

MINISTERIAL ENGAGEMENT BRIEFING: KEITH BROWN

Copied to: Deputy First Minister and Cabinet Secretary for Infrastructure, Investment and Cities

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| <i>Engagement Title</i> | Meeting with RAILQWEST. |
| <i>Timing</i> | Routine |
| <i>Organisation/Venue and full address including postcode</i> | Scottish Parliament Room – TG 22 |
| <i>Date and Time of Engagement</i> | Date: 11 March 2014 Time: 12:00 – 12:30 |
| <i>Background/Purpose</i> | <input checked="" type="checkbox"/> MCS Ref (If appropriate) N/A <input type="checkbox"/> MCS Letter reference: (If appropriate) Purpose/Invitation History: The meeting was arranged at the request of RailQwest to allow the group to put forward its case for the electrification of the City Union Line (Glasgow CrossRail) in Control Period 5. |
| <i>Relevance to Core Script</i> | Smarter, Wealthier and Farer |
| <i>Greeting Party and specific meeting point on arrival (if event is at a non SE Building)</i> | RailQwest attendees to be met at visitor services, where a member of the Minister's private office will escort them to the meeting room. |
| <i>Specific entrance for Ministerial Car/parking arrangements</i> | None |
| <i>Venue contact Number</i> | N/A |
| <i>Special Dress Requirements</i> | None |
| <i>Event Programme</i> | 1. Introductions 2. RailQwest presentation 3. General discussion |

Summary Page (key issues, lines to take if pressed and issues to avoid)

Annex A - Summary of Issues
Annex B - Biographs of attendees
Annex C - Map showing City Union Line
Annex D - Other information

Speech/Speaking Points

Lines to take provided in Annex A

Guest List or Meeting Attendees

Ian Richard – Secretary of RailQwest
Roddy McDougall – member
Ken Sutherland – member
William Forbes - member

Supplementary Info:

None

Directions including map(s)

N/A

Media Handling

None expected – TS Communications aware.

Official Support

Names:
Names Redacted

| Copy List: | For Action | For Comments | For Information | | |
|---|------------|--------------|--------------------|-----------------------|-------------------|
| | | | Portfolio Interest | Constitution Interest | General Awareness |
| Deputy First Minister and Cabinet Secretary for Infrastructure, Investment and Cities | | | x | | |

DG Enterprise , Environment and Digital
Communications Constitution and Economy
PS/Transport Scotland
NAMES REDACTED

ANNEX A – SUMMARY OF ISSUES

Purpose of meeting

This meeting was arranged to allow the campaign/lobby group - RailQwest to present the Minister with its proposals for electrification of the City Union Line (Glasgow CrossRail).

RailQwest has delivered versions of its presentations to Transport Scotland (18 December 2013), Network Rail (9 January 2014). It has also presented to several local authorities and Strathclyde Partnership for Transport (SPT).

The Minister has previously been provided with a note of the meeting with TS which included details of RailQwest meeting with Network Rail.

Key Issues / Lines to take

- The High Level Output Specification (HLOS) published in July 2012 for Control Period 5 (2014-2019) specified Network Rail to plan for the electrification of 100 single track km per annum commencing the completion of EGIP.
- In developing final plans to meet the output requirements for CP5 the electrification of the City Union Line has not been prioritised for delivery. Rather, the CP5 rolling programme will electrify key routes including Stirling, Alloa and Dunblane, Greenhill to Falkirk Grahamston, Shotts, and Whifflet (which is being accelerated for delivery by summer 2014).
- The Scottish Ministers remain committed to electrification to deliver environmental, passenger and operational benefits and will be working with industry partners to identify its priorities for Control Period 6 and beyond (from April 2019).
- The City Union line is proposed to be electrified at some point in the future, however the delivery timescales of this project have not been specified.

ISSUES TO AVOID

See Annex C

Annex A - Background – Current position

1. The Strategic Transport Projects Review (STPR) in 2009 identified the City Union Line as one of the potential routes for further electrification under Phase 2.
2. Phase 2 follows on from the committed improvements as part of the Edinburgh-Glasgow Improvement Plan (EGIP) and included the potential (but not committed) electrification of the remaining routes in the Central Belt (Shotts, Whifflet, City Union line, Paisley Canal, Glasgow North Suburban, East Kilbride and Kilmarnock), subject to funds being available within CP5.
3. The High Level Output Specification (HLOS) published in July 2012 for Control Period 5 (2014 - 2019) specified Network Rail to plan for the electrification of 100 single track km per annum commencing the completion of EGIP, with some specific strategic outcomes. (Glasgow/Whifflet and Glasgow/Edinburgh via Shotts)
4. In developing final plans to meet the output requirements CP5 the electrification of the City Union Line has not been prioritised for delivery. Rather the CP5 rolling programme will electrify key routes including Stirling, Alloa and Dunblane, Greenhill to Falkirk Grahamston, Shotts, and Whifflet (which is being accelerated for delivery by summer 2014).
5. The Scottish Ministers remain committed to electrification to deliver environmental, passenger and operational benefits and will be working with industry partners to identify its priorities for Control Period 6 and beyond (from April 2019).
6. All options for electrification beyond committed schemes in CP5 will be subject to consideration within the Transport Scotland electrification strategy which is currently being developed.
7. However, early electrification of routes is possible through industry-led alliancing initiatives such as that achieved for the Whifflet and Paisley Canal electrification proposals. Transport Scotland remains open to alliancing proposals submitted by industry as they can potentially generate substantial cost-savings.

Background – other issues

8. The 2007 CrossRail scheme was rejected for further consideration under the STPR process, because it would not make best use of the rail network or integrate well with other schemes. As a stand-alone intervention it would not achieve the step change necessary to deliver significant improvements for Glasgow and the west of Scotland.
9. Although often cited as a reason for developing CrossRail, neither the 2007 CrossRail scheme nor the Rail QWest proposals actually link the two city centre terminals of Glasgow (Queen Street and Central) which is a widely held public

expectation. Furthermore, the case for CrossRail does not take account of a number of trade-offs which include:

- Disadvantaging many existing passengers by diverting existing services from the city centre stations to run via CrossRail **OR**;
- Increasing subsidy requirements through the addition of new services, which will be lightly loaded because they would bypass the city centre;
- Increasing infrastructure investment at critical points elsewhere on the network to address capacity constraints;
- Recognising that the Ayrshire -Edinburgh market (which is the biggest of the long distance flows across Glasgow) is still of an order of magnitude much smaller than flows to Glasgow city centre; and
- Acknowledging that the City Union Line, which in having a line speed of 15 mph, is too slow to provide passenger services and, therefore, would potentially require substantial investment to strengthen its viaducts and bridges simply to raise the line speed to 45/50 mph. It would certainly require track, signal and junction upgrades.

10. We are aware, from published rail industry information and common knowledge, that at present the City Union Line is primarily used for the movement of empty rolling stock and has a 15 mph speed limit. To make this a permanent viable route for the movement of passenger services it would require the line speed to increase to between 40 and 50 mph and there is reasonable expectation that work would be required to strengthen the bridges and viaducts as well as track, signalling and junction upgrades (cost estimated to be in the range of £10 million - £20 million), and to provide enhanced maintenance regime and take into account noise considerations.

11. Network Rail has stated that it intends to deliver the electrification of the City Union Line in the future – to enhance the routes current purpose of providing empty coaching stock moves to Shields/Corkerhill depots.

12. RailQwest believe that electrification of the 1.8 miles of track on the City Union line would cost £20 million. However previous presentations omit:

- The potential cost of track and structural upgrades – as mentioned above
- The cost of building the new stations referred to (aspirations for 3 new stations at Glasgow Cross, Citizens (Gorbals) and West Street - interchange with Underground – cost estimate – a minimum of £6 million per station with the interchange station potentially more expensive).
- An explanation of train services to be offered - this would mean additional services which would be difficult to accommodate on the network and potentially generate significant on-going operational/subsidy costs **OR**;
- Diversion of existing services – as indicated above – disadvantaging existing passengers.

13. Additionally, the journey time estimates set out in the previous presentation do not take account of the issues detailed above; neither do they take account of journey time improvements which will be delivered within the Edinburgh Glasgow

Improvement Project (EGIP) nor the improvements being delivered when the Glasgow Central to Edinburgh via Shotts line is electrified.

