

Rail North Committee Meeting – Item 5

Subject: Train Service Planning Update

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Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: Tuesday 9 October 2018

1. Executive Summary:

- 1.1 This report summarises train service planning issues for Northern and TransPennine Express and sets out Transport for the North's approach to working with the industry and Transport for the North member authorities to address them. It also sets out an approach to the Service Option Fund for Northern.

2. Recommendations:

- 2.1 The Committee is asked to **note** the train service changes planned for upcoming timetable changes, the Industry Planning Process milestones and the work being undertaken to review the risks, opportunities and priorities associated with the operators' contracted timetables.
- 2.2 A list of Northern schemes suggested for service development work has been drawn up by the Train Service Advisory Group. The Committee is asked to **endorse** this list for further development and refinement to develop a shortlist.

3. Upcoming Timetable Changes:

December 2018

- 3.1 Network Rail recommended that for several operators (including Northern and TPE) the December 2018 timetable should be substantially the same as the May 2018 timetable. This was to provide a degree of stability and ensure that the train planning teams can focus on delivering the May 2019 timetable in the standard industry timescales. The only exceptions allowed were schemes that were limited in scope and would be expected to improve performance.
- 3.2 For TransPennine Express (TPE) the December 2018 timetable will continue the Train Service Requirement 2 (TSR2) structure as implemented in May 2018. However, the Leeds to Manchester stopping service will be split at Huddersfield, to resolve some of the delays

resulting from tight planning margins. In addition, turnround times at Manchester Airport will be extended through the insertion of an extra train unit into the circuits.

- 3.4 The main changes being made to Northern's timetable in December 2018 involve the split of Leeds to York stopping services from a through train to Manchester Victoria; this will reduce the amount of delay 'imported' across the Pennines following delay incidents.

May 2019

- 3.5 Following consultation with Transport for the North, TPE have now bid the May 2019 timetable to Network Rail, to include the Liverpool to Glasgow services using brand new Nova 2 trains.
- 3.6 The timetable bid includes the following amendments to the Train Service Requirement as contracted:
- a) Continuation of existing stopping pattern on ECML
 - b) Continuation of existing Manchester to Scotland services
 - c) Continuation of existing Sunday services at Manchester Airport
 - d) Continuation of split Leeds – Manchester service at Huddersfield
 - e) Continuation of extended turnrounds at Manchester Airport
- 3.7 Northern's May 2019 timetable closely resembles that originally consulted through Transport for the North and bid to operate in May 2018. This was designed to fulfil their TSR2 requirements. However, a number of changes have been made, as follows:
- a) The fixes to the May 18 timetable that are being developed as part of the December 18 timetable, in conjunction with Network Rail's project team tasked with improving performance. These changes include:
 - o An hourly Blackpool – Hazel Grove service (incorporating the Piccadilly – Hazel Grove) rather than Blackpool – Macclesfield. The likely consequence is that Cheadle Hulme, Bramhall, Poynton and Macclesfield will not get the second Macclesfield train per hour that the TSR specifies. However, Levenshulme and Heaton Chapel should get their TSR quantum, and the service should operate more reliably than running to Macclesfield.
 - o Northern have not been able to bid the second Greenbank to Manchester train due to pathing issues between Stockport and Manchester. They have bid to provide a second train per hour between Altrincham and Chester, benefiting the core section of route and enabling interchange with Metrolink.

- b) An increase in Southport – South Manchester through services (3 trains in each peak instead of 2).
 - c) Sheffield to Retford services extended to Gainsborough Central.
 - d) Increase in Davenport / Woodsmoor peak calls.
 - e) Other changes, including those implemented in the December 2018 timetable. More detail is expected shortly.
- 3.8 Whilst the May 2019 timetables have already been bid by train operators, the industry is also considering options that could help reduce the performance risks associated with increased train frequency (including on the Castlefield Corridor). Analysis as supplied by Network Rail has been shared with Transport for the North lead officers and a further verbal update will be provided at the meeting.

