

21 March 2016

J Eadie MSP
Convener
Infrastructure and Capital Investment Committee
Scottish Parliament
Edinburgh
EH99 1SP

Dear Convener,

Thank you for the opportunity to appear before the Infrastructure Committee on 9 March 2016. I trust you and the Members found the session informative and useful and I again iterate my commitment to appear before the Committee on a regular basis in the next parliamentary term.

During the session there were a number of points upon which I undertook to provide further information:

Security advice received regarding vehicle access and Waverley station

The Secretary of State for Transport is responsible for the security, and less directly, the resilience of the UK transport system. Events such as the attacks on London and Glasgow Airport, the Madrid bombings and 9/11 brought security concerns to the fore and transport security is an important part of the Government's long term counter-terrorist strategy.

The Secretary of State has the legal power to require the regulated transport industries to implement security measures designed to protect their infrastructure, their hardware, and public and staff using it from attack. The Director of Transport Security and Contingencies (TSCD) signs the directions obliging the industries to carry out the Government's requirements.

The Transport Security and Contingencies (TSCD) team determined that reducing significant risk to life through vehicle borne terrorist attack is a key objective and instigated a risk based programme that takes into account station usage levels and security information to evaluate and prioritise transport locations where preventative measures should be undertaken.

This approach led to the preparation of a programme of work at certain London Underground Ltd. venues and at all Network Rail managed stations and 22 franchised stations. This included the decision to only allow pre-approved vehicles into Network Rail managed stations including Edinburgh Waverley. The programme's specific objective was to reduce the risk of mass casualties from as vehicle borne attack.

With regard to London 2012, attached are two media reports from February and March 2012. The first is that taxis and cars were to be banned permanently from Edinburgh Waverley Station to comply with security legislation.

Network Rail stated: "Waverley is the last major station operated by Network Rail to allow private vehicles under the station roof and this has been designated as a security risk. Network Rail is required to comply with legislation to remove vehicles prior to the London Olympic Games. The order applies to major transport hubs across Britain."

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The second report is on the subsequent postponement of the ban after it was agreed with the Department for Transport and Edinburgh City Council to delay any action to remove vehicles to give more time to address passenger concerns and to ensure alternative arrangements for taxis could be put in place.

Dedicated Disabled Transport Vehicles

From Monday 2 June 2014, Network Rail implemented further restrictions on vehicles entering Waverley Station. From this date no taxis or private vehicles were permitted access and only dedicated disabled transport vehicles and delivery vehicles retained access privileges. Presently there is a special arrangement in place with HcL (previously Handicabs). HcL is a specialist transport charity that offers door to door transportation for profoundly disabled people. Access for them and any other similar group needs to be organised locally through Edinburgh Waverley Station reception.

New Street Car Park – Taxi Proposal

I would also like to take this opportunity to clarify that the New Street Car Park taxi proposal which I discussed will be a pick up point only. The designated drop off area for the station will remain at the Calton Road entrance. Due to physical constraints at New Street car park, it is not possible to have this location for pick up and drop off.

Driver Despatch

As raised at the session I will keep the Committee up to date on our ongoing discussions with conductors relating to driver despatch. As you will be aware over the course of the next few years, we will be introducing faster, longer, greener electric trains to Scotland's rail network. These new trains will deliver more seats, shorter journey times and have less impact on our environment. As part of this introduction, we want to discuss and consult with our people about making some changes to the way that we work, so that we can deliver the very best, safest service to our customers. These changes would mean that we would retain two members of staff on trains – over and above any catering staff. We would protect staff terms and conditions and we would stick to our no-compulsory redundancy agreement. Our number one priority is always customer and staff safety, which is why we would never bring forward any proposals that have any impact on our strict safety regulations. In the next few years, we want to grow the number of people who use Scotland's railway. That is why we are keen to speak to our people about having Sunday as part of the working week and other ways in which we can expand the number of services we run. If we can do this, it will mean more opportunities for people to come and work on the railway.

I look forward to continuing my ongoing dialogue with the Infrastructure and Capital Investment Committee in the new parliamentary term.

Yours sincerely

Phil Verster
Managing Director, ScotRail Alliance

London 2012: Taxis and cars banned from Edinburgh Waverley Station

- 14 February 2012
- From the section [Edinburgh, Fife & East Scotland](#)



Edinburgh Waverley Station will be car and taxi free from the end of July

Taxis and cars are to be banned permanently from Edinburgh Waverley Station as part of anti-terrorism measures.

The move comes into force at the end of July in time for the London 2012 Olympics.

Network Rail, which runs Waverley, said it was the last major station to still allow cars underneath the station roof.

Officials said they would install a plan for people with disabilities and the elderly to be able to exit.

A Network Rail spokesman said: "To comply with security legislation, Network Rail has agreed to remove taxis and private vehicles from Edinburgh Waverley Station by the end of July 2012.

"Waverley is the last major station operated by Network Rail to allow private vehicles under the station roof and this has been designated as a security risk. **Network Rail is required to comply with legislation to remove vehicles prior to the London Olympic Games. The order applies to major transport hubs across Britain.**

"Network Rail has been working with Edinburgh City Council to examine options for an alternative location for a station taxi rank and drop off area.

"Security is an important issue and we support these measures, although we recognise this change in policy will cause some concerns for our passengers, particularly those with reduced mobility and heavy baggage and we will do all we can to retain accessibility."

He added: "In recent months, we have reopened the improved Waverley Steps access with escalators and by summer, we will have a new fully accessible entrance from Market Street open, along with lifts to Princes Street.

"In the mean time, we will continue to work with Edinburgh City Council to identify a suitable solution for the provision of a taxi rank and drop off zone as close to the station as possible."

Edinburgh Waverley Station taxi and car ban delayed

- 16 March 2012
- From the section [Edinburgh, Fife & East Scotland](#)



Edinburgh Waverley Station will be car and taxi free under the plans

Plans for a permanent ban on taxis and cars inside Edinburgh Waverley Station have been postponed.

The station's owner Network Rail had proposed to implement the ban from July.

However, it has agreed to delay the plans after Edinburgh City Council asked for more time to move the taxi rank outside the station.

Last month Network Rail announced it wanted to remove all vehicles for security reasons.

A Network Rail spokesman said: "Waverley Station is the last major station in the UK to allow vehicles access to the concourse and we remain committed to implementing the proposed changes in the long-term.

"However, we have listened to feedback from station users and have agreed with the Department for Transport and Edinburgh City Council to delay to any action to remove vehicles to give us more time to address passenger concerns and to ensure alternative arrangements for taxis can be put in place."