



Scottish Association for Public Transport

SCOTTISH TRANSPORT MATTERS

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Inverness Meeting Thursday 12th September

Palace Hotel, 8 Ness Walk, Inverness IV3 5NG

Citylink coaches run roughly hourly from Glasgow/Edinburgh to Inverness (www.citylink.co.uk) in addition to ScotRail trains. The Palace Hotel is 10 minute's walk from Inverness station.

- Teas/coffees/biscuits available in **Ness Suite** from 1330
- 1345 **Welcome and Introduction** Neil Wallace, Vice Chair, SAPT
- 1400 **Roy Pedersen, Author & Consultant, Inverness**
Ferry alternatives – how to achieve a better service for less public money.
- 1445 **Davie Simpson, Engineering Director, Stagecoach North Scotland**
Efficient operation of a new fleet of buses with enhanced accessibility benefits.
- 1530 **Ewan Tait, Business Development Executive, ScotRail**
Kimberley Cumming, Customer Experience Strategy Manager, ScotRail
Business wide update, including a range of accessibility and inclusion issues.
- 1615 **General Discussion**
- 1630 **Close**

SAPT Membership

If you are not a SAPT member and would like to join, contact us at scottishtransport@hotmail.com to request membership and arrange to pay the subscription at the relevant rate:

Membership rates: Individuals £15; Family Rate £20; Pensioners, students, unwaged £8; Voluntary Organisations £18; Commercial Organisations £30; Local Authorities £100; Transport organisations £200.

Pay by bank transfer to: 83-07-06 / 00258248 / The Scottish Association for Public Transport, or send a cheque (made out to SAPT) to: Robin McGregor, SAPT, 19 Whittingehame Drive, Glasgow G12 0XT.

Please use your name or organisation name as reference on bank transfers.

SAPT Email: scottishtransport@hotmail.com web: www.sapt.org.uk Mobile: 07760 381 729

Treasurer: Robin McGregor, 19 Whittingehame Drive, Glasgow G12 0XT

1 UK Election: Scottish Rail Implications

July's change of UK government will affect Anglo-Scottish rail. Scottish transport is devolved but overall funding to the Scottish Government for capital and revenue expenditure will also be affected by developments in England, including scrapping of the Restore Your Railway programme.

Following nationalisation of ScotRail, full UK rail nationalisation moved closer as the Passenger Railway Services (Public Ownership) Bill cleared its first hurdle in Westminster as MPs voted to give the bill a second reading, with the final reading due on 3 September. Nationalisation will see the end of the current West Coast and Crosscountry franchises at the end of existing agreements. It is unclear how open access operations like Lumo and Grand Union Trains will be affected.

Buses in England are likely to be run by the devolved English Regional Authorities, setting a precedent for bus franchising in Scotland particularly in the SPT area.

High Speed Rail

The future of the northern leg of HS2, abruptly cancelled by former Prime Minister Rishi Sunak, is now likely to involve the devolved authorities in Manchester and Birmingham. HS2 Ltd (Technical Engagement) issued the following update on High Speed Rail on 29th July:

"On the 25 July, the Secretary of State for Transport reintroduced the High Speed Rail (Crewe - Manchester) Bill (the 'Bill'), which has been carried over from the last Parliament. The Bill grants the powers necessary to develop, construct and operate new rail infrastructure. It provides opportunities to improve both local and inter-regional connectivity in the north, including two new stations at Manchester Piccadilly and Manchester Airport.

Local leaders support the continuation of this Bill, which is the fastest route to meeting the Government's commitments to improve connectivity across the north of England. New members will be appointed to the select committee, which we hope will resume hearing outstanding petitions in the coming months.

The Government intends to review the situation that they have inherited before setting out more detailed plans for how they will deliver new rail infrastructure in due course. We will update you once this work had been completed. If necessary, the government may at a future date bring forward one or more Additional Provisions (APs), which are proposed amendments to extend powers of the Bill. These are a normal part of the hybrid bill process and would be followed by a new opportunity for those directly affected by the changes to petition the committee."

This is an opportunity to design into the revised plans a north-facing link towards Preston to speed up Anglo-Scottish trains. SAPT is preparing a submission to the DfT, the Scottish Cabinet Secretary for Transport, and Secretary of State for Scotland urging action to get a link to Scotland into the revised plan for the northern leg of HS2. Upgrading Avanti Pendolinos to 250 km/h (155 mph) as in Italy has recently been suggested for Anglo-Scottish trains via HS2. This would cut journey times from Glasgow to London towards a target time of 3 hours 30 minutes, giving rail's competitiveness a major boost against air travel. This would lead to fewer flights and lower CO₂ emissions.

Reversing Rishi Sunak's environmentally unjustifiable 50% reduction in domestic air passenger duty would further boost rail competitiveness while painlessly boosting government tax revenue and contributing to progress towards net zero. The next issue of *Scottish Transport Matters* will give further details.

2 ScotRail Train Replacement

SAPT had a meeting (jointly with Friends of the Far North Line) with ScotRail and ScotRail Holdings Heads of New Fleet Procurement to discuss the prospects for new Tourist Trains. Replacing the oldest trains in the ScotRail fleet is important to improve reliability and passenger experience and reduce emissions. The Class 156s are now over 35 years old, with the Class 158s only a year or two younger.

The planned sequence is to replace suburban trains first (decarbonising Fife and Borders services), followed by InterCity trains and then trains on scenic rural lines. Lack of funding is the main problem at the moment.

The InterCity HSTs are expected to last until 2030, with increased maintenance resource to improve reliability. Suburban train replacements are likely to include some hybrid electric and battery trains, though this could depend on some extension of electrification in Fife and Borders. On rural routes, zero emission options are still evolving. A further factor here is the development of a replacement for the RETB signalling system, possibly by developing a low cost version of ETCS (European Train Control System).

3 New Mobility Hub for the Highlands, and Glasgow bus issues.

Cabinet Secretary for Transport Fiona Hyslop officially opened the Torvean Mobility Hub in Inverness on 24 July. This was part a visit to see key sustainable transport projects across the city, including the Raigmore Bus Gate which was reported on in a previous newsletter.

As well as providing bus links, Torvean Mobility Hub also offers bike, motorcycle, motorhome, car and coach parking, a bus stop/shelter and a public transport information display with real time capability. Now the hub has opened, EV charging, and an E-Bike hub & Bikes (HI-BIKE) are expected on site soon.

Torvean Mobility Hub is part funded by Transport Scotland's Bus Partnership Fund and facilitated by all partners of the Highland Bus Service Improvement Partnership including Highland Council, HITRANS and Stagecoach.

The aim is to offer people an alternative choice to using a private car for all or part of their journey. The location of the Hub makes it particularly well-suited for those travelling from the south and west of Inverness.



Above: Torvean Mobility Hub with Inverness-Fort William bus

Scottish Citylink are serving Torvean Mobility Hub with Services 917 (Inverness to Skye) and 919 (Inverness to Fort William, seen to the left). The service to Fort William now runs hourly for much of the day.

These services will connect at the site with local Stagecoach services, allowing passengers from the west of Inverness to interchange without travelling into the City Centre, and also allow people to park or be dropped off at the site.

Our SAPT meeting on 12th September in Inverness will include analysis on usage of the new facility and look at progress on matters which have been raised with Citylink.

Meanwhile, McGill's have withdrawn from the **Glasgow City Region Bus Partnership** and the GlasGo Bus Alliance in context of the SPT's consultation on bus franchising. This consultation (see Scottish Transport Matters 2024/1) is part of the ongoing development of the Strathclyde Regional Bus Strategy. The Bus Partnership Fund is funding signal upgrade work on Paisley Road West. The business case is being developed for five strategic bus corridors (Dumbarton Road, Great Western Road, Maryhill Road, Paisley Road West, and Pollokshaws Road) but due to budgetary constraints funding has been paused until the end of the 2024-25 year.

Funding problems have also affected the planned bus interchange at the new Hairmyres station being provided as part of the £140 M East Kilbride electrification scheme, due for completion by December 2025.

4 Transport Topics at SAPT AGM

Lumo managing director Martijn Gilbert outlined progress with the open access Edinburgh-London service since its introduction in October 2021. All-electric one class trains offer seats at average price of £40. Of the 2m journeys over the last two years, an estimated 1.6 million journeys were previously made by air. Lumo would like to run longer 10-car trains instead of 5 now, but power supply limitations at Marshall Meadows (Berwick) preclude this at the moment. Heavy maintenance is done at Craightinny.

