

ANGUS COUNCIL

PLANNING AND TRANSPORT POLICY COMMITTEE

8 JUNE 1999

SUBJECT: RAILTRACK 1999 NETWORK MANAGEMENT STATEMENT FOR SCOTLAND

REPORT BY DIRECTOR OF PLANNING AND TRANSPORT

Abstract: This report comments on the 1999 Network Management Statement for Scotland published by Railtrack Plc which provides a review of progress; outlines future aims in terms of performance, growth and quality; and contains a summary of committed and conceptual schemes.

1 RECOMMENDATION

It is recommended that the Committee

- (a) note the general terms of the 1999 Network Management Statement for Scotland published by Railtrack Plc;
- (b) welcome the investment being made in sustaining and improving the rail network in Scotland, particularly in improving journey times and removing technical constraints on the east coast route which will facilitate growth and development both for passenger and freight services;
- (c) express disappointment and concern at the lack of provision being made for the electrification of the route between Aberdeen and Edinburgh;
- (d) agree this report forms the basis of a response to Railtrack Plc;
- (e) remit to the Director of Planning and Transport to continue discussions with Railtrack and the train operating companies on local rail infrastructure requirements and service improvements in Angus and to report on relevant issues for consideration to a future meeting of this Committee.

2 INTRODUCTION

- 2.1 As part of the Network Licence, Railtrack Plc are required to publish a Network Management Statement (NMS) annually. The company has recently published for consultation purposes the 1999 Network Management Statement for Scotland which sets out their vision of the future of the railway in Scotland and their plans for the maintenance, renewal and enhancement of the network for a ten year period (to 2009) with greater detail for the first seven years of the programme.

- 2.2 Consultation with industry partners is important in particular the passenger and rail freight operators, suppliers, the Franchising Director, Passenger Transport executives, local authorities and other bodies to achieve a shared understanding and Railtrack have requested views on the management strategy by 1 June 1999. It is also intended that a consultation forum will be held during June/July 1999.
- 2.3 The purpose of this report is to summarise the main points of interest particularly relevant to Angus and provide a basis for a response to Railtrack. In order to meet the timescale for comments a copy of this report, in draft, has previously been forwarded to Railtrack in advance of the 1 June deadline and subject to confirmation of the Council's views following this Committee's consideration of the document.
- 2.4 A copy of the 1999 Network Management Statement for Scotland published by Railtrack Plc is available for consultation at the Members' Lounge, The Cross, Forfar.

3 SUMMARY OF MAIN POINTS

- 3.1 The 1999 Network Management Statement is primarily about growth - how Railtrack provide for the additional capacity in the rail network to overcome current constraints and to accommodate the future demands for passenger and freight. This is reflected in the balance of the ten year programme which shifts the position away from merely maintaining and renewing the existing network, towards providing more capacity and improved capability. The total programmed expenditure in Scotland is around £2 billion (£27 billion in Great Britain) some of which will need to be carried out in partnership with other funders. The 1999 NMS:-
- sets out plans to accommodate a 30% growth in passenger demand for the next ten years and trebling of freight volumes;
 - tackles 30 capacity bottlenecks - with three in Scotland;
 - commits to upgrade of the east coast mainline (ECML) between London and Edinburgh;
 - sets out proposals for improving facilities across all 333 stations in Scotland, including better access to the network for the disabled;
 - proposes increased access to the network for larger freight containers and the development of a third Anglo-Scottish freight corridor;
 - sets out in route strategies (eight in Scotland) a range of detailed proposals for improving the capability and capacity of the network;
 - commits Railtrack to further improvements in network reliability; and
 - gives a vision of the future of the railway in Scotland.
- 3.2 The early sections of the Management Statement set out:-

- the introduction and context of the Plan particularly the institutional context for the NMS, including the Government's integrated transport policy and the proposed Strategic Rail Authority, and links with Regional and Local Government;
 - the consultation process used for establishing customers and funders' requirements, including how consultation from the 1998 NMS has been incorporated into the present document;
 - progress since the 1998 NMS and what has been achieved;
 - what needs to be done to sustain the network, including details of criteria, policies and processes for asset maintenance and renewal, and expenditure profiles;
 - the impact of proposals for maintenance and renewal of the network and measures of performance and reliability.
- 3.3 One of the key sections of the NMS is Railtrack's plans to develop the rail network to meet both customer and funder requirements and also the Government's integrated transport policy objectives. The section includes an assessment of the current market position, future growth opportunities, and the importance of the network capacity to deliver growth aspirations.
- 3.4 Particular attention is focused on the long distance Anglo-Scottish service, and services within Scotland, particularly improvements on the Aberdeen-Edinburgh/Glasgow routes. The importance of partnerships with planning authorities and the other public agencies is also recognised in tackling integrated public transport and improving both access to and standard of existing facilities. The section reviews issues in relation to removal of bottleneck locations, provision of high speed passenger services, new and improved stations and depots, and other enhancement schemes.
- 3.5 Within Scotland the 1999 NMS indicates that there will no major bottlenecks by the year 2000 - previous points of conflict having been subject to further analysis and/or commitment to improve. The station regeneration programme is now beginning its fourth year and has been completed at more than half of Scotland's 333 stations.
- 3.6 There has been a resurgence in the use of rail freight haulage and forecasts suggest a threefold increase in freight traffic over the next ten years. The NMS describes the work undertaken on freight route strategy including an evaluation of alternative routes between London and Scotland. Attention continues to focus on gauge enhancement of network routes. The development of a major new intermodal terminal in Aberdeen is planned for 2000.
- 3.7 There is a specific section on the summary of the plans for the network in Scotland. This includes an appraisal of the existing position including analysis of passenger and freight train operators. An assessment of the aspirations of local authorities in Scotland for rail enhancement is also given (outlined in Appendix 1 to this report). This section also includes an appraisal of the expenditure on maintenance, renewal and enhancement for the eight route strategies in Scotland. These include:-
- **A:** West Coast Mainline: London to Glasgow and Edinburgh;
 - **B:** East Coast Mainline: London to Edinburgh;

