

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:

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:

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: In most cases it is much more convenient to remain on one train for the duration of a journey – having to change generally adds time to

the journey, often involves standing around in the cold and can be a real problem when travelling with luggage, especially for the elderly or those with children. Having to change trains makes the choice to travel by train seem less attractive and so is likely to cause more people to go by car, contributing to pollution and congestion.

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 are certain services which may not in themselves be profitable but which provide an important service – either linking with onward services or providing a means for people to get home without having to drive. One current issue is that the last direct train from Glasgow to Dundee/Aberdeen leaves Queen St at 21.41 – far too early to enable people to travel home after any evening events meaning that people drive so that they can get home when they would prefer to catch the train. There used to be a similar problem from Edinburgh but the introduction of the 23.09 has enabled people to travel home after a much wider range of evening events.

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:

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: While the level of use of different stations should be a consideration in determining which stations remain open and how many trains call at each station it is also important to consider how the current services available affect foot fall. For instance the small stations between Dundee and Carnoustie have very few passengers but this is largely because so few trains call there, those that do are at inconvenient times of day and on any particular day it cannot be guaranteed that the service will continue beyond Dundee. Introducing extra services should definitely be considered before any station is closed.

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: Cross-border services should most definitely continue to go north of Edinburgh. Since these provide long-distance travel many passengers are travelling with luggage which makes having to change trains more difficult especially in a large station such as Waverley with stairs or lifts to negotiate. Also having to change trains generally adds time to a journey which is rather undesirable on a journey which has already lasted several hours.

The rolling-stock used for cross-border services also generally has better provision for storing luggage and catering facilities than the Scotrail trains increasing the inconvenience of having to change. This is especially true if you have to change onto a Scotrail service at a busy time. Despite rail companies seeking to encourage people to avoid travelling at peak times this becomes impossible when on a 7 or 8 hour journey as either the beginning or end of that journey has to be within a peak period.

It is also important that cross-border services continue to call at all of the main stations on the East Coast Mainline. Recently the Aberdeen, Glasgow and Inverness trains have ceased to call at Stevenage and Peterborough with Peterborough in particular being a main interchange for trains particularly from East Anglia, including Cambridge. This has added an extra change (normally at York or Edinburgh) to many journeys which extend north of Edinburgh with the associated hassle involved.

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: One current issue with much of the rolling stock in use in Scotland is the lack of space for luggage. While many passengers travel

without much luggage a significant proportion, especially outside the central belt, do have luggage with them and the provision of luggage racks is often inadequate, especially for larger items which do not fit in the overhead racks.

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:

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:

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: