



Consultation on TransPennine Express services using the East Coast Main Line at the May 2022 timetable change

Note: This document references planned changes to be introduced for East Coast Main Line services at the May 2022 timetable change. Due to the COVID-19 pandemic, the base timetable for comparison is the timetable that was introduced during December 2019 and not any of the emergency or recovery timetables introduced in response to the pandemic.

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Changing the shape of TransPennine Express services from 2023

Thank you for taking the time to consider and respond to this consultation into services the Event Steering Group (ESG) – a rail industry led process led by Network Rail – have proposed TransPennine Express operates on the East Coast Main Line at the May 2022 timetable change.

While we worked hard with the ESG, Network Rail, Department for Transport, Transport for the North, Rail North Partnership, Transport Scotland and other train operators to seek the retention of all services and connectivity in place at December 2019 in the May 2022 timetable, and while that work does see some timetable improvements, there are also some service reductions as a result.

The overall effect of the changes being made is something that we, the industry and our sponsors at Transport for the North, Rail North Partnership and the Department for Transport are acutely aware of and will be acting on.

Although some determinations have needed to be made, this is why we wanted to set this document in context by talking about our plans to re-shape the timetables TransPennine Express operates from May 2023 onwards.

During June 2021, we will commence strategic discussions with stakeholders about reshaping our network in order that it can connect more people directly to the major towns and cities of the North of England and into Scotland. We envisage that this will include connecting towns and cities to our network that are not presently served by TransPennine Express and provide a step up in post-COVID service recovery.

We want to see an expanded TransPennine Express network of inter-urban and long-distance services being planned for progressive implementation at the May 2023 timetable change.

Playing our part in stimulating further economic development, urban regeneration and supporting carbon reduction is of critical importance to TransPennine Express. Later this month we will outline a range of route enhancements and we would welcome your input into that process.

We wished to highlight the imminent publication of these plans in order that the planned development of our network in May 2023 can be considered alongside your views on the changes to be made at May 2022.

But for now, the purpose of this document is to outline the changes planned by the ESG for our services that will operate on the East Coast Main Line at the May 2022 timetable. We would welcome your feedback on those changes.

May 2022 Timetable: A Cross Industry Effort

The proposed May 2022 timetable has been developed by Network Rail with all train and freight operators on the East Coast Main Line. It has involved balancing long distance high-speed, regional and commuter/local services alongside the needs of the rail freight sector.

The new timetable will deliver the benefits of over a decade of planning and investment in the East Coast Main Line. Upgraded infrastructure and new train fleets across the route will mean better journeys for some passengers between London King's Cross, the East of England, the North of England and Scotland – supporting the economy and helping to protect the environment – although the industry does recognise that some passengers will see service levels and connectivity reduced as a result of this timetable.

The timetable follows a detailed forecast of rail capacity on the East Coast following the East Coast Upgrade and is based on a subsequent decision by the Office of Rail and Road (ORR) in 2016 about how we can use that capacity. It also requires some operators to have their contingent track access rights amended as well as amending neighbouring services, including requiring the planned split of East Midlands Railway's Liverpool to Norwich services at Nottingham to be implemented, the detail of which is still to be worked through.

Realising the benefits to long distance connectivity on the East Coast inevitably involves some changes to some existing local and regional services. This means that the timetable does involve a series of trade-offs which we'd welcome your views on although changes are unlikely to be able to be made.

The May 2022 timetable will not be the end of our journey to improve the service we offer to our passengers. The industry is currently examining options for potential changes beyond 2022 about how about how to further enhance rail capacity on and around the East Coast, whilst also reflecting the projected levels of demand we expect to see as we emerge from the Covid-19 pandemic, with a focus on east-west connectivity in the north of England.

For the development of this new timetable we have looked to:

- **Balance frequency and reliability.** Passengers want a well-designed timetable with the frequency they need but which has enough space between services to avoid congestion and delays. As we increase the frequency of services on the East Coast Main Line we want to continue to deliver high reliability for our customers.
- **Balance connectivity and journey times.** The investment in upgraded infrastructure and new trains allows us to improve journey times and compete with other modes of transport. A key way to keep journey times down is to not over-serve stations, so we have balanced the need for fast journeys with serving all destinations.
- **Balance ambition with realism.** There has been significant investment in the East Coast Main Line, but we still need to remain realistic about both the opportunities and remaining constraints on the route. The timetable needs to work well in reality as well as on paper. This means some difficult trade-offs on parts of the route, including for some East to West journeys, have been necessary.

- **Deliver for the future.** The pandemic is likely to have a continuing impact on our lives, and the rail industry is no exception to this. However, we are confident that demand to visit places, enjoy leisure and retail experience and meet colleagues, friends and family will remain. That means providing a timetable that will give the reliability and connectivity that passengers want for the long term.

We are now consulting on proposed changes to the timetable for May 2022 and want to hear your views and receive any feedback you have on these plans.

The timetable is based on a series of decisions about investment in infrastructure and our train fleets, as well as access decisions made by the ORR. This means that the structure of the timetable for May 2022 is fixed.

It may be possible to make some local adjustments based on the feedback received, with any wider comments about the balance of services considered for future timetable iterations. We are aiming for all train operators to have their plans in place by early Autumn to deliver the new timetable from May next year.

This is a major change for the East Coast Main Line but it is not the end of improvements to services, either for trains travelling North-South or for those on East-West routes. We have further upgrade plans including bringing in the next generation of digital signalling. Some operators have plans to invest more in their train fleet, and Network Rail is looking at options for infrastructure investment, including on the congested section of the route north of York.

Thank you for taking the time to respond to this consultation. Your feedback will enable us to derive the most benefit we can from the investment in the East Coast, and to meet our ongoing commitment to make changes which deliver for passengers.

Process to create the May 2022 timetable

During 2019, prior to the COVID-19 pandemic, 30 million journeys (or over 550,000 per week) were made on TransPennine Express services for the full year, connecting people with the major towns and cities of the north of England and into Scotland and with the services of other train operators.

At the May 2022 timetable change the core timetable for the East Coast Main Line will be amended to accommodate additional services operated by LNER.

That timetable has been created through a rail industry process, led by Network Rail, called the Event Steering Group (ESG), however there is not enough capacity to enable the operation of all services that operated as at December 2019 and the additional services to be introduced at May 2022.

The ESG process has been completed and has determined changes to TransPennine Express services as outlined in the next section of this document.

What service amendments changes are being made?

The ESG has concluded the following changes are to be made to TransPennine Express services at the May 2022 timetable change:

- The through Edinburgh Waverley – Morpeth – Newcastle – Liverpool Lime Street via York hourly service will be withdrawn between Edinburgh – Newcastle and will only operate between Newcastle – Liverpool Lime Street
- The planned one-year only withdrawal at December 2019 to calls between Manchester Victoria – Manchester Airport on the Newcastle – Manchester Airport service will continue. However, the Newcastle – York portion of this train will also be withdrawn at May 2022. The effect is that the previous Newcastle – Manchester Airport service is reduced to a York – Manchester Victoria service at May 2022
- The effect of the two changes above is that there will be a reduction from two trains per hour to one train per hour operated by TransPennine Express between Newcastle, Durham and Darlington to York, Leeds, Huddersfield and Manchester
- Morpeth will have a reduction in calls and connectivity compared with the December 2019 timetable, seeing previous hourly calls to Edinburgh Waverley, Newcastle, Durham, Darlington, York, Leeds, Huddersfield, Manchester and Liverpool withdrawn.
- A number of southbound calls in the current Redcar Central – Manchester Airport service at Northallerton have been withdrawn, providing a call every two hours.
- The dwell time of the current Redcar Central – Manchester Airport service at York has been increased to circa six minutes, increasing the overall through journey time
- A reduction from two calls per hour to one call per hour at Darlington and Durham by our services. In addition, Darlington and Durham will have their direct trains to Manchester Airport withdrawn, while the number of services between Darlington to Newcastle and Edinburgh Waverley are also reduced.
- The peak time 0651 train from Newcastle – Manchester/Liverpool has its journey time increased by 10 minutes and the call in this service at Chester-le-Street is withdrawn
- Calls at Garforth currently made by TransPennine Express are transferred to the Northern operated York – Blackpool North service, meaning there are no direct trains from Garforth to Manchester
- Connectivity to Manchester Airport from York, Leeds and Huddersfield is reduced from two trains per hour to one train per hour

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This planned timetable provides two connectivity improvements across our network, with the current call at Chester-le-Street increased to hourly (except in the morning southbound as per the point above) and the existing Manchester Airport – Redcar Central service planned to be extended to Saltburn each hour.

