# Highland Mainline Journey Time Improvements Phase 2

Specified Outputs…

- **The objective for the second phase of the HML Improvements project was established in the Scottish Ministers' Scotland High Level Output Specification (HLOS) for CP5 which was published in June 2012 This required the following objectives to be delivered in CP5 by March 2019:**

Baseline	Output Realised
March 2019	• Hourly service between Perth-Inverness extended to Glasgow or Edinburgh. • Average end to end journey time improvement of around 10 mins. • More efficient freight operations

Project Scope…
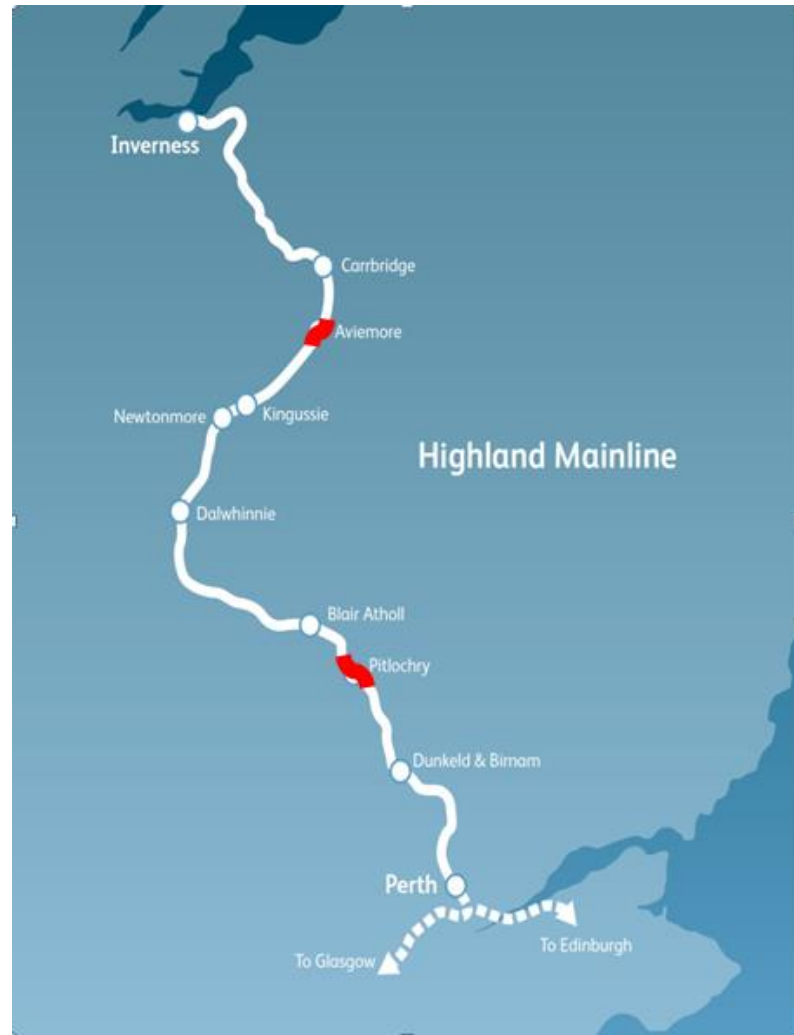
Current Progress…

- Complexity of the route has made ScotRail Alliance development critical to unlocking project benefits.
- Alliance timetable development undertaken based on HST's
- Key outputs;
  - ➢ Points to interventions at Aviemore and Pitlochry
  - ➢ Selection of options undertaken for these interventions and Outline Designs completed

Aviemore

- Introduction of simultaneous arrival of trains – making crossings more efficient

- Extension of loop to the north – circa 350m

- Full re-signalling and re-control of signal box to Inverness SC

Pitlochry

- Introduction of simultaneous arrival of trains – making crossings more efficient

- Extension of platforms to accommodate

- Full re-signalling and re-control of signal box to Stanley Jn SB

Next Steps…

- Advanced Works Commenced Dec/Jan.

- Commencement of Main Works Contracts in May 2018.

- Disruptive engineering access synergised with NR Renewals workbank. 5 weekends in October/November 2018 and one final weekend commissioning in March 2019.

