

Rail North Committee Meeting – Item 4.0

Subject: Timetable Development
Author: Tom Davidson, Transport Planner
Sponsor: David Hoggarth, Strategic Rail Director
Meeting Date: 23rd August 2018

1. Executive Summary:

- 1.1 This report summarises timetable development issues for Northern and TransPennine Express and suggests some principles to apply to future service development.

2. Recommendations:

- 2.1 The Committee is asked to **note** the industry approach to future timetable development and to **consider** the service development priorities in Section 5.
- 2.2 The Committee is also asked to **endorse** development work on Service Option Schemes for TransPennine Express and Northern.

3. Background:

- 3.1 Following delays to the construction of the Manchester to Preston electrification works, an interim timetable had to be implemented to:
- Fit with the national recast of timetables in May 2018.
 - Utilise diesel resource on the Bolton corridor, rather than electric stock.
 - Match the timetable and capacity plans to available rolling stock.
- 3.2 The creation of a hybrid timetable was a complex plan to develop and, in part, led to the performance problems experienced by passengers. Notwithstanding this there are some areas where the planned service contained additional services:
- Increased Manchester Airport connections from Newcastle and Darlington
 - Earlier and later trains across the TPE network
 - Direct Lincoln-Leeds service

- Hourly stopping services on the Hope Valley route
- 2 trains an hour all day to Buxton
- Doubling of TransPennine services to/from Middlesbrough on Sundays
- Reinstatement of key connections between Northern and TransPennine services at Thornaby and Middlesbrough
- Filling of the long-standing AM peak gap from Saltburn/Redcar into Middlesbrough
- Additional services on the Whitby line

3.3 There are also a large number of service enhancements still planned to be delivered within the current franchises. A full list of planned train service improvements (including those already provided) is set out in Appendix 1.

4. Future Timetable Changes

4.1 Whilst there are a number of industry reviews examining the problems associated with the May 2018 timetable, one of the contributory factors was the scale of timetable changes undertaken nationally.

4.2 As a result, the industry has decided that the timetable plan in the North of England for December 2018 will be largely consistent with the existing May 2018 plan. Specifically, the industry is de-coupling the timetable from completion of infrastructure projects. This means that (for example) the diesel timetable for Manchester to Preston will remain in place, with electric trains gradually introduced as infrastructure and driver training allows.

4.3 Where possible, minor timetable changes may be made to improve reliability. These are likely to be limited in scope and focused on the de-confliction work required to ensure all operators can operate in line with their specification.

4.4 At the time of writing discussions were ongoing around the industry approach to timetable changes in 2019 (May and December being the change dates). A verbal update will be provided at the meeting.

4.5 In order to review any industry proposals, an officer Train Service Advisory Group has been established to consider detailed industry plans and provide advice to Committee Members. This has previous advised members on proposals put forward by TransPennine Express.

5. Draft Principles for Future Timetable Changes

5.1 Through its partner role in the Rail North Partnership, the Committee oversees the delivery of the two rail franchises. Working with the train operators, the following principles are suggested as the basis of future timetable planning work:

- Where the timetable does not currently deliver a satisfactory service the industry should be asked to develop alternative options that better serve passenger needs. Pressing issues relating to reliability, calling patterns and extended journey times have been fed back to the train operators.
- Given the on-going crowding concerns across the network, train capacity should be increased as soon as possible. Where additional funds are available, the focus should be on providing extra carriages and not simply a recast of current resources.
- Reliability of services with the required passenger capacity is the key priority. As a result, incremental service improvements should only be implemented once they can be delivered reliably.
- Service enhancements included in the franchises (e.g those listed in Appendix 1) should still be delivered in full – at the earliest practical opportunity.

5.2 The Committee is asked to **consider** these principles, which will be used to provide direction for the Train Service Advisory Group.

