

## 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

Spokes-the Lothian Cycle Campaign

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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 <input type="checkbox"/> Yes <input type="checkbox"/> No	(c)	The name and address of your organisation <b>will be</b> made available to the public (in the Scottish Government library and/or on the Scottish Government web site).  Are you content for your <b>response</b> to be made available?  Please tick as appropriate <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
(b)	Where confidentiality is not requested, we will make your responses available to the public on the following basis Please tick <b>ONE</b> of the following boxes		
	Yes, make my response, name and address all available <input type="checkbox"/>		
	or		
	Yes, make my response available, but not my name and address <input type="checkbox"/>		
	or		
	Yes, make my response and name available, but not my address <input type="checkbox"/>		
(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 <input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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:

By involving passengers and stakeholder groups in the process.

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:

Government should direct service provision in respect of cycle carriage. As described more fully in Q32, the current franchise obligation is that provision should be made for the carriage of cycles, but there is no further specification.

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:

Free cycle carriage should continue to be a franchise obligation.

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:

By the provision of good quality walking and cycling routes to the station.

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

Q28 comments:

The desire of passengers to cycle to stations should be recognised and encouraged as an important contributor to the Scottish Government's climate change policies (see below) and all stations should have good quality links provided into the wider catchment area.

All stations should have good quality and well located cycle parking facilities and this provision should not be subordinate to maximising the number of car parking spaces. Six bicycles, or more in twin level racks, can be parked in the space occupied by one parked car.

Certain major stations should be designated as "bike hubs" in recognition of either the existing high level of cycling to that station, or to encourage modal shift. Bike hubs should offer secure storage and appropriate ancillary services. There is a current example at Leeds Station\* and Edinburgh Haymarket would be an appropriate choice for the first one in Scotland.

\*See [www.northernrail.org/pdfs/press/Cyclepoint\\_Brochure.pdf](http://www.northernrail.org/pdfs/press/Cyclepoint_Brochure.pdf)

Station lifts should be long enough to accommodate cycles. Scotrail has asked Spokes to encourage its members to use the new lifts at Edinburgh Waverley and Haymarket, so that bicycles don't have to be carried on stairs, but these lifts are slightly too short for a bicycle.

These proposals are consistent with current Scottish Government's policies on promoting Active Travel:

- The Scottish Government states on its website that it is committed to increasing levels of walking & cycling as transport modes and as leisure activities.
- Its Transport Policy includes a commitment to "increase the proportion of short journeys made on foot and on bikes to reduce carbon emissions, improve air quality, reduce congestion and contribute to a healthier Scotland thus contributing to the sustainability golden rule to enhance the environment and reduce emissions".
- Its *Cycling Action Plan for Scotland* sets a bold target that 10% of all journeys should be by bike by 2020.
- Its *National Transport Strategy* states "We aim to further increase funding for cycling and walking overall and will place more emphasis on the promotion of them as sustainable forms of transport ...focusing on ...and the carriage of bicycles on public transport."

### **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:

The ability to make a through journey from as principle Scottish stations to England should form an integral part of the rail service. Having to change trains introduces both inconvenience and uncertainty. Long distance, cross-border rolling stock is also generally more comfortable for long journeys, has better catering and more provision for the conveyance of luggage and bicycles.

Creative consideration should be given to the introduction of more cross-border services, such as on the Dundee-Perth-Stirling-Motherwell axis through to the West Coast Main Line, thereby avoiding the need to change stations in Glasgow.

The Scottish Ministers have a greater local knowledge in the specifying of these services than does the DfT.

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:

Spokes considers that there should be a fundamental reassessment of the internal layout of rolling stock, in order to achieve a more equitable balance between the legitimate access of all stakeholder groups, all of whose taxes contribute to the public subsidy.

We say this because trains furnished almost entirely with fixed seating do not afford equality of access to Scotrail services for many legitimate stakeholder groups. Whilst Spokes represents cyclists, we feel that we are just one of the stakeholder groups whose access is artificially restricted by the use of rolling stock with fixed inflexible seating.

We recommend that greater use be made in every coach of flexible use areas with tip-up seats that will be better suited to the different demands that occur during the day and across different routes. Such space could be used by:

- short distance seating and standing space in the rush-hour
- passengers with cycles
- families with pushchairs
- golfers with golfclubs (common on East Lothian and Ayrshire trains)
- elderly people with walking aids or shopping trolleys

Passengers with bicycles are regularly refused access to local trains which otherwise have ample free seating. It is less common, but this also happens to families with pushchairs.

