

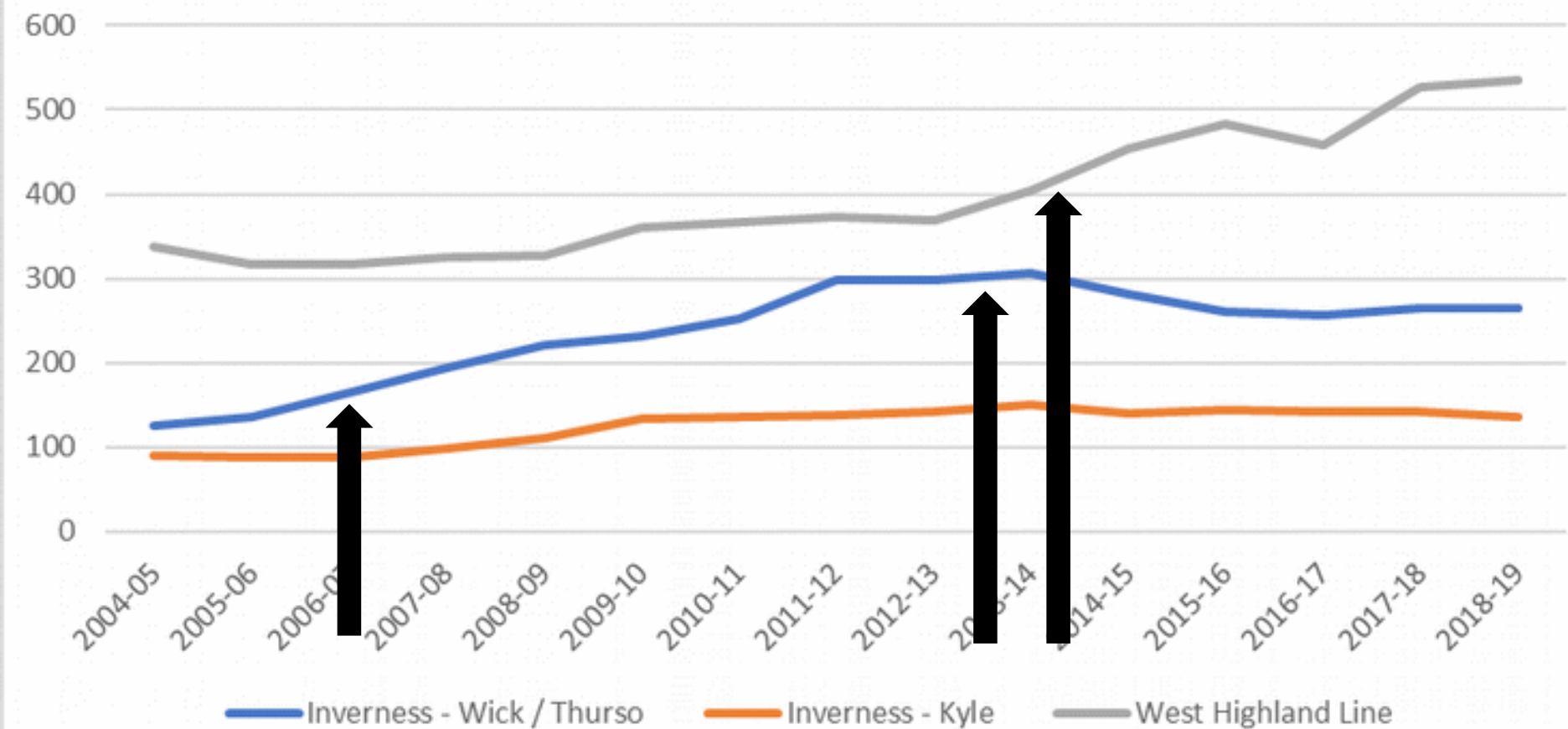
# Friends of Far North Line AGM

**21<sup>st</sup> June 2019**

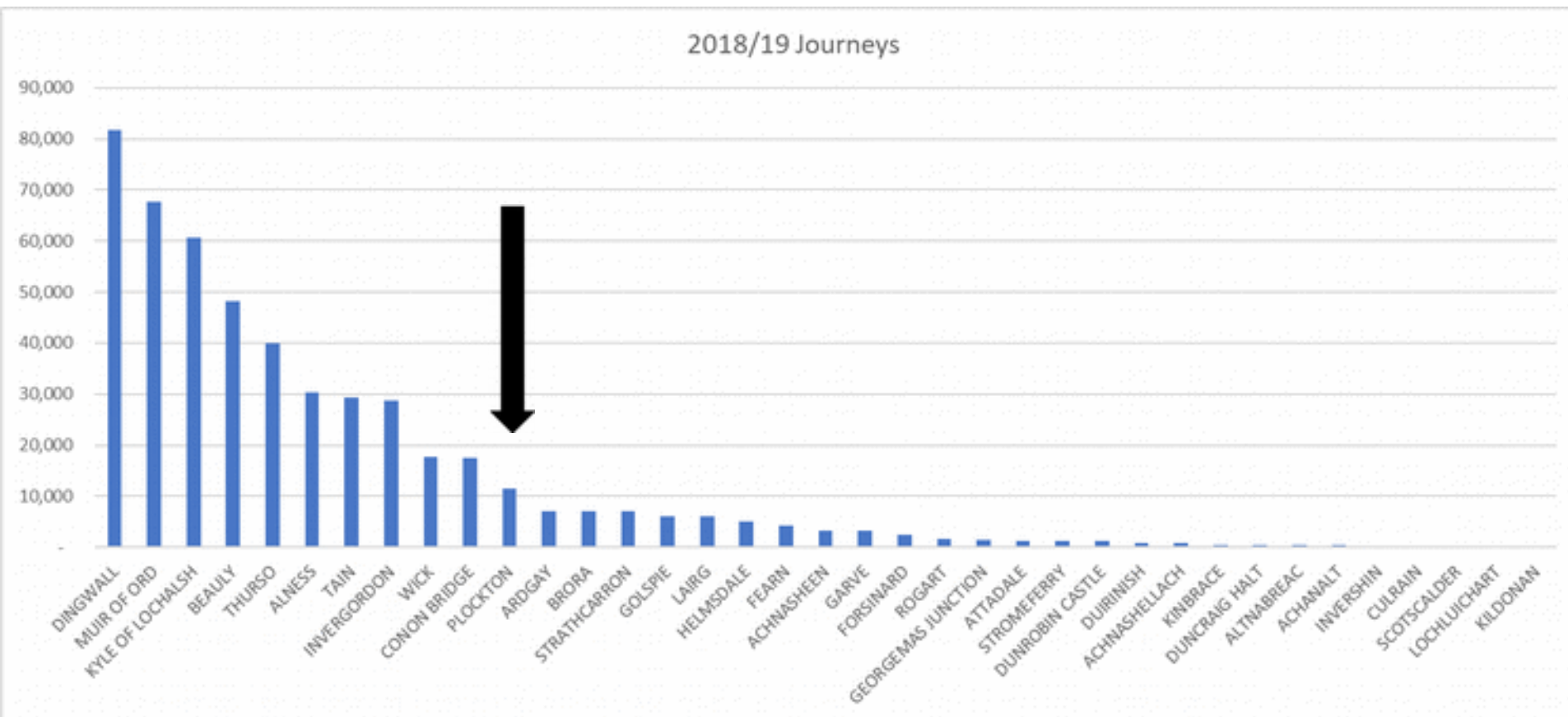
**Scott Prentice**  
**Head of Business Development**

# Passenger Use of the FNL

WHL, FNL & Kyle Lines Patronage



# Passenger Use of the FNL



# Passenger Use of the FNL

THURSO			TAIN		
INVERNESS	20,388	63%	INVERNESS	15,658	61%
EDINBURGH	2,490	8%	DINGWALL	3,343	13%
GLASGOW BR	2,436	8%	ALNESS	1,799	7%
WICK	2,000	6%	INVERGORDON	1,297	5%
ABERDEEN	1,643	5%	ARDGAY	936	4%
Subtotal	28,956	89%	Subtotal	23,034	90%
<b>TOTAL</b>	<b>32,365</b>		<b>TOTAL</b>	<b>25,556</b>	

ALNESS		
INVERNESS	13,505	48%
DINGWALL	8,305	29%
TAIN	1,799	6%
ELGIN	1,509	5%
INVERGORDON	1,368	5%
Subtotal	26,485	94%
<b>TOTAL</b>	<b>28,255</b>	

INVERGORDON			ARDGAY		
INVERNESS	15,018	58%	INVERNESS	4,099	63%
DINGWALL	5,752	22%	TAIN	936	14%
ALNESS	1,368	5%	DINGWALL	554	9%
TAIN	1,297	5%	INVERGORDON	215	3%
BEAULY	772	3%	THURSO	153	2%
Subtotal	24,207	93%	Subtotal	5,957	92%
<b>TOTAL</b>	<b>26,018</b>		<b>TOTAL</b>	<b>6,477</b>	

BRORA		
INVERNESS	1,931	32%
GOLSPIE	1,510	25%
HELMSDALE	740	12%
WICK	632	10%
THURSO	515	8%
Subtotal	5,328	88%
<b>TOTAL</b>	<b>6,061</b>	

GOLSPIE		
INVERNESS	1,632	31%
BRORA	1,510	28%
THURSO	506	10%
HELMSDALE	457	9%
TAIN	341	6%
Subtotal	4,446	84%
<b>TOTAL</b>	<b>5,306</b>	

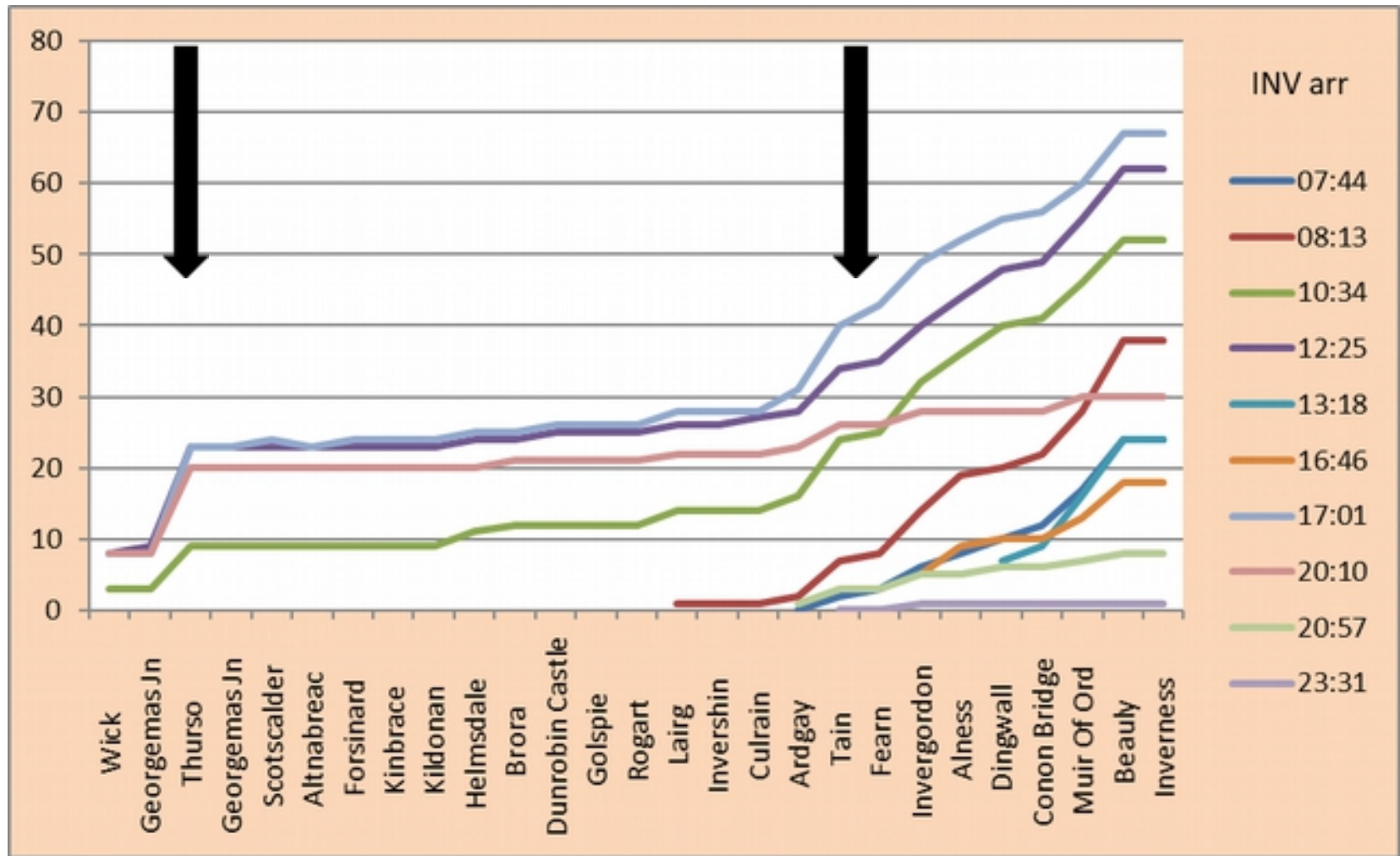
LAIRG		
INVERNESS	3,821	72%
THURSO	248	5%
EDINBURGH	203	4%
GLASGOW BR	192	4%
TAIN	152	3%
Subtotal	4,615	87%
<b>TOTAL</b>	<b>5,305</b>	

HELMSDALE		
INVERNESS	1,655	39%
BRORA	740	17%
GOLSPIE	457	11%
THURSO	432	10%
WICK	321	8%
Subtotal	3,605	85%
<b>TOTAL</b>	<b>4,231</b>	

INVERNESS		
EDINBURGH	194,251	15%
GLASGOW BR	148,492	12%
ABERDEEN	111,712	9%
ELGIN	85,129	7%
NAIRN	72,573	6%
Subtotal	612,157	48%
<b>TOTAL</b>	<b>1,277,737</b>	

