

# **INTEGRATED KENT FRANCHISE SERVICE SPECIFICATIONS: CHANGES TO JANUARY 2005 STAKEHOLDER BRIEFING DOCUMENT**

## **INTRODUCTION**

The Integrated Kent Franchise (IKF) is a new franchise that will cover services on the routes currently operated by South Eastern Trains along with new Channel Tunnel Rail Link Domestic Services (CTRL DS) when these are introduced in 2009.

The SRA published proposed train service specifications for the IKF for consultation in February 2004. These had been developed after earlier consultation. Following a 12-week consultation on the specifications the SRA reviewed the proposals in the light of responses received and the Government's performance and financial objectives for the IKF.

The SRA's Stakeholder Briefing Document (SBD), published in January 2005, summarised the consultation and set out the key elements that the SRA wants the four bidders to deliver in 2009. The SBD incorporated a number of changes to the train service specification for 2009 following stakeholder feedback. This note summarises further changes to the service specification since the publication of the SBD.

June 2005

## **NOTES/ABBREVIATIONS**

IKF	Integrated Kent Franchise
CTRL	Channel Tunnel Rail Link
DS	Domestic Services
SBD	Stakeholder Briefing Document
ITT	Invitation to Tender
tph	train/s per hour
tppp	train/s per peak period
Peak	When used in relation to trains to/from London, usually means trains arriving at their London terminal between 07.00 and 09.59, or departing London between 16.00 and 18.59.

Note that references quoted (e.g. A1.2.1.1) relate to the SBD.

## ROUTE COMMENTARIES

**LONDON EAST: Services operating on the Greenwich, Woolwich (North Kent), Bexleyheath, and Sidcup Lines to Dartford, Hayes Line, and Local Services to Orpington and Sevenoaks via Grove Park [A1.2.1]**

<b>Route</b>	<p><b>Sidcup Line to Dartford [A1.2.1.1]</b></p> <p><b>Bexleyheath Line to Dartford [A1.2.1.2]</b></p> <p><b>North Kent Line (including Greenwich and Woolwich) [A1.2.1.3]</b></p>
<b>SBD position</b>	<p><b>Sidcup Line to Dartford [A1.2.1.1]</b></p> <ul style="list-style-type: none"> <li>• 2 tph Cannon Street – Crayford (going forward to Slade Green and stations on the North Kent Line via Woolwich);</li> <li>• 2 tph Charing Cross - Gravesend, fast from London Bridge to New Eltham;</li> <li>• 2 tph Victoria – Sidcup (via Peckham Rye and Lewisham);</li> <li>• 2 tppp Charing Cross – Dartford; and</li> <li>• 2 tppp Cannon Street – Dartford.</li> </ul> <p><b>Bexleyheath Line to Dartford [A1.2.1.2]</b></p> <ul style="list-style-type: none"> <li>• 2 tph Cannon Street – Dartford;</li> <li>• 2 tph Charing Cross – Dartford; and</li> <li>• 4 tppp Charing Cross – Barnehurst.</li> </ul> <p><b>North Kent Line (including Greenwich and Woolwich) [A1.2.1.3]</b></p> <ul style="list-style-type: none"> <li>• 2 tph Cannon Street – Slade Green via Greenwich (going forward to Crayford and stations on the Sidcup Line);</li> <li>• 2 tph Cannon Street – Dartford via Greenwich;</li> <li>• 2 tph Charing Cross – Gillingham via Lewisham and Woolwich Arsenal, semi-fast;</li> <li>• 2 tph Charing Cross – Plumstead via Lewisham; and</li> <li>• 4 tppp Cannon Street – Dartford via Greenwich.</li> </ul>
<b>Final specification</b>	<p>In response to concerns expressed by stakeholders, in particular passengers with established travel patterns between the Bexleyheath line and Denmark Hill/Victoria, that service is now included in the specification. The previously proposed new Sidcup – Victoria service is no longer planned.</p> <p>This will result in the standard daytime service via Bexleyheath increasing to 6 trains per hour (previously proposed to be 4) and the combined frequency west of Sidcup becoming 4 trains per hour (previously proposed to be 6).</p> <p>/ continues ....</p>