December 2019

- 3.9 TPE's December 2019 timetable is expected to involve the introduction of new rolling stock and the extension of Liverpool to Newcastle services to Edinburgh.
- 3.10 Whilst TPE have consulted on the implementation of performance-related timetable changes prior to December 2019, the permanent implementation of split services and longer turnround times would require extra rolling stock and / or changes to the capacity metrics in the Franchise Agreement. As part of the service development work already underway, Transport for the North is beginning work with TPE to explore the timetable options available from December 2019, to improve performance and ensure that adequate passenger capacity is provided.
- 3.11 For Northern, December 2019 was expected to involve a number of new services (particularly for the Northern Connect routes). The industry is currently working through the issues and Transport for the North members will be consulted in detail once more information is available.

4. Review of Train Service Issues:

- 4.1 Through Transport for the North's role as lead consultee on TransPennine Route Upgrade development work, there is a need to ensure that train service options and construction plans are compatible with timetable plans currently being worked through across the North.
- 4.2 Rail North Partnership is carrying out a review of timetable planning, peak paths and rolling stock provision for:

- a) Train plans already contracted for the Northern and TransPennine Express franchises starting in 2016;
 - b) All services on the Transpennine route between Liverpool / Manchester Airport and east coast destinations;
 - c) Possession plans and train timetable increments required to deliver benefits of the Transpennine Route Upgrade (TRU).
- 4.3 The review will assess the risks relating to train service development and possible mitigation options. It will also set out draft 'guiding principles' to be used in delivering the improvements and set out the decision-making process to be used in the event that planned improvements cannot be delivered reliably at a given point in time and have to be reprogrammed.
- 4.4 Draft findings will be shared with the Rail North Committee at a future meeting.

5. Service Development:

- 5.1 Within both Franchise Agreements, the operators are required to establish a Service Option Scheme Fund. This is designed to fund train service improvements in addition to already contracted commitments such as frequency and capacity improvements, starting in April 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.
- 5.2 As a reminder, the scope of the Service Option Scheme Fund is to examine the potential for train service changes that are:
- a) Affordable within the Service Option Scheme Fund;
 - b) Deliverable on the current infrastructure;
 - c) Additional to the Train Service Requirement already contracted;
 - d) Additional to the schemes already being worked on by train operators or assessed through other means.
- 5.3 A list of over 200 potential service improvements has been collated from suggestions put forward by Transport for the North member authorities. These have been assessed according to priority and policy-based measures, in order to sift the options and identify a shorter list of schemes for quantitative assessment of revenue and costs.
- 5.4 For **TransPennine Express**, Rail North Committee has endorsed development work on two outline options generated by the Train Service Advisory Group, as follows:
- a) A scheme to improve reliability and calling patterns on the North Route between Leeds and Manchester;

- b) Options to improve connectivity for Saltburn.
- 5.5 This work is ongoing and a meeting has been held with TPE and Transport for the North member authorities to ensure that the scheme fits the requirements of local stakeholders. This early engagement with Transport for the North members was welcomed.
- 5.6 For **Northern** schemes, Train Service Advisory Group have reviewed the long list of 200 schemes and prioritised according to local priority and policy criteria drawn from Transport for the North's Long-Term Rail Strategy. Further details of the assessment can be provided to Rail North Committee members if required.
- 5.7 The outcome of this sifting process was the list of 70 schemes set out in Appendix 1. Subject to the endorsement of Rail North Committee, this list will be shared with Northern for their consideration as they develop a package of Service Option Schemes.
- 5.8 It should be noted that Transport for the North engagement with Northern is expected to continue through the franchise and further opportunities for train service changes will be available. The 'long list' of 200 schemes will be retained and updated for future use.
- 5.9 The next stage in the process, working directly with both operators, will be to review the revenue and cost implications of each scheme. This will allow a short list of schemes that could be affordable within the fund to be drawn up. This information and any available options will be provided to the Rail North Committee for further review and approval.
- 6. Options Considered:**
- 6.1 The alternative options are not progress Service Option Fund development for Northern or amend the initial list of schemes.
- 7. Considerations:**
- 7.1 Members are asked to consider the information set out in the report including the approach to the Service Option Fund.
- 8. Preferred Option:**
- 8.1 The preferred option is to develop potential Service Option Fund schemes based on the initial schemes in Appendix 1.

9. Appendices

9.1 Appendix 1: Initial List of Schemes for Discussion with Northern

Appendix 1: Initial List of Schemes for Discussion with Northern

TOC	Sub-Region	Route	Time Period	Description of Desired Outcome
ARN	Cheshire & Potteries	Chat Moss / Crewe	Every Day	Extend existing Liverpool-Crewe via Manchester Airport to Stoke via Alsager
ARN	Cheshire & Potteries	Ellesmere Port	Every Day	Regular services Ellesmere Port - Helsby, possibly to Manchester
ARN	Cheshire & Potteries	Macclesfield	Early / Late Trains	Late evening services from Stoke, providing connections out of later London & Birmingham services for Kidsgrove/Congleton passengers
ARN	Cheshire & Potteries	Macclesfield	Every Day	Insert calls on stopper at Longport
ARN	Cheshire & Potteries	Macclesfield	Every Day	Extend second Macclesfield stopper to Stoke
ARN	Cheshire & Potteries	Mid Cheshire	Weekdays	Earlier trains towards Stockport and Manchester
ARN	Cumbria & Lancs	All routes	Sundays - Early / Late trains	Earlier and later services on Sundays
ARN	Cumbria & Lancs	Barrow to Carlisle	Peak Only	Peak frequency increases
ARN	Cumbria & Lancs	Barrow to Carlisle	Weekdays	Peak services to be timed to serve Sellafield and related sites.
ARN	Cumbria & Lancs	Barrow to Carlisle	Weekdays	Clock face timetable throughout the day
ARN	Cumbria & Lancs	Barrow to Carlisle; Tyne Valley	Daily	2-hourly direct services Whitehaven to Newcastle
ARN	Cumbria & Lancs	Barrow to Lancaster	Weekdays	2 trains per hour, one running through to Preston / Manchester Airport, and the other as a stopper

ARN	Cumbria & Lancs	Blackburn to Manchester (either route)	Weekdays	East Lancashire to Manchester Airport service
ARN	Cumbria & Lancs	Blackburn to Manchester via Todmorden	Peak Only	Peak enhancement of the service to 2tph
ARN	Cumbria & Lancs	Blackburn to Manchester via Tod	Weekdays	Extend from Blackburn to Preston to provide the intermediate stations with 2tph
ARN	Cumbria & Lancs	Blackpool North	Weekdays	Through services with wider coverage (to Sheffield or North East for example) <i>To include a direct Sheffield service, plus also consideration of seasonal additional longer-distance services such as from Newcastle.</i>
ARN	Cumbria & Lancs	Blackpool North and York via Blackburn	Weekdays	2tph Blackpool to York
ARN	Cumbria & Lancs	Blackpool South to Preston	Weekdays	2tph (possibly with the additional service extended to Manchester)
ARN	Cumbria & Lancs	Blackpool to Liverpool	Weekdays	Improve Blackpool to Liverpool service to 2tph
ARN	Cumbria & Lancs	Manchester to Blackburn	Early / Late Trains	Extension of ½ hourly service between Manchester and Blackburn into the evenings
ARN	Cumbria & Lancs	Manchester to Clitheroe	Weekdays	2tph Manchester to Clitheroe
ARN	Cumbria & Lancs	Manchester to Preston	Weekdays	Additional calls on a standard hour at Adlington and Blackrod
ARN	Cumbria & Lancs	Settle - Carlisle	Weekdays	Standard 2-hourly pattern of stopping services, with express services overlaid.
ARN	FoSCL	Settle - Carlisle	Every Day	Higher quality rolling stock, of better quality and increased capacity, and to be consistent on a day-to-day basis
ARN	Humber	Bridlington to Sheffield	Weekdays	Maintain through journeys post Dec-19
ARN	Humber	Bridlington to Sheffield	Weekdays	Improved timings for connections at Doncaster on ECML

ARN	Humber	Scunthorpe to Doncaster	Weekdays	Extend at both ends, to form a stopping service from Sheffield through to Cleethorpes.
TPE or EMT	HVWG	Liverpool - Crewe - Stoke - Derby	Every Day	New service from Liverpool to Leicester via Crewe, Stoke, Uttoxeter and Derby.
ARN	HVWG	Manchester - Macclesfield -Stoke - Derby	Every Day	Extend Manchester to Stoke stopping service to Blythe Bridge to improve cross-Stoke connectivity (bi-mode train).
ARN	HVWG	Marple-Rose Hill- Hope Valley / Hazel Grove	Every Day	Divert stopping service via Stockport and Hazel Grove. Provide replacement service between Chinley and Manchester via Marple as stand-alone service.
ARN or EMT	HVWG	MIA - Crewe - Derby	Every Day	Extend Derby to Crewe via Stoke service to MIA in place of ARN Crewe - MIA section of service. Remainder of ARN service to operate Liverpool - Manchester - MIA.
ARN	NERMU	Durham Coast	Weekdays	2 trains per hour
ARN / TPE	NERMU	East Coast Main Line	Weekdays	Improve Northumberland connectivity, and improve integration with Longer Distance services / connections. <i>Increase to 2tph Newcastle - Morpeth, calling at both intermediate stations</i>
ARN / TPE	NERMU	Either	Weekdays	Later services on all routes. Earlier services on certain routes. <i>Later services beyond TSR required on TPE south from NCL (though need not be TPE); and on ARN Tyne Valley, Morpeth, Saltburn - Darlington and Bishop Auckland (Durham Coast gets NCL departure after 23:30 per TSR3) - all should depart NCL/DAR/MBR post-23:00</i> <i>Earlier services (NCL arrivals pre-07:00) from Morpeth and Durham Coast</i>
ARN	NERMU	Tees Valley/Bishop Lines	Weekdays	Northern Connect services running from Newcastle on to Redcar/Saltburn, James Cook/Nunthorpe, Yarm/Northallerton and/or Darlington.
ARN	NERMU	Tees Valley/Bishop Lines	Weekdays	3tph from Darlington-Saltburn
ARN	South Yorkshire	Huddersfield to Sheffield	Early / Late Trains	Earlier service than current 07:29 arrival at SHF
ARN	South Yorkshire	Huddersfield to Sheffield	Weekdays SX	2tph at peak times

ARN	South Yorkshire	Huddersfield to Sheffield	Sundays	SUN – additional earlier services arriving into Sheffield and Huddersfield circa 0900
ARN	South Yorkshire	Huddersfield to Sheffield	Sundays	Additional later services departing Sheffield 20:39 and 21:39; additional later services departing Huddersfield 20:15 and 21:15
ARN	South Yorkshire	Manchester - Sheffield	Early / Late Trains	Earlier and later weekday arrivals in, and departures from Sheffield and Manchester - i.e. before 0630 and after 2300 respectively (all stops)
ARN	South Yorkshire	Sheffield - Manchester	Early / Late Trains	Northern stopper to cover the first service from Sheffield, last from Manchester flows (rather than EMT)
ARN / TPE	South Yorkshire	Sheffield - Rotherham - Doncaster	Weekdays	Improved spacing of Northern services (currently 3 tph in the same half-hour towards DON)
ARN	South Yorkshire	Sheffield to Hull via Doncaster and Selby	Weekdays SX	Additional services serving Doncaster and Selby
ARN	South Yorkshire	Sheffield to Lincoln	Early / Late Trains	Earlier and later weekday arrivals in, and departures from Sheffield and Lincoln (EWD all stops) - i.e. before 0630 and after 2300 respectively
ARN	South Yorkshire	Wakefield (Leeds - Moorthorpe - Sheffield)	Sundays	Additional earlier services arriving into Sheffield circa 0900 (vice 0953)
ARN	TfGM	Atherton	Early / Late Trains	Late evening train services Manchester-Wigan on Fridays/Saturdays
ARN	TfGM	Buxton-Hazel Grove	Early / Late Trains	Late evening train services Manchester-Hazel Grove on Fridays/Saturdays
ARN	TfGM	Calder Valley	Peak Only	Additional high peak calls at Littleborough, Smithy Bridge, Castleton and Mills Hill (as additional calls in Bradford fasts)
ARN	TfGM	Calder Valley	Early / Late Trains	Late evening services on Friday/Saturday at least as far as Littleborough
ARN	TfGM	CLC	Every Day	Additional calls in semi-fast EMT and Northern Connect services. Transfer EMT service to Chat Moss route?

ARN	TfGM	CLC	Early / Late Trains	Late evening train services Manchester-Warrington Central on Fridays/Saturdays
ARN	TfGM	Hadfield-Glossop	Early / Late Trains	Late evening train services Manchester-Hadfield on Fridays/Saturdays
ARN	TfGM	Macclesfield	Early / Late Trains	Late evening train services Manchester-Macclesfield on Fridays/Saturdays
ARN	TfGM	Manchester Airport	Peak Only	Additional calls during peak periods at Mauldeth Road, Burnage and Gatley once new stock arrives
ARN	TfGM	Marple-Rose Hill-Hope Valley	Early / Late Trains	Late evening train services Manchester-New Mills Central on Fridays/Saturdays
ARN	TfGM	Preston via Bolton	Early / Late Trains	Late evening train services Manchester-Bolton on Fridays/Saturdays (challenging access requirements)
ARN	Transport for the North South Pennines SDC	Manchester - Kirkby	Every Day	2tph Manchester – Kirkby
ARN / TPE	Transport for the North South Pennines SDC	Sheffield - Rotherham - Doncaster	Every Day	Increase from 3tph to 4tph Rotherham - Doncaster
ARN / TPE	West Yorkshire	All routes	Sundays - Early / Late trains	Earlier and later services on Sundays
ARN	West Yorkshire	Calder	Sundays	First arrivals into Leeds from many locations too late
ARN	West Yorkshire	Calder / Huddersfield / Hallam	Sundays	Sunday services on Leeds City Region routes omitted from TSRs
ARN	West Yorkshire	Calder Valley	Weekdays	Additional calls at Low Moor (currently 1tph with no regular Manchester trains)
ARN	West Yorkshire	Calder Valley	Saturdays	Daily - Last trains from Leeds to many destinations significantly earlier SO than SX - develop later services for Saturdays; Sundays particularly poor. Also daily last train to Todmorden and Walsden too early. Similar with last trains from Manchester (some are TSR breaches so others may be picked up anyway if breaches addressed), EWD and SuO

ARN	West Yorkshire	Dearne Valley	Weekdays	1tph to be provided Sheffield to York
ARN	West Yorkshire	Hallam / Pontefract	Sundays - Early / Late trains	Earlier trains needed; currently just before 10:00 and in some cases later
ARN	West Yorkshire	Hallam / Pontefract	Peak Only	Increase AM and PM high-peak services between Leeds and Woodlesford / Castleford
ARN	West Yorkshire	Hallam / Pontefract	Early / Late Trains	Last train departures Leeds to all locations on these lines are too early on both Saturdays and Sundays
ARN	West Yorkshire	Harrogate	Sundays - Early / Late Trains	On Sundays the first train into Leeds does not arrive until 09:59
ARN	West Yorkshire	Wakefield	Sundays	Better spacing of Leeds - Doncaster and Leeds - Sheffield services to provide standard hour

List of Background Documents

Required Considerations

Please confirm using the yes/no options whether or not the following considerations are of relevance to this report.

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.	Transport Planner	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.	Transport Planner	Strategic Rail Director

Legal

	No
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Consideration	Comment	Responsible Officer	Director
Legal	There are no legal implications for Transport for the North – the rail	Transport Planner	Strategic Rail Director

	franchise 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 Transport for the North.	Transport Planner	Strategic Rail Director

Resource

	No
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Consideration	Comment	Responsible Officer	Director
Resource	There work is being progressed with existing resources at this stage.	Transport Planner	Strategic Rail Director

Risk

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

Consultation

	No
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Consideration	Comment	Responsible Officer	Director
Consultation	Consultation is being carried out with Transport for the North member authorities through Train Service Advisory Group.	Transport Planner	Strategic Rail Director