

Angus MacDonald

Specific Caledonian Sleeper Questions:

37 Should we continue to specify sleeper services, or should this be a purely commercial matter for a train operating company?

Like the A9 road, the train and in particular the sleeper is a lifeline for those doing business between the highlands and the South of England. The day train (from Blair Atholl) and flying takes a day and economically this cannot be justified. It must be specified unless an independent operator can be found.

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?

I don't know.

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? The sleeper service as is is adequate. It is actually pretty full even in the winter these days.

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? Current routes are fine.

The value for me is huge. I employ 6 people in Scotland, I go to London to run a business of 75 people and have done every week for 17 years from Blair Atholl. If the sleeper was stopped I would have to move to London, make my Scottish staff redundant and sell my house. The financial benefit to the glen that I live is worth £250,000 per year.

What facilities should the sleeper services provide and would you pay more for better facilities?

The service is adequate and certainly better than nothing.