

Inverness to Wick / Thurso & Kyle of Lochalsh

2nd March 2015



John Kerr

First ScotRail

Head of Timetable Compliance & Resilience



Background

- Background to Timetable Change
- Historic Performance
- Recent Performance
- Future Plans

Route

- 232 track miles
- Single Line with passing places at stations
- 38 Stations
- 170 passenger trains per Week
- 9 freight trains per Week
- Very constrained timetable solutions

Timetable Change

- Analysed over 500 trains that ran between January and August 2014
- Used data from recently fitted on train GPS equipment
- New Resilient Timetable Planning Rules proposed and introduced for December 2014

Timetable Changes

- Average Journey time increase of 5”
- Northbound
 - Conon Bridge has one less call per day
- Southbound
 - Fearn and Alness have one less call per day
- Sundays
 - One northbound service terminates Invergordon instead of Tain
 - fixed from May 2015
- Extra service between Inverness and Dingwall at 18:28

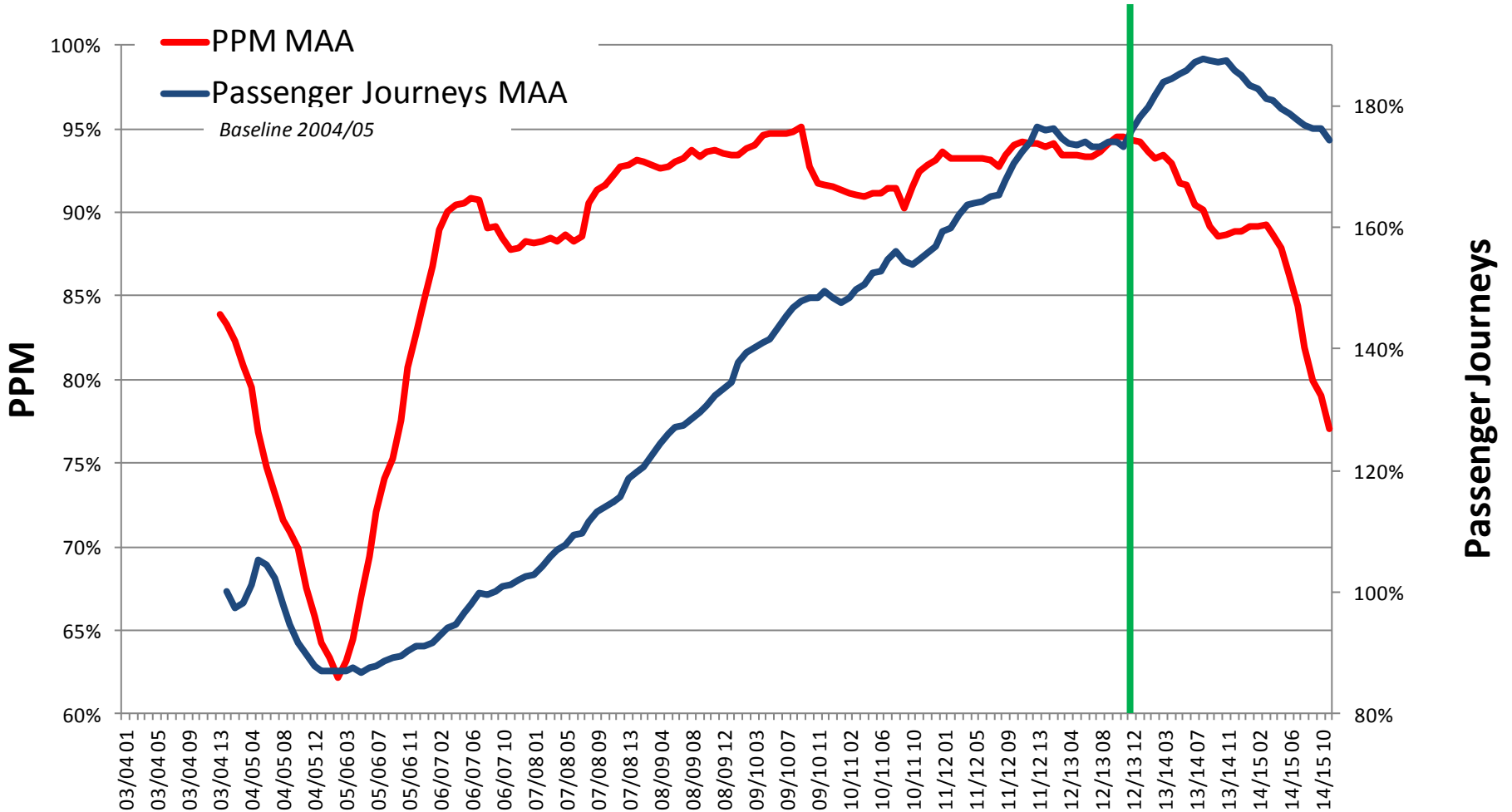
Timetable Changes

- **06:18 Wick to Inverness**
 - No longer calls at Scotscauder, Altnabreac, Kinbrace, Kildonan, Dunrobin Castle, Invershin & Culrain
- **08:02 Wick to Inverness**
 - Now calls additionally at Scotscauder, Altnabreac, Kinbrace, Invershin, Culrain, Conon Bridge & Beaully
- **16:00 Wick to Inverness**
 - No longer calls at Fearn, Alness, Conon Bridge or Beaully
- **11:00 Inverness to Kyle**
 - No longer calls at Conon Bridge
- **18:28 Inverness to Wick**
 - New later departure time and an increase to the number of services between Inverness and Dingwall

