

[REDACTED]

From: [REDACTED]
Sent: 08 December 2011 15:11
To: [REDACTED]
Subject: TS - Glasgow Crossrail and other rail improvements - [REDACTED]

Rail Directorate

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



[REDACTED]
[REDACTED]

Your ref: email of 10/11/11

Our ref: Email of 08 December 2011
Date: 08 December 2011

Dear Mrs [REDACTED]

Thank you for your email of 09 November 2011 to Transport Scotland in relation to Glasgow Crossrail and other rail improvements. As rail development issues in this area are my responsibility, your enquiry has been passed to me for reply.

The Strategic Transport Projects Review (STPR) established the Scottish Governments 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 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 delivery significant improvements for Glasgow and the west of Scotland.

In contrast, the West of Scotland Strategic Rail Enhancements (STPR Intervention 24) supports objectives to address capacity problems at Glasgow Central and Queen Street, offering additional strategic connectivity and improving connections in and around Glasgow.

These investments are also closely related to the £169 million being spent on the Paisley Corridor Improvements (PCI) programme which will increase capacity and improve journey quality on one of the busiest section of the Scottish network. PCI includes: two new platforms at Glasgow Central, which came into operation in May 2010, an additional, third, railway line between Shields Junction (just west of Glasgow Central) and Arkleston Junction; new railway junctions at Arkleston and Wallneuk (east of Paisley Gilmour Street), a new and longer freight loop at Elderslie and upgrading signalling on the main Glasgow-Paisley line.

The committed improvements on the rail network between Edinburgh and Glasgow also provide a 'step change' in the connectivity of Glasgow Central to Edinburgh, resulting in enhanced connections for those travelling to and from the south and south west of Glasgow. This is likely to negate much of the potential benefit of Glasgow Crossrail.

Since 2008 rail services in the West of Scotland have changed considerably following the introduction of the Glasgow to Kilmarnock Rail Enhancements Project, the Airdrie to Bathgate link, and phased improvements from Edinburgh-Glasgow Improvement Programme and the Paisley Corridor Improvements scheme. These projects in addition to the introduction of improved services from Edinburgh to Glasgow via Shotts in December 2009 have met some of the aspirations for better West to East connections.

The case for Crossrail does not take account of trade offs such as:

- Diverting existing services from the city centre stations to run via Crossrail would disadvantage many existing passengers.
- Adding new services that omit the city centre would be hugely expensive to operate as they will be lightly loaded, and would require further infrastructure at critical points elsewhere on the network, particularly as they would not be able to be accommodated in Edinburgh, due to capacity constraints. Even at a cursory level, this is not financially viable.
- Requires significant costs, either in terms of disbenefit to existing users or big extra operating subsidy requirements.
- The Ayrshire – Edinburgh market is the biggest of the long distance flows across Glasgow, but it still an order of magnitude smaller than flows to Glasgow city centre.
- The existing City Union Line has a line speed of 15 mph; this is too slow to provide passenger services, but to raise the speed to 45/50 mph is likely to be expensive as the track is all on viaducts and bridges.

Scottish Government therefore has no plans to approve or fund the delivery of Glasgow Crossrail.

I note your concerns with regard to the transfer of passengers between Glasgow Queen Street and Central stations, especially those with luggage. Passengers can make use of the bus service 500, which is operated between the stations by First Group every 10 minutes.

When considering new railway stations, the potential benefits for new passengers need to be balanced against the negative impacts on existing passengers and services while value for money and affordability need to be robustly assessed. Passenger demand, fare revenue and the impact on the ScotRail Franchise subsidy requirements also need considered as annual rail operating costs can be considerable.


Glasgow Cross and West Street stations are part of the Glasgow Crossrail proposals and are therefore not supported. In principle a railway station option at Parkhead Forge appears worthy of consideration. It would however be necessary to reduce calls elsewhere to compensate for the increased journey time that an additional stop at Parkhead Forge would entail. Appraisal of a rail option, including analysis of journey times, call patterns etc., would be undertaken by the promoter / developer and the delivery of the station and a source of funding for the capital cost would require to be identified.

The *National Planning Framework 2*, like the STPR, identified as a National Development the improvement of port, road and rail infrastructure at Grangemouth, Scotland's busiest container port. It is estimated that improved rail facilities could reduce by half the projected 10% annual growth in lorry movements around the port, therefore helping reduce transport emissions and increasing sustainable economic growth.