- Introduction of new timetable May 2019
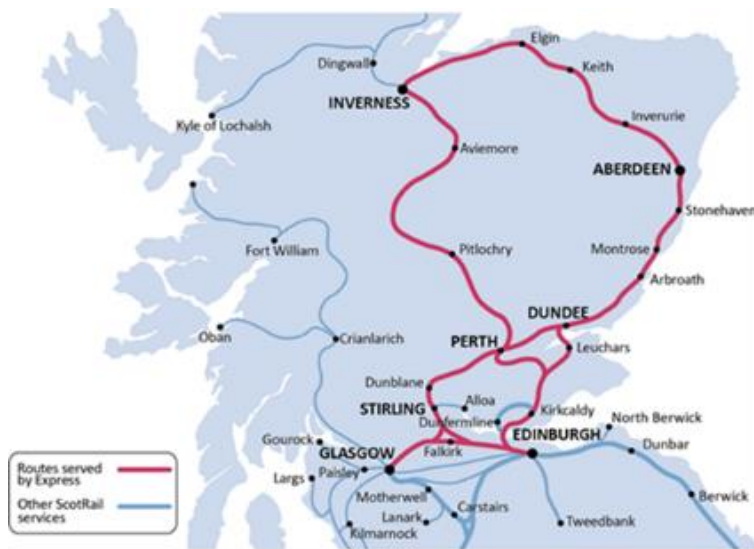
Timetable Introduction….

- An apology – we have tried to consult but clearly have lessons to learn

- What are we trying to do:
  - Deliver the Government's objectives
  - Provide Inverness and the communities to Perth with the best rail service ever
    - 1963 = 3 (useful) trains in each direction
    - 1998 = 8 trains in each direction (including VTEC)
    - 2011 = 11 trains in each direction (including VTEC)
    - 2019 = 15 trains in each direction (including VTEC)

  The Good Old Days?

  - What communities told us they wanted:
    - Early morning arrival into Edinburgh, Glasgow & Inverness
    - Arrivals into Inverness and Perth for 09:00
    - Midday arrival into Edinburgh, Glasgow and Inverness
    - Late afternoon departure from Edinburgh, Glasgow & Inverness
    - Late evening departure from Edinburgh, Glasgow & Inverness
  - Identify the best balance of services which meets the needs of the different communities and customer groups along a 175 mile rail corridor
  - Get more people travelling by train for commuting, leisure and business by making rail a viable public transport choice at all stations

Existing Customer Use…..

ANNUAL PASSENGER NUMBERS											
	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	Growth
Inverness	1,046,152	1,072,298	1,128,932	1,181,512	1,214,935	1,282,794	1,310,074	1,339,076	1,295,816	1,271,676	22%
Carrbridge	3,798	4,503	5,117	5,660	4,495	5,567	6,277	6,960	5,876	6,148	62%
Aviemore	121,386	125,088	132,450	132,337	136,740	141,300	151,235	156,121	149,725	151,999	25%
Kinussie	38,110	35,852	38,564	40,381	41,051	41,421	42,668	43,438	44,879	45,343	19%
Newtonmore	7,451	7,992	9,494	9,436	9,003	8,348	8,710	9,820	9,207	9,582	29%
Dalwhinnie	2,298	2,214	1,894	2,008	2,210	2,490	2,522	2,549	3,443	3,546	54%
Blair Atholl	10,580	11,572	13,948	12,668	14,335	14,130	16,138	17,058	18,156	20,215	91%
Pitlochry	82,922	87,243	87,757	90,806	98,541	101,885	112,722	122,394	122,795	126,594	53%
Dunkeld & Birnam	23,599	25,459	26,205	26,585	27,981	29,993	31,174	32,492	33,476	38,580	63%
Perth	835,900	889,591	930,548	960,099	976,116	988,060	1,077,422	1,149,101	1,084,272	1,119,809	34%
Inverness - GLQ/EDB	1,085,715	1,305,559	1,303,458	1,414,100	1,563,421	1,601,318	1,692,706	1,792,186	1,785,663	1,857,022	71%

YEAR ON YEAR CHANGE									
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Inverness	2%	5%	5%	3%	6%	2%	2%	-3%	-2%
Carrbridge	19%	14%	11%	-21%	24%	13%	11%	-16%	5%
Aviemore	3%	6%	0%	3%	3%	7%	3%	-4%	2%
Kinussie	-6%	8%	5%	2%	1%	3%	2%	3%	1%
Newtonmore	7%	19%	-1%	-5%	-7%	4%	13%	-6%	4%
Dalwhinnie	-4%	-14%	6%	10%	13%	1%	1%	35%	3%
Blair Atholl	9%	21%	-9%	13%	-1%	14%	6%	6%	11%
Pitlochry	5%	1%	3%	9%	3%	11%	9%	0%	3%
Dunkeld & Birnam	8%	3%	1%	5%	7%	4%	4%	3%	15%
Perth	6%	5%	3%	2%	1%	9%	7%	-6%	3%
Inverness - GLQ/EDB	20%	0%	8%	11%	2%	6%	6%	0%	4%
ALL SCOTRAIL	1%	2%	4%	3%	4%	7%	1%	0%	TBC