All Lumo staff were trained in-house. Multi-function teams are well paid and check tickets, provide trolley catering, do light litter checks, and provide the guard's responsibility: an efficient operation.

Lumo are planning to extend some trains from Edinburgh to Glasgow, using either Central or Queen Street. The Labour manifesto welcomed open access operators, so Lumo is optimistic for the future.

Transport Scotland plans were outlined by Raymond Conville. CP7 (2024-2029) has a Network Rail budget of £4.2 billion over 5 years (£4.8 billion if revenue from property is included). The focus will be on maintaining assets rather than renewals, with the life of assets extended where possible. Greater use of technology should drive down costs. £400 million over 5 years has been allocated to weather resilience improvements. A ScotRail PPM performance measure of 92.5% has been set.

Levenmouth re-opening came in at £116 million. The East Kilbride electrification budget is £140 million. In the last control period (CP6), Carstairs and the Argyle line incurred a high level of renewals spend.

SAPT proposals for a growing role for public transport were described by John McCormick. Headlines:

Bus franchising could reverse the decline in bus passengers, with connections between services including trains, and ticket acceptance across all operators. Strathclyde PTE is already investigating this.

More passengers need to be attracted to rail. There is scope for service and timetable improvements in Fife, the Highland Main Line, Edinburgh-Glasgow via Shotts, and the West Highland Line,

A strategy to replace HS2 was outlined (see Section 1 above for further developments).

There is a need to focus the ClydeMetro concept on one realistic deliverable first route, rather than an extensive network as envisaged in Transport Scotland's Strategic Transport Projects Review (STPR2).

Levenmouth line reconstruction was recorded in an excellent pictorial presentation by Dr. Ann Glen consisting of 59 slides taken during the construction work. See also page 6

5 AGM Business Meeting

Treasurer's Report

SAPT Treasurer Robin McGregor reported that subscription income is stable and covers annual expenditure. There are no immediate plans to spend the legacy money.

Committee re-election

Laurie Naumann stood down as Fife committee member. Ray Flint was elected as Fife representative. Neil Wallace was appointed as additional Vice Chair. Scott Simpson did not stand for election as Membership Secretary with Robin McGregor assuming these duties. Scott was thanked for his many years as Membership Secretary and newsletter dispatcher.

The 2024/25 committee is:

| | | |
|------------------------------------|--|-----------------------|
| President | Stewart Stevenson | |
| Vice Presidents: | Tom Harris, Lawrence Marshall, Dr Malcolm Reed, Tom Hart | |
| Chair | Dr John McCormick | |
| Vice Chairs | Prof. David Murray-Smith, David Giles, Neil Wallace | |
| Minutes Secretary | David Giles | |
| Treasurer and Membership Secretary | Robin McGregor | |
| Strategy Officer | David Murray-Smith | |
| Regional Representatives: | | |
| Strathclyde | David Brown, Stewart Leighton | |
| Lothian | Paul Tetlaw | Borders Graham Arkins |
| Central & Tayside | David Giles | Southwest vacant |
| Fife | Ray Flint | Nestrans vacant |
| Highlands & Islands | Dr John Logie, Rolf Schmidt | Shetland vacant |
| Elected Member | Dr Ann Glen MBE | |

It was confirmed that the Membermojo system has been licensed for use by SAPT.

There were no other items of business raised.

The Committee has met regularly using Zoom and through in-person meetings which, as in previous years, have been held mostly in Glasgow. Although the benefits of in-person meetings are recognised, the use of Zoom allows more committee members from areas outwith the Central belt to attend regularly and this mix is likely to continue.

The Association held a well-attended meeting in Inverness on 2nd November 2023. Those present included representatives of Highland Council, HITRANS, the relevant bus companies and other transport professionals, as well as transport users and enthusiasts. Neil Wallace, one of the SAPT Committee members representing the Highlands, gave the first presentation which involved first-hand examples of passenger experiences. Jon Farr of Highland Council then explained work underway on Bus Service Improvement Partnerships (BSIPs), with examples of ongoing projects from the Inner Moray Firth and Lochaber. Frank Roach, HITRANS Partnership Manager, gave the final presentation which was an update on Rail Developments including the installation of Request to Stop technology at some remoter stations. Discussion also focused on opportunities to improve the public realm and connectivity in Inverness by considering the integrated redevelopment of the railway station, bus station and car parks which could free up some of the surrounding area for other uses.

Committee members have had an active year with many topics receiving attention. These include a review of strategies relating to the phasing of Clyde Metro developments and a related discussion paper, preparation of a letter supporting the stance taken by Transform Scotland relating to the extension of the Edinburgh Trams network, consideration of tourist train developments in Scotland (including interactions with the Friends of the Far North Lines group regarding discussions with ScotRail), preparation of a report entitled "Go Anywhere, Any Hour with ScotRail" which outlined the concept of regular interval rail timetables in Scotland and improved integration with other public transport modes. A letter was also sent to the Scottish Transport Minister highlighting concerns about cuts to Bus Partnership funding and subsequent discussions with Transport Scotland have led to some involvement by SAPT members in new developments in the Traveline Scotland website. Various consultation responses have been submitted, including a response to the ORR HLOS consultation, responses concerning rail timetable issues in Fife and Inverclyde, rail ticket office closures and the SPT bus consultation. The negative economic impact of the withdrawal of the "Jacobite" excursion trains due to door locking issues was also raised with ORR.

Issues relating to SAPT itself have focussed mainly on the website which is proving more difficult to maintain than had been expected and the membership system which depends on database software that has also presented difficulties. The Committee has now approved a development which provides a solution to both these issues. It involves the use of the "membermojo" system which is widely used by other clubs and societies. Our investigations suggest that, at a low cost, this should provide a better service to members while eliminating some time-consuming activities for some members of the Committee.

Thanks are due to John Wilson and John Yellowlees for contributing news items for Scottish Transport Matters. Thanks are also due to Scott Simpson for maintaining membership records and postal distribution of newsletters, Robin McGregor for looking after the accounts, David Brown for checking them, and to SAPT Vice-Chair David Giles for continuing to enhance the website, arranging SAPT Zoom committee meetings and summarising minutes from the zoom recording.

David Murray-Smith

04/05/2024.

7 Levenmouth Re-opening: Historical Note by John Yellowlees

Prompted by discussion of Ann Glen's excellent SAPT AGM presentation, here is my recollection.

In the early 1980s various enthusiast specials ran to Methil Power Station. Chris Green departed ScotRail at the end of 1985, replaced by John Ellis, whose finest hour was his commitment to rebuilding the Ness Bridge. He went south in 1991, replaced by Cyril Bleasdale.

In addition to "The Methil Special" hosted by Cyril for SAPT following the SAPT Kirkcaldy meeting (see right), two others ran in 1992, also formed of a Class 150/2 : "The Chalder" from Edinburgh to Kincardine and "The Central Messenger" from Stirling to Cambus and Grangemouth, which was in celebration of an agreement signed in 1991 between ScotRail and Central Regional Council to reopen Stirling-Alloa to an hourly passenger train formed by diverting an Edinburgh-Dunblane service.

A temporary platform at Culross funded by Scottish Power in return for the Community Council's acquiescence in enlargement of a silt lagoon hosted three Saturday workings from Edinburgh for the Royal Burgh's 400th anniversary, then a Culross-Longannet steam/diesel shuttle in September for a weekend of open days at the Power Station.

However the times were darkening, and 1993 saw the end of freight to Cambus. The Hidden Report into the Clapham disaster prompted an increase in signalling costs, passenger forecasts were reduced and BR's increasing inability to invest in the run-up to privatisation led in August 1993 to Cyril obliging CRC by withdrawing from the Alloa agreement just before they did so – though by this time both Alloa and Leven were on the Regional Railways map. Instead CRC got Camelon station, which opened in October 1994.

Cyril had retired in March 1994, to be replaced by a returning Chris Green, but he was forced to quit following an interview in The Herald about privatisation. John Ellis came back again, until the award of a franchise in 1997 to National Express brought in Alastair McPherson. John's last appearance in that role at a CRAG conference in 1997 saw him suggest that the South Sub was not the only possibility for Edinburgh since trains could be extended across the city (to Newcraighall which would prove to be phase one of the Borders Railway), while the capital's travel to work area could be expanded by reopening to Leven.