A passenger station at Grangemouth would reduce track and signalling capacity to the location, in addition to requiring other track upgrades and would therefore adversely impact the aim of substantially increasing freight movements to/ from the port, while passenger services, added to increased freight traffic, could reduce reliability for both passengers and freight services. In light of these issues, a new passenger rail station at Grangemouth is not supported.

I hope the above information is helpful.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Rail Policy Officer

Minister for Transport and Islands
Derek Mackay MSP

T: 0300 244 4000
E: scottish.ministers@scotland.gsi.gov.uk



Ms Nicola Sturgeon MSP
The Scottish Parliament
EDINBURGH
EH99 1SP



Our ref: 2015/0028889

8 October 2015

Derek Mackay

Transport Planning and CrossRail

Thank you for your letter of 21 August concerning the issues raised by your constituent [REDACTED] Chair of Pollokshields Community Council, regarding a proposed Glasgow CrossRail scheme and rail planning more generally.

It might be helpful if I set out some background to the previous consideration of the CrossRail scheme. In 2006/7 the then Scottish Executive a review of the existing and future strategic transport networks. As part of that review, a wide range of options were appraised prior to a final selection of recommended schemes. The CrossRail scheme did not make the final selection because the assessment indicated that costs would be high for relatively little benefit. Indeed, the assessment determined that whilst the scheme would provide a degree of north/south connectivity across the city by reusing the City Union Line, it would bypass both Queen Street and Central stations and would not be attractive to the vast majority of potential passengers. Accordingly, there would be substantial capital investment and increased subsidy requirements for limited passenger benefit.

However, exclusion of CrossRail from the published list of schemes does not mean the proposal cannot be reconsidered. Indeed, as a government we have consistently advised that we are prepared to consider proposals for new services and new stations where a clear rationale has emerged from an appraisal in line with standard practice and where viability has been established. This would be subject to affordability and other competing priorities.

Keith Brown, as Minister for Transport and Veterans, met with RailQwest in March 2014 and they presented their case for a CrossRail scheme. The Minister advised that the proposal should be appraised in line with our recognised guidance and accordingly should cover issues such as the cost of line electrification and construction of proposed new stations as well as likely passenger numbers and rolling stock requirements. He informed RailQwest that the appraisal should assess the potential impact on the rail network as well as set out the wider economic benefits accruing from the scheme. Clearly, maximising the regenerative impact of the scheme will be of particular consideration to Glasgow and we would expect committed support from the Council and the developers to any such development.

Additionally, there are already opportunities for promoters to reflect the economic regenerative effects of their schemes within the existing appraisal process. Transport Scotland is happy to provide advice to appraisers on any aspect of transport appraisal, if requested.

Mr [REDACTED] also enquires about Transport Scotland's role in planning. I can confirm that Transport Scotland is defined as a key agency in the planning system and engages in the strategic and local development planning process. Transport Scotland also advises planning authorities on approaches to appraising land use options and associated infrastructure requirements. As the national transport agency, Transport Scotland remains accountable to ministers and accordingly is responsible for delivering the Scottish Government's vision for transport.

I trust that this response is helpful.

Kind regards



DEREK MACKAY

[REDACTED]

From: [REDACTED]
Sent: 29 December 2015 11:44
To: [REDACTED]
Subject: FW: Crossrail Glasgow

[REDACTED]

Head of Rail Policy
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From: [REDACTED]
Sent: 07 August 2015 10:33
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Crossrail Glasgow

Dear [REDACTED]

I can confirm that the Scottish Government has no plans for either a new city centre station in Glasgow or a link between the north and south rail networks (which is often reported and known as Crossrail). Having said that, Transport Scotland are always open to propositions from promoters which properly explain their scheme in a structured manner and address matters such as construction, rolling stock, patronage demand, electrification, impact on current services, on-going subsidy requirements, location and construction of new stations, integration with the existing network and, of course, costs. We would expect the promoter to have had discussions with Glasgow City Council and SPT to determine whether in their opinion a rail solution is the most appropriate means of addressing demand.

