

Railfuture Scotland Autumn Meeting

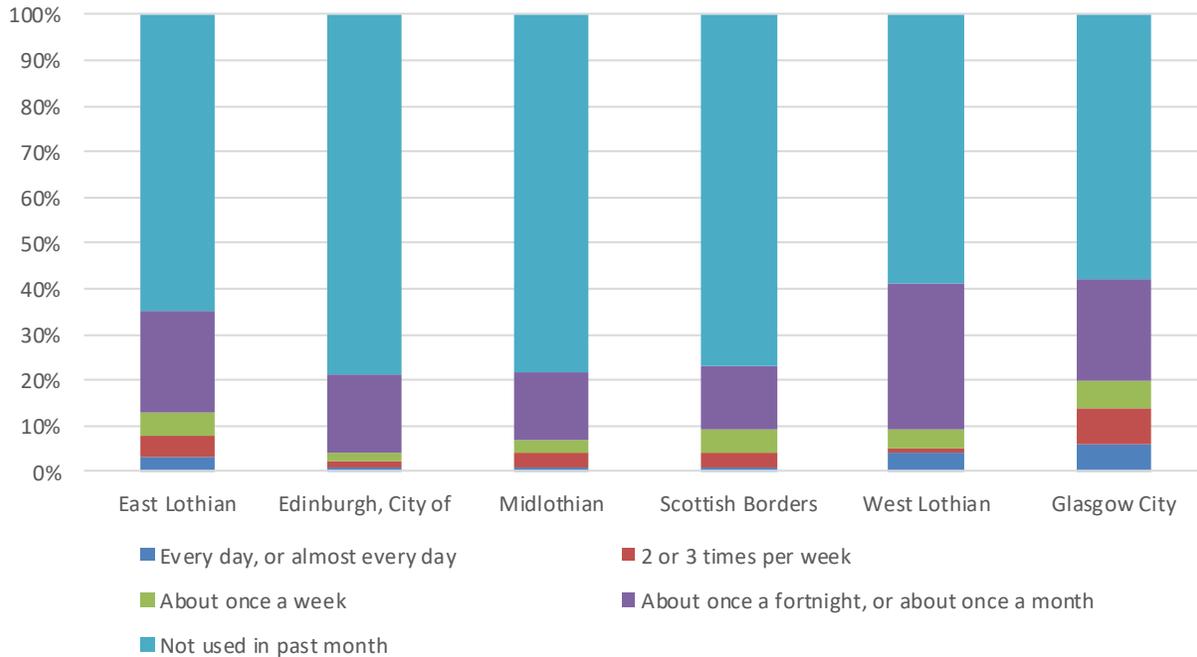
30 September 2023



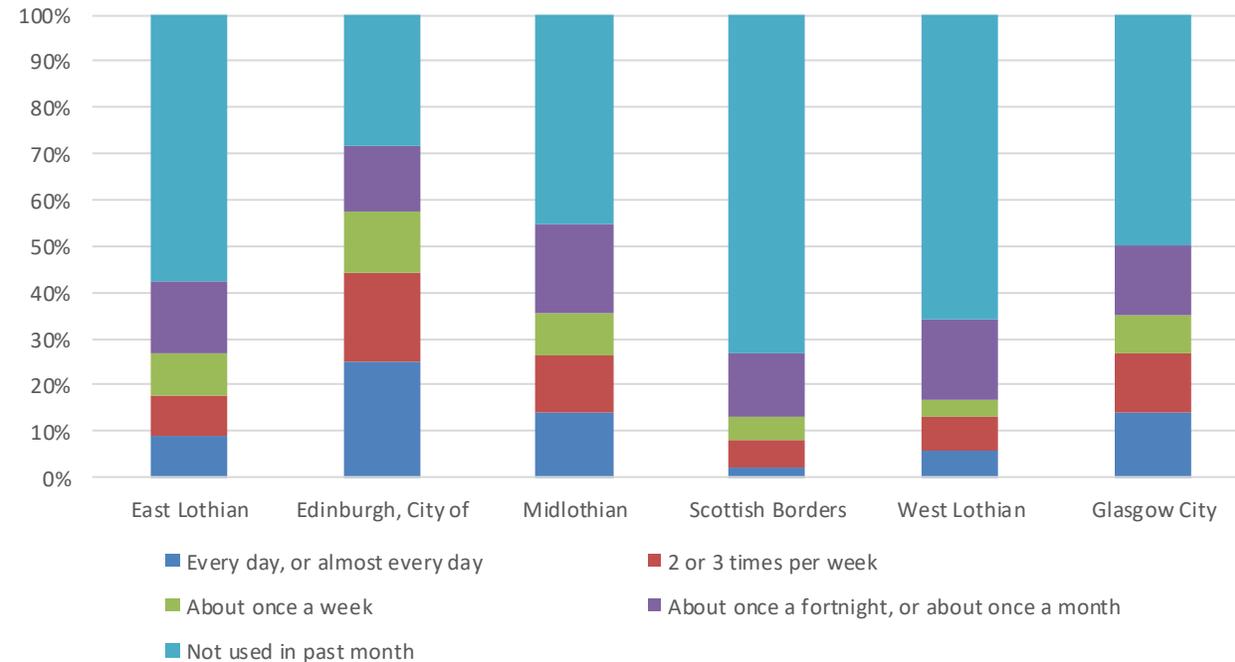
SCOTLAND'S RAILWAY
BETTER IN THE MAKING

Where we start off as a transport mode

Adults - use of train services in the previous month: 2019 (%)



Adults - use of local bus services in the previous month: 2019 (%)



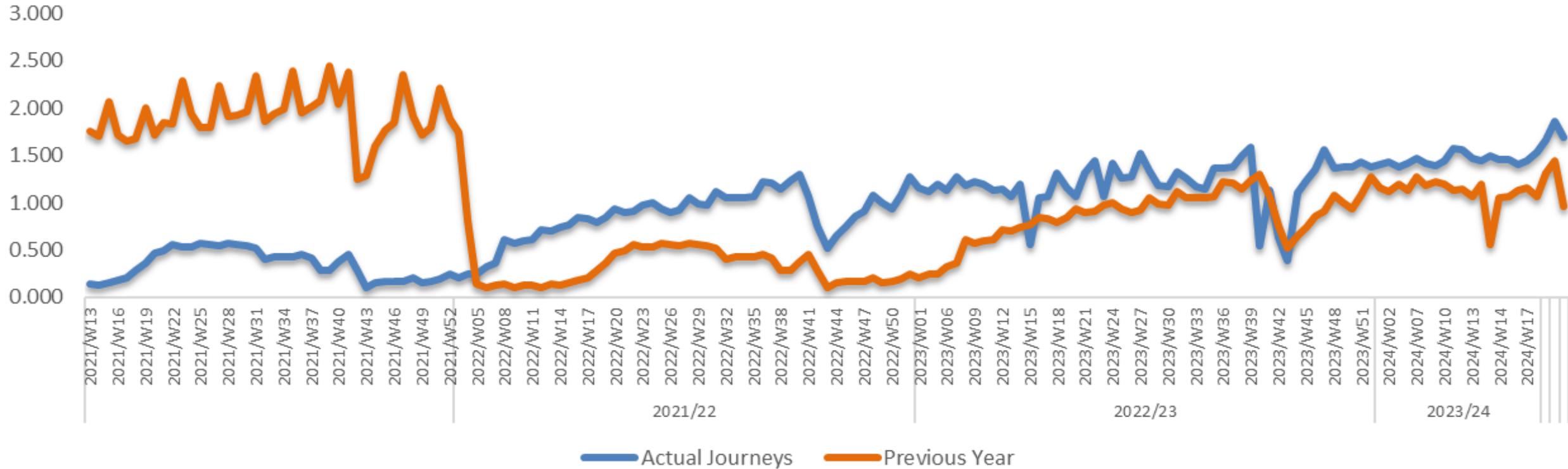
Council Region	% of Adults over 16 entitled to free bus travel
East Lothian	40%
Edinburgh, City of	32%
Midlothian	39%
Scottish Borders	46%
West Lothian	36%

Route	2019/20 subsidy	2019/20 subsidy per journey	2022/23 subsidy	2022/23 subsidy per journey
North Berwick – Edinburgh	(£3.03m)	(£1.57)	(£7.50m)	(£5.42)
Tweedbank – Edinburgh	(£6.60m)	(£3.73)	(£17.33m)	(£14.42)
Dunblane – Edinburgh	(£6.78m)	(£1.99)	(£10.75m)	(£5.18)
Edinburgh – Glasgow	£18.25m	£2.39	£8.49m	£1.42

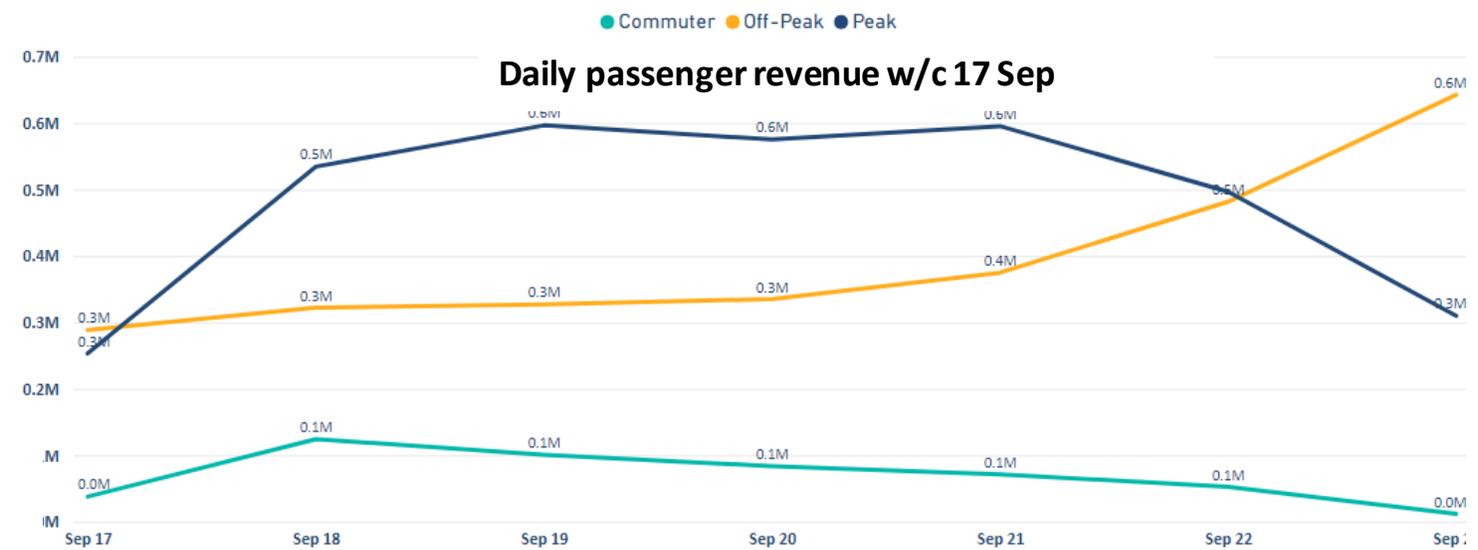
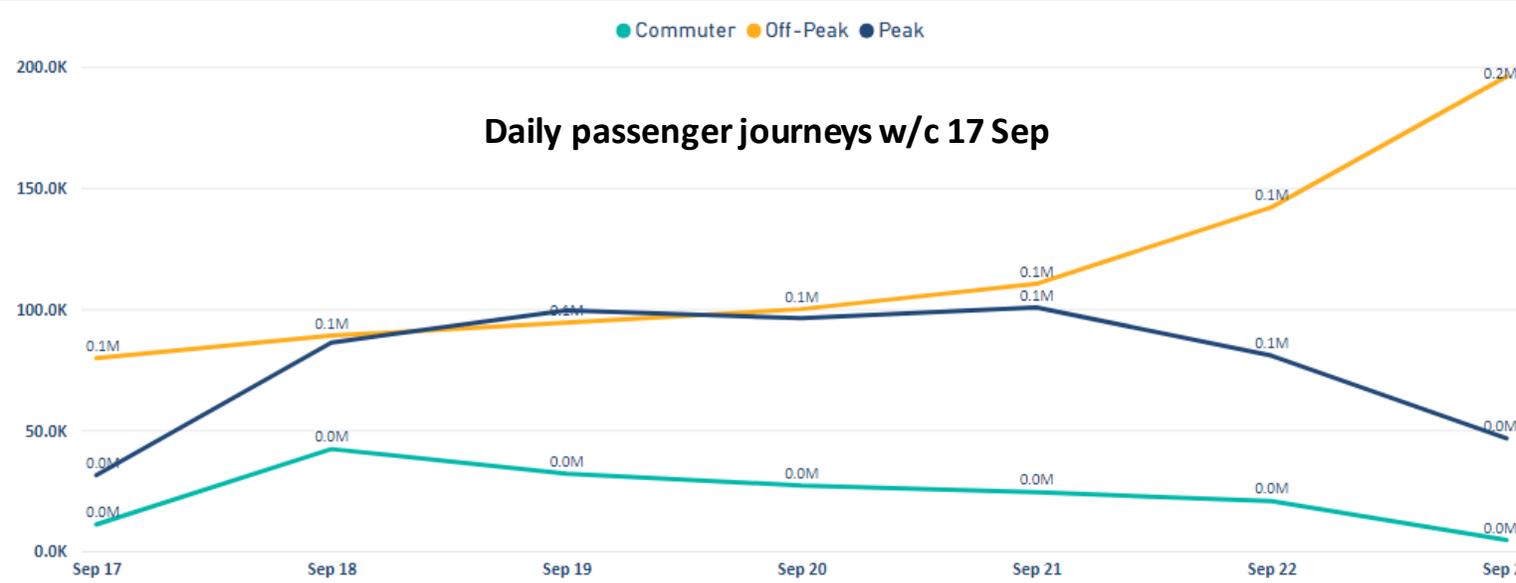
Market trends to date



Weekly Journey Trends



Market trends to date



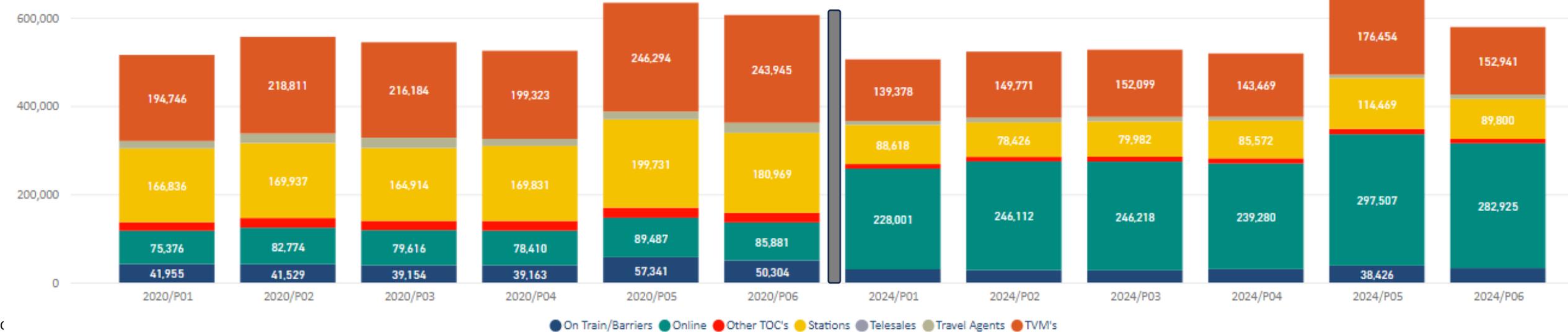
Demand recovery by route



Edinburgh to Glasgow via Falkirk High

P1-6 2019/20

P1-6 2023/24



Demand recovery by route



Edinburgh to North Berwick & Dunbar

P1-6 2019/20

P1-6 2023/24



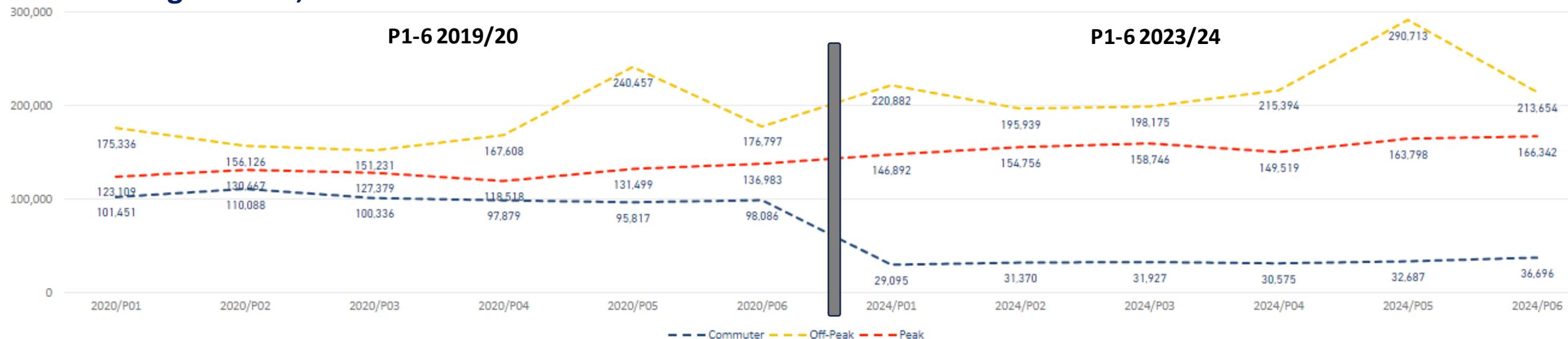
Edinburgh to Tweedbank



Demand recovery by route



Edinburgh to Fife, Perth and Dundee



Edinburgh to Glasgow via Shotts



Demand recovery by route



Edinburgh to Aberdeen

P1-6 2019/20

P1-6 2023/24



Edinburgh to Dunblane



Looking to the future

Off Peak All Day



ScotRail @ScotRail · 2h

Promote ...

We'll have every available train in use from Monday, when our Off-Peak all day fares trial begins.

The majority of the peak period trains have plenty spare seats. However, there are some services which are busy. We've published a list of these. Tap below to check it.



1 9 15 7,156

ScotRail

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Busiest trains

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Last updated: 29 September 2023

Helping you plan your journey.

For the duration of the six-month [Off-peak fares all day long trial](#), which runs between 2 October 2023 and 31 March 2024, we will be providing a list of our busiest services.

This list displays services where, on average between Monday to Friday, most seats are filled and some customers standing at some point in the journey, particularly closer to city centre stations.

It can be used as a guide to help you plan your journey. It will be updated on a regular basis to try and provide you with the most up-to-date information possible.

The Central Belt

Morning peak

- The 06:54 from Helensburgh Central, arriving at Edinburgh Waverley at 07:49
 - This service is busy from Bathgate, where it departs at 07:15
- The 06:25 from Helensburgh Central, arriving at Edinburgh Waverley at 08:15
 - This service is busy from Bathgate, where it departs at 07:46
- The 06:39 from Hyndland, arriving at Edinburgh Waverley at 08:01
 - This service is busy from Bathgate, where it departs at 07:31
- The 06:53 from Lanark, arriving at Glasgow Central High Level at 07:42
 - This service is busy from Cambuslang, where it departs at 07:31
- The 06:43 from Milnrow, arriving at Edinburgh Waverley at 08:16

Tickets

- Find the right ticket
- Buy before you board
- Commuter +
- First Class
- Leisure +
- Rail-sail-bus: tickets and rovers +
- Conference Rover
- Railcards +
- Business Travel
- Tour Operators
- Club 50 +
- Off-Peak fares all day long -
- ← Busiest trains

East Linton



Levenmouth



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Fife and the Tay Cities Timetable Consultation

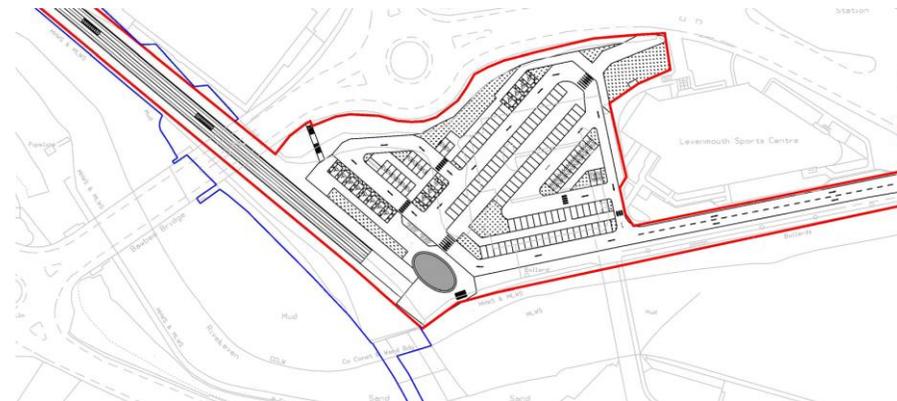
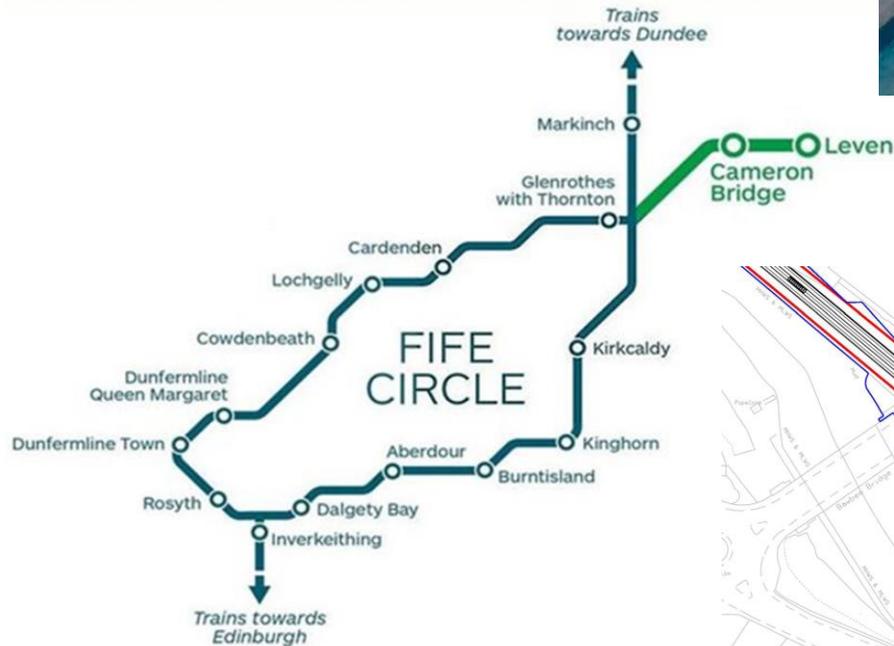
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As part of our vision to support thriving, connected, and resilient communities and destinations that are great places to live, work, and visit, we are holding a public consultation on a proposed new timetable for services between Edinburgh, Fife, and the Tay Cities. This includes services to the new stations at Cameron Bridge and Leven.

