

Q24 comments:

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 comments:

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

Q28 comments:

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: Yes. Cross-border services definitely benefit those living in this area, particularly (as would be most likely) when travelling with considerable amounts of luggage. My personal interest in the matter is that I journey to London five or six times a year, have always found the existing cross-border services to be a very satisfactory way to travel and would find alternatives to be unattractive.

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: No, for reasons given above. Also, the elimination of cross-border services might well result in a reduction in usage of rail services on the route, contrary to what one understands to be government policy of encouraging rail usage.