

Annex A

Document	Source	Date	Title
1	Letter Angus MacDonald MSP to Minister for Transport and the Islands + Attachment	19 March 2018	Letter ScotRail Timetable Changes May 2018 Attachment Recent enquires with the ScotRail Alliance on subject of changes to May 18 timetable change Response :Minister for Transport and the Islands, April 2018
2	Letter Angus MacDonald MSP to Minister for Transport and the Islands + Attachment	12 June 2018	Letter Further to concerns to Mr Yousaf's response - Concerns about changes to services in December 2018 resulting in loss of service from Polmont and Linlithgow Response: Cabinet Secretary for Transport, Infrastructure and Connectivity of 4 September 2018
3	Letter Angus MacDonald MSP to Cabinet Secretary for Transport, Infrastructure and Connectivity	17 August 2018	Letter Direct service To Stirling from Polmont and Linlithgow and concerns regarding planning Response: Cabinet Secretary for Transport, Infrastructure and Connectivity 19 September 2018
4	Email Transport Scotland to Cabinet Secretary for Transport, Infrastructure and Connectivity + Attachment	9 November 2018	Email ScotRail Timetable Changes from Sunday 9 December 2018 and Train Services during the Festive Period 2018/2019 Attachment ScotRail Timetable Changes from Sunday 9 December 2018 and Train Services during the Festive Period 2018/2019
5	Email Transport Scotland to Cabinet Secretary for Transport, Infrastructure and Connectivity + Attachment	16 November 2018	Email Submission to Cabinet Secretary - December 2018 timetable change – Revolution in Rail Attachment December 2018 Timetable Change – “Revolution in Rail”
6	Email Cabinet Secretary for Transport, Infrastructure	26 November 2018	Email RE: Minute to Cabinet Secretary - December 2018 timetable change (SDA and Rolling

	and Connectivity to Transport Scotland		Stock)
7	Email Transport Scotland to Cabinet Secretary for Transport, Infrastructure and Connectivity + Attachments x 2	3 December 2018	Email FW: Minute to Cabinet Secretary - December 2018 timetable change (SDA and Rolling Stock) Attachment 1 SCANCE Note Attachment 2 Q&A
8	Email Cabinet Secretary for Transport, Infrastructure and Connectivity to Transport Scotland	3 December 2018	Email Minute to Cabinet Secretary - December 2018 timetable change (SDA and Rolling Stock)

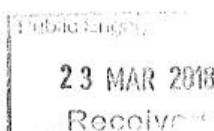


The Scottish Parliament
Pàrlamaid na h-Alba

Angus MacDonald MSP
Falkirk East Constituency



Mr Humza Yousaf MSP
Minister for Transport & Islands
Transport & Islands
St. Andrew's House
Regent Road
Edinburgh
EH1 3DG



19 March 2018
Ref: AM7291/IS

Dear Humza,

I am writing to you regarding my recent enquiries with the Scotrail Alliance on the subject of the timetable changes scheduled for May this year.

For your information, and context of this enquiry, I have included my most recent correspondence, and the response I received from Perry Ramsay, Operations Director of the Scotrail Alliance.

The least I would expect from any organisation is an answer to the questions I have asked. However, as you can see from the enclosed letter, this is far from what has been provided.

I am more than aware that operational matters are the responsibility of the operator, however, would it be possible to look further into the points I have raised in this letter in order for a more substantive response to be provided by the Scotrail Alliance? It seems to be that the public are not being given the correct information in order to suitably plan their future travel arrangements in the way that we would all expect, and the response forthcoming to an elected representative, such as the response enclosed, does not fill me with confidence that the operation is being managed as we would all hope it should be.

I look forward to hearing from you soon.

Yours sincerely,

Angus MacDonald MSP
SNP – Falkirk East Constituency



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Email: angus.macdonald.msp@parliament.scot



Your Ref. AM7291/IS
Our Ref. SR/180309/BBQW

12 March 2018

Angus MacDonald MSP
Constituency Office
2 York Arcade
Grangemouth
FK3 8BA



RECEIVED 14 MAR 2018

Dear Angus

Thank you for your letter dated 5th March concerning timetable changes through Polmont from 21st May 2018.

I acknowledge the comments made by your constituent, [REDACTED] makes about the response I provided to you in my previous reply. Unfortunately, the information shown in the timetable systems has not yet been updated. This is a consequence of the late delivery of the new Class 385 electric trains and the roll forward of the timetable. I can, however, confirm that the trains will continue to run to a very similar pattern as today.

Thank you again for taking the time to write.

Yours sincerely

Perry Ramsey
Operations Director
ScotRail Alliance

Abellio ScotRail Ltd
Atrium Court, 50 Waterloo Street
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Abellio ScotRail Ltd Registered in Scotland number SC450732
Reg. Office: 5th Floor, Culzean Building, 36 Renfield Street, Glasgow, G2 1LU

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Route details

Add to calendar

Text travel

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Save

[Back to train times and fares](#)

Polmont [PMT] to Edinburgh [EDB]

Monday 21 May 2018

Departing
05:31Arriving
06:17Duration
0h 46mChanges
1

Check fares



Whilst we're confident that these services will run,
> [More details](#)



Set up journey alerts



You need to buy more than one ticket for this journey

Ticket type: Anytime Day Single.

Price: £9.40.

Ticket valid for this service only

Travel by	Leaving	From	Platform	To	Arriving	Platform	Duration	Additional info
	05:31	Polmont [PMT]	2	Falkirk Grahamston [FKGI]	05:36	2	0h 05m	
ScotRail service from Edinburgh to Glasgow Queen Street								
	05:42	Falkirk Grahamston [FKGI]	1	Edinburgh [EDB]	06:17	2	0h 35m	
Virgin Trains East Coast service from Stirling to London Kings Cross + show calling points								

> Routes, availability and fares are subject to these provisions



Journey summary

[Close](#) X

Outward Journey (21 May 2018)

Depart	Arrive	Travel by	Train company	Duration
06:13 Polmont	06:42 Edinburgh (Waverley)	Train	SCOTRAIL	00h 29
Calling Points				
Text me these details				

Journey summary

Outward Journey (21 May 2018)

Depart		Arrive		Travel by	Train company
05:26	Dunblane	06:26	Edinburgh (Waverley)	Train	SCOTRAIL

Close X

05:26 to Edinburgh (Waverley)

Time	Station
05:26	Dunblane
05:29	Bridge Of Allan
05:35	Stirling
05:44	Larbert
05:50	Camelon
05:53	Falkirk Grahamston
06:14	Edinburgh Park
06:20	Haymarket
06:26	Edinburgh (Waverley)

Scotrail

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Angus MacDonald MSP
Constituency Office
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Our ref: 2018/0011814
April 2018

Thank you for your letter of 19th March 2018, passing on the concerns of constituents with respect to the timetable changes planned for May this year, and copying to me a letter you sent to ScotRail on this matter. I must apologise for the length of time it has taken to provide you with a response.

In your letter to [REDACTED] of 5th March, you pointed out that at that stage, the system was indicating that the first morning train from Polmont to Edinburgh for 21st May (first weekday of the new timetable), would be leaving Polmont at 0613. Under the current timetable, the first train from Polmont to Edinburgh is at 0553, and the next at 0623. It is therefore understandable that your constituents were concerned at the prospect of losing the earlier service, and/or having to 'double back' to Falkirk Grahamston at 0531 before proceeding to Edinburgh on a separate train leaving Falkirk Grahamston at 0542.

I can however advise that events have moved on since [REDACTED] replied to you and you wrote to me. Although the clear intention is that timetables are loaded into the passenger information systems at least twelve weeks before they come into operation, this had not happened at the time you wrote, because of a variety of planning challenges and as a result the booking window is temporarily set at six weeks. While this reduced 'booking window' is likely to continue until December, the short-term publication of inaccurate information, as experienced by your constituent, has now been corrected.

More information can be found at this URL:

<https://www.raildeliverygroup.com/media-centre/press-releases/2018/469773793-2018-02-23.html>

I can advise that the current timetable for services for early morning services between Polmont and Edinburgh will apply on and after Monday 21st May, and this timetable will remain in place until December 2018 – that is, trains from Polmont to Edinburgh will run at 0553, 0623, 0656, 0701 and 0726, as is the situation now.

In December 2018, there will be a general recast of the timetable for all trains between Stirling and Edinburgh, to realise the benefits of the introduction of the new electric trains for passengers across Central Scotland. ScotRail, working closely with my officials at Transport Scotland and Regional Transport Partnerships, have developed plans to maximise the benefits of our record investment to electrify the Stirling-Dunblane-Alloa corridor, and the subsequent introduction of a brand new fleet of faster, greener, longer trains. These plans will see passengers travelling between Falkirk Grahamston and Edinburgh benefitting from an improved service, as well as providing a new direct connection to Glasgow Queen St.

In the early morning, it is planned that trains will run from Polmont to Edinburgh at these times: 0611, 0622, 0642, 0655, 0709 and 0715 (the service will then call at Linlithgow some five minutes later). The 0611 train will arrive at Edinburgh at 0636, only ten minutes later than at present. This will maintain the connection for the 0655 train to London Kings Cross, as is now the case.

This will also result in a change to the current service pattern for Polmont passengers, where services between Stirling and Edinburgh will no longer call at Polmont and Linlithgow. The relatively small proportion of Polmont passengers travelling directly to Stirling, will require to change trains at Falkirk Grahamston, and I have asked my officials to work closely with ScotRail to ensure the connection times between these services are minimised.

We will continue to keep the timetable for Falkirk, Polmont and Linlithgow under review, including options for earlier trains.

I also trust that this reply clarifies matters for your constituents.

HUMZA YOUSAF



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Angus MacDonald MSP

Falkirk East Constituency

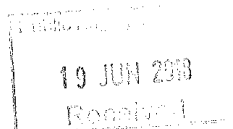
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14 JUN 2018

PRIVATE OFFICE

Mr Humza Yousaf MSP
Minister for Transport & Islands
Transport & Islands
St. Andrew's House
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12 June 2018
Ref: AM7291/IS



Dear Humza,

Following on from your response to my enquiry, on behalf of my constituents, reference 2018/0011814, I would like to raise further concerns which have been highlighted to me.

Although it is welcome that the changes to services were not implemented in May, my constituents have raised significant concerns that the changes will, instead, be made in December, resulting in a loss of service from Polmont and Linlithgow stations.

My constituents have referred to the fact that, although passengers from Falkirk Grahamston will benefit from improved services, this is to the detriment of those passengers travelling from Polmont and Linlithgow as the first train will no longer stop at these points - meaning passengers who normally use services from Polmont and Linlithgow will have to add on travel time and additional expense to get to Grahamston in order to make their connections to Edinburgh.

They have also highlighted the point that direct services to Stirling will be lost - where passengers will have to change at Falkirk Grahamston. Ultimately, my constituents would like to see the initial service of the day maintained to stop at Polmont and Linlithgow, and feel these changes are a backwards step and are, understandably, angered by the potential changes mooted for December.



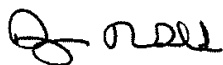
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Email: angus.macdonald.msp@parliament.scot



I would ask for your understanding in this situation, where a number of my constituents will be affected by these changes. I would also ask that you take these points into consideration and instruct those who are tasked with these changes to look at the impact this will have on passengers from Polmont and Linlithgow, and look towards finding a solution which benefits all passengers from all stations.

I look forward to hearing from you soon.

Yours sincerely,



Angus MacDonald MSP
SNP – Falkirk East Constituency

Cabinet Secretary for Transport, Infrastructure and
Connectivity
Michael Matheson MSP



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Our ref: 2018/0022042
4/9 September 2018


Dear Angus,

Thank you for your letter of 12 June to the former Minister for Transport and the Islands, Humza Yousaf MSP, regarding train services from Polmont and Linlithgow.

You will appreciate any timetable revision is carefully considered because of the potential impacts on existing and potential users of the service. In this case the timetable is designed to maximise the benefits for the Government's recent, substantial investment which seeks to provide better and quicker journey opportunities across the Central Belt. I do sympathise with the sentiment of the complaints and accordingly I have asked ScotRail to review the timetable for the first service of the day in order to establish the opportunity to improve connectivity.

In addition, I have asked LNER (train operator of East Coast Main Line) to consider calling their early morning Stirling –Edinburgh service additionally at Polmont and Linlithgow. They have agreed in principle but would only be in a position to do so when they switch over to their new rolling stock which is planned for rollout from March 2019.

I hope that you find this helpful.

Best wishes

MICHAEL MATHESON

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The Scottish Parliament
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Angus MacDonald MSP

Falkirk East Constituency

Mr Michael Matheson MSP
Cabinet Secretary for Transport,
Infrastructure and Connectivity
St. Andrews House
Regent Road
Edinburgh
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17 August 2018
Ref: AM7291/IS

Dear Michael,

Thank you for your reply regarding proposed rail services changes which will affect commuters in Polmont and Linlthgow.

My constituents have responded positively to the information you provided, and are delighted with the action you have taken to improve services for the future in these locations.

Would it be possible, however, to advise if a direct service to Stirling will be available from these stations going forward? If not, is there any action you can take to review any changes that would result in direct services to Stirling being removed and, potentially, impacting on commuters travelling to and from Stirling on these lines.