6. Service Option Schemes

6.1 Within both Franchise Agreements, the operators are required to establish a Service Option Scheme Fund. This is designed to fund train service improvements such as frequency and capacity improvements within the current franchises. The fund becomes available from 2018 for TPE and April 2019 for Northern. The funds are overseen by the Rail North Partnership and Transport for the North will be asked for views on priorities.

6.2 Schemes reliant on infrastructure changes are being developed separately and the focus of the Service Option Fund is on train operator-led schemes.

6.3 A list of potential service improvements has been collated from suggestions put forward by Transport for the North member authorities. These are being assessed by the Train Service Advisory Group against policy and deliverability criteria.

- 6.4 Once the long list has been assessed, a list of suggested schemes and immediate priorities will be submitted to the Rail North Committee for consideration.

TPE North Route Calling Pattern

- 6.5 Following TPE's timetable consultation for May 2018, two issues have been raised by stakeholders. These are focused on the North Route, where the intermediate stations between Huddersfield and Stalybridge are covered by 'skip stop' operation of the Manchester to Hull train and the Manchester to Leeds stopping service.
- 6.6 Initial discussions have taken place with regards improvement schemes that could improve the consistency of the calling pattern and reduce the number of calls in the Hull service.
- 6.7 Rail North Committee is asked to **endorse** further development of a North Route scheme, with a view to funding improvements through the Service Option Scheme Fund.

Saltburn Services

- 6.8 Tees Valley Combined Authority have approached Transport for the North with a proposal to improve connectivity to Saltburn. It is proposed to work with Tees Valley Combined Authority to consider this proposal further.

7. Options Considered:

- 7.1 Options will be developed as part of the proposed workstream in section 6.

8. Considerations:

- 8.1 None at this stage.

9. Preferred Option:

- 9.1 Options will be developed as part of the proposed workstream in section 6.

Appendix 1 : Service Enhancements with the Franchises

Northern: Contracted Franchise Enhancements

North East

- Middlesbrough to Carlisle – additional Northern Connect service via Tyne Valley
- Newcastle to Middlesbrough via Sunderland – additional early morning train
- Newcastle to Middlesbrough via Sunderland – later evening trains from Newcastle
- Newcastle to MetroCentre – 3 tph
- Bishop Auckland to Darlington – 1 tph including on Sundays
- Darlington to Middlesbrough – increased evening frequency, with two additional services per day arriving in Middlesbrough after 19:00
- Middlesbrough to Saltburn – improved service frequency in the evenings, with two additional services per day leaving Middlesbrough after 19:00.
- Middlesbrough to Whitby – extra morning service for commuters

North & East Yorkshire

- Leeds to Harrogate – 4 tph through the day
- Leeds to Harrogate / York – additional evening services
- Leeds to Harrogate / Knaresborough – additional Sunday services to provide 2tph
- Leeds to Lancaster via Skipton – increase to 7 trains per day
- Leeds to Lancaster via Skipton – extra Sunday service
- Leeds to Carlisle – extra train departing for Settle and Carlisle between 16:00 and 19:00
- Leeds to Carlisle – two extra services on Sundays
- York to Scarborough – additional service per hour, including on Sundays
- York to Hull – hourly services (including on Sundays)
- Hull to Scarborough – hourly services (including on Sundays)
- Selby to Leeds – hourly Sunday services
- Bridlington / Beverley to Leeds – new direct services, creating 2tph Bridlington to Hull
- Hull to Doncaster and Sheffield is to be operated as Northern Connect, with extra services on Sundays

West Yorkshire

- Peak capacity increases at Leeds – overall increase of 37% into all key cities
- Huddersfield to Wakefield extended to Castleford
- Knottingley to Wakefield extended to Leeds
- Leeds to Ilkley / Skipton – extra evening trains
- Bradford to Ilkley – hourly trains on Sundays
- Bradford to Skipton – hourly trains on Sundays
- Leeds to Knottingley and Pontefract Monkhill – increased frequency to 2 tph
- Leeds to Knottingley and Pontefract Monkhill – Sunday services increase to 1tph
- Cross Gates, Garforth, East Garforth and Micklefield – 2tph to Leeds on Sundays
- Leeds to Doncaster – hourly on Sundays
- Leeds to Sheffield via Moorthorpe – hourly on Sundays

South Yorkshire

- Sheffield peak capacity – 68% increase on Northern services
- Leeds to Sheffield / Nottingham – faster journey times
- Leeds to Sheffield – semi-fast extended to Lincoln, as Northern Connect
- Sheffield to Retford – new stopping services, creating 2 tph Sheffield – Retford
- Sheffield to Lincoln – hourly Sunday services
- Sheffield to Lincoln – journey time savings of 5 to 10 minutes
- Dronfield – an additional six trains a day to and from Sheffield
- Elsecar – 2 tph to Sheffield, Barnsley and Leeds
- Sheffield to Manchester – six more Northern trains per day to provide a full hourly service
- Sheffield to Bradford Interchange – new direct Northern Connect service
- Sheffield to Huddersfield – hourly Sunday services

Calder Valley

- Manchester Victoria to Rochdale – increase to 6tph (2 stoppers and 4 fasts)
- Leeds to Manchester via Bradford – 1 tph extends to Chester, as Northern Connect
- Leeds to Manchester via Bradford – 1 tph extends to Manchester Airport, as Northern Connect

- Leeds to Manchester via Brighouse extends to Southport
- Blackburn to Manchester via Rochdale extends to Southport
- Bradford to Nottingham Northern Connect Service
- Bradford to Manchester – extra 1tph, running on to Liverpool Lime St as Northern Connect
- Bradford to Manchester – extra evening trains
- Bradford to Manchester – doubled frequency on Sundays
- Bradford to Manchester – extra 18 Northern services per day including 7 extra services after 1900
- Manchester to Blackburn via Burnley – extra evening service

Lancashire & Cumbria

- Barrow-in-Furness to Lancaster – increase in frequency on weekday and Saturday
- Manchester Airport to Lancaster, Barrow and Windermere – additional frequency on Sundays
- Manchester Airport to Lancaster (hourly) Barrow-in-Furness (8 tpd) and Windermere (4 tpd)
- Preston to Ormskirk – more frequent, hourly service
- Preston to Colne – more frequent, hourly service
- Barrow-in-Furness to Carlisle – six extra weekday services
- Barrow-in-Furness to Carlisle – Sunday services coverin the whole Cumbrian Coast route
- Lancaster to Morecambe – more frequent Sunday services in winter
- Preston to Manchester – extra fast train per hour
- Preston to Manchester – new electric trains on stopping services

Manchester North West

- Peak capacity increase to Manchester – overall increase of 37% into all key cities
- Manchester to Salford Crescent – 8tph 0700-2200 and 6tph on Sundays 1000-2200
- Manchester to Salford Central – 8tph 0700-1900 and 4tph on Sundays 1000-2000
- Manchester to Wigan via Atherton – 4 tph
- Manchester to Blackburn via Bolton – 2 tph
- Stalybridge to Wigan NW – 2 tph

- Manchester – 30% increase in capacity on Northern services
- Wigan North Western – hourly train to Manchester Airport via Manchester Piccadilly, replacing the current TPE service
- Wigan – 7 tph to/from central Manchester for most of the day (previously 5 tph off-peak)
- Bolton to Manchester – 8 tph at peak times

