

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

St Andrews Partnership

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

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3. Permissions - I am responding as...

Individual

☐

/

Group/Organisation

☒

Please tick as appropriate

- (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 ☐ No

- (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

☒ 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: No comment

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

Q2 comments: No comment

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

Q3 comments: No comment

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

Q4 comments: No comment

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

Q5 comments: No comment

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

Q6 comments: No comment

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

Q7 comments: No comment

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

Q8 comments: No comment

Achieving reliability, performance and service quality

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

Q9 comments: No comment

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: No comment

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

Q11 comments: No comment

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

Q12 comments: No comment

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: No comment

14. What other mechanisms could be used for assessing train and station quality?

Q14 comments: No comment

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: No comment

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 comment

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: No comment

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

Q18 comments: No comment

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

Q19 comments: No comment

Scottish rail fares

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

Q20 comments: No comment

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: No comment

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: No comment

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: No comment

Scottish stations

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

Q24 comments: No comment

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: No comment

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: No comment

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: If the government is serious (as it claims to be) about developing Scotland's tourism industry, **it is imperative that direct cross-border services continue to be provided** to destinations such as Leuchars (St Andrews), Dundee, Aberdeen and the Highlands. Around 50% of Scotland's visitors come from England; and additionally, many overseas visitors travel to Scotland via England. Enforcing visitors travelling by rail to change trains in Edinburgh would be a major disincentive to them to travel further north. It would add to journey times, create uncertainty in the minds of those unfamiliar with the route, and be seriously inconvenient (bearing in mind that tourism/leisure passengers generally have lots of baggage). Every study ever done on leisure travel indicates that passengers on discretionary itineraries who are obliged to change vehicles (or modes of transport) end up

travelling less far. The detrimental economic impacts on Scottish tourism would be severe. Both the UK (through VisitBritain) and Scottish Governments have responsibility for developing Scotland's tourism industry, and so cross-border services north of Edinburgh should be specified and insisted upon by both the Department of Transport and Scottish Ministers.

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: To suggest that there would be "opportunities" created from cutting services is nothing but sophistry. Terminating services at Waverley and enforcing changes of train would make Anglo-Scottish rail travel (other than to Edinburgh) much less attractive for all types of passenger: business people, leisure travellers and tourists. It would discriminate against the elderly, disabled people, families with young children and those unfamiliar with Scotland and its language.

The only benefits from the so-called "Edinburgh Hub" would accrue to the government (which would be able to reduce subsidy) and the rail operators (who would be able to focus even more ruthlessly on milking their prime routes)

Rolling stock

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

Q31 comments: No comment

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

Q32 comments: No comment

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: No comment

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: No comment

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

Q35 comments: No comment

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: Sleeper services must continue to be specified. All over the world, countries are recognising that long-distance sleeper services not only aid connectivity and encourage sustainable travel, but are also highly marketable to tourists. The promotional appeal of "waking up in Scotland" has never been properly capitalised upon; rather than considering cutting back on sleeper services, the rail operators/government should follow the lead of many other countries and invest in higher quality and greater capacity for sleeper services.

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 comment

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 main value of sleeper services to Scotland lies in continuing their reach to the more peripheral towns like Fort William, Inverness and Aberdeen, where journey times from England make a sleeper service a realistic and appealing prospect. Oban should also be considered. The appeal of sleeper services to those travelling from London to Edinburgh/Glasgow is limited, because the distance/time is so short that trains either have to leave very late or arrive very early in the morning - making a good night's sleep near-impossible. As mentioned above, there is plenty of evidence from overseas to indicate that some passengers will pay more - perhaps considerably more - for the "sleeper experience" provided they are given comfort and privacy, and so some deluxe sleeper compartments should be created to add customer choice.

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: No comment