ArupScotland

Scottish Executive

**Review of Responses
to Consultation on Rail
Investment Priorities**

Final Report

Contents

Appendices

Submission Reference			
Description	Final Issue		
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Initials			
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1   Introduction

1.1   The purpose of this review

Arup has been commissioned by the Scottish Executive to report on the responses to the public consultation *Towards A Transport Strategy for Scotland: Rail Priorities.* The consultation period ran from October 2005 until early January 2006 and 157responses were received. A list of respondents is attached at **Appendix A**.

The purpose of the consultation was "*to ask stakeholders what the strategic priorities for rail in Scotland should be. The aim is to help Ministers to set appropriate strategic priorities for rail that can be delivered through Network Rail, First ScotRail and others, and that are focused on where rail can contribute most to the economy and society of Scotland*" (paragraph 1).

This strategic focus has been maintained while reviewing the responses. Many respondents made highly detailed observations about the current services and network provision; the key messages from these have been taken forward into this report. A list of all the schemes proposed by respondents is attached at **Appendix B**.

Other respondents wished to express their general views on the nature of the railway, both in Scotland and the UK as a whole. Comments relating to the actions of individual transport providers are beyond the strategic focus of this consultation exercise. However, they have been noted for the purposes of this review, and **Appendix C** contains a guide to their main concerns.

1.2   Report structure

Chapter 2 sets out a basic summary of the responses received (in terms of absolute numbers, characteristics etc). Chapters 3-6 report the detailed responses to each of the four questions in turn. Chapter 7 then concludes by distilling the responses into a format which reflects the consultation summary questions (posed at paragraph 26 of that document).

2   Responses received

2.1   Total respondents

A total of 157 responses were received. The majority of these (66 responses; 43%) were submitted by individual correspondents. Lobby or interest groups were the next largest group of respondents (36 responses; 23%), followed by Councils and other public sector bodies (including regional transport partnerships). The breakdown of respondent types is shown in Figure 2.1 below, and a list of all the respondents is attached at Appendix A.

Figure 2.1: Respondent type
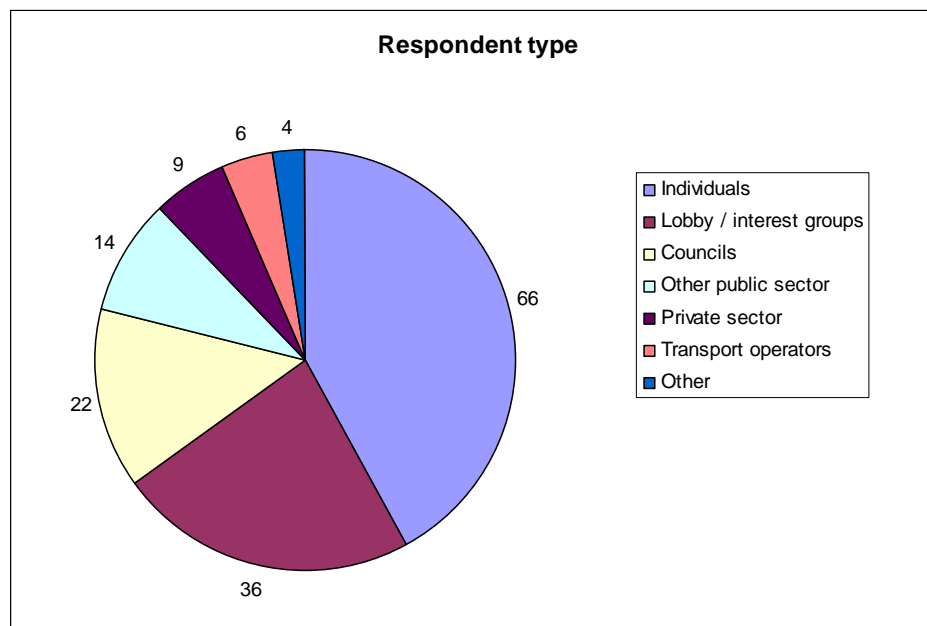
2.2   Geographical distribution

Responses were received from all parts of Scotland, and further afield. These have been grouped by the new Regional Transport Partnership areas and are shown in Figure 2.2 overleaf.

Figure 2.2: Geographical distribution
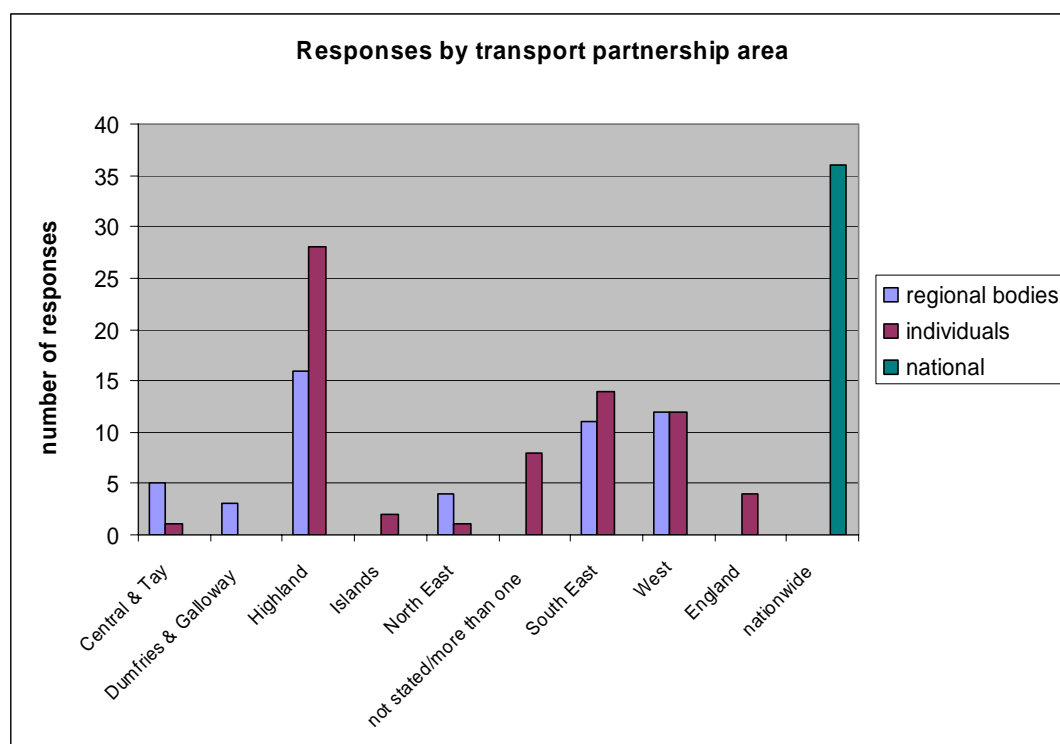
The 'regional bodies' columns show responses from organisations representing interests in a particular transport partnership region, including Councils, local employers and lobby groups. 'Individuals' did not associate themselves with any organisation.

The large response from Highland was dominated by residents and interest groups from the Caithness area, many of whom were seeking specific improvements to the Far North Line (especially a Dornoch Crossing). These are discussed further in Chapters 3 and 6.

The figures for West and South East do not include responses from national bodies based in Glasgow or Edinburgh; these – and the other national bodies who submitted responses – are shown as 'nationwide'. Four responses were received from individuals in England.

2.3   Response to the questions posed

The majority of respondents (94) sought to structure their comments around the questions posed in the consultation document. The remainder (63 responses) opted to focus on a particular issue, one or two questions, or to submit papers which did not directly address any of the questions.

This report focuses on the responses to each of the 17 sub-questions posed by the consultation document. Salient points raised by correspondents who chose not to directly answer the questions are also included in the analysis, where applicable.

Appendix C contains further analysis of the responses which did not directly answer the sub-questions.

3 Question 1

3.1 Securing the benefits of the existing network / further new investment (Question 1a)

Following the delivery of the current major projects, should we change the focus of investment in the railways to securing the benefits from the existing network, or are there further new benefits that rail could achieve?

Sixty-five respondents answered this question directly with opinion split evenly, as shown in Figure 3.1 below.

Figure 3.1: focus of future investment

Response	Number of comments
Focus on new projects	21
Focus on existing network	20
Focus on both	24
Other	6
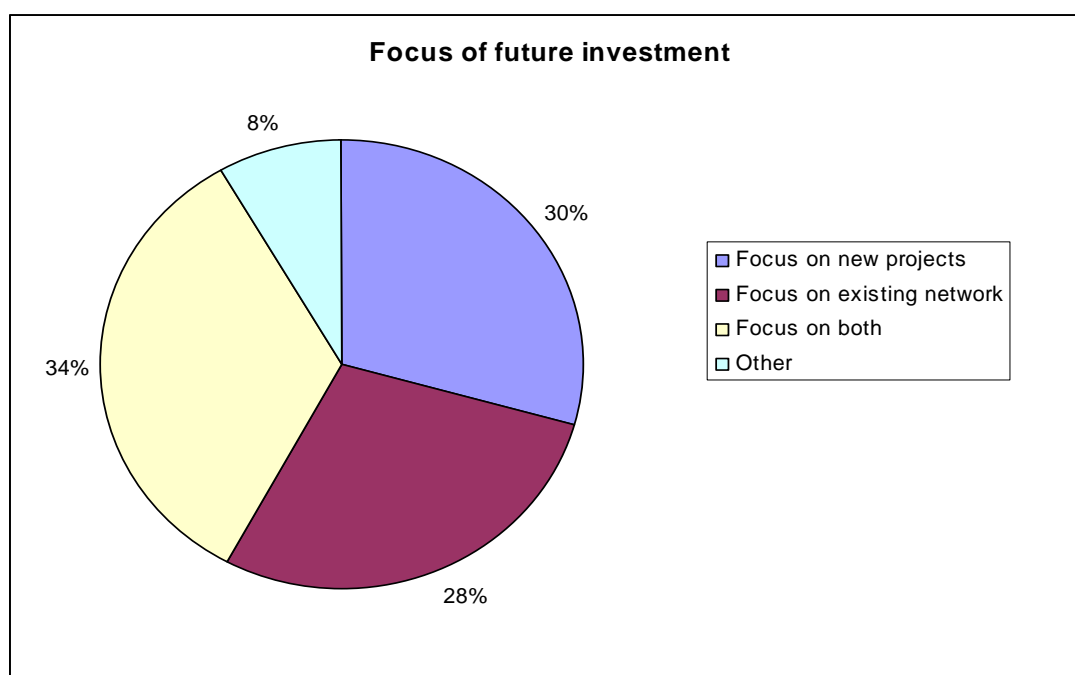
Of the respondents who felt that there are further new benefits that can be achieved by rail, the majority proposed specific new projects. A list of all the proposed new schemes is contained in Appendix B.

