

Friends of the Far North Line Conference

David Simpson – Service Delivery Director, ScotRail

17 June 2022



SCOTLAND'S RAILWAY
BETTER IN THE MAKING

The last two years have been unprecedented....

- Lowest passenger numbers in over 150 years requiring record levels of public funding.
- Prioritised protecting jobs and supporting staff.
- Scottish Government provided vital support for ScotRail and that relationship remains strong.
- Suspension of driver training to keep staff safe.
- Frequent adjustments to timetables to reflect changes to government guidance
- Recovery of patronage in Scotland is slower than any other part of GB – reflects different messaging and restrictions



Timetabling

- The current temporary timetable is an unfortunate necessity - more on that later.
- The new timetable released in May aims to lay foundations for recovery.
- Consultation resulted in 3,450 responses, more than other consultation in ScotRail's history.
- The timetable responds to leisure travel recovering faster than commuting. Saturday now our busiest day by some margin.
- The timetable is a starting point, not an end.
- The service level in the May 2022 timetable will continue until Phase 2 of the Far North Line Enhancements is delivered.
- Plan to review provision of late-night services to optimise provision.



FNL rolling stock replacement

- Rail Service Decarbonisation Action Plan outlines the replacement of Class 158 DMUs on the FNL and Kyle Line with zero emissions trains by 2035, though we hope to replace earlier, by 2030.
- FNL, Kyle and WHL will be operated by independently powered zero-emission trains, specified with interiors and customer facilities for rural/scenic routes to meet the needs of customers on those routes.
- Hydrogen trains expected based on the current technology, final decision at the start of the procurement process, which is likely to be in 2024/5, following on from suburban train replacement..

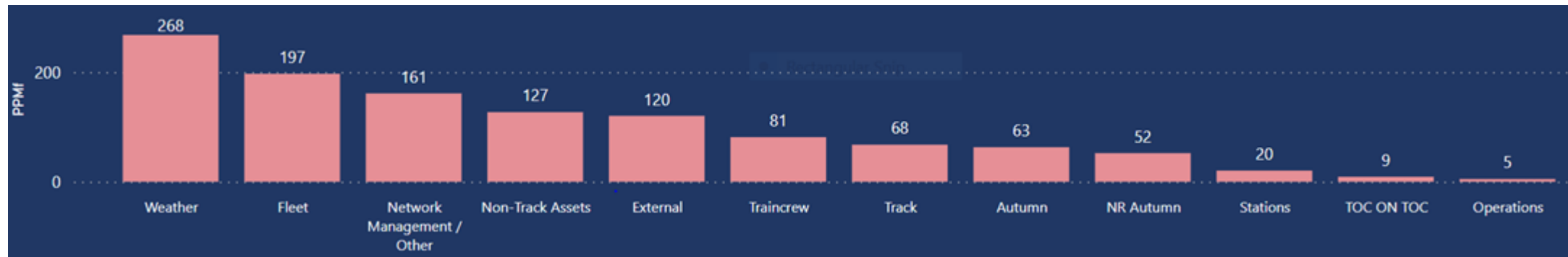


Performance

- Recognise the impact of every individual issue
- Importance of close working Network Rail on weather resilience
- Planned fleet upgrades will result in improvement

Period	PPM Target	PPM
22/04	95.0%	80.1%
22/05	91.1%	67.5%
22/06	93.4%	81.1%
22/07	92.3%	66.4%
22/08	88.9%	51.0%
22/09	92.0%	57.1%
22/10	93.2%	71.8%
22/11	94.1%	75.4%
22/12	89.3%	70.5%
22/13	93.3%	86.5%
23/01	92.3%	75.1%
23/02	92.5%	80.0%
23/03	92.4%	77.2%

Worst Incidents affecting PPM					
Date	Cause	Memo	PPMf	Full Canc	Part Canc
29/11/2021	Weather	Tree on the line at Lairg, caused delays and ppm failures	12	4	1
27/11/2021	Weather	High winds at Perth, due to Storm Arwen caused delays and ESR	11	11	0
18/11/2021	Radio Failure	Radio Failure at Tain station, caused train delays	10	0	0
11/02/2022	Earth slip	Landslip at Dinwall, ESR of 20mph put in place which caused delays.	9	5	4



Transitioning to public ownership



SCOTLAND'S RAILWAY
BETTER IN THE MAKING

- Scottish Rail Holdings have replaced Abellio as our 'owner'.
- Continuity for passengers and staff during the transition was a priority – achieved.
- Retaining skills and protecting jobs are key objectives.
- New processes in key areas, such as Freedom of Information and Equality Impact Assessments.
- Moving away from the franchise model and the ability to plan for the long term unconstrained by franchise timescales.
- Three key priorities underpinning focus on customers – safety, staff and finance. More involvement of staff in decision making is a clear requirement.



Industrial relations update



- ASLEF
- RMT and ScotRail
- RMT and Network Rail





Any questions?

