

DOCUMENT 1: relevant extracts from initial draft TSR tables prepared by the Department for Transport's technical advisors, dated 11 Dec 2014

Table TPE 1A: December 2017 TSR1 Eastbound and southbound direction from Manchester stations Monday-Friday

First and last services, minimum station calls and connectivity requirements

From	To	First service departs Manchester no later than	Last service departs Manchester no earlier than	Minimum departures from Manchester during specified interval						Journey time requirements	Notes
				02:00 - 06:59	07:00 - 09:59	10:00 - 5:59	16:00 - 8:59	19:00 - 2 :59	22:00 - 01:59		
MANCHESTER (OXFORD ROAD, PICCADILLY, VICTORIA)	Stockport	06:15	21:15	1	3	6	3	3	0		In addition to the services shown in the specified interval columns the following shall be provided:
	Ch nley	-	-	0	0	0	0	0	0		- One service shall depart Sheffield no later than 07:15 which shall call at a minimum of Meadowhall Doncaster Scunthorpe Barnetby Habrough Grimsby Town and Cleethorpes.
	Don & Totley	07:30	20:15	0	1	0	2	2	0		- One service shall depart Sheffield no later than 21:45 which shall call at a minimum of Meadowhall Doncaster Scunthorpe Barnetby Habrough Grimsby Town and Cleethorpes.
	SHEFFIELD	06:15	23:45	1	3	6	3	3	2		
	Meadowha l	07:30	21:15	0	3	6	3	3	0		
	DONCASTER	07:30	21:15	0	3	6	3	3	0		One service departing Manchester after 21:00 may additionally call at Kirk Sandall Hatfield & Stainforth Thome South Crowle and Althorpe stations.
	Scunthorpe	07:30	21:15	0	3	6	3	3	0		
	Barnetby	07:30	21:15	0	3	6	3	3	0		
	Habrough	08:30	21:15	0	1	3	1	3	0		Services operating from Manchester Airport to Manchester in fulfillment of the requirements specified in table TPE 1B may also be counted towards the requirements specified in this table TPE 1A.
	Grimsby Town	07:30	21:15	0	3	6	3	3	0		
	CLEETHORPES	07:30	21:15	0	3	6	3	3	0		
	Stalybridge	06:15	23:00	1	3	6	3	3	2		Services operating from Liverpool Lime Street and Manchester Airport to Manchester in fulfillment of the requirements specified in table TPE 1B may also be counted towards the requirements specified in this table TPE 1A.
	Monday Greater Manchester	06:15	23:00	1	3	6	3	3	2		
	Greaf old	20:15	23:00	0	0	0	0	2	2		
	Mardon	20:15	23:00	0	0	0	0	2	2		
	Stathwaite	06:15	23:00	1	3	6	3	3	2		
	Huddersfield	04:45	23:45	6	15	30	15	15	6		
	Donewbury	06:15	23:45	1	3	6	3	3	3		
	LEEDS	04:45	00:45	6	15	30	15	15	6		
	Garforth	06:30	00:45	1	3	6	3	6	3		
	YORK	04:45	00:45	5	12	24	12	12	4		
	South M Ford	-	-	0	0	0	0	2	0		
	Se by	06:15	21:00	1	3	6	3	3	0		
	Howden	-	-	1	0	0	2	2	0		For departures between 17:00 and 20:59 at Manchester four services shall call at Howden.
	G Benthike	-	-	0	0	0	0	0	0		
	Brough	06:15	21:00	1	3	6	3	3	0		
	HULL	06:15	21:00	1	3	6	3	3	0		
	Malton	06:00	19:15	1	3	6	3	1	0		Services operating from Liverpool Lime Street and Manchester Airport to Manchester in fulfillment of the requirements specified in table TPE 1A.
	Seamer	06:00	19:15	1	3	6	3	1	0		In addition to the services shown in the specified interval columns the following shall be provided:
	SCARBOROUGH	06:00	19:15	1	3	6	3	1	0		- One service shall depart York no later than 06:45 which shall call at Malton Seamer and Scarborough.
											- Three services shall depart York between 21:00 and 23:59 and each shall call at Malton Seamer and Scarborough.
	Thirsk	07:00	20:30	1	3	6	3	2	0		In addition to the services shown in the specified interval columns the following shall be provided:
	Northallerton	04:45	20:30	4	6	12	6	2	0		- One service shall depart York no later than 06:00.
	Yarm	07:00	8:45	1	3	6	3	0	0		- One service shall depart York no later than 07:30.
	Thornaby	07:00	8:45	1	3	6	3	0	0		- One service shall depart York no earlier than 21:00.
	MIDDLESBROUGH	07:00	8:45	1	3	6	3	0	0		Each of these shall call at Thirsk Northallerton Yarm Thornaby and Middlesbrough and one call at Yarm may be substituted by a call at Darlington.
	Don't region	04:45	20:30	3	3	6	3	2	0		One specified call at Yarm may be substituted by a call at Darlington.
	Donham	04:45	20:30	3	3	6	3	2	0		Services operating from Liverpool Lime Street and Manchester Airport to Manchester in fulfillment of the requirements specified in table TPE 1B may also be counted towards the requirements specified in this table TPE 1A.
	Chester-le-Street	04:45	20:30	2	2	3	1	2	0		
	NEWCASTLE	04:45	20:30	3	3	6	3	2	0		
	Maudeth Road	-	-	0	0	0	0	2	1		Services operating from York Leeds and Carlisle to Manchester in fulfillment of the requirements specified in table TPE 1B may also be counted towards the requirements specified in this table TPE 1A.
	Burnage	-	-	0	0	0	0	2	1		
	East Didsbury	-	-	0	1	0	1	2	1		
	Gatley	-	-	0	0	0	1	2	1		
	Hudd Green	-	-	0	0	0	3	2	2		
	MANCHESTER AIRPORT	03:45	00:30	6	11	24	12	12	8		

Table TPE 18: December 2017 TSR1 Northbound and westbound direction to Manchester stations Monday-Friday

First and last services, minimum station calls and connectivity requirements

From	To	First service arrives Manchester no later than	Last service arrives Manchester no earlier than	Minimum arrivals at Manchester during specified interval						Journey time requirements	Notes
				02:00 - 06:59	07:00 - 09:59	09:00 - 15:59	16:00 - 18:59	19:00 - 21:59	22:00 - 01:59		
MANCHESTER AIRPORT	MANCHESTER (OXFORD ROAD, PICCADILLY, VICTORIA)	04:45	00:45	5	12	24	12	11	5		Between 06:00 and 08:59 at Manchester three specified services shall continue to either Glasgow Central or Edinburgh Waverley. Between 09:00 and 19:59 at Manchester one specified service per hour shall continue to either Glasgow Central or Edinburgh Waverley. After 20:00 at Manchester one specified service shall continue to either Glasgow Central or Edinburgh Waverley. Before 05:00 at Manchester one specified service shall continue to York. Between 06:00 and 19:59 at Manchester two specified services per hour shall continue to Leeds of which one per hour shall further continue to York. Between 20:00 and 22:59 at Manchester one specified service per hour shall continue to York. After 23:00 at Manchester two specified services shall continue to Huddersfield of which one shall continue to York. Between 06:00 and 23:59 at Manchester one specified service per hour shall continue to Sheffield. Fifteen of these shall then continue to Cleethorpes. See also table TPE 1A.
Herald Green		-	-	1	1	0	0	1	1		
Galley		-	-	0	0	0	0	1	1		
East Didsbury		-	-	0	0	0	0	1	1		
Burnage		-	-	0	0	0	0	1	1		
Mauldeth Road		-	-	0	0	0	0	1	1		
NEWCASTLE		08:15	00:30	0	2	6	3	3	3		The specified services arriving at Manchester between 08:00 and 23:59 shall continue to Manchester Airport or Liverpool.
Chorley Street		08:15	22:00	0	1	3	2	2	1		
Darlington		08:15	00:30	0	2	6	3	3	3		
Darlington		08:15	00:30	0	2	6	3	3	3		
MIDDLESMOUTH		08:00	20:45	0	3	6	3	2	0		The specified services arriving at Manchester between 07:00 and 20:59 shall continue to Manchester Airport or Liverpool. In addition to the services shown in the specified interval columns three services shall be provided from Middlesbrough between 19:00 and 21:59 which shall call at a minimum of Thornaby Yarm Northallerton Thirsk and York. One of these services may continue to Leeds and one call at Yarm may be substituted by a call at Darlington.
Thornaby		08:00	20:45	0	3	6	3	2	0		
Yarm		08:00	20:45	0	3	6	3	2	0		One specified call at Yarm may be substituted by a call at Darlington.
Northallerton		08:00	00:30	0	5	12	6	5	3		
Thirsk		08:00	20:45	0	3	6	3	2	0		
SCARBOROUGH		08:30	22:15	0	3	6	3	3	1		The specified services arriving at Manchester between 08:00 and 22:59 shall continue to Manchester Airport or Liverpool.
Seamer		08:30	22:15	0	3	6	3	3	1		
Malton		08:30	22:15	0	3	6	3	3	1		In addition to the services shown in the specified interval columns three services shall be provided from Scarborough between 21:00 and 23:59 which shall call at a minimum of all intermediate stations to York.
HULL		07:45	21:45	0	3	6	3	3	0		In addition to the services shown in the specified interval columns one service shall be provided from Hull between 20:00 and 20:59 which shall call at a minimum of Brough Selby South Milford and Leeds.
Brough		07:45	21:45	0	3	6	3	3	0		
Gilberdyke		-	-	0	1	0	0	0	0		
Howden		-	-	0	2	0	0	0	0		
Selby		07:45	21:45	0	3	6	3	3	0		One further service shall depart from Hull no earlier than 21:30 which shall call at a minimum of Brough Gilberdyke Selby South Milford and Leeds.
South Milford		-	-	0	0	0	0	0	0		
YORK		03:45	00:30	5	11	24	12	12	6		The services shown in the specified interval columns shall provide as a minimum from York the following: - Between 07:00 and 23:59 at Manchester one specified service per hour from York shall continue to Liverpool; - Between 03:00 and 00:59 at Manchester one specified service per hour from York shall continue to Manchester Airport and these trains shall call at each of Manchester Victoria Manchester Oxford Road and Manchester Piccadilly as soon as reasonably practicable after the necessary infrastructure has been commissioned by Network Rail. See also table TPE 1A.
Garforth		05:30	23:45	2	4	6	3	3	3		
LEEDS		03:45	00:30	5	14	30	15	15	6		In addition to the services shown in the specified interval columns from York the following shall be provided as a minimum from Leeds: - Between 07:00 and 21:59 at Manchester one specified service per hour shall continue to Liverpool; - Between 07:00 and 21:59 at Manchester one specified service per hour shall continue to Manchester Airport and these trains shall call at each of Manchester Victoria Manchester Oxford Road and Manchester Piccadilly as soon as reasonably practicable after the necessary infrastructure has been commissioned by Network Rail. See also table TPE 1A.
Dewsbury		07:15	00:30	0	3	6	3	3	1		
Huddersfield		03:45	00:30	6	14	30	15	15	6		
Stallcliffe		07:45	20:45	0	3	6	3	3	0		
Marsden		-	-	0	0	0	0	0	0		
Greenfield		-	-	0	0	0	0	0	0		
Mossley (Greater Manchester)		07:45	20:45	0	3	6	3	3	0		
Brayshaw		07:45	21:45	0	3	6	3	3	0		
CLIFTON		09:15	23:00	0	1	6	3	3	2		The following notes refer to services from or via Sheffield: - Before 05:00 at Manchester one specified service shall continue to Manchester Airport. - Between 06:00 and 22:59 at Manchester one specified service per hour shall continue to Manchester Airport. - After 23:00 at Manchester one specified service shall continue to Manchester Airport.
Grimley, near		09:15	23:00	0	1	6	3	3	2		
Habrough		09:15	23:00	0	1	6	3	3	2		
Barnetby		09:15	23:00	0	1	6	3	3	2		
Scunthorpe		09:15	23:00	0	1	6	3	3	2		
DONCASTER		07:15	23:00	0	2	6	3	3	2		
Meadowhall		07:15	23:00	0	2	6	3	3	2		
SHEFFIELD		05:00	23:00	2	3	6	3	3	2		See also table TPE 1A.
Dore & Milky		-	-	0	2	0	0	0	0		In addition to the services shown in the specified interval columns one service shall be provided from Cleethorpes to arrive at Sheffield no later than 07:00. It shall call at a minimum of Grimley Town Habrough Barnetby Scunthorpe Althorpe Crowle Thorne South Haffield and Stainforth Doncaster Meadowhall and Sheffield.
Chinley		-	-	0	1	0	0	0	0		
Stockport		07:15	23:00	0	3	6	3	3	2		

