

[REDACTED] in reply to [REDACTED]

**Friday at 3:59pm from Android**

So passengers travelling Linlithgow/Polmont to Stirling/Dunblane will change at FKG with loss of direct trains?

[REDACTED] like this

[REDACTED] in reply to [REDACTED]

**Friday at 10:33pm**

Hi [REDACTED]

This is correct and whilst inconvenient for those customers, it means that the majority of those who use Polmont and Linlithgow get much more space on their trains as they travel to / from Edinburgh. The services coming from Cumbernauld will have much fewer people on them than we currently have from Stirling / Dunblane. Removing the busy Polmont and Linlithgow calls also creates much more space on the Dunblane service for customers travelling longer distances to the Stirling area as well as the reduced journey times. Ewan mentioned. Once we introduce class 385 on Edinburgh - Dunblane services, the journey time will reduce by 10-15min compared to now. As context are around 90 journeys per day (in both directions) between Linlithgow and Stirling and 120 between Polmont and Stirling. In comparison, there are over 3,000 journeys per day between the Stirling area stations and Edinburgh. Hope this explains the rationale for the change.

[REDACTED] like this

[REDACTED] in reply to [REDACTED]

**Saturday at 12:55am from Android**

Inevitably there will be complaints about PMT/LIN being dropped from Dunblanes but in the grand scheme this plan is a stroke of genius and will make a huge difference across the region.

Do we know yet how closely timed the interchanges at FKG will be? I'm guessing this is going to be hotly debated very soon and it would be nice to be armed with facts first.

[REDACTED] likes this

[REDACTED] in reply to [REDACTED]

**Saturday at 9:12am**

Hi [REDACTED]

When all services in the Edinburgh - Glasgow - Stirling triangle are formed of class 385, the interchange times at FKG between the services are around 8min when travelling to Stirling and 14min when travelling towards Edinburgh. This means journey times for those travelling between

LIN / PMT and STL will be much the same as now, albeit less convenient with an interchange.

The May 2018 timetable is effectively a temporary situation for the 6 months or so until electrification reaches Stirling, Dunblane and Alloa. Ewan will be able to confirm the interchange times for this when he's back in the office on Monday.

The other benefit of this timetable structure is that it provides 4 tph between FKG and Edinburgh - 2 all stations and 2 limited stop. This will help pull some of those who use FKK back to the centre of the town, where there is more available car parking.

We have had detailed discussions about these changes, over the last year with Transport Focus, Sustran, Tactran and the Local Authorities. All agree the benefits for the majority of customers far outweigh the disbenefits to those who will have to interchange in future. These organisations will support us publicly when we launch the timetable. We will continue consultation with local groups over the next 6 months to try and minimise the complaints which will arise.

Hope this helps.

[REDACTED]

PS - [REDACTED] thanks very much for posting such a clear summary of a very complicated timetable change.

[REDACTED] likes this

[REDACTED]

[REDACTED] in reply to [REDACTED]

**Saturday at 11:17am from Android**

Certainly does, thanks [REDACTED]

[REDACTED]

[REDACTED] in reply to [REDACTED]

**Saturday at 11:33am**

Thanks very much for this post. Really interesting stuff.

I had forgotten about the Edinburgh - Glasgow via Cumbernauld service, this'll be brilliant for passengers.

Over and above the electrification works, are any other infrastructure works needed to introduce these?

[REDACTED] in reply to [REDACTED]

**Saturday at 3:15pm from Android**

Thanks [REDACTED] for asking my next question about connections. Overall it looks like a good move, just a little inconvenient for people in my neck of the woods. But much more convenient for Cumbernauld people, so swings and roundabouts I guess.

[REDACTED] and [REDACTED] like this

[REDACTED] in reply to [REDACTED]

**Saturday at 4:49pm**

Hi [REDACTED]

EGIP provides most of the new infrastructure required for these services by the end of 2017. The remaining work is electrification of the Carmuir triangle and through Falkirk Grahamston to Polmont and extension of platform 1 at Queen St from 3 to 4 car length. Network Rail are progressing with all of these works at the moment.

