

## **Train Service Requirement 2 (TSR2)**

### **Part 1 – General Provisions**

#### **1 Construction**

- 1.1 The following provisions of this Part 1 shall apply in respect of the Train Service Requirement (TSR2) referred to in paragraph 1.2(b) of Part A of Schedule 1.1 to the Franchise Agreement.
- 1.2 TSR2 for the InterCity East Coast Franchise is comprised of:
  - i. These General Provisions;
  - ii. TSR2 Table 2A and 2B, specifying requirements for the minimum Monday-Friday train service;
  - iii. TSR2 Table 2C and 2D specifying requirements for the minimum Saturday train service; and
  - iv. TSR2 Table 2E and 2F specifying requirements for the minimum Sunday train service.

#### **2 Days and times of day**

- 2.1 Except to the extent TSR2 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 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 TSR2 Tables 2A-2F 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, except that on Mondays-Fridays only, 1 train per day in each direction which is required to operate to/from London King's Cross may operate between London King's Cross and Peterborough or between London King's Cross and Grantham in each case rather than Newark North Gate.
- 4.2 Station calls required in TSR2 Tables 2A-2F or by these General Provisions must not be 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 TSR2 Table 2A and TSR2 Table 2B 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 TSR2 Table 2A or column L of TSR2 Table 2B (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 TSR2 Table 2A or TSR2 Table 2B as being required to be taken into account in the calculation of average journey time.

4.6 Where TSR2 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 TSR2 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 train operating company cannot count towards meeting any of the requirements of this TSR2.

4.8 Where TSR2 Tables 2A-2F 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 TSR2 Tables 2A and TSR2 Table 2B, 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 TSR2 Tables 2A and 2B for services between Leeds and London King's Cross may also fulfil the requirement in paragraph 5.4.

## 6 Contingent initiative

- 6.1 The operation of services between London King's Cross and Middlesbrough as specified in TSR2 Tables 2A and 2B will be required if Timetable Development Rights are granted by 1 June 2017 that enable the Franchise Operator to secure a Timetable that enables it to operate 7 trains per hour to/from London King's Cross in at least six hours of the day, leaving King's Cross between 07:00 and 20:00, and arriving at King's Cross between 08:00 and 21:00, on weekdays and,

for the purpose of the Franchise Agreement, the services described in paragraph 6.2 below shall form part of the Train Service Requirement. .

- 6.2 If the Timetable Development Rights described in paragraph 6.1 are granted by 1 June 2017, the Franchise Operator will operate 6 services per day on weekdays from London King's Cross to Middlesbrough and 7 services per day on weekdays from Middlesbrough to London King's Cross (for the avoidance of doubt, the minimum number of calls at London King's Cross in column F of TSR Table 2A will be 100 and the minimum number of calls at London King's Cross in column E of TSR2 Table 2B will be 99).
- 6.3 If the Timetable Development Rights described in paragraph 6.1 are not granted by 1 June 2017:
- i. The Franchise Operator will not be required to operate the services to and from Middlesbrough specified in TSR2 Tables 2A and 2B and referred to in paragraph 6.2 above.
  - ii. The Franchise Operator will not be required to operate the additional services to and from London King's Cross specified in TSR Tables 2A and 2B (for the avoidance of doubt, in this case the minimum number of calls at London King's Cross in column F of TSR Table 2A will be 94 and the minimum number of calls at London King's Cross in column E of TSR2 Table 2B will be 93).
  - iii. The Franchise Operator will continue to use all reasonable endeavours to secure such Timetable Development Rights as would enable it to secure a Timetable that enables it operate these services, and use reasonable endeavours to secure suitable rolling stock to operate these services as described in Schedule 6.1 (List of Committed Obligations) of the Franchise Agreement. Subject to obtaining such Timetable Development Rights and securing such suitable rolling stock, the Franchise Operator will operate the services to and from Middlesbrough and the additional services to and from London King's Cross specified in TSR2 Tables 2A and 2B, and for the purpose of the Franchise Agreement, these services shall form part of the Train Service Requirement.