DOCUMENT 2 (relevant extracts from Word doc dated 13 Dec 2014, file name “TPE TSR comments.doc”)

TABLE 1A: From Manchester to...

[...]

Darlington/Durham/CLS/Newcastle

First 0500 / last 2100 (to reflect today’s timetable). Suggest we should ask for 3 trains to Newcastle 1900-2159 preserving an hourly interval rather than the current near-two-hour gap, but leave intermediates at 2 (as now).

[...]

TABLE 1B: From ... to Manchester

[...]

From Newcastle/CLS/Durham/Darlington

Current first arrival I think is 0835. So should the spec be 0845? It’s not necessarily the case that bidders’ Newcastle trains will operate at the same minutes past the hour as in the MOIRA timetable. Also I think CLS has a later service (just after 2300 at Manchester) in the Dec 14 timetable, so should we push the last train back an hour and increase the 2200-0159 column (from 1 to 2)? Agree bidders should have the choice of MIA or LIV, but should not have the option to terminate at MAN. i.e. leave the note as drafted.

[...]

DOCUMENT 3 (relevant extracts from Excel spreadsheet dated 22 Dec 2014, file name “TPE TSR draft (for bidders)”)

DRAFT IN CONFIDENCE

This document is confidential. It is a preliminary draft and you should be aware that the Department’s position is subject to change and cannot be relied on at this stage. The Department’s final requirements shall be as set out in the published Invitation to Tender.

This workbook is provided to bidders as a work-in-progress draft which attempts to reflect the Department's emerging train service requirements for weekdays from December 2017 onwards. These emerging requirements remain subject to approvals and are therefore liable to change. The contents of the workbook have not been subject to quality assurance and there are some known errors/anomalies (eg the quantum of Manchester-bound trains from York/Leeds/Huddersfield in the late evening). Bidders should also note that the requirements specified for 'occasional' calls are under review, the outcome of which will be reflected in the ITT. This draft TSR assumes a 5tph TPE pattern between Manchester and Leeds, but the Department is also considering the viability of the 6tph Manchester-Leeds variant which was discussed at Network Rail's IPG meeting on 19 December 2014.

If Bidders wish to do so, they are welcome to provide feedback in writing - particularly as regards the manner and clarity of presentation of the Department's requirements.

Table TPE 1A: December 2017 TSR1 Eastbound and southbound direction from Manchester stations Monday-Friday

