

Train Service Requirement 1 (TSR1)

Part 1 – General Provisions

1 Construction

- 1.1 The following provisions of this Part 1 shall apply in respect of the Train Service Requirement 1 (TSR1) referred to in the Franchise Agreement.
- 1.2 TSR1 for the InterCity East Coast Franchise is comprised of:
- i. These General Provisions;
 - ii. TSR1 Table 1A and 1B, specifying requirements for the minimum Monday-Friday train service;
 - iii. TSR1 Table 1C and 1D specifying requirements for the minimum Saturday train service; and
 - iv. TSR1 Table 1E and 1F specifying requirements for the minimum Sunday train service.

2 Days and times of day

- 2.1 Except to the extent TSR1 otherwise requires, references to a day means the period commencing at 0200 on one day and ending at 0159 on the following day and references to weekdays and particular days of the week shall be construed accordingly.
- 2.2 References to periods of times and periods of days include the times and days such periods start and finish.
- 2.3 All references to time are to the twenty-four hour clock.
- 2.4 Where the Train Service Requirement specifies a frequency of station calls in one hour or in a period longer than an hour, an hour will be interpreted to be a clock face hour beginning at “xx00” and ending at “xx59” and frequency shall be measured as calls on trains either to or from London King’s Cross.

3 Bank Holidays

- 3.1 The Franchise Operator shall not be required to operate services on Christmas Day or Boxing Day.
- 3.2 In relation to all other Bank Holidays and the weekdays that are not Bank Holidays between Christmas Day and New Year's Day the Franchise Operator shall be required to deliver (as a minimum) the same service specified to be operated on Saturdays in the Timetable then in force.
- 3.3 On 24th December and 31st December the Franchise Operator may make reasonable reductions in the Passenger Services after 2000 hours to reflect reduced demand and the need to ensure that the cessation of train services occurs in an operationally efficient manner.

4 Technical Structure

- 4.1 All services required in TSR1 Tables 1A-1F to operate to/from London King's Cross must operate on the East Coast Main Line between London King's Cross and Newark North Gate.
- 4.2 Station calls required in TSR1 Tables 1A-1F or by these General Provisions must be not limited to pick up or set down only, except:
 - i. Calls required at stations between Leeds and Bradford, Shipley and Harrogate may be pick up only (in the up direction) or set down only (in the down direction); and
 - ii. Calls at stations after 2300 may be set down only.
- 4.3 Any additional station calls may be designated either pick-up only or set down only at the Franchise Operator's discretion.
- 4.4 Where TSR1 Table 1A and TSR1 Table 1B specify maximum average journey times between London King's Cross and a Station, this criteria shall be met if the following condition applies:
$$TAJT \leq AJT$$
where:
 - TAJT is the Timetabled Average Journey Time in the public Timetable, rounded down to the nearest minute, calculated in para 4.5 below; and
 - AJT is the relevant Average Journey Time, specified in column M of TSR1 Table 1A or column L of TSR1 Table 1B (as applicable).
- 4.5 TAJT shall be determined in accordance with the following formula:

$$TAJT = \frac{(SFJT)}{X}$$

where:

- SFJT is the sum of the public timetable journey times for a number of trains equal to X which are the fastest trains within the specified time range; and
- X is the number of services within the specified time range in the public Timetable, specified in column N of TSR1 Table 1A or column M of TSR1 Table 1B (as applicable) which are required to be taken into account in the calculation of average journey time.

- 4.6 Where this TSR1 specifies a number of station calls per hour or within a time range, this reflects the minimum requirement and there is no limitation on the number of calls at any destination that may be proposed. Where TSR1 specifies that a number of calls at one station can be replaced with calls at another station, this is only a limitation on the number of calls that can be substituted and not a limitation on the number of calls at either station that may be proposed.
- 4.7 Services operated by another Franchisee cannot count towards meeting any of the requirements of this TSR1.
- 4.8 Where TSR1 Tables 1A-1F specify additional services to/from Edinburgh, these additional services may also operate to/from London King's Cross, but if they do so, such services will not count towards the minimum requirements specified for calls in services to/from London King's Cross.

5 Connectivity requirements

- 5.1 The requirements in this sub-section apply on Mondays-Fridays (inclusive) only.
- 5.2 In addition to the requirement for direct services to/from London King's Cross and Edinburgh specified in TSR1 Tables 1A and TSR1 Table 1B, the Franchise Operator is required to operate direct train services on the following intermediate flows at the times specified in paragraph 5.3 below:
 - i. Peterborough-Grantham
 - ii. Peterborough-Newark North Gate
 - iii. Grantham-Newark North Gate
 - iv. Grantham-Doncaster
 - v. Newark North Gate-Doncaster

vi. Retford-Doncaster

5.3 On each of these flows, the Franchise Operator shall operate at least the number of trains per day specified in the table below, and the first and last trains on each of these flows shall comply with the requirements specified in the table below. Except on the Peterborough-Grantham flow for which only the early and late trains are specified, the individual timings of the trains should be distributed through the day to provide a reasonable range of journey opportunities which meet passenger demand on each of the flows, and in particular demand for travel to/from work and education.

Flow	Minimum direct services per day in each direction (Down and Up)	Down direction		Up direction	
		First train departs no later than	Last train departs no earlier than	First train departs no later than	Last train departs no earlier than
Peterborough-Grantham	2	07:00	22:30	07:00	23:00
Peterborough-Newark North Gate	9	07:00	22:30	06:45	22:45
Grantham-Newark North Gate	9	07:15	22:45	06:45	22:45
Grantham-Doncaster	9	07:15	22:45	06:15	22:20
Newark North Gate-Doncaster	9	07:30	23:00	06:15	22:20
Retford-Doncaster	9	07:45	23:00	06:15	21:00
		All departure times are from Flow origin station			

5.4 The Franchise Operator is also required to operate at least 3 direct services in each local peak in the local peak direction between Doncaster and Leeds, also calling at Wakefield Westgate, departing or arriving at Leeds within the following times:

- i. Down direction: Arrival at Leeds between 08:00 and 09:30
- ii. Up direction: Departure from Leeds between 16:30 and 18:00

5.5 For the avoidance of doubt, services fulfilling the requirement in TSR1 Tables 1A and 1B for services between Leeds and London King's Cross may also fulfil the requirement in paragraph 5.4.