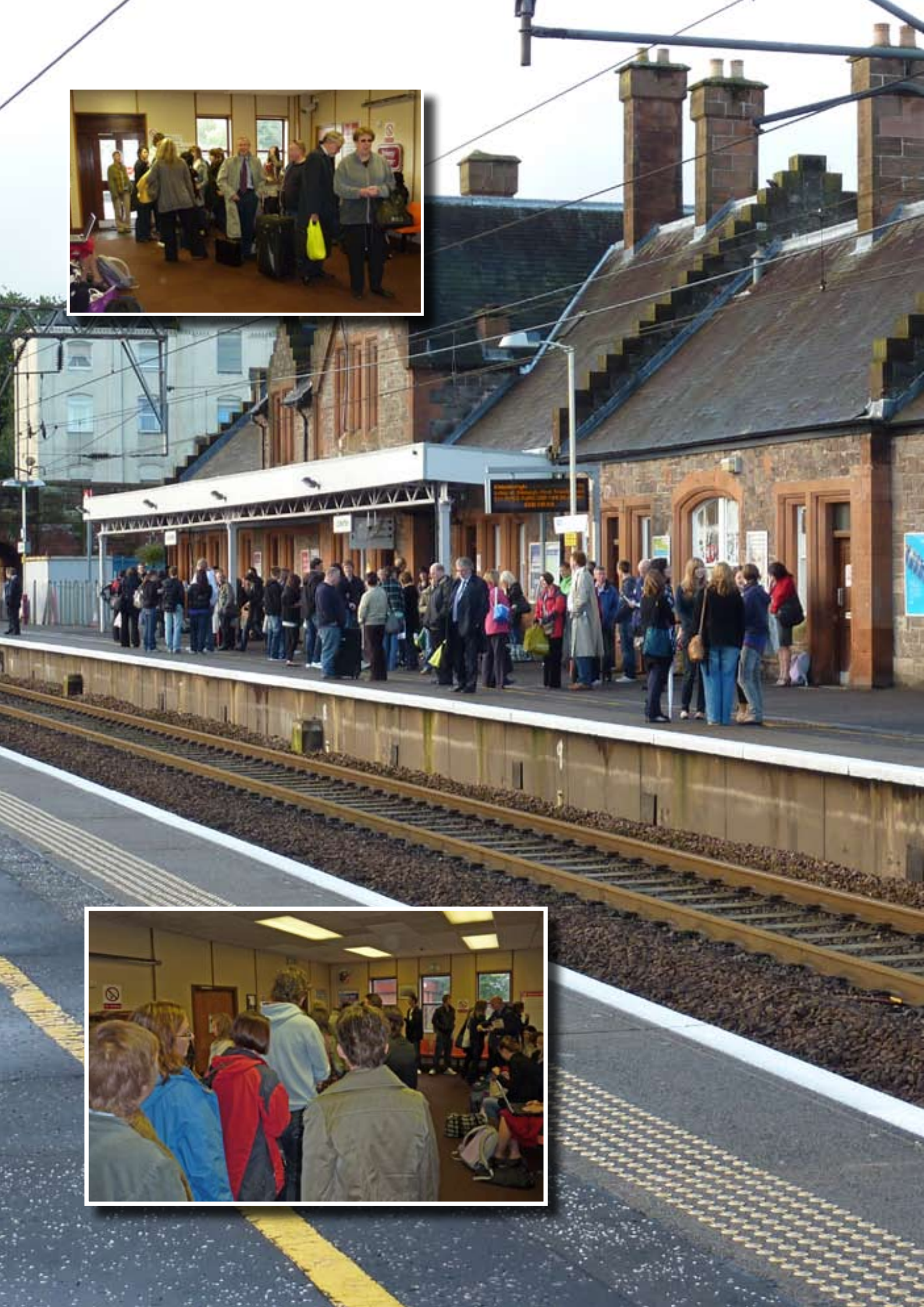




Response to the
**WEST COAST MAIN LINE
ROUTE UTILISATION STRATEGY
CONSULTATION**

Lockerbie Station: Waiting for Trains



Response to the West Coast Main Line Route Utilisation Strategy Consultation

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Route 18 West Coast Main Line



1. Background to the RUS

Network Rail are seeking consultative comment in preparation for the West Coast Main Line Route Utilisation Strategy (WCML RUS) in Summer 2009. This is a very significant consultation as it sets the scene for the West Coast Main Line for the period 2009 – 2014.

Network Rail began the RUS process in 2008 and now intends to consult in the summer of 2009 with a view to concluding the RUS process in Autumn 2010.

West Coast RUS

The various options and opportunities to increase network capacity and capability will be explored by the West Coast RUS, which commenced work in late 2008, and should be completed by 2010. This industry wide document will:

- identify key challenges that face the rail industry in the long term
- assess the current and future demand for the route
- identify gaps
- undertake analysis and optioneering
- identify preferred options and interventions for the route.

It will also set the overall strategy for the route for the next 30 years.

A key element of this work is to understand the issues that cross the RUS boundaries, and this work will then inform planning in Control Period 5 and beyond.

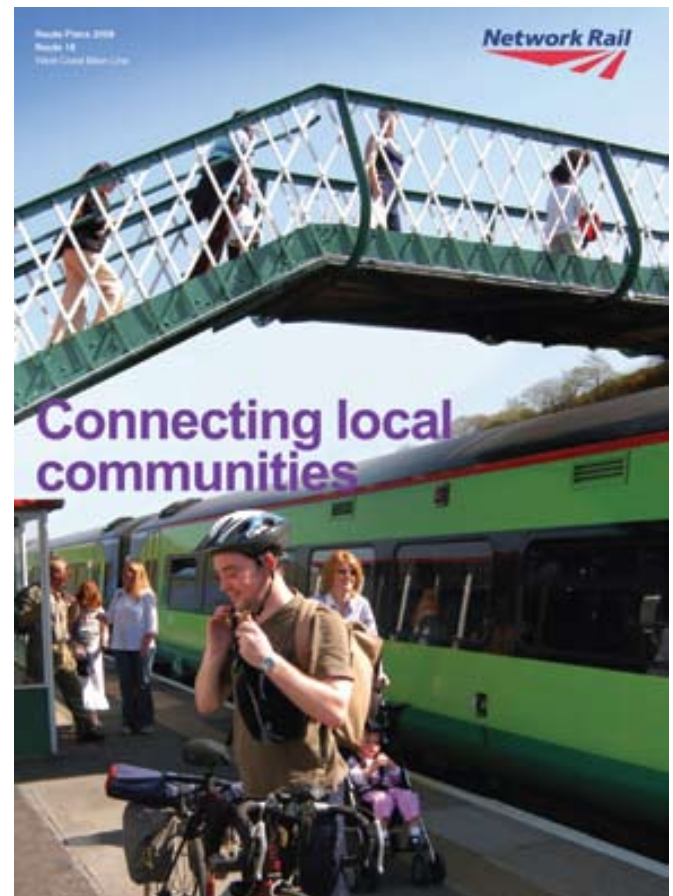
WCML Route Plan 2009

2. Regional Context

The purpose of this response to the WCML RUS Consultation is:

- To outline the importance of Lockerbie to the overall transport system in Dumfries and Galloway;
- To highlight the impact on, specifically Lockerbie, and more generally, Dumfries and Galloway resulting from the introduction of the December 2008 West Coast Main Line timetable; and,
- To make a case for an increase in the number of services calling at Lockerbie.

Considerable work has been undertaken on the WCML in recent years with improvements in infrastructure, line speed, signalling, power supply and track and junction configurations. The final stages in the upgrade of the line as a whole are currently underway and the revised December 2008 timetable reflects this with enhanced service frequencies and journey time improvements.



The “WCML Route Plan” published by Network Rail in 2008 states that the major benefits of the new timetable are as follows:

- London to West Midlands services every 20 minutes, with a standard journey time of 1 hour 23 minutes to Birmingham New Street;
- London to Manchester frequency increases to a train every 20 minutes, and end to end journey times of around two hours;
- London to Liverpool will be around 20 minutes quicker and extra peak trains will operate;
- increased frequencies between London, Lancashire, Cumbria and Scotland, with considerable journey time improvements and Glasgow trains being half an hour quicker; and,
- increased route capacity for further growth in freight traffic.

These quotes from the WCML Route Plan do not reflect the impact of the new timetable on the South of Scotland since references to Scotland include only the major cities of Glasgow and Edinburgh, ignoring the important regional transport hub at Lockerbie.

While the benefits are impressive they have not been achieved without some costs, specifically a substantial reduction in the number of services stopping at Lockerbie. This has resulted in reduced connectivity of the South West of Scotland with Glasgow and Edinburgh and the wider economic activity of the Central Belt.

It is important that as well as achieving fast end-to-end times, intermediate stations such as Lockerbie are well served, and an integrated transport system is achieved.

South West Scotland

Dumfries and Galloway and its corresponding Regional Transport Partnership area (SWestrans) cover a large area of south-western Scotland. The area is mainly rural in nature with a total population of around 148,000 of whom 37,000 live in Dumfries; 11,000 people live in Stranraer and 9,000 in Annan. Lockerbie has a population of around 4,000. Thus the geography is dominated by rural countryside, Dumfries having 25% of the population.

It should be noted that Lockerbie Station is also strategically important to the west of the Borders Region.

Demographics

Dumfries and Galloway’s population has been stable to gradually increasing in recent decades but is expected to decline somewhat (by approximately 4000, or 3%) over the next few decades as out-migration continues and birth rates continue to fall. While this small decline would not necessarily be problematic in and of itself it is accompanied by a significant ageing of the population with current projections suggesting a decline of -12.9% in the population of working age and an increase of 32.4% in the population of pensionable age by 2031. Although an increase in the number of pensioners of 32.4% is close to the level of increase expected nationally in 2007 Dumfries and Galloway already had the highest proportion of its population over pensionable age of any Scottish Local Authority. The national average change in the population of working age to 2031 is 0.4%, considerably higher than the expected figure for Dumfries and Galloway. Nevertheless, there is evidence that demographic changes are not uniformly distributed. The potential of the area around Lockerbie as a hub is already fuelling a growth which can only be enhanced by improved connectivity with the Central Belt.



Aspirations

Areas with declining and aging populations combined with a somewhat limited range of employment options struggle to retain their young people. Currently around 500 young people a year leave to complete their education and do not return. From a pool of only around 1,700 to 1,800 seventeen year-olds each year this is a substantial loss but Dumfries and Galloway is not currently able to offer the high grade access to education or employment needed to retain these young people or to attract others.

Dumfries and Galloway therefore has a desire both to increase the opportunities available locally and to increase access to external opportunities. Both of these aspirations require good transport links.

Transport network

Due to the low and sparsely distributed population Dumfries and Galloway's transport system is dominated by its road network. There are some 2,900 miles of road with the most important strategic links being the A74(M) motorway and the A75 (which is a Euroroute). The A76, A77 and A701 are also strategically important trunk routes.

Bus services use most of these roads providing links between the area's more sizeable settlements but a high proportion are low frequency subsidised services; travel times are generally long and a good proportion of small settlements and rural areas are not served.

There are three railway lines in the SWestrans Area. The most westerly of these is the Stranraer Line which links Stranraer to Glasgow via Ayr. In addition there is a line through the Nith Valley which links Carlisle, Annan and Dumfries to Glasgow via Kilmarnock and to Newcastle to the east and finally the West Coast Mainline (WCML) which runs through the western part of Dumfries and Galloway via Lockerbie Station. In contrast to the other available lines this line has had substantial modernisation investment and is a high speed, high capacity link carrying modern express trains linking London to Glasgow and Edinburgh.

Other locally important transport provision includes ferries, (which operate primarily between the Loch Ryan ferry ports (Stranraer and Cairnryan) and Northern Ireland), community transport and

demand responsive transport. There are no airports within Dumfries and Galloway and the closest commercial provision is at Prestwick.

The £1.5m station upgrade to provide disabled access with a new footbridge and lifts at Lockerbie was welcomed by the Scottish Transport Minister in February 2008.

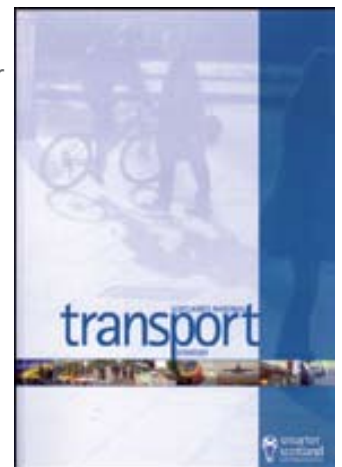
Scotland's National Transport Strategy

Scotland's National Transport Strategy (NTS) was published in December 2006. This document set five high level objectives for transport, namely to:

- promote economic growth by building, enhancing managing and maintaining transport services, infrastructure and networks to maximise their efficiency;
- promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;
- protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;
- improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff; and,
- improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.

In addition it states that there are three key strategic outcomes that must be focussed on to achieve this vision as follows:

- improve journey times and connections, to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety;



- reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health; and,
- improve quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car.

According to the NTS the demand for passenger services and rail freight is expected to increase by a third over the next twenty years and the intention is to respond to this in a number of ways. Although the majority of policies referred to within the NTS itself refer to inter-urban services, cross border links and other strategic aspects of rail provision there is also an observation that parts of the rail network address peripherality by providing access to some more remote communities and that pinch points in the network should be tackled.

Improving the rail service at Lockerbie Station would make a significant contribution to the high level objectives of the NTS:

1. **Economic Growth:** The potential of the region as a strategic location is demonstrated by the case made for the siting of a Data Centre at Stevens Croft. The submission cited “excellent communication links” including a nearby rail station with links to the south and to Glasgow and Edinburgh. However the potential economic growth of the South West is constrained by poor rail service provision at Lockerbie.
2. **Social Inclusion and Accessibility:** An improved service at Lockerbie, to help overcome the constraint of peripherality which disadvantages the region, is required as an imperative of the inclusion of the region in the community and social benefits of the nation. Accessibility is a two way street – bringing the activity of the Central Belt closer to the people of Dumfries and Galloway, but also bringing the region closer to visitors.
3. **Environment:** Lockerbie has considerable potential as a transport hub for the South of Scotland. By attracting modal shift, local services to Glasgow, Edinburgh and Carlisle would not only deliver transport emission reductions, it would also reduce car traffic into these cities.

4. **Safety:** Rail is one of the safest modes of travel.
5. **Integration:** Improved services at Lockerbie would enhance the location as a transport hub for the South of Scotland, providing interchange between and integration of transport modes; in particular, the intention of SWestrans to develop a quality bus service by extending its flagship 500 bus service to connect Lockerbie Station with Dumfries and beyond to the rest of the region.

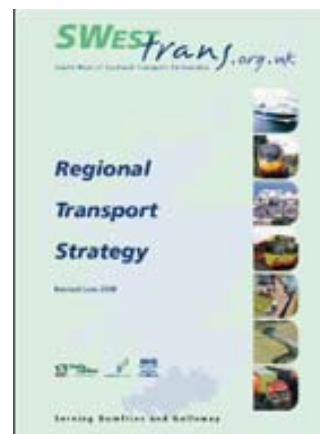
Scotland’s Railways

Scotland’s Railways is a companion document to the NTS and sets out the Scottish Government’s rail aspirations in more detail. Aspects of this include recognising that timetables need to suit customers needs and that good connections are important where direct services are not possible. Service reliability is also given a high level of priority as are reasonable fare prices and consistently good levels of customer satisfaction.

The importance of, and particular issues affecting, rural routes are also discussed and are relevant to Dumfries and Galloway’s other rail lines (excluding the WCML through Lockerbie).

The Regional Transport Strategy

The Regional Transport Strategy (RTS) developed by SWestrans outlines the specific transport patterns and issues to be found in Dumfries and Galloway and the direction in which policy will move towards addressing these. To this end it sets six policies of which two are directly relevant to this study:



Policy 2 - Transport interventions promoted through the Regional Transport Strategy will support the regional economy in relation to local jobs and also facilitate sustainable connectivity internally as well as externally to key business centres in the central belt and other locations such as Ayrshire and Cumbria.

Policy 4 - Transport interventions incorporated in the Regional Transport Strategy seek to address

peripherality between the region's main settlements and outlying areas, and between the region and its external markets.

It also highlights the importance of the WCML for strategic connections to England and notes that although fast end to end journey times between Glasgow / Edinburgh and English cities are fundamental to the success of the WCML there is a need for a balanced stopping pattern at intermediate stations including Lockerbie.

New and improved links from Dumfries to Glasgow and Edinburgh are essential to binding the regional capital more strongly to the centres of Scotland's economic growth and encouraging sustainable development.

Lockerbie is an important interchange for these purposes, and a good quality bus service from Dumfries Railway Station to the WCML at Lockerbie which integrates with WCML services would allow a quick and reliable link to Edinburgh and Glasgow.

Sustainable Travel Demonstration Towns

SWestrans and Dumfries and Galloway Council have recently received funding from the Scottish Government under the Smarter Choices, Smarter Places initiative to implement a range of measures to encourage sustainable travel in and around Dumfries. One feature of this is an enhancement of bus and rail links to Edinburgh with a high quality bus service running from Dumfries to connect with trains from Lockerbie to Edinburgh on the WCML. This will involve some works at the frontage of Lockerbie Station to provide direct access for buses to the station. For success this scheme requires both a high quality bus service and an effective rail service.



Local services on the WCML

In 2004 Atkins undertook a study entitled "Feasibility Study into the Introduction of a Local Passenger Rail Service on the West Coast Main Line between Glasgow and Carlisle". This examined the costs, benefits and feasibility of introducing local passenger services on the WCML between Carlisle and Edinburgh / Glasgow.

Market research established that a good number of trips being made by residents along the line could be served by a new local rail services and that services could be provided efficiently by standard train configurations even if several more local stations were introduced.

Ten timetable scenarios were tested against a 'Do Minimum' scenario and patronage was found to increase by between 30% and 146% suggesting that there is considerable suppressed demand with the most important driver for increases being the existence of northbound train services in the morning peak.

Since this report was undertaken demand at Lockerbie has steadily grown, whilst paradoxically services have declined. The report also noted the considerable potential for wider economic and social benefits.

The study established the theoretical availability of suitable train paths. It did not carry out the detailed modelling work needed to confirm these and was, in any case, based on the timetable in existence at the time which has since been considerably modified.





3. Role of Lockerbie Station

Although Lockerbie is a small settlement of some 4000 population its location on the WCML makes it unique in Dumfries and Galloway in offering direct access to the high speed inter-city strategic rail network. Travel times to Edinburgh and Glasgow and London are competitive and connections to all parts of the UK are possible albeit now with interchanges. Previous studies have shown that Lockerbie Station attracts a good proportion of the rail market which would otherwise be expected to use Dumfries Station demonstrating the attractiveness of Lockerbie for access to the rail network.

Commercial bus services connect Lockerbie and Dumfries with bus services operating half hourly throughout the day; early morning and late evening services operate approximately hourly. The only other commercial bus services in Dumfries and Galloway (except the Dumfries Town services) connect Dumfries with Glasgow and Dumfries with Carlisle, both major centres either locally or nationally. It seems unlikely that this Lockerbie service would operate commercially were it not for trips to and from Lockerbie Station.

Lockerbie has great potential to develop as a commuter town serving the cities of Glasgow, Edinburgh, Carlisle and Newcastle.

4. Timetable changes at Lockerbie

Lockerbie has been subject to a number of timetable changes, none of which has followed passenger consultation and none of which has considered the huge potential of Lockerbie and surrounding areas as a commuter hub for the South of Scotland.

Prior to the Cross-country re-franchising (Virgin West Coast services and Virgin Cross Country services) there were 22 services (11 each direction) serving Lockerbie; these services variously came from Manchester Piccadilly, Birmingham New Street, London Euston and Plymouth, destined for Glasgow (earliest 0902) and Edinburgh (earliest 0916).

The December 2007 timetable change increased the number of services to 28 (14 in each direction); Manchester Airport being added in while Plymouth was dropped as a departing station. Glasgow could be reached at the earliest by 0858 and Edinburgh 0914.

For the December 2008 timetable the number of services was reduced again to 22 (11 in each direction); Manchester Piccadilly and Birmingham New Street were dropped as departing stations while Glasgow could be reached at the earliest by 0838 (with a change at Carstairs) and Edinburgh at 0832; Crew and Carlisle were added in as a departing stations i.e. interchanges. This was the proposal from the Department for Transport (DfT) that was subsequently amended in favour of an updated December 2008 timetable.

The updated December 2008 saw the time table reduced to 18 services (9 in each direction); departing from Crewe, Manchester Piccadilly and Airport and London Euston. This reduction in stopping trains was accompanied by a significant reduction in the places that could be accessed by direct service.

The following table is indicative of the timetable changes since 2007

Table 1: Lockerbie Station Services (Monday to Friday)

Timetable	Locations for Departing services	Geographic Location of Departing Station	Earliest Train Arr. Glasgow	Earliest Train Arr. Edinburgh	Latest Train Arr. Glasgow	Latest Train Arr. Edinburgh
Prior to Cross-Country Refranchise	4	Manchester Birmingham London Plymouth	0902	0916	2332	2156
December 2007	4 (3 if Manchester considered as one location)	Manchester Birmingham London	0858	0914	2233	2156
December 2008 (DfT proposed)	4	Carlisle Crewe Manchester London	0838	0832	2234	1932
December 2008 (Updated)	3	Crewe Manchester London	0909	0919	2234	1938

A response on the WCML 2009 Timetable was considered at the SWestrans Board meetings on 30 November 2007 and 25 July 2008.

At the meeting on 25 July 2008 Members of the Board agreed:

- that the issues raised in the Board paper should form the basis of a response to the Department of Transport on the proposed WCML timetable from December 2008;
- that the Chair write to Stewart Stevenson MSP, Minister for Transport, Infrastructure and Climate Change, and also to Tom Harris MP, Parliamentary Under Secretary of State to express the Board's concerns, and also regarding the pricing of rail transport in the SWestrans area. (This correspondence is included in Appendix A)
- that mention should be made of the improved disabled access at Lockerbie Station in support of the case for more trains stopping there.

Table 2 shows the development of Monday to Friday northbound and southbound services stopping at Lockerbie since 2007. This includes services provided by both Train Operating Companies (Virgin Trains and TransPennine Express) for completeness as follows:

- Timetable before the Cross Country re-franchising (includes Virgin West Coast and Virgin Cross Country);
- December 2007 timetable;
- December 2008 timetable proposed in the Department for Transport consultation in September 2007;

The updated December 2008 timetable proposals which include the recent changes proposed by TransPennine Express (Virgin Train stoppage patterns are in accordance with the timetable proposed in the Department of Transport co-ordinated consultation in September 2007).



Table 2**NORTHBOUND SERVICES STOPPING AT LOCKERBIE (Monday to Friday)****Timetable before Cross-Country refranchising (VWC green, Former VCC white)**

0510	Manchester Piccadilly	0741	Lockerbie	0902	Glasgow Central
				0916	Edinburgh Waverly (change at Carstairs)
0533	Birmingham New Street	0852	Lockerbie	1019	Glasgow Central
0703	Birmingham New Street	1022	Lockerbie	1128	Glasgow Central
0803	Birmingham New Street	1112	Lockerbie	1217	Edinburgh Waverley
0903	Birmingham New Street	1207	Lockerbie	1310	Glasgow Central
1200	Birmingham New Street	1513	Lockerbie	1622	Edinburgh Waverley
1358	Manchester Piccadilly	1622	Lockerbie	1728	Edinburgh Waverley
1558	Manchester Piccadilly	1827	Lockerbie	1937	Glasgow Central
1758	Manchester Piccadilly	2025	Lockerbie	2132	Edinburgh Waverley
1646	London Euston	2049	Lockerbie	2156	Edinburgh Waverley
1903	Plymouth	2217	Lockerbie	2332	Glasgow Central

December 2007 (Virgin Trains green, TPE white)

0458	Manchester Piccadilly	0741	Lockerbie	0858	Glasgow Central
				0914	Edinburgh Waverley (change Carstairs)
0530	Birmingham New Street	0854	Lockerbie	1018	Glasgow Central
0703	Birmingham New Street	1021	Lockerbie	1128	Glasgow Central
0803	Birmingham New Street	1112	Lockerbie	1219	Edinburgh Waverley
0927	Manchester Airport	1211	Lockerbie	1316	Glasgow Central
1003	Birmingham New Street	1310	Lockerbie	1419	Edinburgh Waverley
1103	Birmingham New Street	1421	Lockerbie	1525	Glasgow Central
1203	Birmingham New Street	1512	Lockerbie	1616	Edinburgh Waverley
1327	Manchester Airport	1602	Lockerbie	1714	Edinburgh Waverley
1527	Manchester Airport	1803	Lockerbie	1911	Edinburgh Waverley
1647	Manchester Airport	1931	Lockerbie	2031	Glasgow Central
1646	London Euston	2052	Lockerbie	2156	Edinburgh Waverley
1827	Manchester Airport	2124	Lockerbie	2231	Glasgow Central
1903	Birmingham New Street	2217	Lockerbie	2333	Glasgow Central

December 2008 as proposed by Department for Transport (VT green, TPE white)

0658	Carlisle	0717	Lockerbie	0832	Edinburgh Waverly
				0838	Glasgow Central (change at Carstairs)
0557	Crewe	0810	Lockerbie	0909	Glasgow Central
0800	Manchester Airport	1029	Lockerbie	1132	Edinburgh Waverley
1000	Manchester Airport	1230	Lockerbie	1330	Glasgow Central
1200	Manchester Airport	1430	Lockerbie	1531	Edinburgh Waverley
1400	Manchester Airport	1630	Lockerbie	1732	Edinburgh Waverley
1600	Manchester Airport	1829	Lockerbie	1932	Edinburgh Waverley
1800	Manchester Airport	2032	Lockerbie	2134	Glasgow Central
1657	London Euston	2044	Lockerbie	2142	Glasgow Central
1757	London Euston	2137	Lockerbie	2234	Glasgow Central

Updated December 2008 Timetable (VT green, FTPE white)

0557	Crewe	0810	Lockerbie	0909	Glasgow Central
0603	Manchester Picadilly	0815	Lockerbie	0919	Edinburgh Waverley
0728	Manchester Airport	0956	Lockerbie	1108	Edinburgh Waverley
1000	Manchester Airport	1230	Lockerbie	1331	Glasgow Central
1200	Manchester Airport	1430	Lockerbie	1542	Edinburgh Waverley
1400	Manchester Airport	1630	Lockerbie	1742	Edinburgh Waverley
1600	Manchester Airport	1830	Lockerbie	1938	Edinburgh Waverley
1657	London Euston	2044	Lockerbie	2142	Glasgow Central
1757	London Euston	2137	Lockerbie	2234	Glasgow Central

SOUTHBOUND SERVICES STOPPING AT LOCKERBIE (Monday to Friday)**Timetable before Cross-Country refranchising (VVC green, former VCC white)**

0719	Edinburgh Waverley	0823	Lockerbie	1114	Manchester Piccadilly
0949	Glasgow Central	1050	Lockerbie	1314	Manchester Piccadilly
1010	Edinburgh Waverley	1108	Lockerbie	1526	London
1250	Edinburgh Waverley	1353	Lockerbie	2029	Bournemouth
1350	Glasgow Central	1445	Lockerbie	1719	Manchester Piccadilly
1450	Edinburgh Waverley	1553	Lockerbie	1911	Birmingham New Street
1652	Edinburgh Waverley	1752	Lockerbie	2111	Birmingham New Street
1740	Glasgow Central	1843	Lockerbie	2313	London
1752	Edinburgh Waverley	1849	Lockerbie	2246	Birmingham New Street
1851	Edinburgh Waverley	1952	Lockerbie	2311	Birmingham New Street
2010/ 2014	Glasgow Central/ Waverley	2125	Lockerbie	2357	Manchester Piccadilly

December 2007 (Virgin Trains green, TPE white)

0640	Glasgow Central	0740	Lockerbie	1040	Manchester Airport
0840	Glasgow Central	0940	Lockerbie	1240	Manchester Airport
1010	Edinburgh Waverley	1114	Lockerbie	1526	London Euston
1251	Edinburgh Waverley	1353	Lockerbie	1705	Birmingham New Street
1340	Glasgow Central	1437	Lockerbie	1740	Manchester Airport
1451	Edinburgh Waverley	1553	Lockerbie	1906	Birmingham New Street
1552	Edinburgh Waverley	1652	Lockerbie	1940	Manchester Airport
1651	Edinburgh Waverley	1749	Lockerbie	2111	Birmingham New Street
1740	Glasgow Central	1847	Lockerbie	2314	London Euston
1752	Edinburgh Waverley	1853	Lockerbie	2137	Manchester Airport
1851	Edinburgh Waverley	1949	Lockerbie	2311	Birmingham New Street
2010	Glasgow Central	2126	Lockerbie	0016	Manchester Piccadilly
2014	Edinburgh Waverley (change at Carstairs)	2126	Lockerbie	0016	Manchester Piccadilly

December 2008 as proposed by Department for Transport (VT green, TPE white)

0630	Glasgow Central	0725	Lockerbie	1110	London Euston
0710	Glasgow Central	0806	Lockerbie	1045	Manchester Airport
0911	Edinburgh Waverley	1010	Lockerbie	1245	Manchester Airport
1010	Glasgow Central	1106	Lockerbie	1345	Manchester Airport
1211	Edinburgh Waverley	1310	Lockerbie	1545	Manchester Airport
1410	Glasgow Central	1506	Lockerbie	1745	Manchester Airport
1611	Edinburgh Waverley	1711	Lockerbie	1945	Manchester Airport
1740	Glasgow Central	1833	Lockerbie	2223	Rugby
1811	Edinburgh Waverley	1911	Lockerbie	2145	Manchester Airport
2010	Glasgow Central	2103	Lockerbie	2319	Crewe

Updated December 2008 Timetable (VT shaded, FTPE white)

0630	Glasgow Central	0725	Lockerbie	1110	London Euston
0710	Glasgow Central	0806	Lockerbie	1047	Manchester Airport
0956	Edinburgh Waverley	1100	Lockerbie	1347	Manchester Airport
1208	Edinburgh Waverley	1310	Lockerbie	1547	Manchester Airport
1410	Glasgow Central	1506	Lockerbie	1747	Manchester Airport
1611	Edinburgh Waverley	1711	Lockerbie	1947	Manchester Airport
1740	Glasgow Central	1833	Lockerbie	2223	Rugby
1811	Edinburgh Waverley	1911	Lockerbie	2147	Manchester Airport
2010	Glasgow Central	2103	Lockerbie	2319	Crewe
2011	Edinburgh Waverley	2111	Lockerbie	2329	Manchester Picadilly



At its meeting on 25 July 2008 the Board of SWestrans noted as follows:

In respect of the revised December 2008 timetable the following points were considered positive:

- At present the earliest travellers from Lockerbie can arrive in Edinburgh is 09.14 and this involves a change at Carstairs. Although a later arrival time is proposed for 09.19, there is no requirement to change at Carstairs, and departure from Lockerbie will be considerably later – at 08.15 instead of the current 07.41;
- As well as retaining an early evening direct service which leaves London Euston at 16.57 and arrives in Lockerbie at 21.42 there is a proposed additional service which leaves London Euston at 17.57 and arrives in Lockerbie at 22.34;
- A proposed early morning direct service leaving Lockerbie at 07.25 which arrives in London Euston at 11.10. At present the earliest direct service from Lockerbie to London Euston leaves Lockerbie at 11.14 and arrives at London Euston at 15.26;
- The Department for transport consultation proposed that the last train from Edinburgh Waverley to Lockerbie would leave at 18.11. An additional evening service is now proposed to leave Edinburgh Waverley at 20.11 to arrive in Lockerbie at 21.11;

- After the proposed timetable changes in December 2008, it will be possible to travel direct from Lockerbie to Manchester Airport at regular intervals throughout the day.

In respect of the revised December 2008 timetable the following points were considered negative:

- A proposal in the Department for Transport consultation to have an entirely new early morning direct service from Lockerbie to Edinburgh which would have arrived in Edinburgh Waverley at 08.32 is now no longer proposed. The earliest passengers from Lockerbie will be able to arrive in Edinburgh is 09.19. It is understood from TransPennine Express that the reason behind this change is that the originally proposed 09.11 Edinburgh to Manchester Airport (which was to be formed off the 08.32 arrival) has been unable to be pathed through the border by Network Rail due to various long-standing and time-sensitive freight commitments. Network Rail has been able to offer a 09.56 departure instead, which fits with an arrival around the current time. TransPennine Express advise that the inward service is able to run from Manchester at a useful time, leaving soon after 06.00 and therefore providing for business and other traffic from the Manchester, Preston and Lancaster areas to Edinburgh;

- A proposal in the Department for Transport consultation to have an early morning service from Lockerbie to Glasgow which would have arrived in Glasgow at 08.48 with a change at Carstairs onto a local ScotRail service is now no longer proposed. The earliest passengers from Lockerbie will be able to arrive in Glasgow is 09.09. This is 11 minutes later than at present;
 - There is no proposed service after 18.29 to Edinburgh Waverley. Currently the last service leaves Lockerbie at 20.52 and arrives in Edinburgh Waverley at 21.56;
 - The proposed 18.00 service from Manchester Airport will no longer stop at Lockerbie. The last train from Manchester Airport which will stop at Lockerbie will now be at 16.00. However the following 16.57 train from London Euston will call at Lockerbie and provide a 12 minute connection out of the train from Manchester at Carlisle;
 - The last proposed service to Glasgow Central is at 21.37. Currently the last service leaves Lockerbie at 22.17 and arrives in Glasgow central at 23.32;
 - In the morning there is a 4 hour 20 minute gap between the proposed 08.10 train to Glasgow Central and the 12.30 train to Glasgow Central. At present there is an intermediate train;
 - In the afternoon/evening there is an 8 hour gap between the proposed 12.30 service to Glasgow and the proposed 20.44 service to Glasgow;
 - In the morning/afternoon there is a 4 hour 30 minute gap between the proposed 09.56 service to Edinburgh and the 14.30 service to Edinburgh. At present there are intermediate trains at 11.12 and 13.10;
 - The existing 18.47 direct service to London Euston has been removed.
 - The last proposed service from Glasgow Central remains as existing at 20.10, however the timing of this service is not appropriate for visitors to Glasgow;
 - The last proposed service from Edinburgh Waverley although now improved at 20.11 is still not appropriate for visitors to Edinburgh;
 - At present fifteen northbound services stop at Lockerbie (eight for Glasgow and seven for Edinburgh). After December 2008 nine northbound services are now proposed to stop at Lockerbie (four for Glasgow and five for Edinburgh). The Department for Transport consultation indicated that eleven northbound services would stop at Lockerbie (six for Glasgow and five for Edinburgh).
- In the preparation of this submission SWestrans was grateful to receive a contribution from Lockerbie Station Liaison Group, and a group representing regular commuters who use Lockerbie Station (referred to in this submission as Lockerbie Commuters Group. Some members of this group have commuted between Lockerbie and the two cities for up to 25 years). As those who are most affected by the level of service provision their views are particularly welcome. Many of the comments received have been reflected in this submission. However, the following specific points were raised.
- At a meeting of the Lockerbie Station Liaison Group the following points were noted:
- Train Operating Companies are fined for failing to meet minimum times. This discourages them from stopping at intermediate stations;
 - The level of service provision for weekends, particularly Sundays, is significantly poorer than Monday to Friday;
 - Lockerbie has great potential to develop as a commuter town serving the cities of Glasgow, Edinburgh, Carlisle and Newcastle. There are considerable opportunities for further housing development;
 - As an example of business potential the proposed data centre at Stevens Croft will provide over 1,000 jobs, and will require some 750 new houses;
 - Trains are often over-capacity;
 - Lockerbie is the first station in Scotland, and the only station in the South of Scotland with access to the West Coast Main Line.
 - It is the natural access point for the East of Dumfries and Galloway region and the West of the Borders on to the national rail network;
 - There is demand from Dumfries and Galloway region as far west as Gatehouse of Fleet;

- Trains stopping at Lockerbie are needed for the economic wellbeing of the region, and to support the policy objective of sustainable economic growth;
- Could the solution be a local service between Glasgow and Carlisle connecting with express services. Possibly a mixture of current stopping inter-city services with an additional local in-fill service.

The Lockerbie Commuters Group makes a number of additional useful points:

- On weekdays there is a service to Glasgow at 08.10, but the next is at 12.30, making it impossible for shoppers to spend more than a few hours there, despite the fast journey time.
 - The first arrival into Glasgow at 09.15 means that unless someone works within a couple of streets of Central Station it is not possible to get to work before 09.30. Many people were unable to continue commuting to Glasgow following the service change in December 2008.
 - The removal of the waiting time at Carstairs for the service to Edinburgh is a welcome improvement, but it still does not deliver the aspiration for a pre-09.00 arrival.
 - The reduced services to Edinburgh are incompatible with typical working patterns. The return options of 18.11 and 20.20 are inconvenient and impractical for commuters with families.
 - Appropriate services from Lockerbie would enable visitors to use the area as a base for events such as the Edinburgh Festival, benefiting both areas, as well as enabling residents of the South of Scotland to participate in such events.
 - Many of those travelling are public sector employees who are encouraged by their employers to use public transport.
- We understand too that Transport Scotland's original vision was to have an hourly Scotrail service to Glasgow and Edinburgh by December 2008 timetable. This has never materialised.
 - Because of queues it is not always possible to buy a ticket at Lockerbie Station.
 - People want to travel to Glasgow and Edinburgh or Carlisle for culture as well as work. These cities represent fantastic opportunities for people to visit and to go to concerts, theatre, sport, international festivals and many other events. It is a constant source of frustration that train times take no account of potential for south west Scotland communities to participate.
 - The same argument can be made for potential visitors to south west Scotland. There are huge opportunities to sell the Jazz Festival and other festivals around the region: Moffat Walking Festival, Wickerman Festival and others. There is already significant Scottish Government investment in the area but only to make road links available. The Stevens Croft Data Farm was sold on the assumption of excellent transport links and is a mark that Lockerbie is the access point for the South of Scotland i.e. not just south-west but the town also serves the West of Borders region.
 - Despite prior knowledge of passenger numbers, and having noted the reduced capacity and frequency the consistent over-booking presents a significant concern for passenger health and safety. Given that seat bookings allow seating numbers to be predicted, efforts are rarely made to increase capacity by adding extra carriages. We consider this to be an unnecessary breach of the company's duty of care to both passengers and employees.

A new timetable is being proposed for the Glasgow and Southwestern Line with improved connections and earlier services to Carlisle. If these proposals are implemented in December 2009 it will be possible to arrive in London from Dumfries earlier (0909) than it is possible to arrive in Edinburgh from Lockerbie (0919). From the perspective of the South West of Scotland (and indeed Scotland as a whole) this is an absurd scenario.

First TransPennine have advised SWestrans that their December 2009 timetable proposes two additional services in each direction serving Glasgow. However, one existing train in each direction serving Edinburgh will no longer call at Lockerbie. The net benefit to Lockerbie will be one additional service in each direction a day.

Northbound

	Add	Lose	Add
Manchester Airport	0900	1000	1300
Carlisle	1109d	1211d	1509d
Lockerbie	1128	(1230)	1528
Glasgow	1228		1628
Edinburgh		1339	

Southbound

	Add	Lose	Add
Edinburgh		1408	
Glasgow	1254		1706
Lockerbie	1359	(1506)	1805
Carlisle	1420a	1525a	1826a
Manchester Airport	1647	1748	2047

The additional overall capacity should mitigate some of the current overcrowding. However, it is regrettable that it is the Edinburgh service that is being lost since this has been identified as a particular connectivity issue for Dumfries and Galloway. Furthermore, the comparative journey times and costs illustrated in Table 3 (page 20) demonstrate the most significant advantage of rail over other modes on this corridor.

The Department for Transport has announced its intention that Class 350 rolling stock will operate on the newly electrified Manchester to Liverpool line. The implication of this announcement would appear to be that this rolling stock, which currently operates on London Midland services, would be transferred to First TransPennine Express to operate their Scottish services. As these are four-car units, and the existing stock being operated is three-car Class 185 units, this would promise

a welcome increase in capacity. However, a possible implementation of December 2012 for this transfer is too far in the future to address the current capacity and overcrowding issues being experienced.

Overall, these anticipated improvements may be characterised as too little, too late, and inappropriate to meet the needs and aspirations outlined in this submission.



5. Suppressed Demand

The 2004 Atkins study established that patronage would increase by 30% to 146% with increases in levels of service from Lockerbie suggesting that there is considerable suppressed demand. The most important driver for increases was the existence of northbound train services in the morning peak. It should be noted that the Atkins study was undertaken before a new timetable was introduced at Lockerbie in 2004. Since then actual demand has outstripped the expected figures, and the Atkins projections are almost certainly an underestimate of the current situation.

The Lockerbie Commuters Group reports that:

- Since timetable changes were introduced several previously regular commuters now travel by car to Larkhall, where they complete their journey by train in order to get to work for 9.00 am.
- Other former rail commuters were faced with the option of either giving up their jobs or commuting by car in order to get to work on time.

There is a lack of direct evidence available, by way of surveys, which can offer support to these estimates but it does seem likely that people who wish to travel from the Lockerbie area would like to be able to arrive in Edinburgh or Glasgow before nine o'clock in the morning and they are currently unable to do so.

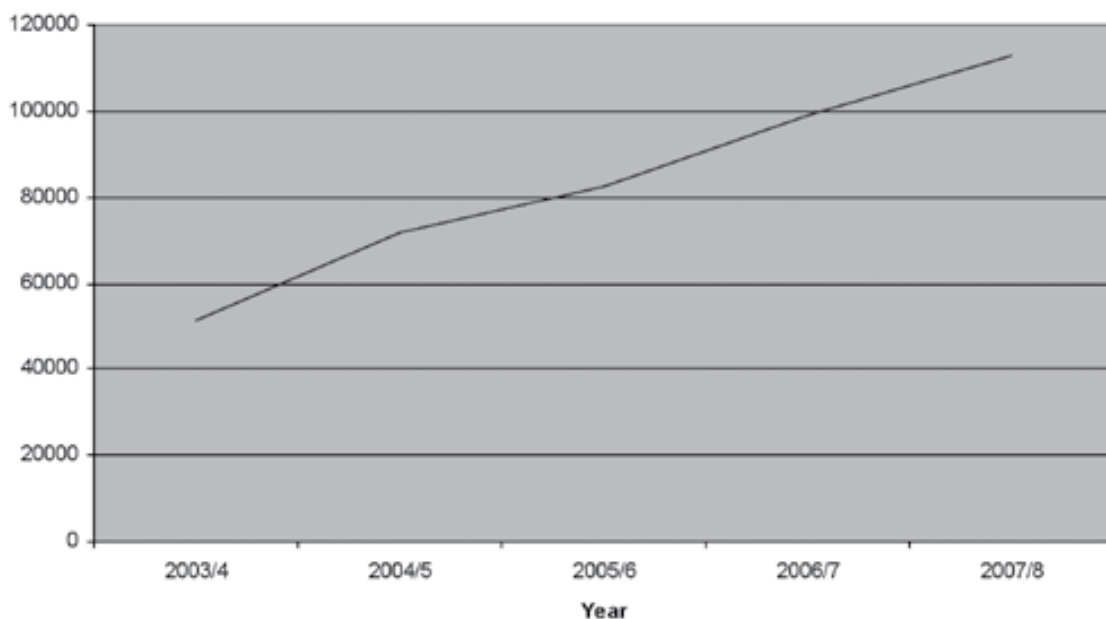
SWestrans has undertaken a snapshot survey of passenger views the results of which are included in Appendix E. This demonstrates growth in the teeth of a declining service and suppression of demand.

The change of service since 2008 will have exacerbated the position of suppressed demand. The following chart provides data from The Office of the Rail Regulator (ORR) for entries and exits (rail patronage) for Lockerbie Station. Lockerbie is a well used station and would rank 171 out of 342 station in Scotland and in 2007/08 had 112,000 passengers passing through the station.

Patronage is not available for the December 2008 timetable revision. As the stopping pattern is considerably reduced over that of previous timetable versions it may be anticipated that patronage through Lockerbie station will greatly reduce.

Source: ORR

Lockerbie Station Usage



6. Potential Additional Users

Employees

An increase in the level of service from Lockerbie would offer increased opportunities for commuting, particularly into Edinburgh and Glasgow. Although travel times are comparatively long there are those with particular reasons for living in the Lockerbie area who would be prepared to tolerate them, particularly if they live near to the station at both ends, are able to do some work on the train or can work flexibly and cut down their total travel time.

A 2003 survey of existing passengers from Lockerbie reported in MVA's 2004 report "Transport for Development: Improved Connectivity to Edinburgh Feasibility Study" found that the vast majority of journeys from Lockerbie were for leisure purposes suggesting that there is a commuter market to which the existing services are not attractive. Despite this, SWestrans' survey suggests in the region of 50% of journeys were for employment or business reasons.

Students

The majority of those who become students in the Lockerbie area currently move away to study. Though in the majority of cases the cost and time involved in travelling to study would still be likely to encourage most students to relocate it is likely that there is a level of demand for travel to study, particularly part time study.

Leisure travellers

A good number of shopping and other leisure trips are currently made from Lockerbie to Edinburgh and Glasgow and an improved level of service is likely to attract more as leisure travellers are less sensitive to fairly long journey times than are those who travel every day.

Visitors

Lockerbie sits in an advantageous position close to the M74 and on the WCML. Eskdale lies immediately to the east, with Dumfries and the Galloway coast to the west. The station has considerable potential as a visitor gateway to Dumfries and Galloway, particularly with the proposed SWestrans quality bus link providing a connection from the rail head to Dumfries and westwards into rural Galloway. With an overall journey time of under two hours (including the bus element), the opportunity exists to market an attractive 'green tourism' product for the region. It is likely that an enhanced train service would encourage an increased number of visitors to access the region by rail. This is particularly the case for visitors from the Edinburgh direction where road links do not offer a fast travel time.

7. Connectivity

Bus Services

Lockerbie is comparatively well served by bus services. Services 103 to 117 tend to be irregular and run by local bus companies. Service 103 runs 2 services Monday to Friday between Annan and Edinburgh (change at Moffat); to Edinburgh dept at 0932 and 1417, from Edinburgh dept 0925, 1255; there are no services on a Sunday to or from Edinburgh; 103 also runs 5 services Monday to Saturday from Lockerbie to Corrie Common (and one Thursday-only service to Langholm).

Service 104 is a town service

Service 110 runs a single (return) service on Thursdays only

Service 112 runs between Samye Ling and Lockerbie Monday to Saturday (with connections to Langholm).

Service 117 runs between Lockerbie and Hightae Monday to Saturday (with a Tuesday and Saturday return journey to Dumfries).

Services 380 to 383 are higher frequency services operated by Stagecoach Western

Service 380 Moffat to Lockerbie

Service 381 Dumfries to Lockerbie via Lochmaben

Service 382 runs between Lockerbie and Gretna/Carlisle

Service 383 runs between Lockerbie and Annan via Eaglesfield

It can be seen that Lockerbie has good connectivity to the surrounding area by the bus network. This makes it attractive from a bus feeder perspective as a local hub. However such integration (bus/ rail) is dependent on the stopping patterns of rail services at Lockerbie.

Connections to further destinations have long journey times by bus; the fastest journey can be made from Lockerbie to Glasgow in 2 hours, then 2 hours 28 minutes. The 2 hour journey to Glasgow starts at 0850 and arrives Glasgow at 1055. Journeys to Edinburgh take upwards of 2 hrs 35 minutes; departing at 0850 a passenger could arrive in Edinburgh at 1155.

A passenger travelling to Glasgow may be asked to pay £15.20 for a day return journey, requiring a connection at Moffat in both directions. The earliest journey leaves Lockerbie at 0850, arriving in Glasgow at 1055. The Edinburgh journey is just as difficult; departing at 0850 a passenger will arrive in Edinburgh at 1155 for a return fare of £13.70.

The comparative rail journey times are between 51 min and 1 hr 04 mins (Glasgow and Edinburgh) and the return fares are approximately £16. The difficulty is that the earliest arrival is 0914 in Glasgow and 0922 Edinburgh; the return journey (approx 1 hr) allows sufficient flexibility for a number of return times.

While the transport network is generally good the above highlights the importance of car. However this can be misleading and the following comparative table is illustrative of this issue. Note should be taken of the relative cost of time by the various modes.

The potential for better connectivity of the region has been recognised by SWeStrans, who propose to introduce a quality bus service linking Lockerbie Station to the rest of the region. Lockerbie has considerable potential as a visitor gateway to the region, similar to the role Oxenholme has as a gateway to the Lake District.

Better connectivity of rail with bus could be achieved. However, in the past local bus service timetables have been cast to fit with rail services, only to see the rail timetables change without consideration for the impact on local connections. The rail industry needs to be more aware of the impact on local bus connections when timetable recasts are considered. At the same time, local bus service timetabling would pay more attention to rail connections if appropriate levels of service were available.

Table 3: Comparative Journey times and costs

	Glasgow	Edinburgh	Glasgow	Edinburgh
Distance	70 ml	74 ml		
Best Journey time by bus	2 hrs	2hr 35min	52 mph	29 mph
Best journey time by rail	0hr 55min	1hr 0min	76mph	74 mph
Best journey time by car	1hr 14min	1hr 39min	56mph	45mph
Cost of Bus Journey (return)	£15.20	£13.70	10.9p per ml 8.2min/ £	8.9p per ml 23.2min/ £
Cost of journey by rail (return)	£16.10	£15.00	11.5p per ml 6.8min/£	10.1p per ml 8.0min/£
Cost of journey by car (return – fuel cost only)	£14	£15	10.0p per ml 10.6min/£	10.1p per ml 13.2min/£

8. Economic Issues

Despite the declining population of working age the number of people seeking work is expected to increase slightly as increasing numbers of women seek employment. The area is dependent on a few key industries and employment sectors, notably farming, forestry, tourism, manufacturing, engineering, food processing. While several of these sectors are unlikely to provide significant new opportunities there are some growth sectors, most notably renewable energy.

Unemployment is slightly above the national average for the area as a whole and there are some areas where unemployment rates are well above the national average. Household incomes have historically been somewhat lower than the national average.

Falling household sizes are resulting in pressure on housing stock with a particular need for affordable housing with an associated need for effective transport.

There is rail infrastructure in place with potential to serve the South West of Scotland. However, this potential is stifled by a lack of service provision. Employment opportunities in the region are poorer and scarcer in comparison with the Central Belt, but the region offers an excellent environment for families to bring up children, with good education opportunities. The attractiveness of living in Dumfries and Galloway and working in the Central Belt is hampered by poor transport service provision. This lack of service is a handicap to the development of the region.

As well as serving Dumfries and Galloway Lockerbie Station has potential also to serve the western part of the Borders region.

9. Social Issues

With poor road connectivity from the South West region of Scotland to Edinburgh in particular, the rail connection from Lockerbie should be regarded as a lifeline service, enabling Dumfries and Galloway to participate in the economic and social life of the nation, centred on the Central Belt of Scotland, and on the nation's capital city. Table 3 above demonstrates the time/cost superiority of the rail connection over other modes, but lack of service means this is not used to advantage for the region.

Improved links with the Borders and Cumbria regions would provide excellent tourism and business opportunities. The West Coast Main Line has the potential to serve a huge geographical area with extensive business and economic potential

While the case for improved services on the basis of community and social inclusion benefits is overwhelming, a compelling business case is also capable of being made.

10. Accessibility Issues

To services and leisure facilities

The local public transport and road network provides good accessibility for the local area. There are frequent services to Dumfries and access to key services e.g. Dumfries Royal Infirmary is not unduly hindered.

The key and defining issue is access to locations further afield, principally Glasgow, Edinburgh and the South. Journeys are constrained by distance but at 70 miles to Glasgow and 74 miles to Edinburgh journey times by bus are not competitive.

The 2014 Glasgow Commonwealth Games

In considering the transport, economic and social issues of the access afforded by stopping trains at Lockerbie the 2014 Commonwealth Games in Glasgow should not be forgotten. Consideration should be given to accommodating train services for this prestigious event because alternative modes to that of the train will not be seen as credible for competitors, trainers, and spectators. A case should be made to Transport Scotland to enable train services to be incorporated in the timetable in readiness for the summer of 2014.

Dumfries and Galloway is seeking to attract ancillary activities to the Games into the area. Of crucial importance will be the level of accessibility afforded to athletes and supporting staff.

Access for All

The new footbridge with lifts for disabled access recently provided by Transport Scotland at a cost of some £1.5 million presents an opportunity for improved access for all to the West Coast Main Line at Lockerbie Station, which would allow access to major destinations in Scotland and throughout the UK. The full potential of this investment will not be realised unless an adequate stopping pattern is established at Lockerbie.

11. Partnership Working

SWestrans is a statutory Regional Transport Partnership, established by Scottish Ministers under the terms of the Transport (Scotland) Act 2005. It is a partnership between Dumfries and Galloway Council, NHS Dumfries and Galloway, and Scottish Enterprise South. The Board consists of five Council Members from Dumfries and Galloway Council, and a member each from the NHS and Scottish Enterprise. In addition, there is an extensive body of Observers to the SWestrans Board, representing a wide range of interest groups, from road freight to cycling.

SWestrans also provides the secretariat for the Lockerbie Station Liaison Group. This group aims to bring together various stakeholders having an interest in services and operations at Lockerbie Station, including MPs and MSPs, local councillors, community representatives, train operating companies, ScotRail, Network Rail, and rail users.

12. The Call for Improvement

Correspondence

Service provision at Lockerbie Station has been a matter of considerable concern to both SWestrans and Lockerbie Station Liaison Group (formerly Lockerbie Rail Liaison Group) ever since the December 2008 timetable was initially proposed. Related correspondence from both these organisations is included in Appendix A.

Petition and Parliamentary Debate

A local petition with some 2,500 signatures organised by David Mundell MP was submitted to the UK Secretary of State for Transport Geoff Hoon, and a debate was held by the MP at Westminster. The number of signatures reflects the significant level of support for improved rail services at Lockerbie.

The petition, related correspondence, and press coverage is included in Appendix B. The report of the parliamentary debate is included in Appendix C.

Letters and Emails of Support

While preparing this submission SWestrans has received a number of letters and emails in support of the aspiration for an improved stopping pattern at Lockerbie. This correspondence is included as Appendix D.



Members of Lockerbie Station Liaison Group

Passenger Survey

In order to gain an up to date impression of passenger views at Lockerbie a survey was undertaken by SWestrans between 17 August 2009 and 6 September 2009. The questionnaire was distributed in paper format to passengers at Lockerbie Station. It was also available in PDF format for download from the SWestrans website, or could be completed online via a link from the SWestrans website.

The survey was prepared by SWestrans at short notice with the purpose of capturing a snapshot of usage and views. While the methodology employed is open to criticism, the results are presented as indicative rather than comprehensive. Question 13 in particular relies on hearsay. Nevertheless, it seemed important within the constraints of the methodology to gather some impression of local views about suppressed demand.

The survey provided an additional opportunity for Lockerbie Station users to comment on their experience and views of services at Lockerbie, and these comments have been included within the body of the survey report.

Five paper responses were received after the report was compiled.

The key findings of the survey are as follows:

The survey was completed by 267 respondents.

