



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>Typically, I've also attached an exchange on Yammer from our station staff at Polmont and Linlithgow which took place this weekend. Please let me know if we can provide any more info to assist with queries.</p> <div data-bbox="826 368 893 432" style="text-align: center;">  </div> <p data-bbox="781 440 940 488" style="text-align: center;">Adobe Acrobat Document</p>
Revolution in Rail and new service delivery summary >200 services and >100,000 additional seats by Dec 2019	Paper – ScotRail	14 August 2017	<p><b>Page 3</b>  <b>Dec 2018 (Assumed Completion of Full SDA)</b>  <b>Service Enhancements</b>  <b>Glasgow – Cumbernauld – Falkirk – Edinburgh local service</b>  <b>Services and Seats</b></p> <ul style="list-style-type: none"> <li>• New half hourly Glasgow – Falkirk Grahamston service (currently hourly)</li> <li>• Falkirk Grahamston – Edinburgh increases from 2tph to 4tph.</li> <li>• Total of 14,000 additional seats per day on corridor</li> <li>• Improved capacity for Polmont &amp; Linlithgow to Edinburgh</li> </ul> <p><b>Messages</b></p> <ul style="list-style-type: none"> <li>• Falkirk Grahamston now has level of train service comparable to Falkirk High: 4 tph to Edinburgh and 2th to Glasgow. Will support town centre regeneration and is easier to access for Bainsford, Grangemouth, Middlefield areas – plenty of car parking at station</li> <li>• Cumbernauld route now has fit for purpose service with direct trains to Edinburgh and Glasgow – no longer the “Cinderella” route Ideal for those living within active travel distance from Cumbernauld, Greenfaulds, Stepps &amp; Gartcosh – no need to drive to Croy</li> <li>• “Perceived” capacity increase at Polmont &amp; Linlithgow as likely to be few North Lanarkshire customers on these services</li> </ul> <p><b>Markets</b></p> <ul style="list-style-type: none"> <li>• Those working at Edinburgh Park</li> <li>• All journeys on Cumbernauld route – no longer Cinderella route</li> <li>• Leisure travel from North Lanarkshire to Edinburgh</li> <li>• Commuter and leisure from Stirling area to Edinburgh</li> <li>• Commuter from Polmont and Linlithgow to Edinburgh</li> </ul>

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Revolution in Rail and new service delivery summary >200 services and >100,000 additional seats by Dec 2019	Paper – ScotRail	14 August 2017	<p><b>Page 4</b>  <b>Edinburgh - Dunblane Services and Seats</b></p> <ul style="list-style-type: none"> <li>• No change to existing 2tph frequency</li> <li>• Peak services formed of 4-car trains</li> <li>• More than 4,000 additional seats provided each day</li> <li>• Stirling – Edinburgh journey time reduced by &gt;10min (compared to today) to 40-45min</li> </ul> <p><b>Messages</b></p> <ul style="list-style-type: none"> <li>• EGIP longer, faster, greener trains message</li> <li>• When combined with new Glasgow-Edinburgh via Cumbernauld and Falkirk Grahamston service, number of seats on corridor has doubled – increase of 15,000 seats per day compared to today... and they are better distributed across the stations on the corridor</li> <li>• Now faster to take train than drive between Stirling area and Edinburgh at all times of the day</li> <li>• Direct services to areas of work and leisure – Edinburgh Park, Haymarket &amp; Waverley</li> <li>• “Perceived” capacity increase as these trains no longer call at Polmont and Linlithgow, the busiest stations on the route</li> </ul> <p><b>NOTE:</b> no longer a direct service between Stirling and Polmont &amp; Linlithgow. We will get some criticism for this.</p> <p><b>Markets</b></p> <ul style="list-style-type: none"> <li>• Those working at Edinburgh Park, Haymarket and city centre</li> <li>• Those who work in Stirling but live in Edinburgh</li> <li>• Leisure travel from Stirlingshire to Edinburgh</li> <li>• Commuter from Polmont and Linlithgow to Edinburgh</li> </ul>
Timetable Management Group Meeting	Minute of meeting	30 August 2017	<p><b>Page 1</b></p> <ol style="list-style-type: none"> <li>1. <b>Timetable Development:</b></li> <li>2. <b>May 2018</b>  ScotRail confirmed the following RIR (first tranche): <ol style="list-style-type: none"> <li>a. Half hourly electric service between Glasgow Queen St. High Level and Edinburgh via Springburn, Cumbernauld, Falkirk Grahamston and Edinburgh Park. The electric service operating between Dumbarton and Cumbernauld will revert to Springburn instead of Cumbernauld.</li> </ol> </li> </ol>

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Revolution in Rail	Presentation by ScotRail to Transport Scotland	20 September 2017	 <p>RiR Presentation - Sept 2017.pptx</p>
Timetable Management Group Meeting	Minute of meeting	25 October 2017	<p><b>Page 2</b></p> <p>2. Timetable Development:</p> <ul style="list-style-type: none"> <li>• <b>May 2018</b></li> <li>• RIR – All service plans clear and transparent to all concerned and progressing well. SLC Changes being processed.</li> <li>• Queen St – Cumbernauld – Falkirk Grahamston – Edinburgh - 2 tph</li> </ul>
Revolution in Rail	Tactran Regional Rail Forum Presentation to Tactran by ScotRail.	30 November 2017	<p><a href="https://www.tactran.gov.uk/20171130_Reg_Rail_Forum.php">https://www.tactran.gov.uk/20171130_Reg_Rail_Forum.php</a></p>
ScotRail Alliance Board – Use of CP5 Headroom to Fund RiR (Revolution in Rail)	Paper	21 December 2017	<p><b>Page 1</b></p> <p><b>1.0 Purpose of Paper</b></p> <p>To propose using CP5 headroom to fund Revolution in Rail timetable enhancements in 2017/18 and 2018/19.</p>
ScotRail Alliance Board – Use of CP5 Headroom to Fund RiR (Revolution in Rail)	Paper	21 December 2017	<p><b>Page 3</b></p> <p><b>4.0 Positioning with NR</b></p> <p>There can be no argument that RIR delivers a tangible improvement to Scotland's railway during CP5. It mobilises in 2017 and delivers improved customer outputs using infrastructure enhanced in CP5:</p> <ul style="list-style-type: none"> <li>• E-G via CUB &amp; FKG (EGIP and SDA electrification)</li> <li>• Dunblane express (EGIP and SDA electrification)</li> </ul>



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ScotRail Alliance Board – Use of CP5 Headroom to Fund RiR (Revolution in Rail)	Paper	21 December 2017	<p><b>Page 4</b>  <b>Revolution in Rail May 2018</b>  The May 18 service enhancements represent the first phase of Revolution in Rail and will in total deliver 156 new services and over 25,000 additional seats each weekday. The corridors benefitting from the frequency and capacity improvements in May 2018 are:</p> <ul style="list-style-type: none"> <li>• Falkirk Grahamston – Glasgow Queen St – 38 additional services providing 7,400 more seats</li> <li>• Falkirk Grahamston – Edinburgh Waverly – 59 additional services providing 11,000 more seats</li> </ul> <p>The core purpose of the May 2018 timetable enhancements are to provide early customer benefit through the capacity and connectivity increases described above whilst introducing the structure which will result in headline journey time reductions In may 2019 of:</p> <ul style="list-style-type: none"> <li>• Stirling – Edinburgh – Average journey time of 43 min compared with 47 min target in the FA</li> <li>Dunblane – Edinburgh – Average journey time of 51 min compared with 56 min target in the FA</li> </ul>
Revolution in Rail and new service delivery summary >200 services and >100,000 additional seats by Dec 2019	Paper – ScotRail	21 December 2017	<p><b>Page 4</b>  <b>Service Enhancement</b>  Glasgow – Cumbernauld – Falkirk – Edinburgh – local service</p> <p><b>Services and Seats</b></p> <ul style="list-style-type: none"> <li>• New half hourly Glasgow – Falkirk Grahamston service (current hourly)</li> <li>• Falkirk Grahamston – Edinburgh increases from 2tph to 4 tph.</li> <li>• 11,000 additional seats per day between Falkirk and Edinburgh</li> <li>• Improved capacity for Polmont &amp; Linlithgow to Edinburgh</li> </ul> <p><b>Messages</b></p> <ul style="list-style-type: none"> <li>• Falkirk Grahamston now has level of train service comparable to Falkirk High: 4tph to Edinburgh and 2th to Glasgow. Will support town centre regeneration and is easier to access for Bainsford, Grangemouth, Middlefield areas – plenty of car parking at station</li> <li>• Cumbernauld route now has fit for purpose service with direct trains to Edinburgh and Glasgow – no longer the “Cinderella” route. Ideal for those living within active travel distance from Cumbernauld, Greenfaulds, Stepps &amp; Gartcosh – no need to drive to Croy</li> <li>• “Perceived” capacity increase at Polmont &amp; Linlithgow as likely to be few North Lanarkshire customers on these services.</li> </ul>



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Revolution in Rail and new service delivery summary >200 services and >100,000 additional seats by Dec 2019	Paper – ScotRail	21 December 2017	<p><b>Page 4 cont.</b></p> <p><b>Markets</b></p> <ul style="list-style-type: none"> <li>• Those working at Edinburgh Park</li> <li>• All journeys on Cumbernauld route – no longer Cinderella route</li> <li>• Leisure travel from North Lanarkshire to Edinburgh</li> <li>• Commuter and leisure from Stirling area to Edinburgh</li> <li>• Commuter from Polmont and Linlithgow to Edinburgh</li> </ul>
Timetable Management Group Meeting	Minute of meeting	23 January 2018	<p><b>Page 2</b></p> <p><b>2. Timetable Development:</b></p> <ul style="list-style-type: none"> <li>• <b>May 2018</b></li> </ul> <p>Undernoted are the confirmed changes:-</p> <ul style="list-style-type: none"> <li>○ Glasgow Queen St – Cumbernauld – Falkirk Grahamston; ½ hourly services calling at all stops. (Dumbarton Central services via Queen Street Low Level will now only operate to and from Springburn).</li> </ul> <ul style="list-style-type: none"> <li>• <b>December 2018</b> <ul style="list-style-type: none"> <li>○ Edinburgh – Dunblane; Edinburgh – Dunblane Services, express pattern of calls allowing faster journey times to be delivered between Edinburgh and Stirling. Calls removed from Linlithgow and Polmont.</li> <li>○ Glasgow Queen St HL to Edinburgh via Cumbernauld and Falkirk Grahamston; Will be introduced and resourced by EMU with time allowed for a Robroyston and takes over the frequency of calls at Polmont and Linlithgow to maintain the frequency between these stations with Edinburgh.</li> </ul> </li> </ul>

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FW: Confidential – May 2018 timetable change	Email from ScotRail to Transport Scotland	14 March 2018	<p><b>Covering email</b></p> <p>Dear all</p> <p>For information – I sent the note below to the RPTs who have supported us developing RIR. All have retained confidentiality in our discussions to date and whilst they are disappointed at the delay, they will continue to support us.</p> <p><b>Email following covering email</b></p> <p>A formal decision wont be taken until the end of the month but it is looking increasingly likely that we will not introduce any of the service improvements planned for May 2018 with the timetable between May and December being the same as now, ie. the following will not be introduced:</p> <ul style="list-style-type: none"> <li>• Hourly Montrose – Aberdeen</li> <li>• Hourly Dundee – Arbroath</li> <li>• Half hourly Queen St – Falkirk Grahamston (existing Dumbarton – Cumbernauld service will remain in place rather than terminating at Springburn)</li> <li>• Limited stop Edinburgh &amp; Glasgow – Aberdeen intercity services</li> </ul> <p>We have planned for the Dec 2018 timetable to deliver the following elements of Revolution in Rail:</p> <ul style="list-style-type: none"> <li>• Hourly Montrose – Aberdeen</li> <li>• Hourly Dundee – Arbroath (formed by extensions of the Edinburgh – Dundee service with some Glasgow services in the peaks)</li> <li>• Half hourly Queen St – Falkirk Grahamston – Edinburgh (existing Dumbarton – Cumbernauld service will terminate at Springburn)</li> <li>• Reduced journey times between Dunblane – Edinburgh</li> <li>• EMU services between the Stirling area and Edinburgh &amp; Glasgow (extend of this will depend on what electrification is completed – we are still pushing for Alloa – Glasgow and Dunblane – Edinburgh)</li> <li>• Limited stop Edinburgh &amp; Glasgow – Aberdeen intercity services</li> <li>• Hourly Elgin – Inverness</li> <li>• Longer peak trains on North Berwick, Airdrie – Balloch and Glasgow – Neilston services</li> </ul>






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Dec 2018 Work in progress	Email from ScotRail to Transport Scotland and Word doc attached	23 May 2018	<p><b>Covering Email</b> Attached is a very draft initial assessment of Dec 2018 position.</p> <p><b>Word Document</b> Title: December 2018 service and rolling stock requirement</p> <p>Background The following service and capacity enhancement were assumed in the Dec 18 timetable bid:</p> <ul style="list-style-type: none"> <li>• New half hourly Glasgow – Edinburgh via Cumbernauld and Falkirk Grahamston</li> </ul>
ScotRail Timetable Changes from Sunday 9 December 2018 and Train Services during the Festive Period 2018/2019	Ministerial Submission from Transport Scotland to Cabinet Secretary for Transport, Infrastructure and Connectivity	7 November 2018	<p><b>Ministerial Submission</b> <b>Page 1</b> <b>1. Purpose</b> To brief the Cabinet Secretary on rail timetable changes from Sunday 9 December 2018 and services operating over the festive period.</p> <p><b>4a. Summary of Timetable Changes from Sunday 9 December 2018.</b></p> <ul style="list-style-type: none"> <li>• A new half hourly service in both directions between Edinburgh and Glasgow Queen Street High Level calling at Haymarket, Edinburgh Park, Linlithgow, Polmont, Falkirk Grahamston, Camelon, Cumbernauld, Greenfaulds, Gartcosh, Steps and Springburn.</li> </ul> <p><b>Page 2</b> <b>5. Sensitivities</b> There are calls being withdrawn at Polmont and Linlithgow from the Dunblane to Edinburgh service and transferred to the new half hourly Glasgow Queen St. High Level to Edinburgh service. We anticipate the loss of direct connectivity between these stations and Stirling to be the most sensitive. Customers can still travel to Stirling albeit via a change at Falkirk Grahamston. Our modelling work concluded that this is the best option to delivering the wider economic outputs thus representing the best value for the tax payers' money. This is a key dependency and benefit for the EGIP business case.</p> <p>We have identified a loss of connectivity at Inverness with some Aberdeen to Inverness and Glasgow/Edinburgh to Inverness services having connections broken with services to Wick/Thurso. We have raised our immediate concerns with the industry and continue to work hard with Network Rail in identifying opportunities to resolve these. They have taken on board our concerns and suggestions and we plan to have further discussion with Network Rail planning team on Monday with a view to resolving.</p>

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ScotRail Timetable Changes from Sunday 9 December 2018 and Train Services during the Festive Period 2018/2019	Ministerial Submission from Transport Scotland to Cabinet Secretary for Transport, Infrastructure and Connectivity	7 November 2018	<p><b>Page 3</b> Appendix A</p> <p><b>Glasgow Queen Street High Level to Edinburgh via Falkirk Grahamston</b> The present hourly service between Glasgow Queen St High Level to Cumbernauld and Falkirk Grahamston will operate every half hour extended to Edinburgh calling at Springburn, Stepps, Gartcosh, Greenfaulds, Cumbernauld, Camelon, Falkirk Grahamston, Polmont, Linlithgow, Edinburgh Park and Haymarket.</p> <p>This is a welcome change connecting stations on the current Cumbernauld route with Edinburgh direct and easing overcrowding for passengers at Linlithgow and Polmont to and from Edinburgh at Peak times.</p>
Re: December 2018 Timetable Change	Email from ScotRail to Transport Scotland and word document attached	20 November 2018	<p><b>Covering Email</b> We've put together a more detail briefing note regarding Dunblane for XXXX office and I wanted to share it with you for information only.</p> <p>We're sharing it with the local councillors as well and plan to follow up with a meeting with the local residents in Dunblane and Bridge of Allan on 3<sup>rd</sup> December.</p> <p><b>Word Document</b> <b>Page 1</b> <i>Introduction</i> This briefing summarises the changes that ScotRail are making to the timetable between Dunblane and Edinburgh as part of the Revolution in Rail and the reasons behind the changes.</p> <p><i>Why are we changing the timetable?</i> Between now and the end of 2019, we are making a series of changes to improve journeys for customers travelling from Dunblane, Bridge of Allan and Stirling. We are making changes to the timetable, the stations that the trains call at, and the trains that we operate on these services.</p> <p>Furthermore, services between Dunblane, Bridge of Allan and Edinburgh are busy with the substantial number of customers who board at Polmont and Linlithgow. Polmont and Linlithgow customers account for 40% of customers on this corridor.</p>



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Re: December 2018 Timetable Change	Email from ScotRail to Transport Scotland and word document attached	20 November 2018	<p><b>Page 1 cont.</b></p> <p>To offer a better service for customers along the whole route, we are splitting the service so that customers from Dunblane and Bridge of Allan will no longer catch the same train as customers from Polmont and Linlithgow for most of the day.</p> <p>Services between Dunblane and Bridge of Allan will no longer call at Polmont and Linlithgow during the day. This frees up a large number of seats on every train and allows the journey time to Edinburgh to be reduced. A new half-hourly service between Glasgow, Cumbernauld, Falkirk Grahamston and Edinburgh will call at Polmont and Linlithgow. This train will be less busy than the current services from the Stirling area, leaving more seats for customers at Falkirk, Polmont and Linlithgow travelling into Edinburgh during peak periods.</p> <p>A small number of customers, around 300 single trips each day, travel between Dunblane, Bridge of Allan, Stirling and Polmont or Linlithgow. We will continue to provide a direct service between these stations in the evenings but during the day, customers will have to change trains at Falkirk Grahamston. We recognise this is inconvenient, but the change provides more seats all customers and allows more than 5,000 people per day travelling to Edinburgh to have much faster journey times.</p> <p><b>Page 3</b></p> <p>We are happy to consider further changes between Dunblane, Bridge of Allan and Edinburgh in 201. However, with the additional services between Falkirk Grahamston and Edinburgh, there is insufficient capacity on this corridor to run more services into Edinburgh on this corridor.</p>

