1. In your view, what factors determine the current and potential performance of the public transport sector?

Factors influencing both include the models for delivering transport contracts, the degree of integration across modes, the level of subsidies provided for infrastructure and running costs, fiscal incentives and disincentives for private car use and public transport uptake, the model of urban development (density, planning and zoning rules, design), the age and condition of the public transport infrastructure (e.g. Rail is included in the study only when it can be defined as "urban rail" that is rail services that are specified for PSO or PSC and when a metropolitan area is bundled with services outside of that area, they are excluded from the scope of the study.

2. In what extent do you think that factors related to economic and demographic characteristics (e.g. population density) of a Member State determine the national performance of the public transport sector?

Economic factors have a significant impact on the sector. For example, in countries with high population densities, the demand for public transport is higher, leading to better utilization of the network and improved financial performance. Conversely, in low-density areas, public transport services may struggle to attract enough patrons to be financially viable.

3. In what extent do you think that factors related to the culture of the public (e.g. history, racism, positive or negative) in a Member State determine the national performance of the public transport sector?

The culture of the public can significantly impact the performance of public transport. For instance, attitudes towards paying for public transport, the level of trust in public transport services, and the overall sense of public responsibility can affect ridership and service quality.

4. In what extent do you think that factors related to the models for awarding transport contracts; the degree of integration across modes; the level of subsidies provided for infrastructure and running costs; fiscal incentives and disincentives for private car use and public transport uptake; the model of urban development (density, planning and zoning rules, design) determine the national performance of the public transport sector?

These factors are crucial in determining the performance of the public transport sector. Integrated planning, robust funding models, and effective demand management strategies can significantly enhance service quality and patronage.

5. In what extent do you think that factors related to the planning of services in response to demand in a Member State determine the national performance of the public transport sector?

Effective planning of services is essential for ensuring that the public transport system meets the demand of its users. This includes understanding travel patterns and forecasting demand to optimize service frequency, route planning, and scheduling.

6. In what extent do you think that factors related to the level of patronage determine the national performance of the public transport sector?

High levels of patronage are a sign of efficient service delivery and effective demand management. Low patronage can indicate issues with service quality, affordability, or accessibility.

7. In what extent do you think that factors related to the weather determine the national performance of the public transport sector?

Weather conditions can significantly impact the performance of public transport, especially for non-motorized modes like buses and trams. Adverse weather can lead to service disruptions and decreased ridership.

8. In what extent do you think that factors related to the models for evaluating performance determine the national performance of the public transport sector?

The models for evaluating performance influence how transportation services are assessed and can impact service quality and efficiency.

9. In what extent do you think that factors related to the use of technology determine the national performance of the public transport sector?

Technology plays a critical role in enhancing the performance of public transport services, from ticketing and fare collection to real-time information systems.

10. In what extent do you think that factors related to the level of investment determine the national performance of the public transport sector?

Investment in transport infrastructure and technology is crucial for improving service quality, supporting economic development, and enhancing mobility.

Questions

Factors that determine the economic and financial performance of the public transport sector

1. In your view, what factors determine the current and potential performance of the public transport sector?

Factors influencing both include the models for delivering transport contracts, the degree of integration across modes, the level of subsidies provided for infrastructure and running costs, fiscal incentives and disincentives for private car use and public transport uptake, the model of urban development (density, planning and zoning rules, design), the age and condition of the public transport infrastructure (e.g. Rail is included in the study only when it can be defined as "urban rail" that is rail services that are specified for PSO or PSC and when a metropolitan area is bundled with services outside of that area, they are excluded from the scope of the study.

2. In what extent do you think that factors related to economic and demographic characteristics (e.g. population density) of a Member State determine the national performance of the public transport sector?

Economic factors have a significant impact on the sector. For example, in countries with high population densities, the demand for public transport is higher, leading to better utilization of the network and improved financial performance. Conversely, in low-density areas, public transport services may struggle to attract enough patrons to be financially viable.

3. In what extent do you think that factors related to the culture of the public (e.g. history, racism, positive or negative) in a Member State determine the national performance of the public transport sector?

The culture of the public can significantly impact the performance of public transport. For instance, attitudes towards paying for public transport, the level of trust in public transport services, and the overall sense of public responsibility can affect ridership and service quality.

4. In what extent do you think that factors related to the models for awarding transport contracts; the degree of integration across modes; the level of subsidies provided for infrastructure and running costs; fiscal incentives and disincentives for private car use and public transport uptake; the model of urban development (density, planning and zoning rules, design) determine the national performance of the public transport sector?

These factors are crucial in determining the performance of the public transport sector. Integrated planning, robust funding models, and effective demand management strategies can significantly enhance service quality and patronage.

5. In what extent do you think that factors related to the planning of services in response to demand in a Member State determine the national performance of the public transport sector?