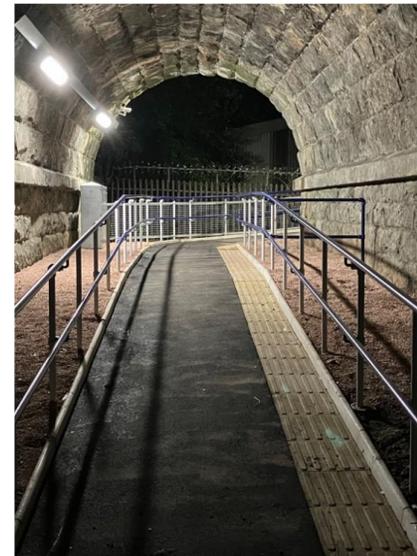
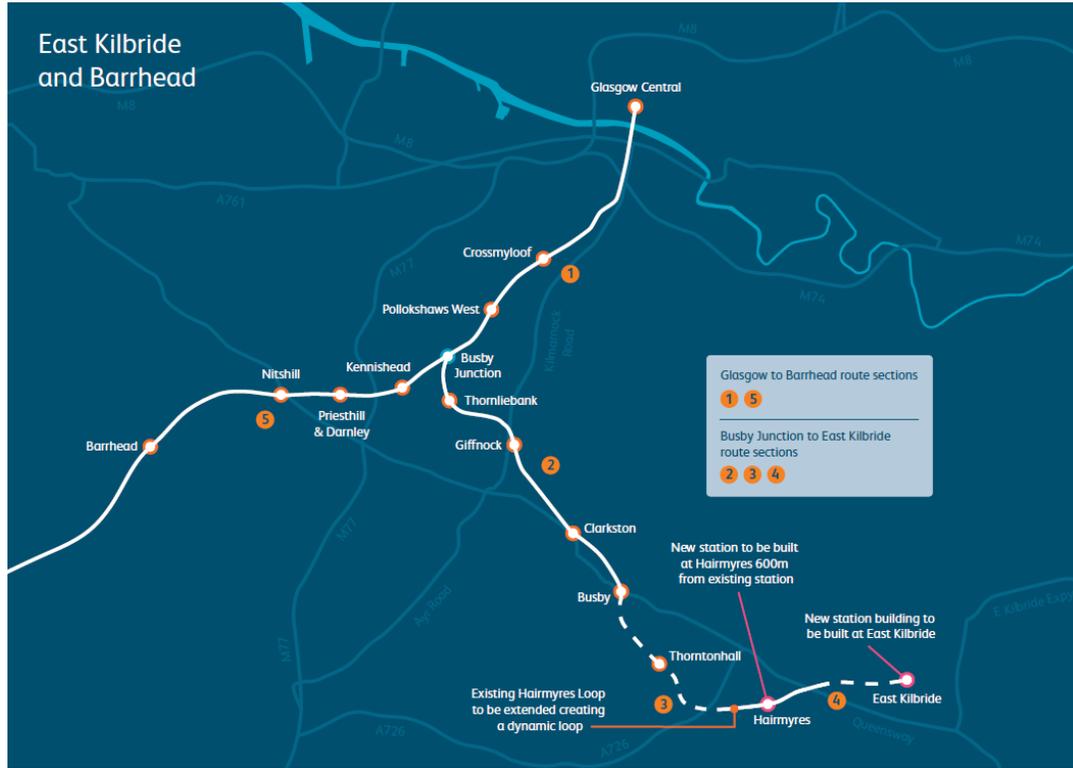
The consultation opens on Monday, 11 September 2023, and will be available until Monday, 23 October 2023.