- Dec 2011 improvements: 4 extra services and minor journey time reduction
- Commonwealth games and Ryder Cup
- Glasgow Queen St tunnel closure: Mar – Aug 2016
- Dec 2016 additional early morning services and bounce back from Queen St closure

Inverness	Annual	Daily
1 EDINBURGH	195,081	617
2 GLASGOW BR	146,306	463
3 ABERDEEN	125,766	398
4 ELGIN	75,652	239
5 NAIRN	72,552	230
6 MUIR OF ORD	50,530	160
7 FORRES	49,586	157
8 LONDON	47,777	151
9 BEAULY	45,924	145
10 AVIEMORE	43,732	138
Top 10 as % of total	66%	2,699

Carrbridge	Annual	Daily
1 INVERNESS	3,002	10
2 AVIEMORE	761	2
3 EDINBURGH	756	2
4 GLASGOW BR	472	1
5 PERTH	254	1
6 PITLOCHRY	107	0
7 KINGUSSIE	58	0
8 STIRLING	56	0
9 DUNDEE	48	0
10 LONDON	47	0
Top 10 as % of total	91%	18

Aviemore	Annual	Daily
1 INVERNESS	43,732	138
2 EDINBURGH	33,654	107
3 GLASGOW BR	18,618	59
4 LONDON BR	7,494	24
5 PERTH	6,829	22
6 KINGUSSIE	6,810	22
7 OTHER CROSS BORDE	5,092	16
8 STIRLING	2,470	8
9 PITLOCHRY	2,401	8
10 DUNDEE	2,032	6
Top 10 as % of total	84%	409

Kingussie	Annual	Daily
1 INVERNESS	15,636	49
2 EDINBURGH	8,374	27
3 AVIEMORE	6,810	22
4 GLASGOW	4,009	13
5 PERTH	2,198	7
6 LONDON	1,647	5
7 OTHER CROSS BORDE	1,074	3
8 PITLOCHRY	746	2
9 DUNDEE	474	2
10 NEWTONMORE	469	1
Top 10 as % of total	91%	131

Newtonmore	Annual	Daily
1 INVERNESS	3,053	10
2 AVIEMORE	1,377	4
3 EDINBURGH	1,281	4
4 GLASGOW	901	3
5 KINGUSSIE	469	1
6 PERTH	428	1
7 LONDON	414	1
8 PITLOCHRY	128	0
9 DUNDEE	102	0
10 OTHER CROSS BORDE	84	0
Top 10 as % of total	88%	26

Dalwhinnie	Annual	Daily
1 INVERNESS	754	2
2 EDINBURGH	726	2
3 AVIEMORE	531	2
4 GLASGOW	236	1
5 PERTH	235	1
6 LONDON	158	1
7 PITLOCHRY	148	0
8 KINGUSSIE	147	0
9 OTHER CROSS BORDER	71	0
10 EDINBURGH GATEWAY	56	0
Top 10 as % of total	89%	10

Blair Atholl	Annual	Daily
1 EDINBURGH	4,677	15
2 PITLOCHRY	3,839	12
3 PERTH	3,101	10
4 INVERNESS	1,541	5
5 AVIEMORE	1,395	4
6 GLASGOW	1,457	5
7 LONDON	430	1
8 DUNDEE	692	2
9 STIRLING	140	0
10 DUNKELD & BIRNAM	159	1
Top 10 as % of total	90%	55

Pitlochry	Annual	Daily
1 EDINBURGH	33,883	107
2 PERTH	21,332	68
3 GLASGOW	19,176	61
4 INVERNESS	9,757	31
5 LONDON	5,861	19
6 BLAIR ATHOLL	3,839	12
7 DUNDEE	3,493	11
8 AVIEMORE	2,401	8
9 OTHER CROSS BORDE	2,360	7
10 DUNKELD & BIRNAM	1,881	6
Top 10 as % of total	83%	329

Dunkeld	Annual	Daily
1 EDINBURGH	13,014	41
2 GLASGOW BR	6,101	19
3 PERTH	3,595	11
4 INVERNESS	2,789	9
5 DUNDEE	1,902	6
6 PITLOCHRY	1,881	6
7 STIRLING	1,272	4
8 LONDON	1,018	3
9 AVIEMORE	733	2
10 OTHER CROSS BORDE	284	1
Top 10 as % of total	88%	103

