



North Highland Lines

Timetable Recast & Performance Modelling

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Background

- **Publication of Room for Growth Study, June 2006;**
- **Further work commissioned by Hitrans in October 2006 for detailed timetable development on certain routes;**
- **Commitment from First ScotRail, Network Rail and Transport Scotland to be active stakeholders in the process;**



Key Objectives

- To introduce a fourth service from Inverness to Thurso and Wick in the early afternoon;
- To provide a suitable fourth service between Inverness and Kyle of Lochalsh which could operate all year if required;
- To improve connections with other rail, bus and shipping services;
- To maintain existing commitments by freight and charter train companies
- To provide an improved level of Performance, Safety and Reliability



Emerging Results

- **1356 Inverness to Wick arriving 1807 – provides connection in to 1900 Scrabster to Stromness and also commuting opportunity between Thurso and Wick am and pm;**
- **0620 service from Ardgay to Inverness (0745) providing connection for Kings Cross;**
- **1325 Inverness to Kyle arriving 1548 – provides connection in to 1558 bus to Uig but must ‘skip stop’ to make connection;**

Emerging results (contd)



- **0725 ex Kyle to depart 0622 and arrive Inverness at 0849 giving a third service from Dingwall pre 0900 & connection for Glasgow;**
- **Evening train to Kyle departs at 1753 as combined Wick/Kyle train as far as Dingwall, arriving Kyle 2028 and providing connection in to 2040 bus to Portree;**
- **Additional late evening service at 2320 on Fridays and Saturdays between Inverness and Tain;**



Issues

- **Pathing problems of 1356 Inverness to Wick;**
- **Loss of two return Invernet services between Dingwall and Invergordon;**
- **In order to speed up 1236 and 1552 trains from Wick, delete Beauly calls with Invernet services serving Conon Bridge and Beauly around the same times of day;**
- **Inverness to Dingwall at full capacity – little room for more alterations;**
- **Make ‘off peak’ trains request stops only at smaller stations e.g. Fearn and Aness;**



Computer Modelling

- **Use of Railsys – Rail Industry accepted simulation tool;**
- **Model purchased from Network Rail, therefore model is to correct standard and results should be acceptable;**
- **Developed timetable will be run on the model over 100 days;**
- **Compare results with base model (December 2006 timetable);**



Conclusions

- **Model results available by mid June;**
- **Transport Scotland to agree findings along with Economic Demand Study;**
- **No additional units required to operate service (although additional route mileage);**
- **Small increase in traincrew numbers required – c £100k per annum;**
- **Some staged enhancements could be introduced within the next year;**

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Questions/Discussion