

Initial Appraisal		Intervention 51 – Lengthen Trains and Platforms in Strathclyde						
Estimated total Public Sector Funding Requirement:		Capital Costs/grant				£20m - £100m		
Summary Impact on Key Strategic Outcomes	Improve Journey Times and Connections Reduce Emissions Improve Quality, Accessibility and Affordability	---	--	-	0	+	++	+++
(Judgement based on available information against a 7pt. scale.)								
Intervention Description:								
This would involve the introduction of longer trains across the Strathclyde area. The introduction of longer trains would necessitate the lengthening of platforms at stations within this area, additional rolling stock and capacity enhancements at Glasgow Central and Glasgow Queen Street.								
Summary: Rationale for Not Progressing								
The lengthening of platforms across the entire region would be costly and in some cases would not be required to accommodate the predicted demand for travel by rail. A more focused intervention aimed at platform lengthening on the most congested routes is considered to be more appropriate and is therefore taken forward, as part of Interventions D8 (Enhancing Rail System Capacity through Targeted Improvements) and D27 (Rail Enhancements between Inverclyde/Ayrshire and Glasgow).								

Table C51.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u></p> <p>To increase the public transport access to and between areas of economic activity and regeneration with minimal need for interchange.</p> <p><u>STPR Objective 2:</u></p> <p>To improve the efficiency of the M8 motorway during periods of peak demand with a focus on reducing the conflict between longer distance and local traffic, increasing the people carrying capacity and freight carrying capacity of existing road and demand management.</p> <p><u>STPR Objective 3:</u></p> <p>To address rail capacity and connectivity issues in central Glasgow.</p> <p><u>STPR Objective 4:</u></p> <p>To promote continuing reduction in accident rates and severity rates across the strategic transport network.</p> <p><u>STPR Objective 5:</u></p> <p>To promote journey time reductions, particularly by public transport, between the Central Belt and Aberdeen/Inverness primarily to allow business to achieve an effective working day when travelling between these centres.</p> <p><u>STPR Objective 6:</u></p> <p>To promote efficient and effective transport links to support the development and implementation of the proposed national development at Glasgow Airport identified in the NPF2.</p>	<p>1: Slightly Positive - Whilst this intervention does not improve connectivity it does improve accessibility to areas of economic activity by providing an increase in passenger carrying capacity on the existing network of services. This will allow more passengers to access the city centre than current levels and would provide a better quality service for those currently travelling on overcrowded services.</p> <p>2: Slightly Positive - This intervention enhances the carrying capacity of rail services, which would support modal shift but would not address demand from areas unserved by existing infrastructure. Benefits are expected to be less sustainable than with other methods.</p> <p>3: Slightly Positive - This intervention increases rail carrying capacity but it also brings more passengers into the main stations which require infrastructure improvements to concourse areas at main stations to cope with increased demand. It does not release any rail capacity at stations because it uses existing network. It would also have limited impact on connectivity.</p> <p>4: Neutral – Minimal benefits due to minimal modal shift resulting in less road traffic.</p> <p>5: Neutral - This intervention does not contribute towards improving journey times between the Central Belt and Aberdeen/Inverness.</p> <p>6: Slightly Positive - The increased capacity would have benefits across the wider city region, but these would be focussed on existing rail lines. The potential to support development over the longer term is questionable.</p>

Table C51.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Neutral	The intervention would produce no significant change in journey times or connections.
Reduce Emissions:	Minor Benefit	The intervention would encourage minimal modal shift from road to rail, potentially reducing road vehicle-related emissions.
Improve Quality, Accessibility and Affordability:	Minor Benefit	The intervention would provide a limited benefit by providing more capacity for commuter access to jobs. If station platforms are extended, passengers will be required to walk further and concourse areas at stations may require to be increased.

Table C51.1.3 Implementability Appraisal

Implementability Appraisal	
Technical:	There is expected to be considerable disruption to existing services during construction work to extend platforms. There may be some technical difficulties in extending platforms at terminal stations and other stations depending upon their location. For example, stations on embankments, in cuttings or in tunnels may not have room for extending without significant ground works. A move to 9-car trains would require works having a significant level of cost for Glasgow Queen Street and Glasgow Central as well as other stations.
Operational:	Platform extensions would allow for an increase in capacity on existing routes and services, but would not allow for an increase in service frequencies or new routes without additional capacity enhancements. This may adversely affect the operation of the scheme in the future. Additional rolling stock and potentially train crew, is likely to be required.
Public:	No public consultation has been undertaken on this intervention within this process.

Table C51.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	This intervention would be defined as a Level 2 intervention as it will require infrastructure enhancements, but is focused on the existing rail network.
Interaction:	This intervention could be considered as a supporting intervention for other interventions.
Mutually Exclusive:	This intervention is not mutually exclusive with any other intervention.

Table C51.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	Potential for minor positive benefits on air quality and CO ₂ e emissions by encouraging modal shift from road to rail and a reduction in road vehicle related emissions.