

Cross Border Services

Specifying services

Anglo-Scottish rail services are specified by the Department for Transport. Although the Scottish Ministers can offer advice on the specification of these franchises, the Scottish Government has no contractual relationship with the four franchised cross border operators with regard to provision of Anglo-Scottish services.

The DfT set out its policy in relation to its rail franchises in “Reforming Rail Franchising: Government response to consultation and policy statement”, in January 2011.

<http://webarchive.nationalarchives.gov.uk/20110509101621/http://www.dft.gov.uk/consultations/closed/2010-28/>

Existing cross-border services

- 1. East Coast Trains;** the franchise is due to be re-let in December 2013; there are 25,865 seats on a weekday; services between Edinburgh Waverley and London Kings Cross (via Newcastle, Durham, Darlington, York, Doncaster), one daily return service extends to/from Glasgow Central, one to Inverness, and three to Aberdeen (with an additional evening southbound service terminating in Leeds); Class 43s and 91s rolling stock is used.
- 2. Virgin Trains;** the franchise is due to be re-let in December 2012; there are 18,143 seats on a weekday; services between Glasgow Central and London Euston, frequent services from Scotland to Birmingham, seven return services to/from Edinburgh Waverley and seven to/from Glasgow Central; Class 220s and 390s rolling stock is used.
- 3. First TransPennine Express;** First TransPennine Express has recently won a franchise extension until 2014-5; there are 3,718 seats on a weekday; services from Scotland to Manchester and Manchester Airport, seven return services to/from Edinburgh Waverley and four from Glasgow Central; Class 185s rolling stock is used.
- 4. Cross Country Trains;** the current franchise will run to 2016; there are 8,686 seats on a weekday; services between Edinburgh Waverley and SW England (via Newcastle, York, Leeds, Sheffield, Birmingham), seven daily return services extend to/from Glasgow Central, two to Aberdeen, and one to Dundee; Class 220s rolling stock is used.

Map of current provision in Scotland

While Glasgow Central and Edinburgh Waverley act as terminus stations for Virgin and First TransPennine services, a number of cross-border services operated by East Coast and Cross Country Trains extend beyond Edinburgh Waverley to stations in Scotland. The current pattern of provision is described below.

