

**RAIL FORUM**  
**10:00 AM FRIDAY 02 OCTOBER 2015**  
**DIAMOND JUBILEE ROOM, CITY CHAMBERS, EDINBURGH, EH1 1YJ**

- 1. Minutes and Actions / Matters Arising from Rail Forum on 10 April 2015 (minutes attached)**
- 2. Competition in Passenger Rail Services in Great Britain; A Competition and Marketing Authority (CMA) Consultation; (report attached)**  
**Presentation by James Lambert ; CMA – followed by a Q and A session**
- 3. Operational Issues and Future Development / Timetable Changes (not covered already)**
  - 3.1. ScotRail**
  - 3.2. Virgin East Coast**
  - 3.3. Virgin West Coast**
  - 3.4. Arriva Cross Country**
  - 3.5. First TransPennine Express**
  - 3.6. Serco Sleeper Service**
- 4. Accessible Rail Travel (e-mail from Capital Rail Action Group attached)**
- 5. Update on £30 million Station Fund Projects and other projects / studies in the SEStran area (report attached)**
- 6. EGIP and other relevant Network Rail Investments; including**
  - 6.1. Winchburgh Tunnel**
  - 6.2. Electrification**
  - 6.3. Glasgow Queen Street**
  - 6.4. Portobello Junction and Millerhill Depot**
  - 6.5. Additional / longer platforms at Waverley**
  - 6.6. Dunbar 2<sup>nd</sup> platform**
  - 6.7. Carstairs junction**
- 7. Planning for CP6 2019-24 (NR/TS)**
- 8. Passenger Focus issues (Robert Samson)**
- 9. Rail Freight (RFG; David Spaven)**
- 10. AOCB**
- 11. Date of next Rail Forum -TBA**

SESTRAN RAIL FORUM  
10:00AM FRIDAY 10<sup>TH</sup> APRIL 2015  
CITY CHAMBERS

**Present**

John Martin (Chair)	Non-Councillor Member
Cllr Donald Balsillie	Clackmannanshire Council
Cllr Jim Bryant	Midlothian Council
Cllr James Fullarton	Scottish Borders Council
Cllr Michael Veitch	East Lothian Council
Graham Bell	Non-Councillor Member
Kevin Collins	Falkirk Council
Chris Day	City of Edinburgh Council
Jane Findlay	Fife Council
Peter Forsyth	East Lothian Council
Catherine Hall	Network Rail
Trond Haugen	SEStran
Niamh Hegarty	Network Rail
Damien Henderson	Virgin Trains
Graeme Johnstone	Scottish Borders Council
Chris Lawton	Caledonian Sleeper
Peter Lloyd	Transport Scotland
Alex Macaulay	SEStran
William Murchison	First Transpennine Express
Sandy Scotland	Non-Councillor Member
Barry Turner	Non-Councillor Member
Rose Tweedale	Transport Scotland
Karl Vanters	Midlothian Council
Emily Whitters	SEStran
Iain Wilson	Scotrail
John Yellowlees	Scotrail

**Apologies**

Cllr Stephen Bird	Falkirk Council
Cllr Tony Boyle	West Lothian Council
Cllr Gordon Edgar	Scottish Borders Council
Cllr Nick Gardner	City of Edinburgh Council
Cllr Norman Hampshire	West Lothian Council
Cllr Alex Lunn	City of Edinburgh Council
Cllr Joanna Mowat	City of Edinburgh Council
Cllr Cathy Muldoon	West Lothian Council
Charlie Anderson	Non-Councillor Member
Sarah Cunningham	First Group
Louise Ebbs	First Group
Annette Filby	Network Rail
Ian Forbes	West Lothian Council
Carol Foster	Audit Scotland
Richard Gibson	Cross Country Trains
Gordon Macleod	Transport Scotland
Graeme Malcolm	West Lothian Council
Katheryn O'Brien	First Group
Douglas Proudfoot	East Lothian Council
David Ray	Transport Scotland
Robert Samson	Passenger Focus
Tom Steele	NHS Forth Valley