Cheers

[REDACTED] likes this

[REDACTED] in reply to [REDACTED]

**Saturday at 5:16pm**

[REDACTED] - thank you both for your feedback on this and please do keep challenging our plans. For the last 20 years or so we have tended to add more station calls into services around the network, making them busier and slower. The simple concept behind revolution in rail is to use our new rolling stock to run more services rather than just making the existing trains longer. Breaking this historical cycle will mean we'll get grief from some customers. However overall, as I think you are both acknowledging, we will create more space on trains and new journey opportunities which will benefit most existing customers and help attract new customers to rail. Thanks again for feeding back.

[REDACTED] like this

[REDACTED] in reply to [REDACTED]

**Sunday at 12:54am from Android**

Hi [REDACTED] what are sestran and tractan not heard of them before and I'm normally switched on to things like this. Just curious cheers

[REDACTED] in reply to [REDACTED]

**Sunday at 1:03am from Android**

Hi [REDACTED]

They are the regional transport partnerships for east central Scotland and Tayside..... the equivalent of SPT for east of the country. Nestrans and Hitrans, the organisation's representing Aberdeen and Inverness travel areas are also part of the working group because future phases of revolution in rail improves our service in these areas.

[REDACTED] in reply to [REDACTED]

**Sunday at 1:05am from Android**

Fabulous thanks [REDACTED]

[REDACTED] in reply to [REDACTED]

**3 minutes ago**

As Bid to Network Rail, the connection going east from Stirling to Polmont at Falkirk Grahamston is approximately twelve to fifteen minutes and from Polmont to Stirling the connection will be fifteen to twenty minutes.

We made a similar type of change with the Argyle Line a few years ago. Lanark services were accelerated with a standard half-hour timetable, but the cost was removing the direct service between Lanark and Hamilton, between Lanark and the west end of Glasgow and reduce the number of services between Bellshill and Glasgow. Based on the photos that [REDACTED] sends me, the Lanark trains seem busier than ever!

# Revolution in Rail

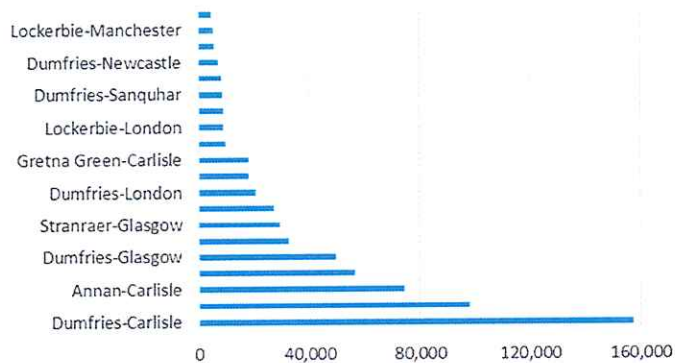
**Scott Prentice**

*Head of Business Development*



# 10<sup>th</sup> Dec 2017...

Top 20 passenger flows 2016 (journeys)

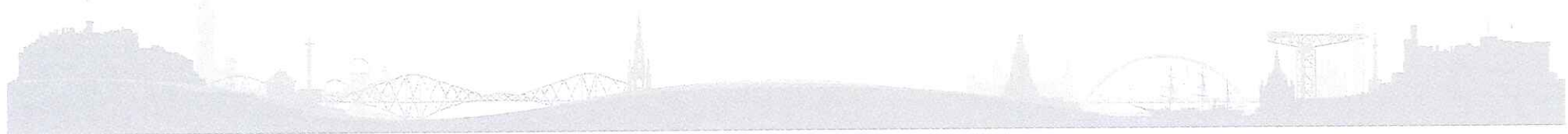


## Demand led timetable focused on Dumfries - Carlisle

- Step change in all day PT provision for region
- Improved commuting and leisure journeys... quicker than car
- More connections with VTWC, FTPE and Northern services at Carlisle
- TS and stakeholder focus will be on Glasgow – Dumfries
  - 3 services before 9am
  - 6 returns after 4pm