- **C:** Edinburgh to Glasgow, Glasgow and Edinburgh to Aberdeen and Inverness;
- **D:** South-West Scotland;
- **E:** Strathclyde;
- **F:** Edinburgh and Fife;
- **G:** Highlands;
- **H:** Freight only routes.

- 3.8 As far as the Edinburgh-Aberdeen section is concerned, key elements of the strategy include line speed improvements on the route from Inverness-Aberdeen-Dundee-Edinburgh; and increasing the ability of the route to handle, longer and heavier freight trains linking the North-East of Scotland with the rest of Britain and European markets.
- 3.9 Key targets for Railtrack are the reduction of the current passenger journey time between Edinburgh-Aberdeen, of two hours, thirty minutes, by ten minutes by May 2001, with a longer term vision for a two hour journey time. The Glasgow-Aberdeen journey is expected to reduce by ten minutes by 2001. Current journey time is two hours thirty seven minutes. Major investment is also planned for the Tay Bridge where a programme of works will lead to improvements in the carrying capacity for freight traffic by 2006.
- 3.10 At the more local level the station regeneration programme in Angus will be completed by 2000/01. In terms of rail freight, the potential of sites at Arbroath and between Arbroath and Montrose have been identified for further study by Railtrack. In addition, to specific projects identified in the Network Management Statement, Railtrack have also confirmed their wish to continue to work in partnership with Angus Council on improved interchange facilities and accessibility improvements at several stations in Angus.
- 3.11 Details of major projects and description of the route are attached as Appendix 2.

4 DISCUSSION

- 4.1 This is the fourth Railtrack Management Statement to be published and the second specifically dealing with the Scottish dimension. The 1999 Railtrack Management Statement reflects growing optimism in rail transport and in particular growth in both passenger and freight traffic.
- 4.2 The proposals and financial plan established for the Edinburgh-Aberdeen route will continue to tackle a number of points set out by CREATE in their ten point action plan. Particularly welcome will be the works which improve line speeds reducing journey time from the current two hours thirty minutes to two hours twenty minutes by 2001 and a future vision of a journey time around two hours. Improvements will also contribute towards upgrading the route and continuing removal of constraints affecting freight capacity. However, there remains a lack of project investment with regard to electrification of the East Coast Mainline between Edinburgh and Aberdeen.
- 4.3 At the local level minor improvements to a number of stations in Angus (Carnoustie, Golf Street, Monifieth and Balmossie) have been undertaken and work is currently being completed on Arbroath and the remainder of the stations (Montrose 99/00 and Barry 2000/01) will be complete by 2001.

- 4.4 The Finalised Angus Local Plan supports improvements of public transport provision and facilities and encourages the development of passenger and rail freight facilities and opportunities. The Local Plan indicates that the former goods yard at Station Road, Carnoustie provides a redevelopment opportunity in Central Carnoustie for a car park/parking and ride facility associated with the adjacent rail station (Proposal C/TRA3 refers). Discussions on this and other local service improvements will continue with Railtrack and appropriate transport operators where, in accordance with the Council's policies, accessibility improvements are sought at all the main operational stations in Angus as part of more comprehensive station improvement plans. This extends beyond the current Station Regeneration Programme to include improved interchange facilities for rail/bus/car wherever possible at stations in Angus and will be the subject of further reports to future meetings of this Committee.
- 4.5 In order to increase sidings capacity and meet expansion in freight traffic, Railtrack have identified the potential of sites in Angus. One new siding has already opened in Arbroath. Railtrack had previously identified the Helen Street, Arbroath goods yard as a strategic site and the Finalised Angus Local Plan safeguards this site for future use as a potential rail freight facility (Policy A/TRA4 refers). The inclusion of a possible scheme between Arbroath and Montrose is in response to a private enquiry for a freight facility in the Inverkeilor area.
- 4.6 Previous issues in relation to bridge assessment and strengthening (report No. 440/98 to the Roads Committee of 30 April 1998) are not discussed in the current Management Statement.

