

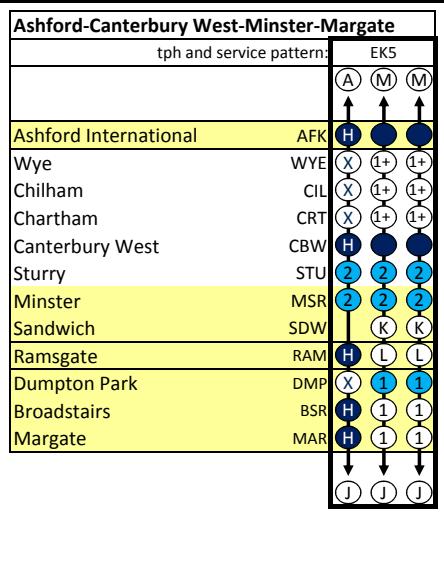
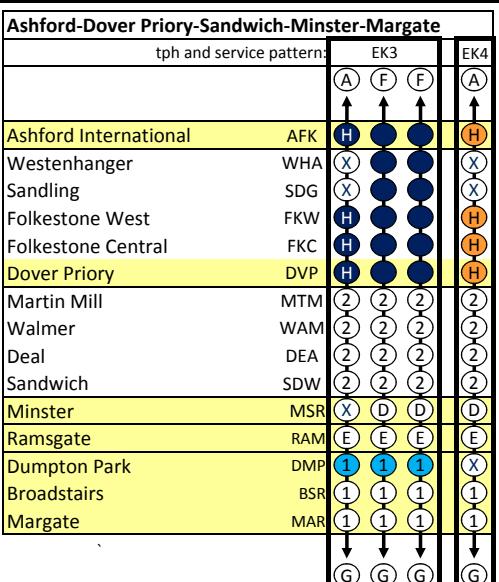
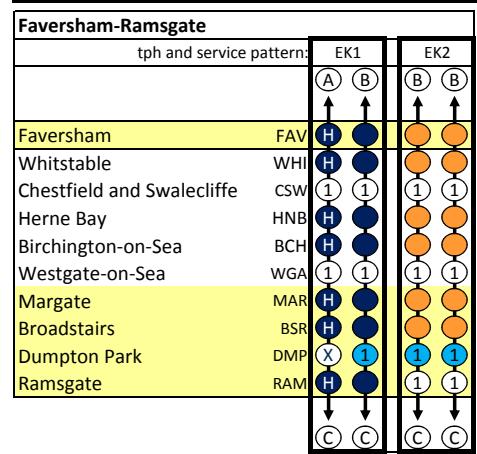
Attachment A part 1: Table EK**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

Table EK1: First and Last Trains

Ramsgate-Faversham-St Pancras International	SX	SO	SuO
First train to arrive STP no later than:	07:05	08:10	10:10
Last train to depart RAM no earlier than:	21:20	21:20	21:20
St Pancras International-Faversham-Ramsgate	SX	SO	SuO
First train to arrive RAM no later than:	09:15	09:15	10:15
Last train to depart STP no earlier than:	22:25	22:25	22:25
Ramsgate-Faversham-BFR/LBG or VIC	SX	SO	SuO
First train to arrive BFR/LBG or VIC no later than:	06:25	07:00	09:05
Last train to depart RAM no earlier than:	21:50	21:50	21:50
BFR/LBG or VIC-Faversham-Ramsgate	SX	SO	SuO
First train to arrive RAM no later than:	09:45	09:45	09:45
Last train to depart BFR/LBG or VIC no earlier than:	00:10	00:10	22:40
Ramsgate-Faversham	SX	SO	SuO
First train to arrive FAV no later than:	05:10	05:20	07:50
Last train to depart RAM no earlier than:	23:10	23:10	22:35
Faversham-Ramsgate	SX	SO	SuO
First train to arrive RAM no later than:	07:10	07:10	09:40
Last train to depart FAV no earlier than:	01:25	01:25	23:50

Table EK3: First and Last Trains

Dover Priory-Ashford International-St Pancras International	SX	SO	SuO
First train to arrive STP no later than:	06:55	06:55	08:55
Last train to depart DVP no earlier than:	22:45	22:45	21:45
St Pancras International-Ashford International-Dover Priory	SX	SO	SuO
First train to arrive DVP no later than:	08:40	07:45	09:45
Last train to depart STP no earlier than:	23:35	23:35	22:35
Dover Priory-Ashford International-London Bridge	SX	SO	SuO
First train to arrive LBG no later than:	06:20	06:45	09:45
Last train to depart DVP no earlier than:	20:55	20:55	20:55
London Bridge-Ashford International-Dover Priory	SX	SO	SuO
First train to arrive DVP no later than:	07:35	09:35	10:35
Last train to depart LBG no earlier than:	23:45	23:45	22:45
Dover Priory-Ashford International	SX	SO	SuO
First train to arrive AFK no later than:	05:05	05:30	08:15
Last train to depart DVP no earlier than:	23:45	23:45	22:45
Ashford International-Dover Priory	SX	SO	SuO
First train to arrive DVP no later than:	06:00	06:45	08:45
Last train to depart AFK no earlier than:	01:05	01:05	00:05
Ramsgate-Dover Priory	SX	SO	SuO
First train to arrive DVP no later than:	05:30	06:50	07:50
Last train to depart RAM no earlier than:	23:10	23:10	22:10
Dover Priory-Ramsgate	SX	SO	SuO
First train to arrive RAM no later than:	06:45	07:20	09:20
Last train to depart DVP no earlier than:	00:40	00:40	23:40

tph and service pattern description

EK1-5	Bidders are required to operate 3tph between MAR and RAM all day, whilst also meeting the requirements of each specific table below. The exact timing of these trains can vary from hour to hour, but must be as evenly spread across each hour as possible. The interval between two successive trains in either direction must not exceed 30 minutes.
EK1	Bidders must operate 2tph between RAM and FAV, and a minimum of 1tph of these must operate to and from STP via GRV to meet the requirements of service pattern HJ1 in Table HJ.
EK2	Bidders must operate a minimum of six additional trains to arrive at BFR; LBG; STP; and/or VIC between 07:00 and 09:29, and six additional trains to depart BFR; LBG; STP; and/or VIC between 16:30 and 18:59. At least three of these must serve CST in each peak period.
EK3	Bidders must operate 2tph between AFK and DVP calling at all stations and as close to even interval as possible, at least 1tph of this pair must be extended to and from SDW if not covered by an EK4 service. Bidders must also operate 1tph between STP and DVP calling at FKW and FKC. At least 1tph must operate between DVP and MAR. Bidders must operate a total 2tph between DVP and SDW, and also meet the requirement for High Speed services shown in Table HJ.
EK4	The bidder must provide additional trains between AFK and DVP to meet the minimum requirements of service pattern HJ2 in Table HJ.
EK5	The bidder must provide a minimum of 3tph between AFK and CBW and 1tph of these must call all stations. Between CBW and MSR bidders must provide 2tph one of which must also run through to MAR. These services must also meet the minimum requirements of service pattern HJ2 in Table HJ. Bidders must provide a minimum of two trains per day between MSR and SDW in each direction in order to meet local traffic needs, and they may run 1tph all day between MSR and SDW.

Station stops in each hour and service structure notes

- (●) Mandatory station stop on all-day service.
- (H) Mandatory station stop on all-day High Speed service that must operate to or from STP. For full High Speed requirements see Table HJ.
- (O) Mandatory station stop on SX peak additional service in the UP direction a.m. peak, and in the DOWN direction p.m. peak. High peak hour tph shown. Full peak quantum shown in tph and service description above.
- (H) Mandatory station stop on SX peak additional High Speed services in the UP direction a.m. peak and in the DOWN direction p.m. peak. High peak hour tph shown. Full peak quantum shown in tph and service description above. For full HJ requirements see Table HJ.
- (X) Bidders are not permitted to make a station stop at this station on any High Speed service that operates to or from STP.
- (1) Bidders must stop a minimum of 1tph at this station in this service pattern. i.e. 1tph in EK1 and 1tph in EK2 and 1tph in EK3 and 1tph in EK4 and 1tph in EK5.
- (1) Bidders must stop a minimum of 1tph at this station in any service pattern. i.e. 1tph in EK1 or 1tph in EK2 or 1tph in EK3 or 1tph in EK5.
- (2) Bidders must stop a minimum of 2tph at this station in service patterns EK3 and EK4 combined. Bidders must meet the minimum requirement for station stops at this station in Table HJ.
- (1+) Bidders must deliver a minimum of 2tph at this station on trains that arrive at CST, CHX or VIC SX between 07:00 and 09:29 and depart CST, CHX, or VIC SX between 16:00 and 18:29. Outside this time band bidders must stop a minimum of 1tph.
- (2) Bidders must deliver a minimum of 2tph at this station on trains that arrive at CST, CHX, STP or VIC SX between 07:00 and 09:29 and depart CST, CHX, STP or VIC SX between 16:00 and 18:29. Outside this time band bidders must stop a minimum of 1tph.
- (A) Bidders must operate this service to and from STP to meet the minimum requirements of the Table HJ service.
- (B) Bidders must operate this service to and from BFR, CST, STP or VIC as part of the Table HJ or MV service.
- (C) Bidders may operate this service beyond RAM as part of the service patterns EK3; EK4; or EK5 (which may also be a Table HJ service).
- (D) Bidders may operate this service via MSR. Beyond MSR bidders may operate this service via RAM to or from BFR, CST, STP or VIC as part of the EK1 or EK2 and Table HJ service, or alternatively operate this service via CBW as part of the EK5 service. Bidders must operate a minimum of two trains per day via MSR in each direction.
- (E) Bidders must operate at least one train an hour to and from RAM and this one train is not permitted to operate via MSR.
- (F) Bidders must operate this service to and from CST or CHX as part of the Table ML service.
- (G) Bidders may operate this service beyond MAR as part of the Table EK1 or EK2 service if operated beyond DVP.
- (J) Bidders may operate this service beyond MAR as part of the Table EK1 or EK2 (which may also be a Table HJ service).
- (K) Bidders may operate to or from SDW and beyond as part of the service pattern EK3 or EK4.
- (L) Bidders may operate to or from RAM and beyond as part of the service pattern EK1 or EK2.
- (M) Bidders must operate this service to and from CST or CHX or VIC as part of the Table ML or MV service.

General notes

1 Station name ABC (stn code):

2 The service pattern described above is a minimum requirement.

3 The capacity requirements are a minimum requirement.

4 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services

Attachment A part 1: Table HJ**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

High Speed via Ashford International		
tph and pattern to/from STP:	HJ1	HJ2
London St Pancras International	STP	●●●
Stratford International	SFA	●●●
Ebbsfleet International	EBD	(2)(2)
Ashford International	AFK	●●●
Folkestone West	FKW	*
Folkestone Central	FKC	*
Dover Priory	DVP	*
Martin Mill	MTM	D
Walmer	WAM	D
Deal	DEA	D
Sandwich	SDW	D
Canterbury West	CBW	●
Sturry	STU	B
Minster	MSR	B
Ramsgate	RAM	● E
Dumpton Park	DMP	B
Broadstairs	BSR	B
Margate	MAR	B

High Speed via Gravesend		
tph and pattern to/from STP:	HJ3	HJ4
London St Pancras International	STP	●●●
Stratford International	SFA	●●●
Ebbsfleet International	EBD	(2)(2)
Gravesend	GRV	●●●
Strood	SOO	●●●
Snodland	SDA	J J
Maidstone West	MDW	J J
Rochester	RTR	●●●
Chatham	CTM	●●●
Gillingham	GLM	●●●
Rainham (Kent)	RAI	●●●
Sittingbourne	SIT	●●●
Faversham	FAV	●●●
Whitstable	WHI	H
Chestfield and Swalecliffe	CSW	B
Herne Bay	HNB	●●●
Birchington-on-Sea	BCH	●●●
Westgate-on-Sea	WGA	B
Margate	MAR	●●●
Broadstairs	BSR	●●●
Dumpton Park	DMP	B
Ramsgate	RAM	G

Table HJ1:First and Last Trains			
Ashford International-St Pancras International	SX	SO	SuO
First train to arrive STP no later than:	05:55	06:25	08:25
Last train to depart AFK no earlier than:	23:15	23:15	22:40
St Pancras International-Ashford International			
First train to arrive AFK no later than:	07:45	07:15	09:15
Last train to depart STP no earlier than:	00:10	00:10	23:35
Table HJ3: First and Last Trains			
Faversham-St Pancras International	SX	SO	SuO

Tables HJ1 & HJ2: UP peak arrivals at STP			Tables HJ1 & HJ2: DOWN peak departures from STP		
07:00-07:59	08:00-08:59	09:00-09:59	16:00-16:59	17:00-17:59	18:00-18:59
720m	840m	240m	720m	720m	360m
Tables HJ3 & HJ4: UP peak arrivals at STP					
07:00-07:59	08:00-08:59	09:00-09:59	16:00-16:59	17:00-17:59	18:00-18:59
600m	840m	240m	360m	480m	600m
Tables HJ3 & HJ4: DOWN peak departures from STP					
360m	480m	240m	360m	480m	240m

tph and service pattern description

HJ1	2tph to depart AFK in UP direction as close to even interval from AFK as possible, except when HJ2 services are operating. 2tph to depart STP in DOWN direction as close to even interval as possible, except when HJ2 services are operating.
HJ2	Four trains to depart AFK as close to even interval in UP direction that arrive at STP between 07:00 and 08:59 - two broadly 60 minutes apart from RAM via CBW and two broadly 60 minutes apart from DVP (or beyond). Six trains to depart STP as close to even interval as possible in DOWN direction between 16:30 and 19:29 - three broadly even interval to RAM via CBW and three broadly even interval to DVP (or beyond).
HJ3	2tph to depart STP to FAV in DOWN direction as close to even interval as possible except when HJ4 services are operating. From no later than 07:30 from STP 1tph must be extended to and from RAM (or beyond), and with a last departure from STP to RAM no earlier than 22:20. 2tph to depart FAV in UP direction as close to even interval as possible, except when HJ4 services are operating. With an arrival at STP no later than 07:45 bidders must start 1tph from BSR, this requirement is extended to RAM from the 08:45 arrival at STP.
HJ4	Three trains to depart SOO as close to 30 minute even intervals in the UP direction that arrive at STP between 07:00 and 08:59. Two of these trains must start at MDW, unless the bidder chooses to operate services between MDW and ABW. If the bidder chooses to operate the latter, these trains must be provided in addition to the Table HJ requirement between SOO and STP and two trains must arrive at ABW between 06:45 and 08:44. Three trains to depart STP as close to 30 minute even intervals in DOWN direction between 17:00 and 18:29. Two of these trains must operate through to MDW, unless the bidder operates services between ABW and MDW. If the bidder chooses to operate the latter, these trains must be provided in addition to the Table HJ requirement between STP and SOO, and two trains must depart at ABW between 17:15 and 18:44.

Station stops in each hour and service structure notes

- Mandatory station stop on all-day service.
- * Mandatory station stop on all-day service, but Bidders may omit one p.m. contra-peak service from this station provided bidders provide a connecting train to AFK.
- Mandatory station stop on SX UP direction a.m. peak and SX DOWN direction p.m. peak. High peak hour tph shown. Full peak quantum shown in tph and service description above.
- (2) Bidders must provide a minimum of 2tph Table HJ1 or HJ2 trains at this station, and these stops can be made on any train between St Pancras and Ashford International.
- (A) Bidders may extend any service to and from RTR and beyond, provided bidder meets the minimum requirement in respect of SDA and MDW in note J.
- (B) Bidders may stop any SEHS services at this station at their discretion.
- (C) Bidders may operate this service as a through train beyond Margate to or from St Pancras via Gravesend (Table HJ3), or to meet the minimum requirements of Table EK.
- (D) Bidders are required to stop a minimum of 12 (Table HJ1 and HJ2) trains per day in each direction at this station. These trains may not be overtaken by a following Table HJ train via any route. These trains count towards meeting the minimum requirement of Table EK.
- (E) All HJ1 and HJ2 services that call at SDW must also call at RAM. These trains can be counted as part of the minimum requirements of Table EK.
- (F) Bidders may operate this service as a through train beyond Ramsgate to or from St Pancras via CBW or DVP as part of the Table HJ1 or HJ2 requirements, or to meet the minimum requirements of Table EK.
- (G) Bidders may operate this service as a through train beyond Ramsgate to or from St Pancras via CBW or DVP as part of the Table HJ1 or HJ2 requirements, or to meet the minimum requirements of Table EK.
- (H) Bidders may operate any service beyond Faversham to meet the minimum requirements of Table EK.
- (J) Bidders must operate two trains between this station and STP, except where the bidder provides at least two trains between MDW and ABW, that also call at SOO, GRV and DFD.

General notes

- 1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.
- 2 Station name ABC (stn code): Station stops in these Tables HJ1-4, and with the shaded background as shown, count towards meeting the minimum requirements in Table EK.

3 The service pattern described above is a minimum requirement.

4 The capacity requirements are a minimum requirement.

5 Bidders may only stop HJ service trains at stations that are shown in Table HJ.

6 Bidders may attach or detach portions on any train shown in this Table, where appropriate permissive working is authorised in the National Electronic Sectional Appendix at the date of issue of the South Eastern Franchise ITT.

7 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

Attachment A part 1: Table ML

South Eastern Train Service Requirement from December 2022 SX, SO and SuO

Table ML:First and Last Trains

tph and service pattern description

ML1: Standard Hour SX and SO	<p>Between 08:30 and 15:59 (SX) and 09:30 and 18:59 (SO), as measured on departure from LBG in the DOWN direction; and 10:00 and 18:29 (SX) and 09:00 and 18:29 (SO) as measured on arrival at LBG in the UP direction, bidders must operate:</p> <ul style="list-style-type: none"> • 2tph between CHX and HGS. These trains must operate at 30 min even intervals on departure from both CHX (DOWN direction) and TBW (UP direction). Bidders are not permitted to make any additional station stops between HGS and LBG on any service. • 2tph between CHX and TBW. These must operate at 30 min even intervals on departure from both CHX and TBW. <p>The interval between successive trains of the 4tph between CHX and TBW must not exceed 20 mins on departure from these stations in either direction.</p> <ul style="list-style-type: none"> • 4tph between CHX and AFK. These trains must operate in two pairs at 30 min even intervals on departure from both CHX (DOWN direction) and AFK (UP direction).
ML2: SX Peak	<p>Between 07:00 and 09:59, as measured on arrival at LBG in the UP direction, bidders must operate:</p> <ul style="list-style-type: none"> • 15 trains from AFK (or beyond) to CHX or CST: five in the 07:00-07:59 hour; six in the 08:00-08:59 hour; and four in the 09:00-09:59 hour. • two trains from HGS (or ORE) to CHX in each hour. Bidders may not make additional station stops between HGS and LBG. • two trains from HGS (or ORE) to CST to arrive at LBG between 07:30 and 08:59. One of these trains must arrive at LBG between 08:00 and 08:59. Bidders may not make additional station stops between HGS and LBG. • two trains starting at TBW to CHX in each hour. • one train starting at TBW to CST in each hour. <p>Between 16:00 and 19:59, as measured on departure from LBG in the DOWN direction, bidders must operate:</p> <ul style="list-style-type: none"> • 19 trains to AFK (or beyond) from CHX or CST. Four in the 16:00-16:59 and 19:00-19:59 hours; 11 in the 17:00-18:59 hours. • two trains from CHX to HGS (or ORE) in each hour. Bidders may not make additional station stops between LBG and HGS. • one train from CST to HGS (or ORE) to depart LBG between 17:30 and 18:29. Bidders may not make additional station stops between LBG and HGS. • two trains starting at CHX to TBW in each hour. • one train from CST to TBW to depart LBG in each hour between 17:00 and 19:59.
ML3: SuO and SX and SO when ML1 or ML2 do not apply.	<p>Bidders must provide the following level of service outside the period of operation of ML1 and ML2 services:</p> <ul style="list-style-type: none"> • 2tph between CHX and HGS. These trains must operate at 30 min even intervals on departure from both CHX (DOWN direction) and TBW (UP direction). Bidders are not permitted to make any additional station stops between HGS and LBG on these services. Bidders may reduce the level of service to 1tph after 20:00 from HGS to LBG, and after 21:00 from LBG to HGS and these trains must call at all stations. • 2tph between CHX and TBW. These must operate at 30 min even intervals on departure from both CHX and TBW. <p>The interval between successive trains of the 4tph between CHX and TBW must not exceed 20 mins on departure from these stations in either direction.</p> <ul style="list-style-type: none"> • 2tph between CHX and AFK. These trains must operate at 30 min even intervals on departure from both CHX (DOWN direction) and AFK (UP direction).

Station stops in each hour and service structure notes

-  Mandatory station stop on ML1 service.
 -  Mandatory station stop on SX ML2 peak service. High peak hour tph shown. Full peak quantum shown in tph and service description above.
 -  Mandatory station stop on ML3 service.
 -  Bidders are not permitted to make a station stop at this station.
 -  Bidders must stop a minimum of 2tph at this station in this service pattern. i.e. 2tph in ML1 or 2tph in ML3.
 -  Bidders must stop 2tph at this station in this service pattern, but are not permitted to stop more in this service pattern ML2.
 -  Bidders must stop a minimum of five trains at this station in this service pattern that arrive at LBG between 07:00 and 09:59; and five trains that depart LBG between 16:30 and 19:29. Two must arrive at LBG between 08:00-08:59; and two must depart LBG between 17:30 and 18:29.
 -  Bidders must stop a minimum of 2tph at this station. These station stops may be made in this service pattern, or on any additional trains the bidder chooses to operate between LBG and AFK provided these stops are broadly at 30 minute even intervals to or from LBG.
 -  Bidders must stop a minimum of 4tph at this station in this service pattern. i.e. 4tph in ML1 or 4tph in ML2.
 -  Bidders must stop a minimum of 10 trains at this station in this service pattern that arrive at LBG between 07:00 and 09:59; and 10 trains that depart LBG between 16:30 and 19:29. Four must arrive at LBG between 08:00-08:59; and four must depart LBG between 17:30 and 18:29.
 -  Bidders must stop a minimum of 22 trains at this station in this service pattern that arrive at LBG between 07:00 and 09:59; and 27 trains that depart LBG between 16:30 and 19:29. Eight must arrive at LBG between 08:00-08:59; and eight must depart LBG between 17:30 and 18:29.
 -  Bidders must stop a minimum of 26 trains at this station in this service pattern that arrive at LBG between 07:00 and 09:59; and 36 trains that depart LBG between 16:00 and 19:59. 10 must arrive at LBG between 08:00-08:59; and 10 must depart LBG between 17:30 and 18:29.
 -  Bidders may extend any service to or from ORE. Bidders must operate at least one train per day in each direction.
 -  Bidders may operate any service east of Ashford International in order to meet the TSR and minimum station stop requirements of Table EK.
 -  Bidders may operate this service to or from CHX or CST.
 -  Bidders must stop this service at WAE if the bidder chooses to operate the service to and from CHX.
 -  Bidders must stop a minimum of 6tph at this station within each peak hour. These station stops may be omitted on any service that arrives at LBG between 07:30 and 08:59, or departs LBG between 17:00 and 18:29, provided bidders are able to demonstrate that the relevant trains are each formed of 12 vehicles, and that all seats are occupied on departure from the previous station stop in the UP direction, or that all seats are occupied on departure from LBG in the DOWN direction.

General notes

- 1 **Station name** ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services. Stations with shaded background as shown are also served by other South Eastern franchise services.

2 The service pattern described above is a minimum requirement.

3 The capacity requirements are a minimum requirement.

4 Bidders may stop any train additionally at any station shown in this Table except where otherwise noted above.

5 Bidders may attach or detach portions on any train shown in this Table, where appropriate permissive working is authorised in the National Electronic Sectional Appendix at the date of issue of the South Eastern Franchise ITT.

6 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

Attachment A part 1: Table MV**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

Chatham Main Line London-Faversham-Dover Priory		MV1	MV2
tph and pattern to/from London		MV1	MV2
London Cannon Street	CST		(C) (C)
London Bridge	LBG		(D) (D)
London Victoria	VIC	(E) (E)	
London Blackfriars	BFR		(F) (F)
Elephant and Castle	EPH		(G) (G)
Denmark Hill	DMK		(H) (H)
Bromley South	BMS	(I) (I)	(H) (H)
St Mary Cray	SMY	(1+) (1+)	(1+) (1+)
Swanley	SAY	(B) (B)	(B) (B)
Farningham Road	FNR	(1) (1)	(1) (1)
Longfield	LGF	(1) (1)	(1) (1)
Meopham	MEP	(1) (1)	(1) (1)
Sole Street	SOR	(1) (1)	(1) (1)
Rochester	RTR	(1) (1)	(1) (1)
Chatham	CTM	(1) (1)	(1) (1)
Gillingham	GLM	(1) (1)	(1) (1)
Rainham (Kent)	RAI	(1) (1)	(1) (1)
Newington	NGT	(1) (1)	(2) (2)
Sittingbourne	SIT	(1) (1)	(2) (2)
Teynham	TEY	(1) (1)	(1) (1)
Faversham	FAV	(1) (1)	(1) (1)
Selling	SEG	(A) (A)	(A) (A)
Canterbury East	CBE	(B) (B)	
Bekesbourne	BKS	(1*) (1*)	
Adisham	ADM	(1*) (1*)	
Aylesham	AYH	(1*) (1*)	
Snowdown	SWO	(1*) (1*)	
Shepherds Well	SPH	(1*) (1*)	
Kearsney	KSN	(1*) (1*)	
Dover Priory	DVP	(B) (B)	

Chatham Main Line London-Maidstone Line		MV3	MV4
tph and pattern to/from London		MV3	MV4
London Charing Cross	CHX	(K) (K)	
London Waterloo East	WAE	(K) (K)	
London Cannon Street	CST	(K) (K)	
London Bridge	LBG		(K) (K)
London Victoria	VIC	(E) (E)	
Bromley South	BMS	(B) (B)	
St Mary Cray	SMY	(B) (B)	(B) (B)
Swanley	SAY	(B) (B)	(B) (B)
Otford	OTF	(B) (B)	
Kemsing	KMS	1x (1x)	
Borough Green & Wrotham	BRG	(B) (B)	
West Malling	WMA	(B) (B)	
East Malling	EML	1x (1x)	
Barming	BMG	1x (1x)	
Maidstone East	MDE	(B) (B)	
Bearsted	BSD	(B) (B)	
Hollingbourne	HBN	1x (1x)	
Harritesham	HRM	1x (1x)	
Lenham	LEN	1x (1x)	
Charing	CHG	1x (1x)	
Ashford International	AFK	(B) (B)	

Table MV1:First and Last Trains

Faversham-London Victoria	SX	SO	SuO
First train to arrive VIC no later than:	06:25	07:00	08:05
Last train to depart FAV no earlier than:	22:50	22:50	23:20
Table MV1,MV2 & MV3: UP peak arrivals at BFR; LBG; and/or VIC			
07:00-07:59 08:00-08:59 09:00-09:59 16:00-16:59 17:00-17:59 18:00-18:59 19:00-19:59			
1,040m 1,760m 800m 800m 1,520m 1,520m 560m			

Minimum SX Peak Capacity Requirement			
Tables MV1, MV2 & MV3: UP peak arrivals at BFR; LBG; and/or VIC		Tables MV1, MV2 & MV3: DOWN peak departures from BFR; LBG; and/or VIC	
07:00-07:59	08:00-08:59	09:00-09:59	16:00-16:59 17:00-17:59 18:00-18:59 19:00-19:59

1,040m 1,760m 800m 800m 1,520m 1,520m 560m

tph and service pattern description

MV1	Bidders must operate 2tph between VIC and FAV. These trains must depart VIC and BMS at even interval, every 30 mins, in DOWN direction, and RTR at even interval, every 30mins in UP direction. This interval may be varied during the operation of MV2 services. Bidders must also provide 2tph between FAV and DVP, and 1tph must always be a through train between VIC and DVP. The second train between FAV and DVP may operate as a separate train provided it connects at FAV into or out of a service to or from VIC or STP. Bidders may vary this arrangement of services at any time during the operating day. Bidders must provide departures from DVP, CBE and FAV as close to even interval as possible and not more than 40 mins between successive trains.
MV2	Bidders must operate a minimum of seven additional trains to arrive at BFR; LBG; and/or VIC in the a.m. peak between 07:00 and 09:29, and seven additional trains to depart BFR; LBG; and/or VIC in the evening peak between 16:30 and 18:59. At least four of these must serve CST at even intervals in the am. and p.m. peak, and of these, two must arrive at LBG between 08:00 and 08:59 in a.m. peak and two must depart LBG between 17:30 and 18:29 in the p.m. peak.
MV3	Bidders must operate 2tph between VIC and AFK SX and SO. These trains must depart VIC at even intervals every 30 mins in DOWN direction and OTF at even intervals every 30 mins in UP direction.
MV4	Bidders must operate 1tph between LBG and MDE and 1tph between LBG and AFK SuO. These trains must depart LBG at even intervals every 30 mins in DOWN direction and WMA at even intervals every 30 mins in UP direction.

Station stops in each hour and service structure notes

- Mandatory station stop on all-day service.
- Mandatory station stop on SX peak additional service. The maximum peak hour tph shown with total quantum shown in service description notes.
- Mandatory station stop on all-day SuO service.
- 1 Bidders must stop a minimum of 1tph at this station in this service pattern. i.e. 1tph in MV1, 1tph in MV2.
- 1+ Bidders must stop a minimum of 1tph at this station in service pattern MV1 in every hour. Bidders must provide a minimum of 2tph on trains that arrive at VIC SX between 07:00 and 08:59 and depart VIC SX between 17:00 and 18:59 in MV1 and MV2.
- 1x Bidders must stop a minimum of 1tph at this station in service pattern MV3 in every hour. Bidders must provide a minimum of 2tph on trains that arrive at VIC SX between 07:00 and 08:59 and depart VIC SX between 17:00 and 18:59 in MV3.
- 1* Bidders must stop a minimum of 1tph at this station in this service pattern in every hour. Bidders must provide a minimum of 2tph in both directions on trains that arrive at CBE SX between 07:00 and 09:29 and depart CBE SX between 16:00 and 18:59.
- 2 Bidders must stop a minimum of four trains at this station during the period that both MV1 and MV2 trains are both operating. Two of these must arrive at LBG; or VIC between 08:00 and 08:59 in UP direction and two must depart LBG or VIC between 17:30 and 18:29 in DOWN direction.
- A Bidders may operate any service east of FAV to or from MAR or beyond in order to meet the TSR and minimum station stop requirements of Table EK.
- B Bidders may operate any service beyond DVP in order to meet the TSR and minimum station stop requirements of Table EK.
- C Bidders may operate this service to or from CST.
- D Bidders must call at LBG on any service they operate to or from CST.
- E Bidders may operate this service to or from VIC.
- F Bidders may operate this service to or from BFR.
- G Bidders may stop at this station on any service they operate to or from BFR.
- H Bidders may stop at this station on any service they operate to or from BFR and/or VIC.
- J Bidders may stop any service beyond AFK in order to meet the TSR and minimum station stop requirements of Table EK.
- K Bidders may operate this service to or from CST, or to and from WAE and CHX but on a consistent basis all day.

General notes

- 1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.
- 2 The service pattern described above is a minimum requirement.
- 3 The capacity requirements are a minimum requirement.
- 4 Bidders may stop any train additionally at any station shown in this Table. In addition bidders may also stop MV3 trains at any intermediate station between BMS and VIC if these stops are in addition to those required in Table SG1.
- 5 Bidders may attach or detach portions on any train shown in this Table, where appropriate permissive working is authorised in the National Electronic Sectional Appendix at the date of issue of the South Eastern Franchise ITT.
- 6 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

Attachment A part 1: Table NL**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

Medway Valley Line	
	tph and pattern:
Strood	SOO
Cuxton	CUX
Halling	HAI
Snodland	SDA
New Hythe	NHE
Aylesford	AYL
Maidstone Barracks	MDB
Maidstone West	MDW
East Farleigh	EFL
Wateringbury	WTR
Yalding	YAL
Beltring	BEG
Paddock Wood	PDW
Tonbridge	TON

Sheerness Branch	
	tph and pattern:
Rainham (Kent)	RAI
Sittingbourne	SIT
Kemsley	KML
Swale	SWL
Queenborough	QBR
Sheerness-on-Sea	SSS

Table NL1:First and Last Trains			
Strood-Maidstone West	SX	SO	SuO
First train to arrive MDW no later than:	05:00	06:30	07:00
Last train to depart SOO no earlier than:	22:30	22:30	22:35
Maidstone West-Strood			
First train to arrive SOO no later than:	05:55	07:00	07:25
Last train to depart MDW no earlier than:	23:00	23:00	23:00
Paddock Wood-Maidstone West	SX	SO	SuO
First train to arrive MDW no later than:	05:55	06:35	07:00
Last train to depart PDW no earlier than:	22:40	22:10	22:40
Maidstone West-Paddock Wood			
First train to arrive PDW no later than:	05:20	06:50	07:20
Last train to depart MDW no earlier than:	22:55	22:25	23:00

Minimum Capacity Requirement		
All Table NL1 and NL2 services		
40m		

tph and service pattern description

NL1	Bidders must provide 2tph between SOO-MDW-PDW. These trains must operate as close to even interval as possible between SOO-MDW. Bidders should ensure that the service is designed to provide good connections with other services on the busiest flows at both SOO and PDW/TON. Bidders may rotate the 2tph around the clockface twice during the operating day to provide the best connections and to match local travel demand patterns, provided that the interval between two successive trains in one direction does not exceed 45 minutes. Bidders may split the service at MDW as noted below. Bidders are required to operate these services in addition to those provided to meet the requirements of HJ4 or SF1.
NL2	Bidders must operate 2tph as close to even interval as possible between SSS and SIT. Bidders must ensure that the service is designed to provide good connections with other services on the busiest flows at SIT. Bidders may rotate the 2tph around the clockface twice during the operating day to provide the best connections to match demand patterns, and provided that the interval between two successive trains in one direction does not exceed 45 minutes. In addition bidders may run two trains in each direction between SSS and RAI and beyond. When these services are operating the standard hour 2tph service between SIT and SSS may be withdrawn. Any direct service between SSS and RAI may omit SWL.

Station stops in each hour and service structure notes

- Mandatory station stop on all-day service.
- * Mandatory station stop on all-day service. This station stop may be omitted if bidder provides a direct service to and/or from the Sheerness-on-Sea branch and RAI.
- ○ Bidders may operate 1tph of the NL1 requirement as two separate services SOO-MDW and MDW-PDW/TON if in doing so the bidder is able to provide better connections at SOO with High Speed services, and PDW and/or TON with Main Line services.
- 1 Bidders must stop a minimum of 1tph at this station.
- A Bidders may terminate this service at PDW during the period that SX peak additional services in Table ML are operating if they can demonstrate there are no paths for NL1 services to or from TON.
- B Bidders must provide the minimum 'parliamentary' requirement of one train per week between KML and RAI in one direction only.

General notes

- 1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.
- 2 The service pattern described above is a minimum requirement.
- 3 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

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Attachment A part 1: Table SA**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

tph and pattern to/from London:		SA1	SA2	SA3
London Cannon Street	CST	● ● ● ● ●		
London Bridge	LBG	● ● ● ● ●		
London Victoria	VIC		● ● ● ● (P)	
Wandsworth Road	WWR		(X) (X) (X) (X)	(P)
Clapham High Street	CLP		(X) (X) (X) (X)	(P)
Denmark Hill	DMK		● ● ● ●	
Peckham Rye	PMR		● ● ● ●	
Nunhead	NHD		● ● ● ●	
New Cross	NWX	^ ^ ^ ^ ^		
St Johns	SAJ	^ ^ ^ ^ ^		
Lewisham	LEW	● ● ● (X) (X)	● ● ● ●	
Hither Green	HGR		● ● ● ●	
Ladywell	LAD		● ● (C) (D)	

tph and service pattern description

SA1	Bidders must operate a minimum of 4tph calling at all stations between CST-LEW and these trains should be as close to even interval as possible. Bidders also must operate a minimum of 2tph all stations (except LEW) between CST and HGR. These trains form part of the Tables SB, SC, SD and SH TSR. During the SX peak periods, and in either direction, bidders may provide the required quantum of station stops at NWX and/or SAJ to or from LBG; LEW; and/ or HGR on any service. Therefore, during these periods it is not necessary for these trains to call at all stations between LBG-LEW and/ or HGR.
SA2	Bidders must operate a minimum of 4tph all stations (except WWR and CLP) between VIC and LEW. These trains should be as close to even interval as possible and no more than 20 mins apart. These trains form part of the Tables SD and SE TSR. Bidders may also stop at WWR and CLP, but only to meet the requirements of SA3.
SA3	Bidders must provide the minimum 'parliamentary' requirement to or from VIC from both WWR and CLP, but no more. This may be provided by an SA2 service as noted above.

Station stops in each hour and service structure notes

- Mandatory station stop on all-day service.
- ^ Mandatory station stop on all-day service. During the SX peak periods bidders may provide the required quantum of station stops at New Cross and/ or St Johns on any service.
- (X) Bidders are not permitted to make a station stop at this station, unless it is to meet the minimum requirements of SA3 at WWR and CLP.
- (A) Bidders must operate this service beyond LEW as part of the Table SB and SC TSR.
- (B) Bidders must operate this service beyond HGR as part of the Table SD or SH TSR.
- (C) Bidders must operate this service beyond LAD as part of the Table SE TSR.
- (D) Bidders must operate this service beyond HGR as part of the Table SD TSR.
- (P) Bidders must provide the 'parliamentary' requirement of one train per week between these stations in one direction only and no more.

General notes

- 1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.
- 2 The service pattern described above is a minimum requirement.
- 3 There is no specific capacity requirement for Table SA as the minimum requirement is covered by the associated Tables SB, SC, SD, SE and SH.
- 4 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

Attachment A part 1: Table SB**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

North Kent Line		SB1	SB2
tph and pattern to/from London:			
London Cannon Street	CST	●●●●	●●●●
London Bridge	LBG	●●●●	●●●●
Deptford	DEP	●●●●	
Greenwich	GNW	●●●●	
Maze Hill	MZH	●●●●	
Westcombe Park	WCB	●●●●	
New Cross	NWX		●●*
St Johns	SAJ		●●*
Lewisham	LEW		●●●●
Blackheath	BKH		●●●●
Charlton	CTN	●●●●	
Woolwich Dockyard	WWD	●●●●	
Woolwich Arsenal	WWA	●●●●	
Plumstead	PLU	●●●●	
Abbey Wood	ABW	●●●●	
Belvedere	BVD	(4)(4)(4)(4)	(4)(4)
Erith	ERH	(4)(4)(4)(4)	(4)(4)
Slade Green	SGR	(●)	(●)
Barnehurst	BNH	(A)(A)	(A)(A)
Crayford	CRY	(B)(B)	(B)(B)
Dartford	DFD	(●)(●)	(D)(D)
		↓ (C)(D)(C)(D)	↓ (D)(D)

Table SB1 and SB2:First and Last Trains			
Abbey Wood-Cannon Street	SX	SO	SuO
First train to arrive CST no later than:	05:55	05:55	07:20
Last train to depart ABW no earlier than:	23:50	23:50	23:30
Cannon Street-Abbey Wood			
First train to arrive ABW no later than:	05:40	05:40	08:00
Last train to depart CST no earlier than:	00:40	00:40	00:10
Table SB2:First and Last Trains			
Abbey Wood-Lewisham			
First train to arrive LEW no later than:	05:55	06:15	07:25
Last train to depart ABW no earlier than:	23:50	23:50	23:30
Lewisham-Abbey Wood			
First train to arrive ABW no later than:	06:20	06:20	08:20
Last train to depart LEW no earlier than:	01:00	01:00	00:30
Table SB1 and SB2:First and Last Trains			
Dartford-Abbey Wood	SX	SO	SuO
First train to arrive ABW no later than:	05:10	05:10	06:50
Last train to depart DFD no earlier than:	23:40	23:30	23:25
Abbey Wood-Dartford			
First train to arrive DFD no later than:	05:45	06:15	08:25
Last train to depart ABW no earlier than:	01:20	01:10	00:40
Crayford-Abbey Wood			
First train to arrive ABW no later than:	05:10	05:10	06:50
Last train to depart CRY no earlier than:	23:20	23:20	23:20
Abbey Wood-Crayford			
First train to arrive CRY no later than:	06:30	06:30	08:25
Last train to depart ABW no earlier than:	00:55	00:55	00:40

tph and service pattern description

SB1	Bidders must operate 4tph between CST and ABW via GNW calling at all stations. 2tph must operate at even intervals (every 30mins) to and from DFD, and 2tph must operate at even intervals (every 30mins) to and from BNH or CRY. The two pairs of services must not be closer than 10 minutes apart between LBG and ABW.
SB2	Bidders must operate 2tph at even interval (every 30mins) between CST and ABW - also shown in Table SA. These services must operate at even interval to and from BNH or CRY. These form part of the Table SC or SD.