My constituents also have concerns regarding contingency planning for the full electrification of the Edinburgh - Glasgow mainline. Information provided has shown that a plan was drawn up for a chord to be built at Dalmeny, which would take passengers from the Winchburgh line to Edinburgh without having to reverse. These plans did not come to fruition, however in the unlikely event that a fault occurs on a fully electrified line, trains would be rendered inactive on the mainline and diesel trains would have to take over. Would it be possible, therefore, to reassure my constituents that the necessary contingencies are in place in the event that a situation like there were to occur, and investigate whether there are any further plans to build the chord linking the line from Winchburgh to Dalmeny.

I look forward to hearing from you soon.



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Angus McDonald
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Our ref: 2018/0029198
14th September 2018

Dear Angus,

Thank you for your letter of 17 August regarding train services from Polmont and Linlithgow. I can only apologise for any confusion caused as a result of my Private Office issuing duplicate responses.

With regard to the provision of direct services to Stirling from Polmont and Linlithgow, I can confirm this will be considered as part of timetable development for the final phase of the Edinburgh-Glasgow Improvement Programme (EGIP) due to be implemented in the December 2019 timetable. This final development phase will take account of wider capacity and demand requirements of our rail network.

In my previous response, I advised that I had already asked LNER (the train operator for the East Coast Main Line) to consider calling the Stirling to London Kings Cross service additionally at Polmont and Linlithgow. They have agreed to this request but will not be in a position to do so until their new rolling stock is introduced, planned for early summer 2019.

With regard to the Almond Chord, I can confirm that consideration is being given for it to be included in the pipeline of upcoming rail projects. The capacity into Edinburgh is a key corridor for consideration in terms of addressing future forecast demand projections for passengers and freight whilst improving connectivity to stations. The Almond Chord would be a consideration in addressing those capacity requirements into Edinburgh and to provide greater resilience on the rail network to the west of Edinburgh.

The Rail Enhancements and Capital Investment Strategy published in March 2018 sets out the approach being adopted for rail investment going forward and the decision making process aligned to which schemes are taken forward for delivery and I have attached a link for ease of reference. <https://www.transport.gov.scot/media/41836/rail-enhancements-and-capital-investment-strategy-15-march-2018.pdf>.

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I hope that you find this helpful.



MICHAEL MATHESON

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Document 4

From: [REDACTED]
Sent: 09 November 2018 07:49
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <[REDACTED]>

Regulation 11(2) – applicant has asked for personal data of a third party

Regulation 11(2) – applicant has asked for personal data of a third party

Regulation 11(2) – applicant has asked for personal data of a third party

Subject: December 2018 ScotRail Timetable Changes and Level of Service during Festive Season

Cabinet Secretary

Attached is a briefing highlighting the ScotRail Timetable changes being introduced from Sunday 9 December and also details of service levels applying during the Festive period.



Cabinet Secretary
Timetable Changes...

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Rail Technical Services
Rail Directorate

Regulation 11(2) – applicant has asked for personal data of a third party

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Transport Scotland, the national transport agency
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ScotRail Timetable Changes from Sunday 9 December 2018 and Train Services during the Festive Period 2018/2019

Cabinet Secretary for Transport, Infrastructure and Connectivity.

1. Purpose

To brief the Cabinet Secretary on rail timetable changes from Sunday 9 December 2018 and services operating over the festive period.

2. Priority

Routine.

3. Background

This briefing summarises a significant milestone achievement in changes to ScotRail timetable services across Scotland including improved capacity at peak times. As the first phase of Revolution in Rail (RiR), the changes will take effect from Sunday 9 December 2018 delivering enhanced connectivity and more choices for passenger journeys.

Details of festive period services is provided within Appendix B and are broadly similar to previous years.

4a. Summary of Timetable Changes from Sunday 9 December 2018.

- A new hourly service in both directions between Montrose and Aberdeen calling at Laurencekirk, Stonehaven and Portlethen.
- A new hourly service in both directions between Dundee and Arbroath calling at Broughty Ferry, Monifieth and Carnoustie.
- 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, Stepps and Springburn.
- New additional services (9) between Elgin and Inverness creating a near hourly pattern throughout the day calling at Forres & Nairn.
- Additional trains will be provided to improve capacity during peak times for Fife and Borders services to alleviate overcrowding.

These changes mark the commencement of the government's significant investment in Scotland's railway which are designed to improve connectivity and journey times across most Scottish routes. These changes form part of the RiR programme which will see the most significant change in timetables in Scotland since the early seventies.

All the changes were carefully developed over the last two years between Transport Scotland and the rail industry with detailed consultation taking place with stakeholders on a continuous basis.

Detailed information on individual route enhancements and outcomes is provided in **Appendix A**.

[REDACTED]

[REDACTED]

Information outwith scope of correspondent's request.

5. Sensitivities

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.

[REDACTED]

Information outwith scope of correspondent's request.

6. Communications Activity

ScotRail issued a press release on Monday 1 October promoting the benefits of the December 2018 timetable changes. ScotRail is also undertaking an ongoing targeted programme which includes direct stakeholder engagement, media and social media activities to communicate the benefits of the timetable improvements and highlight any potentially negative changes, giving the appropriate context to these.

7. Recommendation

The Cabinet Secretary notes the information in this briefing.

Ext – [REDACTED]

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APPENDIX A

Aberdeen – Montrose

New hourly local service between Aberdeen and Montrose calling at Portlethen, Stonehaven and Laurencekirk. This allows Inter City Express services between Glasgow – Edinburgh and Aberdeen to speed up their journeys & the main benefit of such will kick in from May and December 2019. The local stations at Laurencekirk & Portlethen will now have an hourly service enhancing their journey opportunity

choices every hour rather than at certain periods of the day for commuting. NESTRANS are very supportive of these changes.

Information outwith scope of correspondent's request.

Glasgow Queen Street High Level to Edinburgh via Falkirk Grahamston

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.

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.

Information outwith scope of correspondent's request.

Faster Journey Times

A 42 minute journey opportunity has been introduced in both directions on the main Glasgow to Edinburgh route with all services being operated by the new class 385 trains. There are other improvements in journey times throughout the day on this route.

In May 2019 further journey time improvements will be delivered as progression continues to deliver more 42 minute journey times on the E&G December 2019.

On the Dunblane to Edinburgh route there will be modest journey time improvements in the direction towards Dunblane. Further significant journey time improvements will be delivered in the next phase of RiR at May 2019.

Information outwith scope of correspondent's request.

[illegible]

[Redacted]

Information outwith scope of correspondent's request.

Copy List:	For Action	For Comment	For Information		
			Portfolio Interest	Constitute Interest	General Awareness
Cabinet Secretary for Transport, Infrastructure and Connectivity			X		

DG Economy
 Chief Executive Transport Scotland
 Transport Scotland Secretariat
 Transport Scotland Directors
 Communications Economy
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Document 5

From: [REDACTED]

Regulation 11(2) – applicant
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a third party

Sent: 16 November 2018 13:39

To: Transport Scotland Ministerial Submissions List <DLEEPSMSL@gov.scot>

Cc: [REDACTED]

Regulation 11(2) – applicant
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a third party

Subject: Minute to Cabinet Secretary - December 2018 timetable change (SDA and Rolling Stock)

Cabinet Secretary

Copy: as e-mail

Please find attached submission regarding the planned December 2018 timetable change as the first phase of Revolution in Rail. The submission also sets out the component parts required to successfully deliver the change and impacts of elements not being fully delivered.

This submission arose from discussions you had with TS Chief Executive at the tail end of last week with a view to sharing the content with the First Minister to bring to her attention.

If you require anything further please do not hesitate to ask.

Regards

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Tel - [REDACTED]

Mobile - [REDACTED]

Regulation 11(2) – applicant
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DECEMBER 2018 TIMETABLE CHANGE – “REVOLUTION IN RAIL”

Purpose

1. To provide the Cabinet Secretary with an update on the December 2018 timetable change, the first phase of Revolution in Rail, and an update on the component parts required to ensure the timetable change delivers as planned.

Priority

2. **Routine.** The Cabinet Secretary had, in discussion with Transport Scotland Chief Executive, requested briefing which he could subsequently share with the First Minister.

Background

2. The commitment to Revolution in Rail has been possible as a result of continued investment in Scotland's Railways and will culminate in over 200 additional new services per day, providing in excess of 100,000 more seats per day bringing benefits for rail passengers from as far north as Inverness all the way to the Scottish Borders.
3. A list of the additional services to be delivered in the December 2018 timetable change and planned for further phases of Revolution in Rail is appended at ANNEX A.
4. The December 2018 timetable change will also see headline journey time improvements across the network and afford passengers in the central belt the opportunity to benefit from travelling on modern, faster, greener trains which will reduce emissions.
5. To enable the December 2018 timetable change, and the benefits it delivers, to be implemented fully there are interdependent projects which need to be delivered to allow this to happen. These projects are the electrification of the Stirling, Dunblane, Alloa lines, the introduction to service of sufficient High Speed Trains (HSTs) and the new Hitachi Class 385 trains. The current status and plan for each of these schemes leading up to 9 December 2018 is set out below.

Stirling, Dunblane, Alloa electrification (SDA)

6. The Cabinet Secretary will be aware that a recent blockade, during the October school holidays, was granted of the route to enable greater access for Network Rail and its contractors to increase confidence levels in delivering the required works ahead of the timetable change.
7. Whilst a significant amount of work was achieved during the blockade some planned registration of wire installation and panning (testing of the wire installation to take live pantograph running) were not completed. Network Rail continue to report that they will deliver

the necessary works to allow authorisation of the route for electric passenger services from 9 December.

8. Key milestone dates are as follows:

- **26 November** – target date for ORR authorisation (technical file was submitted 29 October. Any comments returned will be by the ORR and worked through with Network Rail)
- **27 November** – Network Rail line providing and dynamic testing using ScotRail train.
- **28/29/30 November and 3 December** – ScotRail stepping and gauging testing. (4 nights of testing to cover off the different rolling stock type and formations that will operate the route)
- **9 December 2018** – entry into service.

9. Whilst these are the key milestones there are a number of activities, both physical construction and approvals, sitting behind these dates. To monitor progress against these activities Network Rail, ScotRail and Transport Scotland are holding conference calls three times a week.

Hitachi Class 385 delivery programme

10. The Cabinet Secretary has been provided with regular updates on the current status of the Class 385 delivery programme and is aware of senior representations made to Hitachi.

11. Current status is that ScotRail have, at 16 November, accepted 21 Class 385 trains (further 2 trains planned for acceptance today subject to paperwork). 23 Class 385 units are required, supported by Class 365 and Class 314 units, to run all electric services in the December 2018 timetable. 31 Class 385 units are required to enable all Edinburgh to Glasgow via Falkirk High diagrams to run as 7-car formations.

12. To deliver the 31 Class 385 units for 9 December would require an acceptance rate of 3 units per week. Acceptance rate to date has seen a maximum of 2 units per week.

High Speed Train Refurbishment Programme

13. The new enhanced Scottish InterCity timetable has a dependency for 10 High Speed Trains (HST) to be delivered to ScotRail in time for the new timetable. This included the trains being refurbished before entering service. Unfortunately this has not been achieved and only one '7 Cities' train will be refurbished internally for the start of the new timetable with 9 'Classic' HSTs also being used.

14. In order to protect the delivery of the December 2018 timetable ScotRail at a Board level has authorised the use of the 'Classic' HST units in a non-refurbished condition that is still to a high standard. Whilst not ideal the new timetable enhancements, increased capacity and journey opportunities have been protected.

Regulation 10(4)(e) – internal communications

16. It should be noted that existing London North Eastern (LNER) services operate with HSTs over the same routes (Inverness/Aberdeen to Edinburgh) which the ScotRail HSTs will also run on from later this month. These services currently discharge toilet waste onto the track, however, Network Rail requires this practice to be ceased by 1 January 2020 throughout the GB rail network.

Information outwith scope of correspondent's request.

Information outwith scope of correspondent's request.

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Recommendation

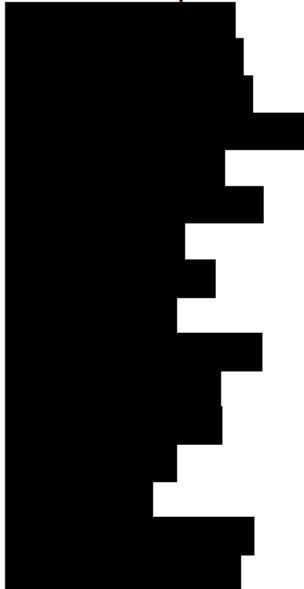
23. The Cabinet Secretary is invited to:

- **Note** the current status in respect of delivery of Stirling, Dunblane, Alloa electrification and Class 385 introduction to service.
- **Note** activities underway to monitor, with industry partners, progress against the plan.
- **Note** the impacts of non-delivery of SDA or 31 Class 385 units for 9 December.
- **Note** that any developments in relation to potential late delivery of SDA or issues with the delivery programme for Class 385 units would be provided under separate cover.



