Thank you for forwarding to CPT the opportunity to submit written evidence to the Lead Committee in respect of the Glasgow Airport Rail Link Bill.

CPT did write to SPTA giving qualified support of this project. A copy of that letter dated 08 February 2005 is attached and CPT’s views remain unaltered.

From that base, and turning to the General Principles of the Bill – that is to say:

*Is a new railway service between Glasgow Airport and Glasgow Central Station a sensible policy to pursue?*

CPT has one important additional point to make.

**CPT feels strongly that prior to proceeding, those responsible must ensure that STAG has resulted in a thorough testing of the options.**

Is heavy rail actually the best solution or are there other, more cost effective options that would give many of the benefits? For example, since this project was first floated, product development has seen the launch of guided buses such as the ftr which are flexible, have the glamour of trams, do not require the infrastructure disruption of heavy rail and can be implemented at a fraction of the cost of heavy rail.
08 February 2005

Alistair Watson
Chair
Strathclyde Passenger Transport Authority
Consort House
12 West George Street
Glasgow G2 1HN

Dear Councillor Watson,

**Glasgow Airport Rail Link Public Consultation**

As the trade association for bus, coach and light rail, the Confederation of Passenger Transport is pleased to have been given the opportunity to respond to the consultation specified above.

CPT initially opposed the heavy rail links to both Glasgow and Edinburgh airports on the grounds that both airports were served by first class bus partnerships; neither proposed rail link would significantly relieve congestion; and we failed to see how either would meet best value criteria.

However, we now recognise the strategic benefits of linking most conurbations of a significant size into an effective integrated network. We also recognise that the commitments have been given by the Scottish Executive and that both heavy rail links will be implemented.

Accordingly, CPT is now supporting these commitments and wants to work in partnership with the heavy rail link stakeholders to ensure that the travelling public benefit from the best possible transport network.

To achieve this, CPT views that it is essential that the bus and coach operators are fully involved in planning the ensuing multi-modal service network, and thus in achieving multi-modal integration.

If this commitment is to be successful, as much of the population of the west of Scotland as possible must directly benefit from easier access to the airport. CPT members want to be fully consulted active participants in the service delivery of this Scottish Executive commitment.