



BRIEFING

Scottish Labour Party debate: *Concerns about Rail Proposals*

09:15, Thursday 23 February 2012

1 Separation distance is not a valid tool for considering potential station closures

- 1.1 We do not consider that separation distance is a valid tool when considering the need for a station. In certain circumstances, stations as little as half a mile apart may be required if they are to capture the potential market.
- 1.2 We note that the Scottish Association for Public Transport (SAPT) has recently found that Transport Scotland's analysis regarding stations less than 1 mile from other stations in Scotland was in error. SAPT's comment is available at <http://www.transformscotland.org.uk/GetFile.aspx?ItemId=533>.

2 Potential for future metro-style operations on Glasgow rail network might require reduced separation distance between stations

- 2.1 We believe that a more fruitful focus would be to give consideration to transferring short distance, intensive services around Glasgow to a Metro-style operation. New electric rolling stock should provide more standing room and the London Overground services may well provide an appropriate model.
- 2.2 This network could be operated by or in conjunction with SPT, the aim being to create an integrated rail and bus network. As the concept develops, additional stations can be added and consideration should be given to tram/train operation for parts of the network with on-street running in the city centre.
- 2.3 We recommend the *2020 Vision for Rail in Scotland* publication produced by SAPT in January 2011 for a fuller appraisal of how this network might develop.¹

3 Further consultation from Scottish Government on rail services is required

- 3.1 We believe that a further, specific consultation exercise should be carried out with passengers, on both new rolling stock and on timetable changes — given the major changes to both areas that will be necessary in the coming years. Neither the 'Rail 2014' consultation or the parallel EGIP process allow stakeholders sufficient opportunity to engage in this important area.

4 Further issues for consideration

- 4.1 Our full response to the 'Rail 2014' consultation is available at <http://www.transformscotland.org.uk/new-trains-for-scotrail-franchise-should-be-scottish-owned.aspx>. In particular, we would draw Members' attention to our views on:
 - Infrastructure Improvements and New Services (section 4)
 - Cross-Border Services (section 5).

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¹ Available at <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/rus%20generation%202/scotland/consultation%20responses/s/scottish%20association%20for%20public%20transport%20response.pdf>.