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Consultation Questions

Scottish train services

Can better use be made of existing train capacity, such as increasing the permitted standing time beyond the limit of 10 minutes or increasing the capacity limit? What is an acceptable limit for standing times on rail services?

Q15 comments: Standing time should not be beyond 10 minutes. I have seen families with young children forced to stand in the aisles for hours on long journeys through England and this is not acceptable besides being a significant safety hazard.

Should the number of services making use of interchange stations (both rail to rail and rail to other modes) be increased to reduce the number of direct services? What would be the opportunities and challenges of this?

Q16 comments: Use of interchange services allows for a greater number of the Scottish public to use rail services, and this is particularly important for rural areas which may not be well served by other forms of public transport and as a result can become increasingly isolated

Should Government direct aspects of service provision such as frequency and journey time, or would these be better determined by the franchisee based on customer demand?

Q17 comments: Provision increases demand.

Scottish rail fares

What should be the rationale for, and purpose of, our fares policy?

Q20 comments: To encourage rail rather than road use both for transport of goods and people.

How should we achieve a balance between the taxpayer subsidy and passenger revenue contributions in funding the Scottish rail network? At what rate should fares be increased, and how feasible would it be to apply higher increases to Sections of the network which have recently been enhanced?

Q22 comments: The rail network needs public subsidy to allow it to become a viable form of public transport

What should the difference be between peak and off-peak fares? Will this help encourage people to switch to travelling in the off-peak?

Q23 comments: Off-peak fares do encourage those people able to travel out with peak times to do so, but the difference should not be so great as to make it difficult for those who need to travel at peak times for their work

Scottish stations

How should we determine what rail stations are required and where, including whether a station should be closed?

Q24 comments: It should be decided by need from assessment of social requirements or demographic change. Provision of transport is an significant cause of demographic change for employment and industry

How can local communities be encouraged to support their local station?

Q27 comments: Scotland is a beautiful country, yet tourism is an important industry which is not fully exploited. As travellers become increasingly concerned about their carbon footprint, so that rail travel will be seen as preferable to road or air transport. Local communities could be encouraged to see their local station as a significant part of their tourist trade. However, nothing will put people off as much as increasingly costly fares or reduction in services.

What categories of station should be designated and what facilities should be available at each category of station?

Q28 comments: Cycling is so important to the nation's health as a form of enjoyable exercise, and also to reduce pollution from motorised vehicles. To encourage cycling all stations should have safe adequate cycle parking, and major stations should have European-style "bike hubs"

Cross-border services

Should cross-border services continue to go north of Edinburgh? In operating alongside ScotRail services, how do cross-border services benefit passengers and taxpayers? And who should specify these services, the Department of Transport or the Scottish Ministers?

Q29 comments: Yes, we need to encourage services into Scotland as a whole from England, as this is the main route of travel by passengers from the continent

Or should the cross-border services terminate at Edinburgh Waverley, allowing opportunities for Scottish connections? And if so, what additional benefits would accrue from having an Edinburgh Hub?

Q30 comments: If cross border services are required to terminate at Waverley it would mean that passengers for other main destinations in Scotland (eg Glasgow, Aberdeen) would be involved in more train changes and longer journeys

Rolling stock

What facilities should be present on a train and to what extent should these facilities vary according to the route served?

Q32 comments: Adequate facilities should be available for carrying cycles, wheel chairs and baby buggies. It would be useful if large numbers of cycles could be carried in a wagon on occasion to provide for parties of cyclists.

Environmental issues

What environmental key performance indicators should we consider for inclusion in the franchise agreement or the High Level Output Specification?

Q40 comments: Performance indicators should include Scottish Government policies to increase levels of walking and cycling (as transport modes as well as leisure activities); to reduce pollution; to improve Scotland's health and reduce obesity; to reduce Scotland's carbon emissions