

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: Scotrail should be run as a nationalised industry and integrated with publically owned bus and coach transport

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

Q2 comments: NA (see Q1)

3. What risk support mechanism should be reflected within the franchise?

Q3 comments:NA

4. What, if any, profit share mechanism should apply within the franchise?

Q4 comments:None, publically owned and run public transport shpuldf not involve such nonsense

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

Q5 comments: limited, contracts for some maintainance and new build

6. What is the best way to structure and incentivise the achievement of outcome measures whilst ensuring value for money?

Q6 comments:This makes no sense, please use English

7. What level of performance bond and/or parent company guarantees are appropriate?

Q7 comments:NA (see above)

8. What sanctions should be used to ensure the franchisee fulfils its franchise commitments?

Q8 comments: NA

Achieving reliability, performance and service quality

9. Under the franchise, should we incentivise good performance or only penalise poor performance?

Q9 comments: NA

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 publically owned and run public transport system for all modes of passengers and freight.

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

Q11 comments: Nationalise the system

12. What should the balance be between journey times and performance?

Q12 comments: A proper integrated system with optimal performance ensured by necessary levels of public funding.

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: Public questionnaires

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: Bad idea, increase capacity to accommodate levels of useage.

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: Where appropriate, yes. Possible timetabling issues on busy routes.

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: See above comments regarding nationalisation.

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

Q18 comments: NA

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

Q19 comments: NA

Scottish rail fares

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

Q20 comments: Cheap and rational fare structures, integrated through ticketing for buses, trains and trams. See well run countries public transport (e.g., Switzerland, Germany, France..., in fact most Western European countries except Britain)

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: All

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: Public transport should be part of the basic fabric of society

and should ensure that all of Scotland's population has good access to integrated public transport as in most Western European countries. Increase taxation on fuel for polluting vehicles and those which damage infrastructure, tax on road parking.

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: Maybe some, but properly structured integrated transport 'season' tickets at reasonable prices might encourage users to travel in more rational ways.

Scottish stations

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

Q24 comments: Population densities, proximity to large housing and working areas, connections between trains and other public transport.

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: Important because planning of new developments should discourage use of cars for journeys that should be by public transport and or walking and cycling.

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 – needs to be one organisation running all aspects of railways, buses and other public transport, responsible to Scottish Government (and local authorities where appropriate)

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

Q27 comments: By using it and by having well defined mechanisms for local government to input into central government overseen decision making.

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

Q28 comments: not sure what is meant by this

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: Travel to England and to rest of Europe requires cross border system with direct connections to Eurostar routes and beyond.

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 Glasgow is also a major destination for cross border trains (it is a large city to the west of Edinburgh) Currently the train access for large parts of England to Glasgow are far superior to those to Edinburgh. No obvious advantage to Edinburgh when a significant amount of traffic goes via or to Glasgow.

Rolling stock

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

Q31 comments: Get rid of fat cats involved in creaming off profits by nationalising all public transport

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

Q32 comments: Seating for all passengers, adequate luggage space well maintained toilets with water and soap, food and drinks on long distance trains, more cycle storage space, full access for wheel chairs

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: Availability on long distance routes and at stations should be a goal

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: NA (see above)

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

Q35 comments: Antisocial nature of heavy drinking on long distance journeys, should be confined to bar areas

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

Q36 comments: Up to date and accurate information should be available at all stations and on all trains via screens and monitors. Staff should be kept informed and instructed to inform passengers of delays, and reasons for them

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: No it is an important part of public transport provision both England-Scotland and for routes to Northern Scotland from Edinburgh and Glasgow

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 it should be part of the basic system run as a nationalised system

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: Showers on trains would be good. The prestige Highland lines should be properly provided with sleepers to Oban as well as existing lines

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: Environmental issues are an important raison d'etre of public transport and should be a major part of the running goals controlled by the Scottish Government. A major target should be to reduce unnecessary and environmentally damaging forms of transport.