

Rail2014  
Transport Scotland  
Buchanan House  
58 Port Dundas Road  
Glasgow G4 0HF

20<sup>th</sup> February 2012

Dear Sir/Madam

### **Rail 2014 – Public consultation**

WWF Scotland welcomes the opportunity to comment on Rail 2014 – consultation. An efficient, affordable and low carbon railway system must provide the core of a much improved public transport system if Scotland is to both meet its climate change targets and provide mobility for all. We limit our response to a number of key points below.

#### **Integration of public transport**

The new franchise represents a unique opportunity to review public transport provision in Scotland and ensure much greater integration is required between all modes through timetabling and ticketing and the creation of high quality interchanges. The rail network should provide a seamless connection between all modes of transport and in particular different forms of public transport. There is a particular need to improve active travel routes to stations and ensure there is secure cycle parking at the stations and adequate cycle carriage on the trains: two bikes per carriage should be the minimum.

#### **Smart Card**

WWF Scotland strongly supports the creation of a Scotland-wide public transport smartcard. We believe this will make the use of public transport easier and will attract greater numbers of people onto existing services. Incorporating the ScotRail network into a national smartcard is vital in order to allow people to access the full flexibility of the public transport network.

#### **Modal Shift**

Key to tackling climate change and achieve multiple policy goals is the need to secure significant modal shift from road to public transport and active travel forms. The first step to achieving this is to ensure that road and rail are treated in a comparable manner and not seek to further penalise rail users. The railway competes directly with the private car and the consultation document raises the issue of fares and their role in demand management on the railway. Rail fares are already used to manage demand with peak time fares being set at a significantly higher level. There is no similar mechanism on the road network where most cars carry just one occupant at peak times. Furthermore, rail fares have increased above

inflation while the overall cost of motoring has fallen — between 1997 and 2009 the overall cost of motoring fell by 13% while rail fares rose by 7% above inflation.

### **Electrification of rail network**

The consultation states that just ¼ of the rail network is electrified. If Scotland is to meet its legally binding climate change targets under the Climate Change Act surface transport will need to be almost completely decarbonised by 2050. This means far greater priority must be placed on electrifying the network in the next rail franchise.

### **Sleeper service**

The current sleeper services are very important, providing an attractive alternative to short haul flights and providing connections from rural Scotland to London. We believe that they need to be specified in any future franchise. It is therefore welcome that it now seems likely that current rolling stock is to be upgraded or replaced. This provides an opportunity to tailor it to the needs of the modern traveller by including for instance, the provision of Wifi throughout the train upgraded washing and toilet facilities.

Considerations should also be given to the provision on both routes of family or group rooms where up to four people can sleep in one room.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Sam Gardner', with a stylized, cursive script.

Dr Sam Gardner

Senior Climate Policy Officer

## 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

WWF Scotland

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

#### Surname

Gardner

#### Forename

Sam

### 2. Postal Address

WWF Scotland

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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