|              |            | 2016    | Daily |
|--------------|------------|---------|-------|
| Annan        | Carlisle   | 74,141  | 247   |
|              | Dumfries   | 32,259  | 108   |
|              | Glasgow    | 5,306   | 18    |
| Dumfries     | Carlisle   | 157,433 | 525   |
|              | Glasgow    | 49,365  | 165   |
|              | Annan      | 32,259  | 108   |
| Gretna       | Carlisle   | 17,763  | 59    |
|              | Dumfries   | 9,588   | 32    |
|              | Annan      | 2,997   | 10    |
| Kirkcubrecht | Glasgow    | 4,306   | 14    |
|              | Kilmarnock | 3,240   | 11    |
|              | Dumfries   | 852     | 3     |
| Lockerbie    | Edinburgh  | 97,884  | 326   |
|              | Glasgow    | 56,380  | 188   |
|              | Carlisle   | 26,927  | 90    |
| Sanquhar     | Dumfries   | 8,547   | 28    |
|              | Glasgow    | 7,965   | 27    |
|              | Carlisle   | 2,777   | 9     |
| Stranraer    | Glasgow    | 29,282  | 98    |
|              | Ayr        | 17,814  | 59    |
|              | Paisley    | 2,697   | 9     |

|            | Carlisle | Dumfries | Kilmarnock | Glasgow | Glasgow | Kilmarnock | Dumfries | Carlisle |       |       |       |       |       |       |       |       |       |       |       |       |
|------------|----------|----------|------------|---------|---------|------------|----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Carlisle   | -        | -        | 05:31      | 06:08   | 08:15   | 09:58      | 11:15    | 12:20    | 13:12 | 14:30 | 15:12 | 16:17 | 17:32 | 18:00 | 19:17 | 20:17 | 21:12 | 23:10 |       |       |
| Dumfries   | 05:13    | 05:46    | 06:09      | 06:46   | 08:53   | 10:35      | 11:53    | 12:58    | 13:50 | 15:07 | 15:50 | 16:54 | 18:09 | 18:38 | 19:55 | 20:55 | 21:49 | 23:47 |       |       |
| Kilmarnock | 06:18    | 06:51    | 07:52      | 09:58   |         | 12:58      |          | 14:56    |       | 16:56 |       |       | 19:44 | 21:01 |       | 22:55 |       |       |       |       |
| Glasgow    | 07:10    | 07:31    | 08:38      | 10:37   |         | 13:35      |          | 15:38    |       | 17:37 |       |       | 20:37 | 21:39 |       | 23:36 |       |       |       |       |
| Glasgow    |          |          |            | 07:09   | 08:37   |            | 10:13    |          | 12:13 | 13:13 |       |       | 16:13 |       | 17:42 | 19:13 | 20:13 | 21:13 | 22:12 |       |
| Kilmarnock |          |          |            | 07:54   | 09:18   |            | 10:51    |          | 12:50 | 13:50 |       |       | 16:52 |       | 18:25 | 19:52 | 20:52 | 21:53 | 22:49 |       |
| Dumfries   | 04:58    | 06:18    | 07:13      | 07:43   | 09:00   | 10:24      | 11:02    | 11:57    | 13:14 | 13:56 | 14:56 | 16:02 | 17:07 | 17:58 | 18:41 | 19:31 | 20:58 | 21:58 | 22:59 | 23:55 |
| Carlisle   | 05:35    | 06:55    | 07:50      | 08:20   | 09:41   | 11:02      | 11:39    | 12:35    | 13:57 | 14:35 | 15:34 | 16:39 | 17:44 | 18:36 | 19:18 | 20:11 | 21:43 | -     | 23:37 | 00:33 |



# Revolution in Rail – what it is trying to do

- Historically we keep adding station calls into existing services: busier trains and longer journeys
- Glasgow to Aberdeen: only 50% of customers travel city to city
- How do we make best use of improved infrastructure and £475m investment in new and enhanced trains and provide capacity for long term
- Provide the “right” service for each travel market rather than make one train do everything
  - Connect communities with their nearest city
  - Majority of stations now have a minimum of an hourly service all day
  - Very limited stop city to city services to reduce journey times and enable bespoke customer service for this travel market

|                  | 2015  | 2019   |
|------------------|-------|--------|
| Carriages        | 794   | 1,011  |
| Vehicle miles pa | 97.1m | 141.3m |
| M-F services     | c2250 | >2500  |
| M-F seats        | 506k  | >620k  |

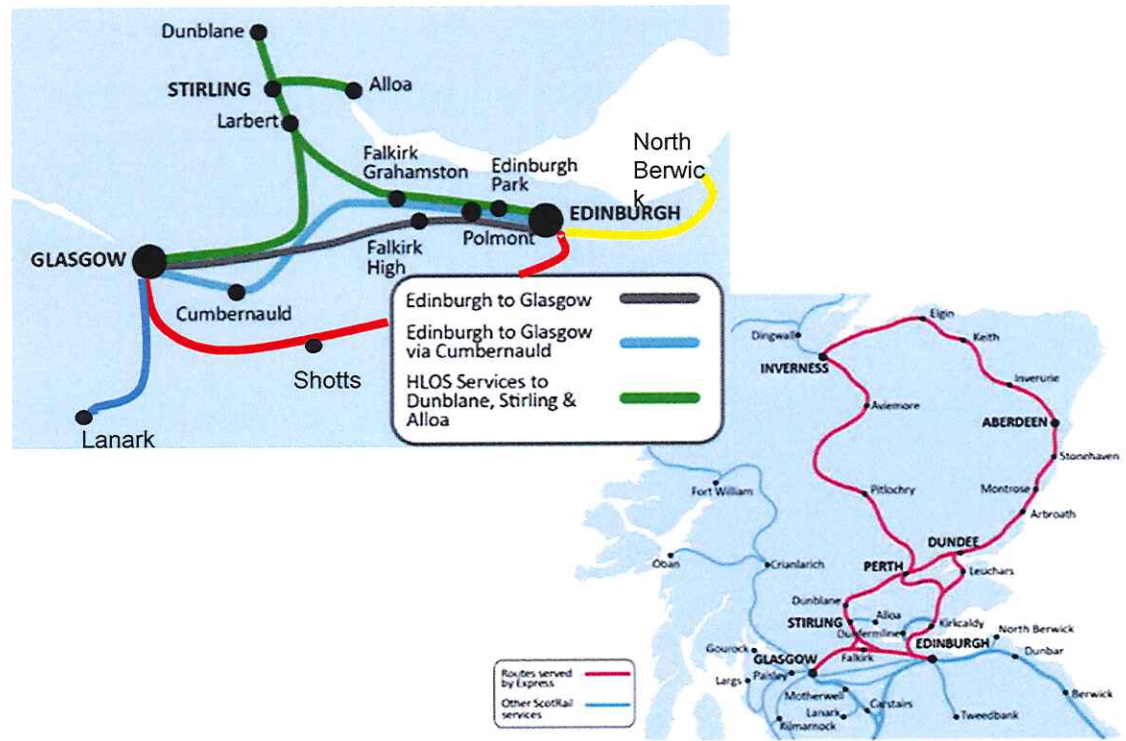


# Our new trains

Class 385 Electric Multiple Units – 70 trains



High Speed Trains – 26 trains

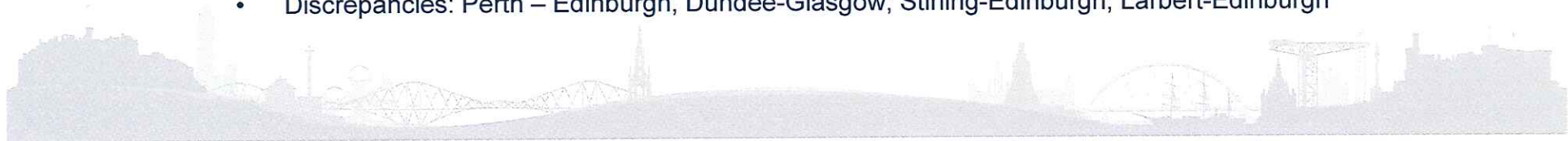




# Where do our customers travel

| <b>Montrose</b>   |         |       | <b>Dundee</b>   |         |       | <b>Stirling</b>           |         |       |
|-------------------|---------|-------|-----------------|---------|-------|---------------------------|---------|-------|
|                   | Annual  | Daily |                 | Annual  | Daily |                           | Annual  | Daily |
| 1 ABERDEEN        | 152,860 | 510   | 1 EDINBURGH     | 405,830 | 1,353 | 1 GLASGOW                 | 689,057 | 2,297 |
| 2 DUNDEE          | 76,209  | 254   | 2 PERTH         | 219,991 | 733   | 2 EDINBURGH               | 547,937 | 1,826 |
| 3 EDINBURGH       | 36,557  | 122   | 3 GLASGOW       | 212,713 | 709   | 3 DUNBLANE                | 155,016 | 517   |
| 4 ARBROATH        | 30,449  | 101   | 4 ABERDEEN      | 168,558 | 562   | 4 ALLOA                   | 133,029 | 443   |
| 5 GLASGOW         | 21,472  | 72    | 5 ARBROATH      | 142,429 | 475   | 5 LARBERT                 | 95,352  | 318   |
| <b>Arbroath</b>   |         |       | <b>Perth</b>    |         |       | <b>Larbert</b>            |         |       |
| 1 DUNDEE          | 142,429 | 475   | 1 GLASGOW       | 275,731 | 919   | 1 GLASGOW                 | 335,448 | 1,118 |
