

May 2018 rail timetable changes: Route-by-route overview

Introduction, key and glossary

This note was prepared on the basis of information available to WYCA during the week ended 27 April 2018, drawn from information provided by Arriva Rail North (ARN) and Trans-Pennine Express (TPE), supplemented by various online sources. The information may not be entirely correct or comprehensive, and some conflicts or evident errors have been identified for clarification with the operators.

Where no comment is made on an aspect of the service (e.g. frequency, journey time, stopping pattern, first or last trains, clockface...) it can be assumed that it is at least approximately the same as now.

This note does **not** generally (one or two exceptions) deal with on-train capacity (i.e. numbers of seats / spaces to stand – train lengths). This is because WYCA has not yet received sufficient data (train plan) from the operators. As soon as it is provided, WYCA will be looking closely at this significant area of concern.

This summary does not list all apparent non-compliances with the franchise agreement nor shown whether issues identified amount to these.

tph	trains per hour
DMU	diesel multiple unit train
FA	franchise agreement
TSR	train service requirement (section of franchise agreement)
SX	does not run on Saturdays (i.e. Mondays to Fridays only)
clockface	what time around the hour trains normally operate
skip-stopping	halfway-house between a fast and an all-stations train, e.g. every hour one train from Huddersfield to Manchester stops at Marsden (but not Slaithwaite) and another stops at Slaithwaite (but not Marsden) – one cannot travel from Slaithwaite to Marsden direct
XX:29	clockface timetable with departure/arrival at 29 minutes past the hour
now/currently	December 2017 timetable
weekdays	Mondays to Saturdays, i.e. daily except Sundays
& v.v.	applies in both directions
☠	[before entry] markedly worse than 2017 (<u>also underlined</u>)
☹	[before entry] some concerns, including things no worse than 2017 but failing to deliver improvement where reason for failure not clear
☺	[before entry] no worse than 2017, but no improvement delivered (but apparently justified by DMU shortage); or improvement falling short of TSR
☺	[before entry] improvement over 2017, including committed TSR improvements which are delivered, and improvements not required under TSR (also in bold)

Note prepared by Michael Sasse, 27 April 2018

Harrogate Line (Leeds to Harrogate, Knaresborough and York)

Weekdays

- ☹️ Basic 2tph – increase to 4tph not delivered; standard clockface similar to now
- ☹️ Kept at 1tph evenings rather than 2tph – not clear why uplift not delivered

Sundays

- 😊 **Current hourly Leeds – Horsforth shuttle extended to run to/from Knaresborough**
- 😊 **This gives 2tph between Leeds and Knaresborough (currently 2tph between Leeds and Horsforth only), dropping to 1tph after 21:31 from Leeds**
- 😊 **Earlier first arrival (09:59) into Leeds from Harrogate – Weeton stations...**
- ☹️ ... but this is no earlier from Horsforth – Burley Park, where 09:59 is disappointing but compliant with TSR)
- ☹️ Last train from Leeds slightly earlier at 23:15 vice 23:23 now.

Wharfedale line (Leeds and Bradford Forster Square to Ilkley)

Weekdays

- ☹️ To/from Leeds: Standard daytime clockface and peak extras similar to now
- ☹️ To/from Bradford FS: clockface moves slightly *from* Bradford but similar to now *to* Bradford
- 😊 **Evening Leeds – Ilkley trains increase to 2tph until 21:33 (currently 1tph after 20:07)**
- ☹️ Evening clockface after 21:33 changes to XX:33 from current XX:07
- 😊 **Later last train at 23:33 (23:10 now)...**
- ☹️ ... but this makes connections from evening London trains very poor
- ☹️ Almost all Kirkstall Forge stops disappear from Ilkley trains – but station gains 2tph in Leeds – Bradford services...
- ☹️ ... but with poor connections at Shipley into trains to Ilkley)
- ☹️ Poor connections at Shipley and Leeds in most hours for travel from Carlisle / Lancaster towards Ilkley, and at both Shipley and Guiseley for many Baildon journeys

Sundays

To/from Leeds:

- ☹️ Remains at only 1tph as now (no commitment to increase), with clockface departures from Leeds a few minutes later than now
- 😊 **First train Ilkley to Leeds over half an hour earlier than now**

To/from Bradford:

- ☹️ No significant changes (improvement to 1tph was delivered December 2017)
- ☹️ Poor interaction of Airedale and Wharfedale services at Shipley means poor/no connections for many journeys between Ilkley route and Kirkstall Forge, Apperley Bridge, Skipton and Lancaster/Carlisle routes (particularly bad when travel via Leeds also not feasible), as well as to/from Baildon
- ☹️ Trains from Hallam / Pontefract direction coming into Leeds ‘just miss’ trains going to Ilkley, so adding nearly an hour onto journey times

Airedale line (Leeds and Bradford FS to Skipton, Carlisle and Lancaster, also Leeds to Bradford FS)

Weekdays

- ☹️ Leeds to Skipton (& v.v.) standard daytime clockface and peak extras similar to now
- 😊 **Last train Leeds to Skipton (23:20) now runs on Saturdays too (SX at present)**
- 😊 **Later last train Skipton to Leeds (22:47)**
- ☹️ Bradford FS to Skipton similar to now, minor changes Skipton to Bradford FS
- ☹️ Leeds – Bradford FS (& v.v.) similar to present, with earlier first train from Leeds but last still at 19:12 (19:30 from Bradford FS)
- 😊 **Kirkstall Forge now has 2tph until ca. 20:00, served by all Leeds – Bradford FS trains; connections via Shipley to/from Skipton mostly acceptable...**
- ☠️ ... but poor for Ilkley
- ☹️ Poor connections at Leeds from evening London trains into Skipton ones
- 😊 **Increases in services between Leeds and both Lancaster & Carlisle (also helps Leeds PM peak capacity)...**
- ☹️ ... though less than required for Lancaster...
- ☹️ ... and with some Morecambe links lost);
- ☠️ Poor connections at Shipley and Leeds in most hours from Carlisle / Lancaster towards Ilkley, and at both Shipley and Guiseley for many Baildon journeys

Sunday

- ☹️ Leeds – Skipton (& v.v.): Some changes to clockface with gaps in service and irregular intervals, though overall quantum similar to today
- ☹️ Bradford FS – Skipton (% v.v.): similar to now (improvement to 1tph was delivered December 2017)
- ☹️ No significant change to Leeds – Bradford FS service
- ☹️ No improvement to service levels (only 1tph) at Apperley and Kirkstall Forge
- ☠️ Poor interaction of Airedale and Wharfedale services at Shipley means poor/no connections for many journeys between Ilkley route and Kirkstall Forge, Apperley Bridge, Skipton and Lancaster/Carlisle routes (particularly bad when travel via Leeds also not feasible), as well as to/from Baildon
- Leeds – Carlisle (& v.v.):*
- 😊 **increase from 4 to 6 trains**
- ☹️ Some issues with intermediate stopping patterns
- ☹️ Poor connections from other routes into Carlisle trains at Leeds & Shipley
- Leeds – Lancaster:*
- 😊 **Increase from 4 to 5 trains**
- ☹️ Some direct links to Morecambe lost

Calder Valley (Leeds to Bradford Int, Hebden Bridge and Manchester / Preston, also via Dewsbury to Hebden Bridge and Manchester)

West Yorkshire Combined Authority proposes to push for a full recast of the Calder Valley timetable in December 2018

Weekdays

- ☹️ Still only 1tph at Low Moor, even in peaks (extra stops should be possible)
- ⚠️ Many journey times significantly slower, despite infrastructure investment
- ⚠️ Clockfaces vary greatly during day, confusing passengers and meaning some connecting journeys possible in some hours but not others
- ⚠️ York – Blackpool service cut back to Leeds – Preston only and not really semi-fast
- ☹️ Direct trains to Manchester Airport and Warrington / Chester not delivered
- ☹️ Semi-fast York – Leeds train not delivered
- ⚠️ Irregular links across Leeds between Halifax / Bradford Int and York
- ☹️ “Grand Central” peak extra starts back at Hebden Bridge and also runs in PM peak, providing badly-needed capacity – but with exceptionally slow timings
- ⚠️ Poor service intervals for many stations (i.e. bunching of trains)
- ⚠️ Connections between Upper Calder & Huddersfield via Brighouse/Halifax very poor
- ☹️ Extra stops at Mytholmroyd and Sowerby Bridge (though with poor intervals)
- 😊 **Leeds-Dewsbury-Calder-Manchester service runs later in evening but still not full day**
- 😊 **Significantly later last trains from Leeds to Hebden Bridge...**
- ☹️ ... but improvement less on Saturday...
- ☹️ ... and late SX train fails to serve Low Moor, Sowerby Bridge or Mytholmroyd
- ☹️ Unexpectedly, “proper” stopping Leeds – York service is retained (skip-stopping proposed)
- ⚠️ Leeds – Brighouse service intervals worse than now...
- 😊 **... but earlier first train Brighouse to Leeds**
- ⚠️ Last train Huddersfield – Brighouse – Halifax – Leeds earlier than now
- ☹️ Later last Saturday train from Manchester not delivered

Sunday

- ☹️ Additional hourly train Leeds-Bradford-Calder-Manchester not delivered: remains only 1tph
- 😊 **All trains now stop at Sowerby Bridge and Mytholmroyd, an improvement**
- ⚠️ “Wrong” train stops at Bramley in one direction: inconsistent & poor service intervals
- ☹️ Still no Sunday trains Leeds – Dewsbury – Calder – Manchester (as expected)
- ☹️ First trains to and last trains from Leeds mostly better but fall short of commitments
- ⚠️ Clockfaces vary greatly during day, confusing passengers and meaning some connecting journeys are possible in some hours but not others
- ☹️ Still only 1tph at Low Moor, even in peaks (extra stops should be possible)
- ⚠️ Many journey times significantly slower, despite infrastructure investment
- ☹️ No trains to Manchester Airport or Warrington / Chester
- ☹️ Semi-fast York – Leeds train not delivered
- ☹️ First trains into Manchester similar to now, not meeting commitments
- ⚠️ Difficult to travel from Low Moor to Manchester in either direction

Huddersfield Line (Leeds and Wakefield to Huddersfield and Manchester Victoria and Piccadilly)

TPE long-distance services:

☺ **Timings broadly as expected from original May 2018 proposals and bring many improvements in first and last trains, better clockface intervals, and frequencies e.g. 2tph to Newcastle, with Sundays brought to similar pattern to weekdays**

⊗ Severe concerns about capacity into and out of Leeds & Huddersfield

☹ Ongoing concerns about poor connections from TPE into Northern local trains especially in the evenings

Local services (both Northern and TPE):

Changes of train operator as expected, with TPE taking over many local services from ARN

☺ **Leeds – Huddersfield stoppers switch to TPE and run through to Manchester (so direct trains e.g. Batley – Manchester)...**

⊗ ...but severe capacity concerns (shortage of rolling stock)

☺ **Slaithwaite gets direct trains to Leeds** (Marsden does too, but on paper only, as they are overtaken by faster trains so it is faster to change at Huddersfield as today)

⊗ Serious concerns at changes to services through Slaithwaite and Marsden (move from local Northern Huddersfield – Manchester service to skip-stopping TPE trains) – loss of peak frequency and capacity, some journeys rendered impossible by rail:

- Top priority: (a) add stops “missing” at these 2 stations into the remaining Northern peak-only Huddersfield – Manchester trains, flexing TPE trains’ timings if needed to allow this; (b) maximise pressure on both operators to provide trains of adequate length
- By December 2018: recast timetable to restore a stopping service west of Huddersfield