14. It is unclear if the journey time estimates in previous presentations take account of calls at the 3 new stations RailQwest have aspirations for along the 1.8 mile track.
15. At the meeting with Transport Scotland officials on 18 December 2013, RailQwest representatives were reminded of the Scottish Transport Appraisal Guidance, which applies when seeking Scottish Government funding, support or approval for changes to the transport system.
16. The Minister will however wish to note that some of the outcomes proposed within Glasgow CrossRail have already been met through the delivery of other rail projects and initiatives. These include:
 - Additional Glasgow Central to Edinburgh via Shotts services introduced in 2009 and the new weekday service between Glasgow Central and Edinburgh calling at Motherwell, Wishaw, Carlisle, Carstairs and Haymarket introduced in December 2012. These services improve connectivity from Ayrshire/Inverclyde and South Glasgow with Edinburgh without the need to change stations in Glasgow;
 - Addressing overcrowding in and around Glasgow through the provision of 38 new electric class 380 trains delivering an extra 7,500 extra passenger seats per day;
 - The implementation of the Paisley Corridor Improvements Programme which was completed earlier this year and which formed an integral part of the West of Scotland Rail Enhancements Programme. The £169 million programme delivered two new platforms at Glasgow Central which came into operation in May 2010; an additional, third railway line between Shields Junction and Arklestone Junction; new railway junctions at Arklestone and Wallneuk; a new and longer freight loop at Elderslie; upgraded signalling on the main Glasgow-Paisley line. It will also increase capacity and improve journey time and quality on one of the busiest sections of the Scottish network; and
 - The £12 million Paisley Canal Electrification Project, which was completed in December 2012 and improves reliability and capacity on this important commuter route.
 - From May 2014 there will be 4 trains per hour between Ayr and Glasgow Central
17. RailQwest has stated that it has also met with potential bidders for the new ScotRail franchise to make their case. Those potential bidders will be aware of the major rail enhancement schemes that we will require them to take forward and deliver with Network Rail.

ANNEX B – HISTORY OF RAILQWEST AND BIOGRAPHS OF ATTENDEES **(the views and biographs in this Annex are as provided by RailQWest)**

RailQwest, the voluntary lobby group with the objective to campaign for improvements to the railway network in the West of Scotland, was formed in 2011. It is clear that Crossrail is a key railway development which would provide a significant improvement to the National Rail Network in Scotland. It was decided to concentrate on an approach with two phases, the first being to campaign for the electrification of the extant City Union line to connect the electrified rail systems north and south of the Clyde. This would enable electric trains to travel the entire route from the Clyde Coast to Edinburgh and beyond initially making use of the re-opened Airdrie-Bathgate line. Ultimately the option of using the lines to be electrified under the EGIP scheme will become available to connect with Edinburgh via Falkirk High, Falkirk, Stirling and Alloa. The second phase of the campaign would be the construction of three new stations on the line namely Glasgow Cross, Citizens (Gorbals) and West Street (interchange with the Underground).

Ian Richard is a retired senior manager who followed a lifetime career in the electronics industry. Holding senior management level positions in the Sales and Marketing disciplines with Hewlett Packard, Ericsson, BT and Dupont, he operated in markets throughout Europe, North America and the Far East. His specialisation was in Fibre Optics active devices and he has considerable experience in the development of new markets. Since retiring he was instrumental in leading the campaign which ensured a full service for his home village on the Glasgow to Kilmarnock route after track doubling.

Roderick McDougall is a chartered civil engineer, now retired, who has specialised in traffic engineering and transport planning for over forty years. After graduating BSc from Paisley College of Technology he worked for the Corporation of Glasgow, Strathclyde Regional Council and Glasgow District Council in the respective Roads Departments and, for the last five years before retiring, for Glasgow District Council's Development and Regeneration Service. Laterally he was more involved in the formulation of the City Council's policy on such matters as High Speed Rail. He retired in 2011 but has maintained his interest in improving public transport since then.

