

Develop strategic interchanges

While this is a general policy there are only 2 examples in Scotland which I can think of to which I would give high priority.

The first is Edinburgh Airport. I believe that proposals similar to mine were officially proposed but rejected. Well I think they need to be reconsidered.

The scheme would work as follows.

A: Build a new terminal on the north side of Edinburgh Airport close to the Fife line, with a station to serve it.

B: Build a curve so that Glasgow-Edinburgh trains could diverge from the existing route east of Winchburgh to serve the new airport station.

C: Remove most flights (except local flights to the Western Isles) from Glasgow Airport. With Edinburgh Airport within half an hour by train and rail served Prestwick also serving the west side of Glasgow I don't see that a third airport is needed -- and this would save the cost of providing a rail link to Glasgow Airport.

D: Build a transit system under the runway which would link the new and existing terminals at Edinburgh. So people could arrive at either terminal and fly from the other, or use the transit system for through journeys by surface transport. The existing terminal is better located for people arriving by road or tram.

The airport station would be used as a train interchange by passengers for journeys such as Glasgow to Fife.

The other strategic interchange I have in mind is at Lanark Junction. At present it is frustrating that none of the daytime trains on the WCML from England stop before Motherwell (and not very many stop there), but the only existing station, Carstairs, is not well sited to act as an interchange. By contrast, a station at Lanark Jn would have frequent services to/from Lanark Town and Glasgow, so the provision of at least hourly services to/from Carlisle, Edinburgh and Stirling (I trust that electrification is still projected to go that far in due course) should be viable. The Stirling route would enable passengers for Perth and beyond to get there from England without having to go through either Glasgow or Edinburgh. The Carlisle route would radically improve visitor access to the New Lanark World Heritage Site, which would have direct buses from the new station via Lanark town. Indeed I see New Lanark as a potential day trip destination from as far south as Leeds.

The new station would also have the following strategic bus routes, again serving Lanark town before or after:

A: Carstairs, Carnwath, Biggar, Peebles, Innerleithen, Galashiels.

B: Kirkmuirhill, Strathaven, Kilmarnock, Ayr. As long as buses have to run between Ayr and the Irish ferry terminals this route would be absorbed, so these buses would extend along the coast road to Stranraer.

C: An alternative route to Ayr and Stranraer would be via Douglasa, Muirkirk and Cumnock/Auchinleck.

D: To Edinburgh Airport (existing terminal) and possibly Fife (at least until direct rail becomes available as above) via Forth and Livingston. Could an interchange for stations to the west be used to give a new role to the threatened station at Breich ?

E: To Abington, Leadhills, Wanlockhead and Sanquhar. This route should be intensively marketed to visitors -- it is probably the most scenic in the south of Scotland as well as serving important places of interest. Some time ago local services supported by Strathclyde and Dumfries & Galloway were amalgamated to create a through service, but subsequently they have been split up again -- a very retrograde step.

F: To Abington, Crawford, Thornhill (bus or rail interchange for Dumfries, the latter using a new station), Moniaive, New Galloway, Newtown Stewart, Stranraer and the Irish Ferries.

Under a franchising system strategic bus routes would be designed first and the rest of the network built around them. So I won't bother to list the individual services that the above network would supersede.