Performance

- Industry measure is Public Performance Measure (PPM)
- Trains arriving at Destination less than 5” late calling at all scheduled stations
- Close link between Performance and patronage

PPM & Passenger Journeys



Recent Performance

- Timetable Comparison

				Full Cancellation by Type						Total
	Plan	Right Time	PPM	Weather	Train Failure	Network Rail	FSR Staff	Struck Animal	Other TOC / FOC	
Last 70 Days of Previous Timetable	1,667	534	964	5	17	13	7	6	2	50
		32%	58%							3%
First 70 Days of New Timetable	1,646	994	1,297	42	23	7	2	2	4	80
		60%	79%							5%



Anne-Marie Harmon
Network Rail
Business Improvement Manager



Aligned Purpose

- Various parties within Network Rail, First ScotRail and HITRANS met on the 14/09/14 with the aligned purpose:

“To review all opportunities to improve the journey time for the Far North services”

- A range of ideas were put forward which included:
 - Line speed improvements
 - Removal of current restrictions, including TSRs, operational constraints
 - Asset and fleet reliability improvements

Ideas & subsequent evaluation

- As a result of the workshop there were a number of ideas put forward:

Ideas	Short Term	Medium Term	Long Term	Grand Total
Linespeed improvement	5	2		7
Restriction Removal	2	2		4
Asset Improvement		3	3	6
Other		3	5	8
Grand Total	7	10	8	25

- All ideas have now gone through initial validation and 2 within the “Other” category have been rejected.
- Short terms action will take up to 18 months to deliver, medium term actions could deliver within 4 years and longer term action will potentially be delivered in CP6, 2019 and beyond.

Details of ideas

Linespeed Improvements

- Linespeed improvements:
 - Desktop modelling indicates potential savings are available
 - Savings range from 10 seconds to 30 seconds
 - Track assessment required to be carried out
 - Physical works may need to take place
 - Further track assessment may be required
 - Changes managed within timetable process
 - Linespeed needs to be publicised and drivers briefed
- Currently progressing linespeed improvement opportunities at the following level crossings:
 - Nigg, Foulis, Lairg, Balnacra, Brora, Rovie

Details of ideas

Restriction Removal

- Work is currently progressing to remove a number of restrictions:
 - Removal of temporary reduction in linespeed at Chapelton Farm Level Crossing, completion is scheduled for late April
 - Other restrictions on civil structures are being evaluated. This programme will assess each individual structure for linespeed improvements
 - Other restriction is an operational limitation which requires significant investment, currently being evaluated to understand benefit in terms of train operations.

Details of ideas

Asset Improvements

- Work is currently underway to replace and upgrade the current signalling system, which is Radio Electronic Token Block (RETB).
- This system provides trains to operate on the line based on a radio exchange between driver and signaller.
- This work is part of RETB Next Generation Renewal which is circa xxm
- This project deploys a range of new fixed cab display radios which will be commissioned in next 12 months
 - The new system will reduce interference and improve signalling system reliability
 - Envisaged that this will in turn improve train reliability and performance

Details of ideas

Others

- These ideas were more radical in nature and require extensive studies through into CP6
- Ideas will be shared when initial feasibility has been undertaken.
- Ideas are being evaluated as part of the route study

Audrey Laidlaw

Network Rail

Lead Strategic Planner



Scotland Route Study Objectives

- To produce, consult, publish and have established the Scotland Route Study. This will inform:
 - Government's spending decisions for the railway
 - Future franchise specifications.
- To ensure the Scotland Route Study informs and aligns with regional and national transport policy within Scotland, and wider national objectives for GB rail.

Scotland Route Study

What

- Working with industry and wider Stakeholders to develop the strategic direction for the railway in Scotland up to 2043 and present choices to funders for CP6 through publication of a Route Study Draft for Consultation and Final Study.
- Working with industry and wider stakeholders to determine how the conditional outputs can be accommodated by:
 - 1. Determining and analysing the trade-offs between markets and within markets to make best use of the existing network capacity**
 - 2. Determining how those outputs could be accommodated efficiently.**

Scotland Route Study

Demand Forecasting Approach

Forecasting Rural Market Demand



Scotland Route Study

Next Steps

- Regional Working Groups held on 17th & 20th November 2014 with Regional Transport Partnership (Hitrans present), further meeting planned for May 2015
- Modelling data will test demand against end of CP5 train service specification (agreed)
- Technical Working Groups will develop options to address where gaps are identified
- Draft for Consultation published Nov/Dec 2015
- Final Scotland Route Study published July 2016
- Will inform Initial Industry Plan September 2016 and future Scottish Government CP6 High Level Output Specification

Future Plans

- Continue to progress delivery of projects discussed in this presentation
- Consult with local stakeholders on new possible solutions – this is why we are here today, all ideas are welcome and we will work to evaluate them
- Work with industry partners to improve
 - Passenger experience
 - Improve service reliable
 - Journey times
 - Connectivity
- All of which will improve passenger growth and promote rail useage