5 FINANCIAL IMPLICATIONS

- 5.1 There are no financial implications arising directly from the 1999 Network Management Statement.

6 CONSULTATION

- 6.1 The Chief Executive, Director of Finance, Director of Law & Administration and Director of Roads have been consulted on this report.

7 CONCLUSION

- 7.1 It is disappointing that the Network Management Statement for Scotland which expresses Railtrack's long term vision for the railways in Scotland, lacks a firm commitment to electrification of the Aberdeen-Edinburgh route during the period to 2009. However, improvements to the network are planned and this should reduce the Aberdeen-Edinburgh journey time to two hours twenty minutes. The longer term vision of a two hour journey should be noted.
- 7.2 Constraints associated with freight traffic will continue to be removed which will allow growth in this sector. The NMS recognises the changes which have occurred and will continue to occur in the rail industry in particular the Government's commitment to an integrated approach to transport policy, the establishment of a new strategic rail authority and the establishment of the Scottish Parliament and its executive.

- 7.3 Continued recognition is given to the need for all groups to work together to maintain and improve the rail network in Scotland. This is in keeping with the approach adopted by Angus Council which recognises that economic prospects in Angus will be enhanced by capitalising on the links between economic development and communication infrastructure generally which encourages investment in harbour, rail and public transport infrastructure as well as improving roads. The need to maintain and develop a dialogue with Railtrack and other interested parties is fully endorsed both on strategic issues and on local rail requirements and opportunities.

NOTE

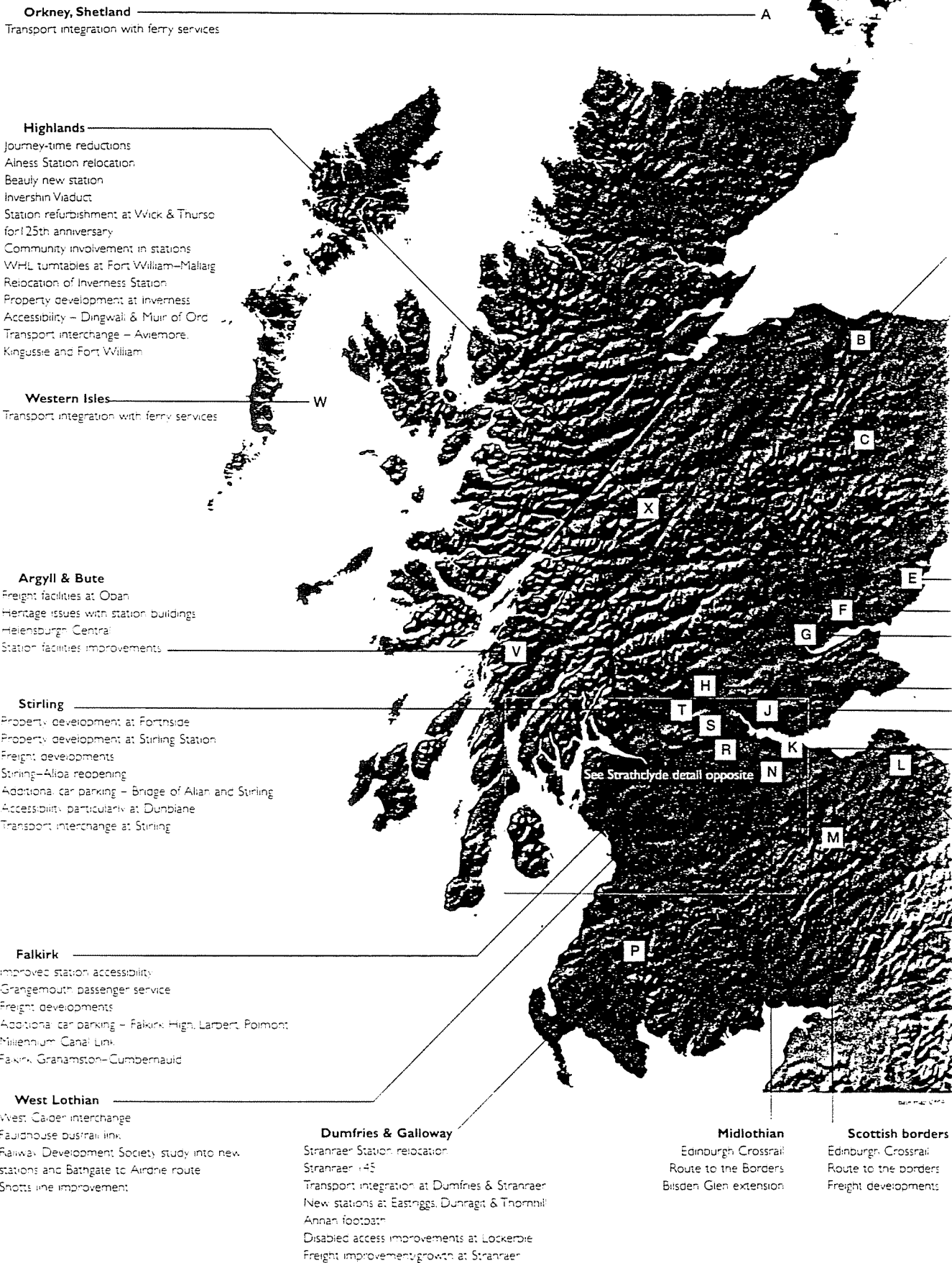
The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

