

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

Title Mr ☐ Ms ☐ Mrs ☐ Miss ☒ Dr ☐ Please tick as appropriate

Surname

Forename

2. Postal Address

LADYHEAD HOUSE		
20 NORTH STREET		
ST ANDREWS		
FIFE		
Postcode	KY16 9PW	Phone 01334 473407 Email

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 ☒ Yes ☐ No

- (b) Where confidentiality is not requested, we will make your responses available to the public on the following basis
Please tick ONE of the following boxes

Yes, make my response, name and address all available ☒

or

Yes, make my response available, but not my name and address ☐

or

Yes, make my response and name available, but not my address ☐

- (c) The name and address of your organisation **will be** made available to the public (in the Scottish Government library and/or on the Scottish Government web site).

Are you content for your **response** to be made available?

Please tick as appropriate ☐ Yes ☐ No

- (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

☒ Yes

☐ No

Ladyhead House
20 North Street
St Andrews
Fife, KY16 9PW

Rail Consultation

Dear Sirs,

This letter comes in response to the Consultative Document issued by Transport Scotland in November 2011, but brought to my notice only this month.

My concern about the proposals, which is considerable, centres upon the issues relating to (a) Cross-border Services posed in Questions 29 and 30, and (b) the Caledonian Sleeper, Questions 37, 38 and 39.

(a) Cross-border Services

Q. 29: The continuation of cross-border services north of Edinburgh is essential; the benefits of these services to both passengers and taxpayers being immeasurable for the following reasons:

- (i) Cross-border services facilitate economic growth in Scotland in the contribution that they make to capital investment, business and the oil industry, defence, education, sport and tourism. They are essential to the efficiency of the workplace.
- (ii) Cross-border services contribute to research and cross-fertilization in intellectual, political, economic, scientific and artistic spheres, taking into consideration the large number of educational and scientific institutions situated north of Edinburgh – e.g. at Aberdeen, Dundee, St Andrews, Stirling and Inverness – and the importance of international conferences.
- (iii) Cross-border services benefit society at large, remembering not only the needs of an aging population, but all for whom time-saving is a necessity (thinking in particular of sleeper services), or who are disadvantaged by disability, or for whom air travel is not an option and changing trains is a hazard. Very many families divided by the border are dependent upon these services.
- (iv) These services are so important that they should probably be specified by both the Department of Transport and the Scottish Ministers.

Q. 30: Any benefits accruing from having an Edinburgh Hub would be vitiated by the difficulties encountered when attempting to change trains at Edinburgh, already an overcrowded station. Whether travelling for work or for pleasure, to find the right platform in time to make the connection adds much to the anxieties of travel, as also does the need to transfer luggage, be it computers and baggage, perambulators, carrycots, wheelchairs or walking aids. All this makes changing trains a nightmare, and a cause of stress.

(b) Caledonian Sleeper

Q. 37: Most certainly sleeper services should continue to be specified. This is emphatically not a purely commercial matter.

Q. 38: Caledonian Sleeper services should not be an option, but essential to any franchisal contract.

Q. 39: The principal appeal of the Caledonian Sleeper Service derives from the fact that it can save both time and expense, and is also comfortable. While from personal experience a train leaving London for Dundee later than the current last train to Aberdeen would be helpful, I suspect that there would be insufficient demand for this.

While I do not feel competent to comment upon other destinations, the sleeper service to Aberdeen stopping at Inverkeithing, Leuchars, Dundee, Montrose and Stonehaven is essential.

In recent years it has become possible for standard ticket holders to purchase single occupancy of a sleeping compartment, and this is greatly appreciated. While I would be prepared to pay a little more for this facility, I do not consider that other improvements are required.

John E. M. Walker
12.02.12