Perth	Annual	Daily
1 GLASGOW BR	281,254	890
2 EDINBURGH	211,353	669
3 DUNDEE	220,428	698
4 STIRLING	64,515	204
5 INVERNESS	41,653	132
6 ABERDEEN	39,919	126
7 KIRKCALDY	22,821	72
8 PITLOCHRY	21,332	68
9 LONDON	17,104	54
10 ARBROATH	16,423	52
Top 10 as % of total	83%	2,965

- More journeys between Inverness – Edinburgh & Glasgow than all of the intermediate stations combined
- Inverness top flow for Dalwhinnie, Newtonmore, Kingussie, Aviemore and Carrbridge
- Edinburgh top flow for Blair Atholl, Pitlochry & Dunkeld
- London and Cross Border important but proportionally small
- Importance of timetabling calls at intermediate stations at **USEFUL** rather than operationally convenient times

Existing Customer Use…..

SOUTHBOUND	Arrival time from Inverness. Departure time to Perth, Glasgow and / or Edinburgh																	
	06:00-06:59	07:00-07:59	08:00-08:59	09:00-09:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59	22:00-22:59	23:00-23:59
Carrbridge (existing)				09:16				13:25			16:27		18:07	19:16	20:59			
Count (on - off)				4 - 2				3 - 4			10 - 10		9 - 9	2 - 2	7 - 7			
Aviemore (existing)	06:12	07:25	08:31	09:24	10:27	11:23		13:33		15:22	16:35		18:14	19:28		21:07		
Count (on - off)	6 - 2	11 - 4	TBC	12 - 8	20 - 6	14 -9		25 -11		16 - 17	30 - 19		13 - 19	13 - 13		6 - 7		
Kingussie (existing)	06:27	07:38	08:43	09:36	10:39	11:36		13:45		15:34	16:47		18:26	19:40		21:19		
Count (on - off)	5 - 3	4 - 5	4 - 4	5 - 5	5 - 3	6 - 3		5 - 7		6 - 10	4 - 10		3 - 11	4 - 4		3 - 4		
Newtonmore (existing)				09:40				13:49			16:51			19:45		21:23		
Count (on - off)				5 - 3				5 - 3			3 - 7			2 - 3		2 - 4		
Dalwhinnie (existing)	06:40				10:53					15:48				19:57		21:35		
Count (on - off)	5 - 3				2 - 2					2 - 3				2 - 2		2 - 2		
Blair Atholl (existing)		07:12				11:14			14:21			17:23			20:19	21:56		
Count (on - off)		11 - 7				9 - 3			11 - 3			9 - 4			3 - 2	2 - 2		
Dunkeld (existing)		07:39	08:30		10:33	11:37	12:37		14:44		16:33	17:45		19:20	20:42		22:19	
Count (on - off)		10 - 3	11 - 2		8 - 4	6 - 3	4 - 2		6 - 3		10 - 8	7 - 4		4 - 6	3 - 2		2 - 3	

- Carrbridge - services bunched in late afternoon / early evening. Return trips from Inverness and busiest period for southbound travellers at this time
- Aviemore – close to hourly service in morning. 2 hourly gaps in afternoon and evening. Southbound boardings highest mid morning and late afternoon. Return trips from Inverness late afternoon.
- Kingussie – close to hourly service in morning. 2 hourly gaps in afternoon and evening. Boardings consistent all day. Return trips from Inverness late afternoon and early evening
- Newtonmore – no early morning southbound service. Constant numbers boarding and alighting on all services
- Dalwhinnie – large morning and early afternoon gaps. Constant numbers boarding and alighting on all services
- Blair Atholl – large morning gap and bunched evening services. Pronounced southbound passenger flow
- Dunkeld – Good spread of services all day. Highest boardings in the morning and at end of working day

Existing Customer Use…..

NORTHBOUND	Arrival time from Perth, Glasgow and / or Edinburgh. Departure time to Inverness																	
	06:00-06:59	07:00-07:59	08:00-08:59	09:00-09:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59	22:00-22:59	23:00-23:59
Dunkeld (existing)	05:08		08:12			11:16		13:13	14:51		16:16			19:00	19:23	21:01		
Count (on - off)	*2 - 1*		*9 - 8*			*5 - 8*		*3 - 8*	*3 - 9*		*5 - 11*			*5 - 12*	*2 - 6*	*3 - 7*		
Blair Atholl (existing)	05:47		08:52		10:31		12:33	13:52		15:30	16:56				20:01	21:42		
Count (on - off)	*2 - 1*		*12 - 4*		*4 - 9*		*2 - 6*	*2 - 4*		*2 - 8*	*3 - 6*				*2 - 6*	*1 - 4*		
Dalwhinnie (existing)	06:13			09:17	10:56		12:59			15:55					20:25		22:12	
Count (on - off)	*2 - 2*			*3 - 2*	*2 - 2*		*2 - 2*			*3 - 2*					*2 - 3*		*7 - 6*	
Newtonmore (existing)				09:27				13:09				17:28			20:35		22:23	
Count (on - off)				*6 - 3*				*2 - 2*				*3 - 5*			*2 - 2*		*2 - 2*	
Kingussie (existing)	06:43	07:19		09:36		11:09	12:35	13:15	14:28		16:08	17:33		19:16	20:14	20:40	22:28	
Count (on - off)	*6 - 6*	*2 - 0*		*13 - 5*		*10 - 5*	*5 - 3*	*3 - 3*	*5 - 7*		*9 - 5*	*5 - 7*		*5 - 2*	*4 - 4*	*2 - 4*	*2 - 5*	
Aviemore (existing)		07:04	07:42	09:50		11:23	12:47	13:33	14:39		16:19	17:44		19:29	20:26	20:52	22:39	
Count (on - off)		*7 - 4*	*6 - 1*	*25 - 19*		*18 - 25*	*10 - 19*	*12 - 21*	*10 - 17*		*10 - 24*	*11 - 19*		*TBC*	*5 - 9*	*3 - 11*	*3 - 10*	
Carrbridge (existing)		07:19	07:55	09:59				13:41				17:52					22:48	
Count (on - off)		*9 - 6*	*3 - 0*	*3 - 4*				*1 - 2*				*5 - 5*					*2 - 3*	

- Dunkeld – 3 hour gaps in morning and early evening. No PM peak from Perth. More alighters in afternoon & evening
- Blair Atholl – early evening service gap. More alighers than boarders in afternoon and evening
- Dalwhinnie – late afternoon and early evening service gap. Constant numbers boarding and alighting on all services
- Newtonmore – no early morning northbound service. Constant numbers boarding and alighting on all services
- Kingussie – bunching of services in middle of day and evening. Northbound flow to Inverness in mornings
- Aviemore – bunching of services in middle of day and evening. Northbound flow to Inverness in mornings. Constant alighters from south all day
- Carrbridge – large gaps in late morning, afternoon and evening

Timetable development….

- Start from scratch rather than add to existing

- The "perfect" timetable (on paper!)
  - Minimum journey time between Perth – Edinburgh & Glasgow
  - Consistent crossings of trains between Perth and Inverness:
    - "Fast" trains cross Aviemore, Pitlochry & Stanley
    - "Stopping" trains cross Carrbridge, Kingussie, Dalwhinnie, BA & Dunkeld
    - Align north and southbound services in fast, fast, stopping pattern
    - Great for Inverness, Aviemore Pitlochry, Edinburgh, Glasgow & London
    - Poor for everyone else as trains stop to suit the timetable rather than at times customers need

- The balanced timetable
  - 6 all stations services timed to deliver useful intercity connectivity
  - Additional calls at Kingussie and Dunkeld to grow local travel
  - Limited number of fast services to reduce average journey time