Copy List:	For Action	For Comment	For Information		
			Portfolio Interest	Constitute Interest	General Awareness
Cabinet Secretary for Transport, Infrastructure and Connectivity			X		

DG Economy
 Chief Executive Transport Scotland
 Transport Scotland Secretariat
 Transport Scotland Directors
 Communications Economy
 Press Transport Scotland



Regulation 11(2) – applicant has asked for personal data of a third party

REVOLUTION IN RAIL SERVICE COMMITMENTS**9 December 2018 (phase 1)**

- New hourly service in both directions between Montrose and Aberdeen calling at Laurencekirk, Stonehaven and Portlethen.
- New hourly service in both directions between Dundee and Arbroath calling at Broughty Ferry, Monifieth and Carnoustie.
- New half hourly service in both directions between Edinburgh and Glasgow calling at Haymarket, Edinburgh Park, Linlithgow, Polmont, Falkirk Grahamston, Camelon, Cumbernauld, Greenfaulds, Gartcosh, Stepps and Springburn.
- Additional services (9no) between Elgin and Inverness creating a near hourly pattern throughout the day calling at Forres and Elgin.
- Additional trains to improve capacity during peak times for Fife and Borders services to alleviate overcrowding.

Information outwith scope of correspondent's request.

Information outwith scope of correspondent's request.

**EDINBURGH TO GLASGOW – RAIL CONNECTIONS BETWEEN 0700-1900 FROM
DECEMBER 2018**

GLASGOW	Via	Main intermediates	Trains PH	EDINBURGH
Queen St High	Falkirk High	Croy-Polmont-Linlithgow	4	Haymarket/ Waverley
Queen St High	Cumbernauld	Falk Grahamston- Polmont-Linlithgow	2	Haymarket/ Waverley
Queen St Low	Bathgate	Airdrie-Livingston North- Uphall	4	Haymarket/ Waverley
Central High	Shotts	Cambusl'g-Livingston South-W. Calder	2	Haymarket/ Waverley
Central High	Carstairs	Carluke-Wishaw- Motherwell	1 #	Haymarket/ Waverley

Every 2nd hour Cross Country and ScotRail alternate

Regulation 11(2) – applicant has asked for personal data of a third party

Sent: 26 November 2018 10:26

Cc:

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted] Regulation 11(2) – applican
has asked for personal dat
a third party

Thanks for this [REDACTED] Mr Matheson has asked for a SCANCE note for next week's Cabinet meeting on Tuesday 4 December. Regulation 11(2) – applicant has asked for personal data of a third party

Thanks

Regulation 11(2) – applicant has asked for personal data of a third party

Tel: [REDACTED] | Mob: [REDACTED] | Email: CabSecTIC@gov.scot

Scottish Ministers, Special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

Document 7

From: [REDACTED]

Sent: 03 December 2018 09:56

Regulation 11(2) – applicant has asked for personal data of a third party

To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

Cc: Transport Scotland Secretariat <TSS@transport.gov.scot>; Transport Scotland Ministerial Submissions List <DLEPTMSL@gov.scot>; [REDACTED]

[REDACTED]

Regulation 11(2) – applicant has asked for personal data of a third party

Subject: FW: Minute to Cabinet Secretary - December 2018 timetable change (SDA and Rolling Stock)

[REDACTED]
Please find attached SCANCE note and 1 page Q&A relating to the Dec 2018 Timetable Change.

Kind regards,

Regulation 11(2) – applicant has asked for personal data of a third party

Document 6 – Attachment 1

- ◆ **From Sunday 9 December ScotRail will implement the first major phase of the planned Revolution in Rail timetable changes, delivering the largest change to the ScotRail timetable since rail privatisation.**
- ◆ These timetable changes are the culmination of the government's significant investment in Scotland's railway, delivering improved capacity, connectivity, journey times and frequencies across most Scottish routes.
- ◆ The Revolution in Rail programme will significantly improve services across much of the Scottish rail network, notably across Aberdeenshire, Tayside, Stirlingshire, the central Highlands, Perthshire, Fife, Borders, and the Central Belt.
- ◆ The timetable changes were developed over the last two years by the rail industry in conjunction with Transport Scotland. ScotRail undertook detailed and extensive stakeholder consultation throughout the development process.
- ◆ The December 2018 timetable change is dependent on the electrification of the Stirling Dunblane Alloa route, introduction to service of sufficient High Speed Trains (HSTs) and the new fleet of Hitachi electric Class 385 Trains.

