



Department
for Transport

TransPennine Express Franchise

Train Service Requirements

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TransPennine Express Franchise – Train Service Requirements

1. Definitions

- 1.1 Unless otherwise stated each Train Service Requirement shall be interpreted in accordance with the Franchise Agreement between the Secretary of State and the Franchisee dated December 2015.
- 1.2 Unless otherwise stated words and expressions defined in the Franchise Agreement shall have the same meaning in each Train Service Requirement.
- 1.3 In each Train Service Requirement unless the context otherwise requires, the following words and expressions shall have the following meanings:

“Capacity Requirement” means a requirement on the Franchisee to ensure that its Timetable and Train Plan include sufficient standard-class Passenger Carrying Capacity to accommodate at least a specified number of seated passengers:

- (a) on Passenger Services arriving at specified locations during each Morning Peak and Morning High Peak; and
- (b) on Passenger Services departing from specified locations during each Evening Peak and Evening High Peak,

as more particularly described in the Capacity Tables;

“Capacity Tables” means each of the tables labelled “TPE Capacity Table A (December 2017)”, “TPE Capacity Table B (December 2018)” and TPE Capacity Table C (December 2019) annexed as Appendix A to each of the Train Service Specification Tables set out in Schedules 3, 4A and 4B (respectively);

“Direct Service” means a Passenger Service from A to B where passengers may board the Passenger Service at A and subsequently alight at B, without needing to change from one train to another, and except where indicated to the contrary the Passenger Service may operate via any reasonable route;

“Evening High Peak” means the period between 1700 and 1759 (inclusive) during a Weekday;

“First and Last Train Specification” means the specification of the latest permissible time at which the first train of the day may be operated, and the earliest permissible time at which the last train of the day may be operated, between specified locations as set out in the Train Service Specification Tables;

“Journey Time Specification” means the specification of requirements relating to journey times between specified locations, as set out in the Journey Time Tables;

"Journey Time Tables"	means each of the tables headed "TPE Journey Time Requirements – TSR2", "TPE Journey Time Requirements – TSR3A" and TPE Journey Time Requirements – TSR3B annexed as Appendix B to each of the applicable Train Service Specification Tables set out in Schedule 3, Schedule 4A and Schedule 4B respectively;
"Manchester Stations"	means Manchester Piccadilly, Manchester Oxford Road and Manchester Victoria;
"Minimum Service Specification"	means the specification of: <ul style="list-style-type: none"> (a) the minimum number of Direct Services that are required to be operated between specified locations during specified intervals; and (b) the additional requirements that are specified in columns headed "Notes", as set out in the Train Service Specification Tables;
"Morning High Peak"	means the period between 0800 and 0859 (inclusive) during a Weekday;
"Train Service Specification Tables"	means each of the tables described in Schedule 1 and annexed as Schedule 3, Schedule 4A and Schedule 4B (respectively) to this document; and
"TSR"	means each of the Train Service Requirements set out in Schedules 2, 3 and 4 of this document.

2. **Construction and Interpretation**

2.1 **Franchise Agreement Obligation**

- (a) Without limitation to any provision of the Franchise Agreement the Franchisee is required:
 - (i) pursuant to paragraph 5 of Schedule 1.1 (Service Development) of the Franchise Agreement to seek Train Slots from Network Rail in accordance with the applicable TSR with the intention that the working timetable issued by Network Rail at the end of its timetable development process is consistent with such TSR; and
 - (ii) to comply with the provisions of paragraph 7 of Schedule 1.1 (Service Development) of the Franchise Agreement including by providing the capacity necessary to enable the Capacity Requirement to be complied with.

2.2 **Days and Times of Day**

- (a) Except to the extent the context otherwise requires,

- (i) references to a day mean the period commencing at 0200 on that day and ending at 0159 on the following day and references to particular days of the week shall be construed accordingly;
- (ii) references to periods of time and periods of days include the times and days such periods start and finish; and
- (iii) all references to time are to the twenty-four hour clock.

2.3 **References to "Manchester"**

- (a) For the purposes of the Train Service Specification Tables, the Capacity Tables and the Journey Time Tables:
 - (i) a Passenger Service arrives at "Manchester" if it arrives at any one or more of the Manchester Stations (having previously called at one or more stations that is not a Manchester Station) and, in the case of a Passenger Service which arrives at more than one of these stations, the time of arrival at "Manchester" shall be the arrival time at the first of the Manchester Stations at which it arrives; and
 - (ii) a Passenger Service departs from "Manchester" if it departs from any one or more of the Manchester Stations (and subsequently calls at one or more stations that is not a Manchester Station) and, in the case of a Passenger Service which departs from more than one of these stations, the time of departure from "Manchester" shall be the departure time from the last of the Manchester Stations from which it departs,

except where indicated to the contrary.