- Both options increase passenger journeys by >150k
  - Balanced timetable has a lower increase.…..however
  - Only balanced timetable increases patronage at <u>EVERY</u> station
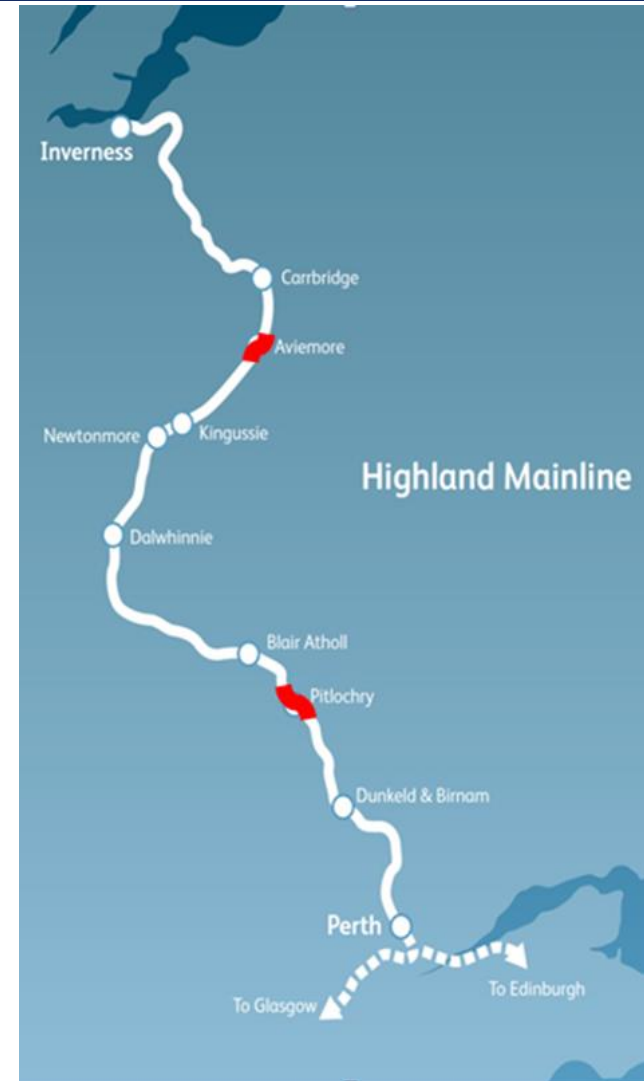
			VTEC			1									2	SLPR
Inverness	05:49	07:01	07:49	08:46	09:57	10:58	11:41	12:51	13:52	15:07	16:02	17:01	17:46	19:01	20:25	20:31
Carrbridge	06:16	--	--	09:14	--	--	--	13:18	--	--	--	17:28	18:19	--	21:01	--
Aviemore	06:25	07:36	08:26	09:28	10:32	11:33	12:25	13:29	14:32	15:41	16:37	17:39	18:34	19:36	21:12	21u25
Kingussie	06:36	--	08:40	09:41	--	11:44	12:36	13:40	14:43	15:52	16:48	17:51	18:46	19:48	21:25	21u41
Newtonmore	06:41	--	--	09:46	--	--	--	13:45	--	--	16:53	--	18:51	--	21:30	21u47
Dalwhinnie	06:53	--	--	09:58	--	--	--	13:57	--	--	17:05	--	19:02	--	21:42	22u02
Blair Atholl	07:16	08:18	--	10:21	--	12:18	--	14:21	--	--	17:28	--	19:24	--	22:05	22u31
Pitlochry	07:30	08:30	09:23	10:32	11:23	12:28	13:18	14:31	15:24	16:36	17:38	18:34	19:36	20:39	22:15	22u43
Dunkeld & Birnam	07:43	08:43	--	10:46	--	12:42	--	14:44	--	16:49	--	--	19:50	--	22:29	23u01
Perth	08:01	09:01	09:52	11:04	11:52	13:00	13:47	15:02	15:53	17:07	18:07	19:03	20:07	21:03	22:47	--
	08:03	09:04	09:57	11:05	11:54	13:02	13:55	15:04	16:00	17:09	18:08	19:04	20:10	21:11	22:49	23u30
Stirling	--	09:33	10:32	11:35	--	13:31	--	--	--	17:37	--	19:34	--	21:40	--	00u16
Glasgow Queen Street	--	10:06	--	12:09	--	14:06	--	--	--	18:09	--	20:06	--	22:15	--	SLPR
Kirkcaldy	08:35	--	--	--	12:26	--	14:26	15:40	16:38	--	18:46	--	20:47	--	23:24	--
Haymarket	09:14	--	11:19	--	12:55	--	14:59	16:18	17:17	--	19:17	--	21:16	--	23:53	--
Edinburgh	09:18	--	11:24	--	12:59	--	15:03	16:23	17:22	--	19:22	--	21:20	--	23:58	01:16
	03:29	03:05	03:35	03:23	03:02	03:08	03:22	03:32	03:30	03:02	03:20	03:05	03:34	03:14	03:33	

- 14 ScotRail services: 8 x Edinburgh, 6 x Glasgow (currently 6 x Edinburgh, 4 x Glasgow)
- Fastest 10 services have average journey time of 3hr14min compared to 3hr32min today……**18min** improvement
- Reasonably even hourly service interval all day
- First arrival into central belt is similar to today at 09:20 but later departure. Last train is slightly later departure than today.
- Intermediate stations first, early morning, lunchtime, late afternoon, evening peak and last service to central belt
- Good all day spread of services for local communities "facing" Inverness

Questions:
1. 3 x Edinburgh services in a row. Is this a real problem providing good connections at Perth for Glasgow (and Dundee)?
2. We could potentially run this service after the sleeper but it would leave a min 2 hour gap and may have to terminate at Perth – is this of more benefit than an earlier departure straight through to Edinburgh?
3. Calling this service at Kingussie will add 8 min to this service, miss 9am arrival into Perth and add 11min into 2 northbound services
4. Would a slightly earlier arrival into Perth be more useful and is a 3 hourly gap at this time tolerable?

DRAFT northbound timetable….

		SLPR											VTEC (2)				
Edinburgh	--	--	06:53	--	08:43	--	10:47	--	12:47	--	14:47	--	16:32	17:39	18:46	--	21:01
Haymarket	--	--	06:58	--	08:48	--	10:52	--	12:52	--	14:52	--	16:37	17u44	18:51		21:06
Kirkcaldy	--	--	07:24	--	09:24	--	11:22	--	13:23	--	15:24	--	--	18:16	19:22	--	21:34
Glasgow Queen Street	--	--	--	07:49	--	09:48	--	11:48	--	13:48	--	16:07	--	--	--	19:48	--
Stirling	--	04s55	--	08:17	--	10:16	--	12:16	--	14:16	--	16:36	17:20	--	--	20:20	--
Perth	--	05s39	08:01	08:46	10:01	10:46	11:59	12:44	13:59	14:44	16:00	17:06	17:58	18:57	19:59	20:49	22:10
(1)	05:05	--	08:02	08:49	10:02 (3)	10:48	12:00	12:48	14:01	14:52	16:02	17:08	18:02	18:58	20:01	20:54	22:12
Dunkeld & Birnam	05:28	06s02	--	--	10:19	--	--	13:04	--	15:08	16:22	17:24	--	19:15	20:25	--	22:30
Pitlochry	05:42	06s17	08:30	09:22	10:33	11:21	12:28	13:24	14:30	15:24	16:37	17:38	18:33	19:36	20:39	21:22	22:44
Blair Atholl	05:52	06s29	--	--	10:43	--	--	13:34	--	--	16:47	17:48	--	19:46	--	--	22:54
Dalwhinnie	06:17	07s00	--	09:57	--	--	--	14:00	--	--	17:12	--	--	20:11	--	--	23:19
Newtonmore	06:28	07s13	--	--	11:16	--	--	14:11	--	--	17:23	--	--	20:22	--	--	23:30
Kingussie	06:57	07:19	09:16	10:10	11:21	12:10	13:13	14:16	--	16:18	17:28	18:23	19:21	20:27	21:25		23:35
Aviemore	07:14	07:36	09:28	10:31	11:32	12:22	13:27	14:28	15:22	16:36	17:40	18:35	19:35	20:39	21:44	22:26	23:46
Carrbridge	07:28	07:50	09:36	--	11:41	--	--	14:42	--	--	17:48	--	--	20:47	--	--	23:55
Inverness	07:57	08:30	10:05	11:05	12:15	12:56	14:01	15:11	16:03	17:10	18:20	19:09	20:15	21:16	22:18	23:00	00:24
			03:12	03:16	03:32	03:08	03:14	03:23	03:16	03:22	03:33	03:02	03:43	03:37	03:32	03:12	03:22

- 15 ScotRail services: 8 x Edinburgh, 6 x Glasgow, 1 x Perth (currently 5 x Edinburgh, 5 x Glasgow, 1 x Perth)
- Fastest 10 services have average journey time of 3hr14min compared to 3hr21min today……**7min** improvement
- Reasonably even hourly service interval all day
- First arrival from central belt is c25min earlier than today. Last train is 90min later than today
- Intermediate stations have mid morning, lunchtime, mid afternoon, evening peak and last service from central belt
- Good all day spread of services for local communities "facing" Inverness
- Evening peak from Perth to Dunkeld

Questions :
1. Can't start this back in Edinburgh or Glasgow due to freight services. Is this useful or should we have a Kingussie starter?
2. 3 x Edinburgh services in a row. Is this a real problem providing good connections at Perth for Glasgow (and Dundee)
3. We recognise the 3 hourly gaps and will work to fill these [14]

SOUTHBOUND — Arrival time from Inverness. Departure time to Perth, Glasgow and / or Edinburgh

