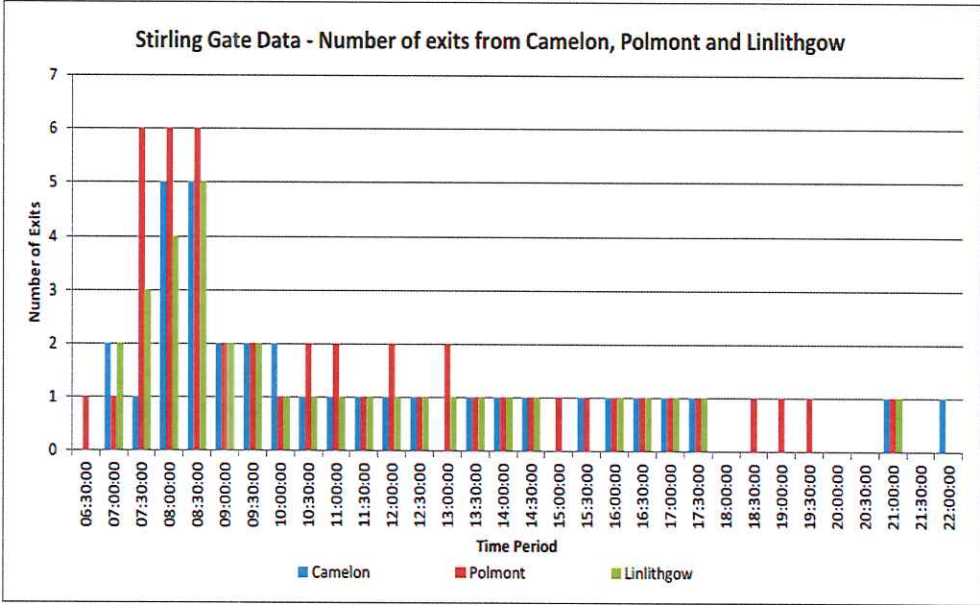


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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 3 Contents</p> <p>Table 2: AM Peak Camelon to Stirling Table 3: AM Peak Polmont to Stirling Table 4: AM Peak Linlithgow to Stirling Table 5: Count Data Stirling to Camelon, Polmont and Linlithgow PM Peak Services Table 6: PM Peak Stirling to Camelon Table 7: PM Peak Stirling to Polmont Table 8: PM Peak Stirling to Linlithgow</p>
Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 5 Stirling</p> <p>Advantages</p> <p>Increase in number of services to Glasgow – extra 20 daily services in each direction. Faster journey times to Edinburgh, Glasgow, Falkirk Grahamston and Inverness.</p> <p>Increase in number of services to Inverness and Aberdeen.</p> <p>In Option 1 increase in number of services to Broughty Ferry, Monifieth and Carnoustie. Increase span of operation of direct services to most destinations.</p> <p>Passenger Impact</p> <p>Glasgow(1) -690k journeys per year, 2,300 daily journeys Faster journey times for 3 of top 5 flows: Glasgow (1), Edinburgh (2) and Falkirk (5). 1.36 million journeys per year, 4,5k daily journeys. Aberdeen (8)- 45k journeys per year, 150 daily journeys Inverness(18) – 16k journeys per year, 53 daily journeys Broughty Ferry, Monifieth and Carnoustie are not in top 20 flows.</p>

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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 5 cont.</p> <table border="0"> <tr> <td data-bbox="770 284 1368 416"> <p>Disadvantages Loss of direct services to Camelon, Polmont and Linlithgow because of the speeding up of the Dunblane to Edinburgh service.</p> </td> <td data-bbox="1397 284 1711 783"> <p>Passenger Impact Camelon(13) – 31k journeys per year Polmont(11) – 38k journeys per year Linlithgow (14), 27k journeys per year Total: 96k per year, 320 daily journeys Dunblane(3) – 155k journeys per year, 510 daily journeys Alloa(4) – 133k journeys per year, 440 daily journeys</p> </td> <td data-bbox="1749 284 2085 683"> <p>Action SDG to investigate</p> <p>ScotRail to clarify reductions in AM and PM peak, particularly Alloa</p> </td> </tr> <tr> <td data-bbox="770 587 1368 651"> <p>Small loss of number of services to Dunblane and Alloa.</p> </td> <td></td> <td></td> </tr> </table>	<p>Disadvantages Loss of direct services to Camelon, Polmont and Linlithgow because of the speeding up of the Dunblane to Edinburgh service.</p>	<p>Passenger Impact Camelon(13) – 31k journeys per year Polmont(11) – 38k journeys per year Linlithgow (14), 27k journeys per year Total: 96k per year, 320 daily journeys Dunblane(3) – 155k journeys per year, 510 daily journeys Alloa(4) – 133k journeys per year, 440 daily journeys</p>	<p>Action SDG to investigate</p> <p>ScotRail to clarify reductions in AM and PM peak, particularly Alloa</p>	<p>Small loss of number of services to Dunblane and Alloa.</p>		
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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 7 Dunblane Advantages</p> <p>Increase in number of services and faster journey times to Edinburgh. Increase in number of services to Dundee, Invergowrie Bridge of Allan, Edinburgh Park and Falkirk Grahamston.</p> <p>Faster journey times to Dundee, Edinburgh Park and Falkirk Grahamston. Option 1 increase in number of services to Broughty Ferry, Monifieth and Carnoustie.</p> <p>Passenger Impact Edinburgh(3) - 138k journeys per year, 460 daily journeys Dundee (9) – 4.5k journeys per year Bridge of Allan (6) – 7.5k journeys per year Edinburgh Park (7) – 6.5k journeys per year Falkirk (4) - 8.5k journeys per year Total: 27k journey per year , 90 daily journeys 20k journeys per year, 66 daily journeys Broughty Ferry, Monifieth and Carnoustie are not in top 10 flows.</p>						

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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 7 cont.</p> <table border="0"> <thead> <tr> <th data-bbox="775 292 987 323">Disadvantages</th> <th data-bbox="1563 292 1816 323">Passenger Impact</th> <th data-bbox="1928 292 2024 323">Action</th> </tr> </thead> <tbody> <tr> <td data-bbox="775 323 1525 459">Reduction in number of services to Glasgow including AM Peak and PM peak services. In AM Peak reduction from 3 services to 1 service. In PM Peak reduction from 6 services to 3 services.</td> <td data-bbox="1563 323 1861 432">Glasgow(2) - 150k journeys per year, 500 daily journeys</td> <td data-bbox="1928 323 2074 400">ScotRail to clarify</td> </tr> <tr> <td data-bbox="775 459 1464 560">Reduction in number of services to Stirling due to the removal of Dunblane stops from the Glasgow to Inverness/Aberdeen services.</td> <td data-bbox="1563 459 1890 568">Stirling (1) 155k journeys per year, 516 daily journeys</td> <td data-bbox="1928 459 2074 536">ScotRail to clarify</td> </tr> <tr> <td data-bbox="775 560 1487 627">Loss of direct services to Inverness and High Main line stations.</td> <td data-bbox="1563 560 1901 668">Inverness and HML stations are not in the Top 10 flows</td> <td data-bbox="1928 560 2085 668">Minor Impact – no action</td> </tr> <tr> <td data-bbox="775 659 1516 699">Loss of direct services Camelon, Polmont and Linlithgow.</td> <td data-bbox="1563 659 1890 802">Camelon, Polmont and Linlithgow Top 10 flows– less than 10 daily journeys.</td> <td data-bbox="1928 659 2085 767">Minor Impact – no action</td> </tr> <tr> <td data-bbox="775 794 1570 863">Reduction in the span of hours of operation to Dundee, Perth, Gleneagles and Glasgow.</td> <td></td> <td data-bbox="1928 802 2074 871">ScotRail to clarify</td> </tr> </tbody> </table>	Disadvantages	Passenger Impact	Action	Reduction in number of services to Glasgow including AM Peak and PM peak services. In AM Peak reduction from 3 services to 1 service. In PM Peak reduction from 6 services to 3 services.	Glasgow(2) - 150k journeys per year, 500 daily journeys	ScotRail to clarify	Reduction in number of services to Stirling due to the removal of Dunblane stops from the Glasgow to Inverness/Aberdeen services.	Stirling (1) 155k journeys per year, 516 daily journeys	ScotRail to clarify	Loss of direct services to Inverness and High Main line stations.	Inverness and HML stations are not in the Top 10 flows	Minor Impact – no action	Loss of direct services Camelon, Polmont and Linlithgow.	Camelon, Polmont and Linlithgow Top 10 flows– less than 10 daily journeys.	Minor Impact – no action	Reduction in the span of hours of operation to Dundee, Perth, Gleneagles and Glasgow.		ScotRail to clarify
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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 22</p> <p>3 Detailed Timetable Investigation</p> <p>3.1 This chapter summarises the investigation work for these flows (in geographical order from south to north): Stirling to Camelon, Polmont and Linlithgow</p>																		

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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 24</p> <p>3.9 Stirling to Camelon, Polmont, Linlithgow</p> <p>The timetable specification from ScotRail proposes the removal of Camelon, Polmont and Linlithgow stops from the Dunblane to Edinburgh service, with the flow to Edinburgh from these stations being serviced by an extended Cumbernauld – Edinburgh service. The removal of the stops means a loss of direct services between Stirling and Camelon, Polmont and Linlithgow, with a resultant reduction in average journey time of 14 minutes between Stirling and Edinburgh. Currently Camelon, Polmont and Linlithgow receive a half hourly service to Stirling. Based on MOIRA data, the annual passenger journeys affected are:</p> <ul style="list-style-type: none"> • Camelon – 31k journeys, 103 journey per day • Polmont – 38k journeys per year, 127 journeys per day • Linlithgow – 27k journeys per year, 90 journeys per day • Total: 96k journeys per year, 320 daily journeys <p>AM Peak</p> <p>3.10 During the AM peak (between 7:45 and 9:15) in the December 15 timetable Camelon, Polmont and Linlithgow have three services, arriving at Stirling at 7:56, 8:25 and 8:56.</p> <p>3.12 The gate data shows that 44 passengers exit Stirling station from Camelon, Polmont and Linlithgow in the AM Peak. AM Peak journeys from Camelon, Polmont and Linlithgow to Stirling represent 36% of the daily journeys between these stations, according to the gate data. From the MOIRA data, the daily estimate of journeys between these stations is 320, it is assumed that 160 of these journeys would be arriving at Stirling. This is significantly higher than the gate data, as described in the introduction, but the distribution between services is still valid.</p> <p>3.13 Figure 3.1 below shows the number of exits at Stirling from Camelon, Polmont and Linlithgow across the day, noting that there are no exits recorded prior to 06:30 and after 22:00. The chart shows that the AM Peak has the largest concentration of exits at Stirling, this highlights that the main flow between these stations is towards Stirling as the attractor. This concentrates journeys towards Stirling during the AM Peak, and, is reasonable to assume, out of Stirling in the PM Peak.</p>

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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p data-bbox="757 228 875 256">Page 25</p> <p data-bbox="757 261 1962 290">Figure 3.1: Stirling Gate Data – Number of exits from Camelon, Polmont and Linlithgow</p>  <p data-bbox="757 1002 1294 1031">3.14 Current journey times to Stirling are:</p> <ul data-bbox="801 1038 1223 1142" style="list-style-type: none"> • From Camelon: 14 minutes • From Polmont: 25 minutes • From Linlithgow: 30 minutes <p data-bbox="757 1177 2101 1281">3.15 In the proposed timetable specification passengers from Camelon, Polmont and Linlithgow would be required to catch the Glasgow to Edinburgh via Cumbernauld and Falkirk Grahamston service (2tph) and interchange at Falkirk Grahamston to the Dunbalen-Edinburgh (2tph) in order to travel to Stirling.</p>

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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 25 cont.</p> <p>3.16 The following tables demonstrate the journey options to Stirling in the AM Peak from Camelon, Polmont and Linlithgow in the new timetable.</p> <p>Table 2: AM Peak Camelon to Stirling</p> <table border="1"> <thead> <tr> <th>Depart Camelon</th> <th>Arrive Falkirk Grahamston</th> <th>Depart Falkirk Grahamston</th> <th>Arrive Stirling</th> <th>Journey Time</th> </tr> </thead> <tbody> <tr> <td>7:33</td> <td>7:38</td> <td>7:45</td> <td>7:59</td> <td>26 mins</td> </tr> <tr> <td>8:03</td> <td>8:08</td> <td>8:17</td> <td>8:31</td> <td>28 mins</td> </tr> <tr> <td>8:33</td> <td>8:38</td> <td>8:45</td> <td>8:59</td> <td>26 mins</td> </tr> </tbody> </table>	Depart Camelon	Arrive Falkirk Grahamston	Depart Falkirk Grahamston	Arrive Stirling	Journey Time	7:33	7:38	7:45	7:59	26 mins	8:03	8:08	8:17	8:31	28 mins	8:33	8:38	8:45	8:59	26 mins																				
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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 26</p> <p>Table 3: AM Peak Polmont to Stirling</p> <table border="1"> <thead> <tr> <th>Depart Polmont</th> <th>Arrive Falkirk Grahamston</th> <th>Depart Falkirk Grahamston</th> <th>Arrive Stirling</th> <th>Journey Time</th> </tr> </thead> <tbody> <tr> <td>7:29</td> <td>7:34</td> <td>7:45</td> <td>7:59</td> <td>30 mins</td> </tr> <tr> <td>7:59</td> <td>8:04</td> <td>8:17</td> <td>8:31</td> <td>32 mins</td> </tr> <tr> <td>8:29</td> <td>8:34</td> <td>8:45</td> <td>8:59</td> <td>30 mins</td> </tr> </tbody> </table> <p>Table 4: AM Peak Linlithgow to Stirling</p> <table border="1"> <thead> <tr> <th>Depart Linlithgow</th> <th>Arrive Falkirk Grahamston</th> <th>Depart Falkirk Grahamston</th> <th>Arrive Stirling</th> <th>Journey Time</th> </tr> </thead> <tbody> <tr> <td>7:23</td> <td>7:34</td> <td>7:45</td> <td>7:59</td> <td>36 mins</td> </tr> <tr> <td>7:53</td> <td>8:04</td> <td>8:17</td> <td>8:31</td> <td>38 mins</td> </tr> <tr> <td>8:23</td> <td>8:34</td> <td>8:45</td> <td>8:59</td> <td>36 mins</td> </tr> </tbody> </table> <p>3.17 The greatest impact on journey time is for passengers from Camelon who have their journey time doubled from 14 minutes to 26/28 minutes if the new service was introduced. The extra journey time is made up of the interchange time at Falkirk Grahamston and the fact that passengers need to travel backwards to Falkirk Grahamston before travelling to Stirling</p>	Depart Polmont	Arrive Falkirk Grahamston	Depart Falkirk Grahamston	Arrive Stirling	Journey Time	7:29	7:34	7:45	7:59	30 mins	7:59	8:04	8:17	8:31	32 mins	8:29	8:34	8:45	8:59	30 mins	Depart Linlithgow	Arrive Falkirk Grahamston	Depart Falkirk Grahamston	Arrive Stirling	Journey Time	7:23	7:34	7:45	7:59	36 mins	7:53	8:04	8:17	8:31	38 mins	8:23	8:34	8:45	8:59	36 mins
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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 26 cont.</p> <p>3.18 For Polmont and Linlithgow the impact of the additional journey time from the interchange at Falkirk Grahamston is not as significant , with 5 to 8 minutes added to journey time from Polmont/Linlithgow to Stirling.</p> <p>PM Peak</p> <p>3.19 During the PM Peak (16:00 and 18:30) in the December 15 timetable Camelon, Polmont and Linlithgow have five PM Peak departures from Stirling at 16:07, 16:37, 17:07, 17:37 and 18:07.</p> <p>3.20 Given that we only have access to gate data showing arrivals at Stirling, we have had to base our analysis on evening peak services on the count data</p> <p>Table 5 Count Data Stirling to Camelon, Polmont and Linlithgow PM Peak Services</p> <table border="1" data-bbox="763 635 2047 938"> <thead> <tr> <th>Depart Stirling</th> <th>Passenger Boardings at Stirling</th> <th>Passengers Alighting Camelon</th> <th>Passengers Alighting Polmont</th> <th>Passengers Alighting Linlithgow</th> <th>Total Passengers Alighting</th> </tr> </thead> <tbody> <tr> <td>16:07</td> <td>45</td> <td>2</td> <td>9</td> <td>13</td> <td>24</td> </tr> <tr> <td>16:37</td> <td>65</td> <td>3</td> <td>10</td> <td>9</td> <td>22</td> </tr> <tr> <td>17:07</td> <td>93</td> <td>3</td> <td>7</td> <td>9</td> <td>19</td> </tr> <tr> <td>17:37</td> <td>66</td> <td>3</td> <td>8</td> <td>4</td> <td>15</td> </tr> <tr> <td>18:07</td> <td>43</td> <td>3</td> <td>10</td> <td>4</td> <td>17</td> </tr> <tr> <td>Total</td> <td>312</td> <td>14</td> <td>44</td> <td>39</td> <td>97</td> </tr> </tbody> </table> <p>3.21 From the count data there are significantly more passengers alighting PM Peak services at Polmont and Linlithgow than at Camelon. However, as discussed above in the introduction, it is not possible to tell whether passengers alighting at Polmont and Linlithgow boarded the trains at</p> <p>Page 27</p> <p>other stations, such as Dunblane or Falkirk Grahamston. Again it is the distribution between services that is the most important.</p> <p>3.22 Journey times from Stirling are:</p> <ul style="list-style-type: none"> • To Camelon: 14/15 minutes • To Polmont: 23 to 25 minutes • To Linlithgow: 30/31 minutes 	Depart Stirling	Passenger Boardings at Stirling	Passengers Alighting Camelon	Passengers Alighting Polmont	Passengers Alighting Linlithgow	Total Passengers Alighting	16:07	45	2	9	13	24	16:37	65	3	10	9	22	17:07	93	3	7	9	19	17:37	66	3	8	4	15	18:07	43	3	10	4	17	Total	312	14	44	39	97