Weekdays

⊗ TPE skip-stopping trains from Leeds serving Slaithwaite and Marsden are meant to be supplemented by Northern stopping services in the AM and PM peaks – but many of these do not stop at either or both of these stations. So overall commuting into Manchester from these WY stations is significantly worse (see above)

☹ Batley loses stops in Northern Leeds – Dewsbury – Calder – Manchester trains (extra stop in a TPE service to compensate)

☺ **Several better first trains into Leeds and last ones out of Leeds**

⊗ Ravensthorpe loses 1 of its 2 peak-hour services to Leeds

⊗ Huddersfield – Wakefield Westgate service cut back to run only to/from Wakefield Kirkgate (rather than being extended to Castleford), **and** stops running too early (worse Wakefield – Huddersfield than today)

Sunday

☺ **TPE have improved Ravensthorpe and Deighton services to 1tph from current 0.5tph**

☺ **Several better first trains into Leeds and last ones out of Leeds**

☹ As expected, no Sunday service at all Huddersfield - Wakefield

Penistone Line (Huddersfield to Barnsley and Sheffield)

Weekdays

☹ Generally as now, with slight changes to clockface

😊 **Later last southbound train**

😊 **Missing stops at Elsecar added**

Possible punctuality concerns arising from tight turnarounds in Sheffield

Sunday

☹ Generally as now, with slight changes to clockface

😊 **Departures “missing” from current pattern are inserted to make full 1tph**

☹ Last trains still too early (no franchise commitment)

☹ Inconsistent stopping patterns between Barnsley and Sheffield make for poor service at the SY local stations but also inconsistent arrival / departure clockface at Sheffield

Hallam Line (Leeds to Wakefield Kirkgate, Barnsley and Sheffield)

Leeds – Woodlesford – Castleford is shown here

Weekdays

- ☹️ Broadly similar to now; Sheffield semi-fast is extended to Lincoln but of limited real value to Leeds or Wakefield due to indirect route and slow journey time
- 😊 **Leeds – Wakefield Kirkgate benefits from the extra Pontefract train routed this way**
- ⚠️ Reduced AM high-peak services into Leeds from Woodlesford and Castleford and returning in PM high-peak hour – capacity concern as well
- 😊 **Earlier first arrival in Leeds from local stations...**
- ⚠️ ... but later first fast train
- ☹️ Last Saturday train Leeds to Woodlesford & Castleford *may* be too early (though no worse than now) [conflicting information from Northern]
- ☹️ Castleford-Normanton-Wakefield-Huddersfield service not delivered (see Huddersfield line)

Sunday

- ☹️ Similar clockface to now; as expected, stopping service remains only 0.5tph (hourly semi-fasts from Nottingham)
- ☹️ Bad cross-Leeds connections into other Northern services
- ☹️ First trains into Leeds, and last trains out, disappointing but no worse than now
- 😊 **Semi-fast trains between Sheffield & Leeds (both directions) continue slightly later into evening**
- ☹️ Irregular stopping patterns south of Barnsley on stopping services make for a confusing service including inconsistent arrival and departure times at Sheffield

Wakefield Line (Leeds to Sheffield via Moorthorpe and to Doncaster)

Weekdays

- ☹️ Northern Leeds to Sheffield & Doncaster broadly as now
- 😊 **Extra Leeds-Wakefield-Knottingley trains benefit this route (but no stop at Outwood)**
- ☹️ Some changes to timings of AM peak trains from local stations into Leeds but overall pattern and quantum are no worse
- ☹️ Some changes to PM peak times
- 😊 **Additional 17:57 Leeds - Doncaster**
- 😊 **Later last trains from Leeds...**
- ☹️ ... but not on Saturdays (when they are similar to now but well short of TSR)

Sunday

- ☹️ Failure to provide 1tph Leeds to Doncaster and Sheffield via Moorthorpe – but effect is worse than today because timetable has not been corrected so that the 2 services overlap sensibly between Leeds and Fitzwilliam. Result is haphazard mix of irregular services not on a 0.5tph clockface themselves, leading to wildly varying gaps between services at stations between Leeds and Fitzwilliam (from 10 minutes to 96 minutes).
- ☹️ First arrivals into Leeds from most stations are later than committed and in several cases worse than now
- ☹️ Last trains from Leeds much earlier than committed under TSR...
- ☹️ ... and in the case of Wakefield Westgate worse than now

Pontefract Line (Leeds to Knottingley and Goole via Wakefield and via Castleford)

Leeds – Woodlesford – Castleford is shown under Hallam Line

Weekdays

😊 **Generally better service through introduction of new 1tph Leeds – Wakefield – Pontefract – Knottingley service (so Pontefract Tanshelf, Streethouse & Featherstone gain direct Leeds trains)**

⚠ Effective reduction in PM peak service from Leeds to Woodlesford, Castleford and Glasshoughton from 2 trains to 1

😞 Last train to Glasshoughton on Saturday too early, as expected, & slightly worse than now

😞 Castleford-Normanton-Wakefield-Huddersfield service not delivered (see Huddersfield line)

😞 As expected, Goole remains “Parliamentary” (i.e. minimal service of limited usability)

Sunday

😊 **Generally better service through introduction of new Leeds – Wakefield – Pontefract – Knottingley service, albeit only at 0.5tph (roughly 1tph between Leeds and Knottingley as across two routes)**

😞 Existing Leeds – Castleford – Pontefract – Knottingley remains only 0.5tph

😞 Some stations (Streethouse, Featherstone, Pontefract Tanshelf and Glasshoughton) still only have 0.5tph

😞 Clockface changes for Leeds – Castleford – Knottingley service from Leeds (only)

😞 Bad cross-Leeds connections into other Northern services

😞 First trains into Leeds, and last trains out, disappointing but no worse than now

Dearne Valley line (Sheffield to York via Pontefract Baghill)

✖ Even worse than today: current poorly spaced 2 trains daily were on weekdays to become 3 (still poorly spaced and not allowing commuting), but this is not delivered, and the spacing of the 2 trains is actually worse in that they run 3 hours behind one another in both directions.

☹ Sundays remain a 2-train service of very limited practical use.

West Yorkshire Combined Authority policy (supported by outline appraisal evidence) is for a 1tph service

York & Selby lines (Leeds to York and Selby – and beyond)

TPE long-distance services:

- ☺ **Timings broadly as expected from original May 2018 proposals and bring many improvements in first and last trains, better clockface intervals, and frequencies e.g. 2tph to Newcastle, with Sundays brought to similar pattern to weekdays**
- ⊗ Severe concerns about capacity into and out of Leeds
- ☹ Ongoing concerns about poor connections from TPE into Northern local trains especially in the evenings

Local services (Northern and TPE where relevant):

Weekdays

- ☹ No Northern semi-fast York service as committed – remains 1tph stopping to each of York & Selby
- ⊗ Missing York – Leeds service in York's PM peak
- ⊗ Links from York to Bradford and Halifax are inconsistent and confusing
- ⊗ Fewer trains than now in AM peak to Leeds from Micklefield, East Garforth, and Garforth (Cross Gates OK) – likely to cause capacity problems at Micklefield and East Garforth in high peak in particular (Garforth not quite as bad)
- ⊗ Fewer trains than now in PM peak from Leeds to Cross Gates, Garforth and East Garforth (Micklefield fewer than committed but no worse than now)

Sunday

- ☹ York link through to Blackpool is retained in similar form to present...
- ☹ ... though on different clockface and with slower timings west of Leeds (and not all committed trains delivered)
- ☹ Selby service not delivered at 1tph as committed; only runs 8 times per day at haphazard irregular intervals – though this is not dissimilar to now
- ⊗ First arrival into Leeds from South Milford an hour later than now (Selby has TPE service)