

Rail 2014: Public Consultation

The Wine and Spirit Trade Association (WSTA) is the UK organisation for the wine and spirit industry representing over 340 companies producing, importing, transporting and selling wines and spirits. Our members include retailers who between them are responsible for thousands of licences. We work with our members to promote the responsible production, marketing and sale of alcohol.

We work with our members to reduce anti-social behaviour related to alcohol through initiatives such as Challenge 25, which was developed by the Retail of Alcohol Standards Group and was recently made a legal requirement in Scotland; Community Alcohol Partnerships which have proven successful in reducing alcohol related crime and anti-social behaviour and with the Government through the Scottish Government Alcohol Industry Partnership. The industry also provides funding for Drinkaware to develop social marketing campaign and education programme to encourage responsibility among young adults and shift attitudes towards drunkenness. We believe that initiatives that seek to engage with business, rather than restrict, are those which result in the most positive outputs.

We have specific concerns about the proposal to ban the consumption of alcohol on trains in Scotland and have outlined our views on this proposal below:

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

1. Impact on responsible drinkers

The opening pages of the consultation state that *'an effective railway, attuned to Scotland's needs, plays a key role in enabling delivery of the Scottish Government's purpose of creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth'*. We do not believe that banning the consumption of alcohol on trains will help the Government to achieve this goal. Banning the consumption of alcohol on trains will penalise the responsible majority whilst doing little to tackle those who consume alcohol irresponsibly. It may also have a negative impact on the perception that tourists visiting Scotland for the first time have of the country, as they are informed that they cannot enjoy a responsible drink on a train in Scotland.

2. Impact on business

Many of our retailer members have stores based either inside the station concourse or on route to stations. As well as selling a range of grocery items most stores also sell alcohol which consumers may choose to drink on their train journey home from work; on the way out to meet friends for an evening; or as they embark on longer journeys. Many of our members sell specific products designed to be enjoyed as customer's travel often offering a smaller measure that can be consumed responsibly on train journeys. There is little evidence to show that alcohol consumed responsibly on board a train leads to increases in drunken or disorderly behaviour.

The consultation also acknowledges that trains are a greener and more sustainable travel option. Restricting the consumption of alcohol on trains may make it less

appealing for travelers to make a journey by train. Travelers may choose to catch a flight for a journey they would previously have made by train, as there will be no restrictions about what they can consume on board a flight. One of the reasons many people choose to travel by train is that they can share the journey at a table with a group of friends whilst enjoying a snack or drink on route. Banning the consumption of alcohol on trains could make the choice of sharing a train journey with friends less appealing and could have an impact on the numbers of people choosing to travel by train in future.

3. Workability

In instances where behaviour is causing concern to other passengers the police already have powers to deal with drunken and disorderly behaviour. The Transport Police are not resourced to be on board every train in Scotland. It is therefore likely that travelers who are already breaking the law by behaving in a drunken and disorderly manner will also be likely to flout restrictions about consuming alcohol on board. Whilst responsible, law abiding travelers will be prevented from enjoying the simple pleasure of a drink when travelling home for Christmas or on route to meet friends for the evening.

Many journeys which end in Scotland begin in other parts of the UK where it would continue to be permissible to consume alcohol on board trains. It will be exceptionally difficult to communicate to passengers who have begun their journey in London that they could enjoy an alcoholic drink for the majority of their journey but not once the train crosses into Scotland. This could prove particularly problematic for staff working on cross border routes that could be forced to ask customers to 'drink up' before they reach the border or to dispose of opened cans or bottles which customers could have bought quite legally before commencing their journey.

4. Other options

We are pleased that the British Transport Police are putting more officers on the network in the evening and are working with neighbourhood policing teams. Our members work closely with the police and other agencies to ensure that alcohol is enjoyed responsibly and that alcohol related anti-social behaviour is tackled effectively. Our Community Alcohol Partnerships have proven effective in reducing crime and anti-social behaviour in specific localities and our members would be happy to discuss how this could be rolled out more effectively in Scotland.

Aileen Keyes
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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

Wine & Spirit Trade Association

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

Surname

Keyes

Forename

Keyes

2. Postal Address

WSTA

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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

Yes, make my response available, but not my name and address

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:

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:

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:

18. What level of contract specification should we use the 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:

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:

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:

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: **Please see our response attached separately**

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: