



Stakeholder Consultation Response to Northern/TPE Franchises

The Friends of the Settle-Carlisle Line welcome the opportunity to respond to the consultation paper on the Northern and TPE franchise proposals.

Contents

| | |
|-----------------------------------------------------------------|----|
| Contents..... | 1 |
| 1. The Settle-Carlisle Line: why is it special?..... | 2 |
| 2. Background to our response..... | 5 |
| 3. Responses to specific questions..... | 6 |
| 4. The Case for a 1639 or 1649 Leeds-Carlisle Service..... | 15 |
| 5. The case for a direct link to Manchester..... | 21 |
| 6. Medium and long term aspirations..... | 24 |
| 7. Headcounts and fare revenue on the Settle-Carlisle Line..... | 29 |

1. The Settle-Carlisle Line: why is it special?

1.1 Geography and History

The "Settle-Carlisle railway" (the S&C) was an apt title in the 1980s when closure threatened but it is now misleading. It is a major part of the railway network that connects London St Pancras with Scotland. It was built for 90 mph when trains could barely achieve that speed. A glance at a UK rail map makes clear its significance - it is the direct line 'up the middle' connecting Leeds and Carlisle - flanked by the East and West Coast Main Lines.



Map showing the S&C, linking Leeds with Carlisle and its national significance

It is not the quaint country branch line its name suggests. Crossing the boundaries of four counties it stands apart from the usual franchise situation. 112 miles long Leeds to Carlisle, no one authority 'owns' it geographically. It cuts through dramatic

scenery, serves a rural local population and is considered to be one of the World's great train journeys. It attracts visitors from around the globe daily.

Closure actually threatened from the 1960s but against all expectations it was reprieved 25 years ago. The reprieve came with a challenge from then Transport Minister Michael Portillo to those who had campaigned for its retention - to work to secure its future. That challenge has been met in abundance and the line prospers beyond anybody's dreams. It operates 24/7 and carries a greater freight tonnage than ever in its peacetime history. The entire track has been replaced and structures restored. Its capacity has roughly doubled with signalling and track upgrades.

During that total renewal and upgrading of the railway post 2000 the line's support bodies cooperated with the rail industry through prolonged peak season track possessions for the long term good. Yet the line's timetable and services have remained essentially unchanged. Maximum line speed is just 60mph - precisely as it was when closure threatened and the track was in a sad state of repair.

1.2 The Opportunity

The franchise change is a major opportunity for the UK and for the successful TOC to exploit our unique situation - a main line of high quality, stunning scenic value and with unused capacity. The present passenger services are inadequate and compare very poorly with similar lines in other countries. The Leeds-Carlisle journey takes almost three hours. Trains are sometimes full and standing.

Due to our voluntary work on the line, in particular as on train guides, we see at first hand considerable growth in visitor numbers (travelling the line for its own sake) and Anglo-Scottish through passengers in particular. Both groups are ill served at present because of the low line speed, inadequate rolling stock built for commuters and an illogical and stagnant timetable. We cannot further develop passenger traffic to the benefit of the local economy because of these limitations.

We hope that the Invitations to Tender will challenge bidders to make proposals to enable the (Leeds/Manchester)-Settle-Carlisle line to achieve its full potential.

The organisations that support the line have done, and will continue to do far more than the average user group or Community Rail Partnership. It is now up to the chosen TOC to demonstrate that it will exploit this unique opportunity. In this document we have included a whole spectrum of recommendations for the S&C.

We urge the Department to highlight the S&C by name and to encourage bidders to propose their own imaginative plans for its now assured future.

1.3 A Last Word

' If I have a remaining hope it is that on the regular diesel services the operator might one day introduce rolling stock with a glass roof*. It is such a pleasure on mountainous tracks on the continent to be in a properly-designed observation car, and the unusual rolling stock provides a powerful advertisement to potential travellers that a very special train journey is on offer. The managers of the regular train services today perhaps need to show some of the imagination that enabled the line to be saved twenty-five years ago.'

Michael Portillo

April 2014

foreword to Line by Line – the Settle-Carlisle

(reproduced here with his knowledge and permission)

1.4 Who are the Friends of the Settle-Carlisle Line?

The Friends of the Settle-Carlisle Line (FoSCL) was formed in 1981 to campaign successfully against closure of the line. We became, and remain, the largest rail user group in the country, with 3,300 members and about 150 active volunteers.

We have moved far beyond our initial role as a campaigning group and now support the Settle-Carlisle Line in a variety of ways which are detailed on our web site www.foscl.org.uk. In the virtual absence of financial support from local government, it is the Friends who part finance publicity for the line, support the preservation and maintenance of the heritage station buildings leased by the S&C Railway Trust and even support connecting rural bus services! This goes far beyond the normal activities of a rail user group.

Of particular relevance to this response to consultation are the activities of our volunteer On Train Guides who are the eyes and ears for all the railway organisations.

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2. Background to our response

We have been gathering information relevant to the specification of the next Northern franchise for the past three years. We have also consulted widely with other interested parties in government and the rail industry, and are now confident that we can put forward viable proposals for Leeds-Carlisle and Manchester-Carlisle services via Settle.

We would like the next franchise to recognise the three-fold nature of today's travel on the Settle-Carlisle Line: tourism/leisure, local, and long distance (including business travel). We would also like recognition that the Line is at least on the verge of breaking even, and with a little investment in appropriate rolling stock will become profitable.

In summary, additional to the existing Service Level Commitment, we can make the case for:

- an extra weekday departure from Leeds at 1639 or 1649, with return from Carlisle at approx 1940
- a new through weekday and weekend service from Manchester or Blackburn to Carlisle via Clitheroe and Settle

In partnership with the Settle-Carlisle Railway Development Company, we can further increase passenger numbers and benefit the local economy by promoting tourism and other forms of leisure travel. Pre-requisites for this development of the line are:

- more appropriate rolling stock than at present
- a proper reservations system in the next franchise
- retention of staffed stations at Settle and Appleby

Our proposed developments and the thinking behind these pre-requisites are described in more detail in our answers to the questions.

3. Responses to specific questions

TO1: What are your views on increasing below-average fares over time to levels typical on the rest of the network in order to improve the frequency, capacity and quality of local services? Do you have any evidence to support your views?

We believe that, relative to the rest of the Northern network, our fares are already fairly high. Our detailed passenger surveys show that the average fare income to *Northern Rail* between Carlisle and Settle is £11 to £16 depending on which service – this has been pro rated down from the actual fares paid by long distance travellers and takes into account discounts. Northern by contrast will quote an average fare between Leeds and Carlisle of £4-£5, heavily weighted by the subsidised fares in the West Yorkshire metropolitan area.

We feel therefore that there is no case for increasing fares outside the subsidised PTE areas. Existing and projected fare income can pay for the improvements in services that we would like to see.

TO2: What are your views on giving priority to improving the quality of the Northern rolling stock at the expense of some reduction in lightly used services (e.g. fewer calls at low-use stations)? Do you have any evidence to support your views?

The rolling stock on the Settle-Carlisle Line needs improvement in order for us to increase tourist traffic. We are currently constrained by unpredictable train formations – the expected 3- or 4-car trains can be reduced to two cars at very short notice – and we need a 3-car standard on all services to accommodate pre-booked groups of up to 50 people.

The standard of refurbishment of the current class 158s units is more appropriate for a commuter market than for long distance travel. In Section 6.1 we detail the improvements needed.

The issue of fewer calls at low use stations does not arise on the Settle-Carlisle Line: it is a lifeline for the communities along the route and there is often no alternative public transport. Improved rolling stock can be justified by the likely return on investment.

TO3: What are your views on allowing some reduction in the hours ticket offices are open and staffed if this is accompanied by the ability for passengers to have widespread access to ticket buying opportunities (e.g. through new and improved

approaches such as smart ticketing, increased advance purchase ticketing or via mobile phones), adequate measures to ensure vulnerable passengers are not disadvantaged and more effective customer service by both station and on-train staff? Do you have any evidence to support your views?

On the Settle-Carlisle Line the issue is not so much the hours ticket offices are open, as support for elderly, infirm and disabled passengers at Settle and Appleby stations. They and the on train refreshment trolleys require to be escorted across barrow crossings at both stations. Settle in particular is a starting point for many tour operators' groups and without station staff available throughout the day the resulting tourist traffic would be severely impacted.

Many stations are unmanned and it is important for passengers to be able to purchase tickets on trains. Advance Purchase tickets are quite frequently bought on line. We feel that the role of ticket offices should be allowed to evolve to incorporate other services, thus safeguarding their future and we would like to see this specified in the ITT.

Community rail and other partnerships questions

COM1: How can local communities, local businesses and other organisations be further stimulated to play an active part in the running of Northern and TPE rail services, including at stations?

The SCRDC has for some years been showing the way in this: they staff Settle and Appleby station ticket offices when Northern Rail employees are not on duty. They administer the Dales Railcard scheme and group bookings between Leeds and Carlisle on behalf of the TOC. They have a licence from the TOC to operate refreshment trolleys on trains between Settle and Carlisle – this service is self-financing with sales assistance from FoSCL's volunteer on train guides. They run the station cafe at Skipton and found funding for major station refurbishments at Settle and Appleby. They also produce all the publicity for Leeds-Carlisle and Leeds-Morecambe services, in particular the illustrated line guides/timetables.

This quality partnership is stimulated by the marketing contract the SCRDC has with the TOC. We would like to see this kind of relationship recognised in the ITT and specified so that bidders will be obligated to working with such organisations.

COM2: What opportunities are there for Community Rail Partnerships to expand their role and range of activities?

Other CRPs could well take the SCRDC as their model, indeed we believe that we were the blueprint for the original concept of Community Rail Partnerships.

FoSCL is fortunate in having over 150 active volunteers. We are therefore able to undertake a number of activities – eg station gardens, minor maintenance, guided walks from trains, leaflet distribution, on train guides – that elsewhere might be undertaken by a CRP.

Third party funded changes question

TPF1: Are you aware of any proposals for third party funded changes not already indicated? Please provide details.

The Settle & Carlisle Railway Trust has long term leases on three stations on the Settle-Carlisle Line, has refurbished these to a very high standard and now runs them commercially. They also own outright the Stationmaster's House at Ribbleshead and run it as a self-catering establishment.

It is possible that the buildings at another station on the S&C will be purchased outright. FoSCL makes significant financial contributions to the Trust.

Future impacts on demand question

FID1: What factors may impact on demand for travel on the new Northern and TPE franchises? Please provide any evidence you may have.

Growth areas on the S&C are long distance travel and all types of leisure activity including walking which apply to the Leeds Carlisle route but also the proposed Manchester Carlisle service which would satisfy leisure demand from Manchester with its population of 2.6 million and demand for travel to Manchester and its culture, sport, shopping and the airport from the S & C corridor.

Passenger revenue from a proposed service connecting the S&C to Lancashire would be high yield for the operator. The Leeds service is the highest yield per passenger for Northern and with a new service to Manchester well promoted by the Friends and the S&C Development Company, we can ensure a high profile marketing presence for the line.

Events such as the Ride2Stride walking festival, www.ride2stride.org.uk, and the Dentdale Music & Beer Festival, www.dentmusicandbeer.com, are increasingly bringing in more passengers at certain times of year. Business travel is becoming significant.

Group travel is a major growth area but the SCRDC restrain promotion of this due to the rolling stock limits. Trains from Manchester would significantly increase the available market for group travel.

We have had 3,600 responses to our survey for a Manchester Carlisle service.

Door-to-door journeys – questions

DTD1 What are your proposals for providing passengers better and safer access to different modes of transport at stations (including bus, tram, cycling and walking?)

There have recently been swingeing cuts in rural bus services all along the Settle-Carlisle Line, due in part to reductions in local authority funding. FoSCL put money into the replacement community bus service in Dentdale which is successful and well used. We have now agreed an annual budget for support of bus services but there is a limit to how much we can afford, compared with local authorities.

The Yorkshire Dales and the Eden Valley are wonderful areas for cycling and the very popular Coast to Coast (C2C) cycle route crosses the Settle-Carlisle Line at Langwathby. We could do more to promote cycling if we had rolling stock capable of carrying more than two bicycles. In the meantime we are actively looking at a joint venture with a cycle touring company which would provide cycle hire and tours from one of the S&C stations.

FoSCL has a year round programme of guided walks from stations on the S&C, which bring many hundreds of extra passengers onto the trains. All these are led by trained guides. In addition in summer months we run the very popular archaeological tours at the Ribbleshead site.

DTD2 How do you suggest your proposals to improve the door-to-door journey experience might be funded?

Much of the funding for the activities outlined in DTD1 is provided by FoSCL. We would welcome support from local government or other organisations but in recent years this has not been forthcoming.

TPE questions

We are not in a position to answer these, but we do have views on Anglo-Scottish services: see our response to NW3 below.

We do however note the proposals to transfer various services between TOCs, in particular one train per hour Doncaster to Hull to TPE (one train per hour to remain with Northern).

Given that the Leeds-Carlisle service and a possible Manchester-Carlisle service via Settle do not fit neatly into a franchise that predominantly serves the metropolitan areas of Yorkshire and Manchester, we would like to suggest the possible transfer of some or all of our services to TPE.

Anglo-Scottish services – questions

NW3: What factors do you consider should be taken into account in the assessment of the options for Anglo-Scottish services? What evidence do you have in relation to any of these options?

There was a direct Leeds-Glasgow service via the S&C and the WCML until the early 2000s. While we recognise that with the current rolling stock, extension of Leeds-Carlisle services onto the WCML to Glasgow is unlikely to be permitted, there is a case for extension to Glasgow via Dumfries and Kilmarnock. We may seek professional advice on this option.

Should Settle-Carlisle go into TPE then this would open the door for improved stock and Anglo-Scottish services, these have a higher fare return and would need less subsidy, while offering more opportunity for improved rolling stock and Manchester linkages.