Fortunately also in 1997 the infant Railtrack led by Paul Prescott deemed Stirling-Alloa-Kincardine to be an operational railway, otherwise it would have gone to the residual BR for disposal. Coal slurry to Methil ceased with the closure of the Power Station there in 2001, but flooding that closed the mine at Longannet in the same year would make an irresistible case for reopening of Stirling-Alloa-Kincardine in 2008 so as to free up a path on the Forth Bridge for an hourly Edinburgh-Dundee train. Opencast coal was extracted from Earlseat for a couple of years from 2011, bringing about renewed use of Thornton North Jn. By this time the Levenmouth Reopening Campaign was getting into full swing, and when yet another consultant's report claimed costs per km that were in excess of the recently-reopened Borders Railway - despite Leven involving no parliamentary powers or land acquisition - a group led by David Shirres from the Retired Railway Officers Association (Scotland) showed Transport Scotland how they could be cut – and in 2019 Cabinet Secretary Michael Matheson turned up to announce the go-ahead.

By this time Longannet had closed, leaving the stretch beyond the passenger terminus at Alloa with no traffic – but at least trains could run that way bringing ballast for the Levenmouth reconstruction!



Cyril Bleasdale (left) and Chris Green at Methil after the SAPT AGM in 1992. Photo: J.McCormick



Thirty two years later, after very effective campaigning by the Levenmouth Rail Campaign, a Class 158 passes the new Cameron Bridge station ahead of the Leven line re-opening to the public on 2nd June 2024. Photo: Ann Glen

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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

Motorola Solutions is providing more than 1000 body cameras across the rail network. There has been a decrease in reported incidents where cameras have already been deployed.

Avanti West Coast has agreed to pay an extra £600 to work an extra shift on top of their standard four-day week. Drivers receive £67,000 per year for a typical four-day week. Train drivers at ScotRail threatened to ballot for fresh industrial action unless a pay offer was improved. After rejecting a six per cent increase over three years. Kevin Lindsay, ASLEF Scotland district secretary, said a ballot would be called if the offer was not upped when pay talks are due to resume at the end of the first week in July. Meanwhile cancellations owing to traincrew shortage rose as drivers decided not to work uncontracted overtime or rest days. RMT announced strike action by catering staff on Avanti West Coast after the company imposed rosters that were causing widespread stress and fatigue

ScotRail told Modern Railways that their aim was to improve HST availability by filling vacancies and strengthening apprenticeships so that the present diagramming since June of 15 plus one spare would rise to 19 next year. Recently appointed engineering director Mike Cochrane said that the aim in coming months was to increase the number of 2+5 sets from 5 to 16 out of a fleet of 25.

The summer timetable starting 2 June saw reinstatement of a two-hourly Glasgow-Manchester Airport service. Inverclyde went half-hourly limited stop to Gourock, half-hourly all stations to Wemyss Bay.

An initial analysis by Transport Scotland found currently no strong evidence that pilot scrapping of peak fares had been effective in achieving modal shift, with only a "muted" response since the start of 2024 when demand had dropped by 3.29%. However passenger numbers were on the rise, and it was challenging to extrapolate the impact of the pilot. 38% of existing users had paid less. Urging everyone who had benefited to encourage more colleagues, neighbours and friends to choose rail, transport secretary Fiona Hyslop told the net zero committee that taking a very objective view of the figures to date she didn't think it was as convincing as she would have liked it to have been : "we have to face the reality of where we are". Fiona Hyslop told Modern Railways that work continued on decarbonising rail in an orderly and organised way. Bill Reeve said that a powerful piece of work was being completed.

Caledonian Sleeper sought calls at Birmingham International in its Highlander service from May 2025. They partnered with Ardbikie to launch a gin for Glasgow's Railway Children appeal. [Caledonian Sleeper](#) has worked with digital agency Flipside to make its Sleeper.scot website more user-friendly. Matterport's 360 technology has been used to provide virtual tours of the trains, and Recite Me has enhanced the site's accessibility with customisable background colour, font style, size and language. There is also a dedicated page for business travellers. 'For train operators, a website must be more than just functional; it should serve as a seamless gateway to the travel experience', said Flipside Managing Director Barney Evison on June 19. 'We focused on highlighting the service's unique travel benefits while delivering a smooth and engaging online experience.'