- "Railtrack - 1999 Network Management Statement for Scotland", published Railtrack March 1999.

AA/GDP/IAL
28 May 1999

Alex Anderson
Director of Planning and Transport

Aspirations of local authorities in Scotland for railway enhancement



Moray

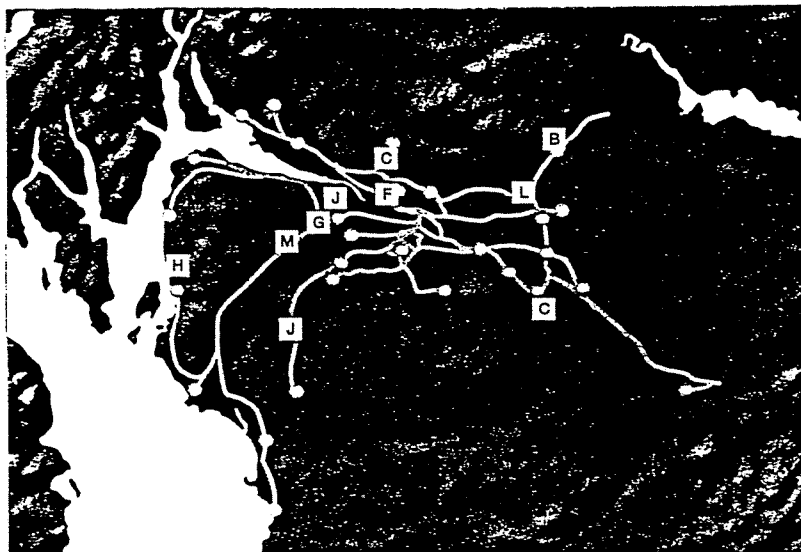
Journey-time reductions
Freight developments
Accessibility improvements

Aberdeenshire

Aberdeen Crossrail-Inverurie to Stonehaven
Journey time reductions (Aberdeen-Inverurie)
Station facilities improvements
Installation of cycle lockers at Stonehaven, Portlethan, Inverurie, Insh & Huntly
Property development at Inverurie
Transport interchange at Inverurie

Aberdeen

Aberdeen Crossrail
Transport interchange at Dyce with airport bus
Freight & station developments
Aberdeen station interchange with bus & ship
Edinburgh to Aberdeen electrification
Aberdeen to Inverurie journey-time reductions



Strathclyde-area SPT aspirations

Programme for new stations
Lenzie car-park extension
New line - Larkhall to Millingavie & Anniesland
Improvements to station car parks
Station enhancement works
Partick Station redevelopment

Paisley Gilmour Street enhancement
Largs Station rebuild
Glasgow Central Airport link
Barrhead-Kilmarnock additional capacity
New station at Gartcosh
New station at Howwood

Angus

Electrification of Aberdeen to Edinburgh
Transport integration at Carnoustie
Accessibility improvements at Carnoustie & Montrose
Facilities for Open Golf Tournament

Dundee

Broughty Ferry Station
Dundee Station environmental improvements

Perth & Kinross

Ougernard new station
Perth Station development
Transport interchange at Perth
Improved station accessibility
Gieneagies Station improvements

City of Edinburgh

Edinburgh Crossrail
Edinburgh Park new station
Edinburgh Waverley developments
Haymarket lifts
Car park - Dalmahoy
Park-and-ride car parks
Edinburgh suburban reopening
Edinburgh Airport link
CERT
Forth Bridge visitor centre in South Queensferry

Fife

North Fife rail study
South Fife rail study
New stations at Dysart, Dunfermline, Queen Margaret
Accessibility Inverkeithing, Rosyth
Additional car parking at various locations
Interchange at Inverkeithing
Alloa-Dunfermline reopening
Freight interchange development
Relocation of Burntisland Station
Europarc Rosyth rail link
Link to Edinburgh Airport
Lochgelly & Cardenden - platform improvement
Heritage issues at North Queensferry

