



Updated economic case for HS2 (August 2012): Explanation of the service patterns

January 2013

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1 Introduction

- 1.1.1 This paper provides details of the service patterns assumed for the August economic case. Further work on the design of Phase 2 has allowed us to make a number of changes to both the high speed and released capacity service specifications.
- 1.1.2 The service specifications shown here are purely indicative. We are not writing a timetable now for 2032/33. The indicative service specifications were developed in order to model the potential benefits. We will continue to refine and improve our modelled service assumptions going forwards.

2 Phase 1

- 2.1.1 The service pattern used for Phase 1 is as given in Figure 1. This service pattern will however be assessed and revised for the next economic case.

3 Phase 2

- 3.1.1 The previous service pattern used for Phase 2 is shown in ¹. Since this service pattern was produced, further development has been undertaken on the design of Phase 2 which has allowed us to make a number of significant changes to the service pattern. This new service pattern is presented in ¹.
- 3.1.2 For the Western leg, the main changes that have been made are related to the new connection to the WCML near Crewe. We conducted a series of modelling tests to provide the best way to utilise this connection. It has allowed us to provide a quicker service to Liverpool and to add in a service to serve Warrington, Wigan and Preston with the time savings from this Crewe connection.
- 3.1.3 With the Eastern leg the main changes have been some small changes to the stopping patterns of the Leeds services which will now provide a fastest Leeds service of 82 minutes. The main focus of work on this leg of the network focused on the best use of the additional train path available. The most optimal solution is to provide a service to York stopping at the East Midlands, providing the East Midlands with a third train per hour to London. Therefore the new service pattern includes

¹ This service pattern was originally presented in the January 2012 economic case:
<https://www.gov.uk/government/publications/economic-case-for-hs2-updated-appraisal-of-transport-user-benefits-and-wider-economic-benefits>

this additional train path taking the total number of train paths used on the London to Birmingham trunk up to 18tph.

- 3.1.4 The Government's selection of an initial preferred scheme as presented in the command paper² has two differences compared to the economic case and the service patterns presented here.
- The service patterns do not include the Manchester airport station stop on some of the London to Manchester services.
 - The service patterns include services to Heathrow which does not now form part of Phase 2, the removal of these services would reduce the number of train paths on the London Birmingham section down to 16tph.

4 Released Capacity

- 4.1.1 The table in Appendix A shows the released capacity assumptions used in the economic case. This has been created on the basis of work looking at demand levels and train patronage within our modelling framework to produce the current proposed service patterns.

² Department for Transport's document High Speed Rail: Investing in Britain's Future – Leeds, Manchester and Heathrow Routes and Stations (January 2013), commonly referred to as the Command Paper

Figure 1: Phase 1 service pattern

HS2 Phase 1 service pattern

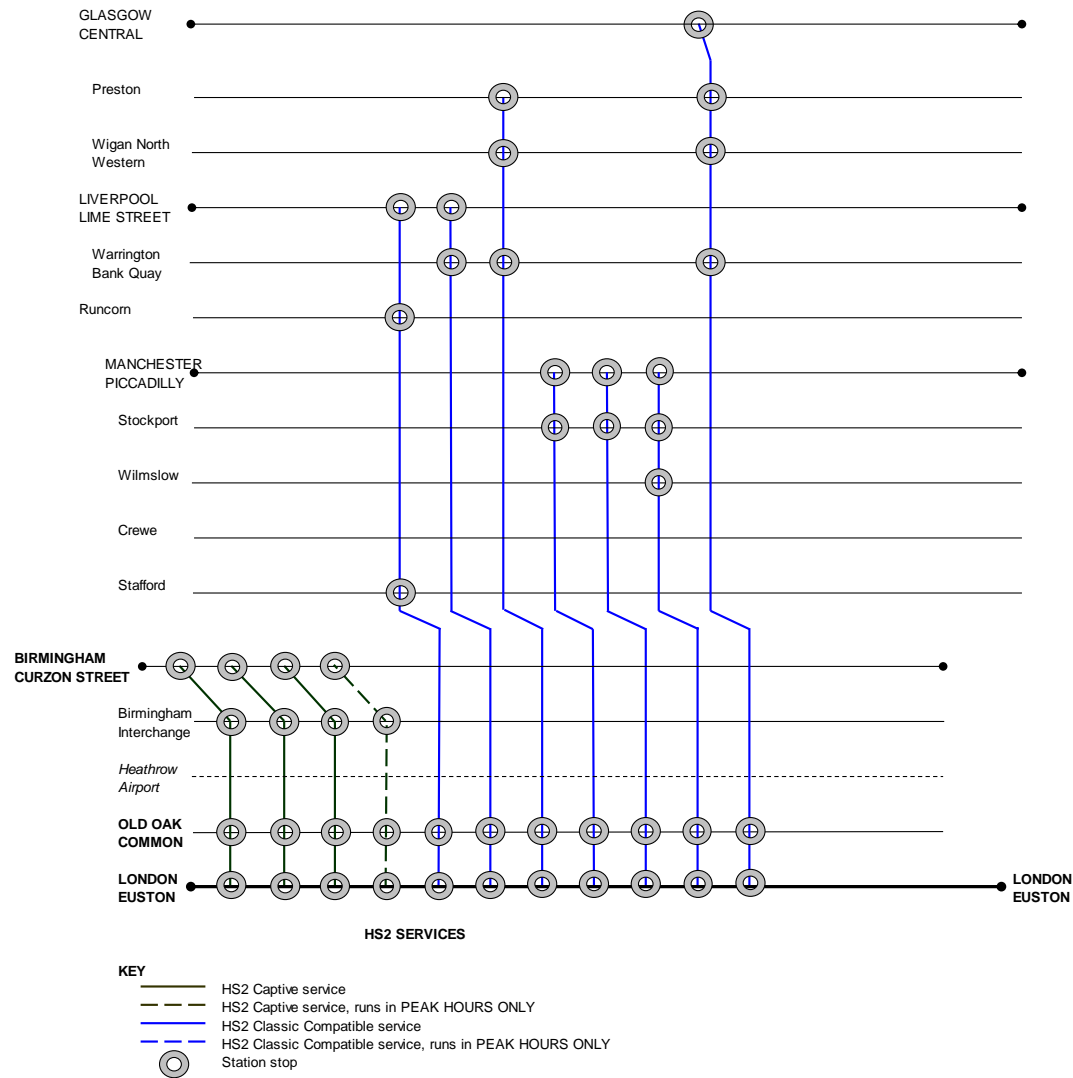


Figure 2: Previous Phase 2 service pattern

HS2 Phase 2 HS service pattern.

