

## REPORT

To: North Local Area Partnership Meeting		Subject: NETWORK RAIL – SCOTLAND ROUTE STUDY DRAFT FOR CONSULTATION – CONSULTATION RESPONSE
From: HEAD OF ROADS AND TRANSPORTATION		
Date: 14 April 2016	Ref: AR	

**1. Purpose of Report**

- 1.1 The purpose of the report is to advise the Local Area Partnership of Network Rails consultation on 'Scotland Route Study Draft for Consultation'.

**2. Background**

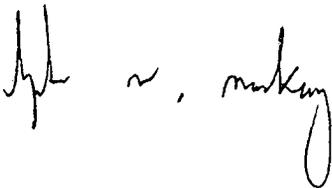
- 2.1 In December last year Network Rail published the above consultation. The consultation document models predicted growth in demand across the rail network in Scotland and identifies priorities for investment during the period 2019 – 2029.

**3. Proposals**

- 3.1 The consultation document has used a high growth model to forecast passenger numbers. This model has identified strong growth in Edinburgh and Aberdeen with more moderate growth in the west. Investment in the rail network is focused on Edinburgh and Aberdeen with the increased demand in the west being met by using longer trains and with more passengers standing during the morning and evening peak times.
- 3.2 The response to the consultation is set out in the attached appendix and has been forwarded to Network Rail to meet the deadline of 10<sup>th</sup> March 2016, with the proviso that the Planning and Transportation Committee agree to the content.

**4. Recommendation**

- 4.1 It is recommended that the Local Area Partnership note the content of the report



**GRAHAM MACKAY**  
**HEAD OF ROADS AND TRANSPORTATION**

Local Government Access to Information Act: for further information about this report, please contact Alex Ramsay, Assistant Business Manager on 01236 632417.

## **Appendix**

The following represents the response to the consultation document.

### **Network Rail – Scotland Route Study**

North Lanarkshire Council have the following comments on the Scotland Route Study Draft for Consultation.

- North Lanarkshire Council is a member of The Glasgow and Clyde Valley City Deal and it is disappointing that the route study fails to recognise the work that this group will undertake in shaping the economy of the Glasgow and Clyde Valley region over the coming years. The work of City Deal will increase population movements across the City Deal region and this should be reflected in the route studies growth figures.
- Within the Scotland Transport Corridor Study works were identified to enable the provision of a 15 minute service to Gartcosh/Cumbernauld, work was again identified in the EGIP proposals to include works to provide this enhanced level of service to Gartcosh/Cumbernauld. Gartcosh Station forms and integral part of one of the City Deal projects (Gartcosh and Glenboig Community Growth Area). This project includes support of 3000 new homes, construction of roads infrastructure which improves access to Gartcosh Station and additional park and ride facilities at the station. In parallel with this the council is working with Scottish Enterprise to attract companies to the business park adjacent to the railway station. The main user of the business park is currently Police Scotland with their Crime Campus. As part of the planning process for the Crime Campus the Scottish Governments maximum parking standards were applied. This limited the parking provided resulting in large number of vehicles being abandoned on street within the business park. There is an issue in applying the maximum parking standards in remote areas with limited access to public transport. It was considered that Gartcosh Station would form part of the Crime Campus travel plan options but the lack of a frequent reliable service has meant that the station has not been able to play a part in shifting car trips to rail journeys. In order to develop the business park further, resolve the Crime Campus travel issues and regenerate the Gartcosh/Glenboig area the provision of a 15 minute train service is seen as essential. We would ask that the provision of an enhanced 15 minute service is reconsidered as it would support the work of City Deal in Gartcosh/Glenboig and provide additional capacity to Cumbernauld.
- There has been no consideration of providing additional train station to improve access to the rail network. North Lanarkshire Council considers that the provision of additional rail stations is strategic consideration and as such should form part of Route Study. North Lanarkshire Council considers that further investigation of a station at Plains, Abronhill and Glenboig should be included within the Route Study.