Effective planning of services is essential for ensuring that the public transport system meets the demand of its users. This includes understanding travel patterns and forecasting demand to optimize service frequency, route planning, and scheduling.

6. In what extent do you think that factors related to the level of patronage determine the national performance of the public transport sector?

High levels of patronage are a sign of efficient service delivery and effective demand management. Low patronage can indicate issues with service quality, affordability, or accessibility.

7. In what extent do you think that factors related to the weather determine the national performance of the public transport sector?

Weather conditions can significantly impact the performance of public transport, especially for non-motorized modes like buses and trams. Adverse weather can lead to service disruptions and decreased ridership.

8. In what extent do you think that factors related to the models for evaluating performance determine the national performance of the public transport sector?

The models for evaluating performance influence how transportation services are assessed and can impact service quality and efficiency.

9. In what extent do you think that factors related to the use of technology determine the national performance of the public transport sector?

Technology plays a critical role in enhancing the performance of public transport services, from ticketing and fare collection to real-time information systems.

10. In what extent do you think that factors related to the level of investment determine the national performance of the public transport sector?

Investment in transport infrastructure and technology is crucial for improving service quality, supporting economic development, and enhancing mobility.

Economic and Financial Impact of Regulation 1370/2007 on public transport in the EU

The economic and financial impact of Regulation 1370/2007 on public transport in the EU has been significant. The regulation has encouraged competition between transport operators, leading to improvements in service quality and efficiency. However, some Member States have struggled to implement the provisions of the regulation, leading to delays and inconsistencies in the implementation process.

What has been the economic impact (positive or negative) of Regulation 1370/2007 for contracts procured under direct award?

We are not aware the regulation has had any impact on such issues in the UK. However, in other Member States, the regulation has been effective in promoting competition and improving service quality.

What has been the economic impact (positive or negative) of Regulation 1370/2007 for contracts procured under competitive tender?

The economic impact of Regulation 1370/2007 on contracts procured under competitive tender has been positive. The regulation has encouraged operators to improve their service quality and efficiency in order to remain competitive.

What has been the financial impact (positive or negative) of Regulation 1370/2007 for contracts procured under direct award?

We are not aware the regulation has had any impact on such contract terms in the UK. Specifically on

What has been the financial impact (positive or negative) of Regulation 1370/2007 for contracts procured under competitive tender?

We are not aware the regulation has had any impact on such organisation in the UK. Since the entry into force of Regulation 1370/2007, there have been no notable changes in the financial impact of the regulation.

What best practices can you share regarding the way public service contracts are specified and designed in the case of contracts awarded directly?

Best practices include clear specifications of performance targets, transparent evaluation criteria, and a robust process for selecting the most suitable contractor.

What best practices can you share regarding the way compensation schemes that cover public service obligations should be designed to promote efficiency, in the case of contracts awarded through competitive tender?

Compensation schemes should be designed to incentivize operators to meet performance targets and to promote efficiency. This can be achieved through performance-related payments and competitive bidding processes.

What best practices can you share regarding the way compensation schemes that cover public service obligations should be designed to promote efficiency, in the case of contracts awarded directly?

Compensation schemes for directly awarded contracts should be designed to ensure that operators are incentivized to meet performance targets and to promote efficiency.

What best practices can you share regarding the way the performance of transport operators is monitored in the case of contracts awarded through competitive tender?

Monitoring the performance of transport operators is crucial to ensure compliance with service obligations. Best practices include regular performance audits, performance indicators, and a system for addressing non-compliance.

What best practices can you share regarding the way the performance of transport operators is monitored in the case of contracts awarded directly?

Monitoring the performance of transport operators in directly awarded contracts is important to ensure compliance with service obligations. Best practices include regular performance audits, performance indicators, and a system for addressing non-compliance.

What best practices can you share regarding the way the performance of transport operators is monitored in the case of contracts awarded through competitive tender?

Monitoring the performance of transport operators in competitive tender contracts is crucial to ensure compliance with service obligations. Best practices include regular performance audits, performance indicators, and a system for addressing non-compliance.

What best practices can you share regarding the way the performance of transport operators is monitored in the case of contracts awarded directly?

Monitoring the performance of transport operators in directly awarded contracts is important to ensure compliance with service obligations. Best practices include regular performance audits, performance indicators, and a system for addressing non-compliance.

What best practices can you share regarding the way the performance of transport operators is monitored in the case of contracts awarded through competitive tender?

Monitoring the performance of transport operators in competitive tender contracts is crucial to ensure compliance with service obligations. Best practices include regular performance audits, performance indicators, and a system for addressing non-compliance.

What best practices can you share regarding the way the performance of transport operators is monitored in the case of contracts awarded directly?

Monitoring the performance of transport operators in directly awarded contracts is important to ensure compliance with service obligations. Best practices include regular performance audits, performance indicators, and a system for addressing non-compliance.