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Sent: 28 November 2008 14:09
To: Scotrail Franchise Mailbox
Cc: Kate Smithson; Michael Cairns
Subject: fao Rail Performance Team (ScotRail Franchise Consultation)

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please find below a brief officer response from Stirling Council:

Q1 Which of the priced options do you think best support the delivery of Scotland's Railways?

All the initiatives support the delivery of Scotland's Railways. As you would expect, we would reinforce the need to improve capacity between Stirling and Glasgow / Edinburgh (including the introduction of additional limited stop services between Glasgow and Perth; and Sunday local services between Glasgow Queen St and Alloa). This isn't a case of being selfish, the main beneficiaries of transferring trips from the Stirling area to rail will be Glasgow and Edinburgh.

You'll be aware that there are already significant commuter flows to Glasgow and Edinburgh (and Falkirk) from Stirling. In addition to other predicted growth, you'll hopefully be aware of the new settlement of 2,500 homes which has recently been approved to the south of the City. We would expect a significant proportion of these residents to commute to Glasgow / Edinburgh. Obviously we would all prefer to see as many of these additional trips on the trains rather than the roads.

Q3 Which future Priced Options would you wish to see Transport Scotland develop? To support the transfer of the increasing number of trips to rail, we feel the following are necessary in the Stirling area:

- increased capacity to Edinburgh and Glasgow, and obviously any capacity improvements along the routes which enable such (eg Queen St Stn)
- increased rail park & ride capacity in particular at Dunblane and / or Bridge of Allan, but also consideration of opportunities at Blackford, Greenloaning (both PKR) and Bannockburn

Q10 Do you have any ideas for further 'Rail Links'?

Following the construction of the new Forth Valley NHS Hospital at Larbet and the transfer of services to there from the Stirling Royal Infirmary (which is to become a Community Hospital) - it is essential that we introduce and retain in the long-term good 'rail links' between Larbet station and the hospital.

Q14 How could we improve the travel interchange at stations?

Additional cycle parking at Dunblane / Bridge of Allan / Stirling Stations to help minimise car trips (and make most efficient use of the p&r spaces available) NB the existing cycle facilities at these stations are at capacity.

Naturally, many cyclists (both commuters and tourists) would wish to use their bikes

at both ends of the journey, however the constraints to carrying cycles on trains (while understood) are clearly a hindrance.

Please also be aware of work to develop a coach interchange at Tyndrum. While this facility is to enable interchange between highland coach services, there are advantages to promoting the links between this facility and the two stations at Tyndrum.

Q23 What additional services or projects in furtherance of the Commonwealth Games Bid commitments do you feel would most benefit the City during the Games Period? Please be aware that in preparation for the Ryder Cup event in 2014, we are working with Event Scotland to provide additional temporary p&r capacity near Stirling / Dunblane. It may be worthwhile to consider whether such sites could offer additional p&r linked to either Stirling or Dunblane stations.

thanks

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