



ScotFail: How the SNP took our trains off track

Scotland's Railways: Three things you need to know

1. A third of all routes have services that are late more often than they are on time
2. Since 2011, the cap on regulated rush hour fares has risen faster than earnings
3. £1 million a month is going back to Netherlands rather than being invested in Scotland

What the SNP said when they handed the £6 billion ScotRail franchise to Abellio:

“The Scottish Government believes good public transport improves the lives of the people and the economy of Scotland. Following extensive consultation by the Scottish Government, Scotland’s railway has attracted a world leading contract to deliver for rail staff and passengers.

“These exciting plans mean that our railways will continue to be innovative, passenger-led and a hugely important driver in Scotland’s long-term success and sustainability.

“This is a contract that will benefit the whole of Scotland.”

Keith Brown, 8 October 2014

Source - <http://transportscotland.presscentre.com/News/New-deal-to-transform-rail-services-221.aspx>

1.) A third of all routes have services that are late more often than they are on time:

| Terminating Location | Percentage of times services are on time | Percentage of times services are late |
|-----------------------------|---|--|
| Arbroath | 10.3 | 89.7 |
| Ardrossan Harbour | 10.6 | 89.4 |
| Glasgow High Street | 10.8 | 89.2 |
| Milngavie | 25 | 75 |
| Wick | 25.7 | 74.3 |
| Carnoustie | 27.2 | 72.8 |
| Ardrossan Town | 28.1 | 71.9 |
| Dalmuir | 28.1 | 71.9 |
| Springburn | 30.6 | 69.4 |
| Largs | 36.9 | 63.1 |
| Balloch | 37.4 | 62.6 |
| Paisley Canal | 38.2 | 61.8 |
| Cumbernauld | 41.8 | 58.2 |
| Markinch | 42.3 | 57.7 |
| Elgin | 42.5 | 57.5 |
| Tweedbank | 43.1 | 56.9 |
| Lenzie | 43.4 | 56.6 |
| Tain | 43.6 | 56.4 |
| Girvan | 45.2 | 54.8 |
| Newton | 45.3 | 54.7 |
| Larkhall | 46.3 | 53.7 |
| Lanark | 46.8 | 53.2 |
| Irvine | 47.7 | 52.3 |
| Motherwell | 48.7 | 51.3 |
| Helensburgh Central | 49.2 | 50.8 |

Note: On time arrivals are the percentage of booked services which arrive within 59 seconds of their booked arrival time, having called at all booked stations on the route

You can see performance for every station here:

https://www.scotrail.co.uk/sites/default/files/assets/download_ct/monthly_performance_results_web_upload_p16171_06.pdf

2.) Since 2011, the cap on regulated rush hour fares has risen faster than earnings

Between 2011 and 2015, the cap on regulated peak time rail fares in Scotland increased by over 23% whilst average weekly earnings rose by 6.8%

| Year | Average gross weekly earnings for full-time employment in Scotland (% change) | Regulated peak rail fare cap across Scotland, as fixed against RPI (% change) |
|-------------------------------|--|--|
| 2011 | 0.5 | 5.8 |
| 2012 | 2.4 | 6 |
| 2013 | 2.6 | 4.2 |
| 2014 | -0.3 | 3.18 |
| 2015 | 1.4 | 2.5 |
| Total change 2011-2015 | 6.8 | 23.6 |

Source: SPICe using Annual Survey of House and Earnings (ONS) and Regulated rail fares cap, [Railways: Fares statistics. House of commons Library.](#)

Regulated fares have a maximum percentage increase set by an annually determined cap. In Scotland, regulated fares on ScotRail services rose by RPI +1 between 2004 and 2013. In 2014 and 2015 regulated rush hour fares rose by RPI. ScotRail's regulated fares within the Franchise Agreement are anytime singles and returns, Offl Peak singles and returns, and Season tickets. Unregulated fares including Super Offl Peak and Advance fares are a commercial matter for ScotRail.

ScotFail: How the SNP took our trains off track

3.) £1 million a month is going back to the Netherlands rather than being invested in Scotland:

THE firm responsible for Scotland's crisis-hit rail network have admitted our trains are run for the benefit of commuters in Holland.

Business documents penned by the parent company of the Dutch firm who operate ScotRail boast the contract is used to make healthy profits on "limited investment".

The boss of Utrecht-based Nederlandse Spoorwegen (NS), who own ScotRail operators Abellio, says passengers in the Netherlands must benefit from the firm's work overseas.

Accounts filed at Companies House show the Dutch firm are raking in £1million profit a month from the deal.

Source: <http://www.dailyrecord.co.uk/news/scottish-news/new-scotrail-operator-abellio-giving-5440715>

What do the SNP say now?

Gil Paterson, SNP MSP for Clydebank:

"ScotRail has to sort this mess at Dalmuir Train Station out as a matter of urgency.

"It is unacceptable that my constituents travelling on this line have to suffer delays a majority of the time, and in exchange for increasing ticket prices. It simply must improve."

Source:

http://www.clydebankpost.co.uk/news/14774885.Train_woes_deepen_as_stats_show_less_than_30_per_cent_of_trains_are_on_time_in_Dalmuir/

Bill Kidd, SNP MSP for Anniesland:

"I am very disappointed to find that over a quarter of the journeys through Anniesland and 40 per cent through Garscadden are no longer on time.

"I'm aware Transport Minister Humza Yousef has been in touch with ScotRail to make them aware that performance levels are an integral part of the Franchise agreement and they have to improve, in the case of my constituents I think this has to be, dramatically

ScotFail: How the SNP took our trains off track

Source:

http://www.clydebankpost.co.uk/news/14774885.Train_woes_deepen_as_stats_show_less_than_30_per_cent_of_trains_are_on_time_in_Dalmuir/

Linda Fabiani, SNP MSP for East Kilbride




Linda Fabiani 
@LindaFabianiSNP



 Follow

Asked Transport Minister to raise the issue of the EK Trains at his meeting with Managing Director of Scotrail this week. [@NeilMackay](#)

What about the Transport Minister?

Humza Yousaf: 

Let me try to reassure the member, where I can. As I said, I do not think that public performance measures are at the standard that we expect them to be. That is why I have given instructions that an improvement plan come to me and changes be made.

Source:

<http://www.parliament.scot/parliamentarybusiness/report.aspx?r=10532&mode=pdf>

The SNP run our railways – they now need to explain how they will fix this mess