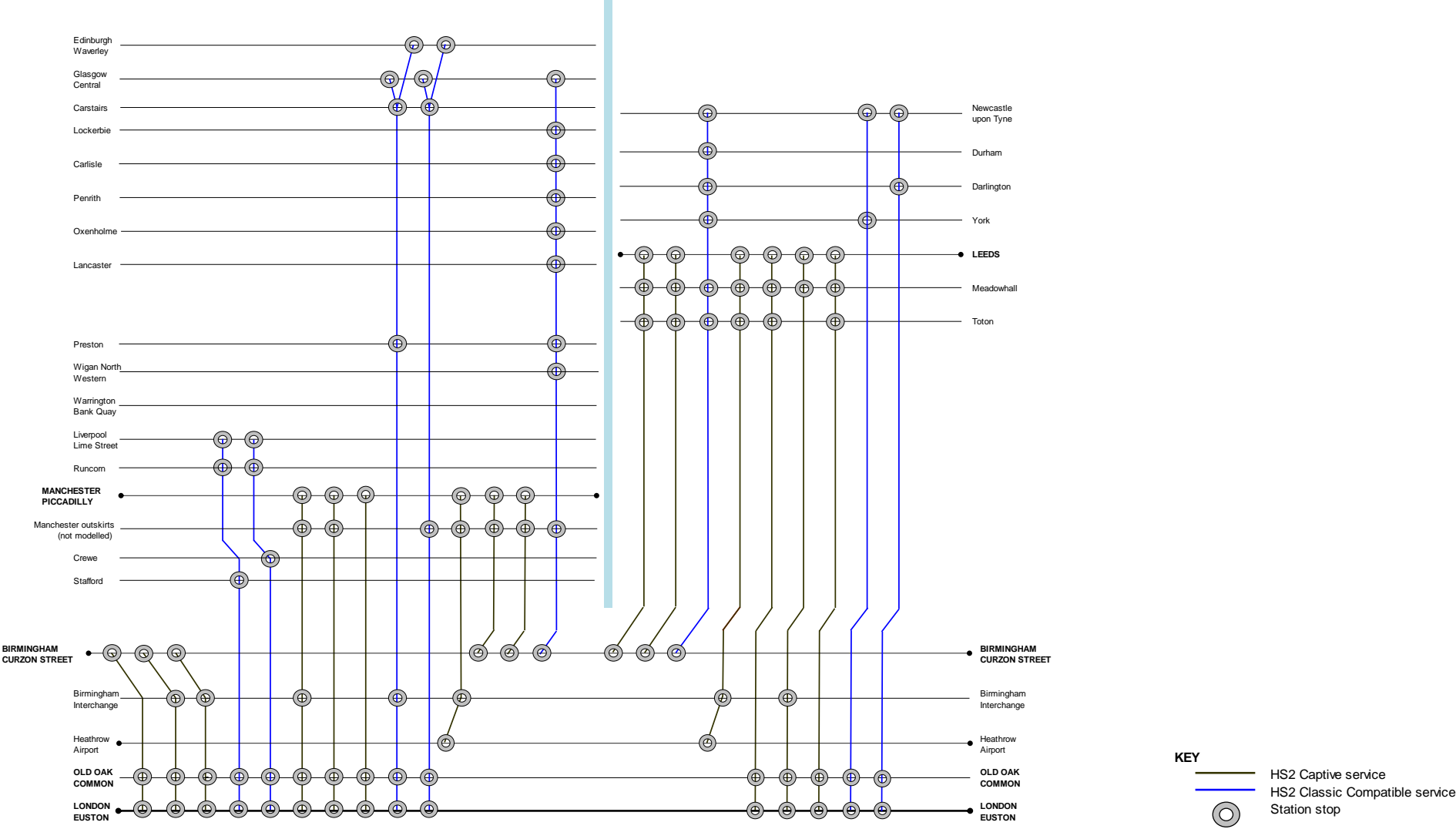
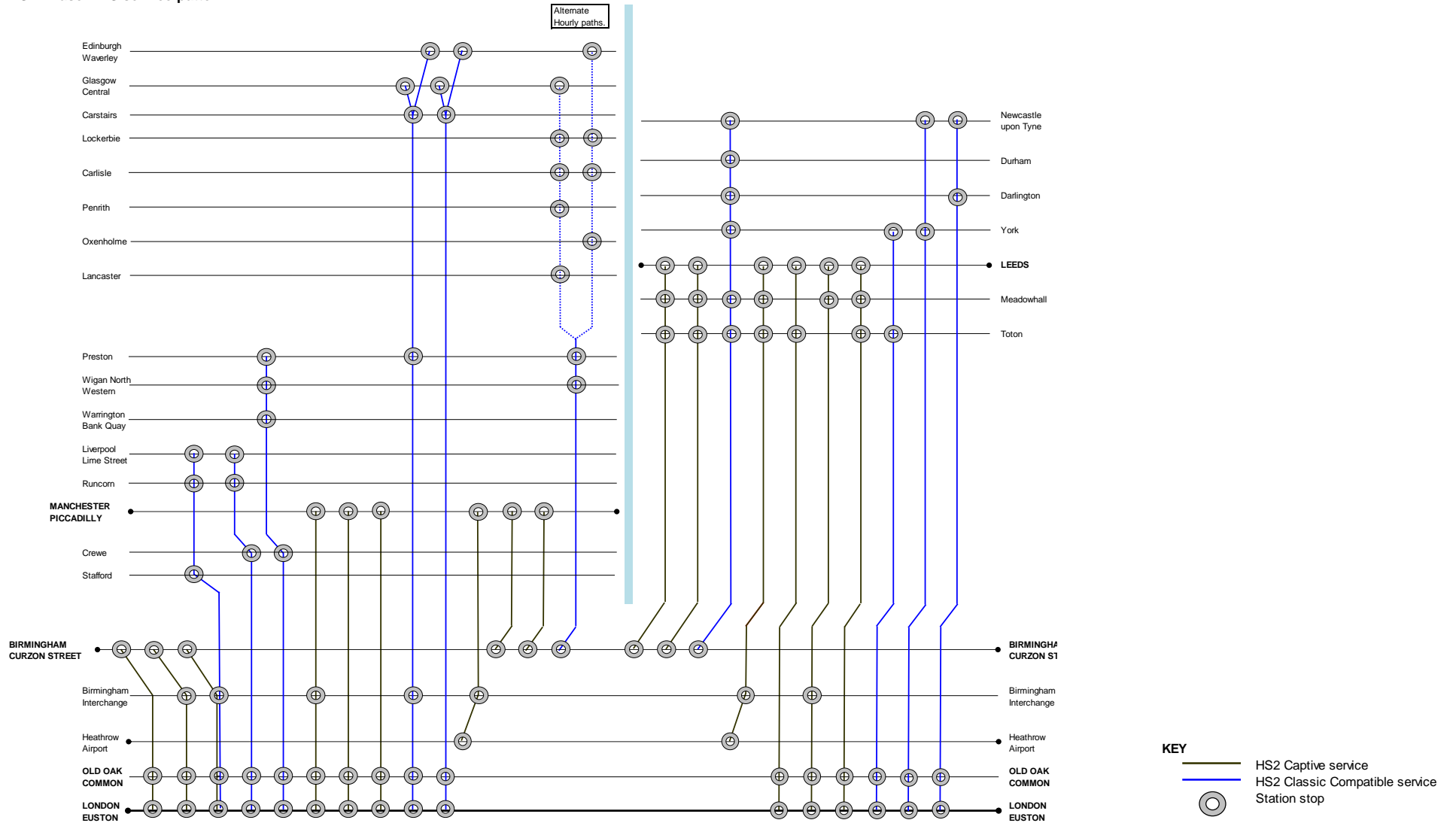


Figure 3: Phase 2 service pattern

HS2 Phase 2 HS service pattern.



Appendix A: Released Capacity

The following tables show the changes in the classic network for both Phase 1 and Phase 2.

		DO MINIMUM		DO SOMETHING		
		Trains	Calling Pattern	Trains	Calling Pattern	Scenario
LM services south of Birmingham via West Coast Main Line	LM Tring to London Euston	32 per day	Tring, Berkhamsted, Hemel Hempstead, Apsley, King's Langley, Watford Junction, Bushey, Harrow and Wealdstone, London Euston (stopping patterns vary slightly by service)	26 per day	Tring, Berkhamsted, Hemel Hempstead, Apsley, King's Langley, Watford Junction, Bushey, Harrow and Wealdstone, Wembley Central, London Euston	Both Phase 1 and Phase 2
				6 per day	Tring, Berkhamsted, Hemel Hempstead, Apsley, King's Langley, Watford Junction, London Euston	Both Phase 1 and Phase 2
	LM Bletchley to London Euston	3 per day	Varying calling patterns	No service		Both Phase 1 and Phase 2
	LM Milton Keynes Central to London Euston	17 per day	Milton Keynes Central, Bletchley, Leighton Buzzard, Cheddington, Tring, Berkhamsted, Hemel Hempstead, Watford Junction, London Euston	32 per day	Milton Keynes Central, Bletchley, Leighton Buzzard, Cheddington, Tring, Berkhamsted, Hemel Hempstead, Watford Junction, London Euston	Both Phase 1 and Phase 2
	LM Northampton to London Euston	6 per day	Northampton, Wolverton, Milton Keynes Central, (some call Bletchley), Leighton Buzzard, London Euston	No service		Both Phase 1 and Phase 2
	LM Wolverhampton and Birmingham New Street to London Euston	6 per day	Birmingham New Street, Marston Green, Birmingham International, Berkswell, Tile Hill, Canley, Coventry, Rugby, Long Buckby, Northampton, Wolverton, Milton Keynes Central, Bletchley, Leighton Buzzard, Berkhamsted, Hemel Hempstead, Watford Junction, London Euston	16 per day	Birmingham New Street, Birmingham International, Coventry, Rugby, Long Buckby, Northampton, Wolverton, Milton Keynes Central, Bletchley, Leighton Buzzard, Watford Junction, London Euston	Both Phase 1 and Phase 2
		7 per day	Birmingham New Street, Marston Green, Birmingham International, Berkswell, Tile Hill, Canley, Coventry, Rugby, Long Buckby, Northampton, Wolverton, Milton Keynes Central, Bletchley, Leighton Buzzard, London Euston	16 per day	Birmingham New Street, Birmingham International, Hampton-in-Arden, Berkswell, Tile Hill, Canley, Coventry, Rugby, Milton Keynes Central, London Euston	Both Phase 1 and Phase 2
		14 per day	Birmingham New Street, Marston Green, Birmingham International, Berkswell, Tile Hill, Canley, Coventry, Rugby, Long Buckby, Northampton, Wolverton, Milton Keynes Central, Bletchley, Leighton Buzzard, Berkhamsted, Hemel Hempstead, Watford Junction, London Euston	16 per day	Birmingham New Street, Birmingham International, Coventry, Rugby, Milton Keynes Central, Watford Junction, London Euston	Both Phase 1 and Phase 2
		11 per day	Birmingham New Street, Marston Green, Birmingham International, Tile Hill, Coventry, Rugby, Long Buckby, Northampton, Milton Keynes Central, Watford Junction, London Euston	16 per day	Wolverhampton, Coseley, Sandwell and Dudley, Smethwick Galton Bridge, Birmingham New Street, Marston Green, Birmingham International, Coventry, Long Buckby, Northampton, Wolverton, Milton Keynes Central, Bletchley, Leighton Buzzard, Watford Junction, London Euston	Both Phase 1 and Phase 2
	LM Rugby to London Euston	2 per day	Varying calling patterns	5 per day	Rugby, Northampton, Milton Keynes Central, Watford Junction, London Euston	Both Phase 1 and Phase 2
	LM Crewe to London Euston	13 per day	Crewe, Alsager, Kidsgrove, Stoke-on-Trent, Stone, Stafford, Rugeley Trent Valley, Lichfield Trent Valley, Tamworth, Atherstone, Nuneaton, Rugby, Milton Keynes Central, London Euston	8 per day	Crewe, Alsager, Kidsgrove, Stoke-on-Trent, Stone, Stafford, Rugeley Trent Valley, Lichfield Trent Valley, Tamworth, <u>Polesworth</u> , Atherstone, Nuneaton, Rugby, <u>Northampton</u> , Milton Keynes Central, <u>Watford Junction</u> , London Euston	Both Phase 1 and Phase 2
	CT Birmingham New Street to Northampton	3 per day	Birmingham New Street, Marston Green, Birmingham International, Berkswell, Tile Hill, Canley, Coventry, Rugby, Long Buckby, Northampton	Replaced by enhanced LM Birmingham to London services (see above)		Both Phase 1 and Phase 2
	CT / LM Birmingham New Street to Coventry	17 per day	Birmingham New Street, Stechford, Lea Hall, Marston Green, Birmingham International, Hampton-in-Arden, Berkswell, Tile Hill, Canley, Coventry	16 per day	Birmingham New Street, Marston Green, Birmingham International, Hampton-in-Arden, Berkswell, Tile Hill, Canley, Coventry	Both Phase 1 and Phase 2
				16 per day	Birmingham New Street, Birmingham International, Hampton-in-Arden, Berkswell, Tile Hill, Canley, Coventry	Both Day 1c and Y
	CT / LM Birmingham New Street to Birmingham International	15 per day	Birmingham New Street, Adderley Park, Stechford, Lea Hall, Marston Green, Birmingham International	16 per day	Birmingham New Street, Adderley Park, Stechford, Lea Hall, Marston Green, Birmingham International	Both Phase 1 and Phase 2
				16 per day	Birmingham New Street, Stechford, Lea Hall, Marston Green, Birmingham	Both Phase 1 and Phase 2

