

Response to Rail 2014 Consultation
on behalf of
Lenzie Community Council - 6th February 2012

Lenzie Community Council has considered the Rail 2014 Consultation document and questionnaire and is of the opinion that we are not in a position to provide corporate views on many of the issues raised in these questions. However, we do have views on the future development of rail services from Lenzie and have already made strong representations to Network Rail on the EGIP proposals. These followed a local public presentation by the EGIP team, which was arranged by the Community Council.

The development of the Lenzie community was stimulated initially by the establishment of the Glasgow-Edinburgh Railway in the early 19th Century and this close relationship has been a key element of residential development ever since, right up to the present day, despite the increase of local travel by car. Today, as in the 19th Century, a high proportion of Lenzie residents have set up home here to make use of the direct rail links to several important destinations. Lenzie is also facing a step change in population due to the Woodilee Estate development which will add approximately 800 homes to the catchment area for travel.

An adverse factor in rail development locally relates to 'Park and Ride' facilities. At present, off-street, all-day, commuter-parking provision is less than half of the apparent requirement. More vehicles are parked on-street during the working day/week than the number occupying all the off-street spaces, provided free by Network Rail. This has had negative influences on the community recently, including increasingly adverse effects on shops and services in the vicinity of the Station and increased traffic on local roads. Solutions are being sought but likely outcomes are not yet clear.

However, the main issue we would wish to raise in the context of the Consultation relates to the important question of maintaining a balance between short journey times on inter-city services (eg Glasgow-Edinburgh) and frequency/convenience of service to destinations from Lenzie, such as Stirling, Falkirk and other stations on the way to Aberdeen. At present, the balance is quite good. There is a half-hourly service to Glasgow and Stirling with increased frequency at peak times. There is a limited number of direct services to Edinburgh, but these are beneficially at peak times. Some Lenzie residents make use of the more frequent direct services from Croy by driving there, but this entails a minimum 20 minute car journey and is a poor option environmentally.

In considering the EGIP proposals, it became clear that Lenzie may become isolated relative to the present situation, in that Croy may become more of an interchange station and direct services to Edinburgh, Stirling and other destinations may then be reduced. This would be highly undesirable and we want to make it clear that the historic range of station-to-station services from Lenzie must be maintained.

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

Lenzie Community Council

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

Surname

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3. Permissions - I am responding as...

Individual

/

Group/Organisation

Please tick as appropriate

(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

Consultation Questions

The answer boxes will expand as you type.

Procuring rail passenger services

1. What are the merits of offering the ScotRail franchise as a dual focus franchise and what services should be covered by the economic rail element, and what by the social rail element?

Q1 comments:

2. What should be the length of the contract for future franchises, and what factors lead you to this view?

Q2 comments:

3. What risk support mechanism should be reflected within the franchise?

Q3 comments:

4. What, if any, profit share mechanism should apply within the franchise?

Q4 comments:

5. Under what terms should third parties be involved in the operation of passenger rail services?

Q5 comments:

6. What is the best way to structure and incentivise the achievement of outcome measures whilst ensuring value for money?

Q6 comments:

7. What level of performance bond and/or parent company guarantees are appropriate?

Q7 comments:

8. What sanctions should be used to ensure the franchisee fulfils its franchise commitments?

Q8 comments:

Achieving reliability, performance and service quality

9. Under the franchise, should we incentivise good performance or only penalise poor performance?

Q9 comments:

10. Should the performance regime be aligned with actual routes or service groups, or should there be one system for the whole of Scotland?

Q10 comments:

11. How can we make the performance regime more aligned with passenger issues?

Q11 comments:

12. What should the balance be between journey times and performance?

Q12 comments:

13. Is a Service Quality Incentive Regime required? And if so should it cover all aspects of stations and service delivery, or just those being managed through the franchise?

Q13 comments:

14. What other mechanisms could be used for assessing train and station quality?

Q14 comments:

Scottish train services

15. Can better use be made of existing train capacity, such as increasing the permitted standing time beyond the limit of 10 minutes or increasing the capacity limit? What is an acceptable limit for standing times on rail services?

