

Schedule 1 – Passenger Service Obligations

| Date of change | Reason for Change | Clauses Changed | End Date of Change |
|-----------------------|---|------------------------|---------------------------|
| 10 December 2006 | Derogation for SLC breaches and principle changes to ROTP and the December 2006 timetable in respect of the following routes; 1; 2a; 2b; 2c; 2d; 2e; 3a; 3b; 3c; 3d; 3e; 3f; 4a; 4b; 5a; 5b. In the Strathclyde PTE area, the following routes are also amended; 1a; 2; 3; 4; 5; 6; 7; 8; 9; 10; 11; 12; 13;14; 15. | Clause 10.7 | 19 May 2007 |

DECEMBER 2006 PRINCIPAL TIMETABLE (10 DECEMBER 2006 to 19 MAY 2007)

Letter of Derogation for SLC breaches & Principal Changes to ROTP and Timetable

Regarding the above, this document explains the major changes to the permanent timetable, along with a list of SLC breaches, and the reasons behind such retimings.

Please see below for full details:-

The December 2006 Timetable is the first timetable to have been automatically checked using the PERCY tool, as documented in the Franchise Agreement. This has involved a lot of background work and required training needs to be addressed. This includes the input of new rules into the program (Transport Scotland), the running of the new Rules against a CIF File of the new Timetable (First ScotRail) and a printout of failures and manual checks against the new timetable (First ScotRail). These outputs were then checked by both parties, including gaining an understanding of how to interpret the results. Although manifest errors have to be ironed out, the automatic process makes it much easier to identify failures, as manual checks in the past have proved extremely difficult to carry out. It is to be noted that there are still problem areas, namely SPT tables 1A, IB & 2A (North Electric & Argyle Line) as well as 1 Sleeper Services, 5b (Far North) and numerous other routes including new services (i.e. Anniesland and Inverurie) that have not had their Rules updated to reflect the new service pattern. First ScotRail understand that this is a problem caused by the previous custodian of the Rules (namely the SRA) not updating the Rules as required. Therefore these routes have still to be thoroughly checked, although some obvious failures have been included later in the document. The other tables have been checked and the results of these form the foundation of the SLC breaches listed below. There have been a number of retimings since the PERCY run was taken, so a number of the failures have now passed and are not now listed. It is the intention however to run another PERCY run in October, once the offer is complete.

The letter of derogation would normally be sent earlier in the process, but due to the Offer arriving 1 month later than expected (i.e. 5 August instead of 7 July), this has resulted in processes further down the line being delayed likewise. The delay in the offer has been put down to Edinburgh Redevelopment, and the sheer number of different timetable scenarios to be validated. Although the worst case line closure was validated by a separate team (J Waddell (NetworkRail) and C Berry (First ScotRail)), this was really to identify what trains would have to terminate at Haymarket, rather than work out the worst path for every train throughout the year.

The December 2006 Timetable incorporates the major work involved in the Edinburgh

Redevelopment Project. This runs for the entire length of the Principal and Subsidiary Timetable Periods through to December 2007. As agreed at the joint meeting and presentation of the proposed work in January 2006, a revised timetable was put in place for Edinburgh Waverley that allowed for the maximum services possible that could use the station, given the constraints caused by Line closures in Princes St Gdns.

It was therefore decided that to keep the Public Timetable as simple as possible, the worst case scenario would be taken for each train and then standardised throughout the year.

However it was proved that a number of trains would have to start/terminate at the new Haymarket Platform 0, these mainly being two Fife trains per hour Off peak and three trains during the morning and evening peaks. As the closure of the Lines in Princes St Gardens would not start until the 31 December, the train terminating at Haymarket Platform 0 will in fact run through to Edinburgh for the first few weeks of the timetable.

Therefore as agreed previously, trains running out of Edinburgh are exempt from the SLC for the duration of the timetable. This will include trains on the following routes:-

Edinburgh to Queen Street, Bathgate, Dunblane, Aberdeen, Fife Circle, Markinch, Cowdenbeath, West Calder, North Berwick, Perth, Inverness and Newcraighall.

There may also be certain routes that because of the way these routes interact with other routes, there may be consequential long journey lengths, but these will be listed below.

Regarding the Journey time failures, these are mainly caused by NetworkRail flexing passenger trains for other operators trains, or more importantly, NetworkRail carrying out a thorough check of the timetable against the current Rules of The Plan.

It has come to their attention that at a number of locations, the current junction margins and headways do not actually reflect the values as shown in 2006/7 ROTP. These values however have been unchanged in recent years, and have only come to light since Network Rail started tackling their unexplained schedule errors. Normally in the process, train paths are rolled forward year after year, so manual validation of ROTP does not take place, as it was unchanged from the previous timetable. Now however as both NetworkRail and First ScotRail strive to improve the performance to unprecedented levels, the first stage is to root cause existing conflicts that are foul of ROTP, and then tackle the rest of the problems with future changes to reflect reality. Therefore the outcome of this has resulted in some trains failing to meet their SLC requirement, with First ScotRail being unable to challenge the longer journey time.

Although First ScotRail understand the need for Transport Scotland to protect passengers interestes in shortest journey times possible, this must be done against the reality new safety requirements, Defensive driving techniques, break testing enroute, increased station dwells, realistic junction margins and deficiencies in the ROTP, namely no account of slower diverging routes etc. This has proved to be the case over a number of years, where more and more trains have been written into the timetable that the infrastructure cannot really cope with.

It must also be stressed that all future Trainplanning meetings will now involve a representation from Transport Scotland. This will give Transport Scotland a greater insight into current problems, as well as future performance initiatives.

Major changes to the timetable:-

Apart from Edinburgh redevelopment, there are additional late night Friday services over a

number of SPT routes to destinations including Largs, Kilmarnock, East Kilbride, Neilston, Newton, Cathcart Circle, Paisley Canal, Livingston South, Larkhall, Lanark, Milngavie, Springburn and Balloch.

There is also an additional 08.13 EWD Wick/Thurso to Inverness service, as well as minor changes to Invernet services.

The Lairg and Arrochar commuter services will continue to run.

There is some change to the East Kilbride morning Peak, and First ScotRail is grateful for the agreement of Transport Scotland. Although First ScotRail accept that this is for a trial basis, there is the hope that performance will dramatically improve, especially to the worst performing train in Scotland, the 08.04 East Kilbride to Glasgow Central service. Again as acceptance has been received already, the revised service breaches have not been included.

There is currently a major issue with very poor performance on the West Highland Line. This has been brought about by changes to the RETB practice and the safety requirement to repeat messages. The timetable also reflects the historical requirement to miss short token sections if required, but again this has changed since the timetable was written. Therefore a number of token change stops only have 0.5 min where the reality is for at least 2 mins. As the delays are worst between Oban and Crianlarich, a number of trains now arr Oban 3 mins later or dep Oban 3 mins earlier, albeit taking shipping connections into account.

Please note that some Engineering work that is listed under Section 7 as Disruptive Possessions is also included in the Permanent Timetable. This would be work that results in a number of consecutive weekends where the line would be closed.

Engineering Work in this timetable includes:-

Carlisle to Dumfries Blocked Sat 19.30 to Mon 05.40 (8 weekends February to March)

Paisley to Gourock/Wemyss Bay Blocked Sun to 11.00 and after 22.15 Sun (7 Jan to 4 Feb)

Glasgow C to Johnstone Blocked Sun to 11.00 and after 22.15 Sun (7 Jan to 13 May)

These will result in SLC breaches and PERCY error reports in Routes 4a, 4b (Network) and Routes 3, 4 & 13, but assurance has already been given from Transport Scotland of these and are therefore not included as part of this letter.

Please find below a list of routes and individual trains that require derogation, and in most cases, ultimately a change to the SLC.