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Steer Davies Gleave – ScotRail Timetable Strategy – Impact on TACTRAN area	Report	March 2016	<p>Page 28</p> <p>3.25 From Polmont and Linlithgow the impact of the additional journey time from the interchange at Falkirk Grahamston is not as significant as that at Camelon. Polmont/Linlithgow journey times to/from Stirling are increased by 5 to 8 minutes because of the required interchange. While Camelon to Stirling journey time is increased by 14/15 minutes. However, there is a relatively small number of people effected per service, particularly in the evening peak.</p>
Steer Davies Gleeve – ScotRail Timetable Strategy – Updated Analysis	Report	June 2016	<p>Page 3</p> <p>Contents</p> <p>2 Timetable Analysis Cameon, Polmont and Linlithgow to Stirling</p> <p>Tables</p> <p>Table 1.1 Previous Report Recommendations Table 2.1: AM Peak Polmont to Stirling Table 2.2: AM Peak Linlithgow to Stirling Table 2.3: PM Peak Stirling to Polmont Table 2.4: PM Peak Stirling to Linlithgow</p>
Steer Davies Gleeve – ScotRail Timetable Strategy – Updated Analysis	Report	June 2016	<p>Page 5</p> <p>1.1 This report follows on from our report of March 2016 which described the impact on stations in the Tactran area of a potential timetable change proposed by ScotRail for December 2018. The report detailed differences between two potential timetable options and the December 2015 timetable - current at the time, and referred to as current throughout this report. Chapter 3 of that report investigated in some detail a small number of flows where there is potential for an adverse impact as a result of the timetable change. These flows are described in Table 1.1 below.</p> <p>1.4 This report goes through each of the flows described in Table 1.1 in turn and describes how the new timetable impacts these flows.</p> <p><input type="checkbox"/> AM Peak defined as 7:45 to 9:15</p>

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Steer Davies Gleeve – ScotRail Timetable Strategy – Updated Analysis	Report	June 2016	<p>Page 5 cont.</p> <p>Table 1.1: Previous Report Recommendations</p> <table border="1"> <thead> <tr> <th data-bbox="763 427 1077 464">Flow</th> <th data-bbox="1084 427 1323 560">Daily Journeys effected (MOIRA)</th> <th data-bbox="1330 427 1630 464">Impact</th> <th data-bbox="1637 427 2092 464">To take forward</th> </tr> </thead> <tbody> <tr> <td data-bbox="763 564 1077 632">Stirling to Camelon, Polmont and Linlithgow</td> <td data-bbox="1084 564 1323 600">320</td> <td data-bbox="1330 564 1630 727">Loss of direct service. Extended journey times, particularly to Camelon.</td> <td data-bbox="1637 564 2092 727">Possibility of reintroducing stops, particularly at Camelon, and particularly in AM Peak to Stirling and PM Peak from Stirling</td> </tr> </tbody> </table>	Flow	Daily Journeys effected (MOIRA)	Impact	To take forward	Stirling to Camelon, Polmont and Linlithgow	320	Loss of direct service. Extended journey times, particularly to Camelon.	Possibility of reintroducing stops, particularly at Camelon, and particularly in AM Peak to Stirling and PM Peak from Stirling
