

Minister for Transport, Infrastructure and Climate Change
Stewart Stevenson MSP



T: 0845 774 1741
E: scottish.ministers@scotland.gsi.gov.uk

Mr Bruce Crawford JP MSP
Unit 111
Stirling Enterprise Park
John Player Building
STIRLING
FK7 7RP

Your ref:
Our ref: 2010/1000600

31 September 2010

Dear Bruce,

Glasgow Crossrail

Thank you for your letter of 6 September on behalf of your constituent, [REDACTED], in which he refers to the Glasgow Crossrail Project.

The Strategic Transport Projects Review (STPR) established the Scottish Government's transport investment priorities for the next 20 years. Glasgow Crossrail, an SPT proposal which has been around for many years, was considered as part of STPR. The enclosed diagram indicates it aimed to connect services from East Kilbride/ Kilmarnock with the old City Union Line while also facilitating additional services between Ayr and Edinburgh as well as Croy and Barrhead.

The plan was rejected as it did not make best use of the rail network while the West of Scotland Strategic Rail Enhancement programme offered better opportunities to enhance connectivity for the heaviest rail demand patterns in and around Glasgow.

Following the publication of STPR in 2008, this Government established a steering group comprising Transport Scotland, Strathclyde Partnership for Transport (SPT) and Glasgow City Council (GCC), to develop a delivery plan for the package of rail interventions identified in STPR. The group has also discussed other proposals including the Clyde Fastlink bus system and elements of Glasgow Crossrail when considering how to optimise rail capacity in Central Glasgow and increase public transport connectivity across the region. The group met most recently in early September 2010.

Victoria Quay, Edinburgh EH6 6QQ
www.scotland.gov.uk



The Scottish Government are investing £430 million over 16 years in the leasing of 38 new electric class 380 trains. These efficient and environmentally friendly trains will be rolled out in Ayrshire and Inverclyde from October 2010 and will address overcrowding by providing 7,500 extra passenger seats per day. A further £60 million was invested in infrastructure to accommodate, stable and maintain these new longer trains.

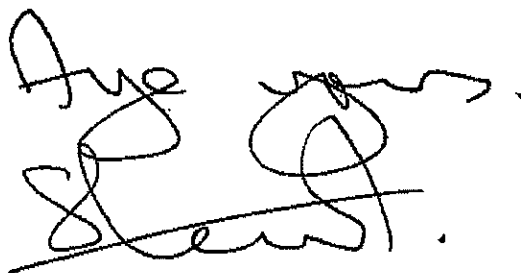
These investments are closely related to the £170 million being spent on the Paisley Corridor Improvements programme. This includes lengthening two platforms at Glasgow Central, Scotland's busiest rail station, and upgrading signalling on the main Glasgow-Paisley line.

Connectivity between Glasgow and Kilmarnock was improved by the introduction of half hourly services from December 2009, this enhancement providing an extra 1,500 seats during peak periods.

The £1 billion Edinburgh-Glasgow Improvement Programme (EGIP), to be completed by 2016, will significantly enhance connections across Scotland, reduce journey times and improve reliability. The project will electrify 350 single track kilometres, increase service provision to 13 trains an hour and provide a fastest journey time of around 35 minutes. Some of the benefits of EGIP have already been delivered with the introduction of new services between Edinburgh and Glasgow via Shotts in December 2009.

Crossrail was not dependent on the Glasgow Airport Rail Link (GARL), or vice versa. The decision to cancel GARL was taken on affordability grounds given the significant budgetary pressures faced by the Scottish Government for 2010/11 and beyond as a result of budget reductions imposed upon us by the UK government.

Scottish Ministers remain committed to enhancing rail services in Glasgow and in the West of Scotland when these enhancements represent good value for money and are affordable.

