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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: Franchise should be offered to business on routes (a group Franchise). Services freight and tourism. **On routes business group franchise company.**

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

Q2 comments: Max 5 years. Review.

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: Re-invested within same as co-op.

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

Q5 comments: Only if they use the services or support such as advertise, direct involvement.

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: Limit.

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: only penalise poor performance. My suggested business group franchise good performance is in the interest of all.

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: business group actual routes and services.

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

Q11 comments: business group franchise.

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: business group franchise only high quality would be in the groups interest.

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: determined by the (business on routes group) franchisee based on customer demand.

18. What level of contract specification should we use the 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: Fixed per mile all areas first and second class with free miles in exchange for used cooking oil. No peak No off-peak.

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: Balanced for all especially Highland, North Scotland. **Fixed charge per mile.**

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: Q21.

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: Do not have peak & off-peak just one affordable price for all that will help UK economy workers, visitors and shoppers. Off-peak is not far on workers who have no choice but to use peak.

Scottish stations

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

Q24 comments: On routes business group franchise would work as one with no stations closing.

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: **On routes business group franchise** would work as one for the benefits of all.

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: Yes only one organisation should be responsible for the management and maintenance of stations **on routes business group franchise management**. As a co-op or type of co-op (re-invested) no large personal payouts especially for failure.

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

Q27 comments: I have contacted transport Scotland and others and **catering on routes about running on biodiesel used cooking oils all goes well will see me filming from Fort William to London return the trains running on fuel 100% used cooking oil**. Local communities can support their local station by taking used cooking oils to local stations in return for reduced rail travel or in **my suggested free miles travel, see rail fares above**.

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

Q28 comments: Used cooking oil collection storage facilities. Biodiesel fuel pumps for trains.

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: cross-border services continue YES. Cross-border services benefit Tourism & business also film & TV companies benefit (all pay taxes) therefore essential to cross-border economy. Department of Transport and the Scottish Ministers should be clear cutting cross-boarder services decision will damage the wider economy with job losses that result in less taxpayers.

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 and no need to given my funding savings on fuel and we all work to acheave that aim.

Rolling stock

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

Q31 comments: Using biodiesel no need to replace loco engines as biodiesel extends life of diesel engines (FACT) biodiesel also reduces engine noise levels and smoother running; increased miles per litre can be achieved using 100% (B100) biodiesel. I personally tested biodiesel 100% over 5 years.

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

Q32 comments: Comfort & basic affordable good food, reduced weight for miles per litre.

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: Use adjustable walls & seating adjust according to pre-

bookings.

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

Q35 comments: limit the consumption of alcohol on trains same as licensed bar and in line with air travel.

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

Q36 comments: As in France in rolling stock, above all doors and on all platforms that employ CCTV in rolling stock and on platforms.

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: continue to specify sleeper services with On routes business group franchise company.

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: **On routes business group franchise company.**

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: Of great value to all destinations, Oban should be added to the current destinations. Facilities should provide as I point out above **affordable food and fixed ticket prices per mile for first & second class.**

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: Green fuel biodiesel used cooking oils.