I've copied my colleague [REDACTED] into this note as [REDACTED] has lead policy responsibilities for rail in the SPT and Swestrans regional transport partnerships areas and can, if required, provide more specific detail.

Kind regards

[REDACTED]

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Tel: [REDACTED]
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From: [REDACTED]
Sent: 06 August 2015 15:59

To: [REDACTED]
Cc: [REDACTED]
Subject: Crossrail Glasgow

Good afternoon [REDACTED]

Scottish Enterprise is frequently asked about the status of Crossrail Glasgow, particularly on development intentions around the relocation of High Street station to Glasgow Cross. Usually we have to talk in terms of it being 'in the pipeline' as, although it is included in the 2008 Strategic Projects Review, its priority and likely implementation date is not clear

Is there any information you can provide that would enable us to give development enquirers some sort of additional assurances about the project's status?

Thanks

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[REDACTED]

From: [REDACTED]
Sent: 23 November 2012 14:05
To: Deputy First Minister and Cabinet Secretary for Infrastructure, Investment and Cities
Cc: Minister for Transport and Veterans; [REDACTED]
[REDACTED]
[REDACTED] Communications Deputy First Minister
Subject: Rail Qwest - Glasgow Crossrail - DFM presentation - 23 November 2012
Attachments: SPT Issues - Glasgow CrossRail - Briefing Note - 23 November 2012.obr; SPT Issues - Glasgow CrossRail - Briefing Note - 23 November 2012.doc

Please find attached briefing as requested.

Kind Regards

[REDACTED]
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Rail Directorate

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-----Original Message-----

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

Sent: Friday, November 16, 2012 04:56 PM

To: PS/Transport Scotland

Cc: Minister for Transport and Veterans; [REDACTED]

Subject: FW: Crossrail Presentation

[REDACTED]

DFM was given the attached presentation as a constituency MSP last week. The main and most immediate point being made by the organisation was that it would make sense to do the electrification of the Crossrail line at the same time as Paisley Canal. DFM has asked for a briefing on that and other issues associated with Crossrail.

I'd be grateful if you can pass this to relevant colleagues in Transport Scotland and ask for a briefing by no later than 4pm on Friday 23rd November.

Happy to discuss

Thanks

[REDACTED] | Private Secretary/DFM | [REDACTED]

y

GLASGOW CROSSRAIL

Background

1. The concept of a "Glasgow Crossrail" scheme was first considered in the 1968 Greater Glasgow Transportation Study.
2. In 2007, a Glasgow Crossrail proposal was promoted by Strathclyde Partnership for Transport (SPT) and other interested parties, such as thgRail'. The 2007 proposal sought to provide direct rail connections between lines north of the Clyde and those to the south and south west of Glasgow.
3. The table, below, sets out for comparative purposes the key aims of the SPT and Rail Qwest proposals.

SPT 2007 proposal	RAIL Qwest proposal
<ul style="list-style-type: none"> • the building of three new stations (Mercat Cross, Gorbals and West Street), 	<ul style="list-style-type: none"> • The building of 3 new stations – West Street, Glasgow Cross and Citizens (same as Gorbals)
<ul style="list-style-type: none"> • re-locating High Street Station further east from the city centre 	<ul style="list-style-type: none"> • New station at Glasgow Cross ¼ mile from current High Street station
<ul style="list-style-type: none"> • investing in signalling and the electrification of rail services, including the City Union Line. (Glasgow High Street junction to Shields junction – less than 3.5km) 	<ul style="list-style-type: none"> • 3 phases of implementation – Phase 1 – electrification of existing line Shields Road to Bellgrove, Phase 2 – construction of 3 stations named above, Phase 3 - connecting lines to East Kilbride/Kilmarnock and also construction of a short link into Queen Street Low Level station serving destinations to the west of Glasgow.
<ul style="list-style-type: none"> • laying 2km of new track to connect the rail lines north and south of the city, upgrade and restore 3.5km of track 	

Cost

4. The capital costs of the 2007 Glasgow Crossrail scheme (excluding rolling stock costs) were estimated at between £115 million and £187 million (2005 prices). SPT subsequently allocated £500,000 from its Capital Budget to progress the development of the proposal. Due to the level of costs required to take forward the project, SPT sought central Government funding. The project was assessed as part of the Strategic Transport Projects Review (STPR) process in 2007/08 and the overall costs were calculated to be between £150 million and £250 million (2008 prices).