Northern TSR consultation questions

NTSR1: Please indicate, with evidence where available, where passengers would be better served, and revenue increased, by:

- **Reducing the number of calls at low-use stations?**

On the contrary there is evidence that **increasing** the number of calls at low-use stations serves passengers better and increases revenue. With reference to the 0550 departure from Carlisle, we requested Northern Rail to include first Lazonby and then Garsdale in the stopping pattern. The result has been some early commuters from Carlisle to Lazonby and gradually increasing usage from Garsdale by the people of Upper Wensleydale. We would now like to complete the picture by including a stop at Dent as we are under some pressure from local residents for this.

- **Increasing frequencies on busier sections of routes or at busier times?**

We would like to see a much more frequent Leeds-Carlisle service. However we recognise that this has to be justified. In the short term, there is a case for a 1639 or 1649 departure from Leeds to plug the gap of 3 hrs 17 mins between the 1449 and 1806 departures. This could be facilitated by doubling

up with the current 1639 to Morecambe and splitting at Skipton, thus reducing the need for 2 paths. This is detailed in Section 4.

We are also advised by Northern Rail that we should request an extra service from Settle to Leeds in the morning, to plug the gap between 0730 and 1028. The case for this is based on overcrowding on the 1028 from Settle onwards. This could be facilitated by using rush hour stock that stands at Leeds post 8am to turn around and do a Settle shuttle, it would also benefit Aire Valley stations and arrive in Leeds at a good time for a day out.

- **Speeding up the service for longer-distance passengers?**

This is important as we are increasingly seeing travel from south of Leeds to Glasgow. We have evidence of 16 minutes slack between Leeds and Carlisle on a Sunday and believe train timings could be adjusted accordingly – not all this is needed for recovery time and crew changes.

Maximum line speed is currently 60 mph. We understand from Network Rail that an increase to 75 mph is possible on certain stretches and may well happen fairly soon. This would help and would fit well with Transpennine potential.

- **Improving connections with other services where there is evident demand?**

There is clear demand for connections at Carlisle to Scottish services, both WCML to Glasgow and via Dumfries to south-west Scotland. There is scope for improvement here that would be better met by a TPE operation.

Cumbria County Council are concerned about connectivity at Carlisle generally. We would like to work with them particularly on connections with the Tyne Valley Line.

- **Adjusting train services to meet seasonal changes in demand?**

While there is more tourism in the summer months, our main concern is the provision of adequate capacity for group travel. This is more a question of rolling stock than train services.

- **Adjusting the time of the first/last train?**

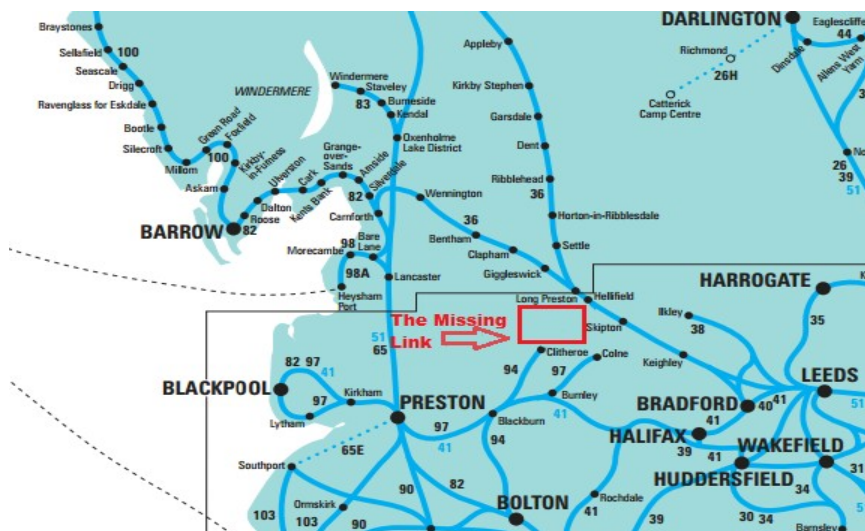
The 0529 from Leeds and 0550 from Carlisle are early enough to allow arrivals at 0817 in Carlisle and 0837 in Leeds. These have proved a godsend

to people in the Aire Valley, Dales and Eden Valley, especially for those from the northern end attending meetings in Leeds and York, attending training courses or commuting weekly. These times should be retained.

The last train from Carlisle at 1814 is too early and compares unfavourably with all other lines out of Carlisle. We have evidence of demand for a later departure.

NTSR2: Please set out, with evidence where available, any other approaches that might improve route utilisation and make better use of existing resources on the Northern franchise.

The dual track and recently upgraded section between Clitheroe and Hellifield is only used by a few freight trains, some steam charters and the Sunday walkers' services to the Dales. This section of track is a “missing link” in the national network enabling rail journeys from east to west, Lancashire to Yorkshire and the Settle Carlisle corridor to Manchester and its culture, sport and airport. This can be shown by the following map:



Our proposals for a Manchester service would improve route utilisation here.

A full business case for a Manchester Carlisle weekday and weekend service will be submitted as a separate document. These show good profitability and cash generation for an operator with no need for a subsidy. The S & C & the proposed Manchester Carlisle service are high fare routes supported by marketing by Friends of the Settle Carlisle line and the Settle Carlisle Development Company.

The S&C route has historically been used for diversions when the WCML is closed. These have been largely discontinued in recent years in favour of bus substitution. We would like to see them reinstated.

The weekday express service arrives in Carlisle at 1217. It is then stabled in a siding until required for the 1505 return service. We would suggest that use of this on weekdays for an equivalent to the Scotrail SO service to Dumfries, dep Carlisle 1220 and return 1310, be investigated.

We are also concerned about excessive padding in train paths to meet the performance regime. We feel this is counter-productive to connections and journey times and would look to the ITT to address this.

NTSR3: Please indicate, with evidence where available, where services should be improved on weekends, resources permitting.

Saturday: in the short term we realise that we may have to accept the existing timetable plus the requested 1639 or 1649 departure from Leeds and return from Carlisle. Passenger numbers tend to be greater on Saturdays and a 3-car minimum for all trains is required.

Sunday: the express service from Sheffield to Carlisle with return to Nottingham which was introduced in 2012 has proved very successful. Despite the initial Northern business case being marginal, this service is now well established and we request that it should be retained in the SLC with the additional option of from/to Nottingham.

During the course of the next franchise we would like to see the number of trains in each direction increased to five. We are delighted with the suggestion that the 0900 from Leeds could start from York, and that the 1700 from Carlisle could return to York.

Both the Friends and the Development Company will contribute towards the promotion of additional services.

If a Manchester Carlisle weekday service cannot be justified/operationally delivered a weekend service would satisfy leisure demand from Manchester and southbound travel to Manchester for culture, sport, shopping and the airport.

NTSR4: Please indicate, with evidence where available, where weekend services provide poor value for the subsidy required to operate them?

We would contest the suggestion that weekend services on the Settle-Carlisle Line require subsidy. Our headcount data and on train surveys suggest that Saturday services and most Sunday services may already be profitable.

