



Department
for Transport

Thameslink, Southern and Great Northern Franchise

Invitation to Tender

Attachment A: Train Service Requirements

Revised version issued October 2013

TSGN Franchise – Train Service Requirements

1. Interpretations and Definitions

- 1.1 Unless otherwise stated each Train Service Requirement shall be interpreted in accordance with the Franchise Agreement between the Secretary of State and the Franchisee dated [*date*].
- 1.2 Unless otherwise stated words and expressions defined in the Franchise Agreement shall have the same meaning in each Train Service Requirement.
- 1.3 In the Train Service Requirement unless the context otherwise requires, the following words and expressions shall have the following meanings:

“Capacity Requirement” means a requirement on the Franchisee to ensure that its Timetable and Train Plan includes at least a specified minimum number of:

(a) vehicle arrivals in each of the Morning Peak and Morning High Peak at Specified Stations, as more particularly described in the relevant table labelled “morning peak” of each Capacity Table; and

(b) vehicle departures in each Evening Peak and Evening High Peak from such Specified Stations, as more particularly described in the relevant table labelled “evening peak” of each Capacity Table;

“Capacity Tables” means each of the “morning peak” and “evening peak” tables labelled CR1, CR2, CR3, CR4 and CR5;

“Core Specification Tables” means the tables labelled “Thameslink Core 1” and “Thameslink Core 2”;

“Evening High Peak” means in relation to any Passenger Service, the period between 1730 and 1829 (inclusive) during a Weekday;

“First and Last Train Specification” means the specification of the latest permissible time at which the First Train of the Day may be operated, and the earliest permissible time at which the Last Train of the Day may be operated, between designated stations as specified in the Core Specification Tables and the Non-Core Specification Tables;

“First Train” means the first Passenger Service in such Day that counts towards the obligation of

	the Franchisee to operate a specified number of trains per day;
“Last Train”	means the last Passenger Service in such Day that counts towards the obligation of the Franchisee to operate a specified number of trains per day;
“Minimum Service Specification”	means the minimum number of direct Passenger Services between designated stations and consisting of: <ul style="list-style-type: none"> (a) the minimum number of direct Passenger Services to be operated between designated stations during specified intervals as set out in columns headed "Total"; and (b) the minimum number of direct Passenger Services to be operated during each Hour between designated stations during the other specified intervals as set out in columns headed "TPH", in each case specified in the relevant tables referred to in each TSR;
“Morning High Peak”	means in relation to any Passenger Service, the period between 0800 and 0859 (inclusive) during a Weekday;
“Non-Core Specification Tables”	means the tables labelled ECML1, ECML2, MML1, MML2, South East London and Kent 1, South East London and Kent 2, BML Inner 1, BML Inner 2, BML Outer 1, BML Outer 2, West Coastway, East Coastway Milton Keynes to Croydon and Additional First and Last Train Specification;
“Specified Description”	means the description of the Passenger Service, specified in the second column of the Capacity Tables headed “Specified description”;
“Specified Station”	means the stations specified in the first column of the Capacity Tables headed “Specified station”; and
“TSR”	means the Train Service Requirement.

2. **Construction and Interpretation**

2.1 **Franchise Agreement Obligation**

- (a) Without limitation to any provision of the Franchise Agreement the Franchisee is required:
 - (i) pursuant to paragraph 1 of Schedule 1.1 of the Franchise Agreement to seek Train Slots from Network Rail in accordance with the applicable TSR with the intention that the working timetable issued by Network Rail at the end of its timetable development process is consistent with such TSR; and
 - (ii) to comply with the provisions of paragraph 7 of Schedule 1.1 of the Franchise Agreement including by providing the capacity necessary to enable the Capacity Requirement to be complied with.

2.2 **Days and Times of Day**

- (a) Except to the extent the context otherwise requires,
 - (i) references to a day mean the period commencing at 0200 on one day and ending at 0159 on the following day and references to particular days of the week shall be construed accordingly;
 - (ii) references to periods of time and periods of days include the times and days such periods start and finish; and
 - (iii) all references to time are to the twenty-four hour clock.