- ◆ The electrification of Stirling Dunblane Alloa is now complete and the first electric passenger trains are due to enter into service on 9th December.
- ◆ As of Monday 3rd December, 33 Class 385 trains have been delivered with 27 accepted for service. By the end of this week this should rise to 35 trains here with 31 accepted ahead of the 9th December timetable change date. Daily availability of 31 trains is needed to fully realise new service introduction, cascade of existing fleets and additional capacity improvements.
- ◆ As of 27th November, one fully refurbished and one Classic HST are in service. Another two Classic (un-refurbished) HSTs will enter service by 3rd December with seven more available for the timetable change which will support the successful delivery of the new timetable date. Around 30 trains have been retained and leased beyond the end of 2018 as mitigation to ensure the enhanced timetable can be delivered across 2019.
- ◆ The active communications strategy will ensure effective coordination and communication of messages regarding the December timetable changes.
- ◆ Phase 2 for Revolution in Rail will be delivered by December 2019 which is mainly about enhancements for our Scottish Intercity, Fife and Shotts routes.
- ◆ The December 2018 timetable changes, while hugely positive, are expected to be closely followed by the release of the latest ScotRail performance results which may show a dip into breach level with a requirement for a remedial plan to be implemented.

Document 6 – Attachment 2

Q&A

Rail – December 2018 Timetable Change – ‘Revolution In Rail’

Q What is Revolution in Rail?

- The Revolution in Rail investment in Scotland’s Railways will culminate in over 200 additional new services per day, providing in excess of 100,000 more seats per day bringing benefits for rail passengers from as far north as Inverness all the way to the Scottish Borders.
- The December 2018 changes will see headline journey time improvements across the network and afford passengers in the central belt the opportunity to benefit from travelling on modern, faster, greener trains which will reduce emissions. This enables existing refurbished trains to be cascaded to deliver more seats and services all across the country.

Q What is being delivered in Phase 1 of Revolution in Rail?

- New hourly service in both directions between Montrose and Aberdeen calling at Laurencekirk, Stonehaven and Portlethen.
- New hourly service in both directions between Dundee and Arbroath calling at Broughty Ferry, Monifieth and Carnoustie.
- New half hourly service in both directions between Edinburgh and Glasgow calling at Haymarket, Edinburgh Park, Linlithgow, Polmont, Falkirk Grahamston, Camelon, Cumbernauld, Greenfaulds, Gartcosh, Stepps and Springburn.
- Additional services (9no) between Elgin and Inverness creating a near hourly pattern throughout the day calling at Forres and Elgin.

- Additional trains to improve capacity during peak times for Fife and Borders services to alleviate overcrowding.

Q What is the final plan for Revolution in Rail?

- Phase two will be delivered by December 2019:-

Aberdeen – Inverurie:

2 trains per hour in each direction (an additional 48 services per day)

Inverness – Elgin:

A new hourly service in each direction (an additional 8 services per day)

Aberdeen – Montrose:

A new hourly service in each direction (an additional 28 services per day) – **delivered early as part of phase 1**

Glasgow – Arbroath:

A new hourly service in both directions (an additional 28 service per day)

Perth – Inverness:

A new hourly service in both directions (an additional 12 services per day)

Glasgow – Cumbernauld – Edinburgh:

A new half hourly service in each direction (an additional 48 services) – **delivered early as part of phase 1**

Q What is being done to communicate the timetable changes?

- ScotRail issued a press release on Monday 1 October promoting the benefits of the December 2018 timetable changes. ScotRail is now undertaking an ongoing targeted programme to communicate the benefits of the timetable improvements and highlight any potentially negative changes.

Document 8

From: [REDACTED] **On Behalf Of** Cabinet Secretary for Transport, Infrastructure and Connectivity

Sent: 03 December 2018 10:32

Regulation 11(2) – applicant has asked for personal data of a third party

To: [REDACTED] Cabinet Secretariat inbox

<CabinetSecretariat3@gov.scot>

Cc: Transport Scotland Secretariat <TSS@transport.gov.scot>; Transport Scotland Ministerial Submissions List <DLEEPSMSL@gov.scot>; [REDACTED]

[REDACTED]

Regulation 11(2) – applicant has asked for personal data of a third party

Subject: Minute to Cabinet Secretary - December 2018 timetable change (SDA and Rolling Stock)

Regulation 11(2) – applicant has asked for personal data of a third party

Mr Matheson has cleared the SCANCE note for tomorrow's cabinet meeting.

Many Thanks

Regulation 11(2) – applicant has asked for personal data of a third party

The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG | Web: www.gov.scot
Tel: [REDACTED] | Mob: [REDACTED] | Email: CabSecTIC@gov.scot

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