Weekends are a major area of growth and complement the Mon-Fri timetable, we look to this area to expand where paths are not as critical and units may be more

readily available. We would like to see the ITT address bidders to improve weekend services where demand exists.

Franchise transfer question

NTSR5: What are your views on retaining the route from Cleethorpes and Grimsby to Barton-on-Humber within the Northern franchise? What evidence do you have to support your views?

We have no view on this.

4. The Case for a 1639 or 1649 Leeds-Carlisle Service

4.1 Background

At present the DfT Service Level Agreement for the Leeds-Carlisle service specifies a maximum interval between departures of 3 hours. In the afternoon there is a departure at 1449; the next (and last) is at 1806, a gap of 3hrs 17mins.

4.2 Why plug the gap?

- anecdotal evidence of demand: this is the one improvement in service that people request unprompted
- detailed questionnaire evidence: surveys of passengers on both the 1449 and 1806 showed that nearly 60% would rather travel on a 16xx service
- suppressed demand for days out from Cumbria to tourist attractions in Leeds, Bradford and the Aire Valley: return at 1449 is too early, 1806 too late: see Appendix 1 for details
- overcrowding: the existing 1639 Leeds-Morecambe service is standing room only to Bingley, busy to Skipton. The 1806 Leeds-Carlisle is standing room only leaving Leeds: see Appendix 2
- precedent: there was a 1615 departure from Leeds in 2004, the last year of the Arriva franchise. This was popular and it is regrettable that it was not carried forward into the current franchise.
- return from Carlisle at 19xx will provide an evening service along the Eden Valley for which surveys show some demand
- increase in passenger numbers in the afternoon. Comparison with 1994-96 shows departures from Leeds lower in the morning, 30% up in the afternoon
- the hourly bus service between Skipton and Settle was to be discontinued from 26th May 2014. Some bus passengers will transfer to rail
- extra trains bring in more passengers: the new fourth train on Sundays is proving a runaway success

4.3 Proposals in brief

4.3.1 Precedent

For one year in 2004, Arriva Trains Northern ran a 1615 departure on weekdays, stopping at all stations except Gargrave and Long Preston, arr Carlisle 1857. Return 1936, stopping at all stations except Gargrave and Long Preston, arr Leeds 2213.

We have two alternative proposals:

1639 departure from Leeds for Carlisle on weekdays and Saturday, to double up with the existing 1639 Morecambe train. The two to separate at Skipton.

Arrival time at Carlisle would be 1919. The return service would depart Carlisle at 2000 to connect with the 1949 arrival from Glasgow, arrive Leeds at 2240. See para 4.8 for detailed timetable.

1649 departure from Leeds for Carlisle on weekdays and Saturday, arr Carlisle 1930. The return service would depart Carlisle at 2000 to connect with the 1949 arrival from Glasgow, arrive Leeds at 2240. Timetable northbound as per 1639 but 10 minutes later; southbound 2000 departure as in para 4.8.

4.4 Financial case

Our on train surveys show average income north of Settle to Northern Rail for the 1449 departure, at £15 per passenger, to be £900 January-April 2014. Actual fare revenue is significantly greater but we have attempted to pro rate this to give Northern's share between Leeds and Carlisle.

We have limited data for the 1806 departure, but we estimate average income to Northern beyond Settle to be £300.

Income will be further boosted by passengers within the Aire Valley and as far as Settle.

While we do not have the expertise to do detailed calculations based on LENNON, MOIRA etc, we believe that the indications are that an extra departure, coupled with promotion that the Friends and SCRDC could undertake, would pay its way.

4.5 Economic case

There is ample anecdotal evidence that more people from the northern end of the Settle-Carlisle Line would go shopping in Leeds and visit tourist attractions such as Saltaire, Haworth and the Keighley & Worth Valley Railway if they could return at a sensible time. The 1449 is too early, the 1806 too late.

A 1639 or 1649 departure from Leeds would boost income for the various tourist attractions along the Aire Valley.

See 4.6 for details of tourist attractions.

4.6 Tourist attractions in West Yorkshire

Keighley & Worth Valley Railway

The line travels from Keighley to its furthest station which is Oxenhope. The earliest that southbound travellers using the 0853 from Carlisle can arrive at Oxenhope is 1235. In order to connect with the 1449 from Leeds, you have to leave Oxenhope again at 1435. A late afternoon train service would give passengers a suitable return, whilst giving enough time for photographs etc. On the standard timetable, the last train of the day terminates at Keighley at 1635 providing a good connection with a 16xx departure from Leeds

Haworth

The Bronte Museum is a popular destination, accessed via the KWVR. On the current timetable there simply is not enough time to visit Haworth and return on the 1449 from Leeds. A return on the last train from Oxenhope means a 1635 arrival in Keighley and a 2 hour wait for the 1806 from Leeds. There is evidence that people are deterred from visiting Haworth at all by the current timings, whereas a 16xx from Leeds would connect well at Keighley.

Saltaire

Salts Mill World Heritage Site is a popular destination for those at the northern end of the line. With the current timetable you are restricted to 3 hours in Saltaire if you return on the 1526 from Skipton (ie the 1449 from Leeds which does not stop at Saltaire). This is too short a time to take in the art galleries, retail opportunities, the

village of Saltaire and to have lunch. Leaving Saltaire at 1756 in order to connect with the 1806 from Leeds is not an attractive option and for those at the northern end of the line means not arriving home till after 9pm. As with the Bronte Museum, more people would visit Saltaire if there was a 16xx departure from Leeds.

Skipton and Settle Towns

Many coach operators use Skipton as a destination. With a late afternoon train, we could look at and encourage more group bookings in a southerly direction. The operators could drop and collect at Carlisle and include a ticket on the S&C in their total pricing.

National Media Museum (Bradford)

This national free museum also houses the IMAX cinema. Southbound travellers from the 08:53 can currently arrive in Forster Square at 11:38. The recommended time for visitors to allow is approximately 4 hours.

Bradford & Leeds

Passengers visiting the cities for shopping generally arrive around midday. Allowing time for lunch before shopping, a late afternoon return would be popular as the other services are either too early or too late.

York

Using the 08:53 from Carlisle and changing at Leeds, passengers can arrive in York at 12:22. As well as the NRM, Jorvik, the minster and the shops, York has many other attractions. A train which connects with the 15:57 from York would give passengers over 3.5 hours in the city. This should attract those who currently do not travel, believing that 5 hours is too long.

Royal Armouries Leeds

A national free museum houses approximately 8500 objects. Passengers can realistically arrive around midday. With a recommended visit time of 4 hours, a late afternoon service would increase accessibility for passengers.

Aire Valley Towpath

This 26km walk between Bingley and Leeds is part of the national cycle network and is also fit for walkers. With an average human walking speed of 5km, passengers could arrive in Bingley at 11:13 and walk through the Aire Valley to Leeds. A late afternoon service would be perfectly timed to provide a return journey.

West Yorkshire Playhouse

Afternoon matinee performances do not finish in time for the 14:49. A significant number of people do however travel to Leeds by train for afternoon performances and return on the 1806. This opportunity could be further publicised.