2.3 **Interval or Frequency of Services**

- (a) Where a Minimum Service Specification specifies a number of services per hour, indicated by "TPH" in the relevant column heading, an hour will be interpreted to be a clock face hour beginning at "xx00" and ending at "xx59" and frequency shall be measured at the location indicated in the relevant table.
- (b) For the purposes of complying with the Minimum Service Specification set out in any of the Non-Core Specification Tables, a Passenger Service that is scheduled to arrive at or depart from a particular station:
 - (i) at 55, 56, 57, 58 or 59 minutes past the hour may instead be treated as though it were scheduled to arrive at (or depart from) that station in the immediately following hour (i.e. a service scheduled to arrive at 0857 may be treated as though it were scheduled to arrive in the 0900-0959 hour); and

- (ii) on the hour, or at 01, 02, 03 or 04 minutes past the hour, may instead be treated as though it were scheduled to arrive at (or depart from) that station in the immediately preceding hour (i.e. a service scheduled to arrive at 0902 may be treated as though it were scheduled to arrive in the 0800-0859 hour),

provided that any single Passenger Service is counted only once.

2.4 **References to "direct services"**

In these Train Service Requirements, a Passenger Service is a direct service from A to B if passengers may board the Passenger Service at A and subsequently alight at B, without needing to change from one train to another.

2.5 **References to "London"**

- (a) In tables labelled "ECML 1", "ECML 2", "MML 1" and "MML 2", references to:
 - (i) direct services to or from "London" are to be construed as meaning direct services between a specified location and either Kings Cross, Moorgate or St Pancras International;
 - (ii) arrival times in "London" are to be construed as meaning the arrival time at Kings Cross, Moorgate or St Pancras International; and
 - (iii) departure times from "London" are to be construed as meaning the departure time from Kings Cross, Moorgate or St Pancras International.
- (b) In tables labelled "South East London and Kent 1", "South East London and Kent 2", "BML Inner 1", "BML Inner 2", "BML Outer 1" and "BML Outer 2", references to:
 - (i) direct services to or from "London" are to be construed as meaning direct services between each specified location and any one or more of London Victoria, London Bridge or Blackfriars;
 - (ii) arrival times in "London" are to be construed as meaning the arrival time at London Victoria, London Bridge or Blackfriars (or the earliest arrival time at one of these stations, in the case of a train which calls at both Blackfriars and London Bridge); and
 - (iii) departure times from "London" are to be construed as meaning the departure time from London Victoria, London Bridge or Blackfriars (or the latest departure time from one of these stations, in the case of a train which calls at both Blackfriars and London Bridge).

2.6 **Interpretation of requirements in tables headed "Thameslink Core 1" and "Thameslink Core 2"**

(a) In tables labelled "Thameslink Core 1" and "Thameslink Core 2" relating to northbound Passenger Services:

(i) for each specified station listed in each table between Brighton and Elephant and Castle, the requirement is for at least the specified number of Core Passenger Services from the specified station to arrive at Blackfriars (in the case of Passenger Services travelling via Elephant and Castle) or London Bridge (in other cases) during each specified interval;

(ii) for specified stations between London Bridge and St Pancras International, the requirement is for at least the specified number of northbound Core Passenger Services to arrive at the specified station during each specified interval; and

(iii) for specified stations to the north of St Pancras International, the requirement is for at least the specified number of Core Passenger Services to the specified station to depart from St Pancras International during each specified interval,

and the requirements of the First and Last Train Specification set out in those tables are to be construed accordingly.

(b) In tables labelled "Thameslink Core 1" and Thameslink Core 2" relating to southbound Passenger Services:

(i) for specified stations to the north of St Pancras International, the requirement is for at least the specified number of Core Passenger Services from the specified station to arrive at St Pancras International during each specified interval;

(ii) for specified stations between St Pancras International and London Bridge, the requirement is for at least the specified number of southbound Core Passenger Services to arrive at the specified station during each specified interval;

(iii) for stations listed in the table between Elephant and Castle and Brighton, the requirement is for at least the specified number of Core Passenger Services to the specified station departing from Blackfriars (in the case of a Passenger Service travelling via Elephant and Castle) or from London Bridge (in other cases) during each specified interval,

and the requirements of the First and Last Train Specification set out in those tables are to be construed accordingly.

- (c) For the purposes of paragraphs 2.6(a) and 2.6(b) above, a "Core Passenger Service" is a Passenger Service which calls at both Blackfriars and St Pancras International.

2.7 Requirements in tables labelled "BML Outer 1" and "BML Outer 2"

In the tables labelled "BML Outer 1" and "BML Outer 2", the requirements specified in Tables 3 and 4 are in addition to those specified in Tables 1 and 2. Accordingly a Passenger Service that is counted towards meeting a requirement specified in Table 1 or Table 2 may not also be counted towards meeting a requirement specified in Table 3 or Table 4.

2.8 Requirements in tables labelled "West Coastway"

In the tables labelled "West Coastway", the requirements specified in Tables 2 and 4 are in addition to those specified in Tables 1 and 3. Accordingly a Passenger Service that is counted towards meeting a requirement specified in Table 1 or 3 may not also be counted towards meeting a requirement specified in Table 2 or 4.

2.72.9 References to "inner services", "outer services" and "Cambridge Express"

- (a) For the purposes of the tables labelled "ECML 1" and "ECML 2":
- (i) a "Cambridge Express Service" is a Passenger Service which is scheduled to call at London Kings Cross, Cambridge and no more than two other stations between London Kings Cross and Cambridge (and which may, but is not required to, be extended to serve stations north of Cambridge);
 - (ii) an "ECML Outer Service" is a Passenger Service, not being a Cambridge Express Service, which is scheduled to call at or pass through Welwyn North station and which, between Welwyn North and Finsbury Park, is not scheduled to call at any station other than Welwyn North, Welwyn Garden City, Hatfield, Potters Bar and Finsbury Park;
 - (iii) an "ECML Inner Service" is a Passenger Service which is neither a Cambridge Express Service nor an ECML Outer Service;
 - (iv) both ECML Inner Services and ECML Outer Services may be counted towards meeting the requirements specified in the tables in relation to Finsbury Park, Potters Bar, Hatfield and Welwyn Garden City;
 - (v) only ECML Inner Services may be counted towards meeting the requirements specified in the rows labelled "ECML inner services only except Finsbury Park, Potters Bar, Hatfield and Welwyn Garden City";
 - (vi) only ECML Outer Services may be counted towards meeting the requirements specified in the rows labelled "ECML outer services only";

- (vii) only Cambridge Express Services may be counted towards meeting the requirements specified in the tables in the rows labelled "CEx only";
 - (viii) only Cambridge Express Services and ECML Outer Services may be counted towards meeting the requirements specified for Waterbeach, Ely, Littleport, Downham Market, Watlington and Kings Lynn.
- (b) For the purposes of the tables labelled "South East London & Kent 1" and "South East London & Kent 2":
- (i) a "Kent Outer Service" is a Passenger Service which is not scheduled to call at any stations between Bromley South and Elephant and Castle (other than those two stations themselves);
 - (ii) a "Kent Inner Service" is a Passenger Service which is not a Kent Outer Service;
 - (iii) only Kent Outer Services may be counted towards meeting the requirements specified in the tables in the rows labelled "Kent Outer Services only";
 - (iv) only Kent Inner Services may be counted towards meeting the requirements specified in the tables in the rows labelled "Kent Inner Services only";
 - (v) Passenger Services operating on routes covered by the sheets labelled "BML Inner 1" and "BML Inner 2" may not be counted towards the requirements specified for Elephant and Castle in the tables labelled "South East London & Kent 1" and "South East London & Kent 2".
- (c) For the purposes of the tables labelled "BML Inner 1", "BML Inner 2", "BML Outer 1" and "BML Outer 2":
- (i) a "BML Outer Service" is a Passenger Service which either:
 - (A) calls at or passes through Coulsdon South station, or by-passes Coulsdon South station via the Quarry Lines, and which is not scheduled to call at any station between Coulsdon South and London Victoria, London Blackfriars or (as the case may be) London Bridge other than Coulsdon South, Purley, South Croydon, East Croydon, Norwood Junction, Clapham Junction, London Victoria, New Cross Gate, London Bridge, Tulse Hill, Herne Hill, Elephant and Castle or London Blackfriars; or
 - (B) calls at or passes through Sanderstead station and which is not scheduled to call at any station between Sanderstead and London

