

Boorach Beag
Summerhill Park,
Ayton,
Berwickshire,
TD14 5QQ.

20/2/2012.

Transport Scotland.
Buchanan House,
58 Port Dundas Road,
Glasgow.
G4 0HF.

Dear Sir, Madam,

RAIL 2014 – PUBLIC CONSULTATION.

Having read your comprehensive and wide ranging Consultation Document - RAIL 2014 – we would like to make the following contribution in reply to Question 27, How can local communities be encouraged to support their local station?

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“The existing incumbent of the Scotrail franchise has done much to promote local involvement with its “Adopt a Station” programme and we would hope to see this built on in the new franchise. However we would suggest that grass roots involvement should go beyond this level and that the concept of Community Rail Partnerships (CRPs) for individual lines / services, already well developed in England and Wales, should be promoted in Scotland as well. The aims of such partnerships, which are typically composed of local volunteers, local authorities and train operators, are quite straightforward and might be summarised as: -

- To promote the use of trains on the line(s) covered by the CRP.
- To work for improvements to train services on the line(s).
- To promote the places served by the line(s), thereby helping to boost the local economy.
- To promote engagement and two-way communication between the community and the rail industry.

As one example of what has been achieved south of the Border, over the last ten years the Devon and Cornwall Partnership has seen patronage increases on the lines which it covers, ranging from 36% to 158%. It is difficult to imagine that the existence of a CRP has not been instrumental, at least in part, in achieving these results

There is perhaps a misconception that such partnerships are only appropriate for minor branch / rural lines but, while the majority of English CRPs are indeed involved with lines of such a nature, examples can be found of main lines, eg Manchester – Sheffield and Manchester – Crewe, where the local train services are covered by CRPs.

In the spirit of the title, such partnerships must be established at the grass roots level. However, just as DfT Rail provides funding for the Association of Community Rail Partnerships` activities in England, we would suggest that Transport Scotland could do the same, thereby encouraging the concept in Scotland. This is not to say that partnership working of such a nature does not already exist here and one must mention the excellent work carried out by the Highland Rail Partnership over a very extensive route mileage.”

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The Campaign for Borders Rail wish Transport Scotland well with your consultation process and your on-going deliberations and trust that an ever-improving level of investment and service improvements will be the result.

Yours sincerely,

Lorne Anton.
Chair, CBR.