Clackmannanshire

Stirling to Alloa reopening to freight & passenger trains

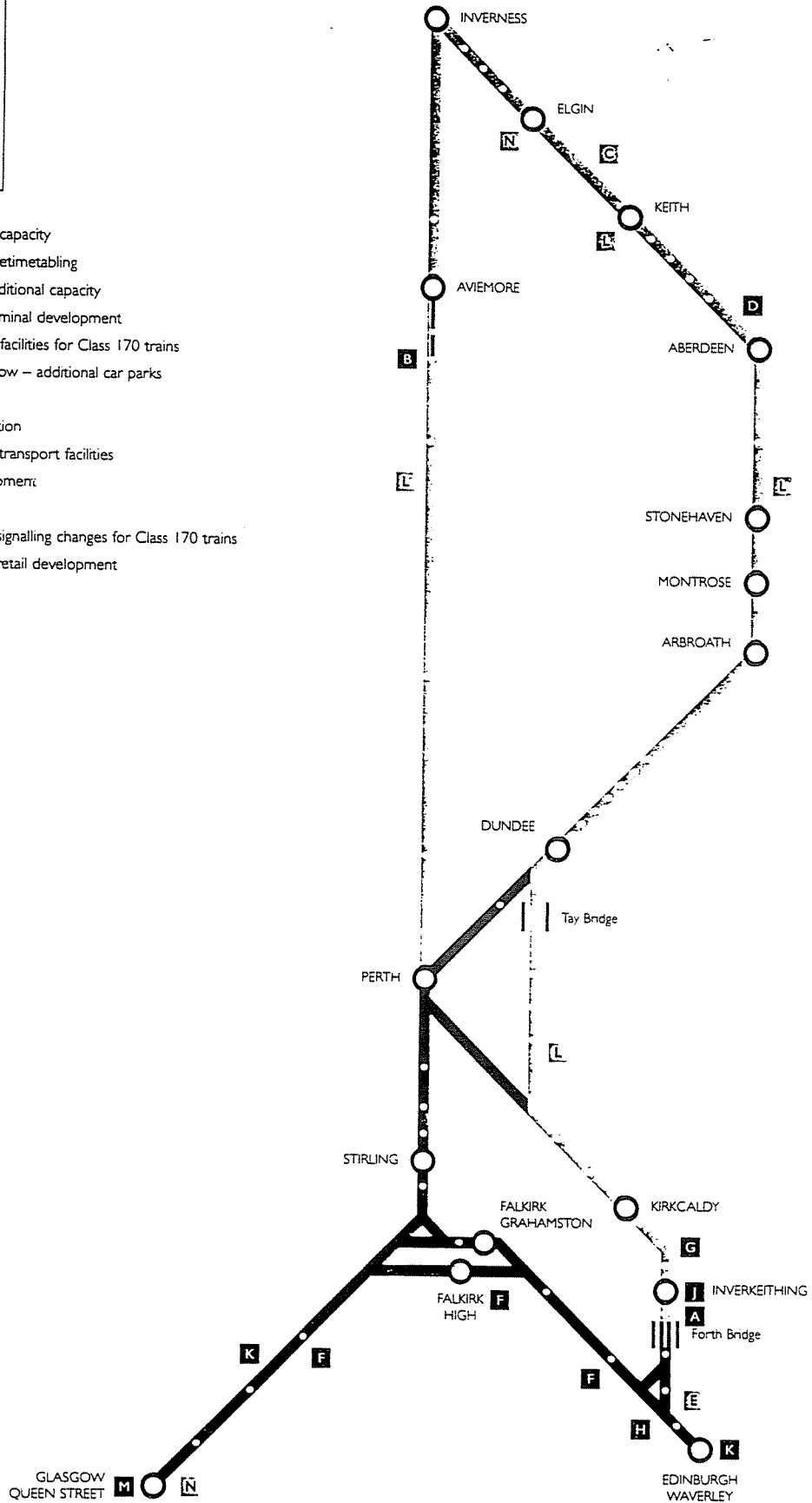
East Lothian

East Linton new station
Dunbar local service
Reopening of Haddington branch
East Lothian rail study
Half-hourly service to North Berwick
Improved station accessibility
Musselburgh parkway station



- A** Forth Bridge – additional capacity
- B** Aviemore–Dalwhinnie – retimetabling
- C** Aberdeen–Inverness – additional capacity
- D** Raithes Farm – freight terminal development
- E** Haymarket Depot – new facilities for Class 170 trains
- F** Croy, Falkirk High, Linlithgow – additional car parks
- G** Dysart – new station
- H** Edinburgh Park – new station
- J** Inverkeithing – integrated transport facilities
- K** Renewal of signalling equipment
- L** Linespeed improvements
- M** Glasgow Queen Street – signalling changes for Class 170 trains
- N** Glasgow Queen Street – retail development

See page 119 for colour key



Route characteristics

DESCRIPTION These routes are primarily two tracks but with a considerable mileage of single track, mainly Perth–Inverness and Aberdeen–Inverness. Four tracks are available between Edinburgh Waverley and Haymarket West Junction. The signalling is a mixture of semaphore and colour light. A short section of the route is electrified using 25kV OLE.