		DO MINIMUM		DO SOMETHING		
		Trains	Calling Pattern	Trains	Calling Pattern	
WC services and LM services north of Birmingham via West Coast Main Line	WC Wolverhampton and Birmingham New Street to London Euston	12 per day	Birmingham New Street, Birmingham International, Coventry, Milton Keynes Central, London Euston	Replaced by WC Liverpool services (see below)		Both Phase 1 and Phase 2
		14 per day	Birmingham New Street, Birmingham International, Coventry, Rugby, London Euston			
		20 per day	Wolverhampton, Sandwell and Dudley, Birmingham New Street, Birmingham International, Coventry, Watford Junction, London Euston			
	WC Crewe to London Euston	No service		19 per day	Crewe, Lichfield Trent Valley, Tamworth, Nuneaton, Rugby, Milton Keynes Central, London Euston	Both Phase 1 and Phase 2
	WC Chester and North Wales to London Euston	13 per day	Chester, Crewe, (+1 of either Nuneaton, Milton Keynes Central), London Euston	No change from Do Minimum		Both Phase 1 and Phase 2
	WC Liverpool Lime Street to London Euston	16 per day	Liverpool Lime Street, Runcorn, Stafford, London Euston	16 per day	Liverpool Lime Street, Liverpool South Parkway, Runcorn, Crewe, Stafford, Wolverhampton, Sandwell and Dudley, Birmingham New Street, Birmingham International, Coventry, Rugby, Milton Keynes Central, Watford Junction, London	Both Phase 1 and Phase 2
	WC Manchester Piccadilly to London Euston	20 per day	Manchester Piccadilly, Stockport, Wilmslow, Crewe, Milton Keynes Central, London Euston	3 per day (peak only)	Manchester Piccadilly, Stockport, Macclesfield, Stoke-on-Trent, Milton Keynes Central, London Euston	Both Phase 1 and Phase 2
		17 per day	Manchester Piccadilly, Stockport, Macclesfield, Stoke-on-Trent, Milton Keynes Central, London Euston	16 per day	Manchester Piccadilly, Stockport, Macclesfield, Stoke-on-Trent, Milton Keynes Central, London Euston	Phase 1 Only
		13 per day	Manchester Piccadilly, Stockport, Stoke-on-Trent, Milton Keynes Central, London Euston			
	WC Lancaster to London Euston	3 per day	Lancaster, Preston, Crewe, Lichfield Trent Valley, Rugby, Watford Junction, London Euston	No service		Both Phase 1 and Phase 2
		6 per day	Lancaster, Preston, Wigan North Western, Warrington Bank Quay, Crewe, Nuneaton, Rugby, London Euston			
	WC Glasgow Central to London Euston	7 per day	Glasgow Central, Preston, London Euston	14/15 per day	Glasgow Central, Carlisle, Penrith, Oxenholme, Lancaster, Preston, Wigan North Western, Crewe, Milton Keynes Central, London Euston	Phase 1 Only
		7 per day	Glasgow Central, Carlisle, Penrith, Oxenholme, Lancaster, Preston, Wigan North Western, Warrington Bank Quay, London Euston			
				8 per day	Glasgow Central, Motherwell, Carlisle, Penrith, Lancaster, Preston, Wigan North Western, Manchester Oxford Road, Manchester Piccadilly, Stockport, Macclesfield, Stoke on Trent, Milton Keynes Central, London Euston	Phase 2 Only
	WC Edinburgh to London Euston	No service		8 per day	Edinburgh, Haymarket, Carlisle, Oxenholme, Preston, Wigan North Western, Manchester Oxford Road, Manchester Piccadilly, Stockport, Macclesfield, Stoke on Trent, Milton Keynes Central, London Euston	Phase 2 Only
	WC/LM Birmingham New Street to Preston, Edinburgh and Glasgow Central	7 per day	Birmingham New Street, Wolverhampton, Crewe, Warrington Bank Quay, Wigan North Western, Preston, Oxenholme, Penrith, Carlisle, Glasgow Central	No change from Do Minimum		Both Phase 1 and Phase 2
		6 per day	Birmingham New Street, Wolverhampton, Crewe, Warrington Bank Quay, Wigan North Western, Preston, Oxenholme, Penrith, Carlisle, Haymarket, Edinburgh			
	WC/LM Birmingham New Street to Preston, Edinburgh and Glasgow Central	7 per day	Birmingham New Street, Wolverhampton, Crewe, Warrington Bank Quay, Wigan North Western, Preston, Oxenholme, Penrith, Carlisle, Glasgow Central	16 per day	Birmingham New Street, Wolverhampton, <u>Stafford</u> , Crewe, <u>Winsford</u> , <u>Hartford</u> , Warrington Bank Quay, Wigan North Western, Preston	Phase 2 only
		6 per day	Birmingham New Street, Wolverhampton, Crewe, Warrington Bank Quay, Wigan North Western, Preston, Oxenholme, Penrith, Carlisle, Haymarket, Edinburgh			
	CT / LM Birmingham New Street to Liverpool Lime Street	25 per day	Birmingham New Street, (either Smethwick Galton Bridge or Coseley), Wolverhampton, Penkridge, Stafford, Crewe, Runcorn, Liverpool South Parkway, Liverpool Lime Street	16 per day	Birmingham New Street, Smethwick Galton Bridge, Wolverhampton, Penkridge, Stafford, Crewe, <u>Winsford</u> , <u>Hartford</u> , <u>Acton Bridge</u> , Runcorn, Liverpool South Parkway, Liverpool Lime Street	Both Phase 1 and Phase 2
	TP Manchester Airport to Scotland	7 per day	Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Wigan North Western, Preston, Lancaster, Oxenholme, Penrith, Carlisle, Lockerbie, Edinburgh	13 per day	Manchester Airport to Manchester Piccadily only	Phase 2 Only
		6 per day	Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Wigan North Western, Preston, Lancaster, Oxenholme, Carlisle, Lockerbie, Glasgow Central			

		DO MINIMUM		DO SOMETHING		Scenario
		Trains	Calling Pattern	Trains	Calling Pattern	
MM and TH via Midland Main Line	TH Bedford to London St Pancras (new service)	No service		16 per day	Bedford, Luton, Harpenden, St Albans City, Mill Hill Broadway, London St Pancras	Phase 2 Only
	MM Corby to London St Pancras	13 per day	Corby, Kettering, Wellingborough, Bedford, Luton, London St Pancras	No change from Do Minimum		Phase 2 Only
	MM Nottingham to London St Pancras	17 per day	Nottingham, Beeston, Loughborough, Leicester, Market Harborough, Kettering, Wellingborough, Bedford, Luton Airport Parkway, London St Pancras	16 per day	Nottingham, Beeston, East Midlands Parkway, Loughborough, Leicester, Market Harborough, London St Pancras (includes through services from Lincoln Central and Leeds via Erewash)	Phase 2 Only
		13 per day	Nottingham, Leicester, Market Harborough, London St Pancras (includes through service from Leeds via Erewash)			
	MM Derby to London St Pancras	1 per day	Derby, Long Eaton, Loughborough, Leicester, Market Harborough, Kettering, Wellingborough, Bedford, Luton, St Pancras	16 per day	Derby, East Midlands HS (Toton), Loughborough, Leicester, Market Harborough, Kettering, Wellingborough, Bedford, Luton, London St Pancras	Phase 2 Only
	MM Sheffield to London St Pancras	15 per day	Sheffield, Chesterfield, Derby, Leicester, London St Pancras	16 per day	Sheffield, Chesterfield, Derby, Long Eaton, East Midlands Parkway, Loughborough, Leicester, London St Pancras (includes through service from Leeds)	Phase 2 Only
		14 per day	Sheffield, Chesterfield, Derby, Long Eaton, Loughborough, Leicester, London St Pancras (includes through service from Leeds)			
EC, TP extension and GN extra service via East Coast Main Line	GN Peterborough to London King's Cross (new service)	No service		16 per day	Peterborough, Huntingdon, Hitchin, Stevenage, Potters Bar, Finsbury Park, London King's Cross	Phase 2 Only
	EC Lincoln Central to London King's Cross	1 per day	Lincoln Central, Newark North Gate, Grantham (up only), Peterborough, London King's Cross	16 per day	Lincoln Central, Newark North Gate, Grantham, Peterborough, Huntingdon, Stevenage, London King's Cross	Phase 2 Only
	EC Leeds to London King's Cross	15 per day	Leeds, Doncaster, Newark North Gate, Grantham, Peterborough, London King's Cross (includes through train from Bradford Forster	16 per day	Leeds, Wakefield Westgate, Doncaster, Retford, Grantham, Peterborough, Stevenage, London King's Cross (includes through trains from Bradford Forster Square, Skipton and Harrogate)	Phase 2 Only
		16 per day	Leeds, Wakefield Westgate, Doncaster, Peterborough, London King's Cross			
		14 per day	Leeds, Wakefield Westgate, Doncaster, Peterborough, Stevenage, London King's Cross (includes through trains from Skipton and			
	EC Newcastle to London King's Cross	19 per day	Newcastle, Durham, Darlington, Northallerton, York, Doncaster, Retford, Newark North Gate, Grantham, Peterborough, London King's Cross	16 per day	Newcastle, Durham, Darlington, Northallerton, York, Doncaster, Newark North Gate, Peterborough, Stevenage, London King's Cross	Phase 2 Only
	EC Edinburgh to London King's Cross	13 per day	Edinburgh, Berwick upon Tweed, Newcastle, York, London King's Cross (includes through trains to Dundee, Aberdeen and Inverness)	16 per day	Edinburgh, Berwick upon Tweed, Alnmouth, Newcastle, Durham, Darlington, York, Doncaster, Peterborough, London King's Cross <u>(through trains to Glasgow, Dundee, Aberdeen and Inverness are withdrawn)</u>	Phase 2 Only
		13 per day	Edinburgh, Alnmouth, Newcastle, Durham, Darlington, York, Doncaster, Peterborough, London King's Cross (includes through train to Glasgow)			
EC North of Edinburgh	Existing through services to Glasgow, Dundee, Aberdeen and Inverness		Glasgow, Dundee, Aberdeen and Inverness services cut to run north of Edinburgh only		Phase 2 Only	
TP Manchester Airport to Newcastle (extends to Edinburgh)	16 per day	Manchester Piccadilly, Manchester Oxford Road, Salford Central, Manchester Victoria, Ashton-under-Lyne, Huddersfield, Leeds, York, Northallerton, Darlington, Durham, Chester-le-Street, Newcastle	16 per day	Manchester Piccadilly, Manchester Oxford Road, Salford Central, Manchester Victoria, Ashton-under-Lyne, Huddersfield, Leeds, York, Northallerton, Darlington, Durham, Newcastle, <u>Morpeth, Alnmouth, Berwick upon Tweed, Dunbar, Edinburgh</u>	Phase 2 Only	