5. There are no costs available for the Rail Qwest proposals.

Issues/Risks associated with Crossrail

6. 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.

7. Although cited as a reason for developing Crossrail neither the 2007 or the Rail Qwest proposals actually link the two city centre terminals of Glasgow (Queen Street and Central) which is the widely held public expectation.

8. 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 (see paragraph 11);
- 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.

9. The Rail Qwest Crossrail proposition contains a proposal for a new station, Glasgow Cross station, located $\frac{1}{4}$ of a mile from the current High Street station. Glasgow City Council has identified the location for Glasgow Cross station as its preferred location for a High Speed Rail station in Glasgow. This inevitably has the potential for conflict. It should be stressed that the Scottish Government has no preferred sites for stations in Glasgow – any preference will arise as a consequence

of detailed evaluation of options in the coming year or so. Accordingly, any decision of station locations can only be made only after rigorous analysis in accordance with the principles of the Scottish Transport Appraisal Guidance (STAG).

Technical Issues

10. The technical feasibility study produced for SPT in 2005, noted that Glasgow Crossrail proposal would require statutory approval by means of an Order under the Transport and Works (Scotland) Act 2007 which could take between 12 and 18 months to complete. Planning permission from the Glasgow City Council would also be required to allow High Street Station to be moved, and the detailed design of any other stations.

Network Constraints

11. One of the focuses of the Glasgow Crossrail proposals is the movement of passengers between Ayrshire and Inverclyde to Edinburgh. However, there are a number of network constraints that would impact on the delivery of Crossrail; these include capacity problems at Haymarket station and Waverley station. Although some works are currently being progressed at these locations, additional expansion and modification will be required to support the future network. Other constraints identified include pinch points at Haymarket East Junction and Newbridge Junction. There are no plans to carry out track enhancement work between Waverley and Haymarket East Junction nor at Newbridge Junction, as electrification work under EGIP has taken place through Haymarket tunnel and out as far as Haymarket Central Junction to provide greater flexibilities in the operation of electric train units.

Elements of Crossrail already delivered

12. It is worth noting 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 is 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 project at 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.

- the £12 million Paisley Canal Electrification Project, which will be completed shortly and which will improve reliability and capacity on this important commuter route.

Continued Representation

13. Glasgow Crossrail received cross-party support in 2008. The Scottish Labour Party claim that Crossrail “is a cheap fix”, which seeks to integrate the local, regional and national rail network. However, the rail network in Scotland has changed since 2007, and while the Scottish Labour Party continues to support the project, it is unclear if there is the same level of support from other political parties.

14. In 2011 an alternative Crossrail proposal was made to the Scottish Ministers by Dawn Development Group (and independent property and construction group) and thgRail. It was called “Crossrail for Scotland”. This proposal, dependent on the completion of a new Glasgow Airport Rail Link (NEWGARL), seeks to provide interchange facilities on the Argyle Line and at West Street. It also proposes alterations to timetables to accommodate Edinburgh to Paisley services.

15. While individual elements of the “Crossrail for Scotland” proposal may be technically feasible, they were not considered to offer a viable solution for a number of reasons, including:

- disadvantaging existing passengers by transferring current services from city centre stations;
- increasing operating subsidy.
- requiring substantial investment in additional infrastructure at key locations across the network including in the east of the country...

The “NEWGARL” proposal was also discounted on the grounds of practicability because:

- it could not be delivered within the existing enabling legislation (the Glasgow Airport Rail Link Act 2007) and supplementary legislation would be required for its construction;
- a number of agreements with 3rd parties would need to be renegotiated;
- the estimated project cost of £120 million appeared to be unsubstantiated and its basis (whether current prices or cost on completion) was unclear;
- a number of elements relating to airport facilities did not appear to have been allowed for in the budget.

REDACTED.

STPR - EGIP & West of Scotland Rail Enhancements (Project 24)

17. EGIP and the West of Scotland Rail Enhancements Programme aim to resolve a number of capacity constraints at locations in and around Glasgow city centre, which are not considered by Glasgow Crossrail. In particular EGIP and West of Scotland Rail Enhancements would significantly enhance connections across Scotland, as well as reduce journey times and improve reliability more effectively than the Glasgow Crossrail proposal.