| 2 ABERDEEN        | 70,471  | 235   | 2 DUNDEE        | 219,991 | 733   | 2 EDINBURGH               | 223,281 | 744   |
| 3 EDINBURGH       | 36,170  | 121   | 3 EDINBURGH     | 177,039 | 590   | 3 STIRLING                | 95,352  | 318   |
| 4 MONTROSE        | 30,449  | 101   | 4 STIRLING      | 59,870  | 200   | 4 FALKIRK BR              | 21,300  | 71    |
| 5 GLASGOW         | 20,273  | 68    | 5 ABERDEEN      | 44,912  | 150   | 5 EDINBURGH PARK          | 17,893  | 60    |
| <b>Carnoustie</b> |         |       | <b>Dunblane</b> |         |       | <b>Falkirk Grahamston</b> |         |       |
| 1 DUNDEE          | 56,292  | 188   | STIRLING        | 155,016 | 517   | 1 EDINBURGH               | 102,990 | 343   |
| 2 ABERDEEN        | 24,465  | 82    | GLASGOW         | 149,431 | 498   | 2 STIRLING                | 40,429  | 135   |
| 3 EDINBURGH       | 7,819   | 26    | EDINBURGH       | 138,260 | 461   | 3 GLASGOW                 | 36,246  | 121   |
| 4 GLASGOW         | 6,698   | 22    | FALKIRK BR      | 8,616   | 29    | 4 EDINBURGH PARK          | 23,499  | 78    |
| 5 PERTH           | 5,839   | 19    | PERTH           | 7,798   | 26    | 5 CUMBERNAULD             | 11,424  | 38    |

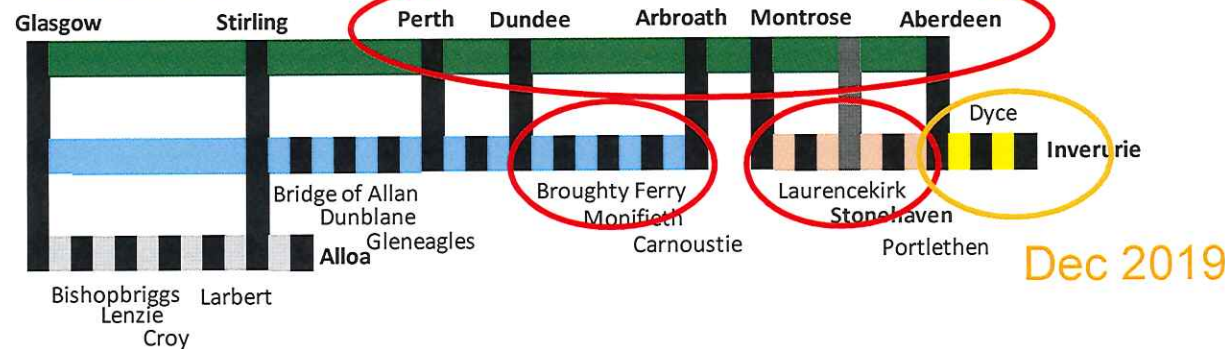
- To nearest city and between cities
- Discrepancies: Perth – Edinburgh, Dundee-Glasgow; Stirling-Edinburgh; Larbert-Edinburgh



# Aberdeen – Glasgow Corridor

May 2018

- Timetable structure**



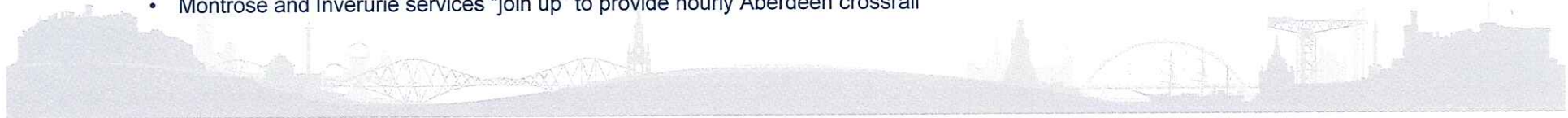
- Messages for May 2018**

- New HST trains message to reflect segregation of travel markets and dedicated city to city offer
- Viable rail service for local commuting and leisure journeys to / from Dundee & Aberdeen for the first time since 1980's
- First phase of new service to linking the local communities with 4 of the 7 cities – in 2019, service be altered to run directly to Perth, Stirling and Glasgow
- First phase of new Aberdeen cross rail service which will run to Inverurie by end of 2019

- **c65 additional services and c12,000 additional seats (plus 7,500 from new HST's)**
- **c20 additional services and c3,000 additional seats between Inverurie and Aberdeen (plus 1,400 from new HSTs between Aberdeen and Inverness)**

- Journey Time and Frequency**

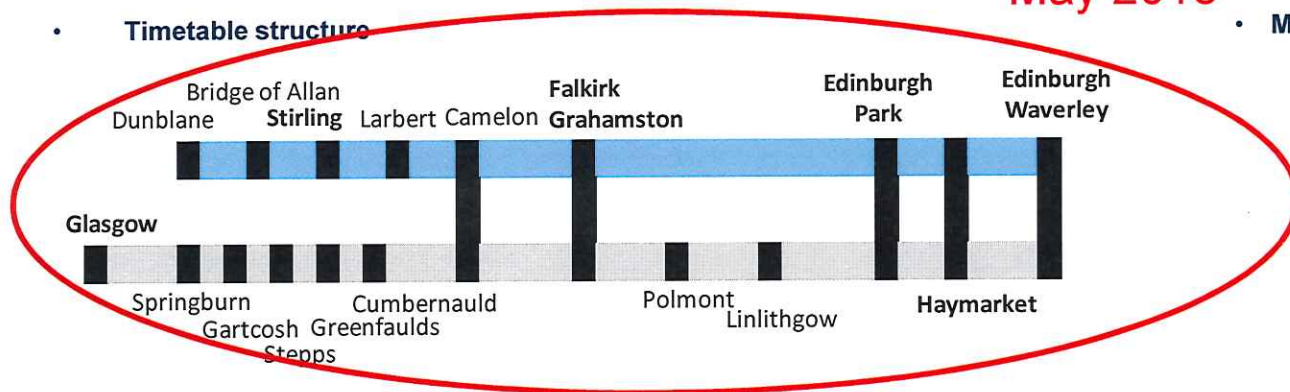
- Aberdeen to Edinburgh & Glasgow: 5-10 min average reduction
- Stirling has 2 sub 30min services to Glasgow each hour and 2 at c35min
- Portlethen and Laurencekirk have 1tph all day service to Aberdeen
- Carnoustie, Broughty Ferry, Monifieth & Gleneagles have 1tph all day service to 4 cities
- Inverurie has half hourly all day service to Aberdeen with 20min frequency in peaks
- Montrose and Inverurie services "join up" to provide hourly Aberdeen crossrail