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Steer Davies Gleeve – ScotRail Timetable Strategy – Updated Analysis	Report	June 2016	<p>Page 7</p> <p>2 Timetable Analysis</p> <p>Camelon, Polmont and Linlithgow to Stirling</p> <p>Camelon to Stirling</p> <p>2.1 The updated Dec 2018 timetable specification from ScotRail provides Camelon with an hourly service to Stirling by including a Camelon stop in one of the two Dunblane to Edinburgh services. While this is an improvement compared to the no direct services in ScotRail's original Dec 2018 timetable specification, it is still less than the 2tph provided in the current timetable. The updated timetable provides Camelon with AM Peak arrivals into Stirling at 7:30, 8:30 and 9:30 and departures from Stirling at 16:12, 17:12 and 18:12.</p> <p>2.2 By comparing the previous Dec 2018 timetable specification with the updated Dec 2018 timetable it appears that the addition of the Camelon stop in the Dunblane-Edinburgh service does not impact on the journey time between Dunblane/Stirling and Edinburgh - the journey time with the Camelon stop is the same as the journey time without the Camelon stop. This raises the question as to whether a Camelon stop be added to both services in each hour if there is no journey time impact.</p>								

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Steer Davies Gleeve – ScotRail Timetable Strategy – Updated Analysis	Report	June 2016	<p>Page 7 cont.</p> <p>2.3 In addition, to accommodate the hourly stop at Camelon in the Dunblane to Edinburgh service, ScotRail has removed a Camelon stop from one of the two Glasgow-Edinburgh via Cumbernauld services per hour in the original Dec 2018 specification. This has two consequences:</p> <ol style="list-style-type: none"> 1. It creates an uneven service spacing for Camelon passengers travelling to/from Edinburgh. In the original Dec 2018 timetable specification from ScotRail there was even interval 30 minute service between Camelon and Edinburgh. In the updated Dec 2018 timetable departing Camelon to Edinburgh the spacing of services is 17/43 minutes. The spacing of service departing Edinburgh is 14/46 minutes. 2. The service from Camelon to Glasgow Queen Street in the Dec 2018 timetable is reduced from 2tph to 1tph, noting that in the current timetable there are no direct services, giving a significantly longer journey time. <p>2.4 It is not immediately clear why the Camelon stop in one of the Glasgow – Edinburgh services via Cumbernauld has been removed. If this is not required it may be possible to retain stops in both half hourly services.</p>
Steer Davies Gleeve – ScotRail Timetable Strategy – Updated Analysis	Report	June 2016	<p>Page 8</p> <p><i>Conclusion</i></p> <p>2.5 It is recommended that ScotRail give due consideration to the calling pattern at Camelon during further timetable development.</p> <p>Polmont and Linlithgow to Stirling</p> <p>2.6 The updated Dec 2018 timetable provided by ScotRail has the same service frequencies as the original Dec 2018 ScotRail timetable specification and ScotRail have noted that it is not possible to improve this situation and give the improved service between Dunblane/Stirling and Edinburgh. Therefore Polmont and Linlithgow are not provided with a direct service to Stirling. This results in an increase in journey time between Polmont and Stirling, via an interchange at Falkirk Grahamston, of up to 10 minutes and an increase in journey time of up to 8 minutes between Linlithgow and Stirling. The journey times between Polmont and Linlithgow and Stirling in peak periods are summarised in the tables below. Current journey times from Stirling are:</p> <ul style="list-style-type: none"> <input type="checkbox"/> To Polmont: 23 to 25 minutes <input type="checkbox"/> To Linlithgow: 30/31 minutes

Source Document	Document Type	Date	Extract of information relevant to correspondent's request					
Steer Davies Gleeve – ScotRail Timetable Strategy – Updated Analysis	Report	June 2016	Page 8 cont.					
