

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

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

Surname

Forename

2. Postal Address

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3. Permissions - I am responding as...

Individual <input checked="" type="checkbox"/>	/	Group/Organisation <input type="checkbox"/>
<i>Please tick as appropriate</i>		

(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

(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 x Yes No

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: Hard to say.

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

Q2 comments: As long as possible, 10years minimum. Need long term investment in track and trains. Short contracts do not encourage investment.

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: Should be regarded as a service with a decent profit only to the operator.

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 the good.

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: One system, whole of Scotland to avoid a 2nd class service on minor routes.

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: Standing times are not very relevant to services outside

Glasgow and Edinburgh commuting zones. This consultation appears to be focussing on these two cities.

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: No.

The buses/trains/trams are not and probably cannot be co-located at Edinburgh Waverley or Glasgow Queen St!

An impossible interchange dream. I cannot envisage taking a bus from Inverness to Edinburgh Waverley then interchanging onto a train to London – there would need to be an incredible improvement to integrate and co-locate the services.

Perhaps the consultation envisages bus to Haymarket, tram to Waverley then train to London? A nightmare.

The sacrifice of direct trains would increase journey times, probably lead to reduced frequencies, is bound to increase delays at interchange and inconvenience passengers with their luggage.

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: There needs to be a minimum frequency specified. These frequencies need to be integrated to ensure onward travel by bus or train.

Journey times to the north are influenced mainly by track quality. The single track sections inevitably increase journey times due to delays at interchange or train passing places. Track improvement and investment is required

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

Q18 comments: We need a 21st century service. The rail/bus services need to be integrated.

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

Q19 comments: Yes – by rewarding quality.

Scottish rail fares

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

Q20 comments: To increase rail usage and reduce road traffic.

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: Sufficient stations are required to to maintain or increase railway usage and reduce road traffic.

Passengers have to be collected from minor stations and minor routes so that they use the major routes.

The idea of closing stations is a fine idea for city dwellers with options to use other services but a rural rail service is needed to encourage rail usage overall.

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: Thought they already did?

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: The trains ought ideally to be run by the station and track operators.

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

Q27 comments: Better integration with buses. Eg the buses in Dingwall do not stop at the rail station. Neither do the buses at Waverley nor Inverness.
Better station facilities eg coffee bar.

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 Yes.

Benefits are passenger comfort, shorter journey times, with probably higher frequencies. Not bothered who specifies them.

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: Can see little or no benefit. The consultation appears to have an Edinburgh bias. It does not seem to acknowledge that passengers travel on to Fort William, Aberdeen and Inverness.

The consultation holds up Glasgow as an example and suggests Edinburgh and east coast services could be the same. North/south journeys in Glasgow involve a necessary unavoidable long walk or a taxi between stations. Surely this is not a good example.

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: Concentrate on rail services. These things are secondary.

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: Is this really a big problem. Feet on seats is probably as bad. Surely the train manager has power to remove anyone who is a nuisance. Could an alcohol ban be policed – I doubt.

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

Q36 comments: Live train information at ALL stations.

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: Yes you should. It provides a convenient and comfortable option direct to city centres.

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: No. Needs to be integrated otherwise it could wither away.

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 current service is satisfactory.

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: Windmills on trains?
Trains with full toilet waste retention.