About Us

- Latest news
- Our purpose
- About ScotRail
- New trains
- Passenger charter
- How we're performing
- Our price promise
- Our rules of travel
- Sustainability Hub



East Kilbride and Barrhead decarbonisation



Fife and Borders decarbonisation



Key Strategies



Reaching the station



Getting to your platform

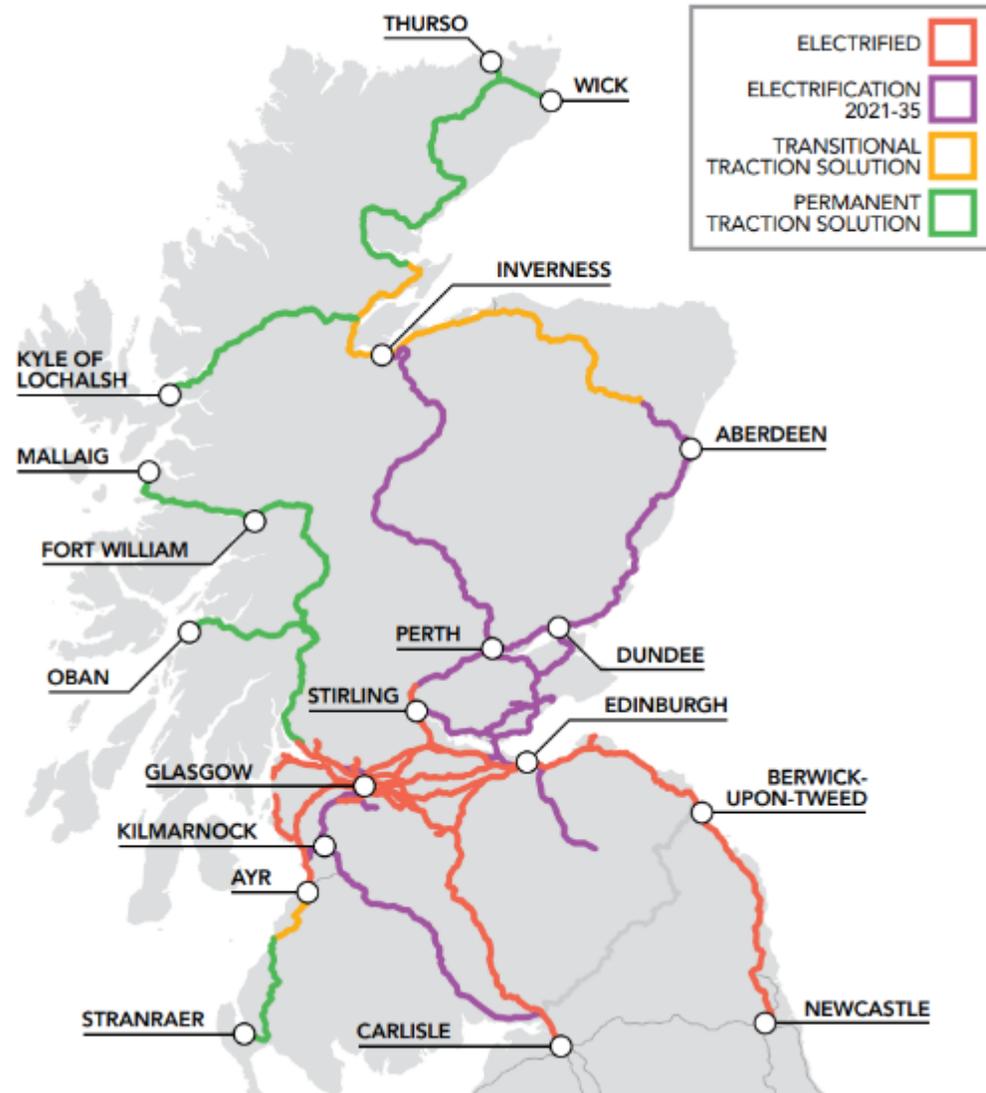


Moving around the station



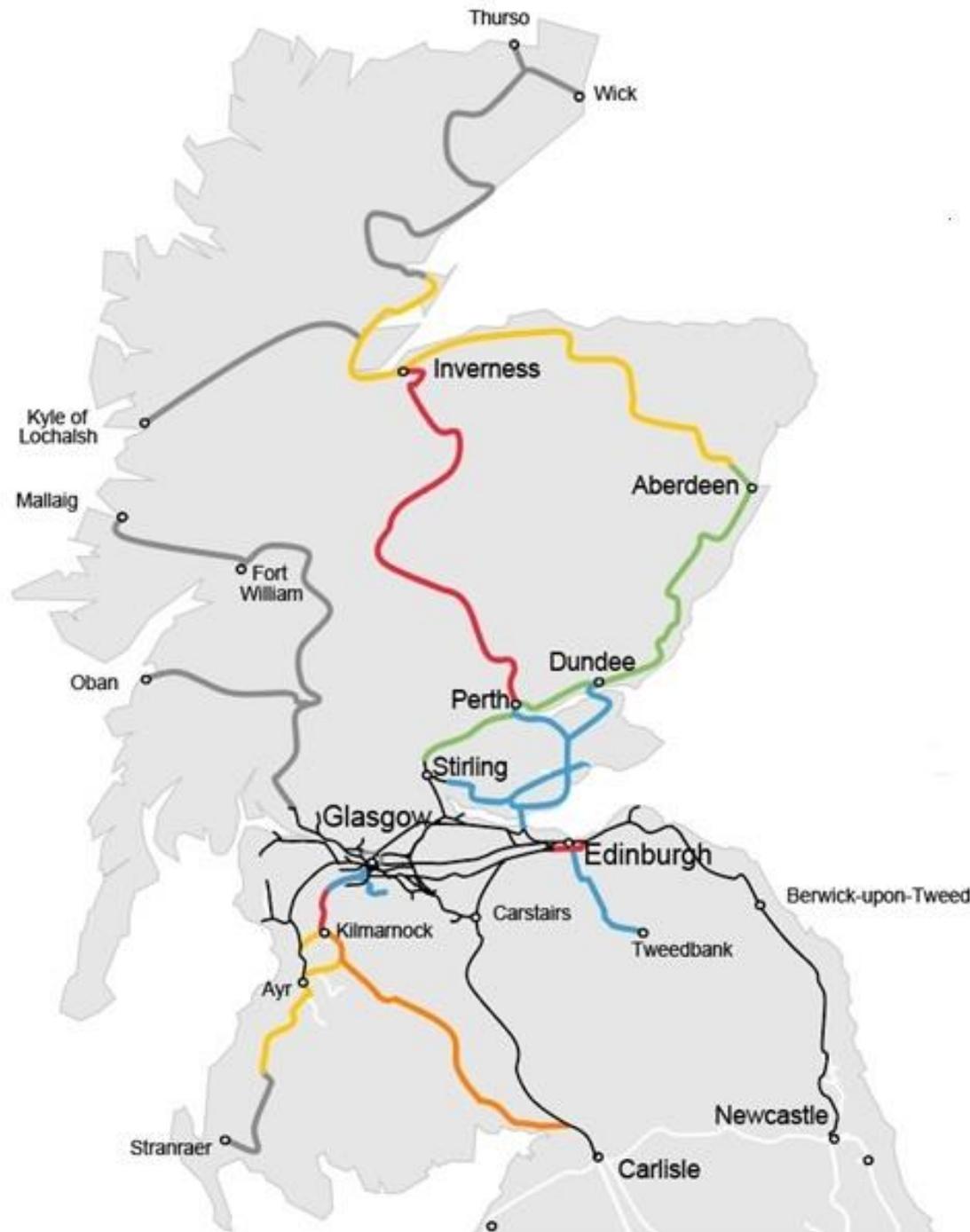
Boarding and finding your space

Decarbonising Scotland's Railway



The Decarbonisation Action Plan (DAP) was published in July 2020 detailing the requirement to decarbonise passenger operations within Scotland by 2035.

i.e. a fleet of trains that do not use diesel as their source of motive power



..... this results in a programme to electrify traction power i.e. electric trains and associated infrastructure.

This can be summarised as: -

Electrification

- Electrified Network 2022
- Phase 1 - Discontinuous
- Phase 2
- Phase 3
- Phase 4 - plus Phase 1 infill
- Phase 5 - if progressed
- Decarb via alternative traction

Phases 1-4 represent circa 1500 standard track kilometres (STK) of electrification to be installed.

Enables a strategy for New Rolling Stock



Current fleet of 1037
passenger vehicles



Life Expiry = 285 vehicles



Customer offer

Operational
flexibility

Maintenance
rationalisation

Staff
competence

Infrastructure,
depots and
stabling

Intercity



Suburban



Rural / Scenic



Decarbonisation = 388 vehicles



Passenger Benefits



Thank you and questions?

