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Consultation Questions

The answer boxes will expand as you type.

Cross-border services

1. Should cross-border services continue to go north of Edinburgh? In operating alongside ScotRail services, how do cross-border services benefit passengers and taxpayers? And who should specify these services, the Department of Transport or the Scottish Ministers?

Q29 comments: I would not like to see the present arrangements change. I make regular use of the "Highland Chieftain", joining/leaving it at Perth. I also use it to bring my wheelchair bound sister to our home (via Kings Cross from Oxfordshire). The availability of a continuous service that caters for wheelchairs without having to change trains is a decisive factor in making the journey at all. The availability of the "proper" First Class service as provided by East Coast is something that a Scottish franchisee would probably not be able to provide. The ability to join the train at Perth and take my First Class seat is the only factor that makes me use the train as opposed to flying. If I had to use the Scotrail service to Waverley and then change, frankly I wouldn't. I would instead go to Turnhouse and fly.

2. Or should the cross-border services terminate at Edinburgh Waverley, allowing opportunities for Scottish connections? And if so, what additional benefits would accrue from having an Edinburgh Hub?

Q30 comments: They should not terminate at Edinburgh. The fact that a through train can be taken to Aberdeen or Inverness and all points between is a very significant attraction for tourism. Having to change trains, however easy that is made, would be a significant deterrent for many tourists. The point that revenue is lost to the Scottish franchisee is probably not correct as many people would just choose to fly if there was not a direct, non-changing, train service. Do not underestimate the psychological value of a "through" train without changes, particularly for elderly people and those with lots of luggage.