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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:

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: Incentivise good performance**

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: Have realistic ambitions about how long the journey takes- eg Investing a lot of money to attempt to shave 15 or so minutes off a journey time is pointless and the money could be better spent elsewhere**

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: Increasing the number of trains that stop at current interchange stations & improving connections from them to smaller communities would be beneficial.**

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: Should be Government driven- If it can be shown that the service is good, more people may use it. If initial customer demand is low then services based on this will be poor, hence encouraging a downward trend of fewer people using it as the service is poor**

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: Value for money- super bargain early booking deals are often counter balanced by the later bookings which demand exorbitant prices... Meaning that if you are unable to plan ahead you get hit with huge fares which make train travel less viable.- How about reducing the variation in the cost of fares (eg at present Inverness – London can be anything between £19 & £200+. This is ridiculous.)**

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: See question 20.

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: Yes they should continue to go North of Edinburgh. – Isn't this supposed to be about convenience & ease of travel?

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: Drinks/ snacks. Clean toilets with running water for hand washing (lets get some of the basics right before we start worrying about internet access)

## **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: To me this is not a high priority

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: More people travelling at reasonable prices will get more people on trains. Eg I object strongly to having to stand while there are many empty seats in the First Class 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:

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: The Caledonian Sleeper should continue to run by whatever means necessary

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: The Caledonian Sleeper is the only comfortable method of getting to London in time for onward travel connections in the morning/ early afternoon. Flights from Scotland arrive too late & to the wrong place (eg not Heathrow!), as do daytime trains/ buses (and have you ever spent the night on a BUS from London to Inverness? I have, it was not an experience to be savoured). Sleeping on the train is far preferable to getting up pre dawn to get on one in order to arrive in London early. I think the facilities are good as they are although more storage space for baggage would be a great improvement

## **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: