

Item 6, Appendix 2: Overview of December 2020 rail timetable changes and comparison to pre-COVID-19 timetable

(i) Northern Trains

The information below is based on Northern's published timetables. It is possible that, if the COVID-19 situation were to deteriorate markedly, that this could have impacts on the availability of staff to work the full timetable. Northern has developed a set of contingency plans to deal with several such scenarios, to ensure that services are as far as possible maintained.

Service	Weekdays	Sundays
Leeds – Skipton – Settle – Carlisle	Normal service (8 trains per day plus 1 to/from Ribbleshead) restored	Normal service (6 trains per day) restored
Leeds – Skipton – Lancaster / Morecambe	Service increased to 5 trains per day (plus 1 to/from Skipton), not full 7/8 per day	Normal service (5 trains per day) restored
Leeds – Harrogate	No major change: 2 trains per hour [2tph] daytime service (one to Knaresborough, one to York); normally 3tph. LNER trains also run every other hour	Normal service continues: hourly Leeds – Harrogate – Knaresborough – York plus hourly Leeds – Harrogate - Knaresborough
Leeds – Wakefield Kirkgate – Barnsley – Sheffield	No major change: hourly semi-fast trains run Leeds – Wakefield – Barnsley – Sheffield – Nottingham (normally 2tph to Sheffield), alongside hourly stoppers	Normal service restored: 1 stopping train every 2 hours, plus one fast train (extended to Nottingham) every hour
Leeds – Garforth – York	Normal service continues: 2 Northern tph, one stopping at all stations other than Church Fenton and Ulleskelf, and one stopping only at Church Fenton (which continues to Blackpool)	Normal service continues: 2 Northern tph, one stopping at all stations other than Church Fenton and Ulleskelf, and one stopping only at Church Fenton (which continues to Blackpool)
Halifax – Bradford – Leeds – Selby – Hull	Normal hourly service continues	n/a (does not operate)
Leeds – Bradford – Calder Valley – Preston - Blackpool	Normal hourly service continues: 1tph York – Leeds – Bradford – Blackpool	Hourly York – Leeds – Bradford – Calder Valley – Preston – Blackpool reinstated
Leeds – Bradford – Calder Valley – Manchester	Restored to 2tph Leeds – Bradford – Manchester, 1tph extended to Chester	Normal hourly service
Leeds – Dewsbury – Brighouse – Calder Valley – Manchester	Normal hourly service continues (running through to/from Wigan)	n/a (does not operate)
Bradford – Halifax – Huddersfield	Normal hourly service continues	Normal hourly Leeds – Bradford – Halifax – Huddersfield Sunday service continues

Service	Weekdays	Sundays
Blackburn – Burnley – Todmorden – Manchester	Normal hourly service restored	Normal hourly service restored
Huddersfield – Wakefield – Castleford	Not reinstated - remains only three trains per day; we are continuing to pursue this issue with Northern.	n/a (does not operate)
Leeds / Bradford – Ilkley / Skipton	Normal services continue (2tph each route)	Normal services restored (1tph each route)
Leeds – Shipley – Bradford FS	Normal services continue (2tph daytime only)	Normal hourly all-day service restored
Leeds – Wakefield / Castleford – Knottingley	Normal services continue (each route hourly), but one missing AM journey Leeds – Wakefield – Knottingley	Normal service continues (one train every two hours on each route)
Leeds – Doncaster	Normal service continues: hourly plus peak extras	Normal hourly service restored
Leeds – Wakefield – Moorthorpe – Sheffield	Normal hourly service continues	Normal hourly service restored
York – Pontefract – Sheffield	Normal service (only three trains per day) continues	Normal service (only two trains per day) restored
Penistone line	Normal hourly service continues	Normal hourly service continues

Key:

	No change – service is below normal level
	Improvement but still below normal level
	No change – service already running at normal level
	Improvement: full normal service reinstated
	No change – very limited or no service
n/a	Service does not run normally on Sundays

(ii) Trans-Pennine Express

Service	Weekdays	Sundays
Newcastle – York – Leeds – Manchester – Manchester Airport	Continues to run altered to run hourly Newcastle – York – Leeds – Manchester Victoria (only), continuing to Liverpool: does not run to Airport	Same pattern as weekdays (see left)
Edinburgh – Newcastle – York – Leeds – Manchester – Liverpool	Not running	Not running

Service	Weekdays	Sundays
Redcar – Middlesbrough – York – Leeds – Manchester – Manchester Airport	Normal hourly service continues	Normal hourly service continues
Scarborough – York – Leeds – Manchester – Liverpool	Currently primarily operating as York – Scarborough hourly shuttle, with some gaps and some limited extensions to Liverpool / Manchester. Altered to be York – Scarborough shuttle all day, closing gaps but with only 1-2 Liverpool extensions	Same pattern as weekdays (see left)
Hull – Leeds – Manchester Picc	Normal hourly service continues; additional local stops at Slaithwaite and Marsden in peaks, and also to replace stopping train in evenings	Normal hourly service continues, but with additional stops at local stations between Huddersfield and Stalybridge
Leeds – Dewsbury – Huddersfield (stopping)	Normal hourly service continues	Normal hourly service continues
Huddersfield – Stalybridge – Manchester Picc (stopping)	Hourly service continues daytimes only: in evenings local service provided by Hull – Manchester train	Does not run – local service provided by Hull – Manchester train

Key:

	Reduction in service
	Improvement but still below normal level
	No change – service already running at normal level
	Improvement: full normal service reinstated
	Service not running
	Other change as against normal service
n/a	Service does not run normally on Sundays

(iii) LNER

Changes in December are expected to be limited. LNER are currently running about 85% of their normal services, including extensions two-hourly to Harrogate, twice daily to Bradford Forster Square, and once daily to Skipton. Compulsory seat reservation is in place. The extension of one train a day to and from Huddersfield has been delayed to sometime during 2021, because of a pause in driver training resulting from the pandemic and need to ensure social distancing.

(iv) Cross-Country

We are not aware of any proposed changes on the Cross-Country network in December that are directly relevant to West Yorkshire.

(v) Grand Central

As a result of the impact on travel demand from the renewed national lockdown, Grand Central have ceased running all services, including their Bradford – Halifax – Wakefield – London service, up to and including 2 December 2020.

Correct as per information available 11 November 2020