Maximum speeds range from 50mph between Winchburgh and Dalmeny to 100mph over parts of the Edinburgh–Glasgow route. Differential speeds for multiple unit trains over locomotive-hauled stock are available between Edinburgh and Aberdeen.

The Haymarket–Edinburgh Waverley area is operating at a high level of utilisation. Other busy sections near to capacity are Glasgow–Greenhill Junction, Aberdeen–Dyce, and parts of Fife.

MAJOR STATIONS We have continued to invest in a number of short-term projects aimed at improving facilities at the Edinburgh Waverley Station. It has been made more environmentally friendly by the segregation of pedestrians from road vehicles, at the same time improving retail outlets. The passenger waiting area has been restored, including the cupola, which received a special mention in the Ian Allan Heritage Awards.

Our predictions for growth of train services at Edinburgh indicate that significant alterations will be required to the track and signalling throughout the station area to provide more and increased flexibility to platforms. This can only be accomplished by major alterations to its fabric. We propose to redevelop the station while preserving its historic character to provide Edinburgh with a modern structure befitting a capital city. We are working with all interested parties to achieve this goal.

2003/04/07

The 'Express Route' acts as the railway artery of Scotland connecting the main centres of population and the principal cities of Edinburgh, Glasgow, Perth, Dundee, Aberdeen and Inverness. Our vision is to develop the route as the principal mode of transport between the main centres of government, commerce, industry and culture that will serve the people of Scotland into the next millennium, providing more train paths and faster journeys with greater comfort and reliability.

We have undertaken a study on behalf of the industry to establish future growth in rail travel. Analysis suggests that, between 1996 and 2008, the number of passenger journeys will grow by between 25% and 30%, the main growth being in the leisure market followed by commuting and business.

We will deliver this vision through the ability to increase the frequency and reduce journey times without significantly altering the infrastructure, through extensive works such as electrification, additional track capacity or major resignalling. Reduced journey time is a key market requirement. The improvements will be provided by judiciously combining condition-led renewals

with enhancements where there are commercial benefits. In October 1999 ScotRail will increase the train frequency between Glasgow and Edinburgh to every 15 minutes. Journey times between Edinburgh and Glasgow to Aberdeen and Inverness will be progressively reduced through a combination of track work and the utilisation of new curving rules. This is being achieved as a result of our initiative which is being taken forward with the European Union of Railways and is expected to be of benefit to many railway authorities. Our longer-term vision is to achieve a two-hour journey time using tilting trains between Edinburgh and Aberdeen.

We anticipate the continued expansion of freight traffic with the provision of new sidings. These will provide an increased ability to carry larger, longer and heavier trains, linking the north of Britain to the south and Europe via the Channel Tunnel. These measures will enable more freight to be transferred from busy roads such as the A9 and A90 to rail, benefiting the environment, allowing goods to move without congestion and helping to reduce road accidents.

to development and customer requirements

ScotRail This year, ScotRail are doubling the train frequency to every 15 minutes between Edinburgh and Glasgow with the journey time reduced by two minutes. This is to be followed by additional services over other sections of the route. These requirements are being met by us through providing appropriate train paths and ensuring that the infrastructure is reliable through an enhanced maintenance regime over key sections of the route. They also require reduced journey times particularly between Edinburgh and Aberdeen, Edinburgh, Glasgow and Inverness, as well as Aberdeen and Inverness. As a first stage, we are working to reduce the journey time between Edinburgh and Aberdeen by ten minutes and Aberdeen and Inverness by up to ten minutes.

As part of their ScotRail 2000 project, they require improved customer-information systems, enhanced station security and extensions to selected station car parks. We have commenced works to meet these requirements. The new trains being introduced between Edinburgh–Glasgow and Aberdeen–Edinburgh require improved facilities to enable them to operate successfully. They need to be able to discharge train toilets, as well as to extend the trainshed at Haymarket Depot. The designs for these facilities are well advanced. Improved infrastructure performance and minimal interruption due to engineering work are essential to support these increases in services.

GNER and Virgin CrossCountry are primarily interested in reduced journey times from Inverness and Aberdeen to Edinburgh for their through trains

to London and southern Britain. An initial reduction of ten minutes between Aberdeen and Edinburgh could be followed by a two-hour journey time by utilising tilting trains. They also want improvements in reliability as well as maintenance of the high standard of track quality historically enjoyed in Scotland. This is being provided by enhanced maintenance at selected locations.

EWS requires improved access to operate larger, heavier and longer trains. In particular, they want to ensure that sidings for loading and unloading are available where and when requested by their customers. We are currently identifying a suitable scheme between Arbroath and Montrose.

