

Respondent Information Form and Questions

Please Note this form **must** be returned with your response to ensure that we handle your response appropriately

1. Name/Organisation

Organisation Name

INVERLOCHY CASTLE HOTEL

Title Mr Ms Mrs Miss Dr *Please tick as appropriate*

Surname

Forename

2. Postal Address

*TORLUNDY
FORT WILLIAM*

Postcode *PH33 6SN* Phone *01397-702177* Email *INFO@INVERLOCHY.CO.UK*

3. Permissions - I am responding as...

Individual / Group/Organisation
Please tick as appropriate

(a) Do you agree to your response being made available to the public (in Scottish Government library and/or on the Scottish Government web site)?

Please tick as appropriate Yes No

(b) Where confidentiality is not requested, we will make your responses available to the public on the following basis

Please tick ONE of the following boxes

Yes, make my response, name and address all available

or

Yes, make my response available, but not my name and address

or

Yes, make my response and name available, but not my address

(c) The name and address of your organisation **will be** made available to the public (in the Scottish Government library and/or on the Scottish Government web site).

Are you content for your **response** to be made available?

Please tick as appropriate Yes No

(d) We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

Please tick as appropriate

Yes

No

Q38 comments: *WITHIN THE MAIN SCOTRAIL FRANCHISE.*

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:

1. NO LENGTHY DRIVE.
2. ARRIVE AT YOUR DESTINATION RELAXED & REFRESHED.
3. AN ADVENTURE FOR CHILDREN + SOME ADULTS.
4. ENJOY THE SPECTACULAR SCENERY.
5. A CONVENIENT WAY OF ATTRACTING SOUTHERN FOLKS TO THE HIGHLANDS, WHICH IS WHAT SCOTLAND NEEDS.
6. WE ENJOYED 253 VISITORS TO THE CASTLE LAST YEAR.
7. WINDOW REQUIRE TO BE CLEANED MORE OFTEN.
8. A RESTAURANT CAR FOR A FULL SCOTTISH BREAKFAST IN THE MORNING.
9. FORT WILLIAM, INVERNESS + ABERDEEN DESTINATIONS ARE FINE BUT NOT OBAN.

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:

SPECIFY SLEEPER SERVICES.

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?