Twenty-four respondents stated that a balance is required, with most indicating that a holistic approach should be undertaken depending on future demand forecasts, network utilisation and cost effectiveness.

'Improvements to the railway can be delivered most efficiently through incremental enhancements linked to renewals' (Respondent 73)

However, a number of respondents questioned the need to choose between the two options with one respondent stating that 'it would not be sensible to adopt an either/or approach' (Respondent 46).

Three of the respondents who recommended that future focus should be on improving the existing network mentioned the Route Utilisation Strategy, commenting that this would highlight how to release the maximum potential from the existing network.

3.2 Different uses of current rail resources (Question 1b)

Would you like to see current rail resources used in different ways?

Sixty-eight respondents chose to answer this question directly with majority (55) agreeing that they **would** like to see rail resources used in different way. The majority of respondents understood this question to relate to existing monetary resources and how best to spend them, rather than the use of physical resources.

A number of respondents (14) indicated that they would like to see an improvement in the overall management of the railway and a closer working relationship between the Scottish Executive, train operating companies and Network Rail.

'Streamlining of strategic planning is required between the Executive, SPT, First ScotRail etc to reduce waste.' (Respondent 147)

These respondents also felt that there should be increased transparency of spending on the rail network, including spending on planning and private consultants to ensure best value is achieved from existing resources and to avoid 'paralysis by analysis' (Respondent 31).

Three respondents suggested that more power should be given to regional transport partnerships to allow for more local prioritisation. A further two respondents questioned the cost / benefit ratios for current major projects.

The use of resources to increase the capacity of the network through increased train capacity, infrastructure improvements and timetable changes was highlighted by 10 respondents. Five respondents indicated that resources would be better utilised through the conversion of heavy rail to LRT in suburban areas.

A small number of respondents (3) questioned the amount of resources invested in safety and questioned whether there was any need to maintain the same standards on all lines across the country. Another respondent suggested that there was a tendency to put too much emphasis on risk assessment stating, 'stop using risk assessment as an excuse to do nothing' (Respondent 44).

Two submissions proposed a further source of income for rail investment: 'contributions from increase in land values adjacent to new stations' (Respondents 21, 78) (*a Council and a trade union*).

3.3 Summary

Opinion was almost evenly divided between those who considered that resources should be invested in new schemes, invested in the existing network, or invested in a combination of the two. Some respondents considered that sufficient resources should be available to invest in both, facilitated by more streamlined planning and management.

4   Question 2

4.1   Attracting new customers to rail (Question 2a)

Are there measures that could be taken to attract new customers to rail, and to encourage more people to use the train instead of the car?

Eighty-five of the respondents chose to answer this question, with many suggesting several measures. Their answers are summarised in Figure 4.1 below, ranked by frequency.

Figure 4.1: Measures to attract new customers to rail

Measure	Number of comments
provide more parking at stations (car/bicycle)	36
offer better integration with other modes	34
improve rolling stock (passenger capacity/ cycle and luggage storage space)	28
offer cheaper fares	24
improve frequency of services	20
more flexible fares	20
faster journey times	17
improve rolling stock (comfort)	17
improve security / safety	16
improve service reliability / punctuality	16
better stations	14
better information / marketing	14
make tickets easier to buy / understand	10
provide more routes	3
develop stations closer to population	3
road pricing	3

In terms of encouraging people to shift to rail, it would appear that convenience is generally more important than price. Many respondents made suggestions to improve their current journey, in terms of journey time, frequency, station environmental quality or ease of interchange. Others observed a lack of integration between rail and other modes. Essentially, many recommendations sought to create a rail journey experience which is closer to the levels of comfort experienced when travelling by car.

'factors such as cleanliness, comfort etc must be maintained at a high standard to retain customers whose standards are set by the environment of the modern car' (Respondent 137)

Many respondents also noted the complexity of the current fares structure, and suggested that a lack of clear information (or too much) discourages people from trying to travel by train. Conversely, others suggested that more flexible tickets would attract new customers. Fares will be discussed further in section 4.6 below.

Rather than focusing on the supply side, three respondents considered the issue in terms of demand, suggesting that increasing the cost of motoring could serve as an incentive to switch modes.

'To compete with the car, the train requires (amongst other things) to offer walk-on fares at a level comparable with the fuel-only cost of driving – although quite erroneous, the perception tends to be that this is the real cost of any particular car journey' (Respondent 254).

One respondent offered a simple solution: 'spend less on roads and more on trains' (Respondent 147). This was backed up by several respondents who did not refer to this question directly, but suggested that the cost of several high profile road schemes in Scotland would be better invested in improvements or expansion of the rail network.

4.2   Passenger priorities (Question 2b)

Are reliability and punctuality of service still the top priority for passengers?

Eighty respondents answered this question, the majority of whom (58; 72%) **agreed** with the statement that 'reliability and punctuality are the top priorities for passengers'. Where respondents sought to separate these characteristics, the majority identified reliability as the more important of the two. Some respondents suggested that customers should expect reliability and punctuality from all rail services and, if performance improves in this regard, other issues will take on new importance (Respondent 77, 99). On a similar theme, several other respondents noted that safety is the most important issue, but felt that it is frequently overlooked because it is considered to be an integral element of every service.

Figure 4.2 sets out the priority issues which were suggested by all respondents, including those who considered that reliability and punctuality are among a wider set of important issues. Most respondents gave more than one answer.

Figure 4.2: priorities for passengers

Issue	Number of comments
reliability	62
punctuality	59
comfort / more seats	24
speed	18
cost / value for money	16
service frequency	14
safety / security	10
route choice	4
information for passengers	4
connections	3
accessibility of trains/stations	2
ticketing	2
ability to do other things	1
more flexible payment options	1
more car parking	1
station environment	1

With regard to journey times, one respondent noted that 'there's no point in speeding them up if they're not achievable' (Respondent 246). Conversely, another respondent considered that operators should tighten up some timetables which currently have too much scope for

slippage: 'time spent waiting outside stations is perceived as a delay by passengers, even if the train is early' (Respondent 197).

Another respondent noted that any improvements to passenger train performance should not necessitate the disruption of freight services (Respondent 56). Freight priorities are discussed further in section 4.3 below.

In seeking to answer the question, a small number of respondents referred to previous pieces of research on passenger priorities: a National Passenger Survey (2005) and the Executive's own Scottish Strategic Rail Study (2003).

4.3   Freight priorities (Question 2c)

What is the top priority for freight customers? Are reliability of access to the network and the timeliness of services also the top priority for freight customers?

Fifty-four respondents answered this question, 40% of whom (22) **agreed** that reliability of access and timeliness are the top priorities. Six respondents (11%) consider that cost is the most important issue for freight operators, and 14 others agreed that cost is one consideration among a set of priorities. Interestingly, the operators themselves focused on network capacity and access issues (Respondents 56 and 59).

> Freight train paths and performance need to be as robust as passenger services, with added flexibility to cope with demand (Respondent 77).

Figure 4.3 below shows the seven most commonly proposed priorities for freight. These are not mutually exclusive – many respondents considered that there are a set of priorities, all of which are important.

Figure 4.3 Freight priorities
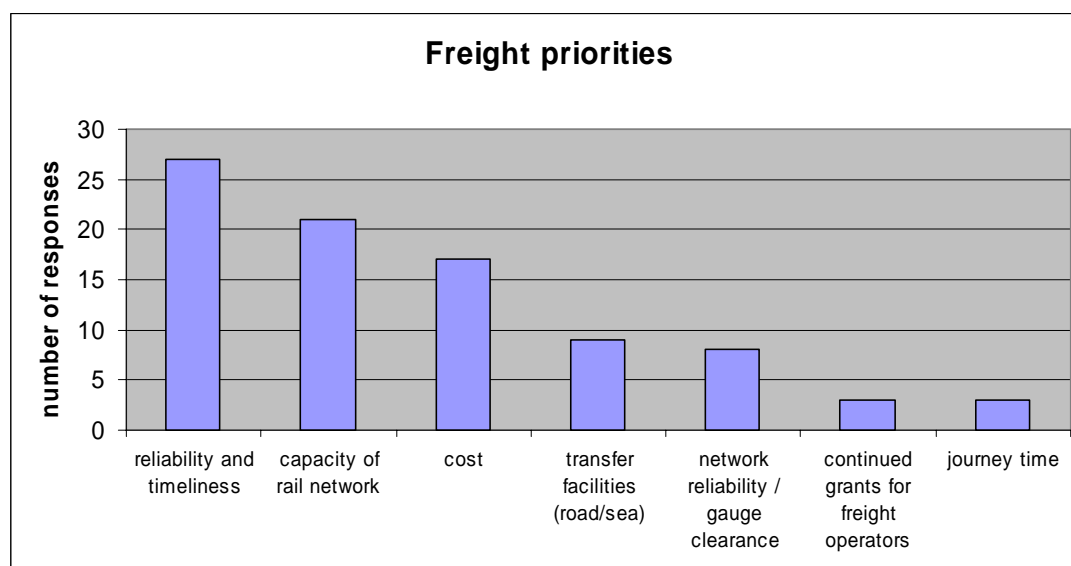
It is interesting to note the relatively high number of respondents who considered that increasing the capacity of the network would be of considerable benefit to the freight industry (21, or 39% of those who answered this question). By way of illustration, several respondents noted a lack of flexibility whereby repairs and closures on some sections of the

freight network caused considerable disruption due to a lack of alternative diversionary routes. This relates to the wider issue of prioritising freight access to the existing network (which will be addressed in Chapter 5), as well as physical capacity. Guaranteed journey times were seen as a priority by a few respondents, although these were not as numerous as might have been expected.

Nine respondents perceived a lack of freight transfer facilities, limiting the flexibility of the network to meet modern market demands or to enable further growth of the freight sector. Particular mention was given to the current lack of sea/rail transfer facilities on the Clyde.

Eight respondents suggested that gauge enhancement would be of considerable benefit, in light of demand for 9'6" high containers to be transported by rail. This was noted as a particular issue for the Mossend-Elgin line.

Three respondents considered the continuity of freight grants to be a priority issue, and one stated that 'the Executive are to be congratulated' on their continuing support for Freight Facilities Grants (Respondent 44). However, the RMT (Respondent 78) expressed concern that 'the Executive plans a reduction in Freight Facilities Grant budget' (from £15.4m in 2005-06 to £12.9m in 2007-08).

Among the other – less common – responses, the following issues were raised as priorities:

- Need for market responsiveness in freight sector (Respondent 72);
- Equal regulatory/benefits treatment for all rail and road haulage (Respondent 177);
- Capital cost of gearing up to use rail instead of road; 'remove institutional barriers to potential new customers' (Respondent 67);
- Need to take heavy traffic off roads (especially small/rural roads) (Respondent 197);
- Train timing (Respondent 247); and
- 'Reintroduction of more efficient parcel delivery' (Respondent 190).

4.4   Cross border priorities (Question 2d)

For cross border passenger services, should the priority be a quick journey to the final destination (e.g. London, Birmingham, Manchester) or the ability to stop at intermediate stations?

Seventy-two respondents submitted answers to this question: 30 (42%) considered that speed should take priority while only 5 considered that intermediate stopping is more important. However, many people (28 respondents; 39%) stated that **both** forms of service are required, as shown in Figure 4.4 overleaf. (Nine other respondents did not give a direct answer).

Figure 4.4: Cross border passenger service priorities

Cross border passenger service priorities

A bar chart titled "Cross border passenger service priorities" showing number of respondents on the y-axis (0 to 35). Three bars: "speed of cross border service" at 30, "both speed and interchange" at 28, and "intermediate stops" at 5.
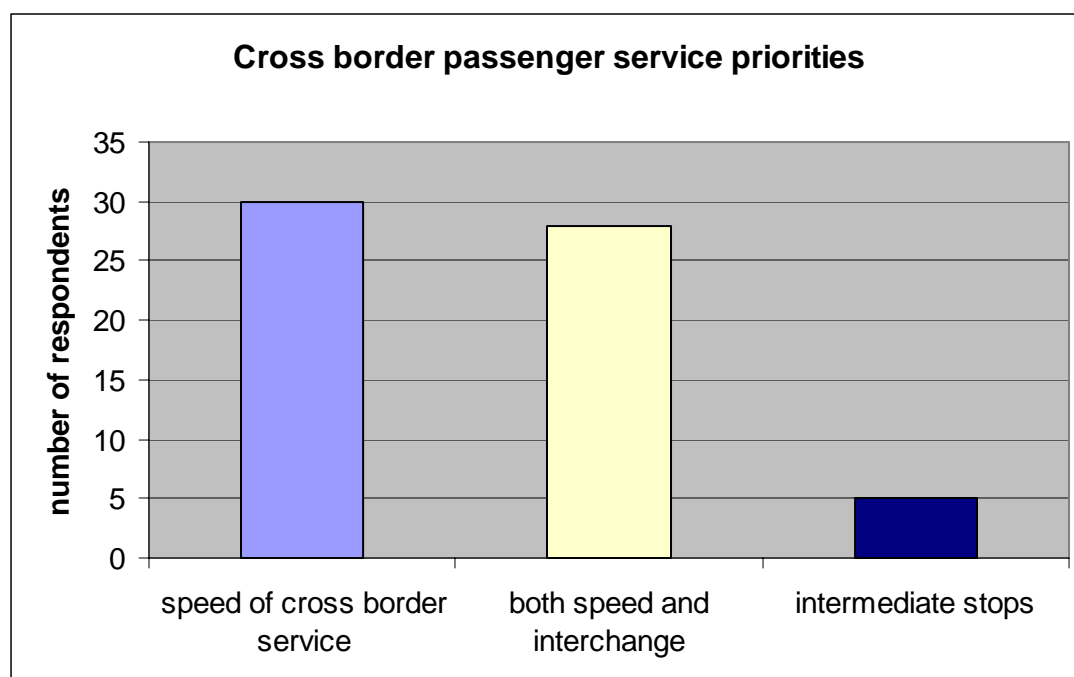
Twelve respondents considered that increased speeds should be accompanied by improvements to interchange services (rail and bus), thereby enabling passengers to make well-timed connections to and from feeder stations. Nine suggested that capacity on cross border lines should be increased, or timetabling improved, to enable the efficient operation of both types of service. In particular, electrification was mooted as a means to improve the speed of cross border services. (For a detailed discussion of proposed changes to the network, see Chapter 6 and Appendix B).

Six respondents noted the differing priorities for business and leisure travellers, acknowledging the difficulty in prioritising between them. One respondent expected that the majority of business travellers would go by air, with the consequence that day-time cross-border rail services should focus on the intermediate stations, in order to serve the leisure market better (Respondent 137).

One respondent indicated that additional intercity destinations should be added to cross border services, including a direct connection between Edinburgh/Glasgow and Liverpool (Respondent 211).

4.5   Reliability and punctuality (Question 2e)

If reliability and punctuality are the top priorities for customers, should we generally only allow changes to the network that provide a net benefit to customers in terms of better reliability and punctuality?

The complexity of this question led to a wide variety of responses to it. Sixty-eight respondents made comments although only 56 of those gave a discernible 'yes/no' answer and only 11 of those answered 'yes'.

Figure 4.5: Focus on reliability and punctuality
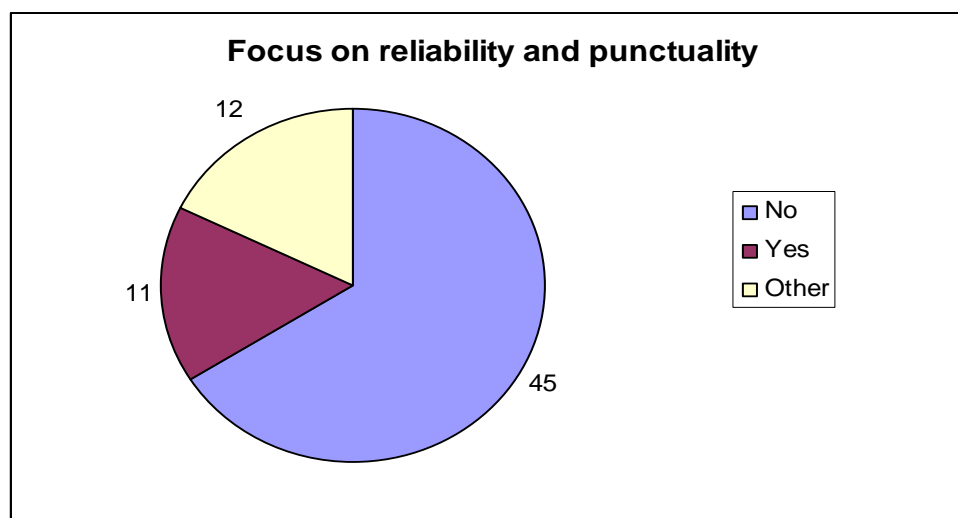
Thirty-eight respondents (56%) disagreed with the principle of focusing solely on reliability and punctuality. The other 'no' comments were made by parties who considered that reliability and punctuality should be part of a group of objectives. One commented that each case should be judged on its merits.

'This would be a blunt instrument that would prevent a significant number of other changes' (Respondent 11)

'The goal of zero effect on punctuality and reliability must not preclude innovation and experimentation' (Respondent 67)

Ten respondents indicated that investment should focus on achieving faster journeys and service expansion, even if this might lead to short term impacts on reliability. Others considered that it is not acceptable to lengthen journey times excessively in order to meet reliability targets, illustrating the point with the example of the Far North Line where '1hr 20min has been added to the timetable to improve reliability' (Respondent 247). Four suggested that excessive service frequencies were responsible for current problems of unreliability on a constrained network; one went as far as to call for a restriction on further services, fearing adverse impacts on existing reliability.

'Any expansion in service is likely to lead to some decrease in punctuality. An under utilised network is likely to have better reliability, however lower utilisation is clearly not a sensible option' (Respondent 82)

Four respondents considered that cost is an issue, in terms of both consumer costs and subsidy costs.

'The interests of current fare paying customers (for whom performance is the key concern) must be balanced against the wider interests of the country [i.e. the taxpayer]' (Respondent 59)

Three others noted that some investment, while not providing net benefits in terms of reliability or punctuality, could provide longer term benefits in terms of alleviating pressures for future growth (Respondent 80) and increasing the use of the rail network as a whole, which would therefore be of equal if not more significant value (two Councils – Respondents 8 and 10).

'Unreliability and unpunctuality have many causes, not all of which are to do with network change' (Respondent 255)

Several respondents considered that reliability and punctuality are not the only criteria that can be used to measure an effective service (e.g. Respondent 237), and that a balance is required between the aims of affordability and sustainability (e.g. Respondent 6). Two other respondents considered that environmental considerations should be one of the most important justifications for changes to the network.

One respondent concluded that 'this approach is over-simplistic – the final decision must be a political one' (Respondent 241).

4.6 Fares (Question 2f)

Are there opportunities for a different, and more appropriate, approach to fares setting in particular areas of Scotland or for particular rail routes, or for particular types of passenger?

Sixty-five respondents suggested alternatives to the current fare structure. Many of the comments appeared to be based directly upon personal experience although a significant proportion made recommendations which are applicable across the country. Three respondents considered that the present fares structure is fine (one of whom was an operator). The ten most common suggestions are noted in Figure 4.6 below.

Figure 4.6: Proposed alternative fare structures

Proposal	Number of responses
simplify fare structure	27
introduce integrated ticketing / zone cards (all modes)	14
reduce prices	10
loyalty benefits for frequent customers ('rail miles'?)	9
reduce off-peak fares / encourage off-peak travel	8
reduce peak fares	5
Scottish national railcard for discounted travel	5
better marketing / make purchase easier	4
all fares (inc bus) should be subject to regulation	3
more transparency in pricing	3

More than a third of those responding considered that the existing fares structure is too complicated. Routes with multiple operators were subject to the greatest criticism, with one

respondent claiming that there are '45 fare options' for the journey from London to Glasgow (Respondent 241).

'There currently exist 70 fare types governed by 760 validity conditions' (Respondent 80 – Rail Passengers Council).

Twenty percent of respondents (14) proposed improvements in integration between modes, including the possibility of introducing zone travel cards (like SPT or Transport for London), but at a national or regional scale. Proponents suggest these could be applicable to all modes (possibly including taxis) and would facilitate interchange between modes.

Other suggestions for new/re-introduced ticket types included:

- 'multiple journey' tickets rather than time-limited weekly/monthly season passes;

- family railcards;

- off-peak leisure tickets which are combined with admission to visitor attractions; and

- an annual season ticket for unlimited travel across Scotland.

On a related theme, one respondent suggested that bus travel should be promoted for short journeys, to free up capacity on the rail network (Respondent 24), while another suggested that the train should be promoted (in favour of the bus) for journeys over 15 miles (Respondent 190).

Several respondents considered that the cost of rail travel should be brought onto a more equal footing with private cars, especially for shorter journeys, as 'fares should be set to encourage modal shift away from more polluting modes' (Respondent 106). Others considered that fares on other modes (especially bus) should be brought into line through by the introduction of uniform regulatory structures, applicable to all public transport providers.

'The price of a turn up and go fare from London to Edinburgh has risen 330% in ten years' (Respondent 80)

Opinion was divided on the purpose of setting fare levels. One respondent considered that 'Train Operating Companies should be allowed to profit from the successful commercial management of their businesses, as this will provide the greatest incentive to follow market requirements' (Respondent 192), whilst another was of the view that 'the rail network should be viewed as a service, not a profit-making venture' (Respondent 118). Several other respondents noted the historic variation in fares policy between SPT and elsewhere in the Central Belt and suggested that this should be equalised across the country.

There was also disagreement on the merits of differentiating between peak and off-peak prices. Seven respondents proposed a reduction in off-peak fares, while five suggested that peak fares should be cut. Three considered that it would be wrong to use pricing as a means of suppressing peak hour demand, while one (a city council) was of the opposite view that 'there may be scope for premium fares during peak commuting periods' (Respondent 15).

Further cost-related suggestions included:

- fares should be pegged to inflation;

- consider introducing yield management measures, as implemented by airlines to fill off-peak seats; and

- 'two competitive single fares instead of a return ticket'.

The latter suggestion has recently been implemented by some operators.

4.7   Summary

Respondents were positive that new rail customers could be found, and suggested many measures to this effect. According to the consultation responses, passengers want fast, reliable, comfortable travelling experiences to an expanded range of destinations, with straightforward fare options. This is considered to involve good interchanges and stations, better integration with other modes, simpler and cheaper fares, and high quality rolling stock of an appropriate design.

Reliability and punctuality of passenger services are important, but not necessarily to the exclusion of improving speed or network coverage. Some respondents were prepared to tolerate temporary disruption to reliability or punctuality if this would result in long-term service improvements.

The freight industry indicated that it wants reliable and timely access to more of the existing rail network, more freight transfer facilities, and continued grants for rail freight operators.

Speed is important for cross-border passengers, but where long-distance services have a limited number of intermediate stops, customers want better connections to 'feeder' services. Some passengers and service providers suggested that better integration of rail and bus services could be achieved if bus operators were subject to more regulation.

Fare structures were widely considered to be too complex. Simplified alternatives included zone cards and integrated (all-mode) ticketing.

5   Question 3

5.1   How to prioritise services on different routes? (Question 3a)

How should we prioritise services on different routes, where the fixed network is close to capacity and choices have to be made?

Seventy-seven respondents answered this question; the most common responses are shown in figure 5.1 below. Some respondents gave more than one answer.

Figure 5.1: How to prioritise services

Proposal	Number of comments
provide extra capacity	27
freight should run during off-peak / at night	12
peak commuter/local/stopping over inter-city	11
inter-city over commuter/local/stopping service	9
varies route by route / case by case	8
what gives max economic benefit / serves highest volumes / current patronage	5
discussion with other parties required (e.g. RUS exercise; Local User Groups; further Exec consultation)	5
what gives max benefit in terms of removing traffic from roads	4

The most common answer (from 27 respondents, 35%) was that additional capacity should be provided to ensure that the needs of all users could be met, and prioritisation should not become an issue. Three respondents considered that changes to current stopping patterns could ease the problem. One further respondent considered that prioritisation should only be 'a last resort' (Respondent 217). Three respondents also expressed concern that the question implied no further investment in the fixed network (this is picked up again by question 4c, discussed at section 6.3 below).

There was disagreement over the level of priority which should be afforded to freight. It should be noted that the majority of respondents to this consultation exercise as a whole have more experience of passenger transport than freight. A total of 17 respondents considered that passengers should take priority, with 12 respondents stating that freight should be limited to off-peak periods and overnight. Not surprisingly, the freight operating companies (and others) generally disagreed with this view, one stating that 'freight should not be compromised' (Respondent 230).

There was also disagreement over the relative importance of commuter trains and long-distance services, with a small majority in favour of prioritising commuter services during peak hours. One respondent proposed 'peak surcharges' for operators as a means to discourage the use of a congested network at peak times (Respondent 265).

Other respondents suggested that priorities should be identified with reference to the five objectives of Scottish transport policy (economic, environmental, social inclusion, safety and accessibility issues); or in terms of socio-economic benefit, access to opportunities, business and tourism; or in accordance with the outcomes of the current review. An alternative suggestion was to create a 'points' system according to a wide range of consumer benefits (Respondent 6).

One respondent (an operator) stated that the question of prioritisation is generally a matter for the Office of the Rail Regulator rather than the Executive, with the exception of services

which are funded by the Executive (Respondent 56). Another suggested that re-nationalisation would be the appropriate resolution to the problem (Respondent 147).

5.2 Prioritise according to economic benefit? (Question 3b)

Should the general presumption for Scotland as a whole be to prioritise according to current and anticipated demand for the service, i.e. what will give the maximum benefit to the economy?

Sixty-nine respondents answered this question; some 43% disagreed with it, and a further 17% declined to give a clear 'yes/no' answer (shown in Figure 5.2 below).

Figure 5.2: should we prioritise according to economic benefit?
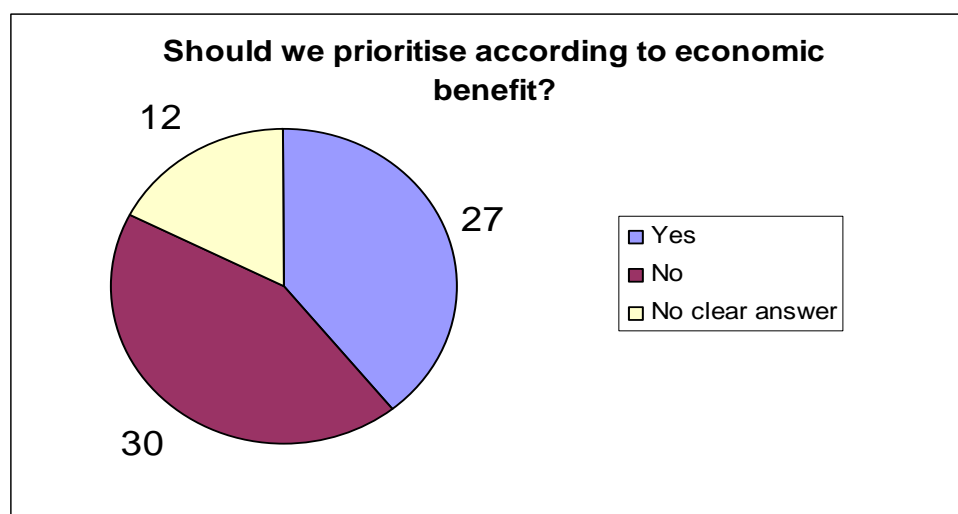
Fifty-two of the respondents suggested that priority should be allocated according to economic, social inclusion or environmental benefits (shown in Figure 5.3 below).

Figure 5.3: Focus for prioritisation
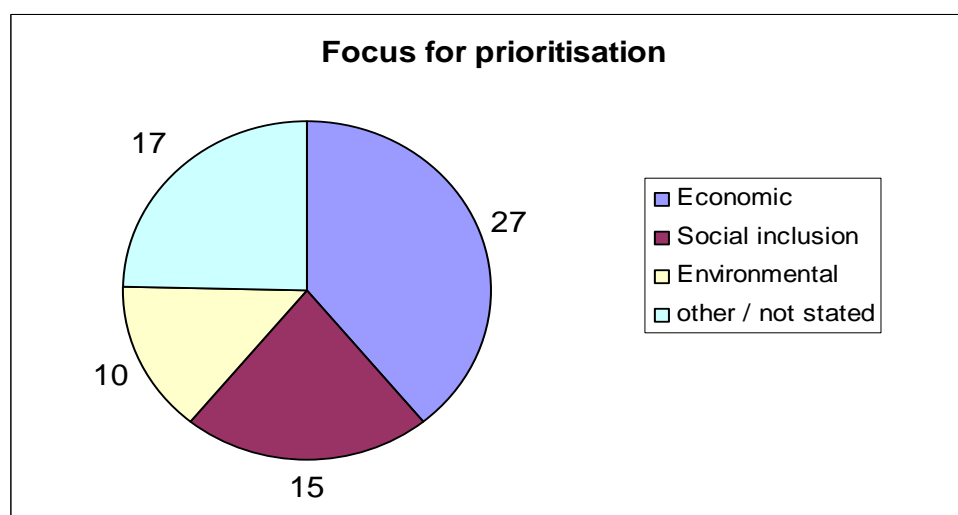
Of those who would prioritise for **economic benefit**, 11 added caveats which can be summarised as:

- a holistic view is required – should also consider social and environmental benefits;

- exceptions do exist – sometimes social inclusion, access to opportunity is more important;

- 'no business case should deny a service to any business or community' (Respondent 44);

- will need a highly sophisticated way to calculate economic benefits;

- economic benefits will depend on the elimination of social exclusion;

- should use the term 'maximum public utility' not 'maximum benefit for the economy' (Respondent 192); and

- maximum economic benefit does not always equate to numerical demand (Respondent 11).

Seven respondents would consider that **social inclusion benefit** is of paramount importance, and a further eight would consider social inclusion as part of a range of benefits. Comments included:

- 'services across our area [Highland] have a significance much greater than immediate economic benefit would suggest' (Respondent 66); and

- 'meeting social inclusion objectives may grow the economy by giving excluded groups access to the job market' (Respondent 264).

Four respondents would consider that **environmental benefit** is of paramount importance while six would consider social inclusion as part of a range of benefits. Comments included:

- the priority should be to remove as much traffic as possible from the roads (Respondent 190, 118); and

- a balanced approach should be taken, to support the joint aims of economic growth, social inclusion, health and environmental protection (Respondent 25, 86, 137, 197, 218).

Other respondents were less willing to identify a focus for prioritisation, but advised caution:

- investment must continue so that the network can cope with future increases in patronage (Respondent 246); and

- defining the greater public good is not as simple as comparing passenger numbers: '25 key workers to work every day outweighs 200 people to a business meeting 5 minutes early' (Respondent 80).

'The priorities for the railway in Scotland are correctly a political matter. The industry's role should be to provide expert analysis of the potential outcome of options to allow informed decisions against these priorities' (Respondent 59).

Other respondents offered advice on how to prioritise:

- 'find out where people go or want to go and ensure that the rail network enables them to do that' (Respondent 223); and

- 'should always be looking at anticipated demand working closely with the local and structure plan process' (Respondent 239).

5.3 Regional priorities other than economic benefit (Question 3c)

Do you have specific regional priorities that might differ from this [i.e. economic focus]? For example, are there particular routes or services in your region where you believe the predominant role should be to meet social inclusion or environmental objectives, rather than to grow the economy?

Forty-four respondents answered this question, making the following suggestions. Some respondents made more than one recommendation, while others made only general comments. As shown, some respondents referred to schemes which could also have economic benefits.

Figure 5.4: Regional priorities

Region / Route	Number of Respondents Suggesting Benefits			
	Econ	**Soc Incl**	**Env**	**Other**
Airdrie-Bathgate		1		
Ayr-Stranraer	1	1	1	
Berwickshire (Reston Station)		1		
Central Belt (general)		1	1	
Dumfries		1		
E Lothian				local demand
E Renfrewshire (Uplawmoor Station)		1		
Far North Line	3	5	1	reduce peripherality
Fife				Perth, Dundee, Edinburgh connections
'Forth Bridgehead'	1			
Glasgow			1	
Highland lines	4	5	4	reduce peripherality
Highlands and Islands				'many different roles'
Levenmouth		1		
Milton		1		
North East	2	2	2	
Renfrewshire (rail commuting)	1	1	1	
rural (general)		2		
S Lanarkshire		1	1	
South West (general)		1	1	
Tayside / Tay Estuary		1	1	

Many respondents noted that social inclusion could be improved through rail investment in their area but neglected to state how, at this point. Readers are referred back to Figure 2.2 for details of the geographical spread of respondents: the high number of comments on the Far North and Highland lines is attributable to the high numbers of respondents from these areas. Much of this information was duplicated or elaborated upon by responses to Questions 4a and 4b. Chapter 6 and Appendix B contain more information on detailed scheme proposals.

5.4   Temporal variation of priorities (Question 3d)

Do you consider that priorities for specific routes should vary at different times of the day or during different seasons?

Fifty-one respondents agreed that priorities should vary at some time. Three others considered that prioritisation should not be necessary and the network should instead be able to accommodate all the demands placed upon it (see also: Figure 5.1 on network capacity).

Figure 5.4: Temporal variation: daily peak/off-peak

Daily peak/off-peak variations	32
No freight during peak	16
Priority for commuters during peak	13
Incentives to broaden shoulder peaks	3
late night services for specific events	1

In total, 32 respondents made one or more comments about daily peak/off-peak variations. Most of these related to prioritising certain services at different times of day (see also section 5.1 above). However, one respondent warned that 'differential pricing for peak and off-peak tickets may only push people into cars rather than spreading the peak' (Respondent 232), and two others considered that any initiative to vary services should be subject to further detailed consultation with those likely to be affected. See section 4.6 for further discussion on differentiated peak/off-peak fares.

Figure 5.4a: Temporal variation: seasonal

Seasonal variations	17
special events (e.g. golf Open; Edin festival)	5
tourist routes / services in high season	4
accommodate seasonal freight flows (e.g. autumn)	3
have standard all year, with extra in summer	2
put more freight on tourist routes in low season	1

Fifteen respondents supported seasonal variations, and only one stated that they do **not** support such initiatives. The most common variation was the provision of tourist services and/or routes in the summer months, especially on the Far North and Highland lines. However, some respondents were concerned to ensure that the loss of these services in the winter would not disadvantage the local community; any tourist-related services should be additional to the level of service required to support the local population, and the 'off-season' service should still meet residents' needs (Respondent 16, 211).

Three respondents noted the existing practice of putting on additional freight services in the pre-Christmas period, especially for high value goods such as whisky which is exported to Europe.

Two other respondents advised caution that prioritisation would have to be considered on a case by case basis, and 'any changes would need to be examined very carefully for impact on the ability to produce a robust and efficient timetable' (Respondent 59). 'The overriding concern must be whether reducing priority makes a service unviable' (Respondent 238).

'there needs to be a review process for anticipated demand, since this may not follow forecasts and may be overtaken by new markets, particularly in the freight sector' (Respondent 137)

5.5   Proxy measures for economic benefit (Question 3e)

Would the increase in passenger kilometres and the volume of freight being carried be an appropriate proxy measure for the benefit to the economy, or are there better measures?

Seventy-two respondents answered this question, 38 of whom proposed additional or alternative measures. Their views are summarised in Figure 5.5 below.

Figure 5.5: Are passenger kilometres and freight volume appropriate proxy measures for economic benefit?
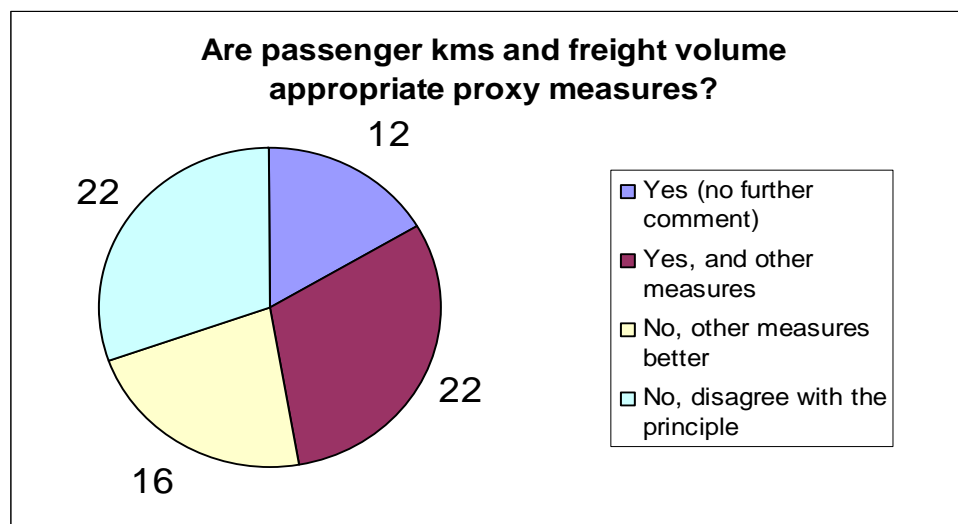
General

Respondents made the following general observations:

- these measures are too simple; more research would be prudent (8 respondents)

- transport policy should be aiming to reduce the need to travel, and that measures such as these would not support that aim (5)

- the STAG appraisal approach would be appropriate (4)

- qualitative factors should also be considered (3)

- a holistic approach would be preferable, considering the environmental and social benefits of rail in addition to economic ones (3)

- it would be important to have measures which can be broken down to the regional level (2)

- 'more innovative measures' could be considered (but were not specified!) (1, Respondent 150)

Passenger measures

Figure 5.6 (overleaf) shows the additional or alternative proxy measures which were proposed by respondents with regard to general or passenger transport. Proposed proxy measures for freight are set out in Figure 5.7, later in this section.

Figure 5.6: proposed proxy measures of benefit to the economy (passengers)

Proxy measure	Number of responses
modal share (rail/road)	7
passenger / journey numbers	6
social inclusion benefits	6
reduction in road traffic / wear and tear	5
reduction in carbon emissions / energy consumed per passenger km	5
% of Scottish GDP supported by rail	1
drivers' fuel spend if not using rail	1
increased employment / popn / tourism due to rail	1
reason for journey	1
DO NOT use passenger kms	3

Modal share was the most frequently proposed alternative or additional measure. One respondent explained that 'there seems to be a clear relationship between growing economic hubs and increasing public transport modal share' (Respondent 99). Others proposed comparisons in modal share along particular trunk routes, or within individual travel to work areas.

Three respondents stated that passenger kilometres are not a suitable proxy measure for economic benefit, for a number of reasons. One suggested that this runs counter to sustainability principles and that 'the aim should be to reduce the overall distance travelled by passengers' (Respondent 171). Another suggested that passenger kms are not the best measure because 'the economy is most likely to benefit from reductions in intensity of movement relative to GDP' (Respondent 265). These views were supported by two further respondents who made similar observations in relation to freight transport.

'More people and freight kms could be a measure of centralisation of employment and an indication of production being too far from its end market. The whole thrust of current policy is to reduce the need to travel' (Respondent 232).

'The suggested measure is very crude, and is dependent on the dubious assumption that conventional economic growth is what society needs' (Respondent 145).

Concern was raised that any increase in rail passenger kilometres would need to be assessed relative to car passenger kilometres, and that additional passenger mileage may simply result from people being prepared to travel further to work. Others considered that the number of journeys is significant, regardless of length (Respondent 239).

'Increase in passenger kilometres is not necessarily a proxy measure for economic growth. Growth in passenger kilometres is more reflective of people's propensity to travel' (Respondent 10).

'[Using] passenger kilometres is misleading and makes long distance commuting look better'
(Respondent 229)

Freight

Sixteen respondents proposed alternative proxy measures for the economic benefits of freight transport.

Figure 5.7: proposed proxy measures of benefit to the economy (freight)

Proxy measure	Number of responses
tonne kms	6
reduction of lorry miles	5
value of freight carried	2
energy efficiency of transport	1
maintain ORR measures	1
time-critical freight carried	1

Six respondents (37% of those responding) suggested amending the proposed freight measure to 'tonne kilometres', to incorporate distance as well as tonnage carried, notwithstanding the comments above that journey length is not the most appropriate proxy for economic benefit.

'We should be seeking to transfer freight from road to rail but we should also be seeking to minimise the flow of freight necessary to operate the economy at a given level' (Respondent 197).

Five respondents (31%) proposed a measure of 'lorry miles removed from roads' (due to any increased use of rail). In addition to perceived economic benefits, including reduced wear and tear on the road network, they noted that this measure could be used to indicate associated environmental benefits such as improved air quality. This theme was continued by the respondent who suggested that energy efficiency should also be considered.

One respondent considered that the existing measures of the Office of the Rail Regulator should be retained (Respondent 56).

5.6 Comparing the benefits of passenger and freight services (Question 3f)

How should we compare the benefits from passenger and freight services?

This question was interpreted in two different ways: the majority of respondents thought it referred to a comparison between passenger services and freight services, but others interpreted it as a comparison between rail and non-rail services. Consequently, the 48 respondents who chose to answer this question made a wide variety of comments.

Sixteen respondents considered that a comparison could not, or should not, be drawn between the benefits of passenger and freight services, on the basis that that this would not be a 'like for like' comparison. One further respondent noted that any means of comparison

would need to be highly sophisticated (Respondent 64) while two others considered that comparisons should only be made on a case by case basis (Respondent 194, 217).

Figure 5.8 shows the methods of comparison which were proposed by respondents. In light of the differing interpretations of the question, not all of the 'total' column may be applicable to a comparison between passenger services and freight services. The right hand column relates to the number of responses which clearly compared passenger and freight services.

Figure 5.8: how to compare the benefits from passenger and freight services

techniques proposed	total number of responses	'passenger vs freight' responses
reduction in carbon emissions / pollution / congestion	14	11
reduction in road journeys / wear and tear	7	7
assess benefit to the economy	6	5
STAG-based: compare objectives and outcomes	6	4
accident rates / 'NHS costs'	2	1
Cost Benefit Analysis	2	2
compare against Executive's 5 objectives	2	0
Environmental Assessment	1	1
congestion parameters'	1	1
maximise public utility	1	1
loading of trains at % service capacity	1	1
subsidy / contribution profile	1	0
gross train weight tonne / km	1	0

5.7   Summary

When asked about prioritising investment between types of rail service, the strongest response was that network capacity should be enhanced in order to provide for all three types of rail transport: commuters, long-distance passengers and freight.

The majority of respondents did not consider that economic benefit should be the only basis for prioritising services. Social and environmental benefits were also considered to be important, and some respondents suggested that the benefits should be assessed in comparison to all five of the Executive's objectives for transport (as set out in the White Paper).

Many respondents considered that priorities could or should change at different times of day (especially to facilitate peak hour commuting, and to encourage freight to travel at night) or at different times of year (for example, to meet peak demand for tourism).

Many different proxy measures were suggested to assess the benefits of rail transport, although some respondents advised caution that the use of economic proxies in particular could run counter to the Executive's stated aim of reducing the overall need to travel.

6   Question 4

6.1   Specific changes to the railway (Question 4a)

Do you have specific changes you would like to see to the railway?

Eighty-six respondents answered this question directly with the majority seeking the implementation of specific projects. Figure 6.1 below summarises the ten specific projects which were suggested by the largest number of respondents. This table includes an indication of the specific environmental, economic, social and other benefits which some respondents associated with these proposals, although it should be noted that many respondents did not justify their proposed changes in these terms (as requested by the Executive). A list of all the respondents' proposed schemes is contained in Appendix B.

Figure 6.1: Most frequently suggested new projects

Project	Suggested Benefits						Number of comments
	Environ-mental	Econ-omic	Soc Inc	Less congestion	Journey Time	Other	
Dornoch Firth rail link		✓	✓		✓		31
Glasgow Crossrail	✓	✓	✓	✓			13
Double track sections on Inv / Aberdeen line				✓			11
Double track sections on Inv / Perth line				✓		✓	10
Georgemas Chord					✓		9
Electrification of Glasgow / Edinburgh / Aberdeen triangle	✓				✓		9
Improved rolling stock on the Far North Line						✓	9
Edinburgh south suburban line	✓			✓			6
St Andrews – Leuchars Link	✓					✓	6
New Station at Inverness Airport				✓		✓	6

The large number of responses highlighting the Dornoch Firth rail link and other projects associated with the Far North Line is again reflected in the high number of responses from the Caithness area. Conversely, a response was received from the RTP which disagreed with this recommendation: 'we have serious doubts that the substantial capital costs involved in re-routing the north line will give good value for money… a research paper is required looking at the options for improving connectivity for Caithness and Sutherland for both rail and road' (Respondent 68). In addition, the Friends of the Far North Line noted that although the proposed construction of a Dornoch Link 'is an eminently reasonable aspiration', 'a convincing business case has yet to be made' (Respondent 200).

The specific changes highlighted by the respondents to Question 4a can be summarised into different categories of improvement, as shown in Figure 6.2 below. It should be stressed that this table does not include the changes proposed by respondents in answering other questions; consequently, this table should **not** be interpreted as the 'headline figures' for proposed rail investment in Scotland. For example, many more respondents suggested improvements to rolling stock or integration than the table would suggest.

Figure 6.2: Changes suggested in response to question 4a

Change	Number of Comments
Construction of new lines	57
Sections of double track	22
Improved service provision	19
New stations	13
Improved gauge	10
Further electrification	8
Increased station capacity	8
Reduced journey time	6
Other Infrastructure improvement	5
New LRT	5
Junction improvements	4
Improved rolling stock	3
Improved integration	3
New freight facilities	2

6.2 Specific changes to improve integration with other modes (Question 4b)

Are there specific changes in your area that could improve integration of rail services with other forms of transport?

Sixty-six respondents answered this question with the majority making several comments. Their answers are summarised in Figure 6.3 below.

Figure 6.3: options for improved integration

Issue	Number of comments
Construction of new public transport interchanges	14
Improved bus service integration (including locating rail and bus station developments closer together)	8
Improved bus timetable integration	8
Integrated ticketing	8
More park & ride provision	8
Improved ferry timetable integration	7
Improved walk/cycle links to stations	8
Improved marketing	4
Rail-subway integration	3
New LRT routes	2
Glasgow Crossrail	2
Improved cycle capacity (on trains)	2
Freight transition from road to rail	1
Improve disabled access	1

A recommendation for the construction of new public interchanges received the highest number of comments, with Fort William, Inverness, Motherwell and Perth specifically highlighted.

Eight respondents suggested that improved walk/cycle routes to stations should be provided, and four proposed that such routes should be heavily marketed to reduce the amount of car commuting to stations.

Four respondents commented specifically on the lack of integration between trains on the Far North Line and the ferry to Orkney.

'It should be a made a condition of subsidies to bus, ferry and rail companies that they should facilitate integration.' (Respondent 220)

The majority of respondents who commented on the lack of integration between rail and bus services considered that the responsibility for integration should lie with bus operators. One respondent went further and commented that there should be a franchise system for buses to ensure integration (Respondent 229).

6.3 Focus for future investment (Question 4c)

Should any additional future investment in the rail network be focused on the routes that provide the maximum benefit to the economy, where there is the highest use or potential use by people by rail or freight?

Seventy-five respondents answered this question directly with opinion equally split among respondents, as shown in Figure 6.4 below.

Figure 6.4: Focus on economic and demand based investment

Response	Number of Responses
No	33
Yes	32
Unclear	10

A number of the respondents who agreed with the question also believed that the economy should not be the sole focus for future investment. Ten of these respondents commented that achieving environmental objectives through rail was also important, with a further seven respondents commenting that social inclusion also a priority. One respondent summed up the views of this group, recommending a 'focus on routes providing maximum benefit to the Scottish Executive's overall objectives of promoting economic growth, social inclusion, health and the protection of the environment' (Respondent 25).

Three respondents who answered 'yes' questioned whether focusing on demand based investment would actually translate into economic benefits: 'many projects are unlikely to generate genuinely additional economic activity' (Respondent 10). Another respondent advised caution over the definition of benefit to the economy stating, 'this should include environmental benefits and social inclusion' (Respondent 238).

'Simple numerical demand is not always a reliable indicator of relative economic benefit.' (Respondent 64 - GNER)

Of the ten respondents who were unclear of their answer, the majority agreed that economic development was important but were concerned that this should not be the sole focus of investment, as this would result in rail investment focused primarily on the Central Belt.

'Economy important but all investment should not be focused on the central belt.' (Respondent 151)

Thirty percent of the respondents (11) who disagreed with the question were again concerned that if the focus on investment was demand based then there would be a bias towards investment in the Central Belt. More specifically a number of these respondents (5) raised concerns specifically relating to future investment in the Far North Line.

The remainder of respondents who disagreed with the question considered that demand based investment was important to growing the economy, but should not be the primary driving force behind investment decisions. The following priorities for investment were suggested:

- Social Inclusion (11)

- Environment Benefits (4)

- Improved Accessibility (3)

- Modal Shift (3)

There was also some disagreement among respondents over the use of the STAG appraisal process, with two respondents stating that the use of STAG would help to prioritise the use of investment resources. Conversely another respondent stated that, 'STAG appraisals do not do justice to the lifeline status of lines such as the Far North Line and these lines lose out when it comes to investment' (Respondent 159).

6.4   Summary

More than half of all respondents made suggestions for specific changes to the rail network. These were dominated by comments relating to the Far North Line, reflecting the numerous responses from residents and interest groups in this area. Other frequently-requested schemes included improvements to the network between Scotland's cities, within Edinburgh and Glasgow, and a new link to St Andrews.

Respondents considered that integration between rail and other modes could be improved, and made many suggestions as to how this could be done. Proposals addressed a wide range of issues including accessibility, timetabling and ease of interchange between modes.

The majority of respondents considered that future investment should not be focused solely on maximising the economic benefit of the rail network. Other functions of rail, such as increased social inclusion, environmental benefits and improved accessibility, are also considered to be important.

7   Summary

This section is structured around the summary questions posed in paragraph 26 of the consultation document. This section summarises **all** the responses received, including those which focused on single issues or made general comments, as well as those set out in Chapters 2-5.

7.1   How may railways contribute most to the economy and society of Scotland?

The majority of respondents focused on passenger transport, but the freight sector is also acknowledged to be of importance. Opinion was almost evenly divided between those who considered that resources should be invested in new schemes, invested in the existing network, or invested in a combination of the two. However, the majority of respondents did <u>not</u> consider that investment should be prioritised according to economic benefit only (see section 5.2).

Many of those who responded to this consultation emphasised the social benefits of the railway (i.e. they discussed travel needs which were not work-related). However, certain groups appeared to be under-represented among the individual responses (for example daily commuters).

Respondents discussed a range of proxy measures for assessing the economic benefit of the railway (see figures 5.6 and 5.7); many felt that the benefits of railways are much broader than purely economic, encompassing social and environmental elements as well.

See Chapters 3 and 5 for further details.

7.2   What do existing and potential customers want?

According to the consultation responses, existing and potential passengers want fast, reliable, comfortable travelling experiences to an expanded range of destinations, with straightforward fare options. This is considered to involve good interchanges and stations, better integration with other modes, simpler and cheaper fares, and high quality rolling stock of an appropriate design. Where long-distance passenger services have a limited number of intermediate stops, customers want easy connections to 'feeder' services. Some passengers and service providers suggested that better integration of rail and bus services could be achieved if bus operators were subject to more regulation.

The freight industry indicated that it wants reliable and timely access to more of the existing rail network, more freight transfer facilities, and continued grants for rail freight operators.

See section 3.2 and Chapter 4 for further details.

7.3   Prioritising services

The strongest response was that network capacity should be enhanced, in order to make provision for all three types of rail transport: commuters, long-distance passengers and freight. Some respondents considered that rail investment is lagging behind investment in other modes of transport, especially roads and domestic air.

Many respondents considered that priorities could or should change at different times of day (especially to facilitate peak hour commuting, and to encourage freight to travel at night) or at different times of year (to meet peak demand for tourism). However, the majority of respondents did not consider that economic benefit should be the only basis for prioritising services.

See Chapter 5 for further details.

7.4 Respondents' specific changes to the rail network or services

Respondents suggested a broad range of changes, relating to different rail services and the network itself. There was a disproportionately strong response from users of the Far North Line, expressing dissatisfaction with journey times, frequencies and rolling stock in particular.

See Chapter 6 and Appendices B and C for further details of all the specific changes suggested.

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Appendix A

List of respondents

Responses were received from the following parties. This list includes only those who gave permission for their details to be made public.

Respondents

Aberdeenshire Council

Action Rail Monifieth

Amicus

Angus Railways Group

Association of Chief Police Officers in Scotland

Balmain, Brian

Bradford, Valerie & Tony

Caithness & Sutherland Chamber of Commerce

Caithness Partnership

Caithness West Community Council

Capital Rail Action Group

Castletown and District Community Council

CBI

Chatered Institute of Logistics and Transport

Christie, Mrs Janetta

City of Edinburgh Council

Civil Engineering Contractors Assoc (Scotland)

Clyde Waterfront

Clydesdale Rail Action Group

Confederation of Forest Industries

Confederation of Passenger Transport

Cook, Andrew

Corus Railway Infrastructure Services

Crowden, John

Cyclists' Touring Club

Disability Rights Commission

Dornoch Area Community Council

du Feu, Dave

Dumfries & Galloway Accessible Transport Forum

Dumfries & Galloway Council

Dumfries & Galloway Elderly Forum

Dundee City Council

Dunpender Community Council

Dunthorne, John

East Dunbartonshire Council

East Lothian Council

East Renfrewshire Council

Equal Opportunities Scotland

EWS

Fife Council

First ScotRail

Flett, J D

Friends of the Far North Line

Friends of the West Highland Lines

Glasgow City Council

Glen, Dr Ann

GNER

Grainger, Robert

Grant, Alex

Green Party - Highlands & Islands

Guild, Dr D G

Hart, Tom

Highland Council

Highland Rail Partnership

Highlands and Islands Airports Ltd

Highlands and Islands Enterprise

HITRANS

Holm, Mrs Leila

Inbis

Inverness Airport Business Park

Jackson, Tom

Jamieson, Bill	Scottish Association for Public Transport
Johnson, Peter F	Scottish Borders Council
Lennon, Anthony & White, John	Scottish Council for Development & Industry
Maclean, Mrs M	
McColm, Douglas	Scottish Disability Equality Forum
McCracken, Andrew	Scottish Enterprise Network
Mobility and Access Committee for Scotland	Scottish Pensioners Forum
	SEPA
Monifieth Community Council	Sestrans
Moore, John D	Socialist Env and Resources Association Scotland
Moray Estates	
National Society for Clean Air	South Lanarkshire Council
NESTRANS	SPT
Network Rail	St Andrews Rail Link
North East Scotland Rail Freight Development Group	Stagecoach Scotland
	STUC
North Lanarkshire Council	Sullivan, Mark
Norton, Mark N	Sustainable Communities Scotland
Perth City Partnership	Sustrans
Purvis, John MEP	Sutherland, KA
Rail Action Group, East of Scotland	The Moray Council
	The Railway Forum
Rail Passengers Council	The Royal Society of Edinburgh
Railfuture Scotland	Thurso Community Council
Reid Rail Ltd	Transport 2000
Renfrewshire Council	Transport Salaried Staffs' Association
RMT	Virgin Trains
Road Haulage Association	Walker, Hugh
Robinson, Sam	West Dunbartonshire Council
Royal Institution of Chartered Surveyors	Westrans

This list can be sub-divided as follows:

Councils (including community councils)

Aberdeenshire Council	Castletown and District Community Council
Caithness West Community Council	
	City of Edinburgh Council

Dornoch Area Community Council	Highland Council
Dumfries & Galloway Council	Monifieth Community Council
Dundee City Council	North Lanarkshire Council
Dunpender Community Council	Renfrewshire Council
East Dunbartonshire Council	Scottish Borders Council
East Lothian Council	South Lanarkshire Council
East Renfrewshire Council	The Moray Council
Fife Council	Thurso Community Council
Glasgow City Council	West Dunbartonshire Council

Operators

EWS	GNER
SPT	First ScotRail
Virgin Trains	Stagecoach Scotland

Businesses, Interest groups and other organisations

Action Rail Monifieth	Disability Rights Commission
Amicus	Dumfries & Galloway Accessible Transport Forum
Angus Railways Group	
Association of Chief Police Officers in Scotland	Dumfries & Galloway Elderly Forum
	Equal Opportunities Scotland
Caithness & Sutherland Chamber of Commerce	Friends of the Far North Line
	Friends of the West Highland Lines
Caithness Partnership	Green Party - Highlands & Islands
Capital Rail Action Group	Highland Rail Partnership
CBI	Highlands and Islands Airports Ltd
Chartered Inst of Logistics and Transport	Highlands and Islands Enterprise
Civil Engineering Contractors Assoc (Scotland)	HITRANS
	Inbis
Clyde Waterfront	Inverness Airport Business Park
Clydesdale Rail Action Group	Mobility and Access Committee for Scotland
Confederation of Forest Industries	
Confederation of Passenger Transport	Moray Estates
	National Society for Clean Air
Corus Railway Infrastructure Services	NESTRANS
Cyclists' Touring Club	Network Rail

North East Scotland Rail Freight Development Group

Perth City Partnership

Rail Action Group, East of Scotland

Rail Passengers Council

Railfuture Scotland

Reid Rail Ltd

RMT

Road Haulage Association

Royal Institution of Chartered Surveyors

Scottish Association for Public Transport

Scottish Council for Development & Industry

Scottish Disability Equality Forum

Scottish Enterprise Network

Scottish Pensioners Forum

SEPA

Sestrans

Socialist Environment and Resources Association Scotland

St Andrews Rail Link

STUC

Sustainable Communities Scotland

Sustrans

The Railway Forum

The Royal Society of Edinburgh

Transport 2000

Transport Salaried Staffs' Association

Westrans

Individuals

Balmain, Brian

Barclay, Cllr Billy

Bevan, Gordon

Bradford, Valerie & Tony

Christie, Mrs Janetta

Cook, Andrew

Crowden, John

du Feu, Dave

Dunthorne, John

Flett, J D

Grainger, Robert

Grant, Alex

Guild, Dr D G

Hart, Tom

Holm, Mrs Leila

Jackson, Tom

Jamieson, Bill

Johnson, Peter F

Lennon, Anthony & White, John

Maclean, Mrs M

McColm, Douglas

McCracken, Andrew

Moore, John D

Norton, Mark N

Purvis, John MEP

Robinson, Sam

Sullivan, Mark

Sutherland, KA

Walker, Hugh

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Appendix B
**List of proposed
schemes**

Many respondents recommended investment in further rail schemes. These are listed below.