Local authorities The key priority is to improve the accessibility of railways and station facilities. Examples include:

- new stations throughout
- local trains between Inverurie and Stonehaven providing a cross-Aberdeen service
- a reduction in journey time between Aberdeen and Inverness
- reduced journey times and increases in services between Fife and Edinburgh
- reopening of the Stirling–Alloa through to Kincardine for freight and eventually passenger services
- involvement in a new integrated transport interchange facilities at Perth and Inverkeithing.

These are the route improvements we plan to deliver

CAPACITY CHANGES TO MEET FRANCHISING DIRECTOR, PTE AND CUSTOMER REQUIREMENTS AND DELIVER ROUTE VISION

LOCATION	PROPOSED SOLUTION	YEAR	REF
Additional train paths over the Forth Bridge	Reduce the length of signal overlaps	1999	A
Additional train paths Aviemore–Dalwhinnie	Retimetable	In agreement with customers	B
Additional train paths Aberdeen–Inverness	Static or dynamic loop between Keith and Elgin	2002	C
New freight traffics at various locations	Track & associated signalling	2000 onwards	
Improved freight distribution in Aberdeen area	Raithes Farm development	2000	D

CAPABILITY CHANGES TO ACHIEVE ROUTE VISION

JOURNEY TIMES	km	STOPS	CURRENT POSITION	2001 POSITION	SUSTAINING THE ROUTE	ACHIEVING ROUTE VISION
Edinburgh–Aberdeen	210	8	52mph (2hr 30min)	56mph (2hr 20min)	No change	65mph (2hr)
Aberdeen–Inverness	174	8	49mph (2hr 13min)	51mph (2hr 08min)	No change	54mph (2hr)
Glasgow Queen Street–Aberdeen	249	6	59mph (2hr 37min)	63mph (2hr 27min)	No change	65mph (2hr 22min)
Edinburgh–Glasgow Queen Street	76	3	57mph (50 min)	59mph (48min)	No change	No change
Inverness–Perth	190	5	52mph (2hr 15min)	54mph (2hr 10min)	No change	57mph (2hr 05min)
Glasgow–Inverness	290	12	54mph (3hr 20min)	56mph (3hr 15min)	No change	58mph (3hr 10min)
LINESPEEDS (km of track)						
Up to 35mph			72	72	72	64
40–75mph			750	740	740	719
80–105mph			500	510	510	539
110–125mph			0	0	0	0
Over 125mph			0	0	0	0
TOTAL			1322	1322	1322	1322
GAUGE (km of route)						
W6A			798	798	798	798
W7			798	798	798	798
W8			695	695	695	695
W9			0	0	0	0
W10			0	0	0	0
AXLE WEIGHT (km of track)						
Up to 20.3 tonnes			0	0	0	0
20.4 tonnes to 23.4 tonnes			362	362	362	282
23.5 tonnes to 25.4 tonnes			960	960	960	1040
TOTAL			1322	1322	1322	1322

Renewals expenditure to deliver the programme of route improvements (£M – 1998/99 prices)

PROGRAMME OF WORK	1998/99	1999/2000	2000/01	2001/02–2005/06	REF
Track	6.1	5.4	4.5	34.1	
Structures	13.9	9.7	15.5	43.8	
Signalling	9.2	4.3	3.2	19.7	K
Electrification	0.0	0.0	0.1	0.9	
Plant & Machinery	2.9	2.1	0.3	10.3	
Telecoms	1.2	1.5	0.5	7.1	
Stations	12.4	4.8	4.8	6.0	
Depots	0.0	0.3	0.2	5.4	
Other	0.0	0.0	0.0	0.4	
TOTAL EXPENDITURE	45.7	28.1	29.1	127.7	

Enhancement expenditure on schemes to achieve the route vision (£M – 1998/99 prices)

PROGRAMME OF WORK	COMPLETION	1998/99	1999/2000	2000/01	2001/02–2005/06	CRR	REF
COMMITTED							
Station enhancements	2001	0.0	0.4	0.4	0.1		
COMMERCIAL							
Raithes Farm freight depot	2001	0.0	6.0	2.0	0.0		D
Retail development at Glasgow Queen Street	2000	0.0	0.5	0.0	0.0	1	M
PARTNERSHIP							
Aberdeen–Inverness capacity improvements	2007	0.0	0.0	0.0	10.0		C
Journey-time reductions	2007	0.0	0.5	0.0	7.0	3	L
Glasgow Queen Street signalling mods to cater for longer trains	1999	0.0	1.3	0.0	0.0	1	N
Provision of train toilet discharge facilities in depots	1999	0.0	0.9	0.0	0.0	5	E
Haymarket Depot shed extension	2000	0.0	0.5	0.0	0.0	1	E
CIS enhancements	2000	0.0	0.1	0.0	0.0	1	
CONTRACTOR							
Car-park extensions at Falkirk High, Linlithgow and Croy	2001	0.0	0.8	0.3	0.0	4	J
FEASIBILITY							
General route improvements	2009	0.2	0.2	0.1	0.3		
THIRD PARTY							
Edinburgh Park new station	2000	0.3	0.8	0.0	0.0	1	I
Dysart new station	2001	0.0	0.0	0.9	0.0	1	C
SPT car parks	2001	0.0	0.0	0.1	0.0	1	
Other schemes	Various	0.6	0.7	0.3	3.4	17	
TOTAL RAILTRACK EXPENDITURE		0.6	5.3	1.1	20.8	36	
TOTAL NON-RAILTRACK EXPENDITURE		0.5	7.4	3.0	0.0		