First and last services, minimum station calls and connectivity requirements

From	To	First service departs Manchester no later than	Last service departs Manchester no earlier than	Minimum departures from Manchester during specified interval						Journey time requirements	Notes
				02:00 - 06:59	07:00 - 09:59	10:00 - 5:59	16:00 - 8:59	19:00 - 2:59	22:00 - 01:59		
MANCHESTER (OXFORD ROAD, PICCADILLY, VICTORIA)	Stockport	06:15	21:15	1	3	6	3	3	0		In addition to the services shown in the specified interval columns the following shall be provided: - One service shall depart Sheffield no later than 07:15 which shall call at a minimum of Meadowhall Doncaster Scunthorpe Barnetby Haborough Grimsby Town and Cleethorpes.
	Ormsley	-	-	0	0	0	0	0	0		
	Dere & Tetley	07:30	20:15	0	1	0	2	2	0		
	SHEFFIELD	06:15	23:45	1	3	6	3	3	2		
	Meadowhall	07:30	21:15	0	3	6	3	3	0		One service departing Manchester after 21:00 shall additionally call at Kirk Sandall Hatfield & Stainforth Thorne South Crowle and Althorpe stations.
	DONCASTER	07:30	21:15	0	3	6	3	3	0		
	Scunthorpe	07:30	21:15	0	3	6	3	3	0		
	Barnetby	07:30	21:15	0	3	6	3	3	0		
	Haborough	08:30	21:15	0	1	3	1	3	0		Services operating from Manchester Airport to Manchester in fulfillment of the requirements specified in table TPE 1B may also be counted towards the requirements specified in this table TPE 1A.
	Grimsby Town	07:30	21:15	0	3	6	3	3	0		
	CLEETHORPES	07:30	21:15	0	3	6	3	3	0		
	Stalybridge	06:00	23:15	2	6	12	6	6	3		
	Mossley (Greater Manchester)	06:15	23:00	tbc							Services operating from Liverpool Lime Street and Manchester Airport to Manchester in fulfillment of the requirements specified in table TPE 1B may also be counted towards the requirements specified in this table TPE 1A.
	Gravel Hill	20:15	23:00								
	Morden	20:15	23:00								
	Stathwaite	06:15	23:00								
	Huddersfield	04:45	23:45	6	15	30	15	10	6		
	Dewsbury	06:00	23:45	4	6	12	6	6	3		
	LEEDS	04:45	00:45	6	15	30	15	10	6		
	Garforth	06:30	00:45	1	3	6	3	6	3		
	South M Hord	-	-	0	0	0	0	2	0		One service (which may be one of the specified services from Manchester) shall be provided departing from Leeds after 22:15 calling at South Milford Selby Brough and Hull.
	Selby	06:30	21:00	1	3	6	3	3	0		
	Krofton	-	-	1	0	0	2	2	0		
	G Berrylee	-	-	0	0	0	0	0	0		
	Brough	06:30	21:00	1	3	6	3	3	0		
	HULL	06:30	21:00	1	3	6	3	3	0		
	YORK	04:45	00:45	5	12	24	12	7	4		
	Malton	06:00	19:15	1	3	6	3	1	0		
	Seamer	06:00	19:15	1	3	6	3	1	0		In addition to the services shown in the specified interval columns the following shall be provided: - One service shall depart York no later than 06:45 which shall call at Malton Seamer and Scarborough. - Three services shall depart York between 21:00 and 23:59 and each shall call at Malton Seamer and Scarborough.
	SCARBOROUGH	06:00	19:15	1	3	6	3	1	0		
	Thirsk	06:00	21:00	2	3	6	3	2	0		
	Northallerton	04:45	21:00	4	6	12	6	2	0		
	Yarm	07:00	8:45	1	3	6	3	0	0		In addition to the services shown in the specified interval columns the following shall be provided: - One service shall depart York no later than 06:00. - One service shall depart York no later than 07:30. - One service shall depart York no earlier than 21:00. Each of these shall call at Thirsk Northallerton Yarm Thornaby and Middlesbrough.
	Thornaby	07:00	8:45	1	3	6	3	0	0		
	MIDDLESBROUGH	07:00	8:45	1	3	6	3	0	0		
	Gillington	04:45	20:30	3	3	6	3	2	0		
	Durham	04:45	20:30	3	3	6	3	2	0		Services operating from Liverpool Lime Street and Manchester Airport to Manchester in fulfillment of the requirements specified in table TPE 1B may also be counted towards the requirements specified in this table TPE 1A.
	Chester-le-Street	04:45	20:30	2	2	3	1	2	0		
	NEWCASTLE	04:45	20:30	3	3	6	3	2	0		
	Maudslough Road	-	-	0	0	0	0	2	1		
	Burnage	-	-	0	0	0	0	2	1		Services operating from York Leeds and Carlisle to Manchester in fulfillment of the requirements specified in table TPE 1B may also be counted towards the requirements specified in this table TPE 1A.
	East Didsbury	-	-	0	1	0	1	2	1		
	Galton	-	-	0	0	0	1	2	1		
	Huddersfield Green	-	-	0	0	0	3	2	2		
	MANCHESTER AIRPORT	03:45	00:30	6	11	24	12	12	8		

Table TPE 18: December 2017 TSR1 Northbound and westbound direction to Manchester stations Monday-Friday

