

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**EXECUTIVE COMMITTEE****20 JULY 2021****EAST COAST MAIN LINE MAY 2022 TIMETABLE CONSULTATION****REPORT BY SENIOR PARTNERSHIP MANAGER**

This report seeks approval of proposed responses to LNER and Cross Country consultation on East Coast Main Line May 2022 Timetable Consultation.

1 RECOMMENDATIONS

- 1.1 That the Executive Committee considers and approves the proposed consultation responses to LNER and Cross Country consultations on East Coast Main Line May 2022 Timetable as contained in Appendices B and C respectively.

2 BACKGROUND

- 2.1 LNER and Cross Country train operating companies are consulting on a proposed East Coast Main Line Mat 2022 timetable, with a deadline of 5 August 2021.
- 2.2 At its meeting of 15 June 2021, the Partnership delegated authority to the Executive Committee to consider and approve responses to consultation on the East Coast Main Line May 2022 Timetable.

3 DISCUSSION

- 3.1 The East Coast Main Line connects Scotland, from Aberdeen and Inverness, to London, serving many major communities on route including, Newcastle and York.
- 3.2 A proposed May 2022 timetable has been developed by Network Rail with all train and freight operators on the East Coast Main Line. It has involved balancing long distance high-speed, regional and commuter/local services alongside the needs of the rail freight sector. The timetable aims to balance frequency and reliability; connectivity and journey times; ambition with realism and aims to deliver for the future.
- 3.3 The new timetable aims to deliver the benefits of over a decade of planning and investment in the East Coast Main Line providing upgraded infrastructure and new train fleets.

- 3.4 The timetable is based on a series of decisions about investment in infrastructure and train fleets, as well as access decisions made by the ORR. This means that the structure of the timetable for May 2022 is fixed. However, it may be possible to make some local adjustments based on the feedback received, with any wider comments about the balance of services considered for future timetable iterations.
- 3.5 There are a significant number of train and freight operators on the East Coast Main Line and each is carrying out its own consultation. In Scotland there are 3 passenger train operators on the East Coast Main Line: LNER, Cross Country and ScotRail.
- 3.6 ScotRail has informed Tactran that they will not be consulting as they have been involved with Network Rail's Steering Group in developing the timetable and there are no impacts on ScotRail's service levels north of Edinburgh. The only material change to ScotRail services as a consequence of the ECML timetable proposals are the proposed introduction of more services between Edinburgh and Dunbar and ScotRail are still in discussions with Network Rail and Transport Scotland over these.
- 3.7 ScotRail will shortly be undertaking consultation on their May 2022 timetable proposals and the Tactran Partnership will be given the opportunity to engage in this process.

LNER

- 3.8 LNER operates services between London and Aberdeen/Inverness. LNER services call at the following stations within the Tactran region: Dundee, Arbroath, Montrose on the London to Aberdeen route and Stirling, Gleneagles, Perth and Pitlochry on the London to Inverness route. LNER consultation documents can be viewed on their [website](#) and summaries of the changes proposed to the timetable for stations in the Tactran area and for Edinburgh Waverly are included in Appendix A.
- 3.9 From the summaries it can be seen that the overall quantum of calls at each of the Tactran stations remains as it was in the 2019 timetable and the timing of the rail services calls at the stations remain similar. In summary there are:
- 4 services per day (in each direction) between Aberdeen and London, calling at Dundee, Arbroath and Montrose.
 - 1 service per day (in each direction) between Stirling and London.
 - 1 service per day (in each direction) between Inverness and London, calling at Pitlochry, Perth and Stirling.
- 3.10 Overall the number of station calls on the route to London has changed with Dundee, Arbroath and Montrose having a total change of 2 additional calls; Stirling having a total of 5 additional calls and Pitlochry and Perth having 3 additional calls. Importantly the major attractors of Newcastle and York

continue to have the same number of calls from all the Tactran stations on these direct services.

- 3.11 The main concern is that the journey times in comparison to the 2019 timetable from all Tactran stations to London is increasing on these direct services. By route:
- Aberdeen to London increase in journey time – 6hrs 58mins increases to 7hrs 9mins
 - Stirling to London increase in journey time – 5hrs 16 min increases to 5hrs 25 mins
 - Inverness to London increase in journey time – 7hrs 55min increases to 8hrs 11min
- 3.12 It is noted that the number of services between Edinburgh and London is increasing from 27 per day to 30 per day, and that the journey time between Edinburgh and London is reducing by 10 minutes from 4hrs 19mins to 4hrs 9mins. While this is welcomed, it does mean that while the five cities North of Edinburgh (Stirling, Perth, Dundee, Aberdeen and Inverness) are not benefiting from the investment made in the East Coast Main Line and are in fact worse off from this investment and timetable change, Edinburgh will become in effect 10 minutes closer to London, while the five cities north of Edinburgh will be 10 minutes further away.
- 3.13 The response to the LNER consultation is detailed in Appendix B and welcomes the continuation of the direct services north of Edinburgh and notes these services are highly valued. However, the response in general strongly disagrees with the timetable proposal due to the increase in journey times between stations in the Tactran region and London. It also considers that to reduce journey time the stations calls from these services to stations in England should concentrate on the more major destinations such as Newcastle, York and London, with some of the more minor station calls being transferred to the Edinburgh to London service.
- 3.14 The Executive Committee is asked to consider and approve the proposed Tactran response, as detailed in Appendix B to allow submission by the deadline of 5 August 2021.

Cross Country

- 3.15 Cross Country provide rail services between Aberdeen and the south coast of England, passing through cities such as Leeds, Sheffield, Birmingham and Bristol. Cross Country consultation documents can be viewed on their [website](#).

Currently there are 2 services (in each direction) that call at stations within Tactran:

- 1 service (in each direction) between Dundee and Plymouth/Penzance

- 1 service (in each direction) between Aberdeen and Plymouth/Penzance, calling at Montrose, Arbroath and Dundee.

3.16 The Cross Country consultation is concentrated mainly on services south of Edinburgh and there are some very minor changes to the direct services in the Tactran area, as follows:

- 06:33 Dundee – Plymouth service will no longer call at Morpeth
- 08:20 Aberdeen – Penzance service will no longer call at Dunbar
- 09:25 Penzance – Dundee service will no longer call at Morpeth and Dunbar
- 09:27 Plymouth – Aberdeen service will no longer call at Alnmouth and Dunbar

3.17 There is no questionnaire for the Cross Country consultation with feedback requested by e-mail. Given these minor changes it is proposed that a short response welcoming the continuation of these direct services and highlighting the need for good performance/reliability is provided.

3.18 The Executive Committee is asked to consider and approve the proposed Tactran response, as detailed in Appendix C to allow submission by the deadline of 5 August 2021.

4 CONSULTATIONS

4.1 The relevant officers from constituent Councils have been consulted on Tactran's response to the consultation.

5 RESOURCE IMPLICATIONS

5.1 There are no resource implications arising directly from this report.

6 EQUALITIES IMPLICATIONS

6.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

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Senior Partnership Manager

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report.

NEW LNER TIMETABLE
MAY 2022 —○— Consultation

Edinburgh Waverley

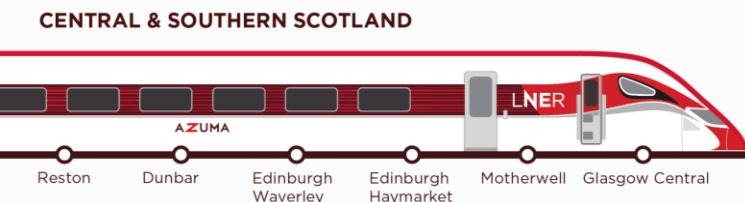


Download the 2022 timetable in full at [LNER.co.uk/Timetable2022](https://www.lner.co.uk/Timetable2022)

LNER currently operates two trains per hour to and from Edinburgh.

Under the new timetable, there will be:

- Fast, regular, services to and from London King's Cross during the day with limited stops (only Newcastle and York).
- Because the fastest trains do not call at Berwick and Darlington any longer, the fastest trains to London will provide consistent journey times of around 4 hours 10 mins, most hours throughout the day, seven days a week. The 05.40 Edinburgh to London King's Cross 'Flying Scotsman' service will now call additionally at York, providing a new earlier arrival into York, and this service will now arrive in London at 09.50 and will also run on Saturdays.
- The same frequency of LNER services to and from London King's Cross, Peterborough, Newark North Gate, Doncaster, York, Newcastle, Alnmouth, Haymarket, Dundee, Aberdeen and Inverness Monday to Saturday.
- A slight reduction in services to and from Darlington, Durham and Berwick-upon-Tweed to a train every other hour.
- A loss of direct services to and from Northallerton, with changes at Newcastle instead. Northallerton will still be connected by one train per hour operated by CrossCountry. There will also still be some direct LNER services during peak times and start and end of day.
- Faster journey times to key destination cities, interchanges, and intermediate stations including Newcastle, York, Doncaster, Newark and Peterborough.
- On Sundays, there will be slightly fewer trains to and from London as we run two trains per hour throughout the day, removing the third service that runs in some hours. There will be a third train most hours between London and Newcastle seven days a week, and this will reduce crowding in England to free up capacity on our Scottish services.



Download the 2022 timetable in full at [LNER.co.uk/Timetable2022](https://www.lner.co.uk/Timetable2022)

From Edinburgh to	LNER direct services per weekday		LNER seats† per weekday		LNER headline* journey time		May 2022 weekday departures		May 2022 Saturday departures		May 2022 Sunday departures	
	2019	2022	2019	2022	2019	2022	First	Last	First	Last	First	Last
London King's Cross	27	30 ↑	16,000	17,500	04:19	04:09	05:40	20:20	05:40	18:00	09:00	19:25
Peterborough	15	15 =	9,000	9,000	03:45	03:38	06:14	20:20	06:14	17:30	09:30	19:25
Newark North Gate	14	15 ↑	8,500	9,000	03:18	03:09	06:14	20:20	06:14	17:30	09:30	19:25
Doncaster	15	16 ↑	9,000	9,500	02:53	02:46	06:14	21:00	06:14	19:25	09:30	20:20
York	27	31 ↑	16,000	18,500	02:24	02:14	05:40	21:00	05:40	19:25	09:00	20:20
Northallerton	8	3 ↓	4,500	2,000	02:09	02:12	05:55	21:00	05:55	19:25	19:25	19:25
Darlington	27	12 ↓	16,000	7,000	01:56	01:55	05:55	21:00	05:55	19:25	10:30	20:20
Durham	15	12 ↓	9,000	7,000	01:38	01:39	05:55	21:00	05:55	19:25	09:30	20:20
Newcastle	28	32 ↑	16,500	19,000	01:23	01:21	05:40	22:00	05:40	20:20	09:00	21:00
Alnmouth	9	12 ↑	5,500	7,000	00:59	00:58	06:14	22:00	06:14	20:20	09:30	21:00
Berwick-upon-Tweed	15	12 ↓	9,000	7,000	00:41	00:40	05:55	22:00	05:55	20:20	10:30	21:00

†seats calculated based upon provisional Azuma train workings; exact seating figures may differ once rolling stock diagrams are finalised

*headline journey time is achieved by the fastest 10% of trains, in line with Advertising Standards Authority guidance

From Edinburgh to	LNER direct services per weekday		LNER seats† per weekday		LNER headline* journey time		May 2022 weekday departures		May 2022 Saturday departures		May 2022 Sunday departures	
	2019	2022	2019	2022	2019	2022	First	Last	First	Last	First	Last
Glasgow Central	1	1 =	500	500	01:07	01:09	21:39	21:39			21:39	21:39
Stirling	2	2 =	1,000	1,000	00:42	00:43	16:33	19:33	16:33	16:33	16:33	16:33
Dundee	4	4 =	2,500	2,500	01:16	01:15	10:30	20:34	10:30	18:35	09:08	18:35
Aberdeen	4	4 =	2,500	2,500	02:34	02:32	10:30	20:34	10:30	18:35	09:08	18:35

†seats calculated based upon provisional Azuma train workings; exact seating figures may differ once rolling stock diagrams are finalised

*headline journey time is achieved by the fastest 10% of trains, in line with Advertising Standards Authority guidance

TO STATION	2019	MAY 2022	IMPACT
London King's Cross	2 TPH	2 TPH	Unchanged
Peterborough	1 TPH	1 TPH	Unchanged
Newark North Gate	1 TPH	1 TPH	Unchanged
Doncaster	1 TPH	1 TPH	Unchanged
York	2 TPH	2 TPH	Unchanged
Northallerton	1/2 TPH	0 TPH	Loss of direct service
Darlington	2 TPH	1/2 TPH	Reduced frequency
Durham	1 TPH	1/2 TPH	Reduced frequency
Newcastle	2 TPH	2 TPH	Unchanged
Alnmouth	1/2 TPH	1/2 TPH	Unchanged
Berwick-upon-Tweed	1 TPH	1/2 TPH	Reduced frequency
Glasgow Central	1 TPD	1 TPD	Unchanged
Stirling	2 TPD	2 TPD	Unchanged
Inverness	1 TPD	1 TPD	Unchanged
Dundee	4 TPD	4 TPD	Unchanged
Aberdeen	4 TPD	4 TPD	Unchanged

TPH = Trains Per Hour


This is an approximate value for Monday to Friday departures between 10:00 and 16:00.

TPD = Trains Per Day (Monday to Friday)

The daytime pattern at weekends will be similar to weekdays.

Peak times and the start and end of the day are more varied.

The full timetable can be viewed at [LNER.co.uk/timetable2022](https://www.lner.co.uk/timetable2022)



Note:
"1/2 TPH"
means a train every two hours

Inverkeithing, Kirkcaldy, Leuchars, Dundee, Arbroath, Montrose, Stonehaven and Aberdeen

Download the 2022 timetable in full at [LNER.co.uk/Timetable2022](https://www.lner.co.uk/Timetable2022)

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Inverkeithing, Kirkcaldy, Leuchars, Dundee, Arbroath, Montrose, Stonehaven and Aberdeen

NEW LNER TIMETABLE
MAY 2022 — Consultation

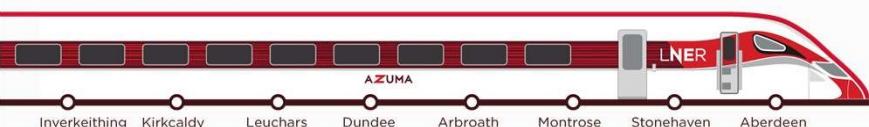
On weekdays, LNER currently operates three trains a day between Aberdeen and London and one further train a day between Aberdeen and Leeds. On Saturdays the last trains of the day (from London and to Leeds) do not operate. On Sundays there are three LNER trains a day between Edinburgh and Aberdeen; all three southbound services go to London but only two northbound services start from London.

All LNER Aberdeen services will still call at Inverkeithing, Kirkcaldy, Leuchars, Dundee, Arbroath, Montrose and Stonehaven.

Under the new timetable:

- There will be the same number of LNER trains as today at Inverkeithing, Kirkcaldy, Leuchars, Dundee, Arbroath, Montrose, Stonehaven and Aberdeen. The times we stop at these stations won't change by more than six minutes.
- The first LNER train to Aberdeen, Monday to Saturday, will come from London King's Cross (leaving at 05:48) instead of Leeds, providing a better morning service.
- The last LNER train from Aberdeen, Monday to Friday, will go to Doncaster instead of Leeds.
- There will be slight changes to the timings and stopping patterns of the other trains. The Aberdeen trains to and from London King's Cross will provide new direct links to/from Doncaster, Newark North Gate and Peterborough. This means journey times to London will be slightly longer.
- There will be some minor journey time enhancements to key destinations such as Newcastle and York.

NORTH EAST SCOTLAND



Download the 2022 timetable in full at [LNER.co.uk/Timetable2022](https://www.lner.co.uk/Timetable2022)

Inverkeithing, Kirkcaldy, Leuchars, Dundee, Arbroath, Montrose, Stonehaven and Aberdeen

NEW LNER TIMETABLE
MAY 2022 — Consultation

From Inverkeithing, Kirkcaldy, Leuchars, Dundee, Arbroath, Montrose, Stonehaven and Aberdeen to	LNER direct services per weekday		LNER seats per weekday		Fastest journey time from Aberdeen		May 2022 weekday departures		May 2022 Saturday departures		May 2022 Sunday departures	
	2019	2022	2019	2022	2019	2022	First from Aber.	Last from Aber.	First from Aber.	Last from Aber.	First from Aber.	Last from Aber.
London King's Cross	3	3 =	1,800	1,800	06:58	07:09	07:52	14:51	07:52	14:51	09:52	13:51
Peterborough	1	3 ↑	600	1,800	06:22	06:17	07:52	14:51	07:52	14:51	09:52	13:51
York	4	4 =	2,400	2,400	05:03	05:01	07:52	18:16	07:52	14:51	09:52	13:51
Darlington	4	3 ↓	2,400	2,000	04:34	04:33	07:52	18:16	07:52	09:52	09:52	13:51
Durham	1	2 ↑	600	1,200	04:39	04:18	14:51	18:16	14:51	14:51		
Newcastle	4	4 =	2,400	2,400	04:04	04:03	07:52	18:16	07:52	14:51	09:52	13:51
Morpeth	1	1 =	600	600	04:07	04:06	18:16	18:16				
Alnmouth	1	2 ↑	600	1,200	03:50	03:37	14:51	18:16	14:51	14:51		
Berwick-upon-Tweed	4	3 ↓	2,400	1,800	03:19	03:19	07:52	18:16	07:52	09:52	09:52	13:51
Edinburgh	4	4 =	2,400	2,400	02:32	02:33	07:52	18:16	07:52	14:51	09:52	13:51

Stirling

Download the 2022 timetable in full at [LNER.co.uk/Timetable2022](https://www.lner.co.uk/Timetable2022)

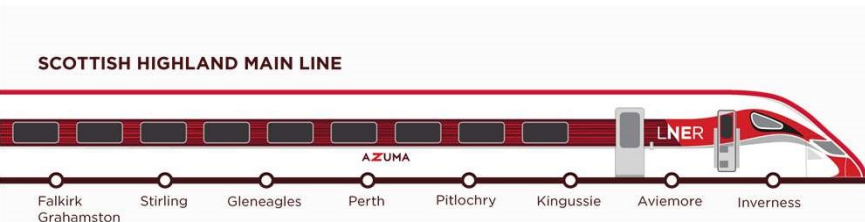


Download the 2022 timetable in full at [LNER.co.uk/Timetable2022](https://www.lner.co.uk/Timetable2022)

LNER currently operates two trains per day between Stirling and London Monday to Friday, one of which extends north to/from Inverness. At weekends, LNER runs one train per day between Stirling and London which extends north to/from Inverness.

Under the new timetable, the frequency will not change:

- Trains operating at similar times of the day, but with slightly longer journey times to and from London.
- This means we can provide new direct links between Stirling and Peterborough, Newark North Gate, Doncaster, Durham and Alnmouth.
- There will be some minor journey time enhancements to key destinations such as Newcastle and York.



Download the 2022 timetable in full at [LNER.co.uk/Timetable2022](https://www.lner.co.uk/Timetable2022)

From Stirling to	LNER direct services per weekday		LNER seats† per weekday		LNER headline* journey time		May 2022 weekday departures		May 2022 Saturday departure	May 2022 Sunday departure
	2019	2022	2019	2022	2019	2022	First	Last		
London King's Cross	2	2 =	1,200	1,200	05:16	05:25	05:26	10:36	10:36	12:37
Peterborough	0	2 ↑		1,200		04:32	05:26	10:36	10:36	12:37
York	2	2 =	1,200	1,200	03:20	03:17	05:26	10:36	10:36	12:37
Darlington	2	1 ↓	1,000	600	02:50	02:59	05:26	05:26		
Durham	0	1 ↑		600		02:33	10:36	10:36	10:36	12:37
Newcastle	2	2 =	1,200	1,200	02:19	02:19	05:26	10:36	10:36	12:37
Morpeth	0	1 ↑		600		02:07	05:26	05:26		
Alnmouth	0	2 ↑		1,200		01:52	05:26	10:36	10:36	12:37
Berwick-upon-Tweed	1	1 =	600	600	01:40	01:32	05:26	05:26		
Edinburgh	2	2 =	1,200	1,200	00:47	00:42	05:26	10:36	10:36	12:37
Perth	1	1 =	600	600	00:36	00:34		17:17	17:17	17:17
Inverness	1	1 =	600	600	02:49	02:56		17:17	17:17	17:17

†seats calculated based upon provisional Azuma train workings; exact seating figures may differ once rolling stock diagrams are finalised

*headline journey time is achieved by the fastest 10% of trains, in line with Advertising Standards Authority guidance

Gleneagles, Perth, Pitlochry, Kingussie, Aviemore and Inverness

Download the 2022 timetable in full at [LNER.co.uk/Timetable2022](https://www.lner.co.uk/Timetable2022)

Download the 2022 timetable in full at [LNER.co.uk/Timetable2022](https://www.lner.co.uk/Timetable2022)

Gleneagles, Perth, Pitlochry, Kingussie, Aviemore and Inverness

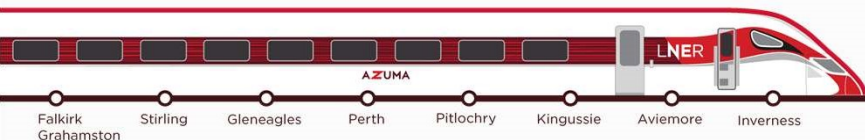
NEW LNER TIMETABLE
MAY 2022 — Consultation

LNER currently operates one train a day to and from Inverness, seven days per week.

Under the new timetable:

- This frequency will not change and LNER services will still call at Gleneagles, Perth, Pitlochry, Kingussie and Aviemore.
- On Sundays, the southbound train to London will continue to also call at Carrbridge, Newtonmore, Blair Atholl, Dunkeld & Birnam and Dunblane.
- The Monday to Saturday southbound train will leave Inverness at 07:50 (instead of 07:55) and arrive in London at 16:01 (instead of 15:50). On Sundays, it will leave at 09:40, the same as today. The southbound trains will call additionally at Alnmouth, Durham, Doncaster, Newark North Gate and Peterborough, but will not call at Darlington.
- The northbound train will leave London King's Cross at 12:03 (instead of 12:00) seven days per week and arrive at Inverness at 20:13 (instead of 20:06). It will call additionally at Peterborough, Newark North Gate and Doncaster.
- There will be some minor journey time enhancements to key destinations such as Newcastle and York.

SCOTTISH HIGHLAND MAIN LINE



Download the 2022 timetable in full at [LNER.co.uk/Timetable2022](https://www.lner.co.uk/Timetable2022)

Gleneagles, Perth, Pitlochry, Kingussie, Aviemore and Inverness

From Gleneagles, Perth, Pitlochry, Kingussie, Aviemore and Inverness to	LNER direct services per weekday		LNER seats per weekday		Journey time from Inverness	
	2019	2022	2019	2022	2019	2022
	London King's Cross	1	1 =	600	600	07:55
Peterborough	0	1 ↑		600		07:18
Doncaster	0	1 ↑		600		06:26
York	1	1 =	600	600	05:59	06:03
Darlington	1	0 ↓	600		05:29	
Durham	0	1 ↑		600		05:19
Newcastle	1	1 =	600	600	04:58	05:05
Alnmouth	0	1 ↑		600		04:38
Edinburgh	1	1 =	600	600	03:26	03:32
Stirling	1	1 =	600	600	02:35	02:41

2022 southbound service	Monday to Saturday	Sunday
Departs Inverness	07:50	09:40
Departs Carrbridge	-	10:11
Departs Aviemore	08:30	10:22
Departs Kingussie	08:43	10:35
Departs Newtonmore	-	10:40
Departs Blair Atholl	-	11:14
Departs Pitlochry	09:26	11:27
Departs Dunkeld & Birnam	-	11:41
Departs Perth	09:56	12:01
Departs Gleneagles	10:14	12:17
Departs Dunblane	-	12:29

**NEW LNER Timetable
May 2022
Consultation Response**

1. Stations on LNER Route that are most relevant to the people you represent:

Dundee, Arbroath, Montrose, Stirling, Gleneagles, Perth, Pitlochry

2. How strongly to you agree or disagree that our new timetable will:

- a. Bring benefits to the people and communities you represent – strongly disagree**
- b. Bring benefits to businesses in your area – strongly disagree**
- c. Bring benefits to tourism in your area – disagree**
- d. Bring benefits to the environment – disagree**

The direct services between Aberdeen/Inverness/ Stirling to London that LNER provides are highly valued and it is welcomed that they will continue. However, the proposed timetable increases journey times between the stations in the Tactran region and main destinations of Newcastle, York and London. It is noted that the journey time between Edinburgh and London reduces by approximately 10 minutes, but the journey times to the 5 Scottish cities north of Edinburgh (Stirling, Perth, Dundee, Aberdeen and Inverness) increases by approximately 10 minutes. This not only makes journey by train to London less attractive for these cities but also increases the relative peripherality of the cities in comparison to Edinburgh.

While there are more calls to other English stations on route, there is no evidence provided to show that there is a demand for travel to these stations from the Tactran area. It is considered that the balance between journey time and more travel opportunities provided by more calls to some of the lesser stations in England is wrong. There are only a total of 6 direct services (in each direction) from Stirling, Perth, Dundee, Aberdeen and Inverness to London, and these should be focussed more on reducing journey times to the main markets, with more station calls transferred to some of the 30 services a day (in each direction) between Edinburgh and London i.e. 6 of the 30 direct services between Edinburgh and London could have more calls rather than the 6 direct services from Stirling, Perth, Dundee, Aberdeen and Inverness to London and thereby spreading the journey time benefits to all of Scotland's cities.

3. How strongly do you agree or disagree that our proposed new timetable will...

- a. Make train times more convenient – strongly disagree**
- b. Shorten journey times between places – strongly disagree**
- c. Permit convenient connections between services – neutral**
- d. Make journeys more comfortable – neutral**
- e. Encourage people to make more journeys by train – disagree**
- f. Increase capacity on the network – agree**

The direct services between Aberdeen/Inverness/ Stirling to London that LNER provides are highly valued and it is welcomed that they will continue. However, proposed timetable increases journey times between the stations in the Tactran region and main destinations of Newcastle, York and London. It is noted that the journey time between Edinburgh and London reduces by approximately 10 minutes, but the journey times to the 5 Scottish cities north of Edinburgh (Stirling, Perth, Dundee, Aberdeen and Inverness) increases by approximately 10 minutes. This not only makes journey by train to London less attractive for these cities but also increases the relative peripherality of the cities in comparison to Edinburgh.

While there are more calls to other English stations on route, there is no evidence provided to show that there is a demand for travel to these stations from the Tactran area. It is considered that the balance between journey time and more travel opportunities provided by more calls to some of the lesser stations in England is wrong. There are only a total of 6 direct services (in each direction) from Stirling, Perth, Dundee, Aberdeen and Inverness to London, and these should be focussed more on reducing journey times to the main markets, with more station calls transferred to some of the 30 services a day (in each direction) between Edinburgh and London i.e. 6 of the 30 direct services between Edinburgh and London could have more calls rather than the 6 direct services from Stirling, Perth, Dundee, Aberdeen and Inverness to London and thereby spreading the journey time benefits to all of Scotland's cities.

- 4. We are prioritising improved journey times to key destinations on the East Coast Main Line to better compete with air travel. This means that although there are more services overall, each service may stop at fewer stations along the journey. Have we got the balance right? – Strongly disagree.**

The journey times to London is increasing for all stations in the Tactran region and indeed for all five Scottish cities north of Edinburgh (Stirling, Perth, Dundee, Aberdeen, Inverness). Tactran would welcome calls at some of the more minor stations on the route in England being transferred to the Edinburgh to London service, with the service north of Edinburgh concentrating on calls at major destinations such as Newcastle, York and London with a resultant faster journey time to these stations.

- 5. We are prioritising the most popular direct services between key destinations to better compete with air travel and driving. This means at some smaller destinations there is not a direct service. Have we got the balance right? – Strongly disagree**

The journey times to London is increasing for all stations in the Tactran region and indeed for all five Scottish cities north of Edinburgh (Stirling, Perth, Dundee, Aberdeen, Inverness). Tactran would welcome calls at some of the more minor stations on the route in England being transferred to the Edinburgh to London service, with the service north of Edinburgh concentrating on calls at major destinations such as Newcastle, York and London with a resultant faster journey time to these stations.

- 6. Based on passenger demand and the investment into the East Coast Main Line and its trains, we are prioritising improving the journey times and frequency of direct north-south journeys. Have we got the balance right? – Strongly disagree**

It is agreed that prioritising journey times and frequency of direct services is correct, but strongly disagree that the balance is right. The journey times to London is increasing for all stations in the Tactran region and indeed for all five Scottish cities north of Edinburgh (Stirling, Perth, Dundee, Aberdeen, Inverness). Tactran would welcome calls at some of the more minor stations on the route in England being transferred to the Edinburgh to London service, with the service north of Edinburgh concentrating on calls at major destinations such as Newcastle, York and London with a resultant faster journey time to these stations.

- 7. We are prioritising improving the overall reliability of our services. This means longer intervals in the timetable between some services, rather than always having a higher frequency of services. Have we got the balance right? – agree**

It is important for long distance services such as LNER that performance and reliability is good, as the interaction with more local services, such as ScotRail, can cause significant disruption to services if performance is poor.

- 8. Overall how satisfied or dissatisfied are you with our proposed new timetable? - Dissatisfied**

- 9. Do you feel we have presented our proposals for our new timetable in a clear way? - Agree**

- 10. What further comments would you like to make in relation to our timetable proposals that you have not already raised?**

No further comment

New Cross Country Timetable

May 2020

Consultation Response

Tactran welcomes the continuation of the direct services between Aberdeen/Dundee and Plymouth/Penzance. It is noted that these services will have fewer calls at Morpeth, Alnmouth and Dunbar. Tactran is keen that the May 2022 timetable will provide a high level of performance and reliability. It is important for long distance services such as Cross Country that performance and reliability is good, as the interaction with more local services, such as ScotRail, can cause significant disruption to services if performance is poor.