2.4 **Bank Holidays etc.**

- (a) For the duration of TSR1 the requirements applying on Bank Holidays are as set out in section 7 of the Train Service Requirement labelled SLC1.
- (b) For the duration of TSR2 and TSR3, except to the extent that the Secretary of State may otherwise agree:
 - (i) there shall be no requirement to operate Passenger Services on Christmas Day or Boxing Day;
 - (ii) on all other Bank Holidays, and in relation to weekdays between Christmas Day and New Year's Day that are not Bank Holidays, the Franchisee shall (subject to subparagraphs (iii) and (iv) below) be required to deliver the same service specified to be operated on Saturdays in the Timetable then in force, supplemented as necessary (by operating additional Passenger Services and/or by operating Passenger Services in longer formations compared to the Train Plan that the Franchisee would normally operate on a Saturday) in order to comply with the capacity and crowding requirements in paragraph 7 of Schedule 1.1 of the Franchise Agreement;
 - (iii) in relation to Christmas Eve and New Year's Eve, the Franchisee may make such reasonable reductions in the

Passenger Services after 2000 hours as the Secretary of State may agree (such agreement not to be unreasonably withheld) to reflect reduced demand and the need to ensure that the cessation of train services occurs in an operationally efficient manner; and

- (iv) before 1000 hours on New Year's Day, the Franchisee may provide a reduced level of Passenger Services compared to a normal Saturday, but if it does so then for that period it must instead comply with the Train Service Requirement that would normally apply before 1000 hours on a Sunday (and for the remainder of the day must provide a Saturday service as required by paragraph (ii) above).

2.5 No prioritisation of any aspect of any of the TSRs

In the case of each TSR, the obligations of the Franchisee are in relation to the entire TSR and the Franchisee shall not be permitted to prioritise the delivery of any element of the TSR to the detriment of any other.

2.6 Passenger Services not required by the TSRs

Subject to compliance with all relevant provisions of the Franchise Agreement the Franchisee is not restricted by any of the TSR from providing any specification of Passenger Services (including departures from any stations, passenger carrying capacity and departures prior to the latest specified time for the first train or after the earliest specified time for the last train) additional to that required for the purposes of complying with such TSR.

3. Train Service Requirement - TSR1

- (a) TSR1 consists of a requirement to operate Passenger Services in accordance with the requirements specified in the Train Service Requirement labelled "SLC1" and set out in Schedule 2 of this document.
- (b) In the event of any inconsistency between the requirements of Schedule 2 and any other provision or definition in this document (Train Service Requirements), Schedule 2 shall take precedence.

4. Train Service Requirement - TSR2

TSR2 consists of requirements to operate Passenger Services in accordance with:

- (a) the First and Last Train Specification and the Minimum Service Specification set out in the Train Service Specification Tables as set out in Schedule 3 of this document;
- (b) the Capacity Requirements set out in the Capacity Table headed "TPE Capacity Table A (December 2017)" annexed as Appendix A to Schedule 3 of this document;
- (c) the Journey Time Specification set out in the Journey Time Table headed "TPE Journey Time Requirements – TSR2" annexed as Appendix B of Schedule 3 of this document.

5. Train Service Requirement – TSR3

TSR3 consists of TSR3A and TSR3B and sets out the requirements to operate Passenger Services in accordance with:

- (a) in respect of TSR3A being the TSR applicable for the period from the Passenger Change Date in December 2018 until the Passenger Change Date in December 2019 and consisting of:
- (i) the First and Last Train Specification and the Minimum Service Specification set out in the Train Service Specification Tables as set out in Schedule 4A of this document;
 - (ii) the Capacity Requirements set out in the Capacity Table headed "TPE Capacity Table B (December 2018)" as annexed as Appendix A to Schedule 4A of this document; and
 - (iii) the Journey Time Specification set out in the Journey Time Table headed "TPE Journey Time Requirements" – TSR3A as annexed as Appendix B to Schedule 4A of this document; and
- (b) in respect of TSR3B being the TSR applicable for the period from the Passenger Change Date in December 2019 until the end of the Franchise Term and consisting of:
- (i) the First and Last Train Specification and the Minimum Service Specification set out in the Train Service Specification Tables as set out in Schedule 4B of this document;
 - (ii) the Capacity Requirements set out in the Capacity Table headed "TPE Capacity Table C (December 2019)" as annexed as Appendix A to Schedule 4B of this document; and
 - (iii) the Journey Time Specification set out in the Journey Time Table headed "TPE Journey Time Requirements" – TSR3B as annexed as Appendix B to Schedule 4B of this document.

SCHEDULE 1– Description of the Train Service Specification Tables

“Train Service Specification Tables” means each of the tables comprised within the Excel Worksheets under each of the headings listed in the following table and set out in Schedule 3 in relation to TSR2, Schedule 4A in relation to TSR3A and Schedule 4B in relation to TSR3B:

Weekdays:	Saturdays:	Sundays:	Additional:
Table TSR A	Table TSR C	Table TSR E	Table TSR G
Table TSR B	Table TSR D	Table TSR F	