Scottish Government Electrification Programme

18. The Scottish Government's current electrification programme consists of five phases with Phase one electrifying the Paisley Canal line, the Edinburgh to Glasgow via Falkirk High line, and the Cumbernauld line by 2016. Other phases include electrification across the Glasgow suburban lines and between Edinburgh, Perth and Dundee; Stirling, Alloa, Dunblane and Aberdeen, and Perth to Inverness. As there are significant costs associated with electrifying routes, future phases will be delivered according to our investment strategy of maintaining and safely operating the network, making best use of our existing network, and targeted infrastructure subject to funds becoming available but Scottish ministers have requested in HLOS for CP5 that a further 100km per annum of electrification is delivered beyond the EGIP scheme.

GLASGOW CROSSRAIL – EXPLANATORY NOTE FOR DEPUTY FIRST MINISTER

1. You will be aware from correspondence that the group RailQWest have used the recent announcement regarding Prestwick Airport to seek further publicity/support in their campaign for implementation of a Glasgow CrossRail scheme.
2. You may also recall that this group provided you with a copy of a presentation in your constituency in November 2012 and at that time Transport Scotland provided you with a short background briefing.
3. Since that time Transport Scotland understands that RailQWest has been making their presentation to a range of bodies including local authorities and Infratil. Additionally, Keith Brown – Minister for Transport and Veterans recently answered a supplementary question in Parliament from John Scott MSP and this was followed up in correspondence.
4. In his response to John Scott MSP's question on 3 October 2013 Mr Brown stated that this Government does not support the Glasgow CrossRail scheme.
5. 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.
6. 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.

7. As indicated, although RailQWest has canvassed support for its version of the project from several local authorities, 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.


8. The latest version of the RailQWest presentation – delivered to South Ayrshire Council and provided to Mr Brown by John Scott MSP states that CrossRail electrification of the 1.8 miles of track on the City Union line would cost £20 million. However this presentation omits:
 - The cost of track and structural upgrades – as mentioned above
 - The cost of building the new stations referred to
 - An explanation of train services to be offered - this would mean additional services which would be difficult to accommodate on the network and generate significant on-going operational/subsidy costs **OR:**
 - Diversion of existing services – as indicated above – disadvantaging existing passengers.

9. 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.

10. 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, Carluke, 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 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. 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.

11. 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.


Transport Scotland
18 October 2013

TS Rail Policy/RailQWest meeting – 18 December – Buchanan House

TS Rail Policy/RailQWest meeting – 18 December – Buchanan House

Attendees: [REDACTED] (TS rail policy), Ian Richard, Roddy McDougall, Ken Sutherland, William Forbes (RailQWest), [REDACTED] (TS rail policy – note taker)

Introductions/RailQWest history

The attendees introduced themselves and gave a brief history of RailQWest. Backgrounds of each as follows:

- Ian Richard (secretary). No railway experience and has an electronics and marketing background.
- Roddy McDougall. Former Glasgow City Council transportation employee – roads and transport planning. He is also a member of Rail Future and is their TOC liaison for Scotland.
- Ken Sutherland (lecturer at Anniesland College). He is a member of Rail Future.
- William Forbes (retired chartered surveyor and GARL campaigner). He advised that he is currently drafting an OBC for a revised GARL proposal.

RailQWest were formed in late 2011/early 2012 and are concerned with general railway infrastructure in the West of Scotland. They have a base membership of around ten people, but have outside experts that they use (i.e. engineers, rail industry).

The Glasgow Crossrail proposal commenced mid 2012. To date, RailQWest have given 47 presentations, starting with community councils, then councillors (mostly Glasgow), MSPs and council leaders.

Presentation

The content of the presentations has been drawn from responses from Mr Brown to MSPs. They are proposing that the Crossrail project is delivered in phases, commencing with the electrification of the City Union line. There was no discussion over the cost of the additional stations and services suggested in future phases.

The main benefits of the proposal for the first phase are:

- Crossrail is the missing link and will bring down the travel barrier of having to move from Glasgow Central to Glasgow Queen Street.
- Electrification of the City Union line enables connections across central Scotland
- The route will complement not interfere with existing services.
- There has been complete audience support for the proposal, including DFM and Alex Neil.

