

Construction and Interpretation of the South Western Franchise Agreement Train Service Specification Introduction and General Provisions

- 1.1 A This note describes the Franchise Train Service Specification (TSS). There are three specific TSS applicable to this franchise:
- TSSO - applicable from the Start Date until the Passenger Change Date in December 2018
 - TSSI - applicable from the Passenger Change Date in December 2018 until the Passenger Change Date in December 2020
 - TSS2 - applicable from the Passenger Change Date in December 2020 until the end of the Franchise term
- 1.2 The TSS covers four sets of services. These sets of services are defined as:
1. South Western Main Suburban (Main SUB)
 2. Windsor Lines
 3. South Western Main Line
 4. Non London
- 1.3 References to a day mean the period commencing at 02:00 on one day and ending at 01:59 on the following day and references to particular days of the week shall be construed accordingly.
- 1.4 All references to time refer to the twenty-four-hour clock.
- 1.5 Any reference to December refers to the December Timetable Change Date.
- 1.6 Any reference to SX refers to Mondays to Fridays only, to SO refers to Saturdays only and to SuO refers to Sundays only.

Train Service Provision

TSSO

- 1.7 The minimum quantum of services for each Main SUB route is shown in 'TSSO Attachment A part 1 Train Service Provision' Tables A1-A2.
- 1.8 The minimum quantum of services for each Windsor Line route is shown in 'TSSO Attachment A part 1 Train Service Provision' Tables B1-B2.
- 1.9 The minimum quantum of services for each Main Line route is shown in 'TSSO Attachment A part 1 Train Service Provision' Tables C1-C4.
- 1.10 The minimum quantum of services for each Non-London route is shown in 'TSSO Attachment A part 1 Train Service Provision' Tables D1-D18.

TSSI

- 1.11 The minimum calling patterns and service intervals for each Main SUB route are shown in 'TSSI Attachment A part 1 Train Service Provision 2018' Tables SA-SE.
- 1.12 The minimum train service calling patterns and service intervals for each Windsor Line route are shown in 'TSSI Attachment A part 1 Train Service Provision 2018' Tables WA-WC.

1.13 The minimum train service calling patterns and service intervals for each Main Line route are shown in 'TSS1 Attachment A part 1 Train Service Provision 2018' Tables MA-ME.

1.14 The minimum train service calling patterns and service intervals for each Non London route are shown in 'TSS1 Attachment A part 1 Train Service Provision 2018' Tables LA-LH.

TSS2

1.15 The minimum calling patterns and service intervals for each Main SUB route are shown in 'TSS2 Attachment A part 1 Train Service Provision 2020' Tables SA-SE.

1.16 The minimum train service calling patterns and service intervals for each Windsor Line route are shown in 'TSS2 Attachment A part 1 Train Service Provision 2020' Tables WA-WC.

1.17 The minimum train service calling patterns and service intervals for each Main Line route are shown in 'TSS2 Attachment A part 1 Train Service Provision 2020' Tables MA-ME.

1.18 The minimum train service calling patterns and service intervals for each Non London route are shown in 'TSS2 Attachment A part 1 Train Service Provision 2020' Tables LA-LH.

1.19 In the attachments A part 1 train services are shown diagrammatically with lines representing the line of route and circles representing station calls. Station calls are normally open for both pick up and set down unless otherwise specified.

Journey Time Requirements

TSS0

1.20 No maximum journey time limits apply to TSS0.

TSS1

1.21 In each off peak hour, the fastest journey time between London Waterloo and each of Guildford; Portsmouth Harbour; Alton; Southampton Central; Bournemouth; Weymouth; Salisbury; and Exeter St David's will not exceed the values shown in 'TSS1 Attachment A part 3 Maximum Journey Times 2018'.

1.22 No other maximum journey time requirements apply to TSS1.

TSS2

1.23 The maximum journey times are set out in 'TSS2 Attachment A part 3 Maximum Journey Times 2020'. The values therein apply to all services operated in the time period between the designated First and Last trains as shown in 'TSS2 Attachment A part 4 First and Last Trains 2020'.

1.24 In the case of Windsor line services, the values apply to all services in Tables WA2, WBI and WC1, and to the faster 2tph in Table WA1. No maximum journey time value is applied to services in Table WA3 and WC2 or to the slowest two services of the 4tph specified in Table WA1.

1.25 The specified journey times refer to the public timetable. However, public/ working timetable differentials (PB time) of up to two minutes may be included at destination stations. These differentials can only be applied as shown in table 1 below. When PB time is included, it can be

added over and above the journey time values shown in 'Attachment A part 3 Journey Time requirements'.

Table 1: Public/working timetable differentials (PB time)

| Movement | Differential |
|---|---|
| All SX trains arriving at Waterloo between 0700 and 1000 | Advertised to arrive 2 minutes later than the WIT time |
| All SX trains departing from Waterloo between 1600 and 1900 | Advertised to arrive 2 minutes later than the WTT time at the ultimate destination UNLESS by doing so onward connections are severed. |
| Other trains may be advertised to depart earlier or arrive later, in order to maintain standard departure patterns. | In accordance of with Schedule 1.1, paragraph 20.2 of the Franchise Agreement, the Franchisee shall ensure that any such differential is not, in its reasonable opinion, materially different from the relevant working timetable Issued by Network Rail. |

- 1.26 In each off peak hour, the fastest Journey time between London Waterloo and each of Guildford; Portsmouth Harbour; Alton; Southampton Central; Bournemouth; Weymouth; Salisbury; and Exeter St David's will not exceed the values shown in 'TSS2 Attachment A part 3 Maximum Journey Times 2020'.
- 1.27 Unavoidable pathing time, or extended station dwell time used for the purpose of pathing other services in the timetable, may be added to the maximum times shown in the attachments A part 3. In this context unavoidable pathing time, or unavoidable extended station dwell is that incurred in order for another service to maintain its own pattern or journey time requirement.

First and Last trains

TSS0

- 1.28 'TSS0 Attachment A part 1 Train Service Provision' shows the First and Last train requirements to operate during TSS0.

TSS1

- 1.29 'TSS1 Attachment A part 4 First-Last Trains 2018' shows the First and Last train requirements to operate during TSS1.

TSS2

- 1.30 'TSS2 Attachment A part 4 First-Last Trains 2020' shows the First and Last train requirements to operate during TSS2.

TSS1 and TSS2

- 1.31 So long as a broadly regular service pattern is maintained, the first departure may be flexed from the even interval pattern to meet the first train requirement, thereby breaking the even interval pattern between the first and second train departures. Similarly, the last departure may be flexed to meet the last train requirement, thereby breaking the even interval pattern between the penultimate train and the last train departures. However the resulting interval

between the first and second service, or penultimate and final service should not exceed 1.5 times the standard pattern interval.

Capacity requirement

- 1.32 The minimum planned capacity requirements are shown in 'TSS1 Attachment A part 2 Capacity tables 2018' and 'TSS2 Attachment A part 2 Capacity tables 2020'. The capacity is defined in seated and total capacity. There are no specific capacity requirements during TSSO other than the requirements set out in Schedule 1.1 of the Franchise Agreement.
- 1.33 The minimum planned Main SUB capacity applies to trains that are normally timetabled to operate on the Slow Lines between London Waterloo and Raynes Park.
- 1.34 The minimum planned Windsor Lines capacity applies to trains that are normally timetabled to operate on the Windsor Lines between London Waterloo and Barnes Junction.
- 1.35 The minimum planned Main Line capacity applies to trains that are normally timetabled to operate on the Fast Line between London Waterloo and Wimbledon.

Bank Holidays

- 1.36 The level of service provided in the Timetable for the following days shall be as follows (unless the Secretary of State and franchisee otherwise agree):

| Date | Requirement |
|---|--|
| Christmas Eve (24 December) | A full weekday (SX) service must be operated until 13:00. Between 13:00 and 22:00 a reduced service may be operated, but at a frequency no less than the Saturday (SO) service. No trains are required to depart an originating station after 22:00. |
| Christmas Day (25 December) | No services are required |
| Boxing Day (26 December) | No services are required |
| Weekdays between Christmas and New Year | Saturday service |
| New Year's Day (1 January) | Sunday service |
| Other Bank Holidays | Sunday service |