

## ANNEX A

## REQUESTED INFORMATION – DETAILS OF OVERCROWDED TRAINS

In May 2018, Transport Scotland released its list of the Ten Busiest Trains, using data contained in the December 2017 Train Plan. A link through to the report can be found here:

<https://www.transport.gov.scot/media/42251/scotrains-top-10-busiest-trains-may-2018.pdf>

To note:

The trains in the published list, and in the list below, are ranked in terms of peak load/seated+standing capacity. This is in line with ScotRail's franchise obligation to use reasonable endeavours to allocate its train fleet and resources in the most effective way, to provide passengers with a reasonable expectation of a seat within 10 minutes of boarding a train, and to minimise any forecast over-crowding. The *seated* capacity of the trains in the list is as follows:

| Busiest Trains | Origin Time                      | Origin                   | Destination                                  | Class      | Carriages | Total planned seating |
|----------------|----------------------------------|--------------------------|--|------------|-----------|-----------------------|
| 1              | 1634                             | Edinburgh                | Perth  | C158       | 2         | 136                   |
| 2              | 0807                             | Neilston                 | Glasgow Central<br>HL                        | C314       | 3         | 212                   |
| 3              | 0755                             | North Berwick            | Haymarket                                    | C380/<br>1 | 4         | 282                   |
| 4              | 1825                             | Edinburgh                | Glenrothes<br>w/Thornton, via<br>Dunfermline | C158       | 2         | 136                   |
| 5              | 1520<br>(1624 from<br>Edinburgh) | Glenrothes<br>w/Thornton | Tweedbank                                    | C158       | 2         | 136                   |
| 6              | 1635                             | Glasgow Central<br>HL    | Neilston                                     | C314       | 3         | 212                   |
| 7              | 1817                             | Glasgow Central<br>HL    | Edinburgh                                    | C158       | 2         | 136                   |
| 8              | 0756                             | Barrhead                 | Glasgow Central<br>HL                        | C156       | 2         | 145                   |
| 9              | 1727                             | Glasgow Central<br>HL    | Barrhead                                     | C156       | 2         | 145                   |
| 10             | 0928                             | Dunblane                 | Edinburgh                                    | C158       | 2         | 136                   |

Transport Scotland does not hold data on the percentage of passengers required to stand.

You also asked about the maximum safe passenger limit. Other transport modes such as buses, planes and cars limit passenger numbers because of operational stability problems if they are overloaded. However, trains differ in that the heavy engineering involved ensures that they are able to operate effectively and safely, even when they are fully loaded to maximum capacity. I attach a link to the formal position of the Office of Rail & Road Regulation with respect to overcrowding on trains, which you may find helpful:

[http://orr.gov.uk/data/assets/pdf\\_file/0010/4996/train\\_crowding\\_position\\_statement.pdf](http://orr.gov.uk/data/assets/pdf_file/0010/4996/train_crowding_position_statement.pdf)