Other issues in presentation

- The walk from Central to Queen Street is a barrier to onward travel

- South West Scotland (Inverclyde and Ayrshire) has seen a 2.6% rise (compared to 4.68% rise nationally) as growth has been restricted by a lack of through services.
- RailQWest have analysed travel to work census data by postcode using an assumption that the end destination of 75% journeys is Glasgow city centre. They have estimated varying figures of proposed passenger journeys per year for each local authority area to and through Glasgow:

North Ayrshire	300k
South Ayrshire	264k
Renfrewshire	336k
Inverclyde	300k
East Ayrshire	???

- Scotrail have recognised the need for a through route from Ayr to Edinburgh using the Carstairs line. RailQWest estimates 80k journeys per year on this service. TS highlighted that the Shotts line electrification would give an alternative route.
- 140k passenger journeys were estimated to serve the A2B route to Easterhouse, with 147k then travelling on to Edinburgh.

RailQWest then gave their rebuttals to various reasons given for not electrifying the City Union line:

Reason for not electrifying	RailQWest position
Cost of the proposal (TS estimates 200 million)	Electrification would cost 20 million. Other deliverables could be phased.
It will divert from city centre stations	There will be no need for that as the services will run through Glasgow
Difficulties of linking Glasgow Central and Glasgow Queen Street	This was not a serious proposal of Crossrail.
It would require significant investment to strengthen viaducts and bridges.	This may not be the case as Network Rail use the route for empty coaching stock and as diversionary route for freight on Whifflet line.
The speed limit of 15 mph is too slow for passenger services	This is the same as other lines into Glasgow Central. Network Rail mapping suggests limit may be 35 mph.
There is no revenue to justify the investment.	All rail developments historically have exceeded initial estimates.
Ayrshire to Edinburgh market is small	RailQWest estimates 1.5 million passenger journeys per year.
It would not deliver significant improvements for Glasgow and the West of Scotland	It would be a key rail link to the rest of central Scotland.
Rail passengers only want to travel to the city centre	A future phase of Crossrail could include stations at Glasgow Cross, Gorbals (Citizens), and West Street (with interchange)

RailQWest also highlighted the comparative costs of the scheme with PCI, Cumbernauld to Springburn, Rutherglen to Whifflet and Windermere branch line in Cumbria.

- The Network Rail RUS had City Union electrification, and RailQWest believe it is compatible with NPF2 – improving access to and through areas to the South and West of Glasgow. The STPR confirmed the need for additional termini, which Glasgow Cross could potentially serve.
- The empty coaching stock utilising the line is costing NR around £300 per day to bring locos from England. The saving on this alone could pay for the electrification cost over 30 years.
- BCR for Crossrail estimated at 1.44.
- The scheme would also help to release platform capacity at Central (STPR 24)
- RailQWest propose two additional Gourock-Cumbernauld services, one Wemyss Bay service and to incorporate EK-Barrhead when electrified. It can also increase travel via Prestwick as it gives the option of travelling beyond Glasgow.
- Crossrail can utilise capacity from GARL cancellation/PCI and reduction in number of trains per hour with EGIP phasing.
- RailQWest also advised at the close of the meeting that they have spoken to two bidders for the Scotrail franchise to date.

Points from discussion

- RailQWest spoke to SPT three months ago, who thought RailQWest should have approached them earlier but commented that the presentation was very good.
- RailQWest view was that NR should pay for the scheme as it would benefit them. TS pointed out that they were publicly funded.
- RailQWest requested that TS do not stand in their way.
- The £20 million cost is track and signalling inclusive. The cost for simple electrification is estimated at £6 million – estimates have been verified by industry expert.
- RailQWest are also part of a cross-party rail group at Parliament co-chaired by John Mason MSP and Neil Bibby MSP
- TS highlighted that a STAG study would be required, and shared a copy of the guidance, outlining that the cost of a STAG study can often be a barrier for lobby groups.

Next steps

RailQWest have a meeting scheduled with Network Rail on 9 January to seek their views on costings etc., the proposal in general, and to determine why the electrification of the City Union line.

RailQWest will share a copy of the presentation with TS after meeting NR, as the content may be revised. RailQWest now intend to lobby Mr Brown for a meeting but are happy to meet with TS following NR meeting to discuss outcomes.