



Scottish Association for Public Transport

SCOTTISH TRANSPORT MATTERS

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Meeting and AGM
13.30 Tuesday 7th May
Radisson Hotel, Edinburgh

Lumo Plans for the Future
Rail Funding to 2029
Scottish Transport Issues
Levenmouth Rail Advances
AGM



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1 **SAPT Transport Meeting and AGM Tuesday 7th May**

This will be held in **Edinburgh Radisson Blu City Centre 80 High St from 13.30 on Tuesday 7th May. Coffee/tea will be available from 12.30.**

13.30 Welcome and Introduction by Stewart Stevenson, President, SAPT

13.45 Martijn Gilbert, Managing Director of Lumo and Hull Trains, is the guest speaker. Martijn was previously managing director of Go North East, the largest bus operator in NE England. As MD of Lumo, Martijn has steered Lumo into a highly successful open-access train operator running between Edinburgh and London. Lumo is now considering extending some services from Edinburgh to Glasgow.

Martijn will tell us the inside story on the rail and bus industries and his views on future Anglo-Scottish rail developments. Followed by questions.

14.30 Scottish Rail investment for the next five years depends on funding agreements between **Transport Scotland**, ORR and Network Rail. This session describes what funds are available for enhancements, renewals and maintenance in the 2024-29 High Level Output Statement

14.45 SAPT will give an update on transport issues affecting Scotland covering:

- Ideas for better timetables: **Highland Main Line, Fife, Shotts line, West Highland Line**
- Bus/rail integration in Strathclyde (see Section 6)
- A new **FastTrack North** plan for Anglo-Scottish upgrades following cancellation of HS2 Ph 2

15.05 Levenmouth Re-opening: Rail Advances illustrated by **Dr. Ann Glen**

15.30 Questions followed by break

16.00 AGM Business Meeting (for SAPT members only)

16.30 Close

2 **Rail in Scotland**

Scottish rail conferences were held in Edinburgh (20th February 2024) and Glasgow (7th March).

Scotland's Railway MD Alex Hynes said the commuter market has collapsed but leisure travel has grown. There was a 33% growth in ScotRail passenger journeys April to June 23 compared with the same period in 22. Climate change is affecting Scotland more than other UK countries, with an 8% increase in rainfall over the last ten years. SEPA are now represented in the control room.

Transport Scotland rail director Bill Reeve said the Scottish Government budget has never been tighter. He wants infrastructure upgrades to support longer freight trains.

Malcolm Group wants more freight on rail, according to director Andrew Summer. Transport Scotland has set railfreight traffic growth target at 8.7% for 2024 to 2029. But the Modal Shift Revenue Support (MSRS) scheme is being withdrawn. Road fuel duty is frozen while rail access charges are rising. The high cost of Network Rail electricity means nearly all cross-border freight trains are no diesel hauled, which is slower. Many electric locomotives are now stored.

Stuart Thomson (LNER) promised faster journey times and 16,000 extra LNER seats per day from December 2024. Rail currently has 56% of the Edinburgh-London travel market with air taking 44%. Videoconferencing has affected business travel, with leisure travel now 70% of the market. LNER is simplifying fares by scrapping returns and off-peak returns replaced by on-demand fares. There are fears fares will increase. Glasgow and Stirling trains via Edinburgh are being withdrawn.

Anna Ince (Resonate Signalling) described how the Luminare Traffic Management system will reduce delays at Edinburgh Waverley by better dynamic platform allocation when things go wrong

3 Inverness Meeting Notes

by Neil Wallace

SAPT's annual Inverness meeting on 2nd November 2023 was well attended by a mix of public transport professionals, enthusiasts and users, some who also use active travel.

Neil Wallace, SAPT committee member gave first hand examples of passenger experiences.

Audio and visual 'Next Stop' displays were becoming available on new buses as well as on existing trains. Some of the new buses were electric, the majority are on diesel.

Services were infrequent outside of Inverness and information sources can be quite unreliable. Examples of electronic displays were shown, some were inconsistent in showing the departure time and destination of the next available train or bus/coach, particularly so during periods of disruption. Car dependency is encouraged by the Go-Hi app which gives optimistic data to show car travel is cheaper and faster than other options.

