

Revolution in Rail

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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 |



Where do our customers travel

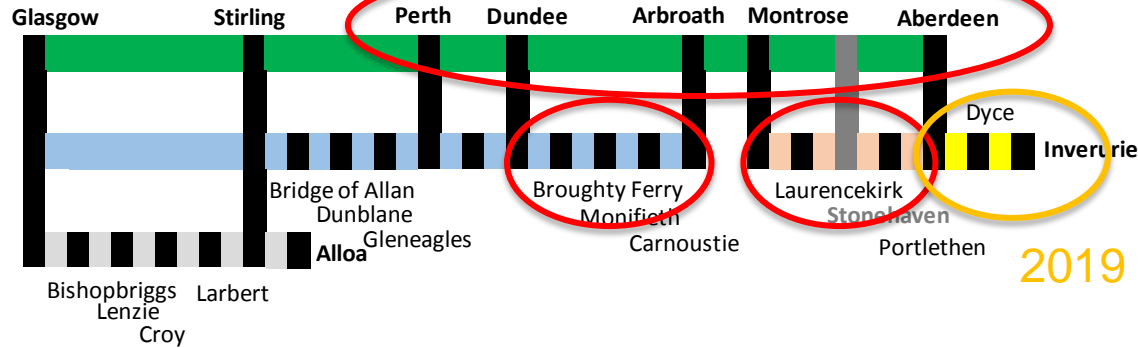
| Montrose | | | Dundee | | | Stirling | | | | | |
|-------------------|---------------|--------------|-----------------|---------------|--------------|---------------------------|---------------|--------------|----------------|---------|-------|
| | Annual | Daily | | Annual | Daily | | Annual | Daily | | | |
| 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 |
| Arbroath | | | Perth | | | Larbert | | | | | |
| 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 |
| Carnoustie | | | Dunblane | | | Falkirk Grahamston | | | | | |
| 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

• Timetable structure



- **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

2018

2019

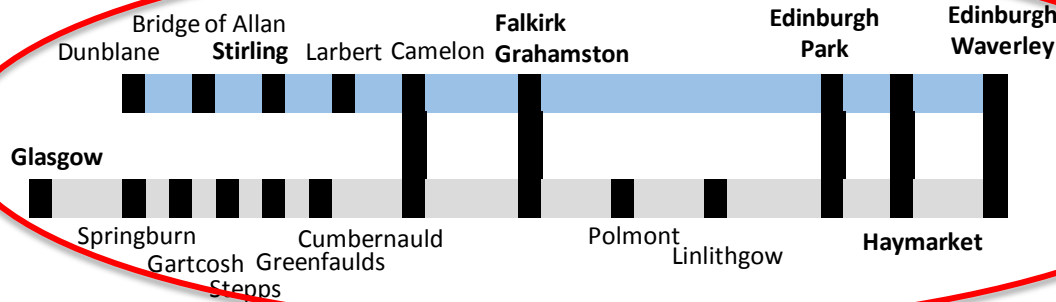
• Messages

- 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 – it is not perfect and has some gaps
- Will be improved each timetable change with final position at end 2019
- Arbroath – Dundee initially runs to Edinburgh and then switches in 2019 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
- Broughty Ferry: from 16 to 33 tpd
- Monifieth: from 7 to 27 tpd
- Carnoustie: from 34 to 40 tpd
- Arbroath: from 73 to 89 tpd

Dunblane – Edinburgh Corridor

2018

- **Timetable structure**



- **Messages**

- 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

2019

- **Timetable structure**



- **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

- **Messages**

- More trains and more seats
- Rail remains competitive with road, even after A9 dualling
- Most journeys on the corridor are between Inverness and Edinburgh or Glasgow – this is why the 10min journey time reduction is so important
- Rail becomes a viable public transport option at the intermediate stations for journeys to Inverness, Perth and the central belt



We need your help

- 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