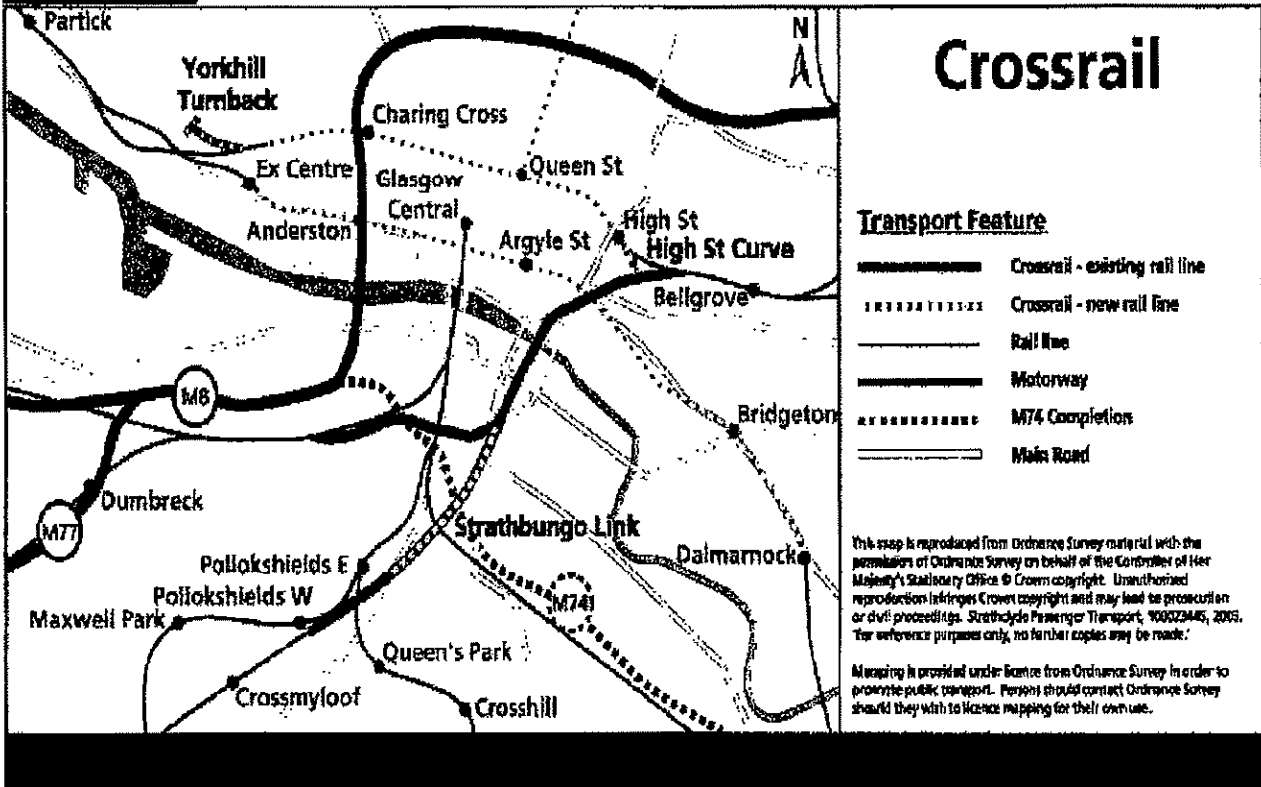


STEWART STEVENSON

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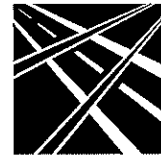


Crossrail - schematic layout



Rail Directorate

Buchanan House, 58 Port Dundas Road, Glasgow G4
0HF
Direct Line: 0141 272 7553, Fax: 0141 272 7536
bertrand.deiss@transportscotland.gsi.gov.uk



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

[REDACTED]
BY EMAIL

[REDACTED]@btinternet.com

Your ref: email to
Transport
Scotland Info on
03 January 2012

Our ref:
A2058028

Date:
27 January 2012

Dear Mr [REDACTED]

Thank you for your email of 3 January 2012 regarding NEWGARL. As rail development issues in this area are my responsibility, your enquiry has been passed to me for reply.

The Scottish Government's position on Crossrail Glasgow and NEWGARL remains unchanged from that stated in our letter, ref: C2573890, to you of 10 October 2011.