Station stops in each hour and service structure notes

- Mandatory station stop on all-day service.
- * ● Mandatory station stop on all-day service. During the operation of table SC2, SD3 and SH2 peak services, either of these station stops may be omitted provided the minimum requirements of Table SA are met.
- (4) Bidders must stop a minimum of 4tph at this station (either all SB1, or SB1 and SB2 trains).
- (A) Bidders must operate 2tph between Slade Green and Barnehurst (SB1 or SB2).
- (B) Bidders must operate 2tph between Slade Green and Crayford (SB1 or SB2).
- (C) Bidders may extend any service to and from GRV and/or MDW as part of Table SF1 requirement.
- (D) Bidders must extend any service they stop at BNH or CRY to and from CST; or CHX or VIC as part of the Tables SC and SD service as appropriate.

General notes

- 1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.
- 2 The service pattern described above is a minimum requirement.
- 3 The capacity requirements are a minimum requirement.
- 4 Bidders may stop any train additionally at any station shown in this Table.
- 5 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

Attachment A part 1: Table SC**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

Bexleyheath Line		SC1	SC2
tph and pattern to/from London:			
London Charing Cross	CHX	● ● ● ● ● ●	● ● ● ● ● ●
London Waterloo East	WAE	● ● ● ● ● ●	● ● ● ● ● ●
London Cannon Street	CST	● ● ● ● ● ●	● ● ● ● ● ●
London Bridge	LBG	● ● ● ● ● ●	● ● ● ● ● ●
New Cross	NWX	● ● * * *	● ● E E E
St Johns	SAJ	● ● * * *	● ● E E E
Lewisham	LEW	● ● ● ● ● ●	● ● ● ● ● ●
Blackheath	BKH	● ● ● ● ● ●	● ● ● ● ● ●
Kidbrooke	KDB	● ● ● ● ● ●	● ● ● ● ● ●
Eltham	ELW	● ● ● ● ● ●	● ● ● ● ● ●
Falconwood	FCN	● ● ● ● ● ●	● ● ● ● ● ●
Welling	WLI	● ● ● ● ● ●	● ● ● ● ● ●
Bexleyheath	BXH	● ● ● ● ● ●	● ● ● ● ● ●
Barnehurst	BNH	● ● ● ● ● ●	● ● ● ● ● ●
Slade Green	SGR	(A) (A) (A) (A) (A) (A)	(A) (A) (A) (A)
Crayford	CRY	(B) (B) (B) (B) (B) (B)	(B) (B) (B) (B)
Dartford	DFD	(C) (C) (C) (C) (C) (C)	(C) (C) (C) (C)
		↓ ↓ ↓ ↓ ↓ ↓	↓ ↓ ↓ ↓ ↓ ↓

tph and service pattern description

SC1	Bidders must operate 4tph between CHX and BNH calling at all stations between LEW and BNH; and 2tph even interval between CST and BNH calling at all stations as shown. When planning their service pattern bidders may choose to operate 4tph as close to even interval as possible between CHX and BNH, or 6tph as close to even interval, every 10 mins, as possible between LBG or LEW and BNH. Bidders may also choose a different service pattern in the opposite direction. During the period that SC2 services are also operating bidders may vary service patterns and the service intervals in either direction.
SC2	SX peak additional service. Bidders must operate 2tph to CHX in each peak hour arriving at LBG between 07:00 and 09:59; and 2tph to CST arriving LBG between 08:00 and 08:59. SX peak additional service. Bidders must operate 2tph from CHX in each peak hour that depart from LBG between 16:30 and 19:29; and 2tph from CST that depart from LBG between 17:30 and 18:29.

Station stops in each hour and service structure notes

- Mandatory station stop on all-day service.
- * Mandatory station stop on all-day service. During the operation of table SC2, SD3 and SH2 peak services, either of these station stops may be omitted provided the minimum requirements of Table SA are met.
- Mandatory station stop on SX peak additional service. High peak hour tph shown. Full peak quantum shown in tph and service description notes.
- (A) Bidders must operate a minimum of 2tph at 30min even intervals between BNH and ABW as an advertised through train to or from CST as part of the Table SB service.
- (B) Bidders may operate this service to and from CRY as an advertised through train to or from CST, CHX or VIC as part of the Table SD service.
- (C) Bidders must operate a minimum of 2tph at 30min even intervals between BNH and DFD.
- (D) Bidders may extend any service they stop at DFD to and from GRV, SOO, RTR or GLM.
- (E) Bidders may stop this service at this station if the bidder chooses to operate the service to and from CST. See Table SA for minimum TSR station stop requirement at this station.

General notes

1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.

2 The service pattern described above is a minimum requirement.

3 The capacity requirements are a minimum requirement.

4 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

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Table SC1:First and Last Trains

Barnehurst-London Bridge	SX	SO	SuO
First train to arrive LBG no later than:	06:00	06:05	07:25
Last train to depart BNH no earlier than:	23:30	23:30	22:35
London Bridge-Barnehurst			
First train to arrive BNH no later than:	06:05	06:10	08:20
Last train to depart LBG no earlier than:	00:35	00:35	23:35
Dartford-Barnehurst			
First train to arrive BNH no later than:	05:30	05:35	06:40
Last train to depart DFD no earlier than:	23:25	23:25	22:30
Barnehurst-Dartford			
First train to arrive DFD no later than:	06:15	06:15	08:25
Last train to depart BNH no earlier than:	01:05	01:05	00:15
Barnehurst-Abbey Wood			
First train to arrive ABW no later than:	05:20	05:20	06:50
Last train to depart BNH no earlier than:	23:20	23:20	23:20
Abbey Wood-Barnehurst			
First train to arrive BNH no later than:	06:30	06:30	08:35
Last train to depart ABW no earlier than:	00:45	00:45	00:30

Minimum SX Peak Capacity Requirement

Table SC1 and SC2: UP peak arrivals at LBG			Table SC1 and SC2: DOWN peak departures from LBG		
07:00-07:59	08:00-08:59	09:00-09:59	16:00-16:59	17:00-17:59	18:00-18:59
1,360m	2,200m	1040m	720m	1,480m	1,480m
					960m

Attachment A part 1: Table SD**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

Dartford Loop		SD1	SD2	SD3
tph and pattern to/from London:				
London Charing Cross	CHX	● ● ● ●		
London Waterloo East	WAE	● ● ● ●	● ● ● ●	● ● ● ●
London Cannon Street	CST			● ● ● ●
London Bridge	LBG	● ● ● ●		● ● ● ●
London Victoria	VIC		● ● ● ●	
Denmark Hill	DMK		● ● ● ●	
Peckham Rye	PMR		● ● ● ●	
Nunhead	NHD		● ●	
New Cross	NWX			● ● ● ●
St Johns	SAJ			● ● ● ●
Lewisham	LEW	✗ ✗ ✗ ✗	● ●	✗ ✗ ✗ ✗
Hither Green	HGR	● ● ● ●	● ●	2 2 2 2
Lee	LEE	● ● ● ●	● ● ● ●	2 2 2 2
Mottingham	MTG	● ● ● ●	● ● ● ●	2 2 2 2
New Eltham	NEH	● ● ● ●	● ● ● ●	● ● ● ●
Sidcup	SID	● ● ● ●	● ● ● ●	● ● ● ●
Albany Park	AYP	● ● ● ●	● ● ● ●	2 2 2 2
Bexley	BXY	● ● ● ●	● ● ● ●	2 2 2 2
Crayford	CRY	● ● ● ●	● ● ● ●	2 2 2 2
Slade Green	SGR	A A A A	A A	G G G G
Barnehurst	BNH		E E	E E E E
Dartford	DFD	B B B B	F F	F F F F
		↓	↓	↓
		C C C C	C C	C C C C

tph and service pattern description

SD1	Bidders must operate: 4tph between CHX and CRY, trains should be as close to every 15 mins (even interval) from LBG in the DOWN direction and CRY in the UP direction as possible, and no more than 20 minutes between successive trains.
SD2	Bidders must operate 2tph even interval (every 30mins) between VIC and CRY calling at all stations between LEW and CRY. Bidders should aim to operate this service in a pattern that is as close to every 15 mins from LEW (in UP direction), and every 15 mins from VIC (in DOWN direction) with the Table SE2 service. The maximum interval between successive trains (SD2 and SE2) should not exceed 20 mins at any time of the day from LEW-VIC, or from VIC-LEW.
SD3	SX Bidders must operate 1 train arriving at LBG between 07:30 and 07:59; 4tph arriving at LBG between 08:00 and 08:59; and 1 train arriving at LBG between 09:00 and 09:29. SO Bidders must operate 1 train departing LBG between 17:00 and 17:29; 4tph departing LBG between 17:30 and 18:29; and 1 train departing LBG between 18:30 and 19:00.

Station stops in each hour and service structure notes

- Mandatory station stop on all-day service.
- Mandatory station stop on SX peak additional service. High peak hour tph shown. Full peak quantum shown in tph and service description notes.
- ✗ Bidders are not permitted to make a station stop at this station.
- 2 Bidders must stop a minimum of 2tph at this station in this service pattern.
- A Bidders must stop 2tph at this station as part of an advertised through train to or from CST, and as part of the Table SB service.
- B Bidders must stop a minimum of 2tph at this station.
- C Bidders may extend any service they stop at DFD to and from GRV, SOO, RTR or GLM as part of the Table SF TSR.
- D Bidders may stop at this station. See also Table SA.
- E Bidders may operate this service to and from BNH as an advertised through train to or from CST or CHX as part of the Table SC service.
- F Bidders may operate this service to and from DFD.
- G Bidders may operate this service to and from SGR.

General notes

- 1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.
- 2 The service pattern described above is a minimum requirement.
- 3 The capacity requirements are a minimum requirement.
- 4 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

Table SD1:First and Last Trains			
Crayford-Charing Cross	SX	SO	SuO
First train to arrive CHX no later than:	05:40	05:55	07:35
Last train to depart CRY no earlier than:	23:55	23:55	23:35
Charing Cross-Crayford			
First train to arrive CRY no later than:	05:35	05:30	08:25
Last train to depart CHX no earlier than:	00:30	00:30	23:50
Dartford-Crayford			
First train to arrive CRY no later than:	04:50	05:10	07:10
Last train to depart DFD no earlier than:	23:50	23:50	23:30
Crayford-Dartford			
First train to arrive DFD no later than:	05:40	05:35	08:40
Last train to depart CRY no earlier than:	01:15	01:15	00:30

Minimum SX Peak Capacity Requirement			
Tables SD1 and SD3 : UP peak arrivals at LBG		Table SD1 and SD3: DOWN peak departures from LBG	
07:00-07:59	08:00-08:59	09:00-09:59	
1,000m	1,880m	640m	
Tables SD2: UP peak arrivals at VIC			
07:00-07:59	08:00-08:59	09:00-09:59	
240m	320m	240m	
Table SD2: DOWN peak departures from VIC			
16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
160m	240m	240m	160m

Table SD2:First and Last Trains			
Sidcup-Lewisham	SX	SO	SuO
First train to arrive LEW no later than:	05:15	06:30	07:20
Last train to depart SID no earlier than:	23:40	23:40	23:30
Lewisham-Sidcup			
First train to arrive SID no later than:	05:25	05:20	08:15
Last train to depart LEW no earlier than:	00:50	00:50	23:25

General notes

- 1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.
- 2 The service pattern described above is a minimum requirement.
- 3 The capacity requirements are a minimum requirement.
- 4 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

Attachment A part 1: Table SE**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

Hayes Branch		SE1	SE2	SE3
tph and pattern to/from London:				
London Charing Cross	CHX	●●		●●
London Waterloo East	WAE	●●		●●
London Cannon Street	CST			
London Bridge	LBG	●●		●●
London Victoria	VIC		●●●	
Denmark Hill	DMK		●●●	
Peckham Rye	PMR		●●●	
Nunhead	NHD		●●●	
Lewisham	LEW	●● X X	●●●	
Ladywell	LAD	●●●●	●●●●	●●●●
Catford Bridge	CFB	●●●●	●●●●	●●●●
Lower Sydenham	LSY	●●●●	●●●●	●●●●
New Beckenham	NBC	●●●●	●●●●	●●●●
Clock House	CLK	●●●●	●●●●	●●●●
Elmers End	ELE	●●●●	●●●●	●●●●
Eden Park	EDN	●●●●	●●●●	●●●●
West Wickham	WWI	●●●●	●●●●	●●●●
Hayes	HYS	●●●●	●●●●	●●●●

tph and service pattern description

SE1	Bidders must operate a minimum of 2tph between HYS and CHX. Services must operate at even intervals i.e. at every 30 mins. Bidders should aim to operate this service in a pattern that is every 15 mins from HYS (in UP direction), and every 15mins from CHX (in DOWN direction) with SE3 during the period of peak period service operation. The maximum interval between successive trains in the SE1 and SE3 patterns should not exceed 20 mins between HYS-CHX in either direction.
SE2	Bidders must operate a minimum of 2tph between HYS and VIC via LEW. Services must operate at even intervals i.e. at every 30 mins. Bidders should aim to operate this service in a pattern that is as close to every 15 mins from LEW (in UP direction), and every 15 mins from VIC (in DOWN direction) with the Table SD2 service. The maximum interval between successive trains (SD2 and SE2) should not exceed 20 mins at any time of the day from LEW-VIC, or from VIC-LEW.
SE3	SX bidders must operate a minimum of five additional services to arrive at CHX between 07:00 and 09:29 in the UP a.m. peak, and a minimum of seven additional services to depart CHX between 16:30 and 19:59 in the DOWN p.m. peak.

● Mandatory station stop on all-day service.

●● Mandatory station stop on SX peak additional service. High peak hour tph shown. Full peak quantum that bidders must operate is shown in tph and service pattern description above.

●●● Bidders are not permitted to make a station stop at this station.

General notes

1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.

2 The service pattern described above is a minimum requirement.

3 The capacity requirements are a minimum requirement.

4 Bidders may not stop any SE1 or SE2 train additionally at any other station, but may stop SE3 trains at LEW.

5 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

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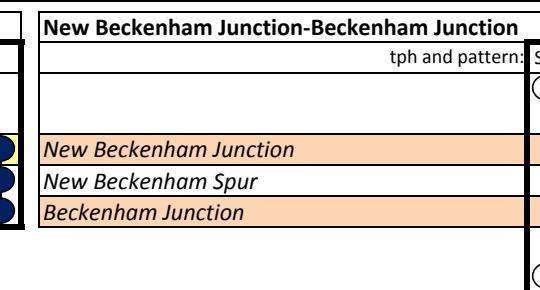
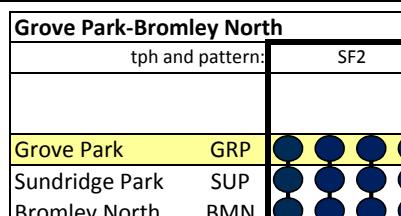
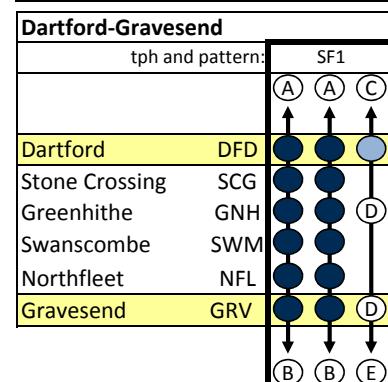
Attachment A part 1: Table SF**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

Table SF1:First and Last Trains			
Gravesend-London (LBG or VIC)	SX	SO	SuO
First train to arrive LBG or VIC no later than:	05:25	06:15	08:10
Last train to depart GRV no earlier than:	23:35	23:35	23:15
Table SF2:First and Last Trains			
Grove Park-Bromley North	SX	SO	SuO
First train to arrive BMN no later than:	05:30	05:40	07:30
Last train to depart GRP no earlier than:	00:55	00:55	00:55
Bromley North-Grove Park			
First train to arrive GRP no later than:	05:40	05:25	07:40
Last train to depart BMN no earlier than:	00:45	00:45	00:45

Minimum Capacity Requirement
Table SF1 services
As per the minimum requirement of the respective route train operates to LBG.
All Table SF2 services
40m

tph and service pattern description

SF1	Bidders must operate a minimum of 2tph between GRV and CHX or CST or VIC. These trains must operate as close to 30 minutes even intervals as possible. These trains will form part of the Table SB, SC and/or SD TSR. If in addition to meeting the above minimum requirement between DFD and GRV, bidders operate more trains between DFD and GRV as an extension of an SB1 service calling intermediately at GNH, these can be further extended from GVR to and from SOO, SDA and MDW. This can be associated with the withdrawal of the Table HJ4 services between SOO and MDW, but bidders must meet the requirements noted in Table HJ for the operation of such services.
SF2	Bidders must operate 4tph between GRP and BMN as close to even intervals as possible, and designed to provide the best connections with the busiest traffic flows. Bidders may rotate the 4tph around the clockface twice during the operating day to optimise connections at Grove Park with the dominant traffic flow, provided that the interval between two successive trains in one direction does not exceed 25 minutes.
SF3	Bidders must provide the minimum 'parliamentary' requirement of one train per week in either direction between New Beckenham Junction and Beckenham Junction. This may be by any train and there is no requirement for this train or trains to stop at New Beckenham or Beckenham Junction stations.