It should be noted that the Saltburn extension is anticipated to commence at May 2022 as its implementation is subject to Network Rail completing infrastructure works that include route clearance and the installation of beacons to allow trains to call at Saltburn. Network Rail will confirm in the coming months if a start date of May 2022 is achievable for the Manchester Airport – Redcar Central service to be extended to Saltburn.

Although not a change to our services, LNER is intending to operate from Cleethorpes at the May 2022 timetable change. We will work with rail industry partners on outputs to be completed to enable that service to be introduced.

Please also note that we are currently consulting on services planned to operate Monday – Friday. Network Rail are finalising the planned East Coast Main Line May 2022 timetables that will operate on Saturdays and Sundays. We will include those timetables on the page on our website for this consultation as they become available.

However, in general terms we expect both of those timetables to follow a similar pattern to Mondays – Fridays albeit with a later start for some services particularly on Sundays. In addition, Network Rail will shortly complete their analysis of the performance benefits or disbenefits from this timetable (Mondays – Fridays). Again, this will be placed on our website as part of this consultation when it is provided by Network Rail.

Calls at Reston/Dunbar and services between Newcastle – Edinburgh Waverley

The Department for Transport and Transport Scotland are discussing options for serving Reston station which is planned to open prior to the introduction of the May 2022 timetable.

For the purposes of this consultation, the current planned May 2022 timetable will have one LNER and three CrossCountry services a day calling at Reston in each direction. The calls in the CrossCountry services have effectively been transferred from Dunbar to Reston so that the new station can be served. If possible, a fifth daily service for Reston will be provided in one or both directions.

The structure of the timetable means that CrossCountry trains can only make limited calls at either Dunbar or Reston and they cannot serve both stations. Even without moving the calls from Dunbar to Reston, the CrossCountry service to Dunbar will be less than it was in the December 2019 timetable pre-COVID.

Consultees should be aware that discussions are continuing and to ensure Dunbar will receive the overall service level that was operating in December 2019 two options are being developed.

- The first option is for TransPennine Express to run some shuttles between Newcastle or Berwick-upon-Tweed to Edinburgh Waverley calling at Dunbar and Reston. These would then become the main provider for Reston and CrossCountry will no longer have to call at Reston.
- The second option is for ScotRail to run some extra shuttles between Edinburgh Waverley and Dunbar in order to give more trains to Dunbar, though it is unlikely that resources to operate this can be found before May 2023. In this case the Reston calls would stay on the CrossCountry services.

Longer term for May 2023 we are investigating if an alternative plan might be better with a regular Edinburgh Waverley – Berwick-upon-Tweed shuttle every two hours, calling at both Dunbar and Reston, to be operated for Transport Scotland by one of the operators on the route.

We therefore invite consultees to provide any feedback they have on each scenario for Reston and Dunbar that will help inform ongoing discussions.

How to give feedback

We invite you to provide a response to the timetable proposed that TransPennine Express operates on the East Coast Main Line at the May 2022 timetable change. That timetable is available for downloading via our website and for comparison purposes we have also made the timetable we operated at December 2019 available as well. Please visit www.tpexpress.co.uk/ECML2022

As this planned timetable affects stations on our core North TransPennine route (Liverpool – Manchester Airport - Manchester – Leeds – York – Hull – Scarborough – Redcar Central – Newcastle – Edinburgh) we have also included all stations on our North route in that timetable rather than only those on the East Coast Main Line.

TransPennine Express will issue a strategic discussion document later this summer on potential service amendments and improvements for consideration at the May 2023 timetable change and also expects to issue a consultation on service changes required as part of the Manchester Rail Task Force process.

A document that summarises all responses received as part of this consultation will be published during August 2021. If you would prefer that your response was non-attributed in that report, please let us know.

If you have any queries regarding this consultation or would like a meeting to discuss it further, please contact Graham Meiklejohn, TransPennine Express Regional Development Manager, on graham.k.meiklejohn@tpexpress.co.uk

Please submit your response by:

- E-mail to:
 - graham.k.meiklejohn@tpexpress.co.uk
- Post to:
 - Graham Meiklejohn, Regional Development Manager, TransPennine Express, 7th Floor, Bridgewater House, 60 Whitworth Street, Manchester, M1 6LT

The closing date for all consultation responses to be received by is 2359 on 05 August 2021.

Appendix 1: Train Operators' Service Summary on East Coast Main Line for May 2022 Timetable Weekdays

This table has been included to show the overall pattern of all services and changes on the East Coast Main Line at May 2022.

Hourly off-peak services shown – italics denotes frequency less than hourly; *denotes only stops every other hour. London mean London Kings Cross station. Previous services as per Dec 2019.

London North Eastern Railway

Service	Stops
London – Edinburgh (fast service) <i>1 train per day (tpd) extended to Glasgow</i>	York, Newcastle, Edinburgh <i>Haymarket, Motherwell, Glasgow Central</i>
London – Edinburgh (semi-fast service) <i>4 tpd extended to Aberdeen</i> <i>1 tpd extended to Inverness</i> <i>1tpd extended to Stirling</i>	Peterborough, Newark North Gate, Doncaster, York, Darlington*, Durham*, Newcastle, Alnmouth*, Berwick-Upon-Tweed*, <i>Dunbar (limited service)</i> , Edinburgh <i>Extensions serve principal stations to Aberdeen, Inverness or Stirling</i>
London – Newcastle (new semi-fast service) N.B. the daily extension 1tpd between Newcastle and Sunderland no longer runs.	Stevenage, Grantham, York, Northallerton*, Darlington, Durham, Newcastle
London – Leeds <i>1tpd extended to/from Skipton</i>	Peterborough, Grantham, Doncaster, Wakefield Westgate, Leeds <i>Shipley, Keighley, Skipton</i>
London – Leeds <i>extended to Harrogate every two hours</i> <i>1 tpd extended to Bradford Forster Square,</i> <i>1tpd extended to/from Huddersfield (TBC)</i>	Stevenage, Newark NG, Doncaster, Wakefield W, Leeds <i>Horsforth, Harrogate</i> <i>Shipley, Bradford Forster Square</i> <i>Dewsbury, Huddersfield</i>
London – Lincoln (every two hours) <i>1tpd extension to Cleethorpes in development for delivery as soon as possible after May 2022</i>	<i>Peterborough, Grantham, Newark NG, Lincoln Grimsby Town, Cleethorpes</i>
London – York (every two hours) <i>1tpd extended to Middlesbrough (more in 2023)</i>	<i>Peterborough, Retford, Doncaster, York</i> <i>Thornaby, Middlesbrough</i>

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TransPennine Express

<p>Liverpool – Newcastle (previously Liverpool – Edinburgh, via Newcastle. No track capacity in May 2022 for this service to run north of Newcastle every hour.)</p>	<p>Stations to Leeds, York, Darlington, Durham, Chester-Le-Street, Newcastle <i>N.B. a limited TPE shuttle service may operate between Newcastle and/or Berwick-upon-Tweed and Edinburgh calling at Reston and Dunbar</i></p>
<p>Liverpool – Scarborough</p>	<p>Station to Leeds, York, Malton, Seamer, Scarborough (note the Garforth call off-peak is moved to the Northern Blackpool North – York service)</p>
<p>Manchester Victoria – York (previously Manchester Airport – Newcastle. Truncated due to limited track capacity.)</p>	<p>Stations to Leeds, York</p>
<p>Manchester Airport – Saltburn (extended from Redcar Central)</p>	<p>Stations to Leeds, York, Thirsk, ^Northallerton, Yarm, Thornaby, Middlesbrough, Redcar Central, Saltburn. (^up to four calls per day at Northallerton in the southbound direction may be omitted due to timetable pathing constraints)</p>

East Midlands Railway

<p>Norwich – Nottingham TBC (previously Norwich – Liverpool)</p>	<p>Stations to Peterborough, Grantham, Nottingham</p>
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Cross Country

<p>Plymouth – Edinburgh</p>	<p>Stations to York, ^Northallerton, Darlington, Durham, Newcastle, Morpeth*, Alnmouth*, Berwick-upon-Tweed, Reston (3tpd), Dunbar (2tpd), Edinburgh (^stops most hours)</p>
<p>Reading – Newcastle</p>	<p>Stations to Doncaster, York, Darlington, Durham, Newcastle</p>

ScotRail

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Edinburgh – North Berwick (1 train per hour off-peak but 2tph in the peak)	Musselburgh, Wallyford, Prestonpans, Longniddry, Drem, North Berwick
Edinburgh – Dunbar (every two hours)	Musselburgh, Dunbar

Grand Central (open access operator)

London – Bradford Interchange (4 trains per day)	Doncaster, Pontefract Monkhill (3tpd), Wakefield Kirkgate, Mirfield, Brighouse, Halifax, Low Moor, Bradford Interchange
London – Sunderland (6 trains per day, previously 5 tpd)	London, York, Thirsk, Northallerton, Eaglescliffe, Hartlepool, Sunderland

First East Coast Trains Ltd (new open access operator)

London – Edinburgh (5 tpd) new service	Stevenage (2tpd), Newcastle, Morpeth, Edinburgh
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Hull Trains (open access operator)

London – Hull 8 tpd London-Hull, 7tpd Hull-London	Grantham, Retford (7tpd), Doncaster, Selby, Howden, Brough, Hull (2tpd to Beverley)
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Northern

Newcastle[^] – Morpeth [^] change for Metrocentre [1*-2 tpd extended to Chathill]	Manors, Cramlington, Morpeth, [Pegswood*, Widdrington*, Acklington*, Alnmouth, Chathill]
Doncaster – Leeds (plus one extra peak service)	Bentley, Adwick, South Elmsall, Fitzwilliam, Sandal, Wakefield Westgate, Outwood, Leeds
Leeds – Harrogate – York (twice per hour, previously hourly Knaresborough – York)	Burley Park, Headingley, Horsforth, Weeton, Pannal, Hornbeam Park, Harrogate, Starbeck, Knaresborough, Cattal, Hammerton, Poppleton, York
Leeds – Harrogate (every two hours)	Horsforth, Hornbeam Park, Harrogate
Leeds – York	Cross Gates, Garforth, East Garforth, Micklefield, York
Blackpool North – York	Stations to Leeds then Garforth, Church Fenton, York

Govia Thameslink Railway

The same level of service will operate as per the pre-covid December 2019 timetable. There are amendments to stopping patterns on some Cambridge line services. Two services per hour at peak times from Welwyn Garden City will be rerouted from Kings Cross to Sevenoaks serving St Pancras International and the Thameslink core route. Some other peak and off-peak changes also apply.

The timetable has been designed with the flexibility to allow us to introduce the following additional services, in due course, when extra traincrew and rolling stock are available:

- Leeds – Sheffield fast extra 1tph (via Wakefield Westgate)
- York – Scarborough extra 1tph
- Newcastle to Ashington (also requires new infrastructure)

Appendix 2: May 2022 Timetable: Performance – statement by Network Rail

Network Rail is leading a wide-ranging programme to improve performance as part of the introduction of the May 2022 timetable. The aim of this is to increase the number of trains, use the full capabilities of new trains, and review infrastructure capabilities so that we don't deliver the new timetable at the expense of good performance.

This work is re-evaluating a large portion of the 'building blocks' of the timetable known as Timetable Planning Rules (TPRs). These rules enable us to move trains safely and efficiently across the network and cover things like;

- The length of time between trains on different parts of the network to keep trains a safe distance from each other
- Taking account of factors that lead to differences in train performance each day, including on things like weather conditions or a speed restriction being in place
- The length of time trains dwell at different stations
- How long it takes the signalling equipment to safely change between routes
- The speed trains can move across critical parts of our rail infrastructure.

May 2022 will be the first timetable to fully realise the benefits of faster acceleration and deceleration of new trains and use this to support improved journey times.

New trains bring an improved reliability compared to older rolling stock and allow us to use cutting edge technology to monitor the success of any changes we make.

For the May 2022 timetable this means we are analysing performance to extent that we haven't done before on the East Coast. We understand more about conflicting train movements, the time trains will be held at signals and the impact of specific pinch-points on the route.

This is a step-change in the information we use to predict performance.