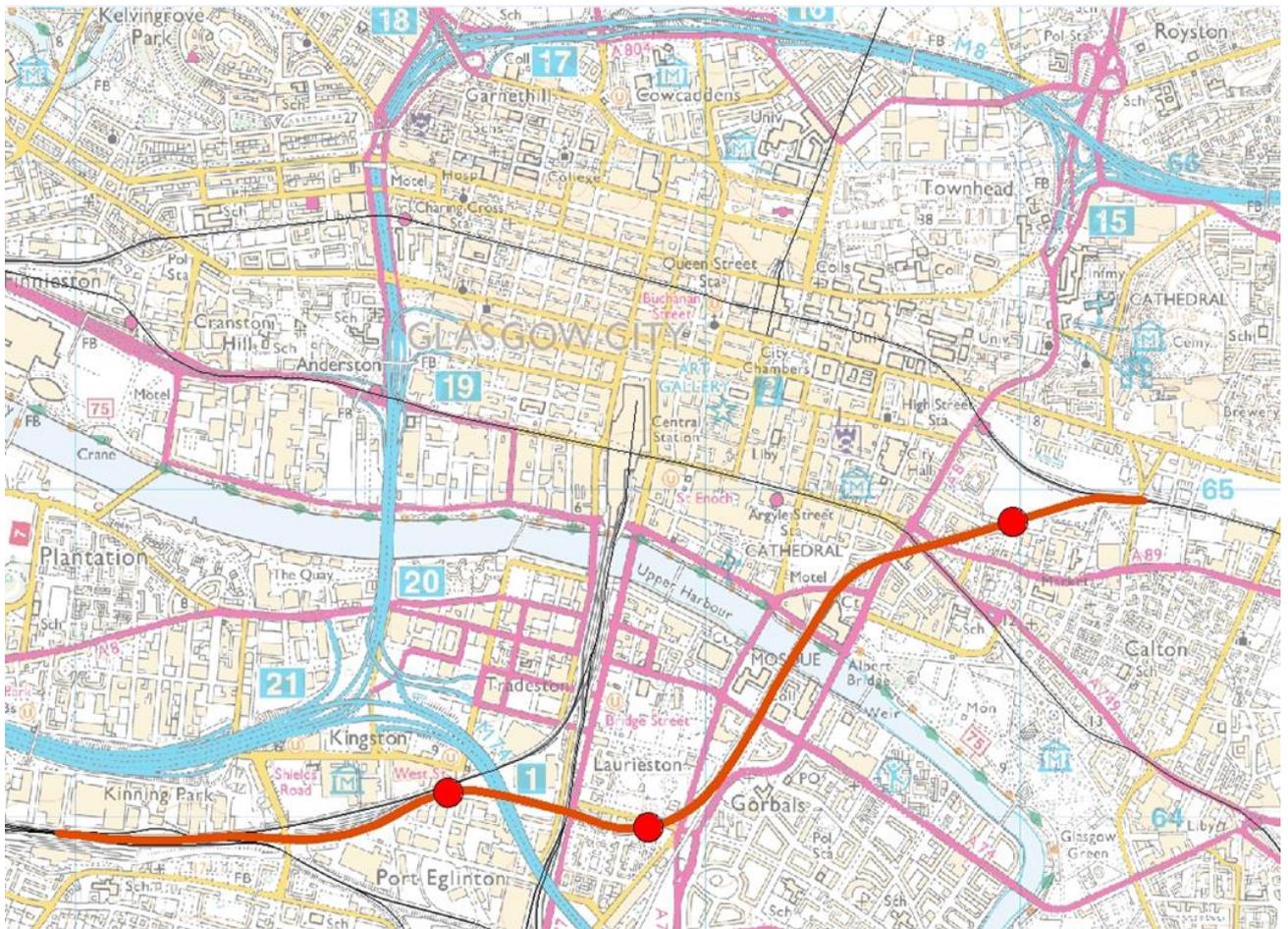
Ken Sutherland has a BSc Degree in Geography from Glasgow University and is a retired lecturer in Geography, Modern Studies and Politics and Media studies. Actively engaged pursuing a positive approach to capitalising on the social, economic and environmental strengths of an expanded, more accessible and better funded rail network. Campaigning initiatives include reopening Glasgow Central Low Level (Argyle) line, restoring rail lines to Larkhall, Maryhill, Alloa, Scottish Borders, achieving the ScotRail-intended Dornoch Firth crossing and safeguarding rail solums. Currently campaigning for delivery of previously intended improvements: Glasgow Crossrail, a rail link to Glasgow Airport, and EGIP-planned Garngad and Almond chords.

William Forbes is a retired Chartered Surveyor and has worked in commercial property throughout the UK for over 35 years. Previously a director with private and

public property companies including Ladbroke Group plc, Vico Properties and Scarborough Property Group. As Scottish Regional Director of Ladbroke he managed a property portfolio in excess of £100 million in value and Forbes has been responsible for delivering major development projects including Barclays Bank HQ, Moseley Street, Manchester; Whyte & MacKay HQ, St Vincent Street, Glasgow; New Carron Village, Falkirk and major retail parks at Falkirk, Irvine, Glasgow, Coatbridge, Dumbarton and Inverness.

Working on his own account he created the Charing Cross Tower Hotel a 284 bedroom budget hotel in Glasgow City Centre, one of the first city centre hotel conversions to take place in the UK and has developed the Mearns Castle Golf Academy, a leading golf improvement and playing centre.

ANNEX C – MAP SHOWING CITY UNION LINE AND POSSIBLE SITES FOR NEW STATIONS



This map has been produced by Transport Scotland based on the information available about the proposed sites for the 3 new stations, which RailQwest have aspirations to open on the City Union Line.

ANNEX D – OTHER INFORMATION

Section Redacted