First and last services, minimum station calls and connectivity requirements

From	To	First service arrives Manchester no later than	Last service arrives Manchester no earlier than	Minimum arrivals at Manchester during specified interval						Journey time requirements	Notes
				02:00 - 06:59	07:00 - 09:59	00:00 - 15:59	16:00 - 8:59	19:00 - 21:59	22:00 - 0:59		
MANCHESTER AIRPORT	MANCHESTER (OXFORD ROAD, PICCADILLY, VICTORIA)	04:45	00:45	5	12	24	12	11	5		<p>Between 06:00 and 08:59 at Manchester three specified services shall continue to either Glasgow Central or Edinburgh Waverley.</p> <p>Between 09:00 and 19:59 at Manchester one specified service per hour shall continue to either Glasgow Central or Edinburgh Waverley.</p> <p>After 20:00 at Manchester one specified service shall continue to Edinburgh Waverley.</p> <p>Before 05:00 at Manchester one specified service shall continue to York.</p> <p>Between 06:00 and 19:59 at Manchester two specified services per hour shall continue to Leeds of which one per hour shall further continue to York.</p> <p>Between 20:00 and 22:59 at Manchester one specified service per hour shall continue to York.</p> <p>After 23:00 at Manchester one specified service shall continue to York.</p> <p>Between 06:00 and 23:59 at Manchester one specified service per hour shall continue to Sheffield. Fifteen of these shall then continue to Cleethorpes.</p> <p>See also table TPE 1A.</p>
Hould Green		-	-	1	1	0	0	1	1		
Getsey		-	-	0	0	0	0	1	1		
East Didsbury		-	-	0	0	0	0	1	1		
Burnage		-	-	0	0	0	0	1	1		
Mauldeth Road		-	-	0	0	0	0	1	1		
NEWCASTLE		06:45	00:30	0	2	6	3	3	3		The specified services arriving at Manchester between 08:00 and 23:59 shall continue to Manchester Airport or Liverpool Lime Street.
Chester-le-Street		06:45	23:00	0	1	3	2	2	2		One specified service from Chester-le-Street to Manchester shall call at Darlington between 08:00 and 08:59.
Durham		06:45	00:30	0	2	6	3	3	3		
Eastington		06:45	00:30	0	2	6	3	3	3		
MIDDLESBROUGH		08:30	20:45	0	3	6	3	2	0		In addition to the services shown in the specified interval columns three services shall be provided departing from Middlesbrough between 19:00 and 21:59 which shall call at a minimum of Thornaby, Yarm, Northallerton, Thirsk and York. One call at Yarm may be substituted by a call at Darlington.
Thornaby		08:30	20:45	0	3	6	3	2	0		
Yarm		08:30	20:45	0	3	6	3	2	0		
Northallerton		08:30	00:30	0	5	12	6	5	3		
Thirsk		08:30	20:45	0	3	6	3	2	0		
SCARBOROUGH		08:30	22:15	0	3	6	3	3	1		In addition to the services shown in the specified interval columns three services shall be provided from Scarborough between 21:00 and 23:59 which shall call at a minimum of all intermediate stations to York.
Seamer		08:30	22:15	0	3	6	3	3	1		
Malton		08:30	22:15	0	3	6	3	3	1		
YORK		03:45	00:30	5	11	24	12	12	6		<p>Between 07:00 and 23:59 at Manchester one specified service per hour from York shall continue to Liverpool.</p> <p>Between 03:00 and 00:59 at Manchester one specified service per hour from York shall continue to Manchester Airport and these trains shall call at each of Manchester Victoria, Manchester Oxford Road and Manchester Piccadilly as soon as reasonably practicable after the necessary infrastructure has been commissioned by Network Rail.</p> <p>See also table TPE 1A.</p>
HULL		07:45	21:45	0	3	6	3	3	0		In addition to the services shown in the specified interval columns one service shall be provided from Hull between 20:00 and 20:59 which shall call at a minimum of Brough, Selby, South Milford and Leeds.
Brough		07:45	21:45	0	3	6	3	3	0		
Gilberdyke		-	-	0	1	0	0	0	0		
Howden		-	-	0	2	0	0	0	0		
Selby		07:45	21:45	0	3	6	3	3	0		One further service shall depart from Hull no earlier than 21:30 which shall call at a minimum of Brough, Gilberdyke, Selby, South Milford and Leeds.
South Milford		-	-	0	0	0	0	0	0		
Garforth		05:30	23:45	2	4	6	3	3	3		
LEEDS		03:45	00:30	5	14	30	15	15	6		<p>Between 07:00 and 21:59 at Manchester two specified services per hour shall continue to Liverpool.</p> <p>Between 07:00 and 21:59 at Manchester two specified services per hour shall continue to Manchester Airport and these trains shall call at each of Manchester Victoria, Manchester Oxford Road and Manchester Piccadilly as soon as reasonably practicable after the necessary infrastructure has been commissioned by Network Rail.</p> <p>See also table TPE 1A.</p>
Dewsbury		07:15	00:30	1	5	12	6	6	6		
Huddersfield		03:45	00:30	6	14	30	15	15	6		
Bathkewate		07:45	20:45								
Marsden		-	-								
Greafeld		-	-								
Mossley (Greater Manchester)		07:45	20:45								
Stalybridge		07:15	00:30	1	5	12	6	6	6		
CLIFTON		09:15	23:00	0	1	6	3	3	2		The following notes refer to services from or via Sheffield:
Grimsby Town		09:15	23:00	0	1	6	3	3	2		Before 05:00 at Manchester one specified service shall continue to Manchester Airport.
Habrough		09:15	20:00	0	1	3	1	2	0		Between 06:00 and 22:59 at Manchester one specified service per hour shall continue to Manchester Airport.
Barnetby		09:15	23:00	0	1	6	3	3	2		After 23:00 at Manchester one specified service shall continue to Manchester Airport.
Scunthorpe		09:15	23:00	0	1	6	3	3	2		
DONCASTER		07:15	23:00	0	2	6	3	3	2		See also table TPE 1A.
Meadowhall		07:15	23:00	0	2	6	3	3	2		
SHEFFIELD		05:00	23:00	2	3	6	3	3	2		
Dore & Milky		-	-	0	2	0	0	0	0		In addition to the services shown in the specified interval columns one service shall be provided from Cleethorpes to arrive at Sheffield no later than 07:00. It shall call at a minimum of Grimsby Town, Habrough, Barnetby, Scunthorpe, Althorpe, Crowle, Thorne, South, Hatfield and Stainforth, Doncaster, Meadowhall and Sheffield.
Chisley		-	-	0	1	0	0	0	0		
Stockport		07:15	23:00	0	3	6	3	3	2		

DOCUMENT 4 – relevant extract from spreadsheet prepared by Rail North representatives summarising responses to public consultation {6 Jan 2015}

		<p>What is the best way to fund the proposed improvements through the Transport Fund</p>
<p>North East Combined Authority</p>	<p>1. Seek improvements to early and late services at Chester-Le-Street (the first Newcastle-bound service on a Sunday does not arrive at its destination until 10:15). Southbound services from Chester-Le-Street are less satisfactory with the first service not departing until 10:13. The last southbound service on a Sunday departs at 18:14. Connections to employment centres for retail and services such as Newcastle are fundamental for the continued growth of the economy.</p> <p>2. Weekend services on the local Northern network do not facilitate a seven-day economy</p> <p>3. On the Tyne Valley route, seek the introduction of a second hourly connection between Newcastle and Carlisle (one of these services would serve all stations).</p> <p>Newcastle, Man-Newcastle and Liverpool-Sheffield to Zeph.</p>	<p><i>Handwritten notes:</i></p> <p>Looking to improve southbound - p.m. bus package</p> <p>Many add to route, time.</p> <p>As a result of reviewing the RN Partner responses 3 additional options were taken forward for testing:</p> <ol style="list-style-type: none"> 1. Hull-York 2. Hope Valley 3. York-Pontefract
<p>Liverpool City</p>		

DOCUMENT 5: Relevant extracts from feedback provided by one of the short-listed TPE bidders, dated 9 Jan 2015

From: ****
Sent: 09 January 2015 21:08
To: [REDACTED]
Cc: TPE; ****
Subject: Feedback from ****

Dear [REDACTED],

Following our meeting earlier this week, I write to give our feedback on a number of areas. We do recognise the time pressures you are under, so I hope these comments are as useful. We hope our feedback is supportive and constructive, and do accept that for some of the items mentioned below it may not be worthwhile opening up further debate at this stage.

TSR – ideas to put the Express back in TPE

The attached spreadsheet '150108 suggested variations to TPE TSR to enable Express' has both analysis and commentary on the draft TSR issued 22nd Dec, and two additional sheets detailing possible variations to support Express operation, and Liverpool to WCML services.

In summary the variations would affect the following:

- Northallerton and Chester-le-Street, so that Newcastle can have faster services which call only at Darlington and Durham north of York

...

We would welcome the opportunity to discuss both our understanding of the TSR with you and these suggestions at a final session with *** in the following weeks.

...

I look forward to our next meeting on Tuesday, where we are happy to discuss further any of the above feedback.

Kind regards,

DOCUMENT 6 – relevant extracts from email chain dated 12 Jan 2015

From: [REDACTED]@ch2m.com [REDACTED]@ch2m.com]
Sent: 12 January 2015 17:39
To: [REDACTED]@mottmac.com; [REDACTED]@tfgm.com;
[REDACTED]@ch2m.com; [REDACTED]@mottmac.com; [REDACTED]@ch2m.com
Subject: RE: Notes from phone con 07/01/14 - changes which we can make and those that need testing

Dear all

I will be sending out a fresh set of TSRs shortly and these will reflect the current thinking and my changes are shown in a dull blue but prefixed by my initials to show the current position.

Regards

[REDACTED]

[REDACTED] CH2M HILL, [REDACTED], [REDACTED], [REDACTED]

From: [REDACTED]@railexecutive.gsi.gov.uk]
Sent: 08 January 2015 22:56
To: [REDACTED]@tfgm.com; [REDACTED]
[REDACTED]
Cc: [REDACTED]
Subject: RE: Notes from phone con 07/01/14 - changes which we can make and those that need testing

[REDACTED]

Many thanks for this note. I have appended some comments to yours in a rather fetching shade of purple, some of which reflect points we discussed earlier this afternoon.

[REDACTED]

From: [REDACTED]@mottmac.com]
Sent: 08 January 2015 13:08
To: [REDACTED]@tfgm.com; [REDACTED]@ch2m.com;
[REDACTED]@ch2m.com; [REDACTED]@ch2m.com
Cc: [REDACTED]
Subject: Notes from phone con 07/01/14 - changes which we can make and those that need testing

Dear all

Having talked to [REDACTED] and [REDACTED] we have agreed that two sets to changes are needed to the TSR/MOIRAs regarding “putting the express back into TPE”. Those coloured red are those which need further investigation/testing before we can agree to include, whilst those coloured green are those which we can do now as they are already facilitated by service options already in the Transformation packages.

I hope that we can all agree to doing this.

The red ones will be tested in a new MOIRA test built upon the green coloured elements in our best Transformation package – i.e. the best MOIRAs which we now have. As such the tests will give us the incremental benefits of the extra NT services and TP speeding up.

Express back into TP

Use unit from 09:05 into NEW to then work an alternate hour service in inter-peak removing TPE calls during that period, linked to run as Saltburn-NEW via Darlington – can we do a quick check of the economic benefit of savings 3 mins on NEW TP service, level of demand on TP services which would gain 3 mins time savings. Default is alternate hours as Saltburn-NEW via DARL. Keep TP calls as per [REDACTED] notes.

I think there are potentially two options in play here. The no-brainer, which we definitely include in our 'package' to be tested, is the most we can do with existing Northern resource in marginal time. Which is [REDACTED] proposition that removes roughly half of TPE's current CLS calls, replacing them with Northern calls in the extended Saltburn services.

The purpose of the 'quick check' is to give us a very approximate view of whether removing the rest of the CLS calls from TPE – which will require an additional Northern unit – is likely to generate economic benefits that justify the costs of leasing and operating an extra unit. This quick check will inform our view on whether to go for a more ambitious approach of removing all of CLS's TPE calls.

[REDACTED] *No change made to TSRs at this time*

[...]

So on balance I'm thinking we should remove the CLS additions from the package.

[REDACTED] *No change made to the TSRs at this time*

[...]

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

Mott MacDonald

[REDACTED]

[REDACTED]

Tel: [REDACTED]

Mob: [REDACTED]

Web: www.mottmac.com

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DOCUMENT 7: RELEVANT EXTRACT FROM EMAIL DATED 13 JAN 15

From: [REDACTED]
Sent: 13 January 2015 14:16
To: [REDACTED]
Subject: RE: Northern/TPE franchise competitions - "deconfliction" instructions

[REDACTED] – thanks for the chance to comment !

[...]

- I share your concern over a 2 hourly Darlington – Newcastle for Chester –le-Street , presumably linked into one of the local services at D/ton ? We had been thinking of this as a potential extension to Saltburn-Darlington, though another option would be Middlesbrough-Durham-Newcastle (via Stillington). We strongly suspect that if we specify this extra into Newcastle, whether it comes from Darlington or the Stillington route, it probably kills the idea of TPE providing a second Newcastle. That said, I'm not hugely convinced that a second TPE Newcastle really makes sense alongside an increased East Coast service under IEP, plus Cross Country – I suspect the greater benefit is in providing a stopper (which may enable smaller calls to be removed from the faster InterCity services).

[...]

[REDACTED]
Access and Operations Manager Thameslink Great Northern | Rail Executive |
Department for Transport | 4th Floor – 16/21 Great Minster House | 33 Horseferry
Road | London | SW1P 4DR | [REDACTED]

[REDACTED] [@railexecutive.gsi.gov.uk](mailto:[REDACTED]@railexecutive.gsi.gov.uk)

Leading a world-class railway that creates opportunity for people and businesses

DOCUMENT 8 – relevant extract from email chain dated 22 Jan 2015

From: [REDACTED]@mottmac.com]
Sent: 22 January 2015 12:46
To: [REDACTED]; [REDACTED]
Cc: [REDACTED]
Subject: DfT franchise support - when should we expect outstanding information

Dear [REDACTED] et al

In the light of all of the changes to services during the last 2 days we are trying to play catchup and get our MOIRA files updated. However we are obviously still outstanding a few service changes/options, being (a few questions to you are posed in red):

[...]

- Putting the express back in TP – Chinley projections are nearly done and coded, Chester-le-Street as a new 0.5tph NEW-Chester-le-Street-Durham-(Stillington line)-Stockton- Thornaby-Middlesbrough will be completed tomorrow

[...]

Yours sincerely

[REDACTED]

[REDACTED]
[REDACTED]
Mott MacDonald
[REDACTED]
[REDACTED]
Tel: [REDACTED]
Mob: [REDACTED]
Web: www.mottmac.com

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DOCUMENT 9 – email chain dated 27 Jan 15

From: [REDACTED]
Sent: 27 January 2015 13:25
To: [REDACTED]@mottmac.com>; [REDACTED]@tfgm.com'
[REDACTED]@tfgm.com) [REDACTED]@tfgm.com>
Cc: [REDACTED]@ch2m.com
Subject: RE: DfT franchises support - Post phone notes 26/01/15

It sounds like it may not even be enough to meet the cost of drivers and conductors, let alone fuel, VTAC etc. On that basis, coupled with the impact on ECML performance, this is sounding like a non-starter for our specification.

We could leave Northern bidders the opportunity to propose a MBR-NCL via Stillington service, but they'd have to persuade us (and NR) that it would be deliverable. Or we could leave TPE bidders the opportunity to operate a second Newcastle, in which case they could speed things up by spreading the calls. But I do not think we can do both.

Another one for discussion tomorrow.

[REDACTED]

From: [REDACTED]@mottmac.com]
Sent: 27 January 2015 13:04
To: [REDACTED]@tfgm.com' [REDACTED]@tfgm.com)
Cc: [REDACTED]@ch2m.com
Subject: FW: DfT franchises support - Post phone notes 26/01/15

Dear [REDACTED] and [REDACTED]

Please see results from the "what is a 2 min time saving by not calling at Chester-le-Street" as below. £1.0m to £1.5m over 10 years doesn't sound enough to me to carry the cost of leasing a unit!

Therefore if you agree I suggest that the solution for C-I-S has to be based on reuse of the spare NT unit at Newcastle running a 0.5tph service. However the spare unit is a Pacer and I suspect that no-one wants such a unit bouncing down the ECML between Newcastle and Darlington. We may be happy to let it bounce to Turdsale Junction (about 21 miles) to then run onto Middlesbrough/Saltburn via Stillington.

Do you agree?

Yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]

Mott MacDonald

Tel: [REDACTED]
Mob: [REDACTED]
Web: www.mottmac.com

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From: [REDACTED]@ch2m.com [REDACTED]@ch2m.com]
Sent: 27 January 2015 10:32
To: [REDACTED]
Subject: RE: DfT franchises support - Post phone notes 26/01/15

Hi [REDACTED],

We've done some quick analysis on the likely revenue and economic benefits of speeding up services between Newcastle and Durham by 2 minutes by not calling at Chester-Le-Street (except in peak times). This test is not perfect for the reasons discussed yesterday (based on unrealistic timings in the SDG timetables, and for modelling purposes retains the call at Chester-le-Street on TPE in the absence of coding in a Northern replacement service). That said, it should give an indication of the likely impact of removing this stop from TPE.

We estimate the 10 year revenue benefits to be worth between £1m-£1.5m nationally. There is a much larger benefit to TPE and a loss of revenue for East Coast and Cross Country. Economic benefits are broadly the same, coming in between £1m-£1.5m over 10 years.

Let me know if you'd like further info.

Regards,

[REDACTED]

From: [REDACTED]@mottmac.com]
Sent: 26 January 2015 17:23
To: [REDACTED]@railexecutive.gsi.gov.uk; [REDACTED], [REDACTED], [REDACTED], [REDACTED]
Cc: [REDACTED]; [REDACTED]
Subject: DfT franchises support - Post phone notes 26/01/15

[...]

Putting the express back into TP

- Chester-le-Street:
 - Halcrows to assess value of TP not calling
 - Unlikely to stack up operationally
- [...]

[...]

[REDACTED]
[REDACTED]
Mott MacDonald

[REDACTED]
Tel: [REDACTED]

Mob: [REDACTED]

Web: www.mottmac.com

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DOCUMENT 10 – relevant extracts from email chain dated 30.1.15

From: [REDACTED]
Sent: 30 January 2015 16:28
To: [REDACTED]@railexecutive.gsi.gov.uk>
Cc: [REDACTED]@railexecutive.gsi.gov.uk>; [REDACTED]
[REDACTED].gsi.gov.uk>; [REDACTED]@railexecutive.gsi.gov.uk>; [REDACTED]
[REDACTED]@railexecutive.gsi.gov.uk>; [REDACTED]
[REDACTED]@railexecutive.gsi.gov.uk>
Subject: FW: Geographic scope of Northern/TPE franchises

[REDACTED]

I have been reflecting further on the WCML and ECML capacity and performance issues raised by [REDACTED] which we discussed last week.

[...]

ECML

[...]

Darlington – Newcastle – an extra Northern stopping service over this 2 track section to enable removal of a call at Chester le Street from TPE services would appear to be a costly way to generate a small time saving and one which would introduce additional performance and capacity risks. In the Northern Transport Strategy to be published in March, DfT is planning to announce a study into future ECML capacity requirements between Northallerton and Newcastle. It would therefore be appropriate to wait for the outcome of the study before committing to an additional local service.

I hope this is helpful

Happy to discuss

[REDACTED]

DOCUMENT 11 – relevant extracts from email dated 2 Feb 2015

From: [REDACTED]
Sent: 02 February 2015 23:35
To: [REDACTED]@railexecutive.gsi.gov.uk>; Eddie Muraszko
<Eddie.Muraszko@railexecutive.gsi.gov.uk>
Subject: Changes to train service spec

[REDACTED]

I said I'd drop you a note of things that have changed in our train service proposition over the past couple of weeks. Hope this is a useful update.

[REDACTED]

[...]

Chester-le-Street – we're leaving this with TPE. The cost of a Northern train isn't going to come close to offsetting the modest journey-time saving to/from Newcastle

[...]

DOCUMENT 12 – relevant extracts from email chain dated 5.2.15

From: [REDACTED]
Sent: 05 February 2015 18:22
To: [REDACTED]@mottmac.com'; [REDACTED]@mottmac.com>; [REDACTED]@tfgm.com'
[REDACTED]@tfgm.com>
Cc: [REDACTED]@mottmac.com'; [REDACTED]@mottmac.com>
Subject: Re: DfT franchise NT/TP - results of discussion with [REDACTED] 05/02/15

[...]

In the context of CLS we've concluded that the journey time savings of dropping TPE calls aren't enough even to justify the operating costs of an extra Northern service - let alone the costs of leasing extra units, which is what we'd need for NT peak strengthening.

[...]

[REDACTED]

From: [REDACTED]@mottmac.com]
Sent: Thursday, February 05, 2015 05:43 PM GMT Standard Time
To: [REDACTED]@tfgm.com'; [REDACTED]@tfgm.com); [REDACTED]@tfgm.com>; [REDACTED]
Cc: [REDACTED]@mottmac.com>
Subject: DfT franchise NT/TP - results of discussion with [REDACTED] 05/02/15

Dear [REDACTED] and [REDACTED]

Just to repeat back what have agreed with [REDACTED] this afternoon.

[...]

Chester-le-Street calls on TP as per today

[...]

[REDACTED] will issue a copy of his revised final NTP timetable in a spreadsheet tomorrow AM for comments whilst he codes in parallel.

[...]

[REDACTED]

[REDACTED]
[REDACTED]
Mott MacDonald
[REDACTED]
[REDACTED]
Tel: [REDACTED]

Mob: [REDACTED]
Web: www.mottmac.com

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DOCUMENT 13: relevant extracts from email chain dated 22 Feb 2015

From: [REDACTED]
Sent: 22 February 2015 10:10
To: [REDACTED]@tfgm.com>
Cc: [REDACTED]@TFGM.com>; [REDACTED]@tfgm.com>
Subject: RE: TPE

[REDACTED]

Many thanks. Responses below in red. Includes some questions where I'd appreciate your views – particularly between the logic behind Habrough, where I thought the intention was to speed trains up (not add more calls than today).

On current plans, we need to have the TSR locked down by the end of Wednesday. We may possibly have some opportunity on Thursday for final tweaks, but I can't promise that.

Cheers

[REDACTED]

From: [REDACTED]@tfgm.com]
Sent: 13 February 2015 17:04
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: TPE

Looking at the attached I have the following comments:

[...]

Sundays

1E

- [...]
- Chester-le-Street should be 0800 2100 3,4,2,0 to be as May14 Dec 14 CLS has 0730 MIA (0747 MAN) and 0912 LIV (0949 MAN) before 1000. So I think 0800 2100 2 4 2 0.
- [...]

[...]

[REDACTED]

[REDACTED]

Transport for Greater Manchester

2 Piccadilly Place, Manchester, M1 3BG

Direct line [REDACTED], Extension [REDACTED]

Mobile [REDACTED], Office fax [REDACTED]

Email [REDACTED]@tfgm.com

www.tfgm.com

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DOCUMENT 14 (relevant extract from document dated 26 Feb 2015)

NOTES ON RAIL NORTH SPREADSHEET OF TSR-RELATED COMMENTS IN CONSULTATION RESPONSES

I have reviewed the Rail North spreadsheet of local authority consultation responses, focusing on the columns headed "TSR comments raised" and "[REDACTED] comment / action taken". I have also referred to other columns where needed to fully understand the comments.

In many cases, the "[REDACTED] comment" explains why we are not taking a particular option forward (or notes that we are considering it for inclusion in our spec). But I have also identified some areas where I think further consideration might be merited. These are summarised in the table below: the first column shows the issue, and the second will be used to record the outcome of the consideration of these issues by DfT/Rail North/Motts. My manuscript notes on the full list of comments has been scanned and filed.

Consultee	Outstanding issue	Resolution
NECA	Should Chester-le-Street be better served on Sunday mornings? Current first train to NCL arrives 1015; first train south departs CLS 1013.	Southbound, we now specify a CLS train arriving Manchester by 1045. Northbound, 1013 is TPE's first Newcastle train of the morning.

DOCUMENT 15 – relevant extracts from document dated 11 March 2015

PROPOSED AMENDMENTS TO TPE TSR TABLES ARISING FROM BIDDER COMMENTS AND GENERAL REVIEW OF THE TABLES

This draft note is subject to review by Rail North, [Motts](#) and CH2M.

Comments arising from Bidder feedback are as follows, with proposed response alongside:

Comment	Response
[no entries relating to Chester-le-Street]	

Suggested changes to TSR tables (subject to comment)

TSR D

Chester-le-Street: two trains after 2200; last train 0015. (This is intentionally later than SX; reflects Dec 14 timetable.) [Agreed.](#)

DOCUMENT 16 – Train Service Requirement tables forming part of the Invitation to Tender

Published on the Department's website at

<https://www.gov.uk/government/publications/transpennine-express-franchise-2015-invitation-to-tender>