Aberdeen Chamber's election asks included Buchan rail links. A new rail link connecting Aberdeen to Fraserburgh via Peterhead would deliver a north east economic boom and reduce fatal accidents on one of Scotland's deadliest roads. That's according to new findings published following the opening of the Levenmouth rail link, which received a multi-million-pound Scottish Government investment – leaving Peterhead and Fraserburgh as the two largest towns in the UK furthest from the rail network. Commissioned by the Campaign for North East Rail (CNER) and the Aberdeen and Grampian Chamber of Commerce (AGCC), the report also found the link could support the energy just transition and new jobs. The Buchan Sustainable Transport Study sets out options for a new rail line which would help address economic inequality in the region's most deprived communities, with business leaders backing the proposal to extend the East Coast line. Through data analysis and surveys with hundreds of residents, the report produced evidence of stifled investment and job opportunities, alongside reduced access to healthcare, due to limited public transport and unreliable commuting times.

A ScotRail driver earned over £100,000 last year including £45,633 in overtime. 320 of ScotRail's 1250 drivers earned over £70,000 last year. ScotRail is recruiting more staff to save on overtime bills.

Altnabreac station could finally resume operation after a new footpath is built to solve an access dispute with its neighbours. The owners of the former station cottage (since 2021) appeared in court in March accused of blocking the Far North line.

ScotRail is now showing split ticketing prices for buying tickets online where this saves money.

Buses and Trams

Passenger Focus has published the results of the "Your Bus Journey Scotland" survey for 2023. 86% of those travelling said they were satisfied with their last journey. But punctuality and waiting times need to improve say passengers with only 77% happy with how long they waited for a bus. The results cover feedback from bus passengers in 6 key regions.

Professor David Begg has said that buses in Edinburgh will slow to walking pace as a result of congestion partly caused by delivery vans. The Scottish government has paused funding for bus priority measures

Plans to extend the Edinburgh Tram network to Granton in the north and the Bioquarter and Royal Infirmary in the south face a £44 million black hole. The new line is forecast to cost £2 billion and take 11 years to build. Pre-construction work including building a business case is estimated to cost £44 million. The Scottish government has stated it is unable to fund this.

Ferries

The chief executive of Ferguson shipyard, David Tydeman, was abruptly sacked days after warning that there would be more delays in delivering the two CalMac ferries being built there. Mairi McAllan, the economy secretary, confirmed that Tydeman had recently highlighted new concerns in delivering the Glen Sannox ferry. A further £14 million is to be given to Ferguson shipyard to help compete for future contracts. Robbie Drummond, the chief executive of CalMac, has also stepped down.

CalMac have been accused of massaging ferry performance figures. Services removed in advance are omitted from cancellation statistics. For instance on the Gourock-Dunoon route, thousands of sailings "disappeared" from the timetable in 2021 and were not included in performance results.

Repairs and maintenance for CalMac ferries has risen by half in one year, from £26 million in 2022 to more than £41 million in 2023.

The Marine Accident Investigation Branch has concluded that the captain of the MV Alfred fell asleep causing the vessel to veer at 13 knots into Swona Island between Gills Bay and St.Margaret's Hope in Orkney. Part of the ferry's bow later had to be replaced.

Roy Pederson has said that up to £100 million a year could be saved by moving to a Norwegian-style model, with simpler ships operating on redesigned routes to reduce crossing times. Tunnels or bridges could be considered for some routes. (Roy will address the SAPT Inverness meeting on 12th September, see front page).

Roads

Sales of electric cars, at 16.5% of the total for 2023, and 19% in June 2024, are below the government's target of 22% this year, 80% by 2030, and 100% by 2035. Patchy 4G reception is disrupting recharging in some areas.

Edinburgh has shelved plans to charge for parking at work. Motorists in Edinburgh received a record number of parking fines totalling more than £8 million last year.

Self driving cars have been given the green light for operating on British roads within two years. But mass private ownership of automated cars is said to be a fair way off because of the cost.

Solar-powered speed warning signs are no longer working in some areas due to lack of sunshine.

Air

Edinburgh Airport, majority owned by French firm Vinci with a £1.27 billion stake, has ambitions for new direct links with China. But the airport is ranked fourth worst for flight delays in the UK, with flight delays averaging 21 minute, after Gatwick, Luton and Manchester. Glasgow is 17th, with average delay of 16 minutes.