

TransPennine Express

Aspirations for access rights on the East Coast Main Line from the Passenger Change Date 2008

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| Train Operator |
| TransPennine Express |
| Start date and duration of rights requested |
| PCD 2008 – the Expiry Date (PCD 2012) |
| Service origin and destination |
| Services between Newcastle and Manchester Airport, Manchester Piccadilly or Liverpool Lime Street and Middlesbrough and Manchester Airport, Manchester Piccadilly or Liverpool Lime Street. |
| Routeing |
| Services between Newcastle and Manchester Airport, Manchester Piccadilly or Liverpool Lime Street are proposed to be routed via Darlington, York and Leeds. Services between Middlesbrough and Manchester Airport, Manchester Piccadilly or Liverpool Lime Street are proposed to be routed via Yarm, York and Leeds. |
| Calling Pattern (standard and additional calls) |
| <u>Newcastle – Liverpool Lime Street</u> Chester le Street, Durham, Darlington, Northallerton, York, Leeds, Huddersfield, Stalybridge, Manchester Piccadilly, Manchester Oxford Road, Birchwood, Warrington. <u>Newcastle – Manchester Airport</u> Chester le Street, Durham, Darlington, Northallerton, York, Leeds, Dewsbury, Huddersfield, Manchester Piccadilly. <u>Middlesbrough – Liverpool Lime Street</u> Thornaby, Yarm, Northallerton, York, Leeds, Huddersfield, Stalybridge, Manchester Piccadilly, Manchester Oxford Road, Birchwood, Warrington. <u>Middlesbrough – Manchester Airport</u> Thornaby, Yarm, Northallerton, York, Leeds, Dewsbury, Huddersfield, Manchester Piccadilly. |
| Number of services and days of operation |
| The table below details the number of Passenger Train Slots required to provide the enhancements to Sunday services in Service Group 1: North TransPennine, detailed in TransPennine Express' |

2008 Priority Day Notification Statement.

| From | To | Number of Passenger Train Slots from PCD 2008 |
|-----------------------|-----------------------|--|
| Middlesbrough | Manchester Airport | 2 |
| Middlesbrough | Manchester Piccadilly | 1 |
| Middlesbrough | Liverpool | 4 |
| Newcastle | Manchester Airport | 9 |
| Newcastle | Manchester Piccadilly | 1 |
| Newcastle | Liverpool | 2 |
| Manchester Airport | Middlesbrough | 2 |
| Manchester Airport | Newcastle | 12 |
| Liverpool | Middlesbrough | 4 |
| Liverpool | Newcastle | 1 |
| Manchester Piccadilly | Middlesbrough | 1 |

Approximate departure times or intervals from station of origin

The departure times from Newcastle Central proposed in the enhanced are as follows:

0836, 0933, 1107, 1207, 1308, 1408, 1453, 1608, 1652, 1757, 1907 and 2007.

Departure times from Middlesbrough are as follows:

1015, 1245, 1445, 1645, 1845, 2035 and 2207.

Station dwell times

Station dwell times at York Station range from 3 minutes minimum to 9 minutes for the majority services.

Minimum turnaround time at destination

The minimum turnaround at Newcastle Central Station is 30 minutes.

Required journey time (calculated using the methodology for Maximum Journey Times)

Newcastle – Liverpool Lime Street – 3hrs 22mins
 Newcastle – Manchester Airport – 3hrs
 Middlesbrough – Liverpool Lime Street – 3hrs 10mins
 Middlesbrough – Manchester Airport – 2hrs 45mins
 Liverpool Lime Street – Newcastle – 3hrs 59mins
 Manchester Airport – Newcastle – 3hrs
 Liverpool Lime Street – Middlesbrough – 3hrs 20mins

Manchester Airport – Middlesbrough – 2hrs 50mins

Earliest and latest trains

| From | To | Description | Earliest Passenger Train Slot | Latest Passenger Train Slot |
|---------------|---------------|-------------|-------------------------------|-----------------------------|
| Middlesbrough | York | Westbound | 10:15 | 22:05 |
| Newcastle | York | Eastbound | 08:15 | 20:30 |
| York | Newcastle | Westbound | 08:40 | 20:05 |
| York | Middlesbrough | Eastbound | 09:05 | 23:05 |

Ancillary / ECS moves

TransPennine Express will continue to undertake ECS movements between Heaton Traction and Rolling Stock Maintenance Depot (“Heaton”) and Newcastle Central.

Stabling arrangements

TransPennine Express will continue to stable its 185 units at Heaton.

Rolling stock type

TransPennine Express will continue to use class 185 units for all services it operates on the East Coast Mainline.

Maintenance depots

TransPennine Express will continue to require access to Heaton for the maintenance of its fleet of class 185 units.

Crew change locations

TransPennine Express can change train crew at Newcastle, York, Manchester Piccadilly and Manchester Airport.

Any additional specifications required of the service

N/A

Any relevant additional information

N/A