We recommend that a minimum service provision be included in the specification for the new Scotrail franchise relating to cycle carriage provision, with cycle capacity specified at two cycles per coach, in a flexible use space. This should apply at all new rolling stock – such as to be ordered for EGIP (see below) - and there is also a good case for this to be retro-applied to that part of the existing fleet retained after EGIP starts.

The current franchise obligation is that provision should be made for the carriage of cycles, but there is no further specification. Being able to travel with a bicycle can feel like Russian Roulette. For example, most Strathclyde and Airdrie-Bathgate electric trains have no dedicated space and bicycles have to be stood awkwardly in doorways. Diesel train units have cycle storage areas, but these vary in their aggregate capacity between one and six bicycles per train. Confusingly, not all trains of the same class have the same



internal layout - some CI 158s have space for only one bicycle, most take two and some take four!

#### EGIP Rolling Stock

Please note that we were advised by Transport Scotland that this consultation was the most appropriate route for making representations on the specification for the new EGIP rolling stock. All of these comments are very relevant to the internal layout of the new trains.

#### Cycle-tourism Economic Benefits

Most of the comments made above relate to everyday travel, both for work or leisure related journeys. Cycle-tourism is a valuable contributor to the tourist economy and there is substantial unsatisfied demand from cycle-tourists wishing to travel to the Highlands by train. It is currently very difficult to obtain cycle reservations on the West Highland, Highland and Far North Lines and additional capacity would be beneficial both to revenue generation and to the Highland economy.

#### Tandem Ban

The blanket ban on the carriage of tandems should be reviewed as, although demand will not be high, their use is very valuable to both families and to support groups for the blind and partially sighted.

#### Compliance with Scottish Government Policy

Our proposals are consistent with current Scottish Government's policies on promoting Active Travel:

- The Scottish Government states that on its website that it is committed to increasing levels of walking & cycling as transport modes and as leisure activities.
- Its *Transport Policy* includes a commitment to "increase the proportion of short journeys made on foot and on bikes to reduce carbon emissions, improve air quality, reduce congestion and contribute to a healthier Scotland thus contributing to the sustainability golden rule to enhance the environment and reduce emissions".
- The *Cycling Action Plan for Scotland* sets a bold target that 10% of all journeys should be by bike by 2020.
- The *National Transport Strategy* states "We aim to further increase funding for cycling and walking overall and will place more emphasis on the promotion of them as sustainable forms of transport ...focusing on ...and the carriage of bicycles on public transport."

### **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:

We wish to comment on two items which are not the subject of specific questions. These are included here, as this seems to be the closest relevant box, as there is not an “any other comment” box.

1. The bookings website operated by the new franchisee should enable cycle space reservations, where required, to be made on-line when buying travel tickets. The *FirstScotrail* website does not permit this, yet it is a facility offered by the operators, such as *East Coast*. As well as being considerably more convenient for passengers, such a facility would reduce queues at ticket office windows.
2. That the existing franchise requirement for a Cycle Consultative Forum be continued and that as well as the appropriate active travel stakeholder groups, that it involve the franchisee, Transport Scotland and Network Rail.

### **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:

As previously commented, cycle-tourism is a valuable contributor to the tourist economy and there is substantial unsatisfied demand from cycle-tourists wishing to travel to the Highlands by train. It is currently very difficult to obtain cycle reservations on the West Highland, Highland and Far North Lines. Accordingly, we recommend that greater bicycle carriage capacity be made available on sleeper services.

### **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:

Key performance indicators should be devised to measure the achievement of the Scottish Government's *Active Travel* policies:

- Its committed to increasing levels of walking & cycling as transport modes and as leisure activities.

- Cutting the number of short car journeys to stations in accordance with its Transport Policy commitment to " increase the proportion of short journeys made on foot and on bikes to reduce carbon emissions, improve air quality, reduce congestion and contribute to a healthier Scotland thus contributing to the sustainability golden rule to enhance the environment and reduce emissions".

- Its *Cycling Action Plan for Scotland* target that 10% of all journeys should be by bike by 2020.

- Its *National Transport Strategy* statement that "We aim to further increase funding for cycling and walking overall and will place more emphasis on the promotion of them as sustainable forms of transport ...focusing on ...and the carriage of bicycles on public transport."

