



# **Transpennine Express**

## **2012 – 2015 and beyond**

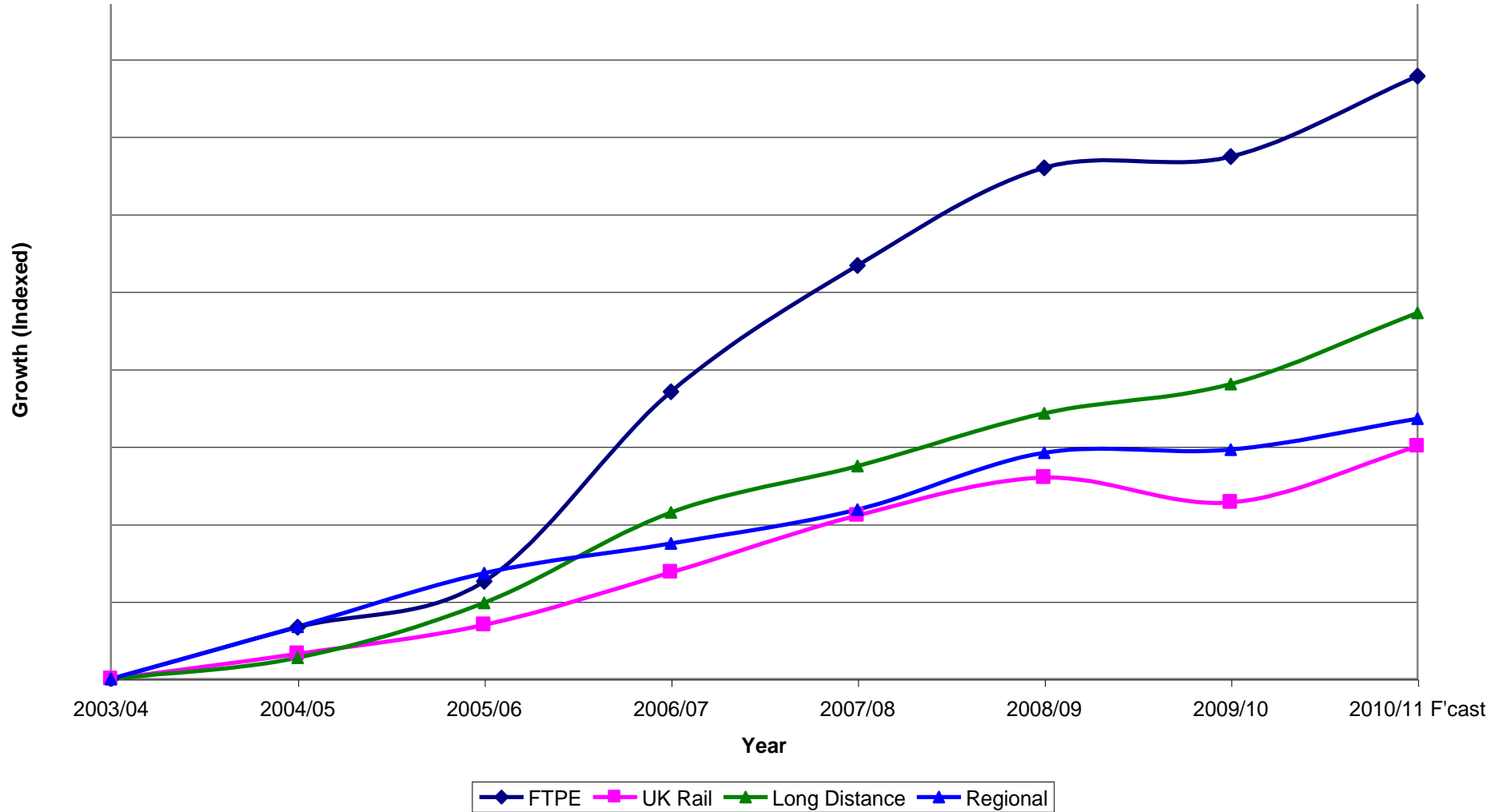
**TravelWatch North West**

**14<sup>th</sup> June 2012**





# Growth - The Journey so Far





## Growth - Our Market

BUSINESS  
SECTOR =  
**13%** of  
passenger  
journeys

COMMUTER  
SECTOR =  
**27%** of  
passenger  
journeys

LEISURE  
SECTOR =  
**60%** of  
passenger  
journeys

### ***Manchester - a leisure destination***

102 million visitors

£5.6 billion value to local economy

77,000 tourism jobs



# We are delighted we will continue to deliver great service every day until 2015

## RAIL FRANCHISE IS EXTENDED

A TRAIN company operating services to and from Liverpool has had its franchise extended.

First TransPennine Express will continue to run services until April 2015 – a three year extension.

The firm runs services between Liverpool, Leeds, Manchester and Scarborough.

**Vernon Barker**, managing director said: "We welcome this opportunity to continue to serve more passengers provide an improved quality of service to meet the aspirations of travelling public in the North."

## Triple bonus for TransPennine



First TransPennine Express won a three year extension franchise.

The eight year franchise which set to end on 31 January 2012 will run for a further three years – months until 1 April 2015. Says **Vernon Barker**, managing director of TransPennine Express, "This agreement to extend the length of the franchise provides certainty for our passengers and reassurance to our staff that the franchise will continue in its current form for an extended period."

"We welcome this opportunity to continue to serve more passengers and to meet the aspirations of the rail travelling public in the North." First TransPennine Express carries 24 million passengers a year, employs 1,000 staff and runs over 280 train services a day between many of the principal cities of the North of England and Glasgow and Edinburgh.

Philip Hammond announces longer rail franchises

## News in Brief

### Railway deals

TWO rail franchises serving lines in South Yorkshire have received temporary extensions. First TransPennine Express, which runs between Manchester, Sheffield and Doncaster, has been given another three years to April 2015. The franchise was due to expire in January 2012. The timing has been changed so the franchise ends at a similar time to Northern's, which runs most services in South Yorkshire and the franchises could be merged, or split in different ways.

### In Brief

#### Train company's first class franchise extension

THE company responsible for the Cleethorpes to Manchester Airport train service has welcomed the Department for Transport's decision to extend its franchise.

The eight-year franchise operated by First TransPennine Express was due to end on January 31, next year, but will now run until April 1, 2015.

Vernon Barker, managing director, said: "This agreement to extend the length of the franchise provides certainty for our passengers and reassurance to our staff that the franchise will continue in its current form for an extended period."

First TransPennine Express carries 24 million passengers a year, employs 1,000 staff and runs more than 280 train services a day between many urban areas in the north, and to Glasgow and Edinburgh.

It is the vital link for commuters to Doncaster, for transfers to Sheffield and Manchester.

Rail firm gets three-year extension

# Dec. 2013



## Manchester – NW timetable change

- Commence introduction of 10 x 4 car Class 350/4s
- NW electrification phase 1 Castlefield Jnc to Parkside Jnc
- 12 Scottish services each way (+1)
- Some Barrow & Windermere – Manchester through trains to terminate at Preston
- Manchester – Wigan (25 minutes) in place of running via Bolton corridor







# Full Introduction of CI. 350

## Opportunities

- New train crew locations/ optimised diagramming and headcount
- Tailor made
  - First class seating
  - Additional toilet
  - Additional luggage space
- Reliability and emissions vs. class 185
- 110mph operation
  - improves journey times (revenue)
  - or a performance benefit
- Partnerships with TOC suppliers
  - London Midland / FSR / Freightliner HH / East Coast
  - Crew Training
  - High Demand periods
- Weekend 8 car operation
  - significant improvement in capacity by substituting 185s on some Glasgow services



**May 2014**



## North TransPennine timetable change plus additional Scottish services

- 15 Scottish services each way – hourly alternating Glasgow and Edinburgh
- Faster journey times
- Unit cascade - 7 class 185 diagrams
- Delivers HLOS and RUS gaps for capacity and journey time
- 5 tph Manchester – Leeds
- Hourly Liverpool – Newcastle (limited stop)
- Scope for major journey time reductions
  - improved paths
  - Leeds – Liverpool JTI scheme
  - Reduced Station calls in key paths





## Key Dependencies

- Electrification stage 1
- Chat Moss line speed improvements
- Ardwick depot electrification
- Class 350/4 Route Acceptance/Clearance
- Contingency Plans
- Revised access times (Particularly Man – Pre)





# Government/Industry Priorities

- Longer Franchises
- More flexible fares and ticketing policy
- Innovation through smart tickets, online ticketing and barriers
- Devolution of Franchising
- Improve outcomes for passengers:
  - Cost reduction
  - Local control
  - Stimulating economic growth
  - Contribution to carbon reduction
- Integrations and alliancing



TF  
Trans

Q & A