Although First ScotRail wrote asking for derogation to seek an SLC change to increase the Larkhall to Glasgow Central LL Max Journey time from 30 mins to 31 mins, further Performance analysis has shown most of the time to be lost between Haughead In and Hamilton Central, so this is where First ScotRail propose that the extra time would be added. Part of the original timeloss before Haughead In may have been down to driver familiarisation. A further meeting is planned for 18 September.

The departure times for Queen St to Stirling and Dunblane service has been revised to XX.19 & 49. This is to allow trains to meet the SLC, given the minor retimings of Edinburgh to Dunblane services 5 mins ahead at Larbert Jn.

Also note that due to the cut off date of 2nd October for Public Timetable Booklets, a

response would be gratefully appreciated so as to allow for the timeous printing of all the books.

SLC Breaches and future SLC change unless otherwise shown

Network (Authority) SLC

Route 1 Sleeper Services

Awaiting updated rules in PERCY, but note that all Sleepers will run ECML on Sundays between 4 Feb & 25 Mar, and will be unable to make stops as shown in the SLC. As this is part of the Maintenance Strategy, agreement has been given by Transport Scotland to allow derogation. 4.1.2 The Euston to Inverness/Ft William/Aberdeen departs at 20.00 vice 20.30. Again this is due to WCML Engineering Maintenance Strategy and this will require a change to the SLC, as it is ongoing year to year.

Route 2a Edinburgh to Glasgow Queen Street

SLC waived for this timetable

Route 2b Glasgow Queen St to Aberdeen

Rule 5 Journey time

05.27 SX Aberdeen to Queen St arr 08.33 vice 08.32. SLC is 3hrs 5 mins

Consequence of 07.30 E&G running later over Greenhill U In because of missing {~} starting allowance at Polmont In SRT and Eng Allowance of [2] approaching Cowlairs W In being split.

Route 2c Edinburgh to Aberdeen

SLC waived for this timetable.

Route 2d Glasgow Queen St/Edinburgh to Perth/Inverness

SLC waived for this timetable.

Route 2e Aberdeen to Inverness

PERCY run shows no failures

Route 3a Edinburgh to North Berwick

SLC waived for this timetable

Route 3b Edinburgh to Bathgate

SLC waived for this timetable

Route 3c Edinburgh to Shotts

SLC waived for this timetable

Route 3d Edinburgh & Glasgow Queen St to Dunblane

SLC waived for Edinburgh to Dunblane for this timetable.

06.49 EWD Glasgow Queen St to Dunblane arr 07.53 vice 07.51 (SLC allows 1hr 4 mins for 1 train)

This is due to NetworkRail waiting for the 07.08 to Inverness clearing the section ahead at Dunblane as per ROTP. Although there is an Intermediate Block post at Bridge of Allan, the 2 min required for the signalman to reset the signal is required as per ROTP.

17.49 EWD Glasgow Queen SUo Dunblane arr 18.44 vice 18.43 (SLC allows 54 mins for 4 trains)

Route 3e Edinburgh to Fife Circle

SLC waived for this timetable

Route 3f Edinburgh to Newcraighall

SLC waived for this timetable

Route 4a Newcastle. Carlisle. Glasgow to Avr. Girvan & Stranraer

PERCY run shows no failures

Route 4b Glasgow to Dumfries. Carlisle and Newcastle

Rule 1.9 & 2.9 Connections to London Euston at Carlisle

Due to the earlier retiming of the Virgin service, the 08.28 EWD G&SW service does not connect with this. There is however a later service that allows an arrival in Euston before the allotted 15.30 hrs.

Rule 2.3 & Rule 4 Maximum Journey Time

13.09 EWD Carlisle to Dumfries arr 13.50 vice 13.49 (SLC is 40 mins)
Flexed due to crossing with 10.00 Stranraer to Newcastle train at Gretna Jn.

Rule 3.5 Maximum Interval Service (5hrs 48 mins vice 5hrs 45 mins)

19.35 SUN Carlisle to Glasgow Central is timed to fall into pattern at Kilmarnock.

Route 5a Glasgow Queen St to Oban. Fort William & Mallaig

08.13 EWD Oban to Queen St arr 11.26 (dep 4 earlier) 3 hrs 13 mins. SLC is 3 hrs 10 mins
(Change initiated by First ScotRail so derogation required)

Route 5b Inverness to Thurso/Wick & Kyle of Lochalsh

Awaiting updated rules in PERCY, which will also need updated with the changes below. Also note that there is an additional 08.13 EWD Wick to Inverness.

Lairg commuter train continues to run.

12.17 EWD Inverness to Invergordon replaces 11.44 EWD Inverness to Tain (already advised).

13.14 EWD Invergordon to Inverness replaces 13.02 EWD Tain to Inverness (already advised).

Strathclyde PTE Area

Route 1a Glasgow to Balloch. Helensburgh Central & Milngavie

Awaiting updated rules in PERCY. A full check will then be done due to the complexity of the table.

Rule 4 Journey Time

07.40 Glasgow Queen St to Helensburgh arr 08.28 vice 08.23 (already advised) School contract. (Change initiated by First ScotRail so derogation required)

Route 1b Glasgow Queen St LL to Springburn & Drumgelloch

Awaiting updated rules in PERCY. A full check will then be done due to the complexity of the table.

Route 2 Glasgow Central LL to Motherwell Coatbridge. Larkhall and Lanark

Rule 4 Journey Time

All Larkhall to Glasgow Central would now take 31 mins vice 30 mins.

Performance data included as requested.

Awaiting updated rules in PERCY. A full check will then be done due to the complexity of the table. However the following has been manually identified:-

Rule 4 Journey Time

The trains below fail because NetworkRail insist a 3 min gap between GNER or Virgin and First ScotRail terminator or Lanark service, as per current ROTP. Previously it was 2-2.5 mins.

06.47 EWD Glasgow C to Motherwell arr 07.17 vice 07.16 (flexed for GNER) SLC is 29 mins.

07.47 EWD Glasgow C to Motherwell arr 08.17 vice 08.16 (flexed for GNER) SLC is 29 mins.

08.17 EWD Glasgow C to Motherwell arr 08.47 vice 08.46 (flexed for FS) SLC is 29 mins.

08.47 EWD Glasgow C to Motherwell arr 09.18 vice 09.16 (flexed for VXC) SLC is 29 mins.

09.47 EWD Glasgow C to Motherwell arr 10.17 vice 10.16 (flexed for GNER) SLC is 29 mins.

11.47 EWD Glasgow C to Motherwell arr 11.47 vice 11.46 (flexed for GNER) SLC is 29 mins.

13.47 EWD Glasgow C to Motherwell arr 14.18 vice 14.16 (flexed for GNER) SLC is 29 mins.

15.47 EWD Glasgow C to Motherwell arr 16.18 vice 16.16 (flexed for GNER) SLC is 29 mins.

17.47 EWD Glasgow C to Motherwell arr 18.18 vice 18.16 (flexed for GNER) SLC is 29

mins.

19.47 EWD Glasgow C to Motherwell arr 20.18 vice 20.16 (flexed for GNER) SLC is 29 mins.

Route 3 Glasgow Central to Avr, Ardrossan & Largs

Please note that the Largs trains that failed the Rule 4 Journey Time have now been retimed and fall within the SLC.

Any other failures relate to Engineering Work

Route 4 Glasgow Central to Gourock/Wemyss Bay

Most SUN failures relate to Engineering Work.

However the the 10.55 Wemyss Bay to Glasgow C arr 11.48 (vice 11.43) SLC is 50 mins. This is due to the train originally being retimed to provide a ship connection from Rothesay. Because of the SLW allowance of <7> in Ayrshire trains approaching Paisley, both trains in the Winter are on the same path to Glasgow C. Therefore the Wemyss Bay follows the Ayr train, because the Wemyss Bay is slightly off pattern.