Victoria or (as the case may be) London Bridge other than Sanderstead, Purley, South Croydon, East Croydon, Norwood Junction, Clapham Junction, London Victoria or London Bridge.

- (ii) a "BML Inner Service" is a Passenger Service which is not a BML Outer Service;
- (iii) both BML Inner Services and BML Outer Services may be counted towards meeting the requirements specified in the tables labelled "BML Inner 1" and "BML Inner 2" for Purley, East Croydon, Norwood Junction, New Cross Gate and Clapham Junction;
- (iv) only BML Inner Services may be counted towards meeting the requirements specified in those tables for stations other than Purley, East Croydon, Norwood Junction, New Cross Gate and Clapham Junction;
- (v) only BML Outer Services may be counted towards meeting the requirements specified in the tables labelled "BML Outer 1" and "BML Outer 2";
- (vi) Passenger Services operating on routes covered by the sheets labelled "South East London & Kent 1" and "South East London & Kent 2" may not be counted towards meeting the requirements specified for Elephant and Castle in the sheets labelled "BML Inner 1" and "BML Inner 2"; and
- (vii) Passenger Services operating between East Croydon and Elephant and Castle may not be counted towards meeting the requirements specified for Elephant and Castle in the sheet labelled "BML Inner 1".

2.82.10 References to "total stopping or passing"

- (a) In the tables labelled "Thameslink Core 1", "Thameslink Core 2", "BML Outer 1" and "BML Outer 2":
 - (i) any Passenger Service calling at or passing through Welwyn Garden City station may be counted towards the requirement specified in a row labelled "WGC (total stopping or passing)";
 - (ii) any Passenger Service calling at or passing through Redhill station, or by-passing Redhill station via the Quarry Lines, may be counted towards the requirement specified in a row labelled "Redhill (total stopping or passing)";
 - (iii) any Passenger Service calling at or passing through Three Bridges station may be counted towards the requirement specified in a row labelled "Three Bridges (total stopping or passing)".

2.92.11 **References to "passing through" particular stations**

For the purposes of paragraphs [2.72.9](#) and [2.82.10](#) above, a Passenger Service is treated as "passing through" a particular station ("Station A") only if it is possible for passengers to travel on that Passenger Service between a London Station and a station that is further away from London than Station A, where "London Station" means either Kings Cross, St Pancras International, London Victoria or London Bridge.

2.102.12 **References to "Gatwick Airport (Express Services)"**

In the tables labelled "BML Outer 1" and "BML Outer 2", the requirement in relation to rows labelled "Gatwick Airport (Express Services)" is to provide the specified number of non-stop Passenger Services between London Victoria and Gatwick Airport (which for the avoidance of doubt may also serve stations south of Gatwick Airport). Such services may additionally be counted to the requirements specified in the rows labelled "Gatwick Airport" in those tables.

2.112.13 **Bank Holidays**

Except to the extent that the Secretary of State may agree otherwise:

- (a) the Franchisee shall not be required to deliver the TSR on Christmas Day or Boxing Day, but on Boxing Day shall be required to operate services in accordance with paragraph [2.11\(e\)2.13\(e\)](#) below;
- (b) in relation to New Year's Day the Franchisee shall be required to deliver the same service specified to be operated on Sunday in the Timetable then in force;
- (c) in relation to all other Bank Holidays and the weekdays that are not Bank Holidays between Christmas Day and New Year's Day the Franchisee shall be required to deliver the same service specified to be operated on Saturday in the Timetable then in force;
- (d) on 24th December the Franchisee may make such reasonable reductions in the Passenger Services after 1300 hours to reflect reduced demand and the need to ensure that the cessation of train services occurs in an operationally efficient manner as the Secretary of State may agree, such agreement not to be unreasonably withheld; and
- (e) in relation to Boxing Day, from approximately 0830 (departures from origin) until approximately 2100 (arrivals at destination), the Franchisee is required to provide:
 - (i) services between London Victoria and Gatwick Airport at half-hourly intervals;
 - (ii) services between London Victoria and Brighton at hourly intervals, calling at East Croydon, Gatwick Airport and Haywards Heath. The requirements for these services may be combined with those between London Victoria and Gatwick Airport; and

- (iii) stopping services at half-hourly intervals between:
 - (A) London Victoria and Sutton via Selhurst; and
 - (B) London Victoria and Croydon via Crystal Palace.

2.122.14 No prioritisation of any aspect of any of the TSRs

In the case of each TSR, the obligations of the Franchisee are in relation to the entire TSR and the Franchisee shall not be permitted to prioritise the delivery of any element of the TSR to the detriment of any other.

2.132.15 Passenger Services not required by the TSRs

Subject to compliance with all relevant provisions of the Franchise Agreement the Franchisee is not restricted by any of the TSR from providing any specification of Passenger Services (including departures from any stations, passenger carrying capacity and departures prior to the latest specified time for the First Train or after the earliest specified time for the Last Train) additional to that required for the purposes of complying with such TSR.

3. Train Service Requirement - TSR1

3.1 TSR1 consists of the following elements:

- (a) a requirement to operate the Passenger Services specified under the heading "Timetable Assumptions – Franchise Start to 20 December 2014" in the document entitled "Timetable assumptions between September 2014 and December 2015 – issued September 2013 to short-listed bidders for the TSGN franchise", placed in folder reference 01.01.01 in the data room; and
- (b) the Capacity Requirement in the tables labelled CR1.

4. Train Service Requirement - TSR2

4.1 TSR2 consists of the following elements:

- (a) a requirement to operate the Passenger Services specified under the heading "Timetable Assumptions – 21 December 2014 to Combined Effective Date" in the document entitled "Timetable assumptions between September 2014 and December 2015 – issued September 2013 to short-listed bidders for the TSGN franchise", placed in folder reference 01.01.01 in the data room"; and
- (b) the Capacity Requirement in the tables labelled CR2.

5. Train Service Requirement – TSR3

5.1 TSR3 consists of the following elements:

- (a) a requirement to operate the Passenger Services specified under the heading "Timetable Assumptions – Combined Effective Date to Passenger Change Date in December 2015" in the document entitled "Timetable assumptions between September 2014 and December 2015 – issued September 2013 to short-listed bidders for the TSGN franchise", placed in folder reference 01.01.01 in the data room"; and
- (b) the Capacity Requirement specified in the tables labelled CR3.

6. Train Service Requirement - TSR4

6.1 TSR4 consists of the following elements:

- (a) the Capacity Requirements specified in the table labelled CR3; and
- (b) the Minimum Service Specification and the First and Last Train Specification described in the tables labelled:
 - (i) ECML 1 (Northbound and Southbound);
 - (ii) MML 1 (Northbound and Southbound);
 - (iii) South East London and Kent 1 (Southbound and Northbound);
 - (iv) BML Inner 1 (Southbound and Northbound);
 - (v) BML Outer 1 (Southbound, Northbound, Redhill Outbound and Redhill Inbound);
 - (vi) West Coastway (Westbound and Eastbound, from each of Brighton and Littlehampton);
 - (vii) East Coastway (Eastbound and Westbound);
 - (viii) Milton Keynes-Croydon (Northbound and Southbound; arrivals at and departures from Kensington (Olympia) in each case); and
 - (ix) Additional First and Last Train Specification.

7. Train Service Requirement - TSR5

7.1 TSR5 consists of the following elements:

- (a) the Capacity Requirement specified in the tables labelled CR4; and
- (b) the Minimum Service Specification and the First and Last Train Specification described in the tables labelled:
 - (i) ECML 1 (Northbound and Southbound);
 - (ii) MML 1 (Northbound and Southbound);
 - (iii) South East London and Kent 2 (Southbound and Northbound);

- (iv) BML Inner 1 (Southbound and Northbound);
- (v) BML Outer 1 (Southbound, Northbound, Redhill Outbound and Redhill Inbound);
- (vi) West Coastway (Westbound and Eastbound, from each of Brighton and Littlehampton);
- (vii) East Coastway (Eastbound and Westbound);
- (viii) Milton Keynes-Croydon (Northbound and Southbound; arrivals at and departures from Kensington (Olympia) in each case); and
- (ix) Additional First and Last Train Specification.

8. Train Service Requirement - TSR6

8.1 TSR6 consists of the following elements:

- (a) the Capacity Requirement specified in the tables labelled CR4; and
- (b) the Minimum Service Specification and the First and Last Train Specification described in the tables labelled:
 - (i) ECML 2 (Northbound and Southbound);
 - (ii) MML 2 (Northbound and Southbound);
 - (iii) South East London and Kent 2 (Southbound and Northbound);
 - (iv) BML Inner 2 (Southbound and Northbound);
 - (v) BML Outer 2 (Southbound, Northbound, Redhill Outbound and Redhill Inbound);
 - (vi) West Coastway (Westbound and Eastbound, from each of Brighton and Littlehampton);
 - (vii) East Coastway (Eastbound and Westbound);
 - (viii) Milton Keynes-Croydon (Northbound and Southbound; arrivals at and departures from Kensington (Olympia) in each case);
 - (ix) Thameslink Core 1 (Northbound and Southbound); and
 - (x) Additional First and Last Train Specification.

8.2 For the avoidance of doubt, a single Passenger Service that contributes to meeting a requirement specified in the tables labelled "Thameslink Core 1" may also be counted as contributing to meeting a requirement specified in one of the other tables listed in paragraph 8.1(b)(i) to 8.1(b)(viii) above

9. **Train Service Requirement - TSR7**

9.1 TSR7 consists of the following elements:

- (a) the Capacity Requirement specified in the tables labelled CR5; and
- (b) the Minimum Service Specification and the First and Last Train Specification described in the tables labelled:
 - (i) ECML 2 (Northbound and Southbound);
 - (ii) MML 2 (Northbound and Southbound);
 - (iii) South East London and Kent 2 (Southbound and Northbound);
 - (iv) BML Inner 2 (Southbound and Northbound);
 - (v) BML Outer 2 (Southbound, Northbound, Redhill Outbound and Redhill Inbound);
 - (vi) West Coastway (Westbound and Eastbound, from each of Brighton and Littlehampton);
 - (vii) East Coastway (Eastbound and Westbound);
 - (viii) Milton Keynes-Croydon (Northbound and Southbound; arrivals at and departures from Kensington (Olympia) in each case);
 - (ix) Thameslink Core 2 (Northbound and Southbound)
 - (x) Additional First and Last Train Specification.

9.2 For the avoidance of doubt, a single Passenger Service that contributes to meeting a requirement specified in the tables labelled "Thameslink Core 2" may also be counted as contributing to meeting a requirement specified in one of the other tables listed in paragraph 9.1(b)(i) to 9.1(b)(viii) above.