Business Meetings

A number of national businesses now have large offices in the Leeds area. A late afternoon return would provide a good return service for meeting delegates towards the end of the business day.

4.7 Overcrowding on afternoon trains

Examples of overcrowding from Leeds mid to late afternoon from first hand observations on trains. Figures are total passenger numbers on leaving the stations listed.

1639 Leeds-Morecambe train Weds 5th Feb 2014

Leeds 120
ShIPLEY 130 (15 standing)
Bingley 100
Keighley 75
Skipton 82

1806 Leeds-Carlisle train Thurs 23rd May 2013

Leeds 140 approx (15 standing)
ShIPLEY 140 approx
Keighley 77
Skipton 62
Settle 34

4.8 Timetable

Detailed timetable northbound, current plus 1639 departure from Leeds

Northbound

| | Existing | Existing | Existing | Existing | Existing | Existing | New | Existing | Existing | |
|-----------------------|----------|----------|----------|----------|----------|----------|--------------|----------|----------|-------|
| Leeds | 05:29 | 08:50 | 09:47 | 10:49 | 12:49 | 14:49 | 16:39 | 18:06 | 19:19 | |
| Bradford FS | | 08:46 | 09:46 | 10:46 | 12:46 | 14:46 | | 18:01 | 19:07 | |
| Shipley | 05:42 | 09:03 | 10:02 | 11:02 | 13:02 | 15:02 | 16:55 | 18:18 | 19:32 | |
| Bingley | 05:49 | 09:07 | 10:06 | 11:06 | 13:06 | 15:06 | 17:03 | 18:24 | 19:36 | |
| Keighley | 05:56 | 09:13 | 10:12 | 11:12 | 13:12 | 15:12 | 17:10 | 18:29 | 19:42 | |
| Skipton | 06:15 | 09:27 | 10:26 | 11:26 | 13:26 | 15:26 | 17:24 | 18:46 | 20:00 | |
| Gargrave | | 09:33 | | | 13:31 | | 17:30 | 18:51 | 20:06 | |
| Hellfield | 06:26 | 09:41 | | 11:37 | 13:40 | 15:37 | 17:39 | 19:00 | 20:15 | 00:22 |
| Long Preston | | 09:44 | | | 13:42 | | | 19:02 | 20:18 | 00:03 |
| Settle | 06:34 | 09:51 | 10:44 | 11:46 | 13:48 | 15:45 | 17:55 | 19:08 | 20:24 | 00:06 |
| Horton | | 09:59 | | 11:54 | 13:57 | 15:53 | 18:03 | 19:17 | 20:32 | 00:08 |
| Ribblehead | 06:49 | 10:07 | | 12:02 | 14:05 | 16:01 | 18:11 | 19:25 | 20:42 | 00:06 |
| Dent | | 10:17 | | 12:12 | 14:14 | 16:11 | 18:20 | 19:34 | | 00:10 |
| Garsdale | 07:04 | 10:22 | | 12:17 | 14:20 | 16:16 | 18:26 | 19:40 | | 00:05 |
| Kirkby Stephen | 07:16 | 10:35 | 11:22 | 12:30 | 14:32 | 16:29 | 18:38 | 19:52 | | 00:12 |
| Appleby | 07:30 | 10:48 | 11:36 | 12:43 | 14:45 | 16:41 | 18:51 | 20:05 | | 00:13 |
| Langwathby | 07:44 | 11:02 | | 12:57 | 14:59 | 16:55 | 19:05 | 20:19 | | 00:14 |
| Lazonby | 07:49 | 11:08 | | 13:03 | 15:04 | 17:01 | 19:10 | 20:24 | | 00:05 |
| Armathwaite | 07:57 | 11:16 | | 13:11 | 15:12 | 17:09 | 19:18 | 20:32 | | 00:06 |
| Carlisle | 08:17 | 11:35 | 12:17 | 13:29 | 15:32 | 17:28 | 19:38 | 20:52 | | 00:16 |
| <i>Glasgow</i> | 09:45 | 13:01 | 14:01 | 15:18 | 17:05 | 19:15 | 21:17 | 23:11 | | |

5. The case for a direct link to Manchester

5.1 Manchester Carlisle via the S & C Progress as at August 2014

In 2012, FoSCL in discussion with Northern Rail, looked at ways to increase passenger numbers on the Settle Carlisle line and agreed actions to improve timetables, rolling stock and line speeds but also began research on increasing passenger access to the line by using the current underutilised Clitheroe Hellifield line as a feed into the S & C route.

FoSCL's first task was to manage a public survey to establish potential demand for the proposed service. The survey is still available for users, now over 2 years from its beginning and has elicited over 3,600 responses and promised over 56,000 journeys. These survey results have formed the backbone of a business case which will be provided to the Train Operating Companies(TOC's) during the franchise tender period. The current operator Northern Rail has been involved in setting parameters for the proposed service and has been supportive of the project.

5.2 Markets for the Proposed Service

- Manchester with its population of 2.6M to the Dales & the S & C.
- Ramblers to the Dales Manchester Ramblers has 3,500 members
- Commuter journeys from Settle & Hellifield.
- S & C corridor to Manchester Airport
- S & C corridor to sport, culture & shopping to Manchester
- To & from the 4 Universities of Manchester
- To & from schools & colleges , Giggleswick, Sedburgh , Clitheroe schools & Blackburn College

5.3 Summary of the Business case results

The business cases shows good profitability and cash generation for an operator who provides a full 7 day week service, a weekday service or a weekend service. The analysis uses the classic discounted cashflow method discounting cashflow over 7 years to accommodate the next franchise period, with a discount rate of 4%(the green book recommends 3.5%).

FoSCL have analysed 4 different services Blackburn Carlisle, a direct Manchester Carlisle, Blackburn Ribbleshead and a Manchester Carlisle by extending 4 trains each way on the Manchester Clitheroe service to Carlisle. FoSCL recommends the option for an extended Manchester Clitheroe service to Carlisle using established paths in and out of Manchester .This business case forecasts a positive NPV of £17.1m with an investment return of 176% for a full 7 days service and for a weekend service a

NPV of £8.7M with an investment return of 583%. The proposed services will not require public subsidy.

FoSCL preferred option of a direct & extra 7 day service Manchester Carlisle service which produces a positive NPV of £21.3M and an investment return of 250% whilst a weekend service produces a £11.5M NPV and a 737% investment return. This service option is not possible because there are no paths into Manchester available.

Survey data, detailed financial analysis, full business case & suggested timetables are available for all the options and will be shared with the bidders.

5.4 Railway industry reasons for new service

- Fills gap in national rail network at no cost to taxpayer
- Connects 3 railway routes, Manchester Clitheroe, Settle Carlisle & the Leeds Morecambe.
- Will assist in achieving 3 of the **Higher Level Output Specification objectives** in Control Period 5, providing for growth in passenger numbers of 16%, increasing commuter capacity (Hellifield & Settle to Manchester) & linking major cities & airports
- will meet the **Government's transport policy objectives** by:
 - Reducing noise
 - Reducing atmospheric pollution
 - Having a low impact on wildlife, ancient monuments & historic buildings
 - Improving safety with less car travel
 - Improving security
 - Improving economic efficiency with less energy usage per traveller mile for consumers, business users & providers of transport
 - Improving reliability
 - Improving accessibility.
 - Integrating parts of the transport systems

5.5 Socio-Economic Reasons for Manchester Carlisle service via the S & C to be within the next franchise

The business case has not been through the Webtag analysis but would benefit from positive inputs from:

5.5.1 Economic benefits

- **Business and users & transport providers** – increase in public transport will aid business & the general public
- **Reliability impacts on Business users** – Reliability of rail will be a benefit to business

- **Regeneration**- potential regeneration of S & C corridor towns & cities

5.5.2 Environment

- **Noise** – Lower noise level of trains to cars will reduce noise levels
- **Air quality** – lower use of car usage will improve air quality
- **Greenhouse gases** – a reduction is expected with increased rail usage.

5.5.3 Social

- **Commuting and Other users** – improved commuting capacity Settle/Hellifield to Manchester
- **Reliability impacts on Commuting and Other users** - increased reliability of rail services.
- **Physical activity** – improvement compared with long car journeys
- **Journey quality** – improvements compared to car journeys
- **Accidents** – reduction expected with increased rail usage
- **Security**
- **Access to services** – stations will be accessible & proposed service goes through major conurbations
- **Affordability** – Rail tickets affordable to the majority of potential passengers.

5.5.4 Public Accounts

- **Cost to Broad Transport Budget** – No significant cost to Treasury
- **Indirect Tax Revenues** – increased tax from profits of Rail Operating Companies

5.6 FOSCL preference for a priced option

For the many reasons detailed in this report FoSCL believes that a Manchester Carlisle service using the Clitheroe Hellifield underutilised line onto the Settle Carlisle route should be a Priced Option in the franchise tender.

6. Medium and long term aspirations

6.1 The Case for Better Rolling Stock on the Settle-Carlisle Line

In a nutshell, if we had better trains and more predictable train formations, we could significantly increase passenger numbers, thus ensuring that most trains ran at a profit.

There are two issues:

1. Diagrammed train formation on weekdays is basically two cars, but is 3 cars on three trains and 4 cars on two more. All too often the extra carriages fail to materialise, leading to potential overcrowding if groups of 50 people are booked on the train.
2. The quality of the trains is inappropriate for "England's Most Scenic Railway".

The current 158 trains are not "fit for the purpose" of such a long scenic route. Even less so are the 153s that are normally attached to three trains each day. The 158 seats are too close together to be comfortable for more than an hour. There is insufficient leg room for all but the smallest passengers. There are too few tables for such a long journey. The seat backs are too high to give a good view out forward down the carriage. There is seriously insufficient luggage space for long distance travellers and cyclists including the many active tourists with large back packs. The air conditioning is unreliable. Although the ride from the bogies is good, the interior ambience is cramped and unattractive to the discerning passenger.

We propose a new Rural Train spec which should include:

- Efficient engines with sufficient power for propulsion, snow clearance and for onboard electrics, but not too heavy for the tracks.
- Comfortable seats at optimum height and pitch with sufficient width and aligned with windows. Seatbacks to allow viewing as well as providing safety.
- Legroom to suit six-footers
- Tables in the majority, but some airline seating for those who prefer this style.
- Luggage space in racks, between the seats, at the vestibules but perhaps also in the middle of the coach if the aisles are wide enough.
- Significant dedicated luggage and cycle space
- A comfortable and safe air conditioned cab for the driver, whether dmu or locomotive.
- Efficient air conditioning for passenger comfort in all weathers.
- Sufficient toilets with efficient environmentally friendly lavatories, washing and drying facilities and more than adequate water supply for long journeys. Baby changing facilities.
- Appropriate catering facilities.
- The easy ability to maintain all parts of the train to pristine standards.

- Disability compatibility to allow inclusion of all potential travellers.
- Ability to couple sections together so that however long the train, access may be had to all carriages.
- Audible and visible passenger information systems that work. CCTV and all statutory safety devices.
- Draught excluders to shut off the vestibules. Welcoming vestibules, grab rails, wide shallow steps and easy to operate doors.
- Furnishings to absorb sound and provide a cheerful ambience. Good lighting provision.

We acknowledge the assistance of the Friends of the Far North Line in producing this specification. They have worked closely with Scotrail, the Highlands and Islands Transport Partnership and Transport Scotland to get better trains, and as a result Scotrail's Inverness based 158s have been refurbished to a much higher standard than those currently in service in the North of England. It is to be hoped that a similar standard can be achieved for long-distance rural services in the next northern England franchise.

6.2 Timetabling

The present Northern franchise Service Level Commitment specifies a minimum service frequency of 3-hourly. In practice this is bettered at certain times of day, especially in morning departures from Leeds. On the other hand there is a gap of 3hrs 17mins between the 1449 and 1807 departures. While the present timetable, essentially unchanged for some 20 years, may well have served the travel patterns of 20 years ago, it now appears illogical with strange spacings between services.

There is a strong case for clockfacing at both Leeds and Carlisle. In any case it will likely be required for pathing into and out of Leeds, and is strongly preferred by the travelling public.

Clockfacing opens up a variety of possibilities:

6.2.1 A “franchise within a franchise”

As a truly inter-city trans-Pennine route, we feel that the S+C would thrive better within the TPE franchise. We realise this is not currently foreseen, so we do not present the argument here (but would gladly do so), and failing that we suggest a ‘franchise within a franchise’ to guarantee quality of rolling stock and customer experience, and distinctive revenue-generating branding and promotion.

There has long been disquiet at the Settle-Carlisle line having to share rolling stock with a predominantly metropolitan network where commuters are the priority. It has been suggested by some FoSCL members that we investigate a micro-franchise for

the S&C. But neither we nor our partner organisations have the resources to run one and the line is not sufficiently self-contained anyway.

As an alternative, we suggest that in the medium term there is a case for dedicated 3- or 4-car units shuttling between Leeds and Carlisle. We have developed a variety of timetables which would do this, at differing frequencies and with differing unit and staff requirements. All improve on the present inefficient timetable and involve clockfacing at either end of the line. Detailed information on the timetables, unit requirements and the rationale for their development is available on request, but is too lengthy to be included in this document.

6.2.2 A two hourly service

The Lancs & Cumbria RUS (Rail Utilisation Strategy) looked at various options for developing the Leeds-Carlisle service. One of these was:

“S2 – operate a two hourly service between Carlisle and Leeds, with limited additional services where paths available and in unit marginal time. BCR about 1.5, develop further.”

Work has been done on a clockface timetable involving departures from Leeds at 0550 and every two hours thereafter until 1950. Departures from Carlisle would be at 0600 and every two hours until 2000. Interspersed with the Leeds departures for Carlisle, also at xx50 and 2-hourly, would be departures for Morecambe. There is thus a benefit for the Morecambe line as well.

This timetable is shown in detail in Appendix 1.

There may need to be at least one additional departure from Leeds for the benefit of walkers.

6.2.3 An hourly service

We include here as an aspiration the case for an hourly service put forward by David Ward, a FoSCL Vice-President who was for many years in senior positions within BR:

Passenger Manager London Midland Region BR 1969-1982

Director of Special Trains BR 1982-1994

Chairman, Settle-Carlisle Railway Trust 2008-2012

6.2.3.1 Network Rail's view

The Lancs & Cumbria RUS view of this option was:

“S3 – operate an hourly service Carlisle to Leeds. BCR 1.5 before any infrastructure interventions are considered – include in strategy as a long term aspiration, but do not develop further unless the level of freight alters sufficiently.”

6.2.3.2 The Market

- a) Numbers of passenger journeys North of Skipton have remained stagnant for the last 20 years. In fact there is some evidence they have declined. This compares with other Northern services where there has been a 47% increase. On other parts of the Network where frequency has been increased there have been much bigger increases in passenger journeys.
- b) Special trains run for the tourist market load very well which shows there is a vast untapped tourist market. The scenic splendours of the line have not been effectively marketed for years.
- c) Group travel has declined due to lack of capacity and a poor product.

6.2.3.3 The Market Requirement

The market requires:-

- a) Minimum journey times.
- b) Frequency of not greater than hourly.
- c) Good connections at junctions, i.e. Leeds and Carlisle.

The market justifies an hourly frequency if through business is taken into account for which the S&C provides the shortest route, e.g. West Riding conurbation to Glasgow/Edinburgh. The alternative routes are much longer in mileage. The service should therefore be built round the long distance requirement with the lesser markets benefiting from this hard core.

Gaps in service frequency are a major deterrent because they significantly increase journey time, particularly where connections are involved.

Extended journey times make rail uncompetitive and if they cause missed connections, journey times are significantly increased.

6.2.3.4 Journey Times

The S&C timetable presently requires average speeds of barely 40 mph. This is despite considerable investment in the infrastructure and DMUs capable of 90 mph.

This is in contrast to elsewhere. The Shrewsbury to Aberystwyth service now has a line speed of 80 mph and journey times between stations which

average 60 mph. Similarly the Highland Line now has a line speed of 90 mph with journey times which exceed 60 mph, e.g. 43 miles Kingussie to Pitlochry in 38 minutes (68 mph) start to stop and this includes the long climb to Drummochter Summit and is with 158 Class DMUs identical to the S&C Units. There are many other examples which could be quoted to illustrate how far the S&C is behind this in providing an enterprising and fast train service.

6.2.3.5 Drivers of Cost

The drivers of cost in providing a train service are the number of assets required in the peak. The S&C present train service requires 7 Units. If journey times between Leeds and Carlisle could be reduced to 2¼ hours, which would require an average speed of only 50 mph, an hourly frequency could be provided with 5 Units with a 15 minute turnaround at each end.

6.2.3.6 Paths

It is said paths do not exist South of Skipton for an hourly frequency. If they exist in the peak they exist off peak. If paths are a problem the Morecambe service could be combined with the S&C service and the trains split and combined at Skipton. This is a practice which is widely used elsewhere on the Network.

6.2.3.7 Conclusion

The solution to the S&C train service problems is to increase the line speed back to 80 mph (the investment has already been made for this), reduce the journey times to 2¼ hours and use 5 dedicated Units to provide an hourly frequency. This would reduce the costs from the saving in Units and possibly train crews to provide a much more attractive service and enable the dedicated Units to be tailor refurbished to much higher standards.

7. Headcounts and fare revenue on the Settle-Carlisle Line

7.1 Background

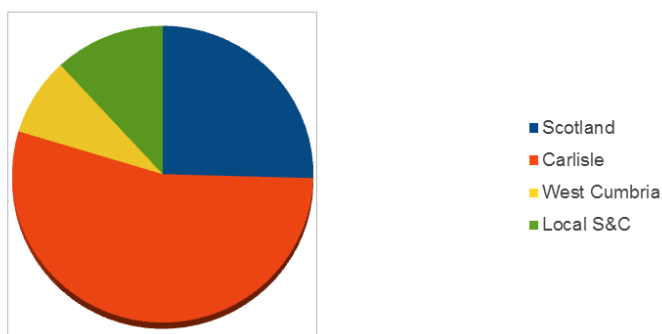
The Friends of the Settle-Carlisle Line have been collecting headcount data and carrying out on train passenger surveys since 2011. We have spoken to over 3,000 people in this time and have a mass of data from which we have drawn certain conclusions.

The nature of travel on the S&C is changing quite rapidly. In the mid-1990s we are told that tourism made up 80% of the passenger traffic. The campaign to save the line was still fresh in everyone's mind and everyone wanted to come and see it for themselves. By contrast, our detailed surveys in August and September 2011 showed 20% tourism southbound and 35% tourism northbound, the difference of 15% being accounted for by the groups booked mainly on northbound trains by tour operators. The Settle-Carlisle Railway Development Company have been highly successful in promoting this traffic.

The remainder of the passengers are typically business/work travel 10% overall; the remainder being visits to friends and family, students to and from college and uni, events and conferences, shopping etc.

There is a considerable increase in long distance travel, especially to and from Glasgow. Conductors on S&C trains claim to have seen up to half of passengers on some trains travelling to/from Scotland, though our figures are rather more conservative. Detailed questioning of passengers on the 1214 from Settle on Sunday 26th January yielded the following results:

1214 from Settle
Destinations



This highlights the importance of through travel and the resulting higher fare income to the S&C.

7.2 Station footfall/headcounts

The ORR statistics year on year show a steady rise in station footfall for most stations on the S&C up until March 2012. The recently published figures for 2012-13 show a year on year decline in footfall at most stations. This we believe to be a blip caused by the awful summer of 2012 and the Olympics sucking tourist trade out of the Yorkshire Dales and Cumbria – the tourist trade in the Lake District was said to be 25% down that year.

However, the footfall at local stations does not tell the whole story. With increasing long distance travel many people remain on the train for the whole distance between Leeds/Aire Valley and Carlisle. We are told by the TOC that revenue continues to increase.

We collect headcount data wherever possible. Obviously the detail depends on our volunteers' origin and destination stations but over a period of time we can formulate a fairly accurate picture of the up to the minute situation – ORR data is of course always at least a year out of date and is in any case based on estimates.

While it is often difficult to be sure that we are comparing like with like, we have noticed certain trends:

1. There is a steady increase year on year in footfall at Garsdale, confirmed by the ORR statistics. Our observations show that the people of Upper Wensleydale are increasingly using the S&C for long distance travel
2. Similarly for Langwathby which serves the Penrith and Alston areas as well as the Eden Valley
3. The 0853 from Carlisle is increasingly full from Settle onwards. We believe this justifies an extra service to plug the gap between 0730 and 1030 in departures for Leeds

Our recent results show a significant rise year on year 2013-14 on certain trains. For example, these are the results for the 1449 from Leeds up to end May.

| Headcount from | Jan-May | Jan-May | Increase |
|----------------|---------|---------|----------|
| | 2013 | 2014 | 2013-14 |
| Settle | 66 | 69 | 6% |
| Kirkby Stephen | 49 | 55 | 11% |
| Appleby | 38 | 54 | 43% |

These figures are averaged over 12 weekday trains in 2014 and 6 weekday trains in 2013. We do not have enough data for the early part of 2012 but later this year will be able to do an accurate comparison for that year as well.