Jon Farr of Highland Council explained work on Bus Service Improvement Partnerships (BSIPs), with examples of ongoing projects from the Inner Moray Firth and Lochaber. These featured new bus gates as well as traffic light priority measures.

The latest scheme awaits installation of Automatic Number Plate Recognition (ANPR) barriers to exclude other traffic.

Frank Roach, rail partnership manager at HITRANS, gave an update on developments:

Request to Stop technology has been installed at some remoter stations. These displays give more reliable timings compared with existing Customer Information Screens

Inverness Station Masterplan. Redevelopment opportunities around bus station relocation, multistorey car park etc – all off railway operational ground - could improve the public realm and connectivity in Inverness by considering integrated redevelopment of the railway station, bus station and car parks which could free up some of the surrounding area for other uses.

Faslane: An update was due at end of January into a station on the West Highland Line near Shandon for workers commuting to the naval base. The single platform station design has been going through survey estimation.

Oban Link: Following a 2023 meeting on the Railway Pier to look at rail station to ferry terminal access with CMAL, Transport Scotland and ScotRail, feasibility for a covered walkway is to be drawn up by HITRANS.

Evanton Station: A technical feasibility report into a new station is soon to be completed. The case for the short-platform station has been boosted by the Green Freeport but is still relies on Delmore loop (just north of Clachnaharry) to be constructed. There is currently no visibility on funding for this c.£30m project.

Skyefall: The project to create a road-rail shared corridor on the Kyle Line between Strathcarron and Strome ferry is still under development. HITRANS is about to engage a specialist to produce costings for the proposal.

4 Clyde Metro Risk Reduction

A major step forward in delivery of **Clyde Metro** has been made as Strathclyde Partnership for Transport (SPT) has been given responsibility to develop the case for investment. The ClydeMetro concept was initially floated by the Scottish Association for Public Transport, confirmed by the Glasgow Connectivity Commission and expanded in the Strategic Transport Projects Review (STPR2) as a multi-billion project over 30 years.

The conceptual ClydeMetro map in the STPR2 Technical Report shows a mix of light and heavy metro routes incorporating some existing ScotRail routes. At this early stage the report does not cover in detail the heavy or light metro technologies expected to be used. STPR2 envisages ClydeMetro using some of Glasgow's extensive rail network (including disused lines) as well as new construction. Glasgow is fortunate to have the Argyle line as a potential ready-made fast Metro route under the city centre, though this is dependent on diverting ScotRail trains using this line.

Making a strong case for investment will depend on transforming Glasgow's transport while keeping capital costs of ClydeMetro affordable. Development of the case for investment is still at an early stage, but the Clyde Metro vision needs to be focused on deliverable projects. **HS2 has shown how projects can fail if initial design concepts lead to long timescales, spiralling costs and local objections. A phased programme designed to deliver early Phase 1 Clyde Metro results could reduce these risks.** Before Clyde Metro appraisal, planning and public consultation gets under way, the following points could therefore be relevant:

Phase 1: The Argyle line is key to ClydeMetro so the first phase should be converting it to a **strategic Metro route through the city**. To free the Argyle line for ClydeMetro, ScotRail trains need to be diverted to Queen St Low Level. This will not benefit rail passengers so a **low-cost diversion strategy** for these trains is preferable, avoiding costly disruptive tunnelling work at **Bridgeton**. The Whifflet to Coatbridge Sunnyside link line was used in the 1992 Argyle line flooding when Lanark trains were diverted to the Queen St Low level line. This link could be upgraded in future for some Lanarkshire trains, avoiding tunnelling at Bridgeton.

Phase 2: Priority once the core Argyle line is converted should be extending ClydeMetro across the Clyde from Finnieston to **Govan, QEUH, Braehead, Renfrew, Glasgow Airport and Paisley**. These are key destinations.

Phase 3: **Redevelopment of St.Enoch** could be phased with building the link from the **Paisley Canal and Southside rail network** from the St.Enoch Bridge to the Argyle line tunnel.