Although there are other XX.55 departures from Wemyss Bay, they are after the SLW comes off, so are not affected.

Route 5 Glasgow Central to Cathcart Circle. Neilston & Newton

Rule 4 Journey Time

15.21 SX Glasgow C to Neilston arr 15.50 vice 15.47 (already advised but SLC needs changed)

School children at Patterton.

Route 6 Glasgow Queen St to Cumbernauld and Falkirk Grahamston

Please note that due to an existing 2.5 minjunction margin at Carmuir's W Jn between the Dunblane to Queen St service, NetworkRail have insisted that this be brought up to the regulatory 3 min standard junction margin. Therefore most trains now take 49 mins vice the 48 mins SLC requirement. As Dunblane/Stirling services are also exactly on their 40 min SLC, there is no scope to flex them either.

First ScotRail therefore request derogation meaning and that the **SLC Rule 4 Journey Time** Queen St to Falkirk Grahamston is amended. to 49 mins.

Rule 4 Journey Time

07.23,08.23,09.23, 10.23, 11.23, 12.23, 13.23~ 14.23, 15.23, 16.23, 17.23, 18.23, 19.53,20.53, 21.53,22.53 EWD Glasgow Queen St to Falkirk Grahamston (All 49 mins vice 48 mins)

10.44 EWD Falkirk Grahamston to Queen St arr 11.29 (vice 11.28) SLC is 27 mins.

Flexed before Cumbernauld for a freight train. SLC failure due to train being kept on pattern.

Route 7 Glasgow Queen St to Marvhill/Anniesland & Garelochhead

Awaiting updated Rules in PERCY.

Rule 4 Journey Time

07.09 SX Arrochar to Glasgow Queen St arr 08.36 (vice 08.26) SLC is 60 mins
Currently shown to stop at intermediate stations on the Maryhill route.
Three further options looked at to reduce (10) and these have been submitted to Transport Scotland, along with a detailed report on each scenario.

Dictated by 3 min Junction margin at Cowlairs W Jn, 2.5 Junction margin at Cowlairs S Jn and 3 min headway into Queen St as per ROTP.

Current Timetable:-

Currently the 07.09 Arrochar to Queen St service crosses Cowlairs W J at 08/21 ~ after the 07.30 Edinburgh to Queen St passes at 08/19. The 08.18 Queen St to Stirling then passes Cowlairs W Jn at 08/22~. This in itself is far too tight according to NetworkRail, both in terms of junction margin and headway. The 07.09 then has to find a path over Cowlairs S Jn ahead of the 07.44 Cumbenauld to Queen St and arrive at 08.26, with the Cumbenauld train arriving at 08.28 (again a ROTP failure as it arrives at 08.26) 2 mins vice 3 mins headway. The 08.26 arrival time also caused problems with the docking of the train, causing it to use one of the longer platforms (ie PLT 5,6 &7).

DEC 2006 Timetable:-

From DEC2006 the problem is even worse. The 07.30 Edinburgh to Queen St now passes Cowlairs W J at 08/20 (~min later) as there was no adjustment time in the old schedule to take account of the standing start from Polmont Stn. This is in ROTP because the SRT from Polmont In to Falkirk High Pass to Pass is the same for a train passing Polmont Stn at 100 mph or one accelerating from 20 mph, due to Polmont Stn and Polmont In being so close to each other. As there should be a 3 min headway at Cowlairs W In, this would push the Arrochar to 08/23, but this interacts with the revised 08.19 dep from Queen St to Stirling crossing at 08/23~. Therefore with the 05.27 Aberdeen to Queen St passing Cowlairs W In at 08/27~, the first available path is crossing at 08/30~ with (1) thereafter to allow the 05.27 ex Aberdeen to run in 3 mins ahead. This is therefore why the train arrives 10 mins later than present. To make the train path more palatable to passengers, a call at Maryhill, Summerston, Gilshochill, Possilpark & Parkhouse and Ashfield would use up most of the pathing time, and give these stations an additional service.

Route 8 Glasgow Queen Street to Croy

15.51 SX Queen St to Falkirk Grahamston arr Croy 16.17 vice 16.15 (26 mins vice one of 24 mins).

Derogation was asked for in the last timetable, but a change to the SLC is really required, as the 3 min headway cannot be maintained otherwise.

Route 9 Glasgow Central to Paisley Canal

PERCY run showed no failures.

Route 10 Glasgow Central to Whifflet

Rule 4 Journey Time

06.13 SX Glasgow C to Whifflet au 06.35 vice 06.34 (SLC is 31 mins)

Requires (1) approaching Whifflet N In to follow 06.40 Coatbridge C to Motherwell on 4 min headway as per ROTP.

18.13 SX Glasgow C to Whifflet au 18.45 vice 18.44 (SLC is 31 mins)

Requires (1) approaching Whifflet N In to follow 18.39 Coatbridge C to Motherwell on 4 min headway as per ROTP.

Route 11 Glasgow Central to Shotts**Rule 1.1/1.5/1.7 Interval Service arriving at Glasgow C**

08.27 to 10.00 dep interval. Maximum is 1 hr 30 mins

Due to flexing of other operators trains, and slightly revised pattern service, SLC is required to reflect 1 hr 33 mins.

Rule 4 Journey Time

14.19 EWD Shotts to Glasgow C au 15.02 vice 15.00 (SLC is 42 mins SX 41 mins SO)

Flexed for VWC train at Uddingston In

Route 12 Glasgow Central to East Kilbride

Derogation has already been sought for the morning peak Performance retimings and the afternoon

15.41 Glasgow C to East Kilbride.(School trains).

Route 13 Glasgow Central to Barrhead. Kilmarnock. New Cumnock & Girvan**Rule 4 Journey Time**

09.03 SX Glasgow C to Kilmarnock au 09.52 vice 09.48 (SLC is 8 trains of 46 mins)

Flexed approaching Kilmarnock to allow EWS Coal train to Clear Platform 3.

19.08 EWD Ayr to Kilmarnock requires arr 19.40 vice 19.39 (SLC is 31 mins)

Requires (4) pathing approaching Kilmarnock, to allow sufficient gap between ex Carlisle train to

arrive in platform 3. Both units then attach with permissive working.

07.37 EWD Glasgow C to Bauhead arr 08.01 vice 07.59 (SLC is 22 mins)

Altered as part of East Kilbride Performance Improvement.

Above retiming not actually necessary as train can arrive in Platform 1 without delay.

However as a number of school children alight from ex Kilmarnock service and interchange into local service, it seems sensible to put this train in bay platform, thus waiting the ex Kilmarnock train to depart.

Route 14 Glasgow Central to Carstairs**Rule 1.3 Journey Time**

19.06 SX Carstairs to Glasgow Carr 19.47 vice 19.45 (SLC is 39 mins)

Flexed at Law *In* due to other TOC's trains.

Route 15 Motherwell to Cumbernauld

Rule 4 Journey Time

08.35 SX Motherwell to Cumbernauld arr 09.01 vice 09.00 (SLC is 25 mins)

Requires (2) pathing to follow 08.36 Motherwell to Milngavie via Bellshill.

Summarising, none of the trains listed above (except where highlighted) were actually Bid to NetworkRail in a path that would break the SLC. However as a result of various challenges by NetworkRail to Trainpaths that do not meet Rules of The Plan, occurring as detailed above, the First ScotRail bid, whilst compliant with the SLC's was not compliant with the requirements of the Network Code to bid in accordance with ROTP. As a consequence of this, First ScotRail did not therefore have Track Access rights to support the bid, and NetworkRail subsequently offered revisions to our bid to ensure compliance.

Under these circumstances I believe First ScotRail is technically exempt from requiring SLC derogation.