It is encouraging that this train is showing a significant increase in passenger numbers as this supports our case for an additional departure from Leeds at 1639/1649.

The pattern of increases from the three different stations also lends support to our observations that more people are travelling long distances and that this change is happening quite quickly. A 43% increase in people staying on the train beyond Appleby may not be too trustworthy due to small sample size, but suggests more through travel to Carlisle and Scotland.

We shall supplement these results with analysis of other trains as the year goes on. This is however time-consuming and will depend on the resources we can bring to bear. As soon as we have further results they will be added to an updated version of this document.

7.3 Fare revenue

We have carried out detailed passenger surveys on many trains. This has given us origin and destination data, purpose of journey, and railcard and pass usage. On some trains we have collected data on actual fare paid and type of ticket: this has allowed us to compute the total revenue received from passengers on that train between Settle and Carlisle. Since Northern Rail is the only TOC running scheduled services on this line, it is possible to estimate fairly accurately the revenue accruing to Northern.

Results show that on average the passenger income per head between Settle and Carlisle is between £11 and £16. Examples of revenue are:

| Train | 0925 CAR 26/01/14 | 1214 SET 26/01/14 | 1155 CAR 10/06/14 |
|--------------------|-------------------|-------------------|-------------------|
| Total fare revenue | £1252 | £1527 | £1221 |
| Estimated NR share | £534 | £968 | £776 |

These figures take no account of extra revenue south of Settle.

This suggests that many trains between Leeds and Carlisle may well be profitable on an operational basis: that is, assuming Network Rail's costs are limited to track access charges.

7.4 Costings

We have researched in detail the cost of running DMUs, using data from consultants and our advisors in the railway industry. We have been able to compute overall costs taking into account leasing, crew costs, fuel, heavy and light maintenance and track access charges. However, there does seem to be considerable difference of opinion within the industry as to which figures should be used and we are therefore not attempting to allocate costs accurately to any given service. We believe however, that taking all the above cost categories into account, many of our trains run at a profit.

We are mystified at the claim in the DfT's consultation document that the overall subsidy of the Northern franchise amounts to 53p per passenger mile. We can only assume that this results from an allocation of a part of Network Rail's total subsidy to the train services within the Northern franchise. There appears to be no published information as to how this has been apportioned and we feel that this is an omission.

Appendix 1

Suggested Leeds-Carlisle two hourly timetable

| LDS/MCV-MCM/CAR | | | | | | | | | | | | | | | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|---|
| Base weekday timetable - 2 hourly pattern, 6 units | | | | | | | | | | | | | | | | | | | |
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 2 | 1 | 4 | 3 | 6 | 5 | 1 | 2 | 3 | 4 | |
| Leeds | d | xx50 | 0550 | 0650 | 0750 | 0850 | 0950 | 1050 | 1150 | 1250 | 1350 | 1450 | 1550 | 1650 | 1750 | 1850 | 1950 | 2050 | |
| Skipton | a | xx25 | 0625 | 0725 | 0825 | 0925 | 1025 | 1125 | 1225 | 1325 | 1425 | 1525 | 1625 | 1725 | 1825 | 1925 | 2025 | 2125 | |
| Skipton | d | xx25 | 0625 | 0725 | 0825 | 0925 | 1025 | 1125 | 1225 | 1325 | 1425 | 1525 | 1625 | 1725 | 1825 | 1925 | 2025 | 2125 | |
| Hellifield | d | xx35/40 | 0635 | 0740 | 0835 | 0940 | 1035 | 1140 | 1235 | 1340 | 1435 | 1540 | 1635 | 1740 | 1835 | 1940 | 2035 | 2140 | |
| Lancaster | d | xx25 | | 0825 | | 1025 | | 1225 | | 1425 | | 1625 | | 1825 | | 2025 | | 2225 | |
| Morecambe | a | xx40 | | 0840 | | 1040 | | 1240 | | 1440 | | 1640 | | 1840 | | 2040 | | | |
| Settle | d | xx45 | 0645 | | 0845 | | 1045 | | 1245 | | 1445 | | 1645 | | 1845 | | 2045 | | |
| Appleby | d | xx40 | 0740 | | 0940 | | 1140 | | 1340 | | 1540 | | 1740 | | 1940 | | 2140 | | |
| Carlisle | a | xx25 | 0825 | | 1025 | | 1225 | | 1425 | | 1625 | | 1825 | | 2025 | | 2225 | | |
| | | | | 3 | 4 | 5 | 6 | 2 | 1 | 4 | 3 | 6 | 5 | 1 | 2 | 3 | 4 | 5 | 6 |
| Carlisle | d | xx00 | | 0600 | | 0800 | | 1000 | | 1200 | | 1400 | | 1600 | | 1800 | | 2000 | |
| Appleby | d | xx45 | | 0645 | | 0845 | | 1045 | | 1245 | | 1445 | | 1645 | | 1845 | | 2045 | |
| Settle | d | xx40 | | 0740 | | 0940 | | 1140 | | 1340 | | 1540 | | 1740 | | 1940 | | 2140 | |
| Morecambe | d | xx45 | | | 0745 | | 0945 | | 1145 | | 1345 | | 1545 | | 1745 | | 1945 | | |
| Lancaster | d | xx00 | 0600 | | 0800 | | 1000 | | 1200 | | 1400 | | 1600 | | 1800 | | 2000 | | |
| Hellifield | d | xx50/45 | 0645 | 0750 | 0845 | 0950 | 1045 | 1150 | 1245 | 1350 | 1445 | 1550 | 1645 | 1750 | 1845 | 1950 | 2045 | 2150 | |
| Skipton | a | xx00 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | |
| Skipton | d | xx00 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | |
| Leeds | a | xx35 | 0735 | 0835 | 0935 | 1035 | 1135 | 1235 | 1335 | 1435 | 1535 | 1635 | 1735 | 1835 | 1935 | 2035 | 2135 | 2235 | |
| Leeds departure slot is fixed xx50, arrival xx35. | | | | | | | | | | | | | | | | | | | |
| Bingley calls deleted from all services; Morecambe services call all stations north of Skipton; Carlisle services call all stations north of Skipton except Gargrave and Long Preston. | | | | | | | | | | | | | | | | | | | |
| Unit diagrams: 170-1: NH 0530 - CAR 2030; 170-2: NH 0630 - PRE 2130; 170-3: PRE 0500 - CAR 2230; 170-4: CAR 0545 - PRE 2300; 170-5: PRE 0600 - NH 2200; 170-6: CAR 0745 - NH 2300. | | | | | | | | | | | | | | | | | | | |
| Crew diagrams: not calculated. | | | | | | | | | | | | | | | | | | | |