Q15 10 mins

16. Should the number of services making use of interchange stations (both rail to rail and rail to other modes) be increased to reduce the number of direct services? What would be the opportunities and challenges of this?

Q16 depends on balance between commuting and off-peak services and destinations – see attached submission

17. Should Government direct aspects of service provision such as frequency and journey time, or would these be better determined by the franchisee based on customer demand?

Q17 better via franchisee as long as process is transparent

18. What level of contract specification should we use the for the next ScotRail franchise?

Q18 comments:

19. How should the contract incentivise the franchisee to be innovative in the provision of services?

Q19 comments:

Scottish rail fares

20. What should be the rationale for, and purpose of, our fares policy?

Q20 comments:

21. What fares should be regulated by government and what should be set on a commercial basis? Do your recommendations change by geographic area (the Strathclyde area example), or by type of journey (for example suburban or intercity)?

Q21 some merit in regional regulation eg Strathclyde

22. How should we achieve a balance between the taxpayer subsidy and passenger revenue contributions in funding the Scottish rail network? At what rate should fares be increased, and how feasible would it be to apply higher increases to Sections of the network which have recently been enhanced?

Q22 comments:

23. What should the difference be between peak and off-peak fares? Will this help encourage people to switch to travelling in the off-peak?

Q23 timing of off-peak fares is critical but off-peak reduction should make better use of available seats

Scottish stations

24. How should we determine what rail stations are required and where, including whether a station should be closed?

Q24 local surveys

25. What are the merits or issues that arise from a third party (such as a local authority or local business) being able to propose, promote and fund a station or service?

Q25 comments:

26. Should only one organisation be responsible for the management and maintenance of stations? If this was the franchisee how should that responsibility be structured in terms of leasing, investment, and issues relating to residual capital value?

Q26 comments:

27. How can local communities be encouraged to support their local station?

Q27 via local initiatives with Councils, Community Councils and other local bodies

28. What categories of station should be designated and what facilities should be available at each category of station?

Q28 every station should provide good shelter and information

Cross-border services

29. Should cross-border services continue to go north of Edinburgh? In operating alongside ScotRail services, how do cross-border services benefit passengers and taxpayers? And who should specify these services, the Department of Transport or the Scottish Ministers?

Q29 comments:

30. Or should the cross-border services terminate at Edinburgh Waverley, allowing opportunities for Scottish connections? And if so, what additional benefits would accrue from having an Edinburgh Hub?

Q30 comments:

Rolling stock

31. What alternative strategies or mechanisms could be used to reduce the cost of the provision of rolling stock?

Q31 comments:

32. What facilities should be present on a train and to what extent should these facilities vary according to the route served?

Q32 comments:

Passengers – information, security and services

33. How should we prioritise investment for mobile phone provision and / or Wi-Fi type high-bandwidth services?

Q33: Wi-Fi is nice-to-have rather than essential. 'Silent' coaches essential

34. How should we balance the need for additional seating capacity and retain the flexibility of a franchisee to offer first-class services if commercially viable?

Q34 comments: On short and commuter routes, additional seating capacity should be priority

35. What issues and evidence should be considered prior to determining whether or not to ban the consumption of alcohol on trains?

Q35 comments:

36. How can the provision of travel information for passengers be further improved?

Q36 comments:

Caledonian Sleeper

37. Should we continue to specify sleeper services, or should this be a purely commercial matter for a train operating company?

Q37 comments:

38. Should the Caledonian Sleeper services be contracted for separately from the main ScotRail franchise? Or should it be an option for within the main ScotRail franchise?

Q38 comments:

39. We would be interested in your views in the level and type of service that the Caledonian Sleeper Services should provide. Including:

- What is the appeal of the Caledonian Sleeper Service, and if there were more early and late trains would the appeal of the sleeper services change?
- What is the value of sleeper services to Fort William, Inverness and Aberdeen and are these the correct destinations, for example would Oban provide better connectivity?
- What facilities should the sleeper services provide and would you pay more for better facilities?

Q39 comments:

Environmental issues

40. What environmental key performance indicators should we consider for inclusion in the franchise agreement or the High Level Output Specification?

Q40 comments: