



Department  
for Transport

# Northern Franchise

## Train Service Requirements

December 2015

## Northern Franchise – Train Service Requirements

### 1. Interpretations and 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 the 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 (seated and standing) to accommodate at least a specified number of passengers:

- (a) on Passenger Services arriving at specified locations during each Morning Peak and Morning High Peak (or in the case of Sellafield during the hours specified); and
- (b) on Passenger Services departing from specified locations during each Evening Peak and Evening High Peak (or in the case of Sellafield during the hours specified),

as more particularly described in the Capacity Tables;

**“Capacity Tables”**

means each of the tables labelled “Capacity Table A” and “Capacity Table B” as set out in Schedule 6 of this document;

**“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;

**“Excepted Services”**

means the Passenger Services that are required to be operated on a Saturday by

virtue of the following Train Service Specification Tables:

- (a) in relation to the period during which TSR2 applies, the tables labelled "NCL1C – TSR2", "NCL1D – TSR2", "MBR1C – TSR2" and "MBR1D – TSR2"; and
- (b) in relation to the period during which TSR3 applies, the tables labelled "NCL1C – TSR3", "NCL1D – TSR3", "MBR1C – TSR3" and "MBR1D – TSR3".

**"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 four numbered tables headed "Schedule of Journey Time Commitments" as set out in Schedule 7 of this document;

**"Manchester Stations"**

means Manchester Piccadilly, Manchester Oxford Road and Manchester Victoria;

**"Minimum Service Specification"**

means the specification of:

- (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;

<b>"Train Service Specification Tables"</b>	means each of the tables described in Schedule 1 and annexed as Schedules 3, 4 and 5 (respectively) to this document; and
<b>"TSR"</b>	means this Train Service Requirement.

## 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", "Blackpool" and "Wigan"**

- (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.

- (b) For the purposes of the Train Service Specification Tables and the Journey Time Tables:

- (i) references to “Blackpool” mean either Blackpool North or Blackpool South; and

- (ii) references to “Wigan” mean either Wigan North Western or Wigan Wallgate,

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 6 of the document headed “Northern Rail Franchise – TSR1” comprised within this TSR.

- (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;

- (ii) on Boxing Day the Franchisee shall operate a minimum of sixty (60) Passenger Services, on such Routes as the Franchisee may determine (having had regard to the consultation required by paragraph 13.1 of Schedule 6.2 of the Franchise Agreement);

- (iii) on all other Bank Holidays, and on weekdays between Christmas Day and New Year’s Day that are not Bank Holidays, the Franchisee shall (subject to sub-paragraphs (iv), (v) and (vi) 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 Saturdays) in order to comply with the capacity and crowding requirements in paragraph 7 of Schedule 1.1 of the Franchise Agreement;

- (iv) 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;

(v) 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 (iii) above); and

(vi) there shall be no requirement to operate the Excepted Services at any time on New Year's Day.

## **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**

TSR1 consists of a requirement to operate Passenger Services in accordance with the requirements specified in the Train Service Requirement labelled "Northern Rail Franchise – TSR1" and set out in Schedule 2 of this document.

## **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 labelled "TSR2" in relation to Weekdays and Saturdays (as set out in Schedule 3 of this document) and labelled "TSR2 + 3" in relation to Sundays (as set out in Schedule 4 of this document);
- (b) the Capacity Requirements set out in the Capacity Table headed "Capacity Table A" (as set out in Schedule 6 of this document);
- (c) the Journey Time Specification set out in the Journey Time Tables labelled "Table 1" (which applies on Weekdays and Saturdays) and

"Table 2" (which applies on Sundays), in each case as set out in Schedule 7 to this document; and

- (d) until the Barton-on-Humber Transfer Date, the Passenger Services that are required to be provided by section E7 of TSR1 (as set out in Schedule 2 of this document).

5. **Train Service Requirement – TSR3**

TSR3 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 labelled "TSR3" in relation to Weekdays and Saturdays (as set out in Schedule 5 of this document) and "TSR2 + 3" in relation to Sundays (as set out in Schedule 4 of this document);
- (b) the Capacity Requirements set out in the Capacity Table headed "Capacity Table B" (as set out in Schedule 6 of this document);
- (c) the Journey Time Specification set out in the Journey Time Tables labelled "Table 3" (which applies on Weekdays and Saturdays) and "Table 4" (which applies on Sundays), in each case as set out in Schedule 7 of this document.

## SCHEDULE 1 – Train Service Specification Tables

“Train Service Specification Tables” means the tables comprised within the Excel Worksheets under each of the headings listed in the following two tables (which relate to TSR2 and TSR3 respectively):

### TSR2

<i>TSR2 Weekdays:</i>	<i>TSR2 Saturdays:</i>	<i>TSR2 Sundays:</i>	<i>TSR2 Additional:</i>
NCL1A – TSR2	NCL1C – TSR2	NCL1E – TSR2 + 3	ADD1 – TSR2
NCL1B – TSR2	NCL1D – TSR2	NCL1F – TSR2 + 3	
MBR1A – TSR2	MBR1C – TSR2	MBR1E – TSR2 + 3	
MBR1B – TSR2	MBR1D – TSR2	MBR1F – TSR2 + 3	
HUL1A – TSR2	HUL1C – TSR2	HUL1E – TSR2 + 3	
HUL1B – TSR2	HUL1D – TSR2	HUL1F – TSR2 + 3	
YRK1A – TSR2	YRK1C – TSR2	YRK1E – TSR2 + 3	
YRK1B – TSR2	YRK1D – TSR2	YRK1F – TSR2 + 3	
LDS1A – TSR2	LDS1C – TSR2	LDS1E – TSR2 + 3	
LDS1B – TSR2	LDS1D – TSR2	LDS1F – TSR2 + 3	
LDS2A – TSR2	LDS2C – TSR2	LDS2E – TSR2 + 3	
LDS2B – TSR2	LDS2D – TSR2	LDS2F – TSR2 + 3	
HUD1A – TSR2	HUD1C – TSR2	HUD1E – TSR2 + 3	
HUD1B – TSR2	HUD1D – TSR2	HUD1F – TSR2 + 3	
SHF1A – TSR2	SHF1C – TSR2	SHF1E – TSR2 + 3	
SHF1B – TSR2	SHF1D – TSR2	SHF1F – TSR2 + 3	
MCR1A – TSR2	MCR1C – TSR2	MCR1E – TSR2 + 3	
MCR1B – TSR2	MCR1D – TSR2	MCR1F – TSR2 + 3	
MCR2A – TSR2	MCR2C – TSR2	MCR2E – TSR2 + 3	
MCR2B – TSR2	MCR2D – TSR2	MCR2F – TSR2 + 3	
MCR3A – TSR2	MCR3C – TSR2	MCR3E – TSR2 + 3	
MCR3B – TSR2	MCR3D – TSR2	MCR3F – TSR2 + 3	
MCR4A – TSR2	MCR4C – TSR2	MCR4E – TSR2 + 3	
MCR4B – TSR2	MCR4D – TSR2	MCR4F – TSR2 + 3	
PRE1A – TSR2	PRE1C – TSR2	PRE1E – TSR2 + 3	
PRE1B – TSR2	PRE1D – TSR2	PRE1F – TSR2 + 3	
LAN1A – TSR2	LAN1C – TSR2	LAN1E – TSR2 + 3	
LAN1B – TSR2	LAN1D – TSR2	LAN1F – TSR2 + 3	
LIV1A – TSR2	LIV1C – TSR2	LIV1E – TSR2 + 3	
LIV1B – TSR2	LIV1D – TSR2	LIV1F – TSR2 + 3	



## TSR3

<i>TSR3 Weekdays:</i>	<i>TSR3 Saturdays:</i>	<i>TSR3 Sundays:</i>	<i>TSR3 Additional:</i>
NCL1A - TSR3	NCL1C - TSR3	NCL1E - TSR2 + 3	ADD1 - TSR3
NCL1B - TSR3	NCL1D - TSR3	NCL1F - TSR2 + 3	
MBR1A - TSR3	MBR1C - TSR3	MBR1E - TSR2 + 3	
MBR1B - TSR3	MBR1D - TSR3	MBR1F - TSR2 + 3	
HUL1A - TSR3	HUL1C - TSR3	HUL1E - TSR2 + 3	
HUL1B - TSR3	HUL1D - TSR3	HUL1F - TSR2 + 3	
YRK1A - TSR3	YRK1C - TSR3	YRK1E - TSR2 + 3	
YRK1B - TSR3	YRK1D - TSR3	YRK1F - TSR2 + 3	
LDS1A - TSR3	LDS1C - TSR3	LDS1E - TSR2 + 3	
LDS1B - TSR3	LDS1D - TSR3	LDS1F - TSR2 + 3	
LDS2A - TSR3	LDS2C - TSR3	LDS2E - TSR2 + 3	
LDS2B - TSR3	LDS2D - TSR3	LDS2F - TSR2 + 3	
HUD1A - TSR3	HUD1C - TSR3	HUD1E - TSR2 + 3	
HUD1B - TSR3	HUD1D - TSR3	HUD1F - TSR2 + 3	
SHF1A - TSR3	SHF1C - TSR3	SHF1E - TSR2 + 3	
SHF1B - TSR3	SHF1D - TSR3	SHF1F - TSR2 + 3	
MCR1A - TSR3	MCR1C - TSR3	MCR1E - TSR2 + 3	
MCR1B - TSR3	MCR1D - TSR3	MCR1F - TSR2 + 3	
MCR2A - TSR3	MCR2C - TSR3	MCR2E - TSR2 + 3	
MCR2B - TSR3	MCR2D - TSR3	MCR2F - TSR2 + 3	
MCR3A - TSR3	MCR3C - TSR3	MCR3E - TSR2 + 3	
MCR3B - TSR3	MCR3D - TSR3	MCR3F - TSR2 + 3	
MCR4A - TSR3	MCR4C - TSR3	MCR4E - TSR2 + 3	
MCR4B - TSR3	MCR4D - TSR3	MCR4F - TSR2 + 3	
PRE1A - TSR3	PRE1C - TSR3	PRE1E - TSR2 + 3	
PRE1B - TSR3	PRE1D - TSR3	PRE1F - TSR2 + 3	
LAN1A - TSR3	LAN1C - TSR3	LAN1E - TSR2 + 3	
LAN1B - TSR3	LAN1D - TSR3	LAN1F - TSR2 + 3	
LIV1A - TSR3	LIV1C - TSR3	LIV1E - TSR2 + 3	
LIV1B - TSR3	LIV1D - TSR3	LIV1F - TSR2 + 3	