Yours sincerely,

[REDACTED SIGNATURE]

Rail Policy Officer

Cabinet Secretary for Infrastructure and Capital Investment
Alex Neil MSP



T: 0845 774 1741
E: scottish.ministers@scotland.gsi.gov.uk

[REDACTED]
Dawn Group Ltd
220 West George Street
GLASGOW
G2 2PG


DELIVERING
A GAMES LEGACY FOR SCOTLAND

Our ref: 2011/1029387
6 February 2012

Dawn [REDACTED]

Thank you for your letter of 7 December 2011 following on from our recent breakfast meeting and I note with interest the proposals to relocate High Street Station and the enclosed map and drawings of Dawn's Collegelands development in Glasgow.

Whilst we have no plans to close any railway stations, relocation may be appropriate where population demands change, however the potential benefits for new passengers need to be balanced against the negative impacts on existing passengers. The Scottish Government is happy to consider proposals for investment in the rail system which are affordable and deliver value for money enhanced services without significantly disadvantaging existing rail users.

Your proposals will need careful consideration as they would have an impact on a significant number of existing rail users. The footfall published by the Office of Rail Regulation (ORR) for High Street was 376,828 per annum in financial year 2009/10 compared to 45,160 and 19,121,724 at Bellgrove and Queen Street respectively.

Although a station relocation, as set out in the drawing you provided, is not likely to have a detrimental strategic impact on the network you may be aware that Glasgow City Council have identified High Street as their preferred location for a High Speed Rail station in Glasgow. The Scottish Government has no preferred sites for stations or route at present for High Speed Rail lines to Scotland. Any decision in that regard will be made only after rigorous analysis in accordance with the principles of the Scottish Transport Appraisal Guidance (STAG): <http://www.transportscotland.gov.uk/analysis/scottish-transport-analysis-guide/STAG>.

Our recent publication Fast Track Scotland sets out the case for high speed rail to Scotland. This was developed by a Partnership Group founded by Keith Brown MSP, Minister for Housing and Transport. The report can be found at:
<http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/202923-00.htm>.

Scottish Parliament, Edinburgh. EH99 1SP
www.scotland.gov.uk



If you wish to further explore the feasibility of relocating High Street Station, the assessment should follow Network Rail's Guidance 'Investment in Stations: A Guide for Promoters and Developers'.

<http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/network/working%20group%202%20-%20stations/investmentinstations.pdf>.

This guide includes advice on station relocations and highlights the need to follow the Scottish transport Appraisal Guidance (STAG).

The promoter/developer would also need to secure funding for the provision of the new station and demolition of the existing one.

Your proposals to relocate High Street station are unlikely to prevent the development of Crossrail at some point in the future. However as you know Glasgow Crossrail was considered as part of the Strategic Transport Projects Review (STPR) and rejected as it would not make best use of the rail network. As a stand alone intervention it would not achieve the step change necessary to deliver significant improvements for Glasgow and the west of Scotland.

Keith Brown MSP, Minister for Housing and Transport, will be happy to discuss your proposals further. Please contact his Diary Secretary, [REDACTED] to arrange this on 0131 244 7005, email: ministerforht@scotland.gsi.gov.uk.

I am copying this letter to the Minister for Housing and Transport, Keith Brown MSP.



ALEX NEIL

Rail

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: [REDACTED] Fax: [REDACTED]
[REDACTED]@transportscotland.gsi.gov.uk



Your ref:

Our ref:
2013/0011563

Date:
20 June 2013

Dear Mr [REDACTED]

Thank you for your letters of 12 January and 24 April 2013 to Keith Brown MSP, Minister for Transport and Veterans, in which you ask why Glasgow Crossrail and the electrification of the City Union Line are not included in Network Rail's Strategic Business Plan, published on 7 January 2013. As matters relating to railways in Scotland are delegated to Transport Scotland, I have been asked to reply on the Minister's behalf. I also apologise for the delay in responding.

I note your comments about improving rail connections between Ayrshire and Edinburgh and the potential benefits that Glasgow Crossrail could deliver for passengers. It may be helpful if I explain that Glasgow Crossrail was considered as part of the Scottish Government's Strategic Transport Projects Review in 2007. The scheme was rejected for further consideration because it would not make best use of the rail network or integrate well with other rail schemes. Indeed, Crossrail does not actually link the two city centre terminals of Glasgow (Queen Street and Central) and it would disadvantage many existing passengers by diverting existing services away from city centre stations. It would also increase infrastructure investment at critical points elsewhere on the network and would require substantial investment to strengthen viaducts and bridges on the City Union Line. As a standalone intervention it would not have delivered significant improvements for Glasgow and the south west of Scotland.