- 22% of respondents were using Lockerbie Station for a regular commute to work.
- The great majority of those who responded were travelling either to Edinburgh (54 from 100 who answered this question, Waverley and Haymarket aggregated), or Glasgow (25 from 100 who answered this question)
- 50% of journeys were for employment or business reasons



- 76% of users were either dissatisfied or very dissatisfied with the frequency of trains topping at Lockerbie Station.
- 54% frequently make other travel arrangements due to there being no suitable train to/from Lockerbie.
- 85% claim to know people who make other travel arrangements due to there being no suitable train to/from Lockerbie.

The survey and its outputs are included in Appendix E.

13. CONCLUSIONS

The purpose of this response to the WCML RUS Consultation is:

- To outline the importance of Lockerbie to the overall transport system in Dumfries and Galloway;
- To highlight the impact on, specifically Lockerbie, and more generally, Dumfries and Galloway resulting from the introduction of the December 2008 West Coast Main Line timetable; and,
- To make a case for an increase in the number of services calling at Lockerbie.

The key messages which have emerged from the research and consultation which SWestrans has undertaken in preparing this response may be summarised as follows:

Reducing Service

The South West of Scotland has been significantly disadvantaged by the timetable changes implemented following completion of the West Coast Main Line upgrade.

Economic Lifeline

The railway station at Lockerbie serves more than just the town and its immediate surrounding area. It is a key transport hub for the South West of Scotland, providing economic lifeline connectivity for the region with Scotland's capital city, Edinburgh, in particular, but also with Glasgow, the Central Belt generally, as well as Carlisle, Newcastle and the North of England.

Gateway Station

Lockerbie is a Gateway Station: the first station in Scotland on the West Coast Main Line for visitors travelling from the south. It is also Dumfries and Galloway's gateway on to the West Coast Main Line, and access to important markets and employment opportunities in the Central Belt, the North of England and beyond.

Hub Potential

The potential for Lockerbie as a hub for economic, residential and transport development is constrained by the inadequacy of rail service provision, failing to take advantage of the opportunity provided by the infrastructure available.

Suppressed Demand

The potential demand at Lockerbie is being suppressed by lack of services. Existing services frequently experience severe overcrowding. Proposed improvements which include an additional service in each direction, plus new rolling stock to improve capacity, is an inadequate response, and does not address the aspirations for early morning and late evening services.

Business Case

A business case can be made for increased local service provision. Whilst this business case may be marginal, the role of Lockerbie Station in providing vital social inclusion for the South West in the economic activity of the Central Belt makes the case for improved services an overwhelming one.

APPENDICES



Appendix A - CORRESPONDENCE

Your Ref:
Our Ref: SW/RAIL/6
12 December 2007

Militia House
English Street
Dumfries DG1 2HR

Stewart Stevenson MSP
Minister for Transport, Infrastructure & Climate Change
Victoria Quay
Edinburgh
EH6 6QQ

Any enquiries please contact
Cllr Brian Collins
Direct Dial 01387 260000

Dear Stewart,

West Coast Main Line Strategy December 2008 Timetable

I write to advise you that the proposed West Coast Main Line December 2008 Timetable was considered by the South West of Scotland Transport Partnership Board at its meeting on 30 November 2007.

I was asked to write to you to seek your help on the issues raised, particularly our concerns for services at Lockerbie.

We are pleased to see that the proposed timetable will include an early morning direct train into Edinburgh Waverly, together with an opportunity to travel to Glasgow Central before 9.00 am, albeit with a change at Carstairs. We are also pleased with enhanced opportunities for an early morning train to London Euston, and an additional early evening train from London Euston, together with the opportunity to travel direct to Manchester International Airport.

We do, however, have a number of concerns regarding the lack of evening trains to and from Glasgow and Edinburgh. Specifically that the last departure from Edinburgh is 18:11, the last departure from Glasgow Central remains at 20:10, and also that the last service to Edinburgh is 18:29, and to Glasgow Central is 21:37. These services are significantly poorer than the existing timetable.

We are also concerned that there are significant gaps in the timetable. In the morning there is a 4 hour 20 minute gap in trains to Glasgow Central, and in the afternoon/evening there is an 8 hour gap.

The Board expressed particular concern at the lack of opportunity for people to return by train from Glasgow and Edinburgh after evening events and entertainments. Concern was also expressed regarding the level of fares for a service which does not meet local aspirations. Although I am aware of the different price structures I have also been advised of how confusing this appears to be, particularly when passengers are not sold tickets at prices that appear available via the internet.

We consider that demand has been growing at Lockerbie Station, and there appears to be a significant increase in passenger numbers in recent years. We would like to see a service which meets the development potential of Lockerbie and the surrounding area. As well as commuters, we are also keen to enhance the travel opportunities and accessibility for students from Dumfries and Galloway to educational facilities in Edinburgh and Glasgow.

At present, Lockerbie Station is failing to fulfil its potential as a strategic transport hub, linking the South West of Scotland to key services and facilities in the Central Belt conurbation. The West Coast Main Line is a vital strategic route within a Scottish context generally, and for the people of Dumfries and Galloway in particular. However, this consideration appears to have been sacrificed to the desire to achieve faster end to end times, and the resulting timetable does little for the aspirations of Lockerbie and the people of Dumfries and Galloway. We would like to play our part in a number of future national events, not least of which are the Homecoming and the Glasgow Commonwealth Games, and good transport links will be vital to this. It is disappointing that the proposed timetable fails to grasp the opportunity to address these issues.

I would be grateful if you could help us with this matter, and I look forward to hearing from you.

Yours sincerely,



Councillor Brian J. Collins,
Chair, The South West of Scotland Transport Partnership.

Minister for Transport, Infrastructure and Climate Change
Stewart Stevenson MSP

T: 0845 774 1741
E: scottish.ministers@scotland.gsi.gov.uk



Councillor Brian Collins
SWESTRANS
Militia House, English Street
Dumfries
DG1 2HR

Your ref: SW/RAIL/6
Our ref: 2007/0043171
17th January 2008

Dear Brian,

Thank you for your letter of 12 December 2007 about rail passenger services between Edinburgh / Glasgow and Lockerbie. I also welcome the improvements to services from Lockerbie you highlight and note your remaining concern.

As you will be aware, the services are provided under cross border franchises and the Department for Transport (DfT) has lead responsibility for managing the franchise agreements, including service levels. The Scottish Ministers can provide non-binding advice on policy issues, in relation to these franchise agreements, and Transport Scotland officials regularly engage with the DfT to achieve the best solutions for cross-border services.

The alterations to service frequency outlined in your letter are a function of the changes specified by the DfT in respect of the Cross Country refranchising, but more significantly the changes to the Virgin West Coast service pattern in December 2008.

As part of the cross country restructuring, First TransPennine Express (FTPE) were asked by the Department for Transport, to bid to run the Manchester to Edinburgh/Glasgow portion of the cross country franchise. FTPE were successful in their application to run these services and commenced operation on 9 December 2007, providing at least as many services as the previous operator.

The effect of the changes in December 2008 means that FTPE provide the majority of the calls at Lockerbie. These services are supplemented by Virgin West Coast services in the morning and evening peaks.

With 7 services a day in each direction to Edinburgh or Glasgow there will inevitably be some gaps in direct service provision, which, wherever possible, FTPE are seeking to address by providing appropriate connections.

You may wish to take this opportunity to contact First TransPennine Express or Virgin West Coast at the following:

FTPE at Customer Relations, First TransPennine Express, ADMAIL 3878, FREEPOST, MANCHESTER, M1 9YB or at tpecustomer.relations@firstgroup.com.

Virgin West Coast at Customer Relations, Virgin Trains, FREEPOST BM 6613, PO BOX 713, Birmingham, B5 4HH or at www.virgintrains.co.uk.

With regard to your point on fares, in *Scotland's Railways* it states that we wish the rail fares structure to be easily understood by passengers, to encourage people to travel by rail and to be competitive, where possible, with other modes. We are currently reviewing fares policy and many factors are being taken into consideration including simplification. The fares policy will set what Ministers deem to be an appropriate fares structure. Full details of *Scotland's Railways* can be found at www.transportscotland.gov.uk.



STEWART STEVENSON

Your Ref: 2007/0043171

Our Ref: SW/RAIL/6

8 February 2008

Stewart Stevenson MSP
Minister for Transport, Infrastructure & Climate Change
Victoria Quay
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EH6 6QQ

Militia House
English Street
Dumfries DG1 2HR

Any enquiries please contact
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Direct Dial 01387 260000
Fax 01387 260092
E-mail swestrans@dumgal.gov.uk

Dear Stewart,

**West Coast Main Line Strategy
December 2008 Timetable**

Thank you for your letter of 17 January 2008 in response to mine of 12 December 2007.

It was kind of you to advise us of the processes which have been ongoing, together with contact details for First Trans-Pennine Express and Virgin Rail. We have been engaged with both these organisations for some time now to try to ensure an adequate stopping pattern at Lockerbie Station on the West Coast Main Line. We received presentations from both at the Lockerbie Rail Liaison Group meeting on Monday 19 November 2007.

I was pleased to be in attendance when you opened the new fully-accessible bridge at Lockerbie Station on Monday. However, this infrastructure investment needs to be matched by rail services. What is the point of having a high-tech bridge, and limited services for passengers?

As indicated in my previous letter, we are keen to improve access to and from Scotland's capital city Edinburgh, and also Glasgow, venue for the Commonwealth Games. The gaps in the timetable after December 2008 are as set out in my letter. I wrote in similar terms to Tom Harris MP, Parliamentary Under-Secretary of State, and a copy of his response is attached.

On Monday you highlighted the isolation of Lockerbie Station in respect of travellers with mobility impairment. However, this isolation applies to all travellers. As you indicated, the distance between Lockerbie and Carlisle stations is some thirty miles. Also significant is the distance between Lockerbie and Carstairs stations which is forty-eight miles, and is the longest stretch of railway in the UK without an intermediate stop. Passengers wishing to travel from Lockerbie and the surrounding areas have therefore limited options.

As set out in my previous letter we are particularly concerned about the lack of evening trains to and from Glasgow and Edinburgh. Specifically that the last departure from Edinburgh is 18:11, the last departure from Glasgow Central 20:10, and also that the last service to Edinburgh is 18:29, and to Glasgow Central 21:37.

You will note from Tom Harris's letter that he is aware of the objectives of the Scottish Government for accelerated Anglo-Scottish services. However, surely this needs to be balanced with an adequate stopping pattern requiring only 4 to 6 minutes at one of only a few Scottish stations on the line.

My reason for writing to you initially was to seek your help in what is a particularly important issue for Dumfries and Galloway, and I would be pleased if you would consider intervening on our behalf at this critical time in the timetable preparation.

I look forward to hearing from you.

Yours sincerely



Brian Collins, Chair
The South West of Scotland Transport Partnership

Chief Executive's Office

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Direct Line: 0141 272 7112 Fax: 0141 272 7111
chiefexecutive@transportscotland.gsi.gov.uk



**TRANSPORT
SCOTLAND**

Councillor Brian Collins
SWESTRANS
Militia House
English Street
Dumfries
DG1 2HR

Your ref:
SW/RAIL/6

Our ref:
2665

26 March 2008

Dear Councillor Collins

Thank you for your letter of 8 February 2008 to the Minister for Transport, Infrastructure and Climate Change, Stewart Stevenson MSP about rail passenger services to and from Lockerbie. Your letter has been passed to me for reply.

I would like to refer you to Mr Stevenson's detailed letter of 17 January 2008 and reassure you that the service frequency and timetable at Lockerbie is an important issue for Transport Scotland. We continue to liaise with the Department for Transport (DfT) about changes to future timetables in order to maintain and improve journey opportunities for education and business travel from Lockerbie.

I hope this is helpful.

I am copying this reply to the Minister for Transport, Infrastructure and Climate Change.

*I sincerely
Malcolm Reed*

MALCOLM REED

Your Ref:

Militia House

Our Ref: SW/RAIL/6

English Street

18 August 2008

Dumfries DG1 2HR

Stewart Stevenson MSP
Minister for Transport, Infrastructure & Climate Change
Victoria Quay
Edinburgh
EH6 6QQ

Any enquiries please contact
Brian Collins
Direct Dial 01387 260000
Fax 01387 260092
E-mail swestrans@dumgal.gov.uk

Dear Stewart,

**West Coast Main Line Strategy
December 2008 Timetable**

I refer to my previous letters to you on this matter dated 12 December 2007 and 8 February 2008, and your letter of 17 January 2008.

The latest proposed timetable for First Trans-Pennine Express services were made available to members of the West Coast 250 group by Mr David Langton at its meeting in Glasgow on 20 June 2008. These proposals were considered by the South West of Scotland Transport Partnership Board at its meeting on 25 July 2008. The Board agreed that I should write to you again to express our continuing concerns regarding services at Lockerbie, and to seek your help in addressing these concerns.

The Board are pleased to welcome a proposed 20:11 departure from Edinburgh, to arrive in Lockerbie at 21:11. However, we remain concerned about the lack of later evening trains to and from Glasgow and Edinburgh, and the consequent lack of opportunity for people to return by train from Glasgow and Edinburgh after evening events and entertainments

We are particularly disappointed that the early morning arrivals into Glasgow and Edinburgh before 9.00 am that we were pleased to welcome in the timetable proposed by the Department of Transport during the consultation process are no longer included.

We also remain concerned about the significant gaps in the timetable. In the morning there remains a 4 hour 20 minute gap in trains to Glasgow Central, and in the afternoon/evening there is an 8 hour gap.

We are most concerned that the eleven northbound services stopping at Lockerbie proposed in the Department for Transport consultation have now been reduced to nine northbound services stopping at Lockerbie. The loss of these two services from the timetable represents a significant reduction in service at Lockerbie Station.

All the issues raised in my previous two letters, one of which is awaiting a response from you, still apply. I enclose some tables which illustrate the deteriorating service at Lockerbie.

We consider Lockerbie Station to have a great potential as a strategic transport hub, linking the South West of Scotland to major conurbations. We would like to see a service which meets the development potential of Lockerbie and the surrounding area. As well as commuters, we are also keen to enhance the travel opportunities and accessibility for students from Dumfries and Galloway to educational facilities in Edinburgh and Glasgow, not to mention public transport access from the South West to the forthcoming Commonwealth Games.

The proposed timetable is not adequate to meet the aspirations of Lockerbie and Dumfries and Galloway, and it is disappointing that it fails to grasp the opportunity to address the issues outlined above.

I would be grateful for your continuing support in addressing these concerns, and look forward to hearing from you.

Yours sincerely,



Brian Collins, Chair
The South West of Scotland Transport Partnership

Chief Executive's Office

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
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**TRANSPORT
SCOTLAND**

Councillor Brian J Collins
SWEST Trans
Militia House
English Street
Dumfries
DG1 2HR

Your ref:
eYourrefa

Our ref:
0426/08/CER

Date:
September 2008

West Coast Main Line Strategy - December 2008 Timetable

Thank you for your letter of 18 August to Stewart Stevenson, MSP, Minister for Transport, Infrastructure and Climate Change, regarding changes to the proposed West Coast 2008 timetable. As this is a matter for Transport Scotland, your letter has been delegated to me for reply.

I would like to reassure you that the Scottish Government recognises the importance of sustainable public transport opportunities between Lockerbie and Edinburgh.

As you may be aware, services to and from Lockerbie are provided for under cross border franchises, with the Department for Transport (DfT) having the lead responsibility for managing these franchises. The DfT is therefore responsible for managing the West Coast Main Line timetable. Although this is the case, Scottish Ministers are able to provide non binding advice to the UK Government on cross border services. Ministers exercised this right in October 2006 as part of the West Coast Main Line franchising process, which recognised the importance of Lockerbie as a regional railhead for south-west Scotland. Scottish Ministers also stated their desire that the Lockerbie service should permit a journey opportunity to both Glasgow and Edinburgh, arriving no later than 0840 and departing between 1700 and 1800.

The Scottish Government is committed to improving the rail network over the next 20 years. A key focus is on improving journey times and connections, both within Scotland and on cross border routes. We will continue to engage with the DfT concerning significant changes to future timetables in order to maintain and improve journey opportunities for education and business travel to and from Lockerbie.

I hope this is helpful.

MALCOLM REED

Your Ref: 0426/08/CER

Our Ref: SW/RAIL/6

1 October 2008

Dr Malcolm Reed
Chief Executive, Transport Scotland
Buchanan House,
58 Port Dundas Road
Glasgow G4 0HF

Militia House
English Street
Dumfries DG1 2HR

Any enquiries please contact
Brian Collins
Direct Dial 01387 260000
Fax 01387 260092
E-mail swestrans@dumgal.gov.uk

Dear Dr Reed,

West Coast Main Line Services, Lockerbie

Thank you for your letter dated 11 September 2008 in response to my letter of 18 August to Stewart Stevenson referring to the proposed West Coast Main Line December 2008 timetable. I am pleased to note the recognition and support that Scottish Ministers have given to the importance of Lockerbie Station to the South West of Scotland.

I am also pleased to note the Scottish Government's commitment to improving the rail network in Scotland over the next 20 years, which is obviously in line with John Swinney's statement that "Scotland's rail network is for everybody".

However, we in the South West still have considerable concern that rail services here do not meet the needs and aspirations of our region.

I consider that there needs to be some further debate on services to intermediate stations on main lines, and that both Lockerbie and Carstairs Junction should be high on this agenda, to consider how these stations can best be served; using cross-border services, or extended Scottish services.

I would welcome your views on how this debate can be effectively progressed.

Yours sincerely,



Councillor Brian Collins, Chair
The South West of Scotland Transport Partnership

Your Ref:

Our Ref: SW/RAIL/6

12 December 2007

Tom Harris MP
Parliamentary Under Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London SW1P 4DR

Militia House
English Street
Dumfries DG1 2HR

Any enquiries please contact
Councillor Brian Collins
Direct Dial 01387 260000

Dear Mr Harris,

**West Coast Main Line Strategy
December 2008 Timetable**

I write to advise you that the proposed West Coast Main Line December 2008 Timetable was considered by the South West of Scotland Transport Partnership Board at its meeting on 30 November 2007.

I was asked to write to you to express the issues raised, particularly our concerns for services at Lockerbie. My officials have responded separately in respect of the timetable consultation.

We are pleased to see that the proposed timetable will include an early morning direct train into Edinburgh Waverly, together with an opportunity to travel to Glasgow Central before 9.00 am, albeit with a change at Carstairs. We are also pleased with enhanced opportunities for an early morning train to London Euston, and an additional early evening train from London Euston, together with the opportunity to travel direct to Manchester International Airport.

We do, however, have a number of concerns regarding the lack of evening trains to and from Glasgow and Edinburgh. Specifically that the last departure from Edinburgh is 18:11, the last departure from Glasgow Central remains at 20:10, and also that the last service to Edinburgh is 18:29, and to Glasgow Central is 21:37. These services are significantly poorer than the existing timetable.

We are also concerned that there are significant gaps in the timetable. In the morning there is a 4 hour 20 minute gap in trains to Glasgow Central, and in the afternoon/evening there is an 8 hour gap.

The Board expressed particular concern at the lack of opportunity for people to return by train from Glasgow and Edinburgh after evening events and entertainments. Concern was also expressed regarding the level of fares for a service which does not meet local aspirations. Although I am aware of the different price structures I have also been advised of how confusing this appears to be, particularly when passengers are not sold tickets at prices that appear available via the internet.

We consider that demand has been growing at Lockerbie Station, and there appears to be a significant increase in passenger numbers in recent years. We would like to see a service which meets the development potential of Lockerbie and the surrounding area. As well as commuters, we are also keen to enhance the travel opportunities and accessibility for students from Dumfries and Galloway to educational facilities in Edinburgh and Glasgow. At present, the Station is failing to fulfil its potential as a strategic transport hub, linking the South West of Scotland to major conurbations. It is disappointing that the proposed timetable fails to grasp the opportunity to address these issues, and does little for the aspirations of Lockerbie and Dumfries and Galloway.

I look forward to hearing from you.

Yours sincerely,



Councillor Brian J. Collins,
Chair, The South West of Scotland Transport Partnership.

Department for
Transport

Cllr Brian Collins
South West of Scotland Transport Partnership
Militia House
English House
Dumfries
DG1 2HR

Great Minster House
76 Marsham Street
LONDON
SW1P 4DR

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uk

Web Site: www.dft.gov.uk

17 January 2008

Dear Cllr Collins,

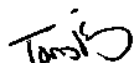
**WEST COAST MAIN LINE TIMETABLE
DECEMBER 2008 TIMETABLE**

I refer to your letter of 12 December addressed to Tom Harris MP concerning possible improvements to train services at Lockerbie. I must apologise that it has not been possible to provide a detailed response to your various issues before now.

I am aware that train operators are working to finalise the schedules and have taken due note of the many suggestions made to them and indeed the Department. I am also aware of the objectives of the Scottish Executive for accelerated Anglo Scottish services which need to be taken into consideration.

I shall ensure that the final timetables are made known to you shortly.

Yours sincerely,



Tony Francis

Your Ref:

Militia House

Our Ref: SW/RAIL/6

English Street

18 August 2008

Dumfries DG1 2HR

Tom Harris MP
Parliamentary Under Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London SW1P 4DR

Any enquiries please contact
Councillor Brian Collins
Direct Dial 01387 260000

Dear Mr Harris,

West Coast Main Line Strategy December 2008 Timetable

I refer to my letter dated 12 December 2007, and a response received on your behalf from Tony Francis dated 17 January 2008.

The latest proposed timetable for First Trans-Pennine Express services were made available to members of the West Coast 250 group by Mr David Langton at its meeting in Glasgow on 20 June 2008. These proposals were considered by the South West of Scotland Transport Partnership Board (SWestrans) at its meeting on 25 July 2008. The Board agreed that I should write to you to express our continuing concerns regarding the proposed timetable. The deteriorating service at Lockerbie is illustrated in the tables which I attach.

In respect of these latest proposals for the revised December 2008 timetable SWestrans are pleased to note the following points:

- At present the earliest travellers from Lockerbie can arrive in Edinburgh is 09.14 and this involves a change at Carstairs. Although a later arrival time is proposed for 09.19, there is no requirement to change at Carstairs, and departure from Lockerbie will be considerably later – at 08.15 instead of the current 07.41;
- As well as retaining an early evening direct service which leaves London Euston at 16.57 and arrives in Lockerbie at 21.42 there is a proposed additional service which leaves London Euston at 17.57 and arrives in Lockerbie at 22.34;
- A proposed early morning direct service leaving Lockerbie at 07.25 which arrives in London Euston at 11.10. At present the earliest direct service from Lockerbie to London Euston leaves Lockerbie at 11.14 and arrives at London Euston at 15.26;
- The Department for transport consultation proposed that the last train from Edinburgh Waverley to Lockerbie would leave at 18.11. An additional evening service is now proposed to leave Edinburgh Waverley at 20.11 to arrive in Lockerbie at 21.11;
- After the proposed timetable changes in December 2008, it will be possible to travel direct from Lockerbie to Manchester Airport at regular intervals throughout the day.

However, we are extremely concerned about the following:

- A proposal in the Department for Transport consultation to have an entirely new early morning direct service from Lockerbie to Edinburgh which would have arrived in Edinburgh Waverley at 08.32 is now no longer proposed. The earliest passengers from Lockerbie will be able to arrive in Edinburgh is 09.19. It is understood from TransPennine Express that the reason behind this change is that the originally proposed 09.11 Edinburgh to Manchester Airport (which was to be formed off the 08.32 arrival) has been unable to be pathed through the border by Network Rail due to various long-standing and time-sensitive freight commitments. Network Rail has been able to offer a 09.56 departure instead, which fits with an arrival around the current time. TransPennine Express advise that the inward service is able to run from Manchester at a useful time, leaving soon after 06.00 and therefore providing for business and other traffic from the Manchester, Preston and Lancaster areas to Edinburgh;
- A proposal in the Department for Transport consultation to have an early morning service from Lockerbie to Glasgow which would have arrived in Glasgow at 08.48 with a change at Carstairs onto a local ScotRail service is now no longer proposed. The earliest passengers from Lockerbie will be able to arrive in Glasgow is 09.09. This is 11 minutes later than at present;
- There is no proposed service after 18.29 to Edinburgh Waverley. Currently the last service leaves Lockerbie at 20.52 and arrives in Edinburgh Waverley at 21.56;
- The proposed 18.00 service from Manchester Airport will no longer stop at Lockerbie. The last train from Manchester Airport which will stop at Lockerbie will now be at 16.00. However the following 16.57 train from London Euston will call at Lockerbie and provide a 12 minute connection out of the train from Manchester at Carlisle;
- The last proposed service to Glasgow Central is at 21.37. Currently the last service leaves Lockerbie at 22.17 and arrives in Glasgow central at 23.32;
- In the morning there is a 4 hour 20 minute gap between the proposed 08.10 train to Glasgow Central and the 12.30 train to Glasgow Central. At present there is an intermediate train;
- In the afternoon/evening there is an 8 hour gap between the proposed 12.30 service to Glasgow and the proposed 20.44 service to Glasgow;
- In the morning/afternoon there is a 4 hour 30 minute gap between the proposed 09.56 service to Edinburgh and the 14.30 service to Edinburgh. At present there are intermediate trains at 11.12 and 13.10;
- The existing 18.47 direct service to London Euston has been removed.
- The last proposed service from Glasgow Central remains as existing at 20.10, however the timing of this service is not appropriate for visitors to Glasgow;
- The last proposed service from Edinburgh Waverley although now improved at 20.11 is still not appropriate for visitors to Edinburgh;
- At present fifteen northbound services stop at Lockerbie (eight for Glasgow and seven for Edinburgh). After December 2008 nine northbound services are now proposed to stop at Lockerbie (four for Glasgow and five for Edinburgh). The Department for Transport consultation indicated that eleven northbound services would stop at Lockerbie (six for Glasgow and five for Edinburgh).

We particularly welcome the proposed 20:11 departure from Edinburgh, to arrive in Lockerbie at 21:11. However, we remain concerned about the lack of later evening trains to and from Glasgow and Edinburgh, and the consequent lack of opportunity for people to return by train from Glasgow and Edinburgh after evening events and entertainments

We are particularly disappointed however that the early morning arrivals into Glasgow and Edinburgh before 9.00 am that were promised in the timetable proposed by the Department of Transport during the consultation process are no longer included.

We also remain concerned about the significant gaps in the timetable. In the morning there is a 4 hour 20 minute gap in trains to Glasgow Central, and in the afternoon/evening there is an 8 hour gap.

Can you confirm whether these proposals are the final timetables referred to by Tony Francis in his letter, which we were advised we would receive shortly?

We consider Lockerbie Station to have a great potential as a strategic transport hub, linking the South West of Scotland to major conurbations. We would like to see a service which meets the development potential of Lockerbie and the surrounding area. As well as commuters, we are also keen to enhance the travel opportunities and accessibility for students from Dumfries and Galloway to educational facilities in Edinburgh and Glasgow, not to mention public transport access from the South West to the forthcoming Commonwealth Games.

It is disappointing that the proposed timetable fails to grasp the opportunity to address these issues, and does little for the aspirations of Lockerbie and Dumfries and Galloway.

I look forward to hearing from you.

Yours sincerely,



Councillor Brian J. Collins,
Chair, The South West of Scotland Transport Partnership

Your Ref:

Our Ref: SW/RAIL/6

18 August 2008

Tom Harris MP
Parliamentary Under Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London SW1P 4DR

Militia House
English Street
Dumfries DG1 2HR

Any enquiries please contact
Councillor Michael Dickie
Direct Dial 01387 260000

Dear Minister,

**West Coast Main Line Strategy
December 2008 Timetable**

I am writing to you as Chair of the Lockerbie Rail Liaison Group to express our concern about the proposed West Coast 2008 timetable, and to seek your assistance on this matter.

I have previously written to the Department for Transport in response to the consultation exercise which the department co-ordinated. I enclose a copy of my letter. We have recently received information from First TransPennine Express which is at odds with the consultation proposals.

We are disappointed that the early morning arrivals into Glasgow and Edinburgh before 9.00 am that were proposed by the Department of Transport during the consultation process are no longer included.

We are also concerned about the significant gaps in the timetable. In the morning there remains a 4 hour 20 minute gap in trains to Glasgow Central, and in the afternoon/evening there is an 8 hour gap.

Of the greatest concern is that the eleven northbound services stopping at Lockerbie proposed in the Department for Transport consultation have now been reduced to only nine northbound services stopping at Lockerbie. The loss of these two services from the timetable represents a significant reduction in service at Lockerbie Station.

We are pleased to welcome a proposed 20:11 departure from Edinburgh, to arrive in Lockerbie at 21:11. However, we are concerned about the lack of later evening trains to and from Glasgow and Edinburgh, and the consequent lack of opportunity for people to return by train from Glasgow and Edinburgh after evening events and entertainments.

Lockerbie Station has great potential as a strategic transport hub, linking the South West of Scotland to major conurbations. We would like to see a service which meets the development potential of Lockerbie and the surrounding area. As well as commuters, we are also keen to enhance the travel opportunities and accessibility for students from Dumfries and Galloway to educational facilities in Edinburgh and Glasgow, not to mention public transport access from the South West to the forthcoming Commonwealth Games.

The proposed timetable is not adequate to meet the aspirations of Lockerbie and Dumfries and Galloway, and it is disappointing that it fails to grasp the opportunity to address the issues outlined above.

I would be grateful if you would consider these concerns, and look forward to hearing from you.

Yours sincerely,



Councillor Michael Dickie,
Chair, Lockerbie Rail Liaison Group

Your Ref:

Our Ref: SW/RAIL/6

18 August 2008

Militia House

English Street

Dumfries DG1 2HR

Stewart Stevenson MSP
Minister for Transport, Infrastructure & Climate Change
Victoria Quay
Edinburgh
EH6 6QQ

Any enquiries please contact
Councillor Michael Dickie
Direct Dial 01387 260000
Fax 01387 260092

Dear Minister,

**West Coast Main Line Strategy
December 2008 Timetable**

I am writing to you as Chair of the Lockerbie Rail Liaison Group to express our concern about the proposed West Coast 2008 timetable, and to seek your assistance on this matter.

I have previously written to the Department for Transport in response to the consultation exercise which the department co-ordinated. I enclose a copy of my letter. We have recently received information from First TransPennine Express which is at odds with the consultation proposals.

We are disappointed that the early morning arrivals into Glasgow and Edinburgh before 9.00 am that were proposed by the Department of Transport during the consultation process are no longer included.

We are also concerned about the significant gaps in the timetable. In the morning there remains a 4 hour 20 minute gap in trains to Glasgow Central, and in the afternoon/evening there is an 8 hour gap.

Of the greatest concern is that the eleven northbound services stopping at Lockerbie proposed in the Department for Transport consultation have now been reduced to only nine northbound services stopping at Lockerbie. The loss of these two services from the timetable represents a significant reduction in service at Lockerbie Station.

We are pleased to welcome a proposed 20:11 departure from Edinburgh, to arrive in Lockerbie at 21:11. However, we are concerned about the lack of later evening trains to and from Glasgow and Edinburgh, and the consequent lack of opportunity for people to return by train from Glasgow and Edinburgh after evening events and entertainments.

Lockerbie Station has great potential as a strategic transport hub, linking the South West of Scotland to major conurbations. We would like to see a service which meets the development potential of Lockerbie and the surrounding area. As well as commuters, we are also keen to enhance the travel opportunities and accessibility for students from Dumfries and Galloway to educational facilities in Edinburgh and Glasgow, not to mention public transport access from the South West to the forthcoming Commonwealth Games.

The proposed timetable is not adequate to meet the aspirations of Lockerbie and Dumfries and Galloway, and it is disappointing that it fails to grasp the opportunity to address the issues outlined above.

I would be grateful for your support in addressing these concerns, and look forward to hearing from you.

Yours sincerely,



Councillor Michael Dickie,
Chair, Lockerbie Rail Liaison Group

Your Ref:

Militia House

Our Ref: SW/RAIL/6

English Street

4 December 2007

Dumfries DG1 2HR

West Coast Timetable Consultation (2008)

Any enquiries please contact

DfT Rail Projects

John Nelson

Zone 5/23

Direct Dial 01387 260141

Great Minster House

Fax 01387 260092

76 Marsham Street

London SW1P 4DR

Dear Sir,

West Coast Main Line Rail Service – December 2008 Timetable

I refer to my recent discussions and email correspondence with Tony Francis regarding the proposed West Coast Main Line December 2008 Timetables. In this connection I write to confirm that this matter was considered by The South West of Scotland Transport Partnership Board at its meeting on 30 November 2007. I was asked to write to you on behalf of the Partnership.

The Board was pleased to note:

- A proposed early morning direct service into Edinburgh Waverly which arrives at 08.32. At present the earliest travellers from Lockerbie can arrive in Edinburgh is 09.16 and this involves a change at Carstairs.
- Although a proposed direct service to Glasgow Central would arrive at 09.09 some 7 minutes later than at present, an earlier service is proposed. This earlier service would arrive at Glasgow Central at 08.38 however a change at Carstairs would be required.
- As well as retaining an early evening direct service which leaves London Euston at 16.57 and arrives in Lockerbie at 20.44 there is a proposed additional service which leaves London Euston at 17.57 and arrives in Lockerbie at 21.37.
- A proposed early morning direct service leaving Lockerbie at 07.25 which arrives in London Euston at 11.10. At present the earliest direct service from Lockerbie to London Euston leaves Lockerbie at 11.08 and arrives at London Euston at 15.26.
- After the proposed timetable changes in December 2008 it will be possible to travel direct from Lockerbie to Manchester Airport at regular intervals throughout the day.

The Board did however have concerns regarding the following:

- There is no proposed service after 18.29 to Edinburgh Waverly. Currently the last service leaves Lockerbie at 20.49 and arrives in Edinburgh Waverly at 21.56. This may result in a ludicrous situation where travellers from Lockerbie at night are forced to drive to Carlisle to access an appropriate service to Edinburgh.
- The last proposed service to Glasgow Central is at 21.37. Currently the last service leaves Lockerbie at 22.17 and arrives in Glasgow Central at 23.32.
- In the morning there is a 4 hour 20 minute gap between the proposed 08.10 train to Glasgow Central and the 12.30 train to Glasgow Central. At present there is an intermediate train.
- In the afternoon/evening there is an 8 hour gap between the proposed 12.30 service to Glasgow and the proposed 20.32 service to Glasgow.
- The existing 18.43 direct service to London Euston has been removed.

- The last proposed service from Glasgow Central remains as existing at 20.10, however the timing of this service is not appropriate for visitors to Glasgow.
- The situation from Edinburgh Waverly is even worse where the last proposed train for Lockerbie is 18.11.

In addition the Board discussed the following issues:

- The proposed timetable does not provide opportunities to grow the service.
- The proposed services do not meet the development potential of Lockerbie and the surrounding area.
- It is important that train services allow local communities to benefit from two major events, namely the “Homecoming” and the Glasgow Commonwealth Games.
- The proposals favour fast end to end traffic and do not address the service needs of local communities.
- There will be a need to examine bus services serving Lockerbie Station and bus facilities to improve access to the West Coast Main Line for communities in Dumfries and Galloway. We would intend to develop this with the Train Operating Companies during 2008.
- It is important that the timetable for the Nith Valley Line is aligned to the West Coast Main Line December 2008 Timetable for services at Carlisle. Given the changing situation at Lockerbie Carlisle will play an important role in allowing residents of Dumfries and Galloway access to services to a number of destinations including Birmingham and beyond.

Demand appears to be growing at Lockerbie Station, with a significant increase in passenger numbers in recent years. We would like to see a service which meets the development potential of Lockerbie and the surrounding area. As well as commuters, we are also keen to enhance the travel opportunities and accessibility for students from Dumfries and Galloway to educational facilities in Edinburgh and Glasgow.

Thank you for the opportunity to comment on the proposed 2008 West Coast Main Line timetable. I would be pleased if the foregoing could be given full cognisance as the timetable is developed. Please do not hesitate to contact me should you wish to discuss any of the matters raised above.

Yours faithfully,



John Nelson
Service Manager
The South West of Scotland Transport Partnership

Your Ref:

Militia House

Our Ref: SW/RAIL/6

English Street

6 August 2008

Dumfries DG1 2HR

West Coast Timetable Consultation (2008)
DfT Rail Projects
Zone 5/23
Great Minster House
76 Marsham Street
London SW1P 4DR

Any enquiries please contact
John Nelson
Direct Dial 01387 260141
Fax 01387 260092

Dear Sir,

West Coast Main Line Rail Service – December 2008 Timetable

I refer to my letter dated 4 December 2007, a copy of which is attached for your convenience.

The latest proposed timetable for First Trans-Pennine Express services were made available to members of the West Coast 250 group by Mr David Langton at its meeting in Glasgow on 20 June 2008. These proposals were considered by the South West of Scotland Transport Partnership Board at its meeting on 25 July 2008.

In respect of the revised December 2008 timetable we remain concerned about the lack of later evening trains to and from Glasgow and Edinburgh, and the consequent lack of opportunity for people to return by train from Glasgow and Edinburgh after evening events and entertainments

We are particularly disappointed that the early morning arrivals into Glasgow and Edinburgh before 9.00 am proposed by the Department of Transport during the consultation are no longer included.

We also remain concerned about the significant gaps in the timetable. In the morning there is a 4 hour 20 minute gap in trains to Glasgow Central, and in the afternoon/evening there is an 8 hour gap.

Of the greatest concern is that the eleven northbound services stopping at Lockerbie proposed in the Department of Transport consultation have now been reduced to only nine northbound services stopping at Lockerbie. The loss of these two services represents a significant reduction in service at Lockerbie Station.

We welcome the proposed 20:11 departure from Edinburgh, to arrive in Lockerbie at 21:11. However, overall these latest proposals represent a significant change for the worse from those described by the Department for Transport consultation. I would be grateful for an explanation of why this reduction in service is being implemented. The other points raised in my earlier letter remain appropriate. It is disappointing that the proposed timetable fails to grasp the opportunity to address these issues, and does little for the aspirations of Lockerbie and Dumfries and Galloway.

I look forward to hearing from you.

Yours faithfully,



John Nelson
Service Manager
The South West of Scotland Transport Partnership

Your Ref:

Militia House

Our Ref: SW/RAIL/6

English Street

6 August 2008

Dumfries DG1 2HR

David Langton
Timetable Strategy Manager
First TransPennine Express
8th Floor, Bridgewater House
60 Whitworth Street
Manchester M1 6LT

Any enquiries please contact
John Nelson
Direct Dial 01387 260141
Fax 01387 260092
E-mail john.nelson@dumgal.gov.uk

Dear David,

**West Coast Main Line Strategy
December 2008 Timetable**

I refer to our recent telephone discussion regarding the above.

Your latest proposals were considered by the South West of Scotland Transport Partnership Board at its meeting on 25 July 2008. I attach a copy of the report received by the Board for your full information.

I would be pleased if you would note the Board's continuing concern, particularly with reference to the following points:

The Board are pleased to welcome a proposed 20:11 departure from Edinburgh, to arrive in Lockerbie at 21:11. However, we remain concerned about the lack of later evening trains to and from Glasgow and Edinburgh, and the consequent lack of opportunity for people to return by train from Glasgow and Edinburgh after evening events and entertainments

We are particularly disappointed that the early morning arrivals into Glasgow and Edinburgh before 9.00 am that we were pleased to welcome in the timetable proposed by the Department of Transport during the consultation process are no longer included.

We also remain concerned about the significant gaps in the timetable. In the morning there remains a 4 hour 20 minute gap in trains to Glasgow Central, and in the afternoon/evening there is an 8 hour gap.

We are most concerned that the eleven northbound services stopping at Lockerbie proposed in the Department for Transport consultation has now been reduced to only nine northbound services stopping at Lockerbie. The loss of these two services from the timetable represents a significant reduction in service at Lockerbie Station.

The Chair of SWestrans, Councillor Brian Collins, has written to express the concerns of the Board to Tom Harris, Under Secretary of State for Transport, and Stewart Stevenson, Scottish Minister for Transport, Infrastructure and Climate Change. I have written in similar terms to the Department of Transport West Coast Timetable Consultation, and to your Commercial Director, Leo Goodwin.

I would be grateful for you to note these points for consideration, and look forward to hearing from you.

Yours sincerely,



John Nelson, Service Manager
The South West of Scotland Transport Partnership

Your Ref:

Militia House

Our Ref: SW/RAIL/6

English Street

6 August 2008

Dumfries DG1 2HR

Leo Goodwin
Commercial Director
First TransPennine Express
7th Floor, Bridgewater House
60 Whitworth Street
Manchester M1 6LT

Any enquiries please contact
John Nelson
Direct Dial 01387 260141
Fax 01387 260092
Email john.nelson@dumgal.gov.uk

Dear Mr Goodwin,

**West Coast Main Line Strategy
December 2008 Timetable**

I refer to your letter dated 30 May 2008. The latest proposed timetable for First Trans-Pennine Express services were further illustrated to members of the West Coast 250 group by Mr David Langton at its meeting in Glasgow on 20 June 2008. These proposals were considered by the South West of Scotland Transport Partnership Board at its meeting on 25 July 2008. I attach a copy of the report received by the Board for your full information.

In respect of these latest proposals for the revised December 2008 timetable SWestrans are pleased to note the following points:

- At present the earliest travellers from Lockerbie can arrive in Edinburgh is 09.14 and this involves a change at Carstairs. Although a later arrival time is proposed for 09.19, there is no requirement to change at Carstairs, and departure from Lockerbie will be considerably later – at 08.15 instead of the current 07.41;
- As well as retaining an early evening direct service which leaves London Euston at 16.57 and arrives in Lockerbie at 21.42 there is a proposed additional service which leaves London Euston at 17.57 and arrives in Lockerbie at 22.34;
- A proposed early morning direct service leaving Lockerbie at 07.25 which arrives in London Euston at 11.10. At present the earliest direct service from Lockerbie to London Euston leaves Lockerbie at 11.14 and arrives at London Euston at 15.26;
- The Department for transport consultation proposed that the last train from Edinburgh Waverley to Lockerbie would leave at 18.11. An additional evening service is now proposed to leave Edinburgh Waverley at 20.11 to arrive in Lockerbie at 21.11;
- After the proposed timetable changes in December 2008, it will be possible to travel direct from Lockerbie to Manchester Airport at regular intervals throughout the day.

However, I would be pleased if you would note the Board's continuing concern, particularly with reference to the following points:

- A proposal in the Department for Transport consultation to have an entirely new early morning direct service from Lockerbie to Edinburgh which would have arrived in Edinburgh Waverley at 08.32 is now no longer proposed. The earliest passengers from Lockerbie will be able to arrive in Edinburgh is 09.19. It is understood from TransPennine Express that the reason behind this change is that the originally proposed 09.11 Edinburgh to Manchester Airport (which was to be formed off the 08.32 arrival) has been unable to be pathed through the border by Network Rail due to various long-standing and time-sensitive freight commitments. Network Rail has been able to offer a 09.56 departure instead, which fits with an arrival around the current time. TransPennine Express advise that the inward service is able to run from Manchester at a useful time, leaving soon after 06.00 and therefore providing for business and other traffic from the Manchester, Preston and Lancaster areas to Edinburgh;
- A proposal in the Department for Transport consultation to have an early morning service from Lockerbie to Glasgow which would have arrived in Glasgow at 08.48 with a change at Carstairs onto a local ScotRail service is now no longer

proposed. The earliest passengers from Lockerbie will be able to arrive in Glasgow is 09.09. This is 11 minutes later than at present;

- There is no proposed service after 18.29 to Edinburgh Waverley. Currently the last service leaves Lockerbie at 20.52 and arrives in Edinburgh Waverley at 21.56;
- The proposed 18.00 service from Manchester Airport will no longer stop at Lockerbie. The last train from Manchester Airport which will stop at Lockerbie will now be at 16.00. However the following 16.57 train from London Euston will call at Lockerbie and provide a 12 minute connection out of the train from Manchester at Carlisle;
- The last proposed service to Glasgow Central is at 21.37. Currently the last service leaves Lockerbie at 22.17 and arrives in Glasgow central at 23.32;
- In the morning there is a 4 hour 20 minute gap between the proposed 08.10 train to Glasgow Central and the 12.30 train to Glasgow Central. At present there is an intermediate train;
- In the afternoon/evening there is an 8 hour gap between the proposed 12.30 service to Glasgow and the proposed 20.44 service to Glasgow;
- In the morning/afternoon there is a 4 hour 30 minute gap between the proposed 09.56 service to Edinburgh and the 14.30 service to Edinburgh. At present there are intermediate trains at 11.12 and 13.10;
- The existing 18.47 direct service to London Euston has been removed.
- The last proposed service from Glasgow Central remains as existing at 20.10, however the timing of this service is not appropriate for visitors to Glasgow;
- The last proposed service from Edinburgh Waverley although now improved at 20.11 is still not appropriate for visitors to Edinburgh;
- At present fifteen northbound services stop at Lockerbie (eight for Glasgow and seven for Edinburgh). After December 2008 nine northbound services are now proposed to stop at Lockerbie (four for Glasgow and five for Edinburgh). The Department for Transport consultation indicated that eleven northbound services would stop at Lockerbie (six for Glasgow and five for Edinburgh).

We particularly welcome the proposed 20:11 departure from Edinburgh, to arrive in Lockerbie at 21:11. However, we remain concerned about the lack of later evening trains to and from Glasgow and Edinburgh, and the consequent lack of opportunity for people to return by train from Glasgow and Edinburgh after evening events and entertainments

We are disappointed however that the early morning arrivals into Glasgow and Edinburgh before 9.00 am that were promised in the timetable proposed by the Department of Transport during the consultation process are no longer included.

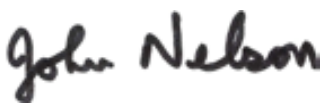
We also remain concerned about the significant gaps in the timetable. In the morning there is a 4 hour 20 minute gap in trains to Glasgow Central, and in the afternoon/evening there is an 8 hour gap.

We are most concerned that the eleven northbound services stopping at Lockerbie proposed in the Department for Transport consultation has now been reduced to only nine northbound services stopping at Lockerbie. The loss of these two services from the timetable represents a significant reduction in service at Lockerbie Station.

The Chair of SWestrans, Councillor Brian Collins, has written to express the concerns of the Board to Tom Harris, Under Secretary of State for Transport, and Stewart Stevenson, Scottish Minister for Transport, Infrastructure and Climate Change. I have written in similar terms to the Department of Transport West Coast Timetable Consultation, and to your Timetable Strategy Manager David Langton.

I would be grateful for you to note these points for consideration, and look forward to hearing from you.

Yours sincerely,



John Nelson, Service Manager
The South West of Scotland Transport Partnership

Appendix B - PARLIAMENTARY PETITION

David Mundell MP



HOUSE OF COMMONS
LONDON SW1A 0AA

Cllr B. Collins
Chairman
SWESTRANS
C/o Dumfries & Galloway Council
English Street
Dumfries
DG1 2DD

20th April 2009

Ref:

Dear Councillor Collins,

Rail services from Lockerbie station.

I am enclosing for your information a copy of a letter which I sent to the Secretary of State for Transport enclosing a petition which 2,300 local people had signed calling for improved services at Lockerbie station. I also presented a similar petition to Parliament and await the Secretary of State's response.

I would be grateful to know what current actions SWESTRANS is taking to pursue this matter which is of concern to all Lockerbie station users.

I look forward to hearing from you.

With kind regards,

Yours sincerely,

A handwritten signature in black ink that reads "David".

David Mundell MP

Enc.

A strong voice for Dumfriesshire, Clydesdale & Tweeddale

Constituency Office: 2 Holm Street, Moffat DG10 9EB
Telephone: 020 7219 4895 (Westminster) 0800 731 9590 (Constituency)
Email: mundelld@parliament.uk Website: www.davidmundell.com

Rt hon Geoff Hoon MP
Secretary of State for Transport

1 April 2009

Dear Secretary of State

RAIL SERVICES FROM LOCKERBIE STATION

I am enclosing a petition signed in person or electronically by over 2300 people calling for improved services at Lockerbie Station. Please acknowledge safe receipt.

As I explained in the Adjournment debate held in the House of Commons on 11 November 2009(copy attached), although Lockerbie Station is in Scotland, services there are the responsibility of your Department because every train that stops is a "cross-border" service.

As I did in the debate in the Commons, I (along with petitioners) am calling for a reversal in the cuts to services at the station to/from Glasgow and Edinburgh following the introduction of the December 2008 timetable. We seek a balanced timetable, which would address the needs of Lockerbie station users which would provide adequate services to/from Glasgow and Edinburgh (including a direct service to Edinburgh arriving before 9am and late evening services which would allow people to benefit from entertainment and leisure in the cities); and more stop by Virgin trains to/from the South which are already passing through the Station.

I look forward to a more positive response than the Minister gave in the Commons on 11 November 2008.

Yours sincerely

DAVID MUNDELL MP

David Mundell MP



HOUSE OF COMMONS

LONDON SW1A 0AA

Stewart Stevenson MSP
Minister for Transport
The Scottish government
Victoria Quay
Edinburgh
EH6 6QQ

12 May 2009

Services from Lockerbie Station

I enclose a copy of a letter which I recently received from Lord Adonis in response to the petition I handed in calling for improved services at Lockerbie Station and about which we have previously corresponded.

I am sure you will be as surprised as me to see he ends his letter by "passing the buck?" to Transport Scotland and I would be grateful to have your comments on the content of his letter.

I also enclose a copy of the formal response to the petition as presented to the House of Commons in which the Secretary of State intimates that he has no intention to change the current timetable and again your comments would be appreciated.

With kind regards

Yours sincerely

DAVID MUNDELL MP

cc. David Middleton, Chief Executive, Transport Scotland, Buchanan House, 58 Port Dundas Rd, Glasgow G4 0HF

c/c: Cllr Brian Collins, Chair, SWESTRANS, Militia House, English Street, Dumfries DG1 2HR

A strong voice for Dumfriesshire, Clydesdale & Tweeddale

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Email: mundell@parliament.uk Website: www.davidmundell.com



From the Minister of State

David Mundell MP
House of Commons
LONDON
SW1A 0AA

Department for
Transport

Great Minster House
76 Marsham Street
London SW1P 4DR

Tel: 020 7944 3082
Fax: 020 7944 4492
E-Mail: andrew.adonis@dft.gsi.gov.uk

Web site: www.dft.gov.uk

Our Ref: GH/AA/009794/09
Your Ref: Petition

27 April 2009

Dear David,

Thank you for your letter of 1 April to Geoff Hoon, enclosing a petition from your constituents concerning train services at Lockerbie. I am replying as Minister responsible for rail.

The purpose of the December 2008 West Coast timetable is to exploit, for the benefit of as many rail passengers as possible, the very considerable investment that has been made by taxpayers in the enhancement of the infrastructure and rolling stock on the West Coast Main Line (WCML). These enhancements have resulted in significant cuts in journey times between the major cities and towns served by the WCML.

The history of passenger travel in this country in the decades in which the car and, latterly, the aeroplane have provided the railway with stiff competition has shown that long-distance rail has only been able to attract significant numbers of passengers on flows on which it can offer services that are both fast and frequent. Furthermore, market research going back over the same decades also shows that the average passenger judges the speed of a train journey as much by the number of stops the train makes as by the time the journey takes. Passengers are discouraged by the prospect of a 'stopping' train, except where they *expect* it to be a stopping train - on a suburban commuter route, for example. On the other hand they are attracted by the notion of an 'express' train, which many define as being a train that makes only a small handful of stops.

This being the case, there is huge pressure on both Virgin Trains and First Transpennine, and indeed on other long-distance rail operators, to eliminate intermediate stops on services that connect major cities because that is the best way for them to attract passengers away from road and air. The balance between stopping a train too few times, in order to maximise the take-up on the very popular flows (eg, Glasgow to London), and too many times, in order to maximise the number of lesser intermediate flows (eg, Lockerbie to Preston) is, of course, a fine one, but I am satisfied that the new timetable has achieved a very good balance. I am therefore satisfied also that this timetable is achieving our objective of bringing the greatest benefit from the recent investment to the maximum number of people, and, in particular, that it will enable rail to regain its position as the preferred mode of travel between Glasgow and London and between Edinburgh/Glasgow and Birmingham.

The two operators have done a good job, in my view, in spreading the ten southbound and nine northbound trains at Lockerbie in such a way that opportunities exist for both day-return and half-day return trips to and from both Glasgow and Edinburgh. But, as you acknowledged in your letter and in your speech in the adjournment debate in the House last November, the main purpose of these trains is Anglo-Scottish not domestic Scottish, and their timings are bound to reflect that fact. I appreciate that means that there is no arrival from Lockerbie into Glasgow until 0914 or into Edinburgh until 0922, but these represent the first Anglo-Scottish trains of the day. Similarly the last Anglo-Scottish train of the day, the 2011 from Edinburgh, gives an arrival time in Manchester of 2344, and we really wouldn't want it to be any later than that.

If there is a genuine local transport need before and after those times, it really is a need that Transport Scotland, not central Government, should meet.

Yours ever,

Andrew

ANDREW ADONIS

The Petition of users of Lockerbie Station and others.

Declares the anger of users of Lockerbie Station at the 40 per cent cut in the number of rail services between Lockerbie and Glasgow or Edinburgh in the new timetable operational from December 2008; regrets the failure to provide the much promised early morning direct service to Edinburgh in that timetable; and notes the increased need to use connecting trains when travelling to or from the South.

The Petitioners therefore request that the House of Commons call upon the Secretary of State for Transport to, firstly, reconsider the recent cuts to the number of services serving Lockerbie and, secondly, to instigate the introduction of a 'balanced' timetable designed to meet the needs of Lockerbie station users, and specifically to allow commuters to travel from Lockerbie to and from Glasgow and Edinburgh at times suitable for the start and end of the normal working day and to allow return from Edinburgh and Glasgow late in the evening so that people in the South of Scotland can take advantage of evening entertainment in these cities.

And the Petitioners remain, etc.—[Presented by David Mundell, *Official Report*, 1 April 2009; Vol. 490, c. 1012.]

[P000343]

Observations from the Secretary of State for Transport:

The matter of rail services at Lockerbie in the December 2008 timetable was the subject of an Adjournment debate on 11 November 2008, *Official Report*, col. 744-750.

There has been extensive consultation about the new service patterns now operating on the West Coast Main Line. Those representing Scotland expressed strong support for the accelerated and more frequent links with London and Birmingham that are now in place.

The December 2008 timetable was designed to maximise the value of the £8.9 billion the Government have invested in the modernisation of the route, to better match resources with demand and to make best use of available assets. While some less popular journeys now take longer, the overwhelming majority of passengers benefit. And Lockerbie has not been left isolated, with trains calling on a broadly two hourly basis across the day and faster journeys to Manchester and London.

First Trans Pennine proposed to operate a Carlisle to Edinburgh commuter service. However they found that there was insufficient capacity on the approaches to Edinburgh and decided to provide an early morning Manchester to Edinburgh train instead. This train provides a new business service from Manchester and Preston and also calls at Lockerbie. The service is a development that makes better use of assets and one which I support.

Petitions
ferreiramt
Rail Services (Lockerbie)

Wednesday 22 April 2009
Department for Transport

UIN: P000343
Page 2 of 2

The December 2008 timetable is now fully operational and performing well. The more frequent and faster services, with around 30 minutes shaved from a typical London to Glasgow journey, are performing well with encouraging demand growth. I therefore do not propose to make changes.

BATTLE STATION



SERVICE CALL ... Dumfriesshire MP David Mundell yesterday launched a petition in Lockerbie to get better train services

A CAMPAIGN was launched yesterday to reverse major cuts in train services from Lockerbie railway station.

Dumfriesshire MP David Mundell launched a petition and is hoping to collect thousands of signatures in a bid to get the UK Government to take action.

The services from the town were slashed by 40 per cent when the new timetable began last month.

Mr Mundell said: "We have got to keep the momentum up to improve services and despite it being flagged up I don't think a lot of people knew about the changes until the new timetable came in."

"There are far few trains going to Glasgow and Edinburgh.

"In particular, there is still no early train that gets into Edinburgh before 9 am and we have been promised that for years. The timetable does not reflect the needs of Lockerbie station users."

"The Government are wrong in their obsession with the city to city times. All they seem to care about is the time from Glasgow to London and it doesn't matter if the train stops anywhere."

Once all the signatures have been col-

Campaign launched to reverse service cut

by **KATHERINE ELLIOT**
kelli@scprfm.co.uk

lected Mr Mundell is going to present the petition of UK Secretary of State for Scotland Geoff Hoon.

He said: "During a parliamentary debate I was informed that Lockerbie was 'not a station where business was likely to grow significantly' and I have launched this petition to demonstrate to this Government that there is a demand for improved, and indeed, additional services."

The MP believes it

TURN TO PAGE 2

Train timetable petition picks up steam with 1500 signatures



A PETITION calling for better train timetables at Lockerbie is gaining momentum.

Since it was launched last month, Dumfriesshire MP David Mundell's campaign has already attracted almost 1500 signatures.

The politician is pleased with the support the campaign has gathered so far.

He said: "This is a fantastic response. We have had people from across Dumfriesshire and the Stewartry signing the petition and it has even attracted signatures from residents from Glasgow, Edinburgh and as far south as York."

"I am delighted that the petition has done so well in such a short space of time and would like to thank everyone for their support."

The petition was launched at the railway station in January after a new timetable came into operation that saw the number of services stopping at Lockerbie cut by 40 per cent.

And Mr Mundell is keen to have 2000 signatures by the end of February and is hoping it will send a strong message to the Government that there is a demand for a better train service locally.

He said: "The petition is still being signed daily and I would urge everyone who wants to sign it to do so soon. We must show the Government that there is indeed demand for much better services at Lockerbie and how angry we are at further cutbacks at the station."

Mr Mundell is hoping to take his petition door-to-door and speak to as many people in the Lockerbie area as possible.

Copies of the petition are still available at the Annandale Herald Newsagents, Margaret's Newsagents and online at www.davidmundell.com/petition

PETITION PLEA ... Dumfriesshire MP David Mundell and campaigners are calling for better trains at Lockerbie. The petition has already collected nearly 1500 signatures

Annandale Herald 12 Feb 09



ON TRACK: David Mundell launches Lockerbie Railway petition to put pressure on railway service and UK/Scottish Government over timetables.

Campaigning for a better rail service at Lockerbie

A PETITION has been launched by MP David Mundell in a bid to get better services at Lockerbie railway station.

Train timetables were changed last month, resulting in fewer services to Edinburgh and Glasgow stopping at the station.

And the Dumfriesshire MP believes local people's needs have been ignored in Westminster.

He said: "Lockerbie always seems to be the last place to be considered."

"There has never been a fit of services that meet Lockerbie's requirements."

"We've got to keep the pressure on about this issue, and I hope getting people to sign the petition will show how important an issue it is, and have an impact on future de-

cision." Labour MSP Elaine Murray added: "We've been promised an improvement for years, and it has never materialised. And it is very disappointing that the area's potential is not being realised."

The petition is being made available for people to sign at various locations and can also be downloaded from the internet.

The petition will then be

sent to UK Transport Secretary in a bid to put more pressure on train timetable decision-makers.

A spokeswoman at Transport Scotland said: "We will continue to engage with Department for Transport concerning significant changes to future timetables in order to maintain and improve journey opportunities for education and business travel to and from Lockerbie."

DTG STANDARD 9.1.09

Annandale Herald April '09

2300 strong rail petition delivered to Minister

A PETITION containing over 2300 names which calls for better services at Lockerbie Railway Station was yesterday handed to the

UK Government. Dumfriesshire MP David Mundell delivered the petition, which was signed by people from across Dumfries and Gall-

oway, as well as England and other parts of Scotland, to Transport Minister Geoff Hoon at the Department of Trade and Industry in London.

After the handover, Mr Mundell said: "I am delighted the petition for better services attracted 2300 signatures in just 12 weeks."

"The constant cut-backs to services at Lockerbie - the only station for miles on the West Coast Mainline - is just not acceptable and that is why I have repeatedly lobbied the rail companies and both the Scottish and UK Governments."

"The latest Labour government position was Lockerbie station was 'not identified as one where business was likely to grow significantly'. I believe this argument to be false and that there is indeed sufficient demand for improvements and that is why I launched this petition."

He believes the number of signatures clearly shows demand is there and vowed to continue to fight for better services for current rail users, as well as people who would like to be able to travel by train more.

The MP added: "Despite various promises over the years we are still waiting for an early morning commuter service to Glasgow and Edinburgh and we have never had a proper timetable to fit the needs of local rail users - we've always had to fit in with what suits others - and it is time this is stopped."

"The petition which I have presented to Parliament and the Secretary of State for Transport today sends a clear message that services must be improved."



RAIL CALLS ... Mr Mundell in London yesterday and about to hand in the Lockerbie Railway Station petition

THE BRUCE RESTAURANT
 Annan
 01461 202103
WEDNESDAY TEA TIME FISH & CHIP SPECIAL
 Breaded Haddock
 Breaded Plaice
 Battered Cod
 Battered Whiting
 to include tea or coffee, bread and butter
 Served from 4 p.m. to 7 p.m.
£5.00
 All major credit cards accepted
 OPEN 7 DAYS
 PRIVATE FUNCTIONS CATERED FOR

MOSS HOUSE NURSERIES
 Near Blackford, Carlisle
 Open 7 days - Open Easter Sunday
 Open Weekdays 10 a.m.-8 p.m. Weekends 10 a.m.-5 p.m.
 Alpine and Perennial Plants, Conifers and Trees
 Bring your empty hanging baskets to be refilled
 Plug Plants & Vegetable/Tomato Plants ready
 Fruit Trees and Bushes. Refreshments Available
 Take A7 from Longtown, turn right at Blackford Church
 Turn right at T junction, take signs for Moss House Nurseries
 for 2 miles approx. on left hand side on right hand bend
Tel. 01228 674469

Campaign hots up for improved trains

PETITION - BETTER SERVICES FOR LOCKERBIE TRAIN STATION

To: UK Secretary of State for Transport, Rt Hon Geoff Hoon MP.

We, the undersigned, are angry at continuing cuts to train services at Lockerbie railway station and demand this Government take note of the urgent need for an improved timetable with additional services at Lockerbie.

Repeated requests over many years for improvements, in particular early morning commuter trains to Glasgow and Edinburgh, have still to be actioned. We believe Lockerbie has never had a timetable which meets local needs and demand immediate action now to ensure scope for significant improvement.

Name	Address	Signature	E-Mail

Return to: DNG Media, 96 High Street, Annan, DG12 6EJ or David Mundell, MP, Holm Street, Moffat.

SUPPORTED BY

ANNANDALE HERALD

A CAMPAIGN for better train services in Lockerbie is picking up steam.

Petition sheets are filling up with signatures both online and in shops calling for more trains stopping at the station and Dumfriesshire MP David Mundell is encouraging as many people as possible to add their names.

He said: "Hundreds of people have already signed the petition either in the shops or online and the response has been great so far."

"It is essential that we show the strength of feeling locally about the continuous cutbacks to services and prove that there is a demand for a timetable which suits local station users. The latest timetable at Lockerbie sees a 40 per cent cut to services to Glasgow and Edinburgh and cutbacks generally across the timetable. Previous promises of early morning commuter trains have yet to be actioned."

Timetable

Mr Mundell is planning to step up his campaign by door-to-door canvassing in Lockerbie as well as sending out postcards further afield. Launching the petition, which DNG Media are backing, at the railway station last week Mr Mundell called on Transport Secretary Geoff Hoon to get a better timetable at the station.

Then he said: "I have launched this petition to demonstrate to this Government that there is a demand for improved and, indeed, additional services at Lockerbie. If we had better services people would use them."

"I am confident that we can get much better trains and a more balanced timetable if we keep the pressure up. The government are wrong in their obsession with the city to city times, all they seem to care about is the time from Glasgow to London."

Copies of the petition are also available in the Annandale Herald and Margaret's newsgagents as well as online at www.dngmedia.com

NEWS

D+G Standard

13-2-09

E-mail dgnews@un.co.uk

Rail campaign wins support

A PETITION for better services at Lockerbie Station is going full steam ahead with nearly 1,500 signatures gathered in just four weeks.

Calling for an improved timetable with additional services at Lockerbie, including long campaigned for early morning commuter trains to Glasgow and Edinburgh, it is to be presented to the UK Secretary of State for Transport Geoff Hoon MP.

By Sharon Liptrott

Dumfriesshire MP David Mundell launched the petition, which is still available to sign at Margaret's Newsagents and online at www.davidmundell.com/petition, after he was flooded with complaints from angry rail users when the new train timetable, introduced in December, saw a 40 per cent cutback to services to and from Glasgow.

The MP says rail bosses and the UK government are blind to the fact that is "a significant demand" for improved services and that Lockerbie has never really had a timetable to suit local people's needs despite years of campaigning by the community and local politicians.

A year ago Lockerbie Station saw the official opening of a £1.4million footbridge and lifts which were heralded as the catalyst for improved services.

The access problem, which meant disabled rail users had to travel on to Carlisle and get another train back to Lockerbie to get out of the station, was seen as a stumbling block to calls for an improved timetable and investment.

Mr Mundell described the response to the petition as "fantastic". He said: "We have had people from across Dumfriesshire and the Stewartry attracted signatures from residents from Glasgow, Edinburgh and as far south as York."

"I am delighted the petition has done so well in such a short space of time and would like to thank everyone for their support."

He added: "I want to get the signature numbers up to 2,000 by the end of this month. I haven't been able to do so yet, because of the bad weather, but I am still hoping to go around as many doors in the local area as soon as possible gathering more signatures."

"We must show the government that there is indeed demand for much better services at Lockerbie and how angry we are at further cutbacks to train services at the station."

Your Ref:
Our Ref: SW5/rail/6

28 April 2009

David Mundell MP
2 Holm Street
Moffat
DG10 9EB

Militia House
English Street
Dumfries DG1 2HR

Any enquiries please contact
John Nelson
Direct Dial 01387 260141
Fax 01387 260092
E-mail john.nelson@dumgal.gov.uk

Dear Mr Mundell,

RAIL SERVICES FROM LOCKERBIE STATION

I refer to your letter dated 20 April 2009 regarding services at Lockerbie Station.

As you are aware from an e mail from John Nelson dated 1 April regarding the next meeting of the Lockerbie Rail Liaison Group, Network Rail is currently carrying out a Route Utilisation Study (RUS) for the West Coast Main Line. This was reported to the SWestrans Board at its meeting on 30 January 2009. The report to the Board indicated that the RUS presents an opportunity to influence service provision at Lockerbie.

A SWestrans response to the RUS is being prepared. It is intended to report this to the SWestrans Board on 22 May 2009, with a view to a submission to Network Rail as part of the consultation process.

I understand that it is intended to hold the next meeting of the Lockerbie Rail Liaison Group (LRLG) in Lockerbie Town Hall on Thursday 21 May 2009, and that the main item on the Agenda, is to consider how the views of the LRLG may best be reflected in the RUS consultation.

I welcome your own considerable efforts at Westminster on behalf of the campaign for an improved stopping pattern at Lockerbie station. It is to be hoped that sustained pressure will result in a more appropriate level of service.

Yours sincerely,



Councillor Brian J. Collins, Chair
The South West of Scotland Transport Partnership

Appendix C - DEBATE IN PARLIAMENT

11 Nov 2008 : Column 744

Lockerbie Rail Services

Motion made, and Question proposed, That this House do now adjourn. —[Mr. Watts.]

10.2 pm

David Mundell (Dumfriesshire, Clydesdale and Tweeddale) (Con): I am pleased to have the opportunity to raise my constituents' concerns about services, or the lack of them, at Lockerbie station. I have to say at the outset that I am extremely disappointed that after one long battle at Lockerbie station was won—with the provision of a state-of-the-art footbridge to allow disabled access to the southbound platform, after a 10-year campaign that was so ably led by Wyn Deamer of the Annandale and Eskdale Coalition for the Disabled—those who use the services at Lockerbie station or who are concerned about the economy of the south of Scotland appear no closer to a resolution of the equally long battle to ensure that the train services operated from the station meet local needs.

These are issues that I have raised with the Minister's predecessors, most recently the hon. Member for Glasgow, South (Mr. Harris). I have also raised them with Scottish Ministers, most recently at a meeting with Scotland's Transport Minister Stewart Stevenson on 28 October. Indeed, as far back as 20 June 1999, I sponsored one of the first Members' debates held in the Scottish Parliament—they are the equivalent of Adjournment debates in this House—in which the issue at the very heart of tonight's debate, a direct early morning service between Lockerbie and Edinburgh, was raised. Nearly 10 years on, no such service has been delivered. I contend that the introduction of the new timetable on 15 December will lead to the package of services at Lockerbie, especially between Glasgow and Edinburgh, being significantly reduced. That is totally unacceptable to me and my constituents.

Some will wonder why the services to a station in Scotland are being debated on the Floor of the House, when transport is a matter devolved to the Scottish Parliament, but not, I am sure, the Under-Secretary of State for Transport, the hon. Member for Gillingham (Paul Clark). He will be familiar with the provisions of the Scotland Act 1998, which mean that cross-border services remain the responsibility of the Department for Transport. Lockerbie is in a unique position: although the station is within the ScotRail franchise, currently operated by First ScotRail, no services operated by First ScotRail stop there. The station is manned by ScotRail staff, and I want to use this opportunity to pay tribute to their professionalism and dedication, which is much appreciated by all my constituents who use the station.

To reiterate, all the Lockerbie services are provided under a franchise arrangement over which Scottish Ministers have no direct control. That does not mean that they have no influence. As Stewart Stevenson points out in his letter to me of 7 November, Ministers in the Scottish Government are able to provide non-binding advice to the UK Government on such cross-border services. I will return to the advice that was given.

I am sure the Minister will appreciate that my constituents find the complexity of the arrangements unsatisfactory. They believe that that contributes to their needs not being given the priority that they deserve. What better example than the new timetable for Lockerbie station? It is not a coherent set of services, designed to meet the needs of station users, and their oft-expressed wish for commuter services, shopping services and evening leisure services to Glasgow and Edinburgh. Instead, it is a random set of services, designed, one suspects, to tick rail industry boxes, with little thought for the customer. It is no wonder that my constituents feel that Lockerbie is a forgotten station, caught in a no-man's-land between Scottish Government and UK Government responsibilities, with nobody actually focusing on the needs of Lockerbie station users.

It would be churlish to suggest that there are no improvements to services in the new timetable, which is to be introduced in December. The services to Manchester airport and central Manchester are to be welcomed. My son and I recently used that service, which is operated by First TransPennine Express, and it was excellent. Indeed, services to the south generally allow people relatively straightforward connections to most destinations in England and Wales. That is despite the many unwelcome changes to direct services brought about by the break up of the previous cross-country franchise, operated by Virgin Trains. I was extremely unhappy about those changes at the time, as I believed that they would adversely affect services at Lockerbie, and that has proved to be the case.

However, whatever the issues about services to the south, I return to the point that it is services to Edinburgh and Glasgow that are of most concern to my constituents. After all, as I hope the Minister will appreciate, it is not practical for my constituents to jump in their cars and drive to the next station north, given that it is some 48 miles away. It is the longest section of railway line in Great Britain without an intermediate station. I am not proud that my constituency can boast that statistic, but the arguments for reopening the Beattock and Symington stations along the route are for another day.

Naturally, it is also welcome that the first proposed new service of the day, the 08.15 from Lockerbie to Edinburgh, does not require a stop at Carstairs. Even my constituent, the hon. Member for Lanark and Hamilton, East (Mr. Hood), would concede that Carstairs station is not an attractive prospect on a cold and wet Scottish winter morning. However, there should never have been a need for a change there in the first place. It was another example of the interests of Lockerbie station users being compromised and, disappointingly, of Virgin not being totally transparent in its dealings with me and other local stakeholders when proposing that service, which it originally pitched as the much sought-after early morning service to Edinburgh.

Specifically on that issue, as I have said, on numerous occasions over the past 10 years a direct early morning service to Edinburgh has been promised but never delivered. There is widespread recognition of the economic benefit of such a service, as indeed there is of a service to Glasgow, particularly in an area that has some of the lowest wages in the United Kingdom and suffers from a constant drain of young people to urban areas. In its regional transport strategy 2008 document, the South West of Scotland Transport Partnership rightly identifies the fact that such services are

“critical to allow commuters and others to travel regularly to Scotland’s economic core. This would place the region on a par with other areas of Scotland actively promoting this sort of long distance connectivity as a means to retain key workers in local communities.”

In non-binding advice to UK Ministers in October 2006 as part of the west coast main line franchising process, Scottish Ministers—then part of a Labour-Liberal Democrat Administration—recognised the importance of Lockerbie as a regional railhead for south-west Scotland, and stated their desire that the Lockerbie service should permit a journey to both Glasgow and Edinburgh, arriving no later than 08.40 and departing between 17.00 and 18.00.

The current Scottish Government led by the Scottish National party share that view, so there is no party political element to this cause. In his letter of 7 November, Stewart Stevenson MSP states:

“Although Scottish Ministers are unable to intervene in the detail of the current franchise arrangements between the DfT and First TransPennine Express, we can see the economic benefits of enhancing the cross border connection by providing an additional early morning, direct service to Lockerbie. This addition would provide significant benefits such as increased frequency and would in turn open up the route as a commutable journey that would improve the economic growth of both Lockerbie and the surrounding areas and for Edinburgh itself.”

Those views seem to have found favour, and at a meeting of the Lockerbie Rail Liaison Group held in the town on 19 November 2007 at which I was present, presentations were given by both Virgin Trains and First TransPennine Express, with the impression being created that those early morning services would finally be provided with the support of the Department for Transport. That impression was reinforced in discussions I had with the then Minister, the hon. Member for Glasgow, South, earlier this year, and it seemed at the time that there would be a Lockerbie service arriving in Edinburgh at 08.32 from this December.

Out of the blue, in the early summer, that proposal was pulled. The reason given to me was that the proposed First TransPennine Express 09.11 Edinburgh to Manchester airport service, which was to be formed from the new 08.32 arrival, could not be pathed through the border by Network Rail because of various long-standing and time-sensitive freight commitments. First TransPennine Express was unwilling to keep its train in Edinburgh until a 09.56 departure slot was available, and so, once again, the interests of Lockerbie station users were compromised. They have come at the bottom of the pecking order, marginalised to suit other interests, whether freight or TransPennine’s own agenda.

As I have said, I do not have any criticism of the services that TransPennine Express provides from Lockerbie, but let us have no more pretence that it is doing so for the convenience of Lockerbie station users or to provide the station with a

balanced and logical pattern of services. Similarly, a DFT proposal for a morning Lockerbie to Glasgow service, arriving in Glasgow at 08.42, albeit with a change at Carstairs, has been dropped. The earliest that Lockerbie passengers, after the introduction of the new timetable, will arrive in Glasgow is 09.09—11 minutes later than at present. It is no wonder my constituents feel let down and simply ignored by the DFT. Their views have been ignored and their interests marginalised, and I am calling on the Minister to undertake to right those wrongs and to deliver those desperately needed, direct early morning services as soon as is practicable, and for once to put the interests of Lockerbie station users and the economy of the south of Scotland before the agendas and interests of bureaucrats, train operating companies and the wider rail industry.

The strength of feeling about the failure to deliver the early morning services is exacerbated by the effective butchering of the existing timetable throughout the day. At present, some 15 northbound services stop at Lockerbie, eight for Glasgow and seven for Edinburgh. After the new timetable is introduced in December, it is proposed that only nine northbound services will stop at Lockerbie, four for Glasgow and five for Edinburgh. A 40 per cent. cut in services hardly represents an attempt to achieve the modal shift to rail, which is one of the Government's buzz phrases.

Let us look at some specific examples. From the afternoon to the evening, there is an eight-hour gap between the 12.30 service to Glasgow and the proposed 20.44 service to Glasgow. From the morning to the afternoon, there is a four-and-a-half hour gap between the proposed 09.56 service to Edinburgh and the 14.30 service to Edinburgh. The 18.47 direct service to London Euston has also been removed, and the last services from Glasgow and Edinburgh are around 20.10, which makes it impossible for people to attend evening events—the theatre or other cultural activities—in Glasgow and Edinburgh and return to Lockerbie.

What I and my constituents find particularly difficult to understand is that several services that have been cut still pass through Lockerbie, such as the 07.19, 08.20, 10.20, 11.20 and 12.20 services from Birmingham and the 12.52 from Edinburgh. They are all examples of services that, although cut from the Lockerbie timetable, still pass through the station, and I look forward to receiving the Minister's explanation. I cannot think of one. Indeed, plenty of other trains pass through Lockerbie station, and they would allow for the creation of a coherent and bespoke timetable if the will was there to do so. Again, let us hear from the Minister why such a measure seems to be impossible.

It seems to me that Lockerbie is being discriminated against because it is on the west coast main line. Everyone welcomes the west coast main line upgrades, the faster trains and the shorter journey times, but the Department seems to have become obsessed with the importance of cutting journey times between major cities, and it looks to do so by cutting out intermediate stations rather than solely through track upgrades. That approach is to the detriment of all who live in communities such as Lockerbie, which are served by small stations, and I am sure that it is done partly to achieve competitiveness against London to Glasgow domestic flights. However, in trying to do so, the Government sacrifice the needs of areas such as Lockerbie, where people do not have the choice of local domestic flights—that is, unless Carlisle airport is reopened. And for any Department for Transport officials who are listening, I fully support its reopening.

Lockerbie station users are not making excessive demands on the Department. As the South West of Scotland Transport Partnership says in its regional transport strategy, there ought to be a “balanced stopping pattern”, and as the Scottish Government have said, it should accommodate early morning direct services to Glasgow and Edinburgh. I am sure that the Minister and his colleagues receive many complaints about train delays and cancellations, but I am also sure that he will agree that for Lockerbie station users to have to wait 10 years for early morning direct services to Edinburgh and Glasgow, and to have 40 per cent. of their daytime services cancelled permanently, is totally unacceptable. Tonight, I hope that he will take the opportunity to put that right.

The Parliamentary Under-Secretary of State for Transport (Paul Clark): I congratulate the hon. Member for Dumfriesshire, Clydesdale and Tweeddale (David Mundell) on securing this debate and providing an opportunity to debate rail services at Lockerbie. I genuinely understand his comments on behalf of his constituents, yet in many of those comments are implied the competing demands of meeting the needs of the travelling public from all parts of the United Kingdom and of meeting economic demands, whether in Scotland or elsewhere. In the short time available, I hope to address some of the issues that the hon. Gentleman has raised.

The performance of today's railways, which have improved significantly in recent years, represents a strong success story. The focus on the punctuality and reliability of Network Rail and train operators has sharpened. Investment is at record levels and after years of managing decline, the industry is having to deal with unprecedented growth in demand for rail

travel. The Government are giving high priority to providing additional capacity, through the provision of additional carriages and new infrastructure.

The hon. Gentleman referred to the £8.8 billion that has been going into the west coast route modernisation project, which is now drawing to a close. The project has renewed and upgraded the key main rail line and it links some of the key population areas of the country. It must accommodate not only many long-distance passenger trains, but numerous local and regional passenger services. The west coast main line also handles 40 per cent. of the nation's rail freight. The work of rebuilding has taken place on a live railway, but it has been and is a success story. It has been a team project in that it brought together Network Rail, the train operators and those who carried out the work.

The £8.8 billion of public money was to provide a railway that is safe, allows trains to operate reliably and has headroom for growth in both passenger and freight traffic. Capacity is being provided for 80 per cent. more long-distance passenger trains and a 60 per cent. increase in freight traffic. Those are the parameters for meeting the demand for services. One important feature of west coast route modernisation is to secure the best return for taxpayers on the investment. Another is to ensure that rail contributes the maximum possible to the overall transport network of the country. The issue is rightly about getting passengers to use rail in preference to other modes of transport, and experience to date indicates that that is being achieved.

However, difficult choices have to be made and they include allocating resources where they can deliver the best possible service. It should also be noted that the Government have required the drafting in of 19 additional tilting 125-mph diesel Voyager trains, the use of five new trans-Pennine diesel trains and the delivery of 30 additional 100-mph electric trains, on top of the new Pendolino fleet. Much of the new timetable planned for December 2008 is focused on the optimal use of those resources, the efficient deployment of which is vital to deliver additional seats for the rapid growth in train use. The longer-distance services will be able to run much faster, and much effort is going into ensuring that the weekend services will, at long last, be similar to those of weekdays.

Passenger transport on the west coast main line continues to grow, and has done since the introduction of the revised timetables in September 2004. Overall, there has been an increase well exceeding 50 per cent. and in some cases the growth has been almost 80 per cent. Our predictions are that that will treble over the next period to 2012, with the route generating more than £1 billion in annual revenue. Additional business has been generated at many stations along the west coast route, including Lockerbie. However, it is not a station where business is likely to grow significantly when compared to the other locations on the line.

Let me pick up on some of the points that the hon. Gentleman made about the number of services. There are currently 15 northbound and 11 southbound services across the day, which are provided by Virgin West Coast and First TransPennine Express. Of the southbound trains, two are for London, four for Birmingham and four for Manchester Airport, with a First Scotrail service terminating at Carlisle. Typical journey times outside the peak are more than four hours to London, more than three hours to Birmingham and two and three quarter hours to Manchester Airport. Northbound services are split evenly between Glasgow and Edinburgh and travel times are between one hour and one hour and 15 minutes.

The new timetables that are being introduced next month take advantage of completion of the west coast route modernisation project. They are also designed around the constraints governing rolling stock availability and getting the most out of the new infrastructure. In particular, the services will, for the first time, start to become competitive with air travel services for London and Birmingham to Glasgow and Birmingham to Edinburgh. Compared with pre-upgrade services, Anglo-Scottish journey times will be reduced by some 80 minutes.

According to the December 2008 timetable, Lockerbie will be served on a broadly two-hourly pattern, with nine northbound and 10 southbound trains—one of the requirements for Lockerbie put forward by Scottish Ministers in terms of their aspirations for a broadly two-hourly pattern of services at off-peak times. That is an improvement on the pre-project situation in 2003-04, when nine northbound and seven southbound trains were offered. The London train will be re-timed to call early in the morning with two return evening services, allowing business travellers to make a day trip.

The hon. Gentleman referred to arrivals at Glasgow and Edinburgh before 9 o'clock. First TransPennine Express had intended that the 06.58 departure from Carlisle would stop at Lockerbie at 07.17 and reach Edinburgh by 08.32. However,

following the discovery that the service could not be accommodated at Edinburgh Waverley station, resources had to be redirected to form the 06.03 Manchester to Edinburgh train, which calls at Lockerbie at 08.15 and arrives in Edinburgh at 09.17. Those are some of the challenges faced in meeting a complex set of demands by the travelling public.

