

AMENDMENTS TO SECTION 5.4.2 OF THE ITT (Train Services)

Paragraph (A) (Requirements)

The paragraph on page 65 which begins “The Department requires a Franchisee whose train services are compatible with the overall capacity of the rail network...” is replaced with the following paragraph:

The Department requires a Franchisee whose train services and timetables are compatible with the overall capacity of the rail network and, in particular, are deliverable alongside the InterCity and freight service requirements described in Table 5.4.2 (revised) (InterCity and freight services to be accommodated alongside Bidders’ train service proposals) below.

Table 5.4.2 on pages 66 to 68 is replaced with the following revised table:

Table 5.4.2 (revised): InterCity and freight services to be accommodated alongside Bidders’ train service proposals

Bidders’ proposed train services must be deliverable alongside the following patterns of InterCity and freight services throughout the Franchise term.

East Coast Main Line

For their December 2015 to December 2017 timetables, Bidders must assume that the current timetables for long-distance high-speed (LDHS) services continue to operate.

Bidders’ December 2018 timetables must fit with the following requirements:

- There shall be a regular pattern of four LDHS paths in each direction, repeating every 30 minutes between 0700 and 2159 Monday to Saturday and between 0900 and 2159 Sunday (arrivals at and departures from Kings Cross). Outside these hours LDHS trains will run at approximately current levels;
- During the first two hours of the morning peak (0700 – 0859 arriving Kings Cross), the requirement for LDHS paths is reduced a repeating pattern of three paths per 30-minute period in the southbound direction, with no requirement to call at Stevenage;
- The LDHS paths shall be timed for Class 91 and Mk4 between Kings Cross and Peterborough, and shall include the engineering and performance allowances set out in the Train Planning Rules that were in force when the Invitation to Tender was published;
- The paths shall allow for a range of fast, semi-fast and stopping services north of Peterborough with pathing time and any overtaking of LDHS services south of Doncaster avoided (wherever possible) or kept

to the minimum necessary (where unavoidable). Bids will be deemed to meet this requirement if they provide a minimum interval of 15 minutes between the last departure from Kings Cross in each 30-minute period and the first departure in the next 30-minute period (in the down direction) and a corresponding minimum interval of 10 minutes in respect of arrivals at Kings Cross (in the up direction), but it is open to Bidders to demonstrate that an alternative approach meets the requirement;

- In the down direction, it is desirable, but not essential, that the first or second LDHS service in a period departs Kings Cross at xx00 and in the subsequent period at xx30;
- In the down direction, both the third and fourth path in each 30-minute period shall be capable of calling at Stevenage and it may be assumed that, if the LDHS operator selects to call the 3rd path, the 4th path will not be utilised;
- In the up direction, the first path in each 30-minute period shall be capable of calling at Stevenage (Stevenage calls not required for trains arriving at Kings Cross before 0900);
- In the up direction, one call at each of Huntingdon and St Neots must be made on trains arriving at Kings Cross between 0800 and 0859, with the affected service(s) diverging from the regular pattern as necessary;
- Except during peak periods, in the peak direction, provision shall be made for one Class 4 freight path per hour, in each direction, between Peterborough and the North London Incline, which should be assumed to operate via the Hertford Loop;
- There is no requirement to protect capacity for freight over the two-track section between Woolmer Green and Digswell Junctions

Midland Main Line

The InterCity franchisee must be able to operate 5 trains per hour, rising to 6 with effect from the December 2017 timetable change, in each direction between 0600 and 2200. Two Class 6 freight paths in each direction must be accommodated in each off-peak hour between Bedford and London, class 66-hauled, the southbound trains being up to 2,200 tonnes trailing weight.

There is likely to be a requirement, at some point in the future, for up to three of the southbound paths to be able to accommodate 2,600 tonne class 66-hauled trains in each 24 hours, from various East Midlands locations to various London-area locations. Bidders do not need to cater for this likely future requirement in their Bids but may wish to note that, when it has been determined in which hours these trains should run, it may be necessary to re-time a couple of standard pattern Bedford-starting trains to depart Bedford up to 5 minutes earlier than the normal pattern.

Kent and Sussex

Bidders' plans must accommodate the current level of freight traffic at broadly the same times as today.

Paragraph (C) (Scoring)

The paragraph on page 72 which begins “Bids that go beyond the requirements set out in Table 5.4.2 above...” is replaced with the following paragraph:

Bids that go beyond the requirements set out in Table 5.4.2 (revised) above as regards long-distance high-speed services (LDHS) on the East Coast Main Line in ways that are likely to result in benefits for the provision of LDHS services, for example because they avoid pathing time in, or overtaking of, LDHS services or by providing for either the first or second LDHS departures from Kings Cross in each flight being timed at xx00 and xx30 respectively.