would make a major contribution to tackling congestion. This will require both continued investment in better bus services, and also giving priority to public transport on congested routes into urban centres.

We want Scotland's local authorities to be incentivised by central government to invest in bus lanes and other priority measures, and to strengthen partnership working with Scotland's bus industry.

PARKS
PARK H
20 BOT
HAMILI

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Rail over road should become the norm for inter-city travel.

For rail travellers

We want a programme of investment to transform the **Scottish inter-city rail network** so that rail, rather than road, becomes the norm for travel between our cities.

Electrification should be extended to Perth, Dundee, Inverness and Aberdeen in conjunction with extensive doubling. This would transform the railway north of the Central Belt for both passengers and freight. Furthermore, a new direct, electrified rail link should be built from Perth to Edinburgh, slashing 35 minutes off journey times between Edinburgh and the North.

Investment is also required on Anglo-Scottish routes. Large sections of the East and West Coast Mail Lines lie within the remit of Network Rail Scotland and priority needs to be given to infrastructure upgrades on both routes.



For ferry passengers

We want **improved connectivity between ferries and other modes of public transport.**

Continued progress towards common ticketing across transport operators will help to remove one of the barriers to connectivity between public transport modes. However, the travel plans of ferry passengers hoping to meet buses or trains can be severely affected should they miss their connections, especially given that many ferry ports are in remote locations with limited onward services.

Public transport operators face penalties if they try to maintain connections for passengers transferring from one mode to the next. We would like to see flexibility built into operators' performance regimes which ensures operators meet their contractual obligations, but not at the expense of passenger requirements.

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Photo by Flickr user steadyrollin'

84% of Scots agree priority should be given to fixing the existing road network.

For road users

We want Scottish roads policy to focus on **clearing the £2.25 billion roads repair backlog**. This would benefit all road users – car drivers, bus passengers, cyclists, and pedestrians.

The vast majority of Scots want government to prioritise repairing roads over building new roads. When asked the question “Do you think the Scottish Government should give priority to fixing the existing road network before building new roads?”, 84% of respondents agreed, with only 7% disagreeing.

All of Scotland’s roads could be fixed for £2.25 billion – a small share of the £9 billion currently planned for new roads. Repairing existing road infrastructure would be of huge economic benefit: local firms could carry out the work, and it would also support Scottish local authority finances.

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PERTH-INVERNESS



“Railways must at least compete with roads”

*First Minister
Alex Salmond in 2008*



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"Network Rail will cut journey times [from Edinburgh to Inverness] to two hours 45 minutes – 35 minutes less than at present. ... the timescale for implementation is 2011-2012"

First Minister
Alex Salmond in 2008



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- An average of just four minutes' time saving has been achieved on the Highland Main Line in the past decade — *not the 35 minute reduction promised a decade ago.*
- Hourly passenger trains and an average journey time saving of 10 minutes are promised — but with no additional track it's highly likely we'll see more delays and cancellations as more trains are squeezed onto the single track railway.

An aerial photograph showing a multi-lane highway under construction. The road surface is partially paved and partially dirt/gravel. Several yellow excavators and a truck are visible on the construction site. A white safety barrier runs along the edge of the work area. In the background, a railway track runs parallel to the highway. The text "A missed opportunity not to tackle HML capacity at same time as A9." is overlaid in white, bold font at the top of the image.

A missed opportunity not to tackle HML capacity at same time as A9.

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CONNECTING PERTH TO EDINBURGH



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Government has the correct policies in place



Government has the correct policies in place

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

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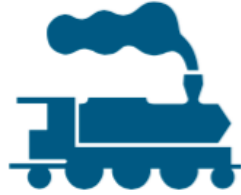
Scotland's Third National Planning Framework,
Scottish Government (2014)



New trains very welcome...



... but infrastructure north of the Central Belt remains inadequate.



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**

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Edinburgh Waverley to Perth rail mileages

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- via Stirling: 69 miles

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- via Stirling: 69 miles
- via Ladybank: 57 miles

Edinburgh Waverley to Perth rail mileages

- via Stirling: 69 miles
- via Ladybank: 57 miles
- via Glenfarg: 48 miles





<http://www.flickr.com/photos/26314424@N08/5072353577>

Make Perth Station the hub of the inter-city network:

A magnificent station – but horribly under-utilised

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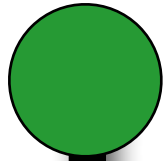
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OUR PRIORITIES FOR INVESTMENT





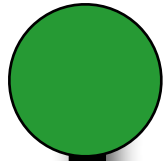
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2015-2020:

- ✓ 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
- ✓ To bridge the gap before network electrification, introduce fast tilting diesel trains between **Edinburgh / Glasgow and Inverness** – and also to **Aberdeen**

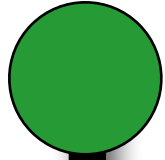




2020-2025:

- ✓ 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
- ✓ Reduce journey times from **Edinburgh to Aberdeen** through electrification
- ✓ 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 **Edinburgh to Perth**, slashing up to 35 minutes off journey times from Edinburgh to Perth and Inverness
- ✓ Further reduce journey times from **Edinburgh to Aberdeen** by routing Edinburgh trains via this new fast link.



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**SUPPORT FROM AROUND
SCOTLAND**



James Bream

Aberdeen and Grampian Chamber
of Commerce

"Businesses in the North-East tell us they want journeys 45 minutes quicker to the Central Belt. The benefit is clear. The North-East suffers from poor quality infrastructure - we have single track and Victorian signalling. This needs to be greatly improved."



Stewart Nicol

Inverness Chamber of Commerce

"As we progress through the 21st century the Highland Mainline infrastructure is actually worsening relative to services in the Central Belt. The whole link is unfit for purpose. It's an absolute requirement that we get a dual track electrified line between Inverness and Perth."



Liz Smith MSP

Mid Scotland and Fife

"A more effective and direct line is called for by business and communities in Perth and Kinross-shire. We need infrastructure that is well integrated and provides opportunities across Scotland. Perth Station becoming a hub is a popular idea and the station ought to be upgraded."

The logo for 'transform scotland' is displayed in white text against a blue background. The word 'transform' is in a large, bold, lowercase sans-serif font, with a white arrow pointing to the right integrated into the letter 'o'. Below it, the word 'scotland' is in a smaller, lowercase sans-serif font.

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Join the Campaign!

intercityexpress.transform.scot

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