<b>Final specification</b>	<p><i>/ continued ....</i></p> <p>Consequential changes to the specification for Dartford Loop services (i.e. via Sidcup) are being made to maintain local links and service frequencies comparable to those presently provided.</p> <p>The overall effects (compared with the SBD position) can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• Victoria – Dartford via Bexleyheath: service added to the specification;</li> <li>• Victoria – Sidcup: not now included;</li> <li>• Charing Cross – Gravesend: to call additionally at Mottingham, Lee and Hither Green;</li> <li>• Cannon Street – Slade Green via Sidcup: to call additionally at Lewisham.</li> </ul> <p>A change to specified stopping pattern: Cannon Street – Dartford via Bexleyheath to call additionally at New Cross.</p> <p>The 2 tph Charing Cross – Gillingham semi-fast service via Lewisham and Woolwich Arsenal to call additionally at Higham.</p>
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<b>Route</b>	<b>Hayes Line [A1.2.1.4]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 2 tph Cannon Street – Hayes via Lewisham; and</li> <li>• 2 tph Charing Cross – Hayes (fast from London Bridge to Ladywell).</li> </ul>
<b>Final specification</b>	As per SBD.

<b>Route</b>	<b>Orpington and Sevenoaks (via Chislehurst) Local Services [A1.2.1.5]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 2 tph Charing Cross – Sevenoaks (fast from London Bridge to Hither Green); and</li> <li>• 2 tph Cannon Street - Orpington via Lewisham.</li> </ul>
<b>Final specification</b>	The Charing Cross – Sevenoaks local service is extended to run into the evening, with consequent alteration to evening stopping patterns on some outer suburban services between London and Tonbridge (and beyond).

<b>Route</b>	<b>Bromley North Branch [A1.2.1.6].</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 2 tph all day.</li> </ul>
<b>Final specification</b>	As per SBD.

**LONDON SOUTH: Other IKF Local Services on Routes within Greater London [A1.2.2]**

<b>Route</b>	<b>IKF Local Services via Herne Hill [A1.2.2.1]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 2 tph Victoria – Orpington;</li> <li>• 2 tph Victoria – Beckenham Junction; and</li> <li>• 3 tppp Blackfriars – Kent House.</li> </ul>
<b>Final specification</b>	Change to stopping pattern: Victoria – Orpington via Herne Hill to call additionally at West Dulwich and Sydenham Hill.

<b>Route</b>	<b>Blackfriars – Sevenoaks via Swanley [A1.2.2.2]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 2 tph Blackfriars – Sevenoaks; and</li> <li>• 4 tppp Blackfriars – Bellingham.</li> </ul>
<b>Final specification</b>	As per SBD.

**MEDWAY: Services through the Medway Towns and Sittingbourne [A1.2.3]**

<b>Route</b>	<b>Services through the Medway Towns and Sittingbourne [A1.2.3]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 2 tph St Pancras – Sittingbourne via Gravesend and Medway Towns (see note below);</li> <li>• 2 tph Victoria – Ramsgate;</li> <li>• 2 tph Sheerness – Dover Priory;</li> <li>• 2 tph Charing Cross - Gillingham via Dartford and North Kent;</li> <li>• 3 tppp St Pancras – Broadstairs via Medway Towns;</li> <li>• 3 tppp St Pancras – Rochester;</li> <li>• 2 tppp Cannon Street – Broadstairs via Medway Towns;</li> <li>• 2 tppp Cannon Street – Faversham via Medway Towns;</li> <li>• 3 tppp Victoria – Rochester (or Gillingham); and</li> <li>• 1 tppp Blackfriars – Rochester (or Gillingham).</li> </ul> <p>Note: during the busiest two hours in each peak period, the half hourly CTRL DS service from St Pancras to Sittingbourne will operate as a St Pancras – Ebbsfleet shuttle.</p>
<b>Final specification</b>	The 2 tph Charing Cross – Gillingham semi-fast service via Lewisham and Woolwich Arsenal to call additionally at Higham.

**EAST KENT: Services in East Kent including the East and North Kent Coasts and Canterbury [A1.2.4]**

<b>Route</b>	<b>East Kent Services via Ashford [A1.2.4.1]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 1 tph St Pancras – Margate via Canterbury West;</li> <li>• 1 tph St Pancras – Folkestone (or Dover Priory);</li> <li>• 1 tph Charing Cross – Ramsgate via Tonbridge and Dover Priory;</li> <li>• 1 tph Charing Cross – Dover Priory via Tonbridge;</li> <li>• 1 tph Victoria – Canterbury West via Maidstone East;</li> <li>• 2 tppp St Pancras – Folkestone (/Dover Priory) (as portions of the St Pancras – Margate service);</li> <li>• 2 tppp St Pancras – Ramsgate via Canterbury West (as portions of the St Pancras – Folkestone (/Dover Priory) service);</li> <li>• 3 tppp Charing Cross – Ashford via Tonbridge; and</li> <li>• 2 tppp Cannon Street – Ashford via Tonbridge.</li> </ul> <p>Stakeholders have reaffirmed their strong aspiration to extend CTRL DS services from Folkestone to Dover, and we can confirm this remains a firm objective. Dialogue is continuing with Network Rail and HM Railway Inspectorate with a view to resolving the emergency egress issues from a train inside the narrow single-bore Shakespeare Tunnels, and we will continue to work closely with our rail industry partners to meet this aim provided it can be achieved at an affordable cost. We hope to achieve full clarity with the relevant safety authorities later in the Summer.</p>
<b>Final specification</b>	Victoria – Canterbury West via Maidstone East service: off-peak calls added at Hollingbourne, Harrietsham, Lenham and Charing.

<b>Route</b>	<b>North Kent Coast [A1.2.4.2]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 2 tph Victoria – Ramsgate;</li> <li>• 2 tph Sheerness – Dover Priory (1tph semi-fast between Faversham and Dover, 1tph all stations);</li> <li>• 3 tppp St Pancras – Broadstairs via Faversham and Medway Towns;</li> <li>• 2 tppp Cannon Street – Broadstairs via Faversham and Medway Towns; and</li> <li>• 2 tppp Cannon Street – Faversham via Medway Towns.</li> </ul>
<b>Final specification</b>	As per SBD.

<b>Route</b>	<b>Canterbury [A1.2.4.3]</b>
<b>SBD position</b>	<p>The Canterbury West route will be served by CTRL DS trains, supplemented by the Victoria - Canterbury West via Maidstone East service.</p> <ul style="list-style-type: none"> <li>• 1 tph St Pancras – Margate via Canterbury West;</li> <li>• 2 tppp St Pancras – Ramsgate via Canterbury West (as portions of the St Pancras – Folkestone (/Dover Priory) service);</li> <li>• 1 tph Victoria – Canterbury West via Maidstone East;</li> <li>• Canterbury East will be served by the 2 tph Sheerness – Dover Priory service.</li> </ul>
<b>Final specification</b>	Victoria – Canterbury West via Maidstone East service: off-peak calls added at Hollingbourne, Harrietsham, Lenham and Charing.

<b>Route</b>	<b>Faversham – Dover via Canterbury East [A1.2.4.4]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 1 tph Sheerness – Dover Priory (semi-fast); and</li> <li>• 1 tph Sheerness – Dover Priory (all stations).</li> </ul>
<b>Final specification</b>	As per SBD.

<b>Route</b>	<b>Ramsgate – Ashford via Dover Priory [A1.2.4.5]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 1 tph St Pancras – Folkestone (/Dover Priory);</li> <li>• 1 tph Charing Cross – Ramsgate via Tonbridge and Dover Priory;</li> <li>• 1 tph Charing Cross – Dover Priory via Tonbridge; and</li> <li>• 2 tppp St Pancras – Folkestone (/Dover Priory) (as portions of the St Pancras – Margate service).</li> </ul> <p>Martin Mill will be served by six trains per day in each direction.</p> <p>One train per day in each direction will continue to call additionally at Minster for the benefit of local school children.</p>
<b>Final specification</b>	See above for commentary on CTRL DS trains through to Dover Priory. Otherwise as per SBD.

**WEST KENT: including Sevenoaks, Hastings, Tonbridge and Intermediate Stations to Ashford [A1.2.5]**

<b>Route</b>	<b>Orpington – Tonbridge [A1.2.5.1]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 2 tph Charing Cross – Hastings (1 semi-fast, 1 stopping);</li> <li>• 2 tph Charing Cross – Tunbridge Wells;</li> <li>• 1 tph Charing Cross – Ramsgate via Tonbridge and Dover Priory;</li> <li>• 1 tph Charing Cross – Dover Priory via Tonbridge;</li> <li>• 2 tph Charing Cross – Sevenoaks (local stopping service);</li> <li>• 2 tppp Cannon Street – Hastings (semi-fast);</li> <li>• 2 tppp Cannon Street – Ashford via Tonbridge;</li> <li>• 3 tppp Charing Cross – Ashford via Tonbridge;</li> <li>• 2 tppp Cannon Street – Paddock Wood; and</li> <li>• 3 tppp Cannon Street – Sevenoaks (local stopping service).</li> </ul>
<b>Final specification</b>	As per SBD.

<b>Route</b>	<b>Tunbridge Wells – Hastings [A1.2.5.2 ]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 2 tph Charing Cross – Hastings (1 semi-fast, 1 stopping);</li> <li>• 2 tph Charing Cross – Tunbridge Wells; and</li> <li>• 2 tppp Cannon Street – Hastings (semi-fast).</li> </ul>
<b>Final specification</b>	As per SBD.

<b>Route</b>	<b>Tonbridge – Ashford [A1.2.5.3]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 1 tph Charing Cross – Ramsgate via Tonbridge and Dover Priory;</li> <li>• 1 tph Charing Cross – Dover Priory via Tonbridge;</li> <li>• 2 tppp Cannon Street – Ashford via Tonbridge;</li> <li>• 3 tppp Charing Cross – Ashford via Tonbridge; and</li> <li>• 2 tppp Cannon Street – Paddock Wood.</li> </ul>
<b>Final specification</b>	As per SBD.

<b>Route</b>	<b>Tonbridge – Redhill [A1.2.5.4]</b>
<b>SBD position</b>	These services are being reviewed as part of the Brighton Main Line Route Utilisation Study and, subject to agreement with the relevant parties, it is anticipated that services between Redhill and Tonbridge will be transferred to another franchise.
<b>Final specification</b>	Services west of Tonbridge via Redhill are retained within the 'base bid'. Possible transfer to another franchise (Southern) is a priced option.

#### **MAIDSTONE : Services via Maidstone East and Maidstone West [A1.2.6]**

<b>Route</b>	<b>Maidstone East Line [A1.2.6.1]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 1 tph Victoria – Canterbury West via Maidstone East and Ashford;</li> <li>• 1 tph Victoria – Maidstone East (with two of the three trains in each peak extended to/from Ashford);</li> <li>• 2 tppp Victoria – Ashford via Maidstone East;</li> <li>• 2 tppp Victoria –Maidstone East; and</li> <li>• 1 tppp Blackfriars – Ashford via Maidstone East.</li> </ul>
<b>Final specification</b>	<p>Change to stopping pattern: Victoria – Maidstone East, two peak trains diverted from Victoria to Blackfriars.</p> <p>Victoria – Canterbury West via Maidstone East service: off-peak calls added at Hollingbourne, Harrietsham, Lenham and Charing.</p>

<b>Route</b>	<b>Maidstone West (Medway Valley Line) [A1.2.6.2]</b>
<b>SBD position</b>	<ul style="list-style-type: none"> <li>• 1 tph Strood – Tonbridge (semi-fast between Strood and Maidstone West); and</li> <li>• 1 tph Strood – Maidstone West (all stations).</li> </ul> <p>2 tph between Strood and Maidstone West across the normal working day. Outside these times, the Strood – Tonbridge 'leg' of the service to call at all stations, but terminate at Paddock Wood.</p>
<b>Final specification</b>	As per SBD.



## **GENERAL**

The SRA has informed bidders that there is some flexibility in the number of calls at stations where limited stops are required, for example where the specification requires a 'peak only' service. The SRA expects bidders to provide train calls that are appropriate to meet the varying needs of local peak travellers (including schoolchildren) and commuters to and from London. Bidders have been advised that the required number of train calls at these stations should therefore be treated as a guideline only.

Stakeholders have expressed concerns that established travel patterns are being changed, for example the balance of trains serving Charing Cross as opposed to Cannon Street. The SRA has asked bidders to consider the balance between London terminals generally and it is therefore possible that there may be some alteration of terminal arrangements in the finally agreed franchise.