Ref.		Actions
1.	<b>Minutes and Actions/Matters Arising from Rail Forum on 5<sup>th</sup> September 2014</b>	
	<p>Mr Martin conducted round table introductions and apologies were noted as above.</p> <p>The minutes of the previous meeting held on the 5<sup>th</sup> September 2014 were accepted.</p>	
2.	<b>East Coast Franchise; Presentation by Virgin East Coast</b>	
	<p>Mr Henderson gave a presentation (to be circulated with the minutes) giving an overview of the current position of the new East Coast franchise for Virgin trains. Main points as follows:</p> <ul style="list-style-type: none"> <li>• Virgin Trains East Coast is a Stagecoach and Virgin partnership with a 90/10 split in favour of Stagecoach.</li> <li>• The plan is to build on the achievements of the East Coast. The franchise was acknowledged as being in a good state.</li> <li>• The new franchise was launched on the 1<sup>st</sup> March 2015 and is to be an 8 year franchise. The largest feature is the IEP fleet which is to be introduced in phases between 2018-2020.</li> <li>• New services will be starting from December including: services from Stirling, faster journeys and more regular 4 hour journeys between Edinburgh and London.</li> <li>• There will be £21 million invested in the trains during the first two years of the franchise. This will be used for various upgrades such as new upholstery, carpets, improved on board catering, improved on board Wi-Fi and luggage hubs.</li> <li>• There will be a further £25 million investment in stations including encouraging a more customer facing role for front line colleagues, making a 50% increase in cycle storage, creating more than 500 car parking spaces across the network and partnering up with car sharing schemes.</li> <li>• As part of the personalised travel scheme there will be a mobile app with the ability to order food delivered to your seat and order a taxi while on the train.</li> <li>• There is currently a bid in for track access rights.</li> </ul> <p>Mr Bell asked Mr Henderson to elaborate on the luggage hubs. These will be similar to an airline style check in baggage system, Mr Henderson did not have the exact details of how this would work but stated he would come back to the group about this.</p> <p>Mr Haugen had the following two queries: Would the new services have a gradual or immediate rollout and would Dunbar be receiving any change in services. Mr Henderson stated that there were be two roll outs, first in 2019 and full timetable in 2020 and that he would need to come back to the group regarding Dunbar services. Cllr Veitch noted that the number of East Coast services that currently stop at Dunbar are very low and most commuters currently have to change at Newcastle which is creating a large disincentive.</p> <p>Cllr Fullarton asked if a multi-modal smart ticketing was part of the plans for the new franchise. Mr Henderson stated that while Virgin East Coast do want to make onward journeys easier, the industry as a whole seems to be looking more at individual ticketing rather than multi-modal.</p> <p>Mr Johnstone queried if there were any plans to reduce the cost of Wi-Fi on board.</p>	<p>Mr Henderson</p> <p>Mr Henderson</p>