Manchester South

- Manchester to New Mills – 2 tph off peak (now extended to Buxton)
- Manchester to Sheffield – hourly service with some skip-stopping
- Manchester to Greenbank – 2tph
- Manchester to Chester via Northwich – 1tph on Sundays
- Manchester to Hazel Grove – 4tph, 2tph on Sundays
- Manchester to Macclesfield – 2tph, 1tph Sundays
- Manchester to Stoke (1tph on Sundays)
- Chester to Leeds via Warrington Bank Quay – hourly Northern Connect service
- Chester to Manchester via Northwich – hourly Sunday stopping service
- Manchester Airport – additional Northern services arriving early in the morning, with a minimum of 9 departures from central Manchester and beyond before 07:00
- Manchester Airport – more Northern services departing late in the evening, with a minimum of 13 departures for central Manchester and beyond after 21:30
- Manchester Airport – new direct links to Warrington, Bradford and Halifax with Northern Connect
- Manchester Airport – additional Sunday services introduced, or increased to hourly, for Liverpool via Warrington Central, Cumbria and Bradford
- Manchester to Buxton – faster journey times

Cheshire & Merseyside

- Liverpool to Manchester via Warrington – 1 tph to Manchester Airport, as Northern Connect
- Warrington West – served by the Northern route between Warrington Central and Liverpool
- Greenbank to Manchester – 2 tph
- Manchester to Macclesfield – 2 tph
- Liverpool to Bradford via Manchester Victoria and the Calder Valley on brand new trains as part of the Northern Connect network

- Liverpool to Blackpool North (via Wigan and Preston) – 1 tph
- Liverpool to Manchester Airport – early morning service arriving no later than 0445

TransPennine Express: Contracted Franchise Enhancements

- 80% capacity increase for major cities, through the introduction of new trains
- Stopping services to Huddersfield via Dewsbury replaced by TPE rolling stock
- Slaithwaite, Marsden, Greenfield and Mossley will have direct hourly TPE service to Leeds
- Hull to Manchester – 3 extra services per day
- Extension of Manchester Airport to York service to Newcastle
- Extension of Liverpool to Newcastle service to Edinburgh
- Manchester to Scotland via Carlisle – journey time savings of 5 to 10 minutes through use of 125mph stock
- Manchester to Scotland – 2 more weekday services to Glasgow; an extra weekday service from each of Glasgow and Edinburgh
- Manchester to Scotland – additional weekend services
- Manchester Airport to Middlesbrough – 2 additional weekday trains to Middlesbrough
- Manchester Airport to Middlesbrough – hourly Sunday trains
- Liverpool to Glasgow direct – 3 brand new electric trains per day via Preston and Carlisle
- Liverpool to Manchester – 2 trains per hour, with faster journey times

List of Background Documents

Required Considerations

Equalities:

Age		No
Disability		No
Gender Reassignment		No
Pregnancy and Maternity		No
Race		No
Religion or Belief		No
Sex		No
Sexual Orientation		No

Consideration	Comment	Responsible Officer	Director
Equalities	A full Impact assessment has not been carried out because initiatives are at an early stage of development.	Strategic Rail Director	Strategic Rail Director

Environment and Sustainability

	No
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Consideration	Comment	Responsible Officer	Director
Sustainability / Environment	A full Impact assessment has not been carried out because initiatives are at an early stage of development.	Strategic Rail Director	Strategic Rail Director

Legal

	No
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Consideration	Comment	Responsible Officer	Director
Legal	There are no legal implications for TfN – the rail franchise	Strategic Rail Director	Strategic Rail Director

	contract authority is the DfT.		
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Finance

	No
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Consideration	Comment	Responsible Officer	Director
Finance	There are no financial implications for TfN.	Strategic Rail Director	Strategic Rail Director

Resource

	No
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Consideration	Comment	Responsible Officer	Director
Resource	There work is being progressed with existing resources.	Strategic Rail Director	Strategic Rail Director

Risk

	No
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Consideration	Comment	Responsible Officer	Director
Risk	A risk assessment is not required	Strategic Rail Director	Strategic Rail Director

Consultation

	No
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Consideration	Comment	Responsible Officer	Director
Consultation	Consultation is being carried out with TfN member authorities.	Strategic Rail Director	Strategic Rail Director