		DO MINIMUM		DO SOMETHING		Scenario
		Trains	Calling Pattern	Trains	Calling Pattern	
XC Cross Country Services to NE and NW	XC North East to South Coast (diverted via Coventry)	20 per day	Newcastle, Darlington, Durham, York, Doncaster, Sheffield, Chesterfield, Derby, (some call at Burton-on-Trent or Tamworth), Birmingham New Street, Leamington Spa, Banbury, Oxford, Reading (some trains continue to Guildford or Southampton)	20 per day	Newcastle, Darlington, Durham, York, Doncaster, Sheffield, Chesterfield, Derby (some call at Burton-on-Trent or Tamworth), Birmingham New Street, <u>Birmingham International, Coventry</u> , Leamington Spa, Banbury, Oxford, Reading (some trains continue to Guildford or Southampton)	Phase 1 Only
	XC North East to South Coast (truncated at York and diverted via Coventry)	20 per day	Newcastle, Darlington, Durham, York, Doncaster, Sheffield, Chesterfield, Derby, (some call at Burton-on-Trent or Tamworth), Birmingham New Street, Leamington Spa, Banbury, Oxford, Reading (some trains continue to Guildford or Southampton)	20 per day	York, Doncaster, <u>Meadowhall (HS Interchange)</u> , Sheffield, Chesterfield, Derby, <u>Burton-on-Trent, Tamworth</u> , Birmingham New Street, <u>Birmingham International, Coventry</u> , Leamington Spa, Banbury, Oxford, Reading (some trains continue to Guildford or Southampton)	Phase 2 Only
	XC North East to South West (truncated at Newcastle and diverted via Leicester)	17 per day	Edinburgh, Newcastle, Darlington, Durham, York, Leeds, Wakefield Westgate, Sheffield, Chesterfield, Derby, (some call at Burton-on-Trent or Tamworth), Birmingham New Street, Cheltenham Spa, Bristol Parkway, Bristol Temple Meads (some trains start north of Edinburgh, and some continue to various destinations south of Bristol)	17 per day	Newcastle, Darlington, Durham, York, Leeds, Wakefield Westgate, <u>Meadowhall (HS Interchange)</u> , Sheffield, Chesterfield, <u>Alfreton, East Midlands HS (Toton)</u> , <u>Loughborough, Leicester, Nuneaton</u> , Birmingham New Street, Cheltenham Spa, Bristol Parkway, Bristol Temple Meads (some trains continue to various destinations south of Bristol)	Phase 2 Only
	XC North West to South Coast	15 per day	Manchester Piccadilly, Stockport, (some call Macclesfield), Stoke-on-Trent, Stafford, Wolverhampton, Birmingham New Street, Birmingham International, Coventry, Leamington Spa, Banbury, Oxford, Reading, Basingstoke, Winchester, Southampton Airport Parkway, Southampton Central (most services continue to Bournemouth)	15 per day	Manchester Piccadilly, Stockport, <u>Macclesfield, Conaeton</u> , Stoke-on-Trent, Stafford, Wolverhampton, Birmingham New Street, Birmingham International, Coventry, Leamington Spa, Banbury, Oxford, Reading, Basingstoke, Winchester, Southampton Airport Parkway, Southampton Central (most services continue to Bournemouth)	Phase 2 Only
	XC North West to South West	16 per day	Manchester Piccadilly, Stockport, (some call Macclesfield), Stoke-on-Trent, Stafford, Wolverhampton, Birmingham New Street, Cheltenham Spa, Bristol Parkway, Bristol Temple Meads (trains continue to various destinations south of Bristol)	16 per day	Manchester Piccadilly, Stockport, <u>Macclesfield, Conaeton</u> , Stoke-on-Trent, Stafford, Wolverhampton, Birmingham New Street, Cheltenham Spa, Bristol Parkway, Bristol Temple Meads (trains continue to various destinations south of Bristol)	Phase 2 Only
East Midlands Local Services	CT Liverpool Lime Street to Nottingham and Norwich (diverts via Toton)	11 per day	Liverpool Lime Street, Liverpool South Parkway, Widnes, Warrington Central, Manchester Oxford Road, Manchester Piccadilly, Stockport, Sheffield, Chesterfield, Alfreton, Nottingham, Grantham, Peterborough, Ely, Thetford, Norwich	11 per day	Liverpool Lime Street, Liverpool South Parkway, Widnes, Warrington Central, Manchester Oxford Road, Manchester Piccadilly, Stockport, Sheffield, Chesterfield, Alfreton, <u>East Midlands HS (Toton)</u> , Nottingham, Grantham, Peterborough, Ely, Thetford, Norwich (Nottingham short workings are projected)	Phase 2 Only
	CT Matlock and Derby to Nottingham (diverts via Toton)	18 per day	Matlock, Matlock Bath, Cromford, Whatstandwell, Ambergate, Belper, Duffield, Derby, Spondon, Long Eaton, Attenborough, Beeston, Nottingham	18 per day	Matlock, Matlock Bath, Cromford, Whatstandwell, Ambergate, Belper, Duffield, Derby, Spondon, Long Eaton, <u>East Midlands HS (Toton)</u> , Attenborough, Beeston, Nottingham (Nottingham-Derby slow services are also diverted)	Phase 2 Only
	CT Skegness and Boston to Nottingham (extends to Leicester)	16 per day	Skegness, (varying stopping pattern but including Boston, Sleaford, Grantham), Nottingham	16 per day	Skegness, (varying stopping pattern but including Boston, Sleaford, Grantham), Nottingham, <u>East Midlands Parkway, Loughborough, Leicester</u>	Phase 2 Only
Northern England Local Services	NT Leeds to Doncaster (new service)		No service	32 per day	Leeds, Wakefield Westgate, South Elmsall, Doncaster	Phase 2 Only
	NT Manchester Piccadilly to Crewe (new service)		No service	16 per day	Manchester Piccadilly, Stockport, Wilmslow, Sandbach, Crewe	Phase 2 Only
	NT Manchester Piccadilly to Stoke-on-Trent (new service)		No service	16 per day	Manchester Piccadilly, Stockport, Cheadle Hulme, Bramhall, Poynton, Macclesfield, Stoke-on-Trent	Phase 2 Only
	Train numbers are in the direction stated - for example from Newcastle to London King's Cross. Similar (but in some cases not identical) numbers of services run in the reverse direction.					
	The figures for the Do Minimum are an approximation - for example there is 20 trains per day from Wolverhampton to London Euston, and the stopping pattern represents that of the most frequent service. Other stopping patterns are adhered to by the less frequent services.					
	In the Do Something, standard stopping patterns are adhered to - for example of the 8 trains per day from Glasgow Central to London Euston all will adhere to the quoted stopping pattern					
	Where no changes are made then that service group is not included above. Where a comprehensive rationalisation / re-specification of a service group is undertaken (e.g. LM, WC, EC, MM) then all services in that group are included above.					