	Mr Henderson stated they are looking at the cost of this and also pointed out that the ultimate ambition is to have free Wi-Fi on board but this is dependent on improved track side infrastructure.	
<b>3.</b>	<b>Caledonian Sleeper Franchise; Presentation by Serco</b>	
	<p>Mr Lawton gave a presentation (to be circulated with minutes) showcasing the Caledonian Sleeper Franchise with main points as follows:</p> <ul style="list-style-type: none"> <li>• The ambition is to create an iconic sleeper service</li> <li>• Unique opportunity to revitalise the service. Serco view it as a hospitality experience rather than a rail journey.</li> <li>• Currently operate 6 nights a week, serving 48 stations, 43 of which are Scottish. There are around 270,000 customer journeys a year but capacity is below where it could be.</li> <li>• Fares policy is to be simplified and Serco are in discussions with Abellio about smart ticketing.</li> <li>• The key to the franchise is the creation of an exemplary Scottish business.</li> <li>• 12 month booking horizon has been introduced. This is still to be ironed out but allows flexibility for families</li> <li>• The new app has been launched which includes features such as the ability to pre-order your food.</li> </ul> <p>Mr Johnstone enquired if there was any flexibility to take bikes on the service. Mr Lawton stated that there was limited capacity but a key part of the franchise agreement is that they will take all bikes that are booked by courier if required. With the new rolling stock there is provision for enhanced space for bikes on board.</p> <p>Mr Haugen raised the issue that going forward there will be significant works at Euston for HS2 and asked how the sleeper service would cope with this. Mr Lawton stated that Serco are aware of the issue and it is currently under discussion.</p> <p>Following concerns from members of the group over comfort of the ride on the sleeper service, Mr Lawton stated that this is a priority issue and that they are hoping that the new rolling stock will solve the problem. Further, they have undertaken an intensive driver education programme to improve the shunting process.</p>	
<b>4.</b>	<b>ScotRail Franchise; Presentation by Abellio/Scotrail</b>	
	<p>Mr Wilson gave a presentation on the new Abellio/Scotrail franchise. Main points as follows:</p> <ul style="list-style-type: none"> <li>• There will be major infrastructure investments including new trains, integrated transport schemes, cycle huts and national smartcards which will all take time to implement.</li> <li>• Abellio is focused on meeting Scottish Government social objectives. They are very focused on areas such as education and communities, growing the railways and the Scottish economy.</li> <li>• They will be working closely with Network Rail on key areas such as engineering and communications. This will improve reliability and service quality as well as being more efficient.</li> <li>• Abellio will deliver 70 new Hitachi trains. The full fleet will be maintained at Craighentnny. 24 of these will be running by December 2017 and the remainder will be running by December 2018. There will also be electric running between Edinburgh and Glasgow before December 2016.</li> <li>• There will be a new fleet for travel between cities. This is due in 2018 and</li> </ul>	

	<p>will be fully refurbished hi-speed. This will increase capacity by 20% and improve journey times between major cities in Scotland.</p> <ul style="list-style-type: none"> <li>The Great Scenic Railways scheme has been launched. This will promote tourism across 5 scenic lines in Scotland. This is a run up to the launch of Borders Railway in September.</li> </ul> <p>Mr Martin raised the point that Club 55 has been removed from Scotrail which has resulted in increased travel costs for previous club members. Mr Wilson stated that Club 55 has been replaced by Club 50 which is a year round scheme involving a membership cost and subsequently 20% off all rail travel. Mr Wilson stated that he would feed back the issues that Mr Martin raised with the cost of rail travel to Oban now that Club 55 is no longer in operation.</p> <p>Cllr Fullarton questioned if the transition with the leased rolling stock from Scotrail to Abellio would cause any problems for ongoing timetabling. Mr Wilson stated that there would be an impact but it would not be dramatic.</p> <p>Mr Haugen stated that he was looking forward to the launching of the Borders Rail service but noted that the cross Edinburgh service from Newcraighall and Fife circle has been lost. Scotrail previously promised that they would look in to this again when they have experience of borders rail and Mr Wilson stated that he would pick this up.</p> <p>Mr Bell queried if there was a definitive answer for the number of cycles allowed on Borders Railway. Mr Martin stated that at a previous presentation given by Abellio they had stated that there would be 2 spaces of bikes and the ability to hire bikes at the station. The group noted that this could prove difficult for families or groups on cycling holidays.</p> <p>Mr Veitch stated that there was an issue with the car parking at Dunbar and there was a large space of wasteground that could potentially be extended into. He noted that this would only be successful if parking fee was removed or reduced. Mr Wilson stated he will look in to it.</p> <p>Mr Macaulay raised the point that SEStran are currently involved in distributing RTP1 digital signage with the opportunity for these screens to be placed in rail stations. He asked Mr Wilson to raise this with Abellio.</p>	<p>Mr Wilson</p> <p>Mr Wilson</p> <p>Mr Wilson</p> <p>Mr Wilson</p>
<b>5.</b>	<b>Future TransPennine (TPE) Express Franchise (report attached)</b>	
	<p>Mr Murchison gave an update on the franchise as follows:</p> <ul style="list-style-type: none"> <li>This franchise is currently out to tender. The incumbent franchisee is a consortium of First Group and Keolis.</li> <li>New bidders for the franchise include First Group, Keolis and Stagecoach all as separate entities.</li> <li>The current franchisee have been awarded an extension to run until 1<sup>st</sup> April 2016.</li> <li>At present there is an issue with the supplier of the train carriages now transferring 4 of these to a different company (Chiltern). The current intention is for this not to affect the Manchester – Scotland route as TPE will sub-hire some other units.</li> </ul> <p>Mr Haugen went over the paper that was circulated with the minutes regarding the TPE franchise. Submissions for the bid are due from the 28<sup>th</sup> May 2015 and Mr Haugen stated that it is his intention that SEStran will write to all bidders. The</p>	<p>Mr Haugen</p>

	successful bidder is to be announced in autumn this year.	
<b>6.</b>	<b>Operations Issues and Future Development</b>	
6.1	<p><b><u>Scotrail</u></b> Mr Yellowlees gave an update as follows:</p> <ul style="list-style-type: none"> <li>At the end of the last franchise Edinburgh Park acquired ticket gates and has become a staffed station</li> <li>May timetable changes – Sunday service will be introduced between Edinburgh and Newcraighall in anticipation of extension to borders</li> <li>Winchburgh tunnel closure – 6 weeks from mid June to end July, all Glasgow to Edinburgh trains terminating at Linlithgow. Edinburgh to Dunblane services will divert via Dalmenny and will not call at Edinburgh Park. There will also be some weekend engineering works leading up to the closure.</li> <li>The Forth rail bridge will be closed throughout the 3<sup>rd</sup> weekend in May for new signalling system.</li> <li>SEStran area now has 2 community rail partnerships. Borders are awaiting the arrival of train service. East Lothian community rail partnership has made good progress and are supporting production of various leaflets and a scenic line guide.</li> </ul> <p>Mr Veitch raised the issue of the car parking situation at Drem station which is over capacity and requested an update on the situation. Abellio have appointed an economic manager, James Ledgerwood, who will be looking to address issues such as these.</p>	
6.2	<p><b><u>Virgin East Coast</u></b> Covered in item 2</p>	
6.3	<p><b><u>Virgin West Coast</u></b> Covered in item 2</p>	
6.4	<p><b><u>Arriva Cross Country</u></b> There was not a representative at the meeting.</p>	
6.5	<p><b><u>First TransPennine Express</u></b> Covered in item 5</p>	
6.6	<p><b><u>Serco Sleeper Service</u></b> Covered in item 4</p>	
<b>7.</b>	<b>Borders Rail (update)</b>	
	<p>Ms Hall stated that the Borders Rail Project was on target for the 6<sup>th</sup> September 2015.</p> <p>Ms Tweedale noted that there is a golden ticket scheme to travel on the opening date, further details can be found at the below link:  <a href="http://www.bordersrailway.co.uk/launch-information/opening-celebrations.aspx">http://www.bordersrailway.co.uk/launch-information/opening-celebrations.aspx</a> </p>	
<b>8.</b>	<b>EGIP and other relevant Network Rail Investments; including</b>	
	Ms Hall gave an update on the Network Rail items as follows:	

8.1	<u>Winchburgh Tunnel</u> Covered in item 6.1	
8.2	<u>Electrification</u> This is progressing to plan.	
8.3	<u>Glasgow Queen Street</u> This is progressing and is on plan for the end of control period. Network Rail are working with Buchanan galleries on the programme.	
8.4	<u>Portobello Junction and Millarhill Depot</u> Network Rail are nearing end of some timetable development work and linking this in to the route study. This is to ensure that the number of passenger trains and the ECS moves for Millarhill can be facilitated.	
8.5	<u>Additional/longer platforms at Waverley</u> This is on plan for 2017. Mr Haugen suggested that Network Rail should have a formal consultation once the proposals have been further developed.	
8.6	<u>Dunbar 2<sup>nd</sup> Platform</u> Network Rail are expecting the outline design by the end of year for this.	
8.7	<u>Carstairs Junction</u> The development on this is continuing but is unlikely to be funded for CP5 delivery. The work on this will also be incorporated into the route study.	
<b>9.</b>	<b>Update on £30 million Station Fund Projects and other projects/studies</b>	
	Mr Haugen gave a brief update as follows: <ul style="list-style-type: none"> <li>• East Linton and Reston are making progress</li> <li>• The Leuchars station fund bid has been positive. Fife council have been given a grant for this.</li> <li>• Falkirk High – Ms Hall stated that Network Rail have received clarification from the local authority and have put it out to all panel members.</li> <li>• Currently in talks with Midlothian about a bid for stations.</li> <li>• Newburgh station pre-STAG study should be completed by end of April</li> <li>• Levenmouth station will have a STAG refreshment led by Fife Council. This is out to tender currently to return the first week in May.</li> </ul>	
<b>10.</b>	<b>Planning for CP6 2019-24</b>	
	Ms Hall stated that Network Rail are developing the 30 year strategy for railways and looking at 5 year control steps to secure funding. The first regional group will be held in November and the second meeting held the following June. Ms Hall stated that the strategy will focus on what the network needs to look like in 30 years and what interventions need to be done to get there. This document will then go to the Transport Scotland and Department for Transport with Network Rail suggestions. Mr Haugen suggested that the regional planning authorities should be invited to the group.	
<b>11.</b>	<b>Passenger Focus Issues</b>	
	Mr Samson could not attend the meeting but provided an update to be circulated with the minutes (attached.)	
<b>12.</b>	<b>Rail Freight</b>	
	There was not a representative from the Rail Freight Group to provide an update.	

	Mr Yellowlees noted that the closure at Longannet power station would remove the largest single rail freight flow in the SEStran area. Mr Macaulay stated that they have a request in from local MPs to look at the implications of this and whether this makes a stronger case for extending the Stirling to Alloa route through to Edinburgh.	
<b>13.</b>	<b>AOCB</b>	
	<p>Mr Haugen gave a short update on concordats between East Lothian and Fife and Scotrail with the expectation that these will be renewed by the new operator and local authorities.</p> <p>Mr Macaulay thanked Mr Martin for his service as chair of the Rail Forum and welcomed Mr Bell as the incoming chair.</p>	
<b>14.</b>	<b>Date of next Rail Forum</b>	
	The next Rail Forum will be held on Friday 2 <sup>nd</sup> October 2015.	



## COMPETITION IN PASSENGER RAIL SERVICES IN GREAT BRITAIN

### 1. BACKGROUND

- 1.1 The Competition and Marketing Authority (CMA) issued a consultation document in July this year on the future of competition in the provision of rail services in Great Britain. The press release issued with the consultation document is attached to this report and a 29 page summary of the consultation document can be found on [https://assets.digital.cabinet-office.gov.uk/media/55a8cfe8ed915d151b000009/Rail\\_Summary.pdf](https://assets.digital.cabinet-office.gov.uk/media/55a8cfe8ed915d151b000009/Rail_Summary.pdf) .
- 1.2 The purpose of the document was to identify all the areas where relevant action
- 1.3 One of the investment actions listed in the blueprint document is to “scope potential further feasibility work around extending the Borders Railway line towards Hawick and Carlisle, including turning options at and beyond Tweedbank”

### 2 CONSULTATION DOCUMENT

- 2.1 The report links the significant growth in rail patronage over the past 20 years with the increase in competition in the Great Britain rail market, including franchise competition (competition **for** the market) and Open Access Operators (Competition **in** the market).
- 2.2 The report suggests that “... there seems to be compelling evidence to suggest that greater on-rail competition would be likely to deliver, for passengers, downward pressure on fares and upward pressure on service and innovation”.
- 2.3 In order to accommodate further growth in the market, the report also states that “there is evidence to suggest that, where there is competition, there are greater incentives to put pressure on Network Rail to use capacity more efficiently”.
- 2.4 The CMA report therefore suggests four potential scenarios to increase the level of competition in the Rail Passenger Market in Great Britain - for implementation after around 2023 when most of the relevant current franchises expire.
- 2.5 The four suggested scenarios are:-
  1. Retaining the existing market structure, but with significant increased open access operations
  2. Two franchises for each franchise area/route

3. More overlapping franchises
4. Licensing multiple operators (i.e. replacing the franchise operator(s)), subject to conditions – including public service obligations

**2.6** The CMA report suggest that the three 'areas' where these scenarios would most likely deliver the greatest benefits are the East and West Coast routes (both affecting Scotland and the SEStran area) and the 'Great Western' route.

### **3 RESPONSE**

**3.1** The deadline for a response to the CMA consultation is 16<sup>th</sup> October.

**3.2** A representative from CMA will attend the SEStran Rail Forum on 2<sup>nd</sup> October to present the report and to participate in a Q & A session.

**3.3** A SEStran response will be prepared after the Rail Forum

**Trond Haugen**  
Advisor to SEStran  
18 September 2015

**Appendix 1:** CMA consults on possibilities for greater competition in passenger rail

## Competition (<https://www.gov.uk/topic/competition>) – press release

### CMA consults on possibilities for greater competition in passenger rail

**From:** Competition and Markets Authority (<https://www.gov.uk/government/organisations/competition-and-markets-authority>)

**First published:** 17 July 2015

**Part of:** Markets (<https://www.gov.uk/topic/competition/markets>), Competition (<https://www.gov.uk/topic/competition>) and Competition law (<https://www.gov.uk/government/policies/competition-law>)

The CMA has published a document consulting on the possibilities for greater competition between train operators in GB's passenger rail services.



Currently, the benefits of competition in passenger rail services are secured primarily by the competitive award of franchises. This franchising system – in essence, competition 'for' the market – was recently reformed and the process of competitive bidding for these franchises appears to be working well. There is, in addition, a degree of competition 'in' the market – so called 'on-rail' competition – where franchises overlap or face competition from approved 'open access operators'.

Since announcing its work on this in January 2015 (<https://www.gov.uk/government/news/cma-to-examine-scope-for-greater-rail-competition-for-passengers>), the Competition and Markets Authority (CMA) has engaged in discussion with a wide range of stakeholders. It has liaised closely with the rail

regulator, the Office of Rail and Road (ORR), and, jointly with the ORR, hosted a round table meeting with franchisees and a separate round table meeting with open access operators and applicants.

It has also individually met representatives of open access operators, franchisees, Network Rail, the rail freight industry, Which?, Transport Focus as well as academics and other experts specialising in the sector. It has also engaged extensively with the Department for Transport, Transport Scotland, the Department for Business, Innovation & Skills, HM Treasury and with international rail regulators.

It has also considered evidence from existing on-rail competition in the Great Britain passenger rail industry, the experience of European countries where there is competition between passenger rail operators, and other transport markets such as the Great Britain rail freight sector, air transport and airports.

Overall, the evidence (<https://www.gov.uk/cma-cases/passenger-rail-services-competition-policy-project>) suggests that a material increase in on-rail competition would result in benefits for passengers and taxpayers, including:

- downward pressure on fares
- greater incentives to enhance service quality and to innovate
- operational efficiencies at the train operator level
- more effective use of network capacity
- cost savings in network operation

The CMA is also conscious of the need to protect funding for investment in the railways, including in current and future network infrastructure investment, and support for socially valuable services that are not commercially profitable. Some of this funding is derived from premiums paid by franchisees. The CMA's proposals envisage that the shortfall in these revenues as a result of increased on-rail competition should be addressed (fully – or at least to a significant degree) by new entrants making a greater contribution to the costs of the network, such as through:

- payment of fixed track access charges (currently open access operators do not pay these charges)
- contributions to socially valuable services that are not commercially profitable

The CMA invites responses (<https://www.gov.uk/government/consultations/competition-in-passenger-rail-services-in-great-britain>) on 4 options for possible reform:



- Option 1 – retaining the existing market structure, but with significantly increased open access operations
- Option 2 – two franchisees for each franchise
- Option 3 – more overlapping franchises
- Option 4 – licensing multiple operators, subject to conditions (including public service obligations)

The CMA considers that these options are most likely to deliver benefits on the 3 main intercity routes in Great Britain – namely the East and West Coast main lines and the Great Western route linking London with South West England and South Wales.

This is a project for the long term. The CMA would not envisage these proposals being implemented until 2023 at the earliest, so as to protect the rights of current franchisees and current and imminent franchise tender processes. By that time, there is also a prospect of more capacity becoming available as a result of various factors, including new signalling technology. That time frame would allow policymakers, if they are minded to explore any of these options, sufficient scope to plan implementation.

The CMA invites interested parties to respond to the consultation in writing to [rail@cma.gsi.gov.uk](mailto:rail@cma.gsi.gov.uk) by no later than Friday 16 October 2015. The CMA will undertake further work in light of responses to the consultation before deciding which option to recommend in its final report.

## Notes for editors

1. The CMA is the UK's primary competition and consumer authority. It is an independent non-ministerial government department with responsibility for carrying out investigations into mergers, markets and the regulated industries and enforcing competition and consumer law.
2. The CMA's statutory duty is to promote competition for the benefit of consumers. In addition, when the CMA was established, the government announced, in a 'strategic steer' to the CMA, that it saw the CMA 'playing a key role in challenging government where government is creating barriers to competition'.
3. See the project page (<https://www.gov.uk/cma-cases/passenger-rail-services-competition-policy-project>) for more information. Details of how to respond to the consultation are on the consultation page (<https://www.gov.uk/government/consultations/competition-in-passenger-rail-services-in-great-britain>).
4. Enquiries should be directed to Rory Taylor ([rory.taylor@cma.gsi.gov.uk](mailto:rory.taylor@cma.gsi.gov.uk), 020 3738 6798).
5. For information on the CMA see our homepage (<https://www.gov.uk/government/organisations/competition-and-markets-authority>), or follow us on Twitter @CMAgovuk (<https://twitter.com/CMAgovUK>), Flickr (<https://www.flickr.com/photos/cma-gov-uk/>) and LinkedIn (<https://www.linkedin.com/company/competition-and-markets-authority?trk=tyah&trkInfo=tas%3ACompetition+and+Markets+Authority>). Sign up to our email alerts (<https://www.gov.uk/cma-cases/email-signup>) to receive updates on CMA's markets work.

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**Capital Rail Action  
Group**

Dear All,

Alex Scott - whom you may have met now and again at CRAG meetings over the years - has asked me to publicise a petition on accessible rail travel which he currently has on the Scottish Parliament website.

The petition can be accessed at <http://www.scottish.parliament.uk/GettingInvolved/Petitions/PE01575> - the closing date for signatures is 24 August 2015.

The following background information is provided:

*I am campaigning to make rail travel more accessible for blind and disabled people. I am concerned that, all the rail companies operating in the UK, e.g. Virgin, Arriva, National Express, ScotRail and others, have the buttons all in different positions. These inconsistencies do not just apply across different rail companies, but are also evident within ScotRail's own fleet.*

*Here's an example: in the toilets, buttons in the same position have different functions on different trains. In one train a button might open the door, but in another train the button will do something different. I personally know two people who were trapped in the toilet and required assistance to escape. Even more extreme, I know a gentleman that pressed the emergency button by mistake and stopped the whole train.*

*I am also concerned that any progress that might be being made to increase the accessibility of ScotRail services is being undermined by the fact that ScotRail station employees no longer wear high visibility clothing. [by which Alex means that many station staff now wear blue rather than orange vests - Lawrence]*

*I ask that the Scottish Government does more to ensure that the ScotRail fleet is made as accessible as possible, by standardising emergency and other buttons, using contrasting colours, and audible signals. This would help give blind and visually impaired people more independence and make travelling by rail more stress free. I would also like to see ScotRail employees wearing high visibility clothing, so that the visually impaired can find assistance when required. This should be a priority for all current and new stock.*

You can find out more about Alex at <https://www.blogger.com/profile/07589903561088743916> and <http://alexscottmbe.blogspot.co.uk/search?updated-min=2015-01-01T00:00:00Z&updated-max=2016-01-01T00:00:00Z&max-results=2>

Lawrence

## **SEStran Stations**

### **1. Background**

- 1.1 This report informs on the progress of the various bids from SEStran and the SEStran Authorities to the £30 million Scottish Station Fund as well as progress on the provision of a new station at Winchburgh and work on potential stations at Newburgh and Levenmouth in Fife.

### **2. East Linton and Reston Station**

- 2.1 An interim report that primarily will inform if any issues have come to light that may significantly affect adversely the development cost of the two stations or otherwise adversely put the project at risk, will be delivered by Network Rail by the end of November.
- 2.2 This should enable SEStran and the two Councils to resubmit their application for funding from the Scottish Station Fund.

### **3. Access to Waverley and Haymarket Station**

- 3.1 Only a relatively small proportion of the original bid (primarily a deck to improve the link between Dalry Road and the Station) was deemed relevant by the rail industry.
- 3.2 The considerable design cost of this work would have to be funded by the Council and little progress has been made to take this project any further.

### **4. Leuchars Station Car Park Extension**

- 4.1 The bid by Fife Council towards a 50% contribution from the SSF towards the extension of the car park has been approved with a grant of £255k. The Council has completed negotiations with the land-owner (although missives are still to be signed) and it is anticipated that construction will commence fairly soon.

### **5. New Falkirk High Station Car Park Extension**

- 5.1 Following negotiations with Abellio ScotRail, the rail operator will provide a grant of £375,200 towards the scheme, with a further £70,800 coming from the station fund. Falkirk Council have budgeted £565,000 towards the scheme. In the past, SEStran provided grants of £824,750 towards land procurement and ground stabilisation work.
- 5.2 It is therefore anticipated that the above should enable the Council to commence construction of the car park and related footpaths fairly soon.

## **6. Midlothian Stations**

- 6.1 SEStran and Midlothian Council are considering an application for funding from the SSF towards access improvements to all the new Borders Railway stations in Midlothian. This is work that would be additional but complementary to the Borders rail project.

## **7. Newburgh Station**

- 7.1 Following discussions with Transport Scotland and Network Rail, some additional work on the joint SEStran/Tactran/Fife/Perth & Kinross 'pre-STAG' study (regarding the potential of new station(s) at Newburgh and/or Oudenarde) is being undertaken by the Consultant. In due course it will be subject to a separate report to this Board.

## **8. Winchburgh Station**

- 8.1 The development of this station will be funded by the developer, Winchburgh Developments Ltd. They have secured all necessary planning approvals to commence the design of the new rail station that will be situated in the centre of the expanded community. A new bridge carrying the town centre road over the Edinburgh – Glasgow line will form the pedestrian linkage between platforms. A park and ride facility will also be integrated into the layout. Grontmij are now working with Network Rail in advancing the proposed layout through the GRIP processes, ultimately leading to Edinburgh-Dunblane services stopping at the new facility from December 2018 when the line should have been electrified.

## **9. Levenmouth Rail**

- 9.1 The contract, issued by Fife Council, to undertake a renewed STAG study for the project (to re-instate rail services to Levenmouth) was awarded to SYSTRA. The initial study period has been extended and anticipated completion is now end of October.

Trond Haugen  
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