

Community and Enterprise Resources
Executive Director **Colin McDowall**
Roads and Transportation Services – Transportation Engineering

Rail 2014
Transport Scotland
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Our ref: T/45/10
Your ref:
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Phone: 01698 453681
Date: 27 February 2012

Dear Sirs

Rail 2014 Consultation Response

Thank you for inviting South Lanarkshire Council to comment on 'Rail 2014 – Public Consultation'.

South Lanarkshire Council is committed to working with our partners to improve transport networks with our neighbours and within South Lanarkshire. We support measures to encourage the public to use the rail network and appreciate the significant changes that the new contract for rail passenger services and the funding arrangements for Network Rail will bring.

We have not provided specific answers to the questions set out in the document as it is felt more appropriate that our colleagues in Strathclyde Partnership for Transport, who I understand will provide a full and detailed response, cover these matters. We would, however, make the following comments.

The consultation document discusses a potential to set ticket prices at certain times and we would support initiatives to improve the quality of a passenger's journey throughout the peak periods which would ultimately encourage more trips on the rail network at peak times. Conversely, any increase in ticket prices would obviously encourage commuters to choose other methods of travel which could result in a greater use of the public car. We would also encourage the mandatory participation in a regional or Scotland wide smartcard initiative to encourage more 'seamless' journeys.

In terms of any review for the closure of train stations where there is a low footfall we understand that there are no stations within South Lanarkshire. We would however appreciate if we could be included in any future consultation exercise should any of the stations within South Lanarkshire be under threat of closure or amalgamation.

Finally, we are aware of national discussions regarding high speed rail opportunities in Scotland and understand that should such a project be delivered in the longer term this may free up some capacity in the existing network to facilitate additional services and possible new stations (e.g. at Law and Symington). Whilst this does not necessarily form part of this consultation exercise we would ask that this be considered as part of any future developments on the rail network and when considering the number of stations on the network.

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I trust the above will be of assistance.

Yours faithfully

Gordon Mackay
Head of Roads and Transportation Services