# Dunblane – Edinburgh Corridor

May 2018

- **Timetable structure**



- **Messages for May 2018**

- Falkirk Grahamston now 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
- 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 & Gartcosh – no need to drive to Croy
- All Polmont and Linlithgow services now formed of class 385 (longer, faster, greener) 6 months earlier than planned. “Virtual” capacity increase as likely to be few North Lanarkshire customers on these services

- **c90 additional services between Cumbernauld-Falkirk and Falkirk-Edinburgh providing c10,000 additional seats (plus 3,000 from new class 385 trains)**

- **Journey Time and Frequency**

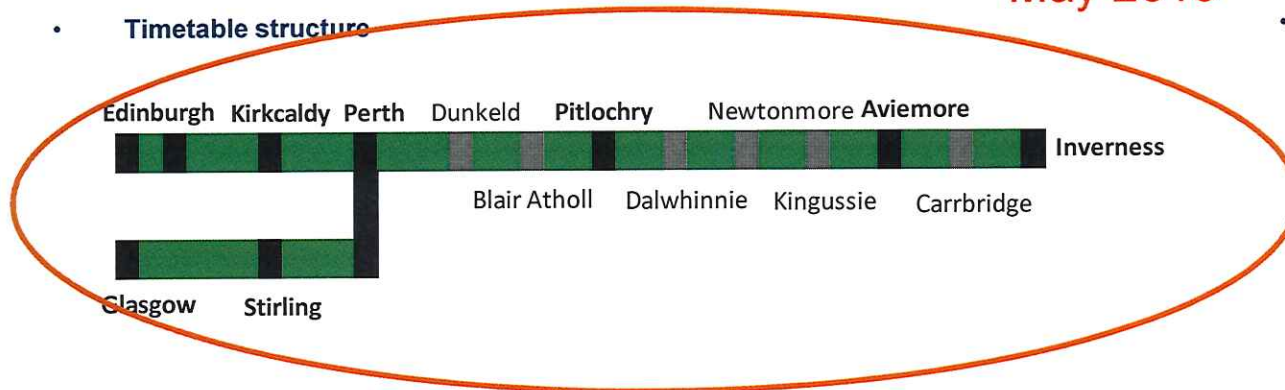
- Stirling to Edinburgh reduces to around 45min
- Falkirk Grahamston has 4tph to Edinburgh and 2tph to Glasgow
- New half hourly direct service from North Lanarkshire to Falkirk, West Lothian and Edinburgh



# Inverness – Edinburgh Corridor

May 2019

- **Timetable structure**



- **Messages for May 2019**

- Rail remains competitive with road, even after A9 dualling
- More customers travel between Inverness and Edinburgh & Glasgow than use all of the intermediate stations between Perth & Inverness each year – this is why the 10min journey time reduction is so important

- **8 additional Inverness to Central Belt services and c4,000 additional seats**

- **Journey Time and Frequency**

- Hourly Inverness – Perth – Edinburgh / Glasgow service
- Average 10min journey time reduction between Inverness and Central Belt
- Fife and Borders capacity improvements with c6,000 additional seats
- Fife timetable recast – no more trains but standard all day timetable
- Improved distribution of services at stations between Perth and Inverness – not necessarily more trains but trains at times people will use



# Consultation

- **Explaining the benefits**
  - A minority of journeys are poorer under the new timetable structure
  - Everyone benefits from more capacity
  - The majority benefit from much faster journeys
  - c4,200 journeys between Stirling area and Edinburgh each day are 10-15min faster compared to c300 per day which are slower (Polmont and Linlithgow to Stirling).
- **Improving Transport Integration**
  - All but 10 stations between Aberdeen – Inverness – Tweedbank – Kilmarnock / Ayr have an hourly service
  - How will the commercial bus operators respond to this competition? Opportunity for feeder buses to stations rather than “competing” along the corridor
- **Feeding back experience**
  - Timetable will be introduced in phases so opportunity to evolve and incorporate learnings



Thank You and Questions

