

Response

Transport Scotland
Buchanan House
Glasgow

14 December 2011

Dear Sir / Madam

I have chosen to offer my views as a letter as your consultation document is not well designed for non specialists to answer.

Overall it is a disappointing document lacking any real ambition and curiously in contradiction to Scottish Ministers' statements. Given the encouraging developments in railways which have taken place in Scotland in recent times, some of which were initiated by BR, makes it even worse

What is truly striking however is the cost to the public purse of the railway, in the UK as a whole and certainly in Scotland. Why is this so?
A forensic investigation into the railway costs and where the money goes is necessary before we stumble into the future.

No indication of how much profit is extracted by the TOC and other private companies. In the public interest it has to be.

It seems clear to me and many others that so many of the problems, operational as well as financial arises out of privatisation / the way in which the railway was privatised. The disintegration of an integrated railway into so many parts each extracting a profit and each with its army of lawyers and consultants would seem to suggest where so much of the the money goes and without contributing anything useful to the railway's customers.

The present set up is both financially and operationally wholly unsatisfactory and will never be a sustainable way to run a railway.

So a reintegrated railway would be much more efficient and much less expensive. It could be readily achieved in Scotland.

Franchising is an expensive and wasteful process in all ways. It should be abandoned. The railway is in most people's mind a public service- evidently given the huge amount of public money it receives. It should be run as a not for private profit company similar to Network Rail but with improved accountability.

This is by far, in my view, the most important issue from which all else stem

It would interesting yo discover just what investment from their own funds, the TOC has made for it would seem that overwhelmingly investment in the railway comes from the public purse- unsurprisingly as the TOC's sole purpose is to make profit for themselves and this they do.

In terms of particular issues, I would say that more suitable trains are urgently required for the

Professor Dugald Cameron OBE DSc

Glasgow and Edinburgh to Aberdeen and Inverness routes.

It would be unacceptable to have to change trains at Edinburgh on the East Coast route-changing from an HS125 to a Class 170 should not be contemplated quite apart from the hassle involved in so doing.

Thought should also be given to reintroducing loco hauled stock.

Sincerely

A handwritten signature in black ink, appearing to read 'Dugald Cameron', with a long horizontal stroke underneath.

Professor Dugald Cameron OBE DSc

RAIL 2014

May I add to the submission already sent to you on the above-

Fare system

One of the most, if not the most unsatisfactory issues regarding current rail travel is the fares system. It is so complex and irrational that very few people in the industry understand it and no one outside does. The suspicion has to be that the TOCs like it because they benefit from it ,often by default.

It is not likely to be easy to change it but it very badly needs to be done root and branch and by government since the industry would not seem to be capable of doing it.

Dugald Cameron

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