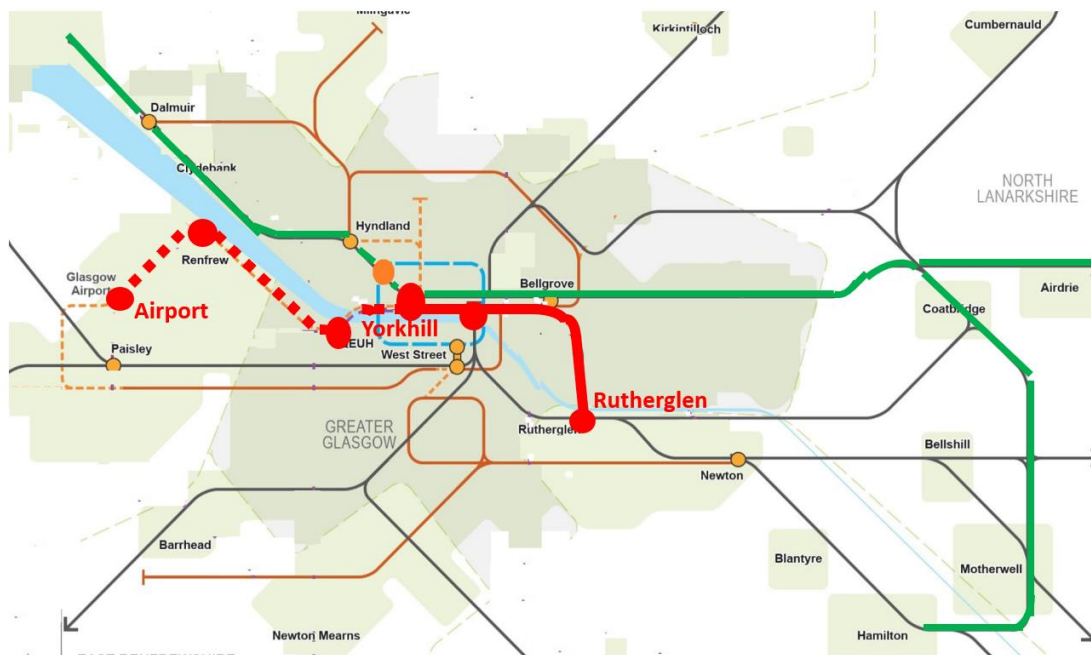
Later Phase: **North Clyde Dalmuir and Milngavie** lines have good cross-city rail services so are lower priority for conversion to Metro. Could these lines continue initially as conventional NR heavy rail, with new trains operated under the Clyde Metro brand?

Interchanges The STPR2 Metro route diagram shows some interchanges. Integrated ticketing and good interchange with ScotRail, Subway and bus services are essential.

Platforms Given the high platform 25kV/AC Glasgow rail network, conversion of rail routes to Metro is likely to cost less if Clyde Metro train design is compatible with using sections of existing infrastructure. The technology chosen for Clyde Metro will be expected to improve rail efficiency and also to make it feasible to extend routes.

Land Safeguards: The STPR2 Metro diagram shows existing and disused railways forming a segregated heavy metro network free from road congestion. But some disused railways are partly blocked by housing. **Clyde Metro train design** should make it as easy as possible to realign routes around obstructions, reducing the need for house demolition. **Land for planned route extensions should be safeguarded as soon as practical** to avoid conflicts with land development, particularly around St.Enoch, Govan, Renfrew and the airport.

A first phase that can deliver benefits without causing major disruption could help to ensure public support for Clyde Metro. A slight modification to the STPR2 Clyde Metro diagrammatic map (see diagram on opposite page) would also make it easier to justify and progress the separate phases of Clyde Metro.



ClydeMetro “Heavy Metro” Diagram modified to facilitate early progress with Phase 1

- Phase 1a Rutherglen(interchange)– Bridgeton – Glasgow Central – Yorkhill (interchange)
- - - - - Phase 1b Yorkhill – Govan – QEUH – Braehead – Renfrew – Glasgow Airport
- Subsequent Clyde Metro routes

ScotRail routes

- Lanarkshire / Edinburgh – Queen St Low Level – Helensburgh/Balloch North Clyde line
- Lanarkshire – Central High Level and other ScotRail lines

Above: Modification of STPR2 ClydeMetro diagram proposed by SAPT

5 Strathclyde Regional Bus Strategy

Local Bus use in Scotland is in long-term decline. Journeys dropped from 458m to 366m (-20%) from 2009 to 2019. Yet in continental countries with co-ordinated public transport, journeys by bus and train have risen over the same period. Strathclyde PTE is now looking at five options:

- a. Business as usual without change: it is likely that bus travel will continue to decline
- b. Voluntary Partnership: there is no evidence from existing partnerships in the region that these break the cycle of decline
- c. Bus service improvement partnerships (BSiPS) using contracts to deliver improvements. These may bring benefits but depend on more funding, and input from bus operators
- d. Local Services Franchising: These would give the greatest control and benefits but SPTE appraisal indicates an estimate of £45m to £85m additional subsidy per annum

SPTE is starting a 6 week consultation in April into the best way forward. In our response, SAPT will support the bus franchising option, emphasising integration of local buses with the rail system which is the most extensive in the UK outside London. By co-ordinating bus and rail, travellers will get a comprehensive public transport route network allowing multi-modal trips involving both bus and train on main travel corridors where road congestion impedes buses. The overall level of subsidy could be lower than SPTE expects as rail and bus travel would rise.

The next issue of *Scottish Transport Matters* will cover this in more detail.

6 Bus Partnership Fund

SAPT has written to the Cabinet Secretary for Transport to express concern about the pausing of direct funding for the Bus Partnership Fund in 2024-25. This announcement seems counterintuitive at a time when the gradual implementation of the Transport (Scotland) Act 2019 provides new powers for partnerships.

The Scottish Government had made a commitment 4 years ago to provide £500 million as a long term capital investment for bus priority measures. This resulted in operators and authorities across Scotland preparing a number of bids. However, so far only around £30 million has been allocated and the fund is about to be paused.

The SAPT Inverness meeting highlighted a number of schemes by the Highland Bus Service Improvement Partnership Steering Group which have benefited from Bus Partnership funding to date - the photos show a couple of examples which offer useful savings in bus journey times.

The Foundry Way bus link in Inverness (right) allows bus and coach services heading towards the Kessock Bridge and/or A9 to exit the bus station by a more direct route through a gap site. These buses no longer have to use the congested Academy Street in the city centre, resulting in a reduction in emissions in this key thoroughfare.



The new Raigmore bus gate (left) will allow electric buses to pass through the hospital grounds into the adjacent housing estate thus combining services and reducing congestion and delays at the hospital main gate. This connection was first mooted around 10 years ago, and recently became urgent as it was a planning condition of a new Treatment Centre.

Photos: Neil Wallace

An early design was rejected by Councillors for being unsuitable and tortuous, and also adversely affected a line of mature trees outside the hospital perimeter. A revised design led to construction in summer 2023. However the opening of the route has been delayed until 25th March due to supply issues with automatic number plate recognition (ANPR) barriers, which will ensure that this road access is restricted to buses and ambulances.

Others are in the course of preparation and some of the larger schemes are still at the appraisal stage - a pause in funding would be detrimental to progress towards bus priority measures which would encourage modal shift to public transport.

7 The West Highland Lines and Economic Development

Poor connectivity holds the West Highland economy back. Travel is impeded for local residents, tourists and freight by long distances and poor road and rail infrastructure. This paper looks at how train travel can be improved on the *West Highland Lines* (WHL) between Glasgow, Oban, Fort William and Mallaig, encouraging more **green travel** in support of the government's environmental targets.

The WHL is a world-class scenic railway featured on many TV travel programmes. Passenger numbers are growing faster than on most other lines and now exceed pre-covid levels. ScotRail and Transport Scotland should capitalise on this to further boost rail usage, revenue and tourism in the West Highlands. Capital funding is limited, but five initiatives could transform rail prospects:

1. **More trains:** Fort William has only *three ScotRail trains per day to Glasgow*, ScotRail's least frequent service. Priority is a new mid-morning train from Glasgow to Fort William, with an afternoon return, filling the six-hour gap between the 11.40 and 17.37 from Fort William.

A fully redrafted more regular timetable could generate extra Oban, Fort William and Mallaig rail trips by locals and tourists, increasing the value of the WHL to the community and economy. Analysis shows an efficient enhanced timetable giving five Fort William/Glasgow services per day instead of three could require a train fleet just one larger than the current fleet. The Caledonian Sleeper should also be better integrated into the ScotRail timetable.

2. **New Trains:** A fleet of low carbon trains for tourist lines is planned by Transport Scotland. This is an opportunity to specify panoramic trains with comfortable seating, better catering and flexible space for prams, wheelchairs and bikes. In the meantime the fleet of diesel trains allocated to the WHL should be increased to support an enhanced timetable as outlined above
3. **Quicker Journeys:** The mountainous highland scenery attracts tourists but also limits rail speeds. Some modest developments could help cut WHL journey times and improve reliability:
 - **Faster schedules** on the North Clyde line from Glasgow to Helensburgh for WHL trains
 - **Cut trees from the lineside** to improve views and reduce the risk of line blockages
 - Reduce the time spent at stations by **enhancing the radio signalling token system**
 - Introduce a **Stop on Request** capability for wayside stations with low passenger usage
 - **Install motorised points** at passing loops to increase entry and exit speeds
4. **Marketing:** ScotRail are running TV and press campaigns and WHL journeys receive extensive social media coverage. But many older people don't have smartphones. Advertising leaflets for the Jacobite are distributed widely in tourist outlets. ScotRail could broaden the reach of its marketing by making WHL tourist leaflets available in tourist outlets and ScotRail stations.

Longer platforms and trains: Attracting more passengers will need more seats. Train lengths are constrained by the length of passing loops and platforms. Work currently in progress to lengthen platforms is welcome. Glenfinnan and Corroul should be added to the programme.

Future Developments: A programme of upgrades should be considered for future funding:

- Improve ferry/train interchange facilities at Oban
- Upgrade the loop at Corroul into a passing place to improve reliability and timetable flexibility
- Increase capacity on the popular Glenfinnan and Mallaig line, re-instating the Lochailort loop
- Build a new station near Shandon to serve Faslane base with commuter trains from Glasgow
- Progress the HITRANS "Fort Transit" project for school and local travel around Fort William

Reconvening the WHL Review Group (discontinued during the pandemic) would give an opportunity to appraise these options and prepare funding bids.

This note was prepared by John McCormick for the Friends of the West Highland Lines

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News around Scotland

Contributions from John Wilson and John Yellowlees collated by John McCormick with excerpts from the Scotsman, Evening Standard, Herald, Press & Journal, Courier, Times and other press releases.

Rail

The UK Department for Transport has announced the appointment of **Alex Hynes** to the role of Director General, Rail Services. Alex will join the DfT on a two-year secondment from his current position as managing director of Scotland's Railway on 15 April 2024.

The ORR has approved an application by Grand Union Trains to run four trains per day between Stirling and London Euston. Trains will call at Larbert, Greenfaulds, Whifflet, Motherwell, Lockerbie, Carlisle, Preston, Crewe, Nuneaton and Milton Keynes. The start date will be announced once Grand Union has received likely delivery dates from train suppliers. The company said it will use Class 22x trains that are stored off-lease. In the longer term, it aims to use electric or bi-mode trains, but added that "with current power supply being an issue on the WCML" it would use diesel power throughout the electrified route.

A new Cardiff-Newcastle-Edinburgh service is proposed by open-access operator Alliance Rail.

The Scottish Budget reflects "difficult choices", with higher taxes for top earners but spending cuts including funding for rail services dropped from £1.1bn to £966M. Support to bus services was cut by £7M to £55M and active travel reduced from £348.6M to £307.8M. Hospitality bosses reacted furiously as it emerged that a 75% business rate reduction secured in England would not be matched in Scotland. Rail fares across Scotland would increase by 8.7% from 1 April (fares in England rose 4.9% from 3 March) because current fares were "simply no longer sustainable", an announcement which ASLEF accused the Scottish Government of "sneaking" on the day after the budget. With inflation at 3.9%, conservative Graham Simpson accused the SNP of being completely out of touch with what the eye-watering rise would mean to hardworking Scots. Transport Scotland also announced that the ScotRail peak fares removal pilot scheme had been extended by three months, until June 2024. ScotRail said that passenger numbers had increased by 4% since the start of the peak trial in October. Fear of overcrowding that caused it to add extra carriages and limit advertising had proved unjustified: promotion would ramp up in January with paid advertising along the lines of "reboot your commute". MD Alex Hynes thought that the trial would be delivered within the £15M budget but underlying performance had been difficult to assess because of the scale of weather disruption. Evaluation would include whether extra passengers had switched from cars or buses or had made more trips.

Eurostar plans to carry 30 million passengers a year by 2030. 18.6 million passengers were carried last year, up 22% on 2022 and now back to pre-covid levels.

Labour is set to nationalise the railways in England if it wins the next election. It is starting a review into transport infrastructure led by Jurgen Maier, former chief executive of Siemens UK.

Caledonian Sleeper services were running shortformed owing to carriages being under repair of cracks around their yaw dampers.

Over 50,000 journeys have been made to and from Inverness Airport Station in its first year. The Newburgh Train Station campaign told Courier readers about its mission to reconnect Newburgh described as Fife's forgotten town and Scotland's largest place through which trains passed without stopping. NR was looking to appoint four contractors to deliver overhead line electrification in Scotland, initially concentrating on the line to Aberdeen, but they were zero value deals because they did not guarantee that NR would deliver any work from them.

A £5.5M project as part of East Kilbride electrification would see the bridge which crossed the railway near Thornliebank Station demolished and reconstructed over a 14-month period.

ScotRail said that the HST damaged at Broughty Ferry in December would be repaired and returned to service. Closure of the Crianlarich-Mallaig line for nine days in March is to allow essential upgrade work to take place at Rannoch viaduct as part of a £1.6m investment to extend its operational life with new timbers to be installed and the metal girders repaired and repainted.

Lumo is considering extending some of its London-Edinburgh train services to Glasgow. Lower fares could attract more passengers from air, even though the journey time from Glasgow via Edinburgh to London will be longer.

The total amount paid by ScotRail to private taxi and vehicle hire services to replace cancelled trains between April 2022 to September 2023 was £331,061. The single most expensive journey was a fare of £798.30 from Wick to Inverness, with a Glasgow-Fort William return costing £666. Transport Scotland however state that cancellations remain low at 2.8% of all services.

ScotRail's West Highland train service has been dubbed the "Polar Express" during recent cold weather. The Class 156 trains used on 5-hour Mallaig-Fort William-Glasgow journeys have inadequate heating and draughty interiors (see section 5). "Jacobite" Fort William-Mallaig steam trains have been suspended pending resolution of a dispute between West Coast Rail and ORR.

A couple have appeared in court after allegedly blocking Scotland's most northerly railway line. The dispute over access to Altnabreac station on the Far North Line has involved owners of the former station house being charged with trespass on the railway, obstructing a police officer, malicious mischief and threatening behaviour.

The UK Public Accounts Committee found that without its northern leg HS2 represented very poor value for money, and was very sceptical as to whether the private sector would fund an extension to Euston. Mayors were developing funding models for alternative ways of developing capacity to replace the axed northern leg of HS2.

Varamis announced a Glasgow-London parcels service, using more Class 321s like the one on the Birmingham-Glasgow route started last year. Looking forward to their replacement in due course by a circular network of Hitachi trains. MD Phil Read declared that "in the last 30 years we took a step back. You don't have to reinvent the wheel". GB Railfreight announced a five-year extension with Alvanca British Aluminium for a twice-weekly train from Blyth to Fort William. Rail Freight Group director-general Maggie Simpson advised that as a result of the Scottish Government cutting the Modal Shift Revenue Support programme claimants would only be able to claim mode shift revenue support south of the border. Loss of traffic back to road would be a crying shame at a time when the opportunity for growth was so high, but Andrew Sumner of W H Malcolm said that without the support, much railfreight traffic would revert to the roads. Rolling stock company Porterbrook revealed that they had taken a 49% stake in Brodie Engineering of Kilmarnock. Expressing continuing disappointment at lack of freight or northbound connections, blocking up paths, the interim timetable of only one train an hour and the cost of £20M per mile, Dr Allen Armstrong founder of the Levenmouth Rail Campaign asked why, when rail was a national network, should new routes have to rely on local campaigns.

Rail managers closed the network for both Storms Isha and Jocelyn, remembering Carmont, and would have seen the consequences of Storm Gerrit when an HST ran into a fallen tree at 84 mph: there was no temporary lower limit in place to account for poor weather.

Cabinet Secretary for Transport Fiona Hyslop opened the new £15M station served by ScotRail and TPE at East Linton. on 13 December. She also unveiled a plaque on 7 December to commence Barrhead electric trains, with Class 380s working an hourly local from Glasgow.

Air

The Civil Aviation Authority plans to introduce new rules to allow drones to fly alongside other aircraft without the need to be segregated, and beyond the sight of the controller. The move will allow drones to play a far greater role in fast delivery of medicines, as well as inspection of critical infrastructure such as railway lines, power lines, and roads. It is expected that flying taxis will be operating in UK airspace within the next decade.

