

Peter Caton

Consultation Questions

The answer boxes will expand as you type.

Procuring rail passenger services

1. What are the merits of offering the ScotRail franchise as a dual focus franchise and what services should be covered by the economic rail element, and what by the social rail element?

Q1 comments:

2. What should be the length of the contract for future franchises, and what factors lead you to this view?

Q2 comments:

3. What risk support mechanism should be reflected within the franchise?

Q3 comments:

4. What, if any, profit share mechanism should apply within the franchise?

Q4 comments:

5. Under what terms should third parties be involved in the operation of passenger rail services?

Q5 comments:

6. What is the best way to structure and incentivise the achievement of outcome measures whilst ensuring value for money?

Q6 comments:

7. What level of performance bond and/or parent company guarantees are appropriate?

Q7 comments:

8. What sanctions should be used to ensure the franchisee fulfils its franchise commitments?

Q8 comments:

Achieving reliability, performance and service quality

9. Under the franchise, should we incentivise good performance or only penalise poor performance?

Q9 comments:

10. Should the performance regime be aligned with actual routes or service groups, or should there be one system for the whole of Scotland?

Q10 comments:

11. How can we make the performance regime more aligned with passenger issues?

Q11 comments:

12. What should the balance be between journey times and performance?

Q12 comments:

13. Is a Service Quality Incentive Regime required? And if so should it cover all aspects of stations and service delivery, or just those being managed through the franchise?

Q13 comments:

14. What other mechanisms could be used for assessing train and station quality?

Q14 comments:

Scottish train services

15. 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:

16. 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:

17. 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:

18. What level of contract specification should we use for the next ScotRail franchise?

Q18 comments:

19. How should the contract incentivise the franchisee to be innovative in the provision of services?

Q19 comments:

Scottish rail fares

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

Q20 comments:

21. What fares should be regulated by government and what should be set on a commercial basis? Do your recommendations change by geographic area (the Strathclyde area example), or by type of journey (for example suburban or intercity)?

Q21 comments:

22. 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:

23. 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:

Scottish stations

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

Q24 comments:

25. What are the merits or issues that arise from a third party (such as a local authority or local business) being able to propose, promote and fund a station or service?

Q25 comments:

26. Should only one organisation be responsible for the management and maintenance of stations? If this was the franchisee how should that responsibility be structured in terms of leasing, investment, and issues relating to residual capital value?

Q26 comments:

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

Q27 comments:

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

Q28 comments:

Cross-border services

29. 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:

30. 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:

Rolling stock

31. What alternative strategies or mechanisms could be used to reduce the cost of the provision of rolling stock?

Q31 comments:

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

Q32 comments:

Passengers – information, security and services

33. How should we prioritise investment for mobile phone provision and / or Wi-Fi type high-bandwidth services?

Q33 comments:

34. How should we balance the need for additional seating capacity and retain the flexibility of a franchisee to offer first-class services if commercially viable?

Q34 comments:

35. What issues and evidence should be considered prior to determining whether or not to ban the consumption of alcohol on trains?

Q35 comments:

36. How can the provision of travel information for passengers be further improved?

Q36 comments:

Caledonian Sleeper

37. Should we continue to specify sleeper services, or should this be a purely commercial matter for a train operating company?

Q37 comments:

38. Should the Caledonian Sleeper services be contracted for separately from the main ScotRail franchise? Or should it be an option for within the main ScotRail franchise?

Q38 comments:

39. We would be interested in your views in the level and type of service that the Caledonian Sleeper Services should provide. Including:

- What is the appeal of the Caledonian Sleeper Service, and if there were more early and late trains would the appeal of the sleeper services change?
- What is the value of sleeper services to Fort William, Inverness and Aberdeen and are these the correct destinations, for example would Oban provide better connectivity?
- What facilities should the sleeper services provide and would you pay more for better facilities?

Q39 comments:

Environmental issues

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

Q40 comments:

Cross-border services

1. *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

2. *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: NO

I have used cross border services to both Aberdeen and Inverness and to stations between Edinburgh and Inverness. This has been mainly for business use. I have also used these services within Scotland, preferring them to Scotrail services due to the better standard of train and catering.

I believe that it is very important that both Aberdeen and Inverness retain through trains to England and particularly to London. A change at Edinburgh would make me less likely to travel, especially if onto an inferior train. I have noted that quite a few of those using the through services are elderly, for whom a through service is often important.

Caledonian Sleeper

3. *Should we continue to specify sleeper services, or should this be a purely commercial matter for a train operating company?*

Q37 comments: YES

4. *Should the Caledonian Sleeper services be contracted for separately from the main ScotRail franchise? Or should it be an option for within the main ScotRail franchise?*

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5. *We would be interested in your views in the level and type of service that the Caledonian Sleeper Services should provide. Including:*

- *What is the appeal of the Caledonian Sleeper Service, and if there were more early and late trains would the appeal of the sleeper services change?*
- *What is the value of sleeper services to Fort William, Inverness and Aberdeen and are these the correct destinations, for example would Oban provide better connectivity?*
- *What facilities should the sleeper services provide and would you pay more for better facilities?*

Q39 comments:

I regularly use the Glasgow and occasionally the Edinburgh, Aberdeen and Inverness sleepers for business use. I am Managing Director of a manufacturing company which deals with various customers and suppliers in Scotland. I have used the Fort William and Inverness sleepers a number of times for holidays in Scotland, both alone and with my children.

I believe that it is vital that at least the current sleeper service is retained and to ensure this it should be part of the franchise. I find it to be a well run and extremely useful service.

If there were no sleepers my company would do less business in Scotland and I would be far less likely to visit Scotland on holiday.

The main appeal for business use is that it allows me to leave London late in the evening and to have a full day in Scotland for meetings (plus often a pleasant evening before returning south on the sleeper). It is not possible to reach Scotland for an early morning meeting by day train and to do so by air requires a ridiculously early start. In any case wherever possible I avoid short haul flights on environmental grounds.

I see travelling by the sleeper as effectively taking no time – it takes me to Scotland while I am asleep! If there were more early or late trains I would continue to use the sleeper. Financially the sleeper is good value in terms of use of time and the fare comparable to daytime peak services, plus hotel.

The sleepers to Fort William and Inverness have allowed us to make short breaks to Scotland which would not have been possible by day train. They are also an excellent way to travel with children who would not enjoy a very long day train journey.

I believe that Fort William, Inverness and Aberdeen are the correct Highland destinations. Oban would sometimes be useful but the onward connection to Mallaig makes Fort William the more useful option. However a better connection to Oban to and from the sleeper would be useful.

I am happy with the sleeper's current facilities. All that I would like to see added would be showers and longer opening left luggage facilities at Aberdeen station and left luggage at Inverness.

If the trains were to be improved better sound proofing between cabins would be helpful. If en-suite showers and toilets were available as on some European sleepers, I may use them depending on extra cost. It would also be nice to be able to get a full cooked breakfast on the Highland sleepers (not needed on Lowland as they arrive too early).