Central & Tay Area

- Hourly Service between Perth, Dundee and Arbroath (1)

- Improvements to Perth Station (1)

- Rail link between Stirling and Dunfermline (1)

- Re-instatement of Dundee, Carnoustie local service (1)

- Station at Dundee Airport (1)

- Stations at Bannockburn and Dennyloanhead (1)

Hitrans Area

- Dornoch Firth rail link (31)

- Increase in double track sections on the Inverness / Perth line (10)

- Construction of the Georgemas Chord (9)

- Improved rolling stock on the Far North line (9)

- Reduced journey time on the Far North Line (6)

- Station at Inverness Airport (6)

- Improved freight service from the Central Belt (5)

- Improved Inverness commuter services (4)

- Improved gauge on the Inverness / Perth line (3)

- New stations at Conon Bridge and Evanton (3)

- Reduced journey time on the Inverness / Perth line (3)

- Construction of a freight terminal at Wick (2)

- Hourly service on the Inverness / Perth line (2)

- Improved gauge on the Far North Line (2)

- Improved service frequency on the Far North Line (2)

- Passing loops at Ballinluig and Etteridge on the Inverness / Perth line (2)

- Construction of a branch line from Invergordon to Nigg (1)

- Construction of freight facilities at Inverness Airport (1)

- Increased cycle provision on Highland routes (1)

- Passing loops between Inverness and Dingwall (1)

- Reduced journey time on the Inverness / Kyle line (1)

Nestrans Area

- Increase in double track sections on the Aberdeen / Inverness line (11)

- Hourly service on the Aberdeen / Inverness line (3)

- Construction of Aberdeen Crossrail (1)

- Improved gauge on the Aberdeen / Inverness line (1)
- Mossend / Aberdeen / Elgin gauge improvements (1)
- Re-instatement of freight facilities at Elgin (1)

Sestrans Area

- Re-opening of the South Suburban Line (6)
- St Andrews / Leuchars rail link (6)
- Additions to the Waverley Line project (5)
- Waverley Station Improvements (5)
- Improvements to Fife Circle services (3)
- Construction of a link between Edinburgh and Lanark (2)
- Early construction of EARL (2)
- Improved service provision on the Edinburgh / North Berwick line (2)
- New station at East Linton (2)
- Construction of a Haddington branch line (1)
- Construction of a new high speed alignment for the ECML (1)
- Construction of a park-way station at Musselburgh (1)
- Improvements to Ladybank junction (1)
- Implementation of a local service between Edinburgh and Berwick Upon Tweed (1)
- Improved accessibility at Cupar, Ladybank and Markinch stations (1)
- Infrastructure improvements on the ECML through Fife (1)
- Service improvements on the Edinburgh / Linlithgow line (1)
- Service improvements on the Edinburgh / Dunbar line (1)

South West Area

- Rail link between Stranraer and Cairnryan (4)
- New station at Beattock (3)
- New stations at Thornhill, Eastriggs and Dunragit (3)
- Local service on the WCML (2)
- Nith Valley coal traffic expansion (2)
- Improvements to Gretna junction (1)
- Improve accessibility at Kirkconnel and Lockerbie stations (1)
- Increase in double track sections on the South West Line (1)
- New stations at Cambus and Symington (1)

Westrans Area

- Construction of Glasgow Crossrail (13)

- Conversion of suburban routes in Glasgow to LRT (5)

- Early construction of GARL (3)

- Increase in double track sections on the Glasgow / Kilmarnock line (3)

- Increased capacity at Glasgow Central Station (2)

- Construction of a public transport interchange at Auchenback (1)

- Construction of a public transport interchange at Clydebank Station (1)

- Construction of a public transport interchange at Motherwell (1)

- Construction of a link between Cumbernauld and Springburn Bell Grove (1)

- Improvements to Carstairs junction (1)

- Improved integration with the SPT Subway (1)

- Increased capacity at Glasgow Queen Street Station (1)

- Infrastructure improvements to lines in Ayrshire (1)

- New stations at Cumnock and Mauchline (1)

Edinburgh / Glasgow Line

- Service improvements on the Edinburgh / Glasgow Central Line (3)

- Increased speed on the Edinburgh / Glasgow Line (1)

- New high speed alignment between Edinburgh and Glasgow Central (1)

Electrification

- Electrification of the Glasgow, Edinburgh, Aberdeen triangle (9)

- Electrification of the Glasgow / Kilmarnock Line (2)

Appendix C

Analysis of Responses which did not directly answer the questions

This Appendix identifies the key points raised in letters and e-mails which did not seek to answer any of the questions directly. **A matrix with fuller details of each correspondent's concerns is shown at Figure A1 below**. Twenty-seven (43%) of these correspondents made particular reference to the Far North Line. Two made specific reference to the Dundee-Arbroath line. One referred to the 'North Highland Line' and one other referred to the Glasgow- Ayr-Girvan line.

Timetabling improvements / extra services etc

Twenty-three correspondents wished to see improvements to timetabling or the provision of extra services on existing lines.

Rolling Stock

Nineteen correspondents complained about rolling stock, or proposed improvements to passenger comfort and journey ambience.

Fares

Eight correspondents made reference to fares, most requesting lower concessionary fares, especially for older people.

Integration with other modes

Twenty-two correspondents proposed improvements to integration between modes, or suggested improvements to existing stations to facilitate access or interchange. In particular, improvements were proposed at Lairg, Perth and Motherwell stations.

Freight

Fifteen correspondents requested an increase in freight capacity on Scotland's rail network, through further investment in freight.

New / reopened stations

Eight correspondents made specific reference to stations which they would wish to reopen, or to construct. Three of these referred to a station serving Inverness Airport Business Park.

New / reopened lines

Twenty-seven correspondents made specific reference to sections of line which they would wish to reopen or construct. Seventeen of these made specific reference to the Far North Line, in particular, to a Dornoch Link.

Track doubling / passing loops

Eleven correspondents suggested that sections of line should be doubled, or passing loops should be installed, with the aim of increasing the capacity of the rail network. Not all of these correspondents made reference to specific sections of track.

Electrification

Four correspondents suggested that further electrification would be beneficial in terms of improving journey times and increasing the attractiveness of rail in comparison to other modes of transport.

General investment

Fourteen correspondents proposed additional investment in rail infrastructure across the country. (N.B. This figure <u>does not</u> include those who only made specific recommendations – these are detailed above).

Miscellaneous

Seven correspondents made further substantive comments on rail investment priorities in Scotland (one other replied that they had no comments to make!).

These related to the following issues:

- Gender Equality Duty;

- management of the investment programme and the procedures to appoint contractors etc;

- a return to public ownership of the railway;

- the introduction of Regulations and Codes of Practice on safety, fares, service frequencies and vehicle standards; and

- the use of the STAG appraisal methodology with reference to bus travel.

Figure A1: Analysis of responses which did not directly answer the consultation questions

REF[1]	specific to any line?	timetabling and extra services	rolling stock	fares	integration / station improvements	general infrastructure investment	improve freight capacity	new / reopened stations	new / reopened route	track doubling / passing loops	electrification	other
2						1	1					
21					1	1	1	1				
34												1
41												1
47						1						1
53			1		1			1		1		
57												1
68	FNL											
70					1					1	1	
71			1		1	1						
91		1	1	1		1			1			1
121			1		1							
123			1				1					
126	Girvan-Ayr-Glasgow	1			1							
139	FNL					1	1					
152	FNL					1			1	1		
154	FNL	1	1	1	1	1	1		1	1		
163		1						1	1	1		
164	FNL								1	1	1	
168	FNL		1		1				1			
179					1			1				
180	Dundee-Monifieth-Arbroath	1										
181	FNL	1		1	1							
182		1										
183									1			
184					1			1				
186	FNL		1	1			1					
187		1										
188	FNL						1		1			
191	FNL	1							1			
195	FNL	1	1				1		1			
196					1			1				
198						1						1

[1] These numbers relate to the Executive's index of consultees *and* responses. Replies were not received from all those who were invited to comment: consequently, the index contains higher numbers than the actual number of replies.

REF	specific to any line?	timetabling and extra services	rolling stock	fares	integration / station improvements	general infrastructure investment	improve freight capacity	new / reopened stations	new / reopened route	track doubling / passing loops	electrification	other
200	FNL	1	1		1			1	1	1		
203	FNL	1	1			1	1		1	1		
204												1
213	FNL	1	1						1			
214	NHL	1				1			1			
215	FNL	1	1				1		1			
216	FNL	1	1	1					1			
234								1	1			
236		1			1		1					
243	FNL	1			1		1		1			
244	FNL				1				1			
245		1			1							
249	FNL		1				1		1	1		
250	FNL		1									
251	FNL	1			1		1					
252	FNL								1			
253			1	1	1				1	1		
254				1					1		1	
257					1				1	1		
259			1			1	1				1	
260	Perth-Dundee-Arbroath	1										
262	FNL	1			1	1			1			
263	FNL	1			1	1			1			
266	FNL								1			
267	FNL		1									
268	FNL	1										
TOTAL		**23**	**19**	**8**	**22**	**14**	**15**	**8**	**27**	**11**	**4**	**7**
		timetabling and extra services	rolling stock	fares	integration / station improvements	general infrastructure investment	improve freight capacity	new / reopened stations	new / reopened route	track doubling / passing loops	electrification	other