Ryanair has cut profit forecasts due to delays in deliveries of new Boeing 737 Max aircraft. It has cut its capacity and passenger volumes for the next financial year from 12% growth to 9%, with a forecast of 200 million passengers, up from 183.5 million this year.

Holidaymakers travelling through Edinburgh airport this summer are likely to experience the same baggage problems that have plagued the terminal for the past two years. The issue was blamed last year on short-staffed airline-handling agents Swissport and Menzies Aviation.

Ferries

A vital CalMac ferry will be out of action until June. The 31 year old MV Caledonian Isles, which serves the busy Brodick-Ardrossan route, requires significant steel renewal work. CalMac spent £3.85M on unscheduled work between April and November last year. An extra £17.68M was spent on planned maintenance.

Scotland's creaking ferry service is hastening island depopulation and making it more difficult for remote communities to retain young people.

The Chancellor of the Exchequer has announced £20 million for improvements for the Corran ferry shoreside infrastructure to accommodate a wider range of roll-on/roll-off ferries.

The MV Islay was launched in Turkey on 16th March and is expected to be delivered to Scotland in October 2024 and to enter the CalMac fleet by the start of 2025. The contract was awarded in March 2022. Its sister ship MV Loch Indaal is expected to be ready next year. Two similar ferries were ordered in December 2022 for the Uig-Lochmaddy/Tarbert routes. The Glen Sannox, ordered in 2015 from Fergusons of Port Glasgow, may be delivered later this year, six years late and three times over budget. Its sister ship, Glen Rosa, is now expected to be in service during 2025. These six new ferries should at last deliver relief to the beleaguered Scottish islands.

Roads and Statistics

The annual Scottish Transport Statistics survey found that in 2022, 61% of people had travelled the day before their survey interview. This was well below the 2019 figure of 74%, and the lowest figure recorded since the current version of the survey was introduced in 2012. The average number of journeys made the day before the survey interview dropped from 1.9 in 2019 to 1.5 in 2022. The share of journeys made by each transport mode in 2022 was broadly similar to 2019. 55% of journeys were made by driving a car or van, up slightly from 53% in 2019. Walking was the next most popular mode of transport (23% of journeys), followed by 11% as car passenger, 6% by bus, 2% by cycling, and 2% by rail. The proportion of all survey respondents stating that they were very or fairly satisfied with public transport in 2022 was 58%, a ten-percentage point drop from 2019 (68%). Satisfaction with public transport was higher amongst actual users of public transport (those that had used bus or train in the past month), with 67% of users reporting that they were satisfied in 2022. However, this also represented a drop in satisfaction compared with 2019 (76%).

31% of employed people worked from home in 2022, compared with 16% in 2019. The proportion of people commuting five days per week fell from 62% in 2019 to 38% in 2022. Electric road vehicle increased, with 4.1% of drivers owning an electric vehicle in 2022, compared with 1.6% in 2019 and only 0.3% in 2016.

The number of zero-emission vehicles sold to private buyers fell by 25% in January. The number of zero-emission vehicles as a proportion of all new vehicles is just 14.7%. Just 4,000 electric cars were acquired by private buyers in January, down from 5,300 in January last year. The electric car sector is calling for a cut in VAT for electricity at public charging points. Owners pay 5% VAT on domestic supplies while a 20% rate is levied on public chargers. A study published by "What Car?" magazine shows that electric cars can travel significantly less far than often claimed because official tests are flawed. In real world winter conditions, EV ranges have been found to fall by more than a third compared with official test results, which are based on travelling at an average speed of 28.8 mph in 23C summer temperatures

Edinburgh City Council plans to close Cowgate and part of Canongate and Calton Road to traffic, with a reduction in buses in Princes Street.

Glasgow's Low Emission Zone has seen a significant increase in the number of repeat offenders whose vehicles are too old to comply with the clean-air requirements. Similar zones are due to be introduced in Edinburgh, Aberdeen and Dundee.

An analysis has shown that dualling of the A9 could take another 100 years if the present pace of progress continues. The Scottish government has spent more than £455 million on the dualling programme over 12 years, meaning there is still £4.2 billion to be spent.