



PUBLIC PETITION NO.

PE01273

Name of petitioner

Anne Massie

Petition title

Overnight running of freight trains

Petition summary

Calling on the Scottish Parliament to urge the Scottish Government to take the necessary action and make representations to the appropriate bodies to stop the overnight running of freight trains on the Stirling-Alloa-Kincardine railway line.

Action taken to resolve issues of concern before submitting the petition

Three public meetings were held in Causewayhead, Stenhousemuir and Clackmannan at the instigation of the Community Councils of those areas. Dr Richard Simpson MSP attended the first two of the meetings. The Clackmannan meeting had a panel consisting of Gordon Banks MP, Richard Simpson MSP and Keith Brown MSP as well as two representatives of Transport Scotland. Network Rail and DB Schenker turned down the invitation to attend.

In addition to this, numerous residents living along the Stirling-Alloa-Kincardine line have contacted their own Councillors and MPs, and I understand some have applied for compensation.

Petition background information

The Stirling-Alloa-Kincardine line was refurbished, from being totally disused, not even walkable in some sections, and reopened in 2008. Before the line was reopened, properties had been allowed to be built alongside the line for more than 30 years, and as recent as 5 years before the reopening of the line.

When the initial consultation about reopening the line took place, residents appealed for sections of the line to be routed away from residential areas. However, this was unsuccessful (I believe it was turned down on a financial basis even though the total project was vastly underestimated - as is normal - at £35 million, whereas the final cost was I understand almost three times that figure).

When the first consultation meetings were held, at no time was there any mention of overnight running of trains. It was made clear that the trains were to be 17 carriages long, new rolling stock, continuous weld lines, with noise baffle barriers and safety barriers to be installed - although the precise locations of these were to be discussed later. Traffic commenced in May 2008.

I purchased my own property in January 2008 and moved in at the end of April 2008, having investigated the matter of the rail line prior to agreeing the purchase. My Lawyer and Surveyor both came up with the same result as myself - that freight trains were to run right through to Longannet Power Station between 7.00 am and 11.00 pm, and that there were to be in the region of 8 or 9 trains of 17 carriage length. As a result of the overnight trains commencing mid December, the majority of residents are being deprived of natural sleep and a number of homes are suffering damage from the vibration. The trains are now 23 carriages long, sometimes one or two more, the carriages are old, noisy, clanking and squealing, and run continuously throughout a 24 hour period. There is no regular timetable it would seem since the trains are random whether day or night.

It would seem the night running has coincided with Transport Scotland and DB Schenker agreeing the East Coast line to have freight trains removed from it. Although the reason for that has not yet become totally clear.

Unique web address

<http://www.scottish.parliament.uk/GettingInvolved/Petitions/PE01273>

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NO

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137

Closing date for collecting signatures online

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