Mr. Russell Brown (Dumfries and Galloway) (Lab): I congratulate the hon. Member for Dumfriesshire, Clydesdale and Tweeddale (David Mundell) on securing this debate. My hon. Friend talks about the difficulties in readjusting timetables. Heading north, the station before Lockerbie is Carlisle. The change in the timetable that takes place next month creates difficulties whereby people getting off at Carlisle to change trains to head into south-west Scotland on the Glasgow and south-west line will miss trains by two minutes or have to wait more than 40 minutes for a connection. This has been badly judged by Virgin Trains. People travelling north to Stranraer, at the furthest point in my constituency, will more often than not miss a five-minute change and be left stranded in Carlisle.

Paul Clark: I thank my hon. Friend for his intervention. I know that he campaigns hard on behalf of his constituents. I say, as I said to the hon. Member for Dumfriesshire, Clydesdale and Tweeddale, that this is about managing the timetable to get the best possible fit for connections and for the delivery of fast services, which is one of the things that is highlighted by the travelling public in virtually every survey and consultation that we undertake on reliability, punctuality and the speeds between fixed points.

We believe that the new timetable will settle down fairly quickly. It was developed based on extensive consultation with many of the key stakeholders in the areas that the hon. Member for Dumfriesshire, Clydesdale and Tweeddale and my hon. Friend the Member for Dumfries and Galloway (Mr. Brown) represent, and many others. Journey times will be considerably quicker, with the fastest journey time taking three hours and 24 minutes, compared with well over four hours at the moment. That represents a fall of more than 40 minutes.

I am aware that there is local disappointment about the services on offer, but the hon. Member for Dumfriesshire, Clydesdale and Tweeddale referred to the services to Manchester and Manchester airport as being a success and well en route to meeting some of the requirements of his good constituents in Lockerbie. There has been a genuine consultation and discussion about how best to utilise the vast investment that has gone into the west coast main line in order to meet the requirements of high-speed services and the requirements of a significant number of communities that are on that line. As the hon. Gentleman rightly said, a number of those trains still go through Lockerbie, but they are fast services and have been able to reduce some of the journey times by more than 40 minutes only because they are not stopping. It has been necessary to balance those requirements.

In conclusion, I recognise the need to balance the demands of reliability, punctuality and speed. The hon. Gentleman's comments will have been taken on board. We will watch the implementation of the new timetable closely. I believe that it will settle down, but there are always options open for discussion at other times.

The motion having been made after Ten o'clock, and the debate having continued for half an hour, Mr. Deputy Speaker adjourned the House without Question put, pursuant to the Standing Order.

Adjourned at twenty-eight minutes to Eleven o'clock.

Appendix D - LETTERS AND EMAILS OF SUPPORT

John Nelson,
Service Manager.
Swestrans.
Militia House.
English Street,
Dumfries
DG1 2HR

Dear Sir,

Rail Service Petition – Lockerbie Station

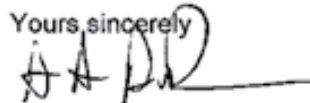
I understand that issues relating to the current poor levels of services to and from Lockerbie station should be referred to you.

While there are a reasonable number of services in total each day, these are at irregular intervals and limit our flexibility as to when it is possible to travel to or return from Glasgow or Edinburgh. In addition there are no trains leaving Lockerbie which can deliver passengers to Glasgow or Edinburgh before 9am. Recent attempts to resolve this problem have focused on attempting to get the current operators to change train timings or stopping patterns. However I would ask you consider the following suggestion and broaden the debate to include the regional operator Scotrail.

In most European countries rail services are split into "national" and "regional" trains which essentially serve different needs. I think it is difficult for national services to meet local and regional needs and therefore I believe that the real issue at Lockerbie is that Scotrail do not provide a service at all. I know there are problems with fitting more trains into the busy schedule on the West Coast Main Line, but as the RUS is currently being consulted on, this is the time to ensure that local and regional needs are addressed in addition to (not in place of) the national needs. In reality much of the capacity constraints are created by freight trains which have to travel at considerably slower speeds than passenger trains, and rerouting some of these trains via Kilmarnock and Dumfries would create capacity which could be used to meet our needs at Lockerbie by providing additional services.

We also have to consider that there are a number of potential significant business developments in the Lockerbie area, such as the proposed data farms, which will add to demand on services at Lockerbie, and I would ask that you make every effort in discussions with Network Rail and the train operators to find a satisfactory solution to the current problems.

Yours sincerely



A. A. Aitken

Dear Sir,

Rail Service - Lochaber.

The above service is poor with infrequent stops by trains which is inadequate in the day and age when the government is continuously reminding the public to use public transport. I often travel to Edinburgh and Glasgow and sometimes to do so have to travel South to Carlisle to pick up a train, when a train does not stop at Lochaber it represents over 100 miles from Carlisle to Edinburgh without a pickup at the only station where it could possibly stop.

I urge you to look into this matter as urgently as possible.

Yours faithfully,
C. M. Fikes

area who work in Edinburgh & Glasgow & trains arriving at 9.22 & 9.14 are no good to them. Not everyone can go to work when they feel like it!!

Moffat itself is quite isolated in respect of public transport, as are a lot of towns & villages in our region - Lockerbie & Dumfries being the only main train lines here.

I don't suppose this letter will make any difference, but I feel we are all entitled to air our opinions, & hope eventually someone will listen.

If they had realistic prices on the trains instead of all the "offers" that would help

Yours sincerely,
Jean Henderson.

Dear Mrs Nelson,
I have just received from David Muddell a copy of a letter from Andrew Adams with regard to Lockerbie train services. Once again it would appear that ministers in London & Edinburgh have not much idea about rural issues. He said in his letter that this issue is far transport Scotland & not Central Government. That is all very well but when post comes to shove it's the "Big Boy" in London who ultimately decides these sort of things.

Regarding the rail (a bus) timetables it seems that everyone thinks all families have cars & don't actually need these services. There are several people in this

Tom Nason
SERVICE MANAGER

small stations not less.
I am a Senior Railcard holder.

Yours sincerely
RBBeyers.

Dear Sir,
I have just read a letter from Lord Odomis in reply to a letter from David Mandell M.P.
I feel that Lord Odomis's views that inter city travel with an few stops as possible is wrong.
I feel that everyone should have good access to rail travel even if it takes some trains a little longer to get to their destination.
I hope that when you have discussed with West Coast Mainline Route Utilisation Strategy group you will push for more trains stopping at Lockerbie and other

From: Stuart Aitken

Sent: 17 June 2009 23:44

To: Nelson, John

Subject: Lockerbie Rail Liaison Group - West Coast Utilisation Strategy

Dear John

As regular commuters from Dumfries & Galloway who work in Glasgow and Edinburgh we are aware of the huge demand for an early morning commuting service and are writing to make our views known to you. We want to work with you and Dumfries & Galloway Council to improve rail services for the community. Lockerbie Rail station represents a vital link around which business development can take place and should have a centre place in strategic planning.

We will also be contacting the new Chief Executive on his entry into post to make our views known and to express our interest and commitment to future development of the service from Lockerbie.

We understand a Rail Liaison meeting was held recently (21st May 2009) at the Town Hall, Lockerbie. Had we been made aware of this a significant number of commuters would have attended. Indeed it is only down to mixed messages, a lack of both transparency and advance notice that so few did turn up. We therefore hope you will keep us informed of any future meetings. At a time when local government services are hard pressed and resources stretched you can be assured that there are several people who would be willing to help advance the case and to represent views at whatever level that is felt to be appropriate. The people who are most directly affected by the poor service available from Lockerbie station appear currently to have the least voice in influencing decisions. We want to change that.

Like us you will no doubt have been disappointed at the lack of interest in extending the service conveyed by the then Secretary of State for Transport (unelected) Lord Adonis. We find his response not only disappointing but also lacking in any evidence base for the conclusions he draws.

In discussions we trust that the Rail Liaison Group bears the following points in mind:

1. There is a current market demand that is unexploited because of lack of service supply. In the 3 years before a commuting service was introduced in September 2004 (which is when I started using the service) the argument made by Railtrack and others for not introducing such a service was lack of demand. Numerous members of the public pointed out that this was a laughable conclusion: without a commuting service it would be impossible to gauge demand. After substantial and sustained public pressure the commuting service commenced. Following a short period of awareness raising and bedding in for the service, Lockerbie station has seen huge passenger uptake. Greater passenger numbers are consistently returned as getting on, and off, at Lockerbie than at any other stations en route between Birmingham and Glasgow. Indeed, we have been informed that on many occasions more passengers get on and off at Lockerbie than at all the other stations combined.

2. Despite this high level of demand and, in the face of consistent views to the contrary, a massive reduction in service took place in December 2008. The frequency of service reduced from 15 trains to or from Glasgow & Edinburgh, down to 9.

3. Lockerbie services now offer little flexibility and appear to exist more as window dressing than a useful service responsive to passenger demand. For example:

- i. On weekdays there is a service to Glasgow at 07:40am but the next is at 12.30pm - making it impossible for shoppers to spend more than a few hours in Glasgow, despite a fast link from door to door;
- ii. Commuting services exists in name for Glasgow and Edinburgh but cannot get people to work by 9.00am,

the first train not arriving in Glasgow until 9.15am most mornings. Unless someone works within a couple of streets of Central Station it is not possible to get to work before 9.30am. As a direct result, many people were unable to continue commuting to Glasgow following the service change in December 2008. While those of us who have commuted by other forms of transport for many years may be able to keep jobs on, it is unlikely that people will be attractive to new employers in the cities if they cannot turn up for work on time. Less highly paid jobs means less money spent in Dumfries & Galloway.

iii. The service to Edinburgh improved with no wait at Carstairs but it is still late arriving into Edinburgh.

iv. There is now a reduced service from Edinburgh. Instead of six trains departing with a minimum of four (up to ten) coaches there is now three with only three coaches - 4:10pm 6:10pm and 8:10pm trains. Others have been withdrawn.

v. On a Saturday three trains depart from Glasgow (arr 13:57, 18:05, 18:31) and four from Edinburgh (10:24, 13:06, 17:10, 19:10) stop at Lockerbie. Edinburgh Festival could be exploited by the authority as a tourist base but not with Lockerbie appearing to be treated as some sort of 'fag end' station. It is timetabling like this that suggests a complete lack of strategic vision, or disinterest, in passenger needs.

vi. Many of those travelling are public sector employees who are encouraged to use public transport but simply cannot. I am aware of at least two commuters who work for Transport Scotland. They face the ironic situation of being Transport Scotland employees who cannot use public transport for work!

vii. We understand too that Transport Scotland's original vision was to have an hourly Scotrail service to Glasgow & Edinburgh by Dec 08 timetable (Jan 06). It has never materialised.

viii. Because of the queues it is not always possible to buy a ticket at Lockerbie station.

ix. It is unreasonable to suggest using the Dumfries service to Glasgow. This journey takes almost two hours and the return journey is like a free for all fight to get on the 5.30pm train as it almost never is shown on passenger information board more than 5 minutes before departure.

Dumfries & Galloway has huge potential as a strategic location. But without a decent rail infrastructure that potential will not be realised as a business development opportunity. A clear example was seen when the Lockerbie area pitched for a Data Centre to be located near Stevens Croft area. The submission put forward included "excellent communication links" including a nearby rail station with links to the south and to Glasgow and Edinburgh. A station without a train service seems rather pointless.

We would urge the incoming Chief Executive to seize on public concerns to improve the transport infrastructure with particular regard to Lockerbie as a centre for travel. Passenger demand is set to increase with an influx of people moving to Moffat, Lockerbie, Lochmaben and Dumfries and who work in Glasgow, Edinburgh, Carlisle, Newcastle. But without an effective public transport system that demand will result in Dumfries & Galloway becoming a backwater.

We would be particularly interested to be provided with information on the evidence base used to gauge demand and the cost comparisons used to judge viability of services. In doing so, we would be interested to know how station usage was measured.

No rail services make money, all receive subsidy - even the Glasgow- Edinburgh service. What were the criteria used for resurrecting Larkhall service or rebuilding Bathgate line? We would be extremely interested to know what criteria were used by Lord Adonis and others. It is difficult to see how expected demand for InterCity service has for example been realised especially in the face of a credit crunch.

We will also be interested to find out evidence on upswing in passenger numbers that is presented as the business case for InterCity travel, and of statistical modelling used - together with explicit assumptions made in that modelling.

Earlier we noted our concerns regarding involvement and consultation.

Members of the public who are regular travellers are particularly aggrieved at feeling left out of recent discussions. A circulated email went to MSPs, MPs and councillors to hold a meeting on 21st May 2009 at Lockerbie Town Hall. No advance information was included in the local newspapers. Fellow travellers heard about the meeting but were told that they could not attend. Only at the meeting itself was it apparently opened up to the public - most of whom had stayed away because they thought they were barred from doing so. Or because the time of the meeting precluded return rail commuters attending.

A substantial number of regular passengers would be interested in attending meetings in future and we hope that you will make it possible for this to happen. In which case holding a meeting at 6.30pm (the time the 21st May meeting started) just about allows Glasgow travellers to attend so long as the 17:40pm train is not late (scheduled to arrive at Lockerbie 18:30pm). Most Edinburgh commuters would not be able to attend as the regular business traveller cannot arrive at Lockerbie before 19:10pm. There would seem little point in holding Rail Liaison meetings where the people who should be liaised with cannot attend because of timetabling of the very services being discussed!

It would be interesting to know how many of those who did attend the meeting on 21st May actually were regular and frequent rail travellers (e.g. more than two or three return journeys per week).

Also how can we get hold of Minutes of that meeting? Who should we contact?

Rail infrastructure is now in place that has the potential to serve SW Scotland. But it will prove difficult to attract inward investment with such poor rail links. As noted the data farm will need better connections. As it stands Dumfries & Galloway is in the position of having good motorway links but with poor rail links.

Currently there are few highly skilled and highly paid jobs in the area and poor employment opportunities exist, but the region is an excellent environment for families to bring up children and good education opportunities. People can be attracted to move here but many will only do so if they can travel both for work and for leisure and culture. A quality rail service will pay dividends to the region in the long term..

We understand that some discussion has taken place on the possibility of introducing a Scotrail service though concerns were expressed that this may be slower than Virgin or TransPennine services. What research has been done into how much slower such a service would be? Also what research and canvassing has been done of public opinion regards this type of service? The public may well be happy for a decent reliable service even if it was slower.

We were told that the reliability of such a service, if introduced, would be affected by other services. However, it is by no means unusual for Scotrail trains to be diverted into loops to allow faster cross border services through. This is the case for all the urban services in Glasgow which use the WCML, all services to Motherwell, Uddingston, Newton, Rutherglen etc.

With an ever increasing price of fossil fuels, and the need to reduce our carbon footprint, and if government and the region are serious about reducing emissions there is a strong case for improving rail services to and from Lockerbie.

I look forward to hearing from you and would be happy for you to share this email with other members of the Rail Liaison Group.

Yours,
Stuart

From: Jennifer Henderson

Sent: 14 June 2009 21:14

To: Nelson, John

Subject: Train service form Lockerbie

Dear Sir as a frequent business user of the Lockerbie - Edinburgh/Glasgow line. I would like to share with you the frustrations of the new time table. Whilst there is some improvement in the early morning service in that it no longer requires a wait at either Motherwell or Carstairs it still does not get in until after 9am - it is often very full, but by far my biggest complaint is the reduction in trains stopping at Lockerbie taking away all flexibility of getting up and back from Edinburgh with any flexibility I now have to spend whole day in

Edinburgh when previously I could either go up for a morning or afternoon meeting. In addition the loss of the 17.00 train now means I either have to leave meetings early to catch the 16.12 or I am very late getting home catching the 18.12 On both these trains I quite often have to fight for a seat.

I feel the people of the South West of Scotland are being forgotten and the needs of the city folk are taking over. The south west of Scotland badly need good transport links if it is to thrive. Environmentally it is detrimental I have heard of many people opting to drive up and on occasions I have been forced to drive rather than take the train surely this is not in anyones interest?

I look forward to hearing from you

Jenny Henderson

From: James Neilson

Sent: 18 June 2009 19:36

To: Nelson, John

Subject: Network Rail West Coast Main Line Route Utilisation Strategy: SWetrans Draft Submission

Thank you for your earlier generic e-mail. Nice to know that pressures are being exerted re. rail services from Lockerbie. However, mention of "Network Rail on behalf of the Department for Transport" does not exactly fill me with confidence !

That said, although I would appreciate being kept in touch with progress (if any), at 73 years of age the last thing I need is the minutiae of the political posturing and machinations of various bodies. I have no objection to my e-mail being included in SWetrans submission to Network Rail but, please, do not burden me with unnecessary and unwanted paper by e-mail.

J.Neilson

Lockerbie Resident

From: beryl pretty
Sent: 13 June 2009 17:07
To: Nelson, John
Subject: trains

Dear Mr Nelson,

I would like to point out that the rail service at Lockerbie is not sufficient to the needs of Lockerbie and surrounding areas.

Please can we have more trains to and from Glasgow/Edinburgh/Carlisle and out lying areas, arriving and leaving at all times of the day.

thanks beryl pretty

From: Patricia Cowley
Sent: 19 June 2009 18:53
To: Nelson, John
Subject: Rail Services from Lockerbie

Dear Mr Nelson

I have heard from my MP, David Mundell, that despite the petition to increase the provision for more trains to Edinburgh and Glasgow stopping at Lockerbie, the situation is not going to improve for ordinary passengers.

I think it is a disgrace that only the city-to-city travellers are catered for, and the rest of us and our needs are ignored.

I do not have my own transport, and in fact suffer from a disability that makes it difficult for me to drive any distance, so I have to rely on public transport.

I find it hard to believe that in 2009 we have a transport system that does not cater for the everyday passenger. Our services are far worse than any third-world country.

When the citizens of this country are constantly told to drive less and use public transport more, it would be nice if we could rely on the train to take the strain.

Patricia Cowley

From: Karl Bartlett
Sent: 07 July 2009 10:36
To: Nelson, John
Subject: Re: RAIL SERVICES FROM LOCKERBIE STATION

Dear John

I've been out of the country -hence my late response to David Mundells email. I fully support the need for a better rail service from Lockerbie and endorse Davids points. A couple of points I'd like to add. Recently coming home from Euston on the tea time service I noted that the train was pretty full at the start of its journey but mostly empty by the time it reached Carlisle. Where I had to change. It therefore doesn't tie in with Lord Adonis's statement about the inter city nature of the service. Secondly train services don't just head North. I know several people who would like to commute to work in Carlisle, who can't because of the poorly timed service. So if the train is to help reduce the govt's co2 targets then commuting outside the major cities has to be considered.

Kind regards

Karl Bartlett

From: Rob Wells
Sent: 19 June 2009 08:58
To: Nelson, John
Subject: Rail services - Lockerbie Station

Dear Mr Nelson

I would like to add my voice to those calling for improved services between Lockerbie and Edinburgh / Glasgow. Trains that arrived in those cities before 9 am, and trains that left late in the evening for Lockerbie would be very helpful.

Yours

Dr Rob Wells

From: HUGH GREGORY
Sent: 28 August 2009 09:02
To: Nelson, John
Subject: Lockerbie Station Liaison Group

It seems absurd that, to get to Edinburgh at certain times during the middle of the day, one has to travel via Glasgow. It is most frustrating that many direct trains pass through Lockerbie without stopping. I realise that there is a need to compete with the airlines. Surely any competitive edge would not be lost if the occasional stop were made? This would relieve the sometimes acute crowding. The use of Diesel trains making their whole journey 'under the wires' also seems very odd. Conversations with fellow travellers suggest the same sentiments. If only all these persons would send their comments.....

Yours,

Hugh Gregory

From: A E Strachan
Sent: 15 June 2009 10:14
To: Nelson, John
Subject: Lockerbie Station

Dear Mr Nelson,

Although David Mundell MP has lobbied hard for an improvement to train services to Glasgow and Edinburgh stopping at Lockerbie Station, I understand that nothing has been promised by way of more trains stopping at this station.

I understand that Swestrans is consulting on the West Coast Mainline Route Utilisation Strategy and I would be very happy if the transport authority would investigate the possibility of earlier trains from Lockerbie to both Glasgow and Edinburgh. If I have to attend a meeting in Edinburgh, I'm hard pushed to get to it for 9.30 a.m. - the train from Lockerbie arriving, as you are aware, at 9.22 a.m. Further, the last train from Glasgow to Lockerbie is at a ridiculously early time now, following the last timetable revision.

The benefits for Lockerbie and surrounding area (I live in Dumfries, as you will see from my address below) economically and socially could be enormous if we had a better rail link to and from our two major cities.

I trust the review group will look favourably on improving our train services to and from Lockerbie station.

Alexander E. Strachan

From: Anne Legg
Sent: 30 June 2009 18:51
To: Nelson, John
Subject: Rail Services from Lockerbie Station

Dear Mr Nelson

My husband and I both signed David Mundell's petition re Lockerbie Station and were appalled to read the very uncaring letter which Lord Adonis sent in reply to that and the letter sent to him by David Mundell. We felt it showed complete ignorance of the needs of those not living in such places as London.

We feel that it is not so important that these city to city people arrive in Glasgow and Edinburgh by 9.00am as meetings etc attended by those from further afield are more likely not to start until 10.00am. Equally, they may have spent the night in town. However, Lockerbie, being in Scotland, and relatively local, caters for those people who do have to attend meetings etc starting at 9.00am. The present timetable makes this quite impossible.

Again, Lockerbie people attending a morning meeting in Edinburgh do not find it possible to catch the 12.08pm, and so have to wait until 16.11, hence wasting an afternoon. Again, people from further afield are likely to be involved for the whole day, and don't have the same need for an afternoon train.

We feel that the timetable to and from Lockerbie, both north and south, simply has not had any thought attached to it. We, Lockerbie people are treated as voices not worth listening to.

We hope that when you consult on this matter, you can put a strong case forward for the people of Lockerbie area.

From: Rosie Huston

Sent: 22 June 2009 16:42

To: Nelson, John

Subject: Lockerbie trains

RE: Letter from David Mundell - Rail Services Petition - Lockerbie Station

The needs of those living in and around Lockerbie are not being met by the existing rail timetable.

1. There are a lot of professional people living in Eskdalemuir who commute to Edinburgh/Glasgow or Carlisle. With the present timetable for example there is a good train returning from Edinburgh which takes only an hour however the early morning one is a disaster....changing at Carstairs not getting in until well after 9.00 a.m.
2. Many people would prefer to use the rail to go to Carlisle if cheaper tickets were available. Also the timetable of the trains are ok one way but afternoon trains limited.
3. Many international visitors as well as national visitors come to Samye Ling every year throughout the year. We should have more direct, fast trains from London to Lockerbie.
4. IN general, I despair of the trains. I find it easier to plan a trip to India than to try and get from Lockerbie to other parts of the country.
5. We often have visitors from London and it is always a nightmare for them to plan their journey to us. We often have to pick them up at Carlisle.
6. Ticket prices are absolutely ridiculous and one has to 'think out the box'! for example to get to Frome Somerset this summer I am taking a train to London, then Bath then Frome. It was more sheer luck that I managed to get a cheap ticket.
7. My partner and I would much rather take trains to help the environment etc. but to get a cheap ticket you need to book 12 weeks in advance. Or is it 12 who know????? I recently wanted to go to Edinburgh but I would have had to get a return train via Glasgow at some phenomenal price. I ended up taking the car. Much simpler and cheaper!!!

I don't think this Andrew Adonis has a clue about Lockerbie and the needs of the people living in Lockerbie and the surrounding countryside.

It is not just a little village/small town stopover but a station that serves international visitors as well as many people living in the surrounding rural area.

In Eskdalemuir these are the professions of the people that I know who commute on a regular basis from Eskdalemuir:

- | | |
|----------------------|--|
| * teachers | * national health workers |
| * pilot | * events organiser at Tully house Carlisle |
| * local business men | * therapists |
| * social workers | * probation officer |
| * yoga teachers | * accountant and I am sure there are many |
| * students | more that I do not know. |

We should really push for better rail service at Lockerbie.

R Huston

From: John Wallace

Sent: 19 June 2009 13:37

To: Nelson, John

Subject: Lockerbie Rail Timetable

Dear Mr Nelson,

I am writing to urge you to do all you can to have at least some of the services we have lost at Lockerbie over recent years resurrected, and especially those lost with the advent of the new timetable introduced during the winter.

I am dismayed that nobody seems able to defend the interests of Lockerbie rail users (or, for that matter, those at other intermediate stations).

The early morning services to Glasgow and Edinburgh arrive nearly empty and are regularly filled almost to capacity by Lockerbie travellers. The notion that Lockerbie is not an important or well-used station is so much bunkum.

The lack of services is crippling my business and putting off clients. Whereas once it was possible for me to nip up and down to the Edinburgh or Glasgow for morning or afternoon meetings, the paucity of trains means I must now either waste the best part of a day hanging around Edinburgh or Glasgow, or waste four hours driving my car there and back.

Similarly, clients from the central belt who used to come down and meet with me in Lockerbie or nearby must now drive or be left hanging around after our meetings.

And despite years and years of promises, commuters still have no services that get to either Glasgow or Edinburgh before 9AM.

I write for the ChooseAnotherWay website. How ironic, then, (and galling) that I should have to depend on my car to make meetings with The Energy Saving Trust and the Scottish Government while trying to encourage the rest of the country to adopt more sustainable transport choices!

I fear also that the lack of decent rail transport options will severely prejudice the economic development of the area, both for tourism and for business. Busy people can't afford to be stuck behind the wheel and the current timetable makes Lockerbie appear like some kind of backwater, rather than the railhead it ought to be for the entire SW.

Cannot SWESTRANS and others pursue the redevelopment the siding adjacent to platform 2 as a third platform? This would allow through services and freight to pass, if we can't get them to stop, and could allow greater frequency of Lockerbie services. A longer term option, I know, but one surely worth exploring in the current circumstances.

There is an issue of justice and fairness here - travellers residing in cities have numerous transport options available, including multiple rail routes in many cases. Here in the SW, we have no airports, few long-distance bus links and few stations to choose from. Adding a few minutes to long intercity journeys is hardly much of an imposition (I should know, having spent years travelling between Edinburgh and Hereford by train).

Cutting out intermediate stations is truly a retrograde step in terms of promoting sustainable transport. It helps give travellers the (increasingly true) impression that our train system is only useful if you want to go very long distances. Even then, it is an expensive luxury for most when compared to no-frills airline fares. In reality, it's the much greater number of shorter distance car journeys that we need to cut out.

I look forward to hearing from you.

Kind Regards

John Wallace

From: John Withers

Sent: 23 August 2009 19:12

To: Nelson, John

Subject: RE: Lockerbie Station Liaison Group

John,

Thank you for your e-mail below and please accept my apologies for the Lockerbie Station Liaison Group Meeting in Lockerbie Town Hall on Thursday 3rd September. Whist I can't attend, I would however like to provide you with some feedback as a regular West Coast Rail Line user.

My main concerns as a business person is that the first available train from Lockerbie to Glasgow doesn't arrive in Glasgow Central until 0914 which means that I am constantly late for work and consequently is not much of an incentive to use the train rather than my car.

Furthermore, since the introduction of the new train timetable in December 2008, there has been a real reduction in service with a lot fewer trains stopping at Lockerbie, again I cannot see the logic in this as all this is doing is encouraging local users from Dumfries & Galloway to use alternative forms of travel, mainly car travel.

Having spoken with other business people in Dumfries & Galloway, there is a real opportunity to increase rail travel from Lockerbie and reduce the carbon footprint, it is not just about reducing rail times from

London to Glasgow. Please give this issue your serious consideration at your meeting on the 3rd September.

Regards,

John Withers

From: Karl Bartlett

Sent: 24 August 2009 18:19

To: Nelson, John

Subject: Lockerbie Station Liaison Group

Hello John,

Last week I caught the massively overcrowded 4.11 from Edinburgh. Approximately 90 PEOPLE alighted from the train at Lockerbie. It might add weight to the survey if you could get someone on that train over a week or so to catch the Lockerbie users in transit!

Hope to see you at the Lockerbie meeting

Regards

Karl Bartlett

From: DREW DAVIDSON
Sent: 24 August 2009 21:42
To: Nelson, John
Subject: Lockerbie Station Liaison Group

Hello John

Futher to Karl's email, I can confirm that I had an identical experience on the the 4.11 train on 14th August. I didn't count the passengers alighting at Lockerbie but it was probably about the same. Conditions on the train were dreadful with very many people (including my wife and myself) standing all the way to Lockerbie. It was standing room only before we left Waverley and people joining the train at Haymarket had no chance of a seat.

Drew Davidson

From: Peter Kormylo
Sent: 25 August 2009 10:22
To: Karl Bartlett; Nelson, John
Cc: Subject: RE: Lockerbie Station Liaison Group

John,Karl,Colleagues

I use the Edinburgh service at least twice weekly and the return afternoon journeys are always oversubscribed-too few carriages every time-this is the "Ryanair of Rail" Service- pack em in!

Kind regards/Deagh dhurachdan

Peter

From: Stuart Aitken
Sent: 25 August 2009 14:04
To: Peter Kormylo; Karl Bartlett; Nelson, John
Cc: Subject: Re: Lockerbie Station Liaison Group

Karl

I'm in a similar position to Peter. I travel from Lockerbie on both Glasgow and Edinburgh trains about equal and have been since the start date of commuter service nearly 5 years ago. I gave copies of the survey to a couple of folks who travel on that 18.11 home service. Might be best to wait for start of university term before doing this survey as there will be many students returning home especially on Thursday and Friday service. TransPennine are offering a significantly poorer service to that offered by Virgin prior to 8 December 2008. They know through seat bookings that they are regularly over-subscribed but do not plan accordingly. Apart from anything else this represents a health & safety concern to passengers to whom they have a duty of care.

Yours

Stuart

APPENDIX E

Lockerbie Railway Station Passenger Survey

A survey of passenger views at Lockerbie was undertaken by SWestrans between 17 August 2009 and 6 September 2009. The questionnaire was distributed in paper format to passengers at Lockerbie Station. It was also available in PDF format for download from the SWestrans website, or could be completed online via a link from the SWestrans website.

The survey was prepared by SWestrans at short notice with the purpose of capturing a snapshot of usage and views. While the methodology employed is open to criticism, the results are presented as indicative rather than comprehensive. Question 13 in particular relies on hearsay. Nevertheless, it seemed important within the constraints of the methodology to gather some impression of local views about suppressed demand.

The survey provided an additional opportunity for Lockerbie Station users to comment on their experience and views of services at Lockerbie, and these comments have been included within the body of the report.

Five paper responses were received after the following report was compiled.

The key findings of the survey are as follows:

- The survey was completed by 267 respondents.
- 22% of respondents were using Lockerbie Station for a regular commute to work.
- 50% of journeys were for employment or business reasons.
- The great majority of those who responded were travelling either to Edinburgh (54 from 100 who answered this question, Waverley and Haymarket aggregated), or Glasgow (25 from 100 who answered this question)
- 76% of users were either dissatisfied or very dissatisfied with the frequency of trains topping at Lockerbie Station.
- 54% frequently make other travel arrangements due to there being no suitable train to/from Lockerbie.
- 85% claim to know people who make other travel arrangements due to there being no suitable train to/from Lockerbie.



Lockerbie Railway Station - Passenger Survey

SWestrans is the Regional Transport Partnership for the South West of Scotland. The partnership is between Dumfries and Galloway Council, NHS Dumfries and Galloway, and Scottish Enterprise. We are seeking passengers' views of the quality of rail service provision at Lockerbie Station.

1. What is your home post-code?

2. How frequently do you travel to or from Lockerbie Railway Station (count each journey separately)?
 - a. Daily
 - b. More than 2 journeys a week
 - c. 1 – 2 journeys a week
 - d. 1 – 2 journeys a fortnight
 - e. 1 – 2 journeys a month
 - f. Less often
 - g. Never

Please tick one

3. Are you travelling from Lockerbie Station today? *Please enter the date.*
If no, go to Question 11.

4. What is the purpose of your journey today?
 - a. Regular commute for work
 - b. Business travel other than usual commute
 - c. Regular commute for education
 - d. Other travel to education
 - e. Personal business
 - f. Visiting friends or relatives
 - g. Shopping
 - h. Holiday
 - i. Leisure or sport

Please tick one

5. Which station is your destination today?

6. What is the scheduled time of your departure from Lockerbie?

7. Is this time convenient? Y / N

Please give details.

8. Is this part of a return trip? Y / N
 (If no, go to Question 11)

9. What date did you arrive / will you return?

10. Was the arrival / is the return time convenient? Y / N

Please give details.

11. How satisfied are you with the frequency of trains stopping at Lockerbie Station?

- a. Very satisfied
- b. Satisfied
- c. Neither satisfied nor dissatisfied
- d. Dissatisfied
- e. Very dissatisfied

Please tick one

12. How frequently do you make other travel arrangements due to there being no suitable train to/from Lockerbie?

- a. Frequently
- b. Occasionally
- c. Rarely or never

Please tick one

13. Do you know anyone else who makes other travel arrangements due to there being no suitable train to/from Lockerbie?

- a. Many
- b. Several
- c. Few
- d. None






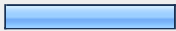

Please tick one

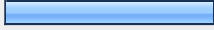
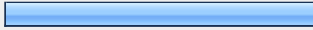
14. Please add any further comments you wish to make.

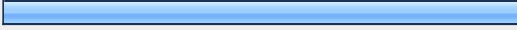
**Thank you for taking the time to complete this survey today.
 You can return the survey by FREEPOST to: Dumfries & Galloway
 Council, Re: Lockerbie Station Survey, FREEPOST 7209, DG1 2BR**

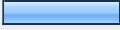


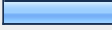



Lockerbie Railway Station - Passenger Survey

1. What is your home postcode?		
		Response Count
		238
		answered question 238
		skipped question 24

2. How frequently do you travel to or from Lockerbie Railway Station? (count each journey separately)			
		Response Percent	Response Count
Daily		6.7%	17
More than 2 journeys a week		5.1%	13
1 – 2 journeys a week		8.2%	21
1 – 2 journeys a fortnight		13.7%	35
1 – 2 journeys a month		31.4%	80
Less often		32.5%	83
Never		2.4%	6
		answered question	255
		skipped question	7

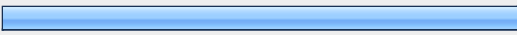
3. Are you travelling from Lockerbie Station today?			
		Response Percent	Response Count
Yes		40.1%	105
No		59.9%	157
		answered question	262
		skipped question	0

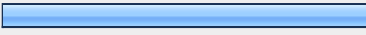
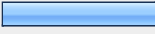
4. Please enter today's date.			
		Response Percent	Response Count
Date of Travel		100.0%	95
		<i>answered question</i>	95
		<i>skipped question</i>	167

5. What is the purpose of your journey today?			
		Response Percent	Response Count
Regular commute for work		22.2%	22
Business travel other than usual commute		18.2%	18
Regular commute for education		0.0%	0
Other travel to education		0.0%	0
Personal business		9.1%	9
Visiting friends or relatives		21.2%	21
Shopping		7.1%	7
Holiday		10.1%	10
Leisure or sport		12.1%	12
		<i>answered question</i>	99
		<i>skipped question</i>	163

6. Which station is your destination today?		
		Response Count
		100
		<i>answered question</i>
		100
		<i>skipped question</i>
		162

Destination	Count
Alloa	1
Annan	1
Berkhamsted	1
Bristol	1
Carlisle	6
Edinburgh	54
Glasgow (Central)	28
Leuchars	1
Lockerbie	2
Manchester	1
Sheffield	1
Stirling	1
Berkhamsted	1
Worcester	1

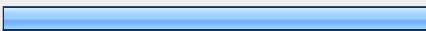
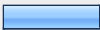
7. What is the scheduled time of your departure from Lockerbie?			
		Response Percent	Response Count
Scheduled Departure Time		100.0%	95
		answered question	95
		skipped question	167


8. Is this time convenient?			
		Response Percent	Response Count
Yes		70.7%	65
No		29.3%	27
		Please give details.	59
		answered question	92
		skipped question	170

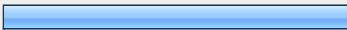

Total	100
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Additional Comments
Yes, however the return time is not helpful as only one train leaving Glasgow at about 2pm & the next is 17.40!
We need it earlier
Fairly convenient - A long wait in Edinburgh. Used to be able to travel from Lockerbie direct to Bristol
Cheap & convenient travel
A little earlier in order to reach Edinburgh for 9am would be better
Very convenient
Convenient today! Catching an aeroplane
This time suits me if I am staying overnight in Edinburgh.
Sat. 10.24 ok. Mon - Fri no trains between 8.06 and 11.00am. 8.06 too early and 11.00am late.
Arriving into Glasgow before 09.00 would be better.
Earlier would be more convenient in order to arrive before 9am.
NO. INSUFFICIENT TIME IN GLASGOW BEFORE RETURN. EARLIER TRAIN TOO EARLY.
I am very restricted with outward & return journeys. Why is this when so many trains pass through without stopping. Why should I travel south to Carlisle when I want to go NORTH.
Being self-employed I have arranged work around trains on days I need to be in Edinburgh
Return time from Glasgow on Saturday is not convenient. Far too long to wait and would go for a bus.
I use this train to get me to Edinburgh for an afternoon meeting. It is quite convenient though ideally there would be a midday train to get you into Edinburgh for 1pm.
Little choice in the matter. Even worse when travelling to Edinburgh - which we do frequently, and not so often by train as we would like. Very inconvenient.
First train for commuters to Edinburgh makes it impossible to arrive at place of work for commencement of normal working hours, i.e. 8am to 9am.
Would be more convenient to be in work (in Glasgow) before 09:00.
Connects with Leuchars train in Edinburgh
Convenient for shopping but not for business
ALL OFFICES IN GLASGOW START BEFORE 9AM, I GET IN 9.25 WHEN THE TRAIN IS ON TIME BUT IT IS OFTEN LATE, VERY BAD FOR BUSINESS

WOULD BE BETTER SLIGHTLY LATER
but this is the only option available in the morning to edinburgh
ITS CONVIENENT FOR DEPARTURE BUT NOT ARRIVAL THERE NEED TO BE EARLIER TRAINS SO THAT I CAN ARRIVE AT WORK BY 9AM
WE NEED MORE TRAINS STOPPING AT LOCKERBIE EARLY IN THE MORNING BOUND FOR EDINBURGH, GLASGOW AND MANCHESTER AIRPORT
THROUGH TRAIN IS RUNNING LATE
A LITTLE EARLIER WOULD BE BETTER - SAY 8.00
I HAVE HAD TO COME TO AN AGREEMENT WITH MY BOSS TO START LATE AND FINISH LATE DUE TO THESE TRAIN TIMES, IT WOULD BE MORE CONVENIENT IF THE TIMETABLE ALLOWED FOR A 9AM - 5PM WORKING DAY
THE SCHEDULED DEPARTURE OF 0816 ARRIVES AFTER 9AM AT HAYMARKET DOES NOT ALLOW A START TIME AT WORK OF 9AM, SLIGHTLY EARLIER ARRIVAL WOULD ALLOW MORE COMMUTERS TO USE THIS SERVICE REGULARLY
ARRIVE IN GLASGOW IN TIME FOR 0930 MEETINGS
SLIGHTLY EARLIER WOULD BE BETTER
NOT ENOUGH TRAINS TOO EXPENSIVE ESP WHEN NO SEATS
MEANS ARRIVE AFTER 9AM START (30 MINS LATE). UNDERSTANDING EMPLOYERS
GETS IN FOR CLOSE TO 9AM QUICK JOURNEY
THE ARRIVAL TIME INTO GLASGOW IS SUITABLE FOR WORK PURPOSES AS I ARRIVE IN TIME
MORE REGULAR SERVICES WOULD BE BETTER
NO GETS ME IN TO WORK TOO LATE, NEXT TRAIN 1230 SO NOT MUCH POINT IN GOING IN THEN. AS IT IS THE FIRST TRAIN DOES NOT GET TO GLASGOW TILL 0915
DOES NOT ARRIVE AT GLASGOW CENTRAL UNTIL 0914 WHICH MEANS THAT I AM REGULARLY LATE FOR WORK
WOULD PREFER TO ARRIVE BEFORE 9AM
NOT REALLY THE TRAIN GETS INTO GLASGOW AFTER 9 O'CLOCK THE TIME MOST PEOPLE START WORK
THE TRAIN IS RUNNING LATE SO I MIGHT MISS THE PLAY THAT I BOOKED TO SEE :-{
EXECPT THE TRAIN WILL BE AT LEAST 20 MINS LATE
IT IS OFTEN LATE
WE ARE TRAVELLING TO A FESTIVAL SHOW STARTING AT 1115 MYSELF AND MY 3YR OLD DAUGHTER, MUCH TOO EARLY AND ALOT OF WAITING ABOUT A LONG WAIT BEFORE A CONVENIENT TRAIN HOME
WHEN I GET TO EDINBURGH I NEED TO GET IN FOR 9 - EARLY TRAIN IS NEVER QUITE EARLY ENOUGH
IT WOULD HAVE BEEN MORE CONVENIENT A BIT LATER BUT THE NEXT TRAIN IS TOO LATE
ON THE TIMES IVE TRAVELLED ITS BEEN GOOD
LAST TRAIN, NOT ENOUGH TRTAINS
BUT I WOULD LIKE MORE DIRECT TRAINS TO EDINBURGH FOR BUSINESS TRIPS
YES, HANDY FOR AFTER WORK
This train gets into Glasgow after 9am. This morning it was late, meaning I didn't get into my office at the top of Renfield St until 9:45am.
1800 would be more Convenient
Gets me to my destination on time
would prefer to be able to travel to edinburgh earlier very few trains travelling to edinburgh stop at haymarket
Appt 1200
0900 would have been better
Great fro holiday to visit the festival - able to have a lie in
Would like to arrive at 12 Noon

9. Is this part of a return trip?			Response Percent	Response Count
Yes			82.0%	82
No			18.0%	18
			answered question	100
			skipped question	162


10. What date did you arrive / will you return?			Response Percent	Response Count
Date of Travel			100.0%	75
			answered question	75
			skipped question	187

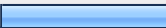

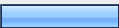

11. Was the arrival / is the return time convenient?			Response Percent	Response Count
Yes			66.7%	48
No			33.3%	24
			Please give details.	40
			answered question	72
			skipped question	190

Additional Comments
More would be good later on in the evening from Edinburgh to Lockerbie
Came by car
A departure from Edinburgh at 17.30 would be great
A long wait in Edinburgh. No direct stopping train from Bristol
Return trains more convenient time
For commuting there is no choice. One train in the morning and one in the evening stop at Lockerbie.
Only 2 return trains available. The train just after 4pm means leaving early. A train around 5pm would be convenient.
Too late in the day - I have lost all the morning.
Only as mentioned I could work around the times. Need more frequent stopping at Lockerbie. Well used otherwise would if more trains
However more train departures between Lockerbie and Glasgow would provide more working options.
Good connections all the way arriving 1306
More frequent trains needed.

RETURN TRAIN IS FINE
on this occasion the return time was convenient but it is impossible to return after spending an evening in Edinburgh
the train services have been reduced to every two hours, this has been very in convenient
TRAINS ARE ONLY EVERY 2 HOURS AND DO NOT MATCH UP WITH BUS TIMES
WE NEED MORE TRAINS IN THE MORNING TO GET INTO GLASGOW BEFORE 9AM ALSO EDINBURGH, WE NEED MORE TRIANS TO EDINBURGH AND EDINBURGH THROUGH THE DAYTIME
WOULD LIKE A TRAIN DEPARTING eDINBURGH BETWEEN 2011 AND MIDNIGHT
MUST WAIT TILL 1748 FOR RETURN - NO CHOICE OF AFTERNOON TRAINS NOW
1. FEW TRAIN OPTIONS FROM EDINBURGH MEANS CANT GET HOME TILL 1930 2. DITTO FOR GLASGOW 3. FEW SEATS - REGULARLY FULLY BOOKED ON RETURN 4. FOR GLASGOW - MORNING SERVICE 1 TRAIN THEN 4 HOURS 5. COMMUTE TO GLASGOW ALSO MEANS ARRIVES WORK AT 0930
LEAVE AFTER WORK
PREFER A TIME ABOUT 5OCLOCK
ALTHOUGH IT WOULD BE GREAT IF RETURN TRAINS WERE MORE REGULAR
RETURN FROM WORK BUT TRAIN OFTEN LATE
RETURN TRAINS LEAVES GLASGOW CENTRAL AT 1740 AND GETS INTO LOCKERBIE STATION AROUND 1830
A LATER TRAIN WOULD HAVE BEEN MORE CONVENIENT EG 2200 ARRIVE IN LOCKERBIE
AS ABOVE TOO LONG TO WAIT FOR ME AND MY 3 YR OLD CHILD NEED MORE TRAINS
I ALWAYS RETURN ABOUT 3PM THERE IS NO TRAIN THEN, NOR AT 5, IF YOU DONT GET THE 1211 TRAIN THERE IS THEN A 4 HOUR WAIT FOR THE NEXT ONE 9 DESPITE THE FACT THAT TRAINS GO TO CARLISLE IN THAT TIME)
I CAME IN AT CARLISLE STATION FROM LIVERPOOL I WOULD HAVE PREFERRED TO COME TO LOCKERBIE BUT IT WAS TO EXPENSIVE
EARLIER OR LATER
HAVENT DECIDED WHAT TIME YET, I WOULD LIKE MORE DIRECT TRAINS TO/FROM EDINBURGH PLEASE I WOULD LIKE MORE TRAINS TO/FROM LONDON AND WARRINGTON BANK QUAY TO STOP AT LOCKERBIE PLEASE
GOOD MORNING JOURNEY FROM GLASGOW
This train does not allow me to get home before 7pm which is not convenient for childcare arrangements. This is the reason that I don't use the train more often. The previous train is at 1410 which is not convenient for a full working day either.
meeting ends at 1600
Allows a full day to explore

12. How satisfied are you with the frequency of trains stopping at Lockerbie Station?			
		Response Percent	Response Count
Very satisfied		3.4%	8
Satisfied		10.3%	24
Neither satisfied nor dissatisfied		10.7%	25
Dissatisfied		43.8%	102
Very dissatisfied		31.8%	74
answered question			233
skipped question			29

13. How frequently do you make other travel arrangements due to there being no suitable train to/from Lockerbie?			
		Response Percent	Response Count
Frequently		54.3%	127
Occasionally		28.2%	66
Rarely or never		17.5%	41
<i>answered question</i>			234
<i>skipped question</i>			28

14. Do you know anyone else who makes other travel arrangements due to there being no suitable train to/from Lockerbie?			
		Response Percent	Response Count
Many		32.1%	75
Several		30.8%	72
Few		22.6%	53
None		14.5%	34
<i>answered question</i>			234
<i>skipped question</i>			28

15. Please add any further comments you wish to make.		
		Response Count
		150
<i>answered question</i>		150
<i>skipped question</i>		112

Additional Comments
More trains to & from Lockerbie
I may move from the area due to transport. We need a commuter train to Edinburgh pre 9am arrival. If not I will have to move to Edinburgh.
Hopefully more trains will stop more often
1. At Edinburgh - passengers stood on platform for at least 20 mins before train doors opened about 8 mins before departure (21/8/09 9.55am train) 2. No coach letters on coaches until 10 mins into journey!!
More frequent trains locally & wider. Also, why is the 0806 fare to Carlisle £10.40 return when at 1100 it is only £5?!? Does not make sense!!
Lockerbie is on the main line (only station on main line in Dumfries and Galloway) & is therefore the rail gateway north and south. Integrated bus transport with more frequent rail service - especially to Glasgow & Edinburgh would greatly encourage leaving cars at home. It's an insult to see trains flying through Lockerbie & not stopping - just so that someone can claim they can get from London - Glasgow a few minutes quicker. Perhaps a non-stop London-Glasgow train is what they want - but there will be no passengers!
Service to Glasgow is particularly sparse at good times.
More stops at Lockerbie essential. More carriages/seats at busy times - I have had to stand all the way to Edinburgh after buying ticket to travel.
I run my own business from D&G. Connection to central Belt is crucial to my business. Using the train means useful work time on board, no parking in town, and it is ecologically more sustainable. The reduced number of trains stopping in Lockerbie means the trains are dangerously overcrowded between Edinburgh/Glasgow and Lockerbie. I resent paying full fare to stand for an hour on a train!
Good service but £14.20 single a bit pricey.
i have sat in edinburgh waverley station twice for 3 hours and watched numerous trains head south through lockerbie station but not been able to get on these trains as they do not stop there. 3 hours between trains isn't helpful to those who wish to use public transport
From 8.06 to 15.06 no trains from Glasgow stop at Lockerbie between these times (Mon - Fri) From 8.09am to 20.43pm only one train stops inbetween these times going to Glasgow. Lockerbie & other smaller stations services are being cut so that inter city can cut times. Lockerbie is the only main line station in the South of Scotland.
I believe it's fair to say that the Virgin trains are very reliable and provide an excellent service, though I would like to see more trains available at the weekend.
The number of trains to Glasgow that stop at Lockerbie is totally unacceptable.
The loss of Virgin WC stops to/from Waverly is very unsatisfactory. Single unit TPE 185s have distorted carryings of Lockerbie passengers to/from Waverly & to/from Carlisle at peaks. Loss of the historic departure from Waverly at approx 1700hrs is very unsatisfactory.
Travelling with Virgin Trains is excellent and the time-keeping is quite good. The service was better last year before last timetable change when more trains stopped at Lockerbie.
How could anyone be satisfied with such a poor frequency! The service to Glasgow has been slashed. Virgin Trains has abandoned Lockerbie save for peak hour services. Large timegaps make rail travel impractical. There appears no political will at national or regional level to ensure an adequate service is provided at Lockerbie to connect South West Scotland to Glasgow, Edinburgh & the South. Appalling!
I used to use Lockerbie Station every week to travel south. After privatisation I realised how poor Virgin's service was and I realised I was stupid using the train. Now I never use Virgin train services. I could never use Lockerbie to travel to Glasgow/Edinburgh but only a Scottish franchise could provide a good service.
Disgraceful service going to Glasgow. Sometimes have to go to Carlisle to go North. Cost implications. Why was station upgraded at considerable cost and service reduced?
The timetable from Lockerbie actually makes the services look quite extensive until you realise that most trains going North either go South to Carlisle then to Dumfries then Glasgow or to Edinburgh before going to Glasgow. Either way the time involved in such a long journey would be completely useless. It would appear that the quality of the trains is improving but frequency of trains is diminishing. Many people I know would use the train much more frequently for work and leisure if they could get a punctual, reliable service with a reasonable direct timetable.

<p>I am extremely disappointed that there has been a reduction of trains which stop at Lockerbie which is appalling in an age where we are encouraging the use of public transport. I feel that the current service is completely inadequate and does not meet the needs of the people of Lockerbie and Dumfries and Galloway. For instance you cannot travel to Edinburgh and Glasgow to arrive for 9am, a service essential for commuters with work commitments. Also there are no trains that travel back into the evening making a night out in Glasgow or Edinburgh by public transport impossible. I am so frustrated by all the emphasis given to speeding up the journey between Scotland and London at the expense of smaller stations. Finally, even when there are trains, often there is not enough seats (I refer to ALL transpennine express services!) and on numerous occasions I have had to stand - NOT satisfactory at all!</p>
<p>I used to be able to catch the 10.22 from Lockerbie to Glasgow but now have to catch a bus from Eastriggs to Carlisle Station to catch the same train, which still passes through Lockerbie at 10.22!!! This added journey costs me an extra £3 approximately. Fortunately I can still catch the 17.40 from Glasgow for the return journey, which still stops at Lockerbie. It seems to me that the people in the rural areas are suffering in the name of faster journeys for the business people and I personally feel this is very unfair!</p>
<p>Lockerbie is the sole main line rail head for a large area, and a lot of people use it. The areas' bus services are only adequate for local journeys. Having to change trains at Carlisle would be fine if trains ran to time. They do not, so long waits ensue. People are denied the opportunity to work in Glasgow or Edinburgh, or to attend evening events. With all the proposals for expansion in the area, e.g. the Data Farms, the self-build housing scheme, improved public transport should be implemented now to encourage such schemes and assist their creation. Not much notice should be taken of the views of Lord Adonis, as it seems likely that a different government will be in place next year. Instead pressure should be brought to bear on all the political parties. Suggestions that the Scottish Government, through Scotrail, should provide an enhanced service are nonsense. The trains serving Lockerbie are often crowded. A serious problem with Lockerbie station is the lack of car parking. If a "park & ride" car park with a bus service to connect with trains was established many more people would use the railway.</p>
<p>BECAUSE THERE ARE NO TRAINS ARRIVING IN EDINBURGH BEFORE 9AM, COMMUTING IS IMPOSSIBLE. LOCKERBIE STATION HAS BECOME A "DAY TRIPPERS ONLY" STATION. IT IS SO GAULING TO SEE TRAINS FLYING THROUGH THE STATION AND I CANT GET ON THE THINGS.</p>
<p>Number of trains not enough and times are not suitable for commuting. To be in Edinburgh for 9am start monday morning, you have to get the train on a Sunday night. And finishing at 5pm in Edinburgh you have to wait until 6.10pm for a train to stop at Lockerbie. If lucky to get the train 2 hours earlier, you have to stand in a doorway with 5-7 other people all with luggage, because it is so busy. Extra carriages needed or increased number of services. Overall, an over-priced service of poor quality.</p>
<p>Train service at Lockerbie was better in the previous timetable.</p>
<p>I have meetings in Glasgow and Edinburgh some 12 times per year and would use the connection more frequently if there were more trains stopping at Lockerbie.</p>
<p>The viability of the economy of this area, the expansion of jobs, tourism etc and the retention & attraction of skilled people are dependent on good public transport links with other parts of Scotland, particularly Glasgow & Edinburgh & also with England and the south. South West Scotland is becoming more & more isolated under the current policies of all parties involved.</p>
<p>if this government are serious on being more environmentally friendly, they should be encouraging more train journeys from the rural area's.</p>
<p>I am originally from Lockerbie and my family still live there so I come back to visit. I usually have to travel by train to Carlisle then be collected as there is rarely a suitable train (for travel to London). I am also aware that in the past few years the number of services to and from Edinburgh and Glasgow has reduced which is detrimental to the town. Lockerbie is ideally placed as a commuter town for Edinburgh and Glasgow however it needs good train links for this.</p>
<p>I used to travel regularly throughout the year from Lockerbie to Glasgow and back (always First Class) but now there is no train at a suitable time either coming or going. I now have to take the 08.38 from Annan which takes 2 hours and is an old, noisy, draughty and uncomfortable train where no refreshments are available. In my experience lots of people used to use the Virgin train northbound.</p>
<p>an early train daily, arriving in Glasgow and Edinburgh before nine o'clock would be invaluable and open up a whole new world of possibilities to the people of Dumfries who attend college, uni and those who wish to work in the city, but who cannot due to no early morning train arriving early enough, and that allows forward connections to be made.</p>
<p>Unfortunately the train schedule from Lockerbie is very restrictive. I cannot use it for my daily commute due to the infrequency of am departure trains and pm return trains. If these were more frequent, I would use for my daily business commute to Glasgow and for other leisure trip purposes. Lockerbie is my preferred station as it is most local.</p>
<p>Carriages often found to be over subscribed thus not enough seats and not enough store space for luggage. Trans Penine carriages found to roll severely</p>
<p>I would use the train from Lockerbie to Edinburgh far more frequently if there was a better service, particularly returning. At the moment the trains are approx two hours apart - sometimes more - and that is too long to wait if you are there on business purposes. Going to the theatre is impossible as no trains return late. This is of more importance to those of us who live far from the centres.</p>
<p>Lack of stopping trains means we either travel by car or drive to Carlisle and take the train from there (because there are no late buses back to Ecclefechan).</p>
<p>Living in rural South Lanarkshire, I am now forced to use Glasgow or Carlisle if I want to visit family and friends in England.</p>
<p>the trains are too infrequent to visit and return to and Edinburgh and Glasgow</p>

<p>It seems ironic that we are encouraged to use public transport when possible, but when we want to use it, it is not available for us to use. How many minutes does it take for the train to stop at Lockerbie compared to the time it takes to travel to Glasgow or Carlisle to catch a train. Speed is not everything all the time. IF YOU WANT PEOPLE TO USE PUBLIC TRANSPORT THEN IT SHOULD BE THERE FOR EVERY ONE, NOT JUST COMUTERS.</p>
<p>Having access to mainline trains from Lockerbie station makes rail travel anywhere in the country so much easier. I would use the train far more often if more options to and from Lockerbie were available. I have reduced the amount of rail travel I do since the frequency of trains stopping at Lockerbie has decreased. Lockerbie is well positioned to serve an area that is otherwise poorly served by decent rail services</p>
<p>I would like to travel to Edinburgh from Lockerbie on a regular basis in order to visit my family but the service does not arrive early enough so I always go by car as the bus service from Dumfries is abysmal. My daughter, who lives near Edinburgh, uses the train to travel to Lockerbie if she is staying for a few days but not for day trips. There is a problem with this text box. It took me ages to type this message.</p>
<p>Not really suitable time for daily commute especially journey home. Staying late in Glasgow is difficult and Edinburgh is impossible.</p>
<p>The train times and frequency are not suitable for shopping or going to theatre or cinema in Edinburgh or Glasgow</p>
<p>The train times are unsuitable and too infrequent. They are no use for theatre etc in Glasgow or Edinburgh</p>
<p>After all the improvements made to the station recently, ie the installed lifts rather than having to cross over the bridge on foot, it is a shame that the station seems to be treated as "second class" when it comes to trains stopping there. I would use the station more if there were more suitable trains, as would many of my friends/colleagues.</p>
<p>It is far easier for me to use the train as I go to Glasgow on a regular basis and have to take the dog with and when I have tried to use the bus have been refused to get on as apparently no dogs are allowed on buses that use the motorway. The train staff and station staff are always so helpful. The service however is disgusting with a poor service that stops at Lockerbie.</p>
<p>It adds a lot of time to a journey when I have to travel from the north THROUGH Lockerbie station to alight at Carlisle in order to change to a train which will take me north again to get off at Lockerbie. - frustrating!!!! Similarly when travelling north to Glasgow - having to go via Edinburgh. Travelling by train to Glasgow or Edinburgh is much more convenient and 'green' than travelling by car -- If only there were more trains stopping at Lockerbie!</p>
<p>Lockerbie was previously used a great deal by myself and many others but since the services have been reduced the car is often the only possible option. This is slower than the train and is making people (like me) drive into Glasgow / Edinburgh when they neither want to need to.</p>
<p>If I could get to Glasgow or Edinburgh at a decent time in the morning and leave at a decent time at night, I'd use trains more often. Tax has just gone up on fuel to pay for public transport improvements. As a rural community it is ESSENTIAL that this money is invested locally if there is ever going to be a migration from private car to public transport.</p>
<p>Although originally from Lockerbie, I now live in Edinburgh and use the train to visit my parents who still live in the Lockerbie area. Due to the lack of frequent services that stop at Lockerbie, particularly at weekends, or the very long replacement bus services, I end up either not visiting regularly or driving more frequently than I would like to.</p>
<p>the southwest of Scotland is incredibly badly served by public transport and yet many of our essential services are only available in the central belt. I have recently had to go into hospital in Edinburgh and the availability (or lack) of trains was a major consideration in my admission and discharge dates and preventing me from having visitors without a 5 hour journey by road. It would be so simple to stop some of the fast trains that belt through Lockerbie adding only a matter of minutes to the journey time but potentially improving the quality of life and opportunities for a large portion of rural Scotland's inhabitants.</p>
<p>Lockerbie is only 1 hour's train journey from Glasgow, but because of the train times it is impossible to commute by and arrive at work for 9am.</p>
<p>I have had to decline several opportunities to avail myself of important training in Edinburgh and Glasgow as well as conferences in Dundee and Dunblane as a result of there being no trains available.</p>
<p>Lockerbie has been a very busy station and I wish to see it continue to be popular. There is no encouragement to use public transport and as a result I have purchased a car for reliability in being able to commute especially to Glasgow. Come on give Lockerbie a chance.</p>
<p>In the past the timetable suited me for both business and leisure, I however find most trains unsuitable now. I find myself having to travel by car to Carlisle on frequent occasions. As I travel to Glasgow on a regular basis I now find myself travelling by car as the 10.33 service no longer exists also for return journeys I have had to carry on to Carlisle and then use a car to return. I have just about given up with the train to London.</p>
<p>I find it very difficult to use public transport from Lockerbie as the timetable is not suitable for business or shopping.</p>
<p>I need a frequent service to Glasgow and return to Lockerbie from Glasgow.</p>
<p>Last evening train to Edinburgh 18.30 - used to be about 9pm. No day trains between 0956 & 1411 weekdays but are at 1230 on Saturdays. Why? Sunday first train 1430 why? Also GLASGOW - no train weekdays between 8.10 & 12.30, then 15.33.</p>
<p>I use Lockerbie station as the fastest and most convenient way of getting to Dumfries. If I can't get on/off train at Lockerbie I have to detour via Carlisle and this has resulted in missed connection on some occasions plus more time added to a long journey to the north of Scotland</p>
<p>My eldest daughter lives in London and I visit 2 or 3 times per year as well as going south for conferences. Travelling from Dumfries and changing at Carlisle adds a lot of time onto the journey. Dumfries and Galloway is poorly served for trains and reducing the trains at Lockerbie has made it much poorer. Trains seem to stop at Oxenhope which is a small place on the main line and people there have access to Carlisle and Penrith, so why can they not equally stop briefly at Lockerbie? If we want to use cars less, global warming etc, surely train services need to improve (and be cheaper as well.)</p>
<p>In particular one should be able to commute by rail to both Glasgow and Edinburgh to be at the workplace by 9am and also have a corresponding timetable for the early evening return It is also disappointing how few direct trains there now are to London</p>
<p>Because of the lack of trains stopping at Lockerbie I use the bus fortnightly to Glasgow & the bus to Carlisle, also fortnightly</p>

<p>The direct trains to Edinburgh do not run early enough in the morning to allow for commuters from Lockerbie and district. A better service would allow people to work in Edinburgh while living in this area - bringing more prosperity to this area.</p>
<p>The first train in the morning to Edinburgh is ideal. The biggest problem is that the first train back is now 16.10. I use the train much less frequently because of this.</p>
<p>We are encouraged to leave cars at home and use public services, but since both train and bus services have been cut it's nearly impossible.</p>
<p>Will the D&G Local Authority organisations !once and for all! endeavour to assist the D&G Commuters with a train service that is acceptable.</p>
<p>I have business meetings in both Edinburgh and Glasgow. The recent reductions in the number of trains have caused considerable inconvenience and I am now making journeys by car more often. When I travel by train I am now often spending some time "kicking my heels" waiting for the next train. It is somewhat ironic that Stagecoach buses between Dumfries and Lockerbie are now more frequent meaning that it is now more practicable to get to Lockerbie by public transport now there is less point in doing so.</p>
<p>On this occasion the time was convenient for shopping, but times not suitable for business travel since both the Edinburgh & Glasgow trains arrive at their respective destinations after 9am. LONDON - not sufficient number of trains to & from London stop at Lockerbie, i.e. only 1 per day each way.</p>
<p>I frequently use Carlisle if travelling to London as there are more trains that stop here. If travelling to Glasgow, the service from Lockerbie is so poor that I usually either drive all the way into central Glasgow, or park at Hamilton and take the train in. If Lockerbie were to receive a service on a similar standard as say Oxenholme or Penrith things would be so much better.</p>
<p>Trains have been cut stopping at Lockerbie. Sometimes I have to go to London leaving from Carlisle in order to get suitable trains. The early morning service to Edinburgh is really bad, having to leave at 7.40.a.m. and having to hang about Carstairs for 20 to 25 mins. sometimes outside.</p>
<p>It's ok getting to London from Glasgow in as short a time as possible but not at the detriment to those wishing to commute to Glasgow or Edinburgh. Lockerbie is a very busy station and serves a large area, with this in mind we demand a better service than is in place at this time.</p>
<p>I have a large family, who need to use the train from Lockerbie to London on a regular basis for work and sometimes pleasure. We also would use the train to go to Edinburgh & Glasgow if there was a train which arrived in Edinburgh /Glasgow in time for 9am meetings. At the moment it is HOPELESSLY inadequate. We need a train to stop at Lockerbie en route to London at around 9am and also one to stop at Lockerbie, which would leave London around 2pm There are SO MANY people who use Lockerbie station. I put 2 of my children on a train to London last night and, not only did lots of people disembark, but also they were loads of people getting on... to the extent that it was standing room only !</p>
<p>We need a service to take you from Lockerbie to Edinburgh or Glasgow to arrive before 9am and leaving Edinburgh/Glasgow at around 5.30pm Public transport in this area is disgraceful. If you don't have a car you cannot get around</p>
<p>The recent changes to the timetable have resulted in a significant drop in the number of trains stopping at Lockerbie. I travel to and from Glasgow quite frequently and my choice of trains has been drastically reduced. On the one hand, people are being encouraged to use public transport but on the other hand, we have no viable alternative. The new timetable is a complete disaster for South West Scotland.</p>
<p>ITS ABOUT TIME THAT TRAIN COMPANIES INCREASED FREQUENCY OF STOPS LIKE LOCKERBIE AND OTHER RURAL STATIONS. IN THE RURAL AREAS IT IS NIGH ON IMPOSSIBLE TO BE "CARING FOR THE ENVIRONMENT" WHEN WE CAN'T HAVE A DECENT PUBLIC TRANSPORT SYSTEM AND HAVE NO ALTERNATIVE BUT TO USE "THE CAR"</p>
<p>Train times to Glasgow and Edinburgh do not allow sufficient time to get to a 9am appointment - all very inflexible.</p>
<p>MORE TRAINS PLEASE</p>
<p>I use the train to get to my office in Glasgow. More frequent trains would give me more flexibility and I could then use the train every time I went to Glasgow. I also use the trains to Edinburgh but the weekend services are useless - MANY MORE LOCAL TRAINS NEEDED. The station is always busy and I'm sure more people would use it if there was a more frequent service to both Edinburgh and Glasgow.</p>
<p>I travel daily through Lockerbie on my way to school (in Carlisle) although I now get the bus because the train is too expensive and doesn't run at any of the right times for me.</p>
<p>My Husband travels to and from Barrow-in-Furness. He is away for 6 weeks but tries to come home the middle weekend. However as its Sunday service when he returns we are limited to train. I travel to Glasgow 4 weekly and would love to go by train, but I have to go early if I go by train and then hang around after my appointment for evening trains, hence I battle up in the car. Dee Scot</p>

This is a chicken and egg argument. The main requirement for us is for a service that would get people into Glasgow and Edinburgh for the early morning and back late at night after the theatre/concerts. We have just been to the Edinburgh Festival on three separate days and had to go by car each time. We are keen to be green but can't use the train when we want to. The cost of a day return ticket would have to match or only be slightly dearer than that of petrol for a round trip of about 100 miles.
I could and would use Lockerbie station for regular journeys eg to London, Glasgow and Edinburgh
People within the area of Lockerbie can lose any hope they had of commuting to Edinburgh or Glasgow from this area. The trains are now too infrequent to even hope to get a good job in a major city. The government needs to consider the fact that life does not stop beyond the borders of large cities. People living in other areas, particularly small towns need to travel to obtain employment. Any chances of allowing people to pursue successful careers decreases as a result of the lack of train services for commuting. The government is attempting to decrease the use of cars, then provide us with a decent train service and we will stop using our cars and polluting the environment.
I don't use it that frequently because the service is not there that I would like. That is both heading up to Edinburgh and returning from London. I have to go by car from Carlisle. My children would use the train in preference to the bus coming from Edinburgh and Glasgow - but again it's a rare occasion that the trains stop at Lockerbie.
There are very few trains that stop at Lockerbie, and the ones which do, are at inconvenient times
UNFORTUNATELY THE COMPUTERS IN LOCKERBIE ARE BEING FORGOTTEN, IF THERE WAS NO TRAIN THE BUS SERVICE MIGHT BE GOOD BUT WE HAVE NEITHER, NEEDS URGENT ACTION TO RESOLVE
STATIONIS ALWAYS FULL - 40 50 FOLK
through trains to london are not now as easy are they were from Lockerbie not as many through trains to Edinburgh
It is very disappointing when you hear of all the wonderful local services beeing cut to save money and people who try to help the environment and maintain the service get punished because of these cut backs.BRING BACK MORE TRAINS TO LOCKERBIE AND BEATTOCK!!!!!!
There have been so many cutbacks in the timetable that I hardly ever use the station anymore; which is a shame as it is a lovely station with friendly staff and with a new million-pound overbridge which was the result of a successful local campaign. We desperately need early morning trains getting in to Edinburgh and Glasgow for a 9 am work start/meeting start time and suitable services leaving after 5.30 pm back. We would love to be able to attend shows and events, particularly in Edinburgh, and catch a late night train back home to Lockerbie but that is impossible as this service is just not there. Instead we have to travel poor rural routes in the dark back home or pay a fortune to stay overnight in the capital. Lockerbie is the railhead for the whole of southwest Scotland to the main west coast line and the number of services here is dismal. We need better services now! It would also bring a much-needed boost to the local economy. Demand has been justified when the local MP, David Mundell, handed in a 2,300 name petition to the Department for Transport earlier this year.
With fewer stops at Lockerbie, the trains that do stop are more crowded, meaning that people frequently have to stand for the journey. The quality of the experience is much worse than it was.
We are trying to encourage more staff to reduce their carbon dioxide emissions associated with travel, and to use the train where possible to attend meetings in Edinburgh and other parts of the country. More trains stopping at Lockerbie would greatly assist this process, although it is good that there is now a direct morning train from Lockerbie to Edinburgh, with out having to change at Carstairs, the downside is that it's arrival in Edinburgh is at 9:30, 30 mins later than the Carstairs train, meaning that it is now too late to get to a 9:30 meeting.
TRAINS ON A SUNDAY MORNING?- THERE ARE NONE? - A train from Lockerbie to Glasgow or Edinburgh on a Sunday morning (approx 9am-10am direct) would be good, I believe you would beneficial. All trains seem to start about lunch time, not any good if you want to spend the whole day in either Glasgow or Edinburgh. There are good return time trains, every day of the week back to Lockerbie from Glasgow and Edinburgh later afternoon.
The number of trains stopping at Lockerbie to allow for people working in the Central Belt is not clever.Trains going North in the morning are fine if you can arrange meetings, etc for 10am onwards, so we need an earlier one to get to Glasgow/edinburgh before 9am. Similarly the frequency of departures stopping on the way back should be increased from 4pm onwards.
Main destination is Edinburgh. Service is very poor in the morning when we need to get to the Capital.
The trains that do stop at Lockerbie are often seriously overcrowded
Travel by train is both time consuming to organise and difficult to schedule
Myself and many others have to make the difficult and stressful journey by car due to the lack of service at Lockerbie station. More stops please!
direct services TO EDINBURGH SINCE NOV 08 IN THE MORNING HAS BEEN GREAT BUT THE REDUCTION IN RETURN TRAINS HAS BEEN INCONVENIENT
THERE NEEDS TO BE BETTER PUBLIC TRANSPORTLINKS FROM D&G TO THE CITIES TO HELP WITH COMMUTING BUSES TO SERVICE THE TRAINS - I DRIVE FROM BEESWING TO COMMUTE, NEED TRAINS TO EDINBURGH THAT ARRIVE PRE 9AM
KEEP LOCKERBIE TRAINS AS A REGULAR STATION WITHOUT MORE CUTS TO OUR VITAL LINKAGE TO OTHER SCOTTISH AND ENGLISH DESTINATIONS
THIS PARTICULAR TRAIN WAS CONVENIENT OTHERWISE I WOULD HAVE TRAVELLED BY CAR
1. MORE FREQUENT TRAINS ESPECIALLY EARLY MORNING 2. COST EFFECTIVE SEASON TICKET 3. BICYCLE LOCKERS
DIRECT TRAINS FROM LOCKERBIE TO EDINBURGH WOULD BE BENEFICAL & REGATE TGHE REQUIREMENTS TO DRIVE AT VARIOUS TIMES THROUGHOUT THE DAY
WE HOLIDAY HERE YEARLY AND ALWAYS USE THE TRAIN

WEST COAST MAIN LINE ROUTE UTILISATION STRATEGY CONSULTATION

ADDITIONAL LATER EVENING SERVICE FROM GLASGOW TO LOCKERBIE WOULD BE WELCOME AS WELL AS ALTERNATIVE SERVICES EACH WAY DURING THE DAY & WEEKENDS. ADDITIONAL TICKET FACILITIES (MACHINE) WOULD HELP WITH QUESE MOST MORNINGS
THE LACK OF RETURN TRAINS WEEKDAYS AND ESP AT WEEKENDS MAKES THE ROAD A NECESSARY OPTION MORE RETURN TRAINS WOULD BE USED
RETURN TRAIN TIMES ARE NOT GOOD I.E. 4.10 AND 6.10 TRAINS NOT FREQUENT ENOUGH
LACK OF TRAINS IS A PROBLEM
I KNOW MANY PEOPLE WHO WANT TO USE THE SERVICE BUT CANNOT BECAUSE DO NOT ARRIVE IN TIME FOR WORK FEW SEATS AVAILABLE . ALSO IF CANNONT MAKE ONE RETURN TRAIN WILL OFTEN NOT TRAVEL. LOCKERBIE STARTING IS AND ACCESS POINT TO BROAD GEOGRAPHICAL AREA STAFFING DOWN
TOO EXPENSIVE AT TIMES
TO EXPENSIVE FOR TRAIN FARES
THE NEW TIMES ARE TOTALLY UNSUITABLE FOR THE COMMUTE TO WORK, MANY PEOPLE MOVED TO THE ARAN TO WORK IN GLASGOW/ EDINBURGH. TIMES NOW MAKE THAT DIFFICULT
THE CURRENT TRAIN TIMETABLE INTRODUCED IN DEC 08 IS WORSE SERVICE THAN PREVIOUSLY PROVIDED AND DOES NOTHING TO ENCOURAGE CAR USERS TO ABANDON THIER CARS AND USE THE TRAIN THEIR ARE ONLY 3 TRAINS A DAY TO GLASGOW IF YOU MISS THE 0810 TRAIN THE NEXT IS AT 1230
I TRAVEL BY CAR FROM CARLISLE TO LOCKERBIE DUE TO THE VAST PRICE DIFFERENCE £15.50 FROM LOCKERBIE BUT £41.40 FROM CARLISLE
ITS NOT REALLY A SERVICE. IF YOU MISS THE 0810 TO GLASGOW FOR WHATEVER REASON SUCH AS ROAD TRAFFIC PROBLEMS THE NEXT TRAIN IS 1230. THREE TRAINS A DAY TO GLASGOW IS A NONSENSE
DELAYS WHICH ARE NOT INFREQUENT MAKE ONE CONSIDER ALTERNATIVE MEANS OF TRANSPORT AND GENERALLY PUT ON OFF TRAVLLING BY RAIL
THE RETURN TRAINS FROM EDINBURGH TO LOCKERBIE ARE VERY INCONVENIENT BECAUSE THEY ARE 2 HOURS APART - 4.11, 6.11, 8.11 I WOULD PREFER TO COME BACK AT 5 OR 7 AND THERE ARE TRAINS AT THESE TIMES BUT THEY DONT STOP AT LOCKERBIE
MORE TRAINS PLEASE
LOCKERBIE IS A WONDERFUL LITTLE STATION AND GREAT STAFF BUT IT COULD BE MUCH BETTER SERVED, WE NEED MORE TRAINS AND MORE STAFF IN THE TICKET OFFICE IN THE EARLY MORNING - IF SOMETHING ARRIVED, 15 MINS BEFORE THE TRAIN GOES I QUEUED I STILL GOT ON THE TRAIN WITHOUT A TICKET I HAD TO BUY ON THE TRAIN
SERVICE (EXPRESS) SO MUCH BETTER THAN DUMFRIES SERVICE (I LIVCE IN DUMFRIES AREA)
DURING OUR STAY I HAVE FOUND THE TRAINS TO BE ON TIME , STAFF HAVE BEEN HELPFULL, SPACE FOR LUGGAGE HAS BEEN DIFFICULT, IT CAN BE A BIT OF A WORRY TO BE LEAVING SUITCAES OUT OF SIGHT
I COME TO CARLISLE FROM LIVERPOOL FOR £8 ON AUGUST 17 IF I HAD TRAVELLED FROM LIVERPOOL TO LOCKERBIE I WOULD HAVE COST ME £78
TRYING TO FIND THE SEAT YOUVE BOOKED ALWAYS SEEMS DIFFICULT FINDING THE COACH NOS
1830 TRAIN ALWAYS LATE, LAST TRAIN TO EDINBURGH, NOT ENOUGH TIME RANGE OF TRAINS EITHER WAY. 1830 IS THE LAST TRAIN AND NOT LATE ENOUGH FOR BUSINESS PURPOSE.
MANY FRIENDS (& ME) DRIVE TO PENRITH IN ORDER TO GET TRAINS TO LONDON (CARLISLE IS SLOW TRAFFIC) NOT HAVING A GOOD LOCKERBIE LINK MAKES BUSINESS TRIPS VERY DIFFICULT ; OFTEN HAVETO ARRIVE LATE AT MEETINGS, OR LEAVE EARLIER, THIS DAMAGES MY ABILITY TO RUN MY BUSINESS
D&G Council shold be taken to task for their failure over many years, they ugnored the "gateway" benefits for commuters/residents in this rural area. Residents of D&G working in Glasgow/Edinbrugh & Carlisle need trains that stop at am & pm "worker time" convenient
Require more train services to glasgow/ edinburgh which would arrive before 9.00am at least 8.30 to allow travel to work destination
This service is shocking. There are no trains to Glasgow or Edinburgh which arrive before 9am for commuters or regular return services for commuters, shoppers or for attending cultural events. Transport Scotland invested £1.2M in a disabled access bridge for this station and where is the return for their investment in a reduced service? This is a Scotrail station with no Scotrail service. This is the gateway to the South of Scotland and it's the poor relation. Campaigning needs to be stepped up with Transport Scotland's Rail Frnachise people to ensure we have a voice. It is stated in the Rail Franchise Performance minutes of 28th May 2009 (available on TS website) that Lockerbie should be added to the Service Development Group Agenda. Why was it not already on this agenda? The station is regularly queued out of the door in the morning with no space for parking due to the demand and you have to buy a ticket on the train. Also there is often standing room only on the Edinburgh services which I have to use for business, particularly on the return leg, which is a much poorer service than the Virgin Trains service run prior to last December.
i dont think you should have to pay double when paying for a ticket on the train
i dont think i should have to pay double when buying a ticket on the train this upsets me muchly
why do we have to pay double on the train than we do in the station?
why is the price of the tickets double if you buy it on the train
The train times have been altered which makes arriving in Glasgow or Edinburgh much later for those who must be at their desk/office by 9.00pm. While the journey to Edinburgh is much more comfortable without the long stop over at Carstairs there is a concern about getting into the City at 9.15. Both Edinburgh and Glasgow trains now arrive at their destination at 9.15 which makes it impossible to be anywhere in either city before 9.45. (In some cases people can make it to their office by 9.30 but that is if they run!) I wonder if employers at stations would feel comfortable with their staff turning up 45 mins later than everyone else!

The 1 hour service to edinburgh attracts several people to use lockerbie rather than the line from annan
Have found trains returning from edinburgh early evening very crowded - have had to stand all way from Edinburgh - Lockerbie several times - more carriages please, and more day time stops at lockerbie
Poorly designed questionnaire - the response Not Applicable (N/A) should be included
Being a holiday maker it is ideal for us but, of course, have no idea how well it suits local people, the staff at the station are wonderful
It would be really helpful to at least return to having a service which enables passengers to arrive in Glasgow and Edinburgh before 9 o'clock. It would be good to be able to buy a return to Glasgow which was transferable between Lockerbie and Dumfries. i.e. going up from Lockerbie and back to Dumfries if no suitable return to Lockerbie.(No extra charge)
More trains should stop at lockerbie
I would be travelin by train daily if the 'paddy line' was reopened
I have reverted to driving to london as my experiences with the Virgin Eston service have been very bad
number of trains is lower than ever, the 2 carriage trains are crowded
The biggest trouble for me is the unavailability of advance first class tickets, which I buy so I can work on the way to London; it is very difficult in second. Often one tries to book three months in advance and they have not been released and by two months they have all gone. Oddly, one can get the same train sometimes from Lancaster or Crewe (by which time it is fuller!) One should have a clear idea of when these tickets can be booked; we cannot all spend all the time on the computer. It is a nonsense to compete with aircraft and not stop at stations - very few get off after Lancaster coming north.
1)Train tickets are too expensive. if they were cheaper more people would travel on them and use their cars less. 2) There needs to be more trains stopping at Lockerbie so that: - people can commute to Carlisle, Edinburgh and Glasgow for work - Lockerbie station serves a very wide, community - many international visitors visit the area in particular Samey Ling Tibetan centre
The times of the trains makes it impossible to arrive for an afternoon meeting without missing the whole of the morning. The former 11.12 train to Edinburgh used to be very convenient. There was also a good service back from Edinburgh in the evening. I also go up for separate morning meetings. Whilst a little early I can catch the circa 8.20; however in leaving the meeting at circa 1pm I would have to wait till after 4pm for the return. It is simply better to drive - although more stressful and loss of working time which the train would provide.
The economic downturn coincided with a massive loss in services Dec 08. Several people who commuter prior to timetable change were forced to take to their cars or their jobs would have been given to others. Commuter service has huge potential but it is only just usable for Glasgow and Edinburgh - in both cases arrival at work is at 9.30am at the earliest. For people who are already in post and have been for many years they may be OK. It is not possible to attract young people to the area while working in the cities with these sorts of timetables. Late trains are no option - again disenfranchising choice from residents. Service frequency is hugely problematic. The area has huge potential as a commuter town and M74 corridor (one commuter drives from Carlisle). Opportunities for business growth with a good standard of living, schools etc, are being hampered. It is essential that D&G make the case on business growth and not just rely on socio-economic disadvantage. It is more likely to persuade Adonis & co. as well I would like the SWTrans to request by FOI expected and actual figures for usage on West Coast Line by station. Also First TransPennine operate at full capacity on many occasions with all seats fully booked. They need at least one extra carriage. They won the franchise by providing a substantially reduced service that does not meet passenger needs.
There are not enough trains to Edinburgh or Glasgow
Not only are there too few trains there are too few carriages on them I travelled back on the 16.12 from Edinburgh Haymarket final destination Manchester in the middle of the Edinburgh festival it only had three carriages and was packed bearing in mind that the next possible train is two hours later the service is totally inadequate. Not only do I have to make other travel arrangements if I do use the train I find myself wasting either large parts of my working day or my own time trying to fit in around the inadequate timetable
Good service, lets have it at Beatock for tourists and moffatonians





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South West of Scotland Transport Partnership