	06:00-06:59	07:00-07:59	08:00-08:59	09:00-09:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59	22:00-22:59	23:00-23:59	Trains per day
Carrbridge (existing)				09:16				13:25			16:27		18:07	19:16	20:59				6
Carrbridge (proposed)	06:16			09:14				13:18				17:28	18:19			21:01			6
Aviemore (existing)	06:12	07:25	08:31	09:24	10:27	11:23		13:33		15:22	16:35		18:14	19:28		21:07			12
Aviemore (proposed)	06:25	07:36	08:26	09:28	10:32	11:33	12:25	13:29	14:32	15:41	16:37	17:39	18:34	19:36		21:12			15
Kingussie (existing)	06:27	07:38	08:43	09:36	10:39	11:36		13:45		15:34	16:47		18:26	19:40		21:19			12
Kingussie (proposed)	06:36		08:40	09:41		11:44	12:36	13:40	14:43	15:52	16:48	17:51	18:46	19:48		21:25			13
Newtonmore (existing)				09:40				13:49			16:51			19:45		21:23			5
Newtonmore (proposed)	06:41			09:58				13:57			16:53		18:51			21:30			6
Dalwhinnie (existing)	06:40				10:53					15:48				19:57		21:35			5
Dalwhinnie (proposed)	06:53			09:58				13:57				17:05		19:02		21:42			6
Blair Atholl (existing)		07:12				11:14			14:21			17:23			20:19	21:56			6
Blair Atholl (proposed)		07:16	08:18		10:21		12:18		14:21			17:28		19:24			22:05		8
Dunkeld (existing)		07:39	08:30		10:33	11:37	12:37		14:44		16:33	17:45		19:20	20:42		22:19		11
Dunkeld (proposed)		07:43	08:43		10:46		12:42		14:44		16:49			19:50			22:29		8

NORTHBOUND — Arrival time from Perth, Glasgow and / or Edinburgh. Departure time to Inverness

	06:00-06:59	07:00-07:59	08:00-08:59	09:00-09:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	20:00-20:59	21:00-21:59	22:00-22:59	23:00-23:59	Trains per day
Dunkeld (existing)	05:08		08:12			11:16		13:13	14:51		16:16			19:00	19:23	21:01			9
Dunkeld (proposed)	05:28				10:19			13:04		15:08	16:22	17:24		19:15	20:25		22:30		9
Blair Atholl (existing)	05:47		08:52		10:31		12:33	13:52		15:30	16:56				20:01	21:42			9
Blair Atholl (proposed)	05:52				10:43			13:34			16:47	17:48		19:46			22:54		7
Dalwhinnie (existing)	06:13			09:17	10:56		12:59			15:55					20:25		22:12		7
Dalwhinnie (proposed)	06:17			09:57					14:00			17:12			20:11			23:19	6
Newtonmore (existing)				09:27				13:09				17:28			20:35		22:23		5
Newtonmore (proposed)	06:28					11:16			14:11			17:23			20:22			23:30	6
Kingussie (existing)	06:43	07:19		09:36		11:09	12:35	13:15	14:28		16:08	17:33		19:16	20:14	20:40	22:28		13
Kingussie (proposed)	06:57	07:19		09:16	10:10	11:21	12:10	13:13	14:16		16:18	17:28	18:23	19:21	20:27	21:25		23:35	15
Aviemore (existing)		07:04	07:42	09:50		11:23	12:47	13:33	14:39		16:19	17:44		19:29	20:26	20:52	22:39		13
Aviemore (proposed)		07:14	07:36	09:28	10:31	11:32	12:22	13:27	14:28	15:22	16:36	17:40	18:35	19:35	20:39	21:44	22:26	23:46	17
Carrbridge (existing)		07:19	07:55	09:59				13:41				17:52					22:48		6
Carrbridge (proposed)		07:28	07:50	09:36		11:41			14:42			17:48			20:47			23:55	8

- **All timetables are a compromise!**
  - We are trying to meet the needs of all communities
  - How do we get the views of those who aren't currently travelling by rail?

- **Good growth at all stations since 2008**
  - However Inverness, Aviemore and Kingussie are lower than ScotRail average of 30%
  - The 2011 timetable did not change demand in the way we expected. Flows to Inverness grew more
  - We've addressed the issues highlighted to us by other community groups
  - We understand the importance of good connections at Perth.

- **Are our proposals for Blair Atholl, Dalwhinne, Newtonmore and Carrbridge right?**
  - We have received positive feedback? Do they become more viable stations for the wider catchment?

- **We are working to address the points we've identified at Dunkeld**

- **At Kingussie**
  - Southbound travel in the morning spreads evenly over the 6 services.
    - The new early morning train appears to have grown the market rather than shifted people
  - The Glasgow business & leisure day visit is clearly perceived as important.
    - Does it only existing because of the current train times or has it evolved around them?
    - Adding call impacts Pitlochry, BA and Dunkeld – Perth commuting and adds journey time for >350 pax each day

- More seats (from 4,100 today to 6,600) and greater comfort with our "new" HST

- Modelling forecasts a passenger increase of 150,000 journeys pa. All stations on the route experience an increase in use.

- This is not the final timetable:
  – We will continue to work on the known issues
  – Productive discussions continue with freight operators, VTEC and Sleeper
  – Formal timetable "bid" is August 2018

- Please use the project email address for comments or requests for meetings
  highlandmainline@networkrail.co.uk