

Respondent Information Form and Questions

Please Note this form **must** be returned with your response to ensure that we handle your response appropriately

1. Name/Organisation

Organisation Name

COSLA

Title Mr ☐ Ms ☐ Mrs ☐ Miss ☐ Dr ☐ *Please tick as appropriate*

Surname

Green

Forename

Katie

2. Postal Address

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3. Permissions - I am responding as...

Individual

☐

/

Group/Organisation

Please tick as

☒

- (a) Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government web site)?

Please tick as appropriate ☐ Yes ☐ No

- (b) Where confidentiality is not requested, we will make your responses available to the public on the following basis

Please tick ONE of the following boxes

Yes, make my response, name and address all available ☐

or

Yes, make my response available, but not my name and address ☐

or

Yes, make my response and name available, but not my address ☐

- (c) The name and address of your organisation **will be** made available to the public (in the Scottish Government library and/or on the Scottish Government web site).

Are you content for your **response** to be made available?

Please tick as appropriate ☒ Yes ☐ No

- (d) We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

Please tick as appropriate

☒ Yes

☐ No

COSLA Response to the Transport Scotland Rail 2014 Consultation

Introduction

1. COSLA welcomes the opportunity to respond to the Transport Scotland Rail 2014 Consultation.
2. The current consultation presents a significant opportunity for local authorities and RTPs to engage with Scottish Government and Transport Scotland to ensure that the future rail network is attuned to Scotland's needs. COSLA urges the Scottish Government and Transport Scotland to seek to maximise the role and opportunity for positive development of the rail network and passenger services at local, regional and national levels through the next and future ScotRail franchises.

Response

3. COSLA would like to highlight the following key points in relation to this consultation.
 - The possibility of further consideration of splitting the railway into economic and social parts would require the provision of a greater amount of detail on such proposals than contained within the current consultation document. There are clear short-term and long-term issues and potential uncertainties created by segmenting the railways into these broad thematic sections.
 - Furthermore, the relationship between the franchise and the objectives/visions of other Scottish Government and Local Government place-based strategies – Regeneration, Infrastructure Investment Plan and Cities agenda, national capital investment funds and European Structural Fund priorities should be carefully considered in the context of determining the specification of any franchise. This should include looking at innovative ways of joining up other onward passenger travel to the current rail network, such as ferry and bus services.
 - The need for the continuation of the sleeper service as a vital alternative to air travel between Scotland and London.
 - The need for stated preference surveys to be undertaken of potential customers before any further discussion is undertaken about a number of issues highlighted in the consultation surrounding operating a hub and spoke solution rather than direct services from England through and beyond Edinburgh, the potential for standing thresholds to be changed and the use of interchange stations amongst others.
 - The issue of fare structures needs to be addressed in the new franchise to address the issue of anomalies across the network.
 - There could be an advantage in aligning the length of the contract for the franchise with the train leasing contract and the Network Rail contract period to permit flexibility in strategic direction post 2019 if best value can be delivered with a 5 year franchise.

- Welcome the more outcome-focussed performance reporting framework being proposed but recognise that certain aspects of service provision might not be best suited to this type of performance reporting.
- Note the proposals for not reducing the overall number of train stations and the potential for changes in operators of these stations and relation to the Community Empowerment legislation being progressed currently, but we would also propose that not only the overall number but the number of stopping trains at each station needs to be considered.
- The increased provision of Wi-Fi in train services across Scotland should be encouraged as well as the inclusion of zero waste related provisions within the franchise documentation.
- The need for discussion over the next 2 years about the relationship between the renewed franchise and the potential mechanisms for the delivery of High Speed Rail to Scotland.
- An anomaly regarding concessionary travel should be addressed. In keeping with the arrangements for national travel concessions on buses, Transport Scotland should nationally manage the provision of free rail travel for blind persons National Entitlement Card Holders, rather than the franchisee negotiating reimbursement rates with 32 councils on an annual basis. This is an issue highlighted by SCOTS, TACTRAN and ATCO.

COSLA

March 2012