			Table 2.1: AM Peak Polmont to Stirling Depart Polmont		Arrive Falkirk Grahamston	Depart Falkirk Grahamston	Arrive Stirling	Journey Time
			7:28	7:34	7:47	8:01	33 mins	
			7:58	8:04	8:16	8:30	32 mins	
			8:28	8:34	8:47	9:01	33 mins	
			Table 2.2: AM Peak Linlithgow to Stirling Depart Linlithgow		Arrive Falkirk Grahamston	Depart Falkirk Grahamston	Arrive Stirling	Journey Time
			7:23	7:34	7:47	8:01	38 mins	
			7:53	8:04	8:16	8:30	37 mins	
			8:23	8:34	8:47	9:01	38 mins	
			Table 2.3: PM Peak Stirling to Polmont Depart Stirling		Arrive Falkirk Grahamston	Depart Falkirk Grahamston	Arrive Polmont	Journey Time
			16:12	16:26	16:39	16:44	32 mins	
			16:42	16:56	17:09	17:14	32 mins	
			17:12	17:26	17:39	17:44	32 mins	
			17:42	17:56	18:09	18:14	32 mins	
			18:12	18:26	18:39	18:44	32 mins	
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			Table 2.4: PM Peak Stirling to Linlithgow Depart Stirling		Arrive Falkirk Grahamston	Depart Falkirk Grahamston	Arrive Linlithgow	Journey Time
			16:12	16:26	16:39	16:49	37 mins	
			16:42	16:56	17:09	17:19	37 mins	
			17:12	17:26	17:39	17:49	37 mins	
			17:42	17:56	18:09	18:19	37 mins	
			18:12	18:26	18:39	18:49	37 mins	

Document Source	Document Type	Date	Extract of information relevant to correspondent's request
RIR May 2018 - Linlithgow and Polmont to Stirling	Email from ScotRail to Transport Scotland	14 August 2017	<p>Covering Email</p> <p>The removal of the Polmont and Linlithgow calls from the Edinburgh – Dunblane services in May 2018 results in around 320 journeys per day having an interchange forced on them. However around 4,200 journeys per day benefit from reduced journey times – whilst the reduction is modest in May 2018, the new timetable structure enables reductions of close to 10-15min in Dec 2018 when class 385s operate services. This will reduce Stirling – Edinburgh journey time to around 45min, making it much more competitive with road and providing the opportunity to address the disparity of 150,000 journeys per year between the Stirling area to Edinburgh compared with Glasgow.</p> <p>The other three major benefit of the timetable structure are:</p> <ol style="list-style-type: none"> 1. the “perceived” capacity improvement for Linlithgow and Polmont journeys to Edinburgh- the largest passenger flows for each of these stations – we don’t expect huge demand from North Lanarkshire to Edinburgh which will mean that AM peak arrivals into both stations will be lightly loaded compared to the current experience where trains are full of customers from Stirling area and Larbert stations. Similarly in the evening peak, customers will not have to “compete” with Stirling area customers for space 2. Provision of a 4tph service from Falkirk Grahamston – Edinburgh and 2tph to Glasgow will make rail travel from the town centre much more attractive than current and align with town centre regeneration plans and make use of the large car park which is currently underutilised. As well as attracting new customers, it will abstract some from Falkirk High, freeing up capacity at both the station and on the E&G services. 3. inclusion and connectivity benefit of new direct services between Edinburgh and North Lanarkshire <p>SPT, Sustrans and Tactran and their constituent Local Authorities, whilst conscious of the small negative impact of the new timetable structure fully support it because of the much greater benefits generated. Attached are two reports commissioned and funded by Tactran to review the impacts – these concluded that retaining Camelon into the recast Dunblane service was more important than Polmont and Linlithgow. This is something we have achieved with the current timetable.</p>