

David Cooper-Smith

We live in Milton Keynes and occasionally journey to various Scottish destinations. As such, I am particularly interested in two aspects of this consultation - (a) Anglo - Scottish services, including those that extend north of Glasgow/ Edinburgh and (b) Caledonian sleepers.

It occurs to me that both these services could benefit from another concept. Specifically, at present both services are separately provided ; perhaps it could be feasible to improve the economics of both by developing a new type of train interior that is capable of both day and night occupancy, allowing the passenger vehicles involved to be utilized " round the clock" on a continuous basis. This could allow, for example trains from the South to Aberdeen or Inverness to perform a full " out and return" diagram each 24 hours and those from south of Birmingham (including London) to Glasgow/ Edinburgh to perform 3 single journeys each 24 hours, in each case covering well over 1000 miles per 24 hour period. thus raising productivity and improving economics.

On such trains, standard class could consist of reclining seats capable of both day and night mode. There may be possibilities for first class that would need to be capable of offering a flat berth by night and a spacious comfortable seat by day (convertible from one to the other). Perhaps airline practice might be instructive here.