

## Scottish stations

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

Q24 comments: Listen to the consumers

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: No merits. Local authorities are strapped for cash without the added expense of funding a station or service

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: By using the train however the railways MUST keep prices at a reasonable cost

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: Absolutely. There is a tremendous amount of passengers from South that travel from Edinburgh to as far North as Aberdeen stopping at stations in between. Speaking as a resident of Leuchars who travels regularly to London if I had to change at Edinburgh this would cause me terrible problems. Firstly as I am registered disabled and have to depend on someone to assist me as well as taking care of my baggage the effort and strain to change trains would be intolerable. Secondly there are many University Students that travel from St Andrews to Leuchars Station to travel home and having to change trains at Edinburgh would be a struggle for them.

## **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: Toilet and Resturant services

## **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: If additional seating is required the obvious answer would be to add more carriages

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

Q35 comments: If conductors do their job there would be no reason for a ban. Given powers to remove unruly passengers from trains would suffice.

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?

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: NO I can see no benefits for the people travelling North of Edinburgh



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