Other route developments

LOCATION	PROPOSED SOLUTION	YEAR	REF
Haymarket and Perth – depot discharge of train toilet tanks	New controlled emission toilet facilities	1999	E
Haymarket, Perth and Inverness – improved carriage washing	New washing plant	2001/02	E
Haymarket – longer trains (Class 170)	Trainshed extension	1999	E
Falkirk High, Linlithgow and Croy – additional car parking	Extensions to existing car parks	1999	E
Improved security and safety at stations	Upgrade lighting	Ongoing	E
	Install CCTV		
	Enhance customer-information systems		
Dysart – new station	Development in partnership with Fife Council		E
Edinburgh Park – new station	Development in partnership with the Development Corporation and the City of Edinburgh Council	2000	E
Inverkeithing – integrated transport facilities	Development in partnership with Fife Council	2000*	E
Improved station facilities	Improvements to waiting rooms, toilet facilities, cycle rack and retail outlets	Ongoing	

*subject to funding agreement

Progress on the 1998 NMS

SIGNALLING The renewal of signalling in the Glasgow Queen Street area based on Cowliars signal box has continued with £19M spent this year out of a £25M total. The ROSS 1 scheme at Cowliars, which also involves the Strathclyde route, is on schedule for completion in May 1999 and will result in the closure of seven signal boxes, including Sighthill, the last mechanical signal box in Glasgow. The completion of this scheme will help to maintain and improve performance, and it has already resulted in greater flexibility of operation in and out of Queen Street Station, including bidirectional working to and from Lenzie.

To sustain improved performance between Edinburgh and Glasgow, we have carried out renewals at three further interlockings, together with the renewal of the 'train describers' that enable signallers to position and identify trains at Greenhill and Edinburgh.

PLANT AND ELECTRICAL The points-heater programme has continued as promised in last year's NMS. The installation of new or improved systems at 33 locations involving 177 point ends has enabled performance to be maintained and improved when cold weather would have otherwise put the service to customers at risk.

Monitoring equipment has been installed, enabling the performance of vital installations at key locations to be assessed remotely by our maintenance contractor. This allows the condition of plant items such as power generation sets, pumps and air supply systems to be assessed, often before failure, thereby avoiding delays to trains. If there is a failure, the time taken to restore services is minimised, as the technician can take the appropriate spares and fit them immediately. Anemometers have been installed on the Tay Bridge giving warning of high winds.

Signalling equipment at Cowliars, Greenhill, Poimont and Edinburgh Haymarket is being fitted with uninterruptable power supplies, so that, if the main electricity supply is lost, trains can continue to operate safely without the need to reset computer equipment, thereby avoiding delays.

STRUCTURES The five-year programme to refurbish the Forth Bridge continues, with about 25% completed. We have also taken the opportunity to provide Scotland with the largest millennium countdown clock in Europe.

Killiecrankie Tunnel has been cleared for W8 traffic, opening up the Perth-Inverness route. As an immediate consequence, EWS can now offer Safeway a daily service to Inverness. The myth that only 40-tonne articulated lorries can bring fresh, regular supplies of perishable foodstuffs to the area has been exploded.

Drainage measures have been installed at several locations. While not solving all the flooding problems that have occurred this year, they have gone some way towards reducing the effects of one of the wettest years on record, even for Scotland.

Detailed analysis has been carried out to determine what work is required on the Tay Bridge, and a work programme is being produced.

STATIONS We were pleased to take the responsibility for construction of a new station at Dalgety Bay. Sponsored and financed by Fife Council, it has already proved to be a success, so much so that additional car parking is now being considered.

The Station Regeneration Programme has continued with over 20 stations completed to date. Most notable is the completion of the roof repairs at Aberdeen Station and the ongoing work at Glasgow Queen Street with the £15M renewal of the largest single-barrel vault roof in the country.

Lifts at Stirling and Linlithgow, funded by the local authorities, were installed to improve access for many groups of people, the former being given an Ian Allan Heritage 'Highly Commended' Award. ScotRail has also taken the opportunity to carry out additional work at its own cost simultaneous to the Station Regeneration Programme, as have local authorities in upgrading adjacent facilities. This includes station lighting and the provision of CCTV equipment, providing improved safety and security at stations.

Most of the investment referred to above has been carried out as part of our continued programme of steady-state renewal, demonstrating our continued commitment to enable the daily performance of trains to be maintained and improved by our customers. As a direct consequence, the wider community benefits from a better way of travelling.