However, it is worth noting that some of the outcomes proposed through the Glasgow Crossrail scheme have already been met through the delivery of other rail projects. For example, additional Glasgow Central to Edinburgh via Shotts services were introduced in 2009 and new weekday services between Glasgow Central and Edinburgh calling at Motherwell, Wishaw, Carluke, Carstairs and Haymarket were also introduced in December 2012.

The £169 million Paisley Corridor Improvements Programme delivered in 2012 forms an integral part of the West of Scotland Rail Enhancements Programme, which delivered new platforms at Glasgow Central, track enhancements, enhanced capacity, improved signalling on the main Glasgow to Paisley line and journey time benefits on the busiest section of the Scottish network.

Yours sincerely,



Minister for Transport and Veterans
Keith Brown MSP

T: 0845 774 1741
E: scottish.ministers@scotland.gsi.gov.uk

Mr John Scott MSP
The Scottish Parliament
EDINBURGH
EH99 1SP



Our ref: 2013/0025374

15 October 2013

Dear John,

Thank you for your email of 4 October 2013 regarding Glasgow CrossRail, following your question in Parliament on 3 October 2013.

As I understand from my officials, the RailQwest presentation attached to your email is a version of a presentation which the RailQwest group has been offering to several local authorities.

In my response to your question on 3 October 2013 I stated that this Government does not support the Glasgow CrossRail scheme. 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.

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;
- 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 require substantial investment to strengthen its viaducts and bridges simply to raise the line speed to 45/50 mph.

As I mentioned earlier, although RailQwest has canvassed support for its version of the project from several local authorities, I am advised no formal request has been made to Transport Scotland and, therefore, neither the statistics quoted in the presentation nor the £20 million cost estimate have been validated. Consequently, no evidence has been produced to support the cost estimate contained in the presentation.

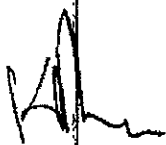
Additionally, the journey time estimates set out in the presentation do not take account of the issues detailed above; neither do they take account of journey time improvements which will be delivered within the Edinburgh Glasgow Improvement Project (EGIP) nor the improvements being delivered when the Glasgow Central to Edinburgh via Shotts line is electrified. However, you will 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 which was being 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 programme, an investment level of £169 million, delivered two new platforms at Glasgow Central which came into operation in May 2010; an additional, third railway line between Shields Junction and Arkleston Junction; new railway junctions at Arkleston and Wallneuk; a new and longer freight loop at Elderslie; upgraded signalling on the main Glasgow-Paisley line; and 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, improves reliability and capacity on this important commuter route.

In conclusion, whilst this government does not support the Glasgow CrossRail scheme, I trust you will see that the other rail enhancement schemes – either delivered or planned – are delivering substantial benefits for passengers by offering journey time improvements and options for travel. I also note that the RailQwest group 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.

I hope that you find this reply helpful.

Kind regards



KEITH BROWN

Minister for Transport and Veterans
Keith Brown MSP

T: 0845 774 1741
E: scottish.ministers@scotland.gsi.gov.uk



[REDACTED]
RailQwest

RailQwest@hotmail.co.uk



LEGACY 2014
XX COMMONWEALTH GAMES
SCOTLAND

Our ref: 2013/000026851

6 November 2013

Dear Mr [REDACTED]

Thank you for your email of 19 October 2013 to Keith Brown, Minister for Transport and Veterans, requesting a meeting to discuss your suggestions for a CrossRail scheme in Glasgow

Unfortunately, due to a fully committed diary, the Minister will be unable to meet with you. However, he considers that you would be best advised to hold discussions with Transport Scotland in the first instance. Please contact [REDACTED] on [REDACTED] or at [REDACTED]@transportscotland.gsi.gov.uk to make the necessary arrangements.

Kind regards

PP MARTYN MCDONALD
PRIVATE SECRETARY