Station stops in each hour and service structure notes

- Mandatory station stop on all-day service.
- Mandatory station stop on all-day service as part of Table SB1 if extended to or from MDW, but only if the bidder chooses to withdraw the Table HJ4 service to or from MDW. In this circumstance the other station stops between DFD and GRV must be provided by 2tph extended from a Table SC and/or SD service.
- (A) Bidders must operate this service beyond DFD as part of the Tables SC and/or SD TSR. It may also be an extension of the Table SB1 service if bidders are not proposing to operate a Table SB1 service to and from MDW.
- (B) Bidders may extend any service they stop at GRV to and from SOO, RTR or GLM. These trains may also stop intermediately at Higham (HGM).
- (C) Service to or from ABW and beyond as part of Table SB1.
- (D) Bidders may stop at this station on any service operated between MDW and ABW.
- (E) Bidders may operate this service to or from SOO-MDW but only if bidder chooses to withdraw the peak period Table HJ4 service between SOO and MDW.
- (F) Service must operate between station pairs that are connected by another direct service.
- X Passing point on route over which 'parliamentary' service must operate.

General notes

- 1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.
- 2 Junction/ route section to be covered Train or trains must pass these junctions/ route section.
- 3 The service pattern described above is a minimum requirement.
- 4 SF1 capacity requirement is covered in Tables SB, SC and/or SD. There is no specific capacity requirement for Table SF2 or SF3.
- 5 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

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Attachment A part 1: Table SG**South Eastern Train Service Requirement from December 2022 SX, SO and SuO**

London-Bromley South-Orpington		SG1	SG2
tph and pattern to/from London:			
London Victoria	VIC	● ● ● ●	
Brixton	BRX	● ● ● ●	
London Blackfriars	BFR		● ●
Elephant & Castle	EPH		● ●
Loughborough Junction	LGJ		(B) (B)
Herne Hill	HNH	● ● ● ●	● ●
West Dulwich	WDU	● ● ● ● ● ●	● ● ●
Sydenham Hill	SYH	● ● ● ● ● ●	● ● ●
Penge East	PNE	● ● ● ● ● ●	● ● ●
Kent House	KTH	● ● ● ● ● ●	● ● ●
Beckenham Junction	BKJ	● ● ● ● ● ●	● ● ●
Shortlands	SRT	● ● ● ● ● ●	● ● ●
Bromley South	BMS	● ● ● ● ● ●	● ● ●
Bickley	BKL	● ● ● ● ● ●	● ● ●
Petts Wood	PET	● ● ● ● ● ●	● ● ●
Orpington	ORP	● ● ● ● ● ●	● ● ●

tph and service pattern description

SG1	Bidders must operate a minimum of 4tph as close to even interval as possible calling at all stations between VIC and BMS. 2tph even interval every 30mins must be extended to and from ORP.
SG2	Bidders must operate a minimum of six trains in the UP a.m. peak at 30 min even intervals, two of which must arrive at BFR between 08:00 and 08:59. Bidders must operate three trains in the DOWN a.m. contra-peak that depart BFR between 07:30 and 08:59. Bidders must operate a minimum of six trains in the DOWN p.m. peak at 30 min even intervals, two of which must depart at BFR between 17:00 and 17:59. Bidders must operate three trains in the UP p.m. contra-peak that arrive at BFR between 17:00 and 18:59.

Station stops in each hour and service structure notes

- Mandatory station stop on all-day service.
- Mandatory station stop on SX peak additional service. High peak hour tph shown. Full peak quantum shown in tph and service description notes.
- (A) Bidders may extend any service to or from ORP calling at all stations, or any other suitable SEF station, calling at any intermediate stations.
- (B) Bidders may stop this service at this station. If they do, all trains must stop.
- (C) Bidders may extend any service between BKJ and ORP, or between BKJ and any other suitable SEF station, calling at any intermediate stations.

Notes:

- 1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.
- 2 The service pattern described above is a minimum requirement.
- 3 The capacity requirements are a minimum requirement.
- 4 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.

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Attachment A part 1: Table SH**South Eastern Train Service Requirement from December 2022 SX, SO and SuO****South Eastern Main Line Suburban**

tph and pattern to/from London:	SH1	SH2
London Charing Cross CHX	● ●	● ● (A) (A)
London Waterloo East WAE	● ●	● ● (B) (B)
London Cannon Street CST	● ●	● ● (C) (C)
London Bridge LBG	● ● ● ●	● ● (D) (D)
New Cross NWX	● ● *	● ● (D) (D)
St Johns SAJ	● ● *	● ● (D) (D)
Lewisham LEW	2 2 2 2	
Hither Green HGR	● ● ● ●	● ● (D) (D)
Grove Park GRP	● ● ● ●	● ● (D) (D)
Elmstead Woods ESD	● ● ● ●	● ● (D) (D)
Chislehurst CIT	● ● ● ●	● ● (D) (D)
Petts Wood PET	● ● ● ●	● ● (D) (D)
Orpington ORP	● ● ● ●	● ● (D) (D)
Chelsfield CLD	2 2 2 2	(E) (E)
Knockholt KCK	2 2 2 2	(E) (E)
Dunton Green DNG	2 2 2 2	(E) (E)
Sevenoaks SEV	2 2 2 2	(E) (E)

tph and service pattern description

SH1	Bidders must operate 2tph as close to even intervals as possible between ORP and CHX; and 2tph as close to even intervals as possible between ORP and CST. Bidders may only stop 2tph at LEW and these can either be 2tph to CHX or 2tph from CST. Bidders must extend a minimum of 2tph as close to even interval to and from SEV.
SH2	Bidders must operate a minimum of four trains even interval between ORP and LBG to arrive at LBG between 07:00 and 08:59; and four trains even interval between LBG and ORP between 16:30 and 18:29. Bidders may extend any service to and from SEV.

Station stops in each hour and service structure notes

- Mandatory station stop on all-day service.
- * Mandatory station stop on all-day service. During the operation of table SC2, SD3 and SH2 peak services, either of these station stops may be omitted provided the minimum requirements of Table SA are met.
- 2 Bidders must stop 2tph as close to 30 min even intervals as possible at LEW on either the 2tph service to CHX, or on the 2tph to CST. Bidders are not permitted to stop all four CST and CHX trains at Lewisham.
- (D) Mandatory station stop on SX peak additional service. High peak hour tph shown. Full peak quantum shown in tph and service description notes.
- (2) Bidders must stop a minimum of 2tph at this station. These services must operate as close to an even interval pattern i.e. every 15, 20 or 30mins as possible.
- (A) Bidders must operate this service to and from CHX, if not operating it to and from CST.
- (B) Bidders must stop this service at this station if the bidder chooses to operate the service to and from CHX.
- (C) Bidders must operate this service to and from CST, if not operating to and from CHX.
- (D) Bidders may stop at this station if the bidder chooses to operate the service to and from CST. See also Table SA.
- (E) Bidders may stop at this station if the bidder chooses to operate the service to and from SEV.

Notes:

- 1 Station name ABC (stn code): Stations with shaded background as shown are also served by other South Eastern franchise services.
- 2 The service pattern described above is a minimum requirement.
- 3 The capacity requirements are a minimum requirement.
- 4 To be read in conjunction with Attachment (A) to Delivery Plan 2.1: Train Services.