

Csultation,
Rail Performance Team,
Transport Scotland,
7TH Floor
Burlington House,
58 Port Dundas Road,
Glasgow G4 0HF.
24TH November 2008.

Dear Sirs,

I offer my refusal to the franchise extension consultation, concerning Scotrail's operation.

May the optimism shown by West Ayrshire Council in trying to develop the local rail system be continued and translated into a better service. Further stations are needed e.g. Queen's Drive, Kilmarnock. This would be an excellent site for a Park and Ride, bringing in extra passengers who have good access by car. It would also be great for shoppers coming to Asda and staff too. Stewarton and Kilbrannoch are short of shopping space and this may be a good alternative. Staff could travel to work by rail also.

The offer to Owen's Diesel may need re-perfected and costs could be shared between freight and passenger or even costs could ~~there~~ be shared. How much could a capable fork lift truck driver move in a shift with effective equipment? Could the potato and fertilizer traffic and others be restored as it would be away from housing and mean less intrusion?

Mauchline and Gannoch stations need careful costing. Mauchline's operation as a single platform on the southbound line, covering north- and southbound trains may be a feasible option.

Herford is a tricky one, considered alongside the very obvious need for a station at New Farm Loch. Already an old disused "New Farm" is close to such a big housing estate where people could walk to the station, it must be considered for a two platform station. It has a prior claim ^{over} ~~to~~ Herford for a new station.

Altonhill, north of Hilmarroch will be dependant on new housing. There has been speculation that proposed housing at Fardale Hill across the line from Altonhill would justify rerouting the Hilmarroch line along part of the trackbed ~~to~~ of the former line to Irvine, then rejoining the Glasgow line prior to Hilmar. This needs full consideration.

Glasgow Crossrail must proceed along with electrification from Glasgow to Edinburgh and Dundee. Electrified services should re-run from Ayr/Glasgow to Edinburgh at least hourly on both routes. Ayr - Stirling and Ardrossan - Ballach may be further routes to develop.

Fares must be reduced on Ayr - Giron - Stornoway services to compete with bus services. Bus fares between Giron and Stornoway are £5.60 return and £3.60 single against £12.60 return / £10.60 single by rail. A more reasonable figure for rail is £6.50 and £4.00. A period return should cost an identical sum to the day return. I believe there is a conspiracy to close the Giron - Stornoway rail line. More services are needed and these should be strengthened at peak hours as overcrowding is bad for Christmas.

Information system should be improved, notably the webfeedback @ SPT.CO.UK. This could be expanded to accommodate market research.

More information can be offered by issuing an train guide, more routes available, especially on scenic routes. Pre-recorded messages might be adapted to include special features of the line.

Connection at Carlisle must be improved to improve travel

times between Glasgow and Leeds. High speed train would be beneficial.

iron working line should be reinstated and electrified for 100 MPH ~~maximum~~ ^{plus} speed.

Please publish my letter but withhold my name and address.