KYLE OF LOCHALSH		
INVERNESS	35,201	69%
DINGWALL	7,484	15%
FLOCKTON	4,128	8%
EDINBURGH	2,813	6%
GLASGOW BR	1,328	3%
Subtotal	50,954	84%
<b>TOTAL</b>	<b>60,649</b>	

# Train Service Use



# Problems and Opportunities

- Most passenger journeys are in the Inverness – Tain section of route. As well as reflecting population density, this indicates journey time is competitive with other transport modes.
- However, spread of services throughout the day not attractive for Inverness travel to work and leisure. Rail only becomes truly competitive with an hourly service
- Golspie, Brora & Helmsdale have reasonable demand to the north and South. Competitiveness hindered by poor frequency (4 trains per day)
- There will always be a market for end to end travel which is not time critical
- Opportunities
  - Rail provides access to flow country which road doesn't
  - Cruise ship opportunities at Invergordon and Scrabster
  - Rail provides freight opportunities which road can't meet
  - School children
- Key constraints are:
  - Network capacity between Dingwall and Inverness
  - Resource led timetable, ie. timetable designed to maximise efficiency of train and crew availability. This impacts connections and reliability
  - North of Tain, rail will always have longer journey times than road



- Vision modelling clarified infrastructure is not significantly compromising train performance

Unconstrained			
Direction	Service	Journey Time	Comments
Down	All stops	X	No linespeed improvements (i.e. existing TSRs and no new LSI incorporated)
Up	All stops	Y	No linespeed improvements (i.e. existing TSRs and no new LSI incorporated)
Down	All stops	X-3.5 mins	TSRs removed and 3 level crossing linespeed improvements incorporated
Up	All stops	Y-3.5 mins	TSRs removed and 3 level crossing linespeed improvements incorporated
Down	Limited stop	X-12 mins	TSRs removed and 3 level crossing linespeed improvements incorporated and no request stops
Up	Limited stop	Y-14 mins	TSRs removed and 3 level crossing linespeed improvements incorporated and no request stops
Dn	All stops	X-26.5mins	Unconstrained 90mph
Up	All stops	Y-27mins	Unconstrained 90mph

- Half hourly service between Inverness & Dingwall requires new passing loop
- Half hourly service between Dingwall & Invergordon requires double track between Alness & Invergordon. However hourly service could potentially be squeezed in.
- Two hourly service north of Invergordon which does not increase journey times requires major infrastructure improvements. As a minimum:
  - Double track between Helmsdale and Kildonan
  - Track alterations at Georgemas Junction
  - RETB renewal
- “sport” mode on new class 158 gearboxes didn’t materially improve SRTs: gains only seen on uphill sections with linespeeds above 45mph

# Future Timetable Structure

- Hourly Inverness – Invergordon service all day. Kyle services used to provide half hourly frequency in peaks between Dingwall and Inverness. This serves commuting, education, leisure and business markets;
- Extensions from Invergordon to Tain when resources and infrastructure capacity is available;
- Six trains per day between Helmsdale and Inverness, timed to be of value to the local communities and tourists. This requires a pre 09:00 arrival into Inverness and an evening departure from Inverness around 20:00 to properly serve commuting, education, leisure and tourism markets;
- Minimum of two direct trains per day between Wick and Thurso and Inverness. These should be early morning and late afternoon / evening. The additional Helmsdale services can be used to reduce calls on these services. Aspirational journey times are 3hr30 between Inverness and Thurso and 4hr between Inverness and Wick; and
- Up to six trains per day between Helmsdale and Wick and Thurso. A minimum of two of these will be the direct Wick / Thurso to Inverness services specified above. These supplement the express services above in providing Caithness – Inverness journey opportunities but also provide tourist access to the flow country.



# Where are we now?

- Far North Line improvements designated as a priority Control Period 6 project
- RETB improvements:
  - Improved token transfer time from 10sec to 2 sec. There are 220 token transfers per day on FNL so demand on radio network reduced. Allows it to be used for other things.
  - Signalling panel split completed to better allocate workload across signallers and reduce delay
  - Request stop trial to provide a positive message to both passenger and driver that someone wishes to travel, through a simple button press on the platform
  - Automatic train describer inputs will allow real time running info to be displayed on new CIS screens
  - Use of on train GPS rather than signaller / driver communication to authorise level crossing use
  - Existing points are hydraulic sprung. This restricts approach and departure speed to 15mph. Token operated points would allow conventional points machine to be used and increase speed to 40mph. Saves 60sec per RETB token exchange loop.
  - Outline design underway on Lentrane Loop and Georgemas Junction
- Future timetable structure requires:
  - Lentrane loop
  - Token Operated points
  - Higher performing rolling stock
  - Southern extension of Invergordon loop
  - Georgemas Chord improvements
  - An additional loop north of Helmsdale

# Thank you and Questions