Document Source	Document Type	Date	Exemption Details
Top Flows – Edin - Dunblane	Excel Spreadsheet	August 2018	<b><u>Regulation 10(5)(e) – substantial prejudice to confidentiality of commercial or industrial information</u></b> An exception under regulation 10(5)(e) of the EIRs (substantial prejudice to confidentiality of commercial information) applies to all of the information you have requested. This exception applies because disclosure of this particular information would, or would be likely to, prejudice substantially the confidentiality of commercial information provided by ScotRail and thus cause substantial harm to their commercial interests. By disclosing this information the Scottish Government could significantly harm ScotRail’s commercial business.
FW: TT Changes – Correspondence, FOI	Email from ScotRail to Transport Scotland	6 December 2018	<p>This exception is subject to the ‘public interest test’. Therefore, taking account of all the circumstances of this case, we have considered if the public interest in disclosing the information outweighs the public interest in applying the exception. We have found that, on balance, the public interest lies in favour of upholding the exception. We recognise that there is a public interest in disclosing information as part of open and transparent government, and to help account for the expenditure of public money.</p> <p>However, there is a greater public interest in protecting the commercial interests of companies which or enter into Scottish Government contracts, to ensure that we are always able to obtain the best value for public money.</p>



Friday at 3:26pm

While the 20th May 2018 might seem a long way off to some people, it is a mere 40 weeks (and two days) until the May 2018 timetable starts. Today is D-40, one of a number of deadlines in the timetable production calendar and it is when all operators are required to submit their timetable access proposals to Network Rail. And that is what the ScotRail Permanent Planning Team have just done, with our access proposal sent to Network Rail after lunch today. Our access proposal is not simply a case of saying that we want to run a train from A to B, but in fact we submit a full timetable, including empty coaching stock moves and rolling stock diagrams, to Network Rail.

The May 2018 timetable is particularly significant change for ScotRail as, all things going to plan, it will be the first step in the Rail Revolution. It will see the first HSTs enter into passenger service, a significant change to services between Dundee and Aberdeen with inter-city services being accelerated and hourly local services between Dundee and Arbroath and between Aberdeen and Montrose being introduced. In Central Scotland, Glasgow to Cumbernauld and Falkirk Grahamston will see change, with a new half-hourly service between Glasgow Queen St and Edinburgh via Falkirk Grahamston calling at all stations being introduced following the electrification of Cumbernauld to Polmont. This in turn will allow services between Edinburgh and Stirling to be accelerated by removing stops at Polmont and Linlithgow. Full details of the timetable change will of course be shared nearer the time (and I'm in the middle of preparing the December 2017 timetable change brief at the moment).

As I noted above, this is just the first step, with further change to come in December 2018 and May 2019 as we introduce more HSTs and more electric services. Details of the Rail Revolution can be found in the press release from last year: <https://www.scotrail.co.uk/about-scotrail/news/rail-revolution-means-200-more-services-and-20000-more-seats-scots-passengers>

From next week, Network Rail Train Planning will embark on a fourteen week endeavour to validate the access proposals from all operators with a deadline of 17th November, D-26, when they publish the new Working Timetable. Validation is about making sure that all the operator's access proposals are compliant with each other and the Timetable Planning Rules. Network Rail can then flex our trains, and those of other operators, to make them compliant with the TPR, within the limitations of our Track Access Contract.

The process doesn't end with the publication of the new WTT, as my team will then review it to make sure that we are happy with what Network Rail have published, and invariably we will ask for change. We have four to eight weeks to do this before my colleagues in the amended timetable planning teams have to start looking at engineering works with a rolling deadline at T-18 to submit changes to Network Rail. At T-14 Network Rail have to publish the changes to the WTT for any engineering works that week, such that at T-12, the timetable is made available to the public via online journey planners. As much as we try and avoid late change, there are often still changes being made to the permanent timetable while the amended timetable is being worked on, although it quiets down as the timetable start date approaches.



and 13 others like this