

Thameslink Southern & Great Northern (TSGN) Invitation to Tender September 2013

Mondays to Fridays from May 2017

This document corrected and revised 22October 2013.

[paragraph numbers in square brackets refer to TSGN Invitation to Tender (ITT) documentation]

The ITT service specifications have been considered against the following seven aspirations published in The Fenman issue 2/2013.

*IMPORTANT: Please note that the ITT sets out **minimum** requirements.*

- ***all-day, half-hourly frequency, King's Lynn-Cambridge-King's Cross***

(i) Direct services to/from London from all six Fen Line stations, at a minimum frequency of 1 TPH.

(ii) 2 TPH from King's Lynn, Downham Market and Ely arriving London between 0700-2159 (save that this frequency may be reduced to 1 TPH in up to two hours of the day between 1000-1959 to allow pre-existing freight services to operate).

(iii) 2 TPH to Ely, Downham Market and King's Lynn, leaving London between 0700-2159 save that this frequency may be reduced to 1 TPH in up to two hours of the day between 1000-1559 to allow pre-existing freight services to operate).

[Tables ECML1 and ECML2, Minimum Service Specification].

(iv) Services should provide "broadly regular intervals between services to afford passengers well-spaced services rather than services that meet the TSR requirements but are tightly bunched."

[Para 5.4.2 Invitation to Tender].

"Direct" is defined as "without needing to change" [Para 2.4, Attachment A].

"London" is defined as King's Cross, Moorgate or St. Pancras International [Para 2.5(a), Attachment A].

- **maximum key journey times/all trains non-stop between Cambridge and King's Cross**

- (i) Maximum key journey times are not specified. Services should offer “journey times that are not unreasonably extended. In particular, timing allowances for performance, pathing and engineering time and differentials between public and working timetables must be kept to a reasonable minimum.”

[Para 5.4.2 Invitation to Tender].

- (ii) Only Cambridge Express Services and ECML Outer Services may serve Waterbeach, Ely, Littleport, Downham Market, Watlington and King's Lynn.

[Para 2.7(viii) Attachment A].

A “Cambridge Express Service” is defined as a train calling at King's Cross, Cambridge and no more than two other stations between King's Cross and Cambridge and which may, but is not required to, be extended to serve stations north of Cambridge [Para 2.7(i), Attachment A].

An “ECML Outer Service” is defined as a train, not being a Cambridge Express Service, which is scheduled to call or pass through Welwyn North station and which, between Welwyn North and Finsbury Park, is not scheduled to call at any station other than Welwyn North, Welwyn Garden City, Hatfield, Potters Bar and Finsbury Park [Para 2.7(ii), Attachment A].

- (iii) before and during the morning peak, most southbound Cambridge Express Services are required to call at Letchworth and/or Royston. At other times there is no requirement for southbound Cambridge Express services to call at intermediate stations south of Cambridge.

- (iv) In the afternoon peak and during the evening, most northbound Cambridge Express Services are required to call at Letchworth and/or Royston. At other times there is no requirement for northbound Cambridge Express services to call at intermediate stations south of Cambridge.

- (v) ECML Outer Services are variously required to run semi-fast or slow between Cambridge and Royston and as defined under (ii) above.

[Tables ECML1 and ECML2, Minimum Service Specification].

- **call at new Cambridge Science Park station**

- (i) There is no mention of Cambridge Science Park station in the ITT.

- ***longer trains/’IEP’ standard or better***

(i) “Rolling stock must be provided of a standard that passengers can reasonably be expected to perceive as being of comparable or better quality than stock typically in use on the same route at the time of issuing the ITT.”

(ii) Bidders must fit any new rolling stock or must retro-fit existing rolling stock “that will be needed to operate on the [by then] existing ERTMS-enabled sections of the East Coast Main Line” with ERTMS.

[Para 5.4.3 (A), Invitation to Tender].

(iii) Trains using the Thameslink core route will have to be fitted with Automatic Train Operation (ATO) in addition to ERTMS.

[Para 2.3, Invitation to Tender].

- ***number of peak arrivals/departures, at/ from King’s Cross and at/from Cambridge***

(i) Specified numbers of direct trains due to arrive at London 0700-0959 : 6 from King’s Lynn, 4 from Watlington, 6 from Downham Market, 4 from Littleport, 6 from Ely, 3 from Waterbeach.

“Direct” is defined as “without needing to change” [Para 2.4, Attachment A].

“London” is defined as King’s Cross, Moorgate or St. Pancras International [Para 2.5(a), Attachment A].

(ii) Specified number of Cambridge Express Services due to arrive at King’s Cross 0700-0959: 6.

[Tables ECML1 and ECML2, Minimum Service Specification].

A “Cambridge Express Service” is defined as a train calling at King’s Cross, Cambridge and no more than two other stations between King’s Cross and Cambridge and which may, but is not required to, be extended to serve stations north of Cambridge [Para 2.7(i), Attachment A].

(iii) Specified numbers of direct trains due to depart from London 1600-1859 : 3 to Waterbeach, 6 to Ely, 3 to Littleport, 6 to Downham Market, 3 to Watlington, 6 to King’s Lynn.

“Direct” is defined as “without needing to change” [Para 2.4, Attachment A].

“London” is defined as King’s Cross, Moorgate or St. Pancras International [Para 2.5(a), Attachment A].

(iv) Specified number of Cambridge Express Services due to depart King’s Cross 1600-1859: 6.

[Tables ECML1 and ECML2, Minimum Service Specification].

A “Cambridge Express Service” is defined as a train calling at King’s Cross, Cambridge and no more than two other stations between King’s Cross and Cambridge and which may, but is not required to, be extended to serve stations north of Cambridge [Para 2.7(i), Attachment A].

(v) Arrivals and departures are not specified for Cambridge.

- ***time of first arrival at King's Cross***

(i) The first arrival at London from all six Fen Line stations must be no later than 0700.

“London” defined as King’s Cross, Moorgate or St. Pancras International [Para 2.5(a), Attachment A].

(ii) The first arrival at King’s Cross for a “Cambridge Express Service” must be no later than 0700.

A “Cambridge Express Service” is defined as a train calling at King’s Cross, Cambridge and no more than two other stations between King’s Cross and Cambridge and which may, but is not required to, be extended to serve stations north of Cambridge [Para 2.7(i), Attachment A].

[Tables ECML1 and ECML2, Minimum Service Specification].

- ***time of last (later) departure from King's Cross***

(i) The last departure from London to all six Fen Line stations must be no earlier than 2300.

“London” is defined as King’s Cross, Moorgate or St. Pancras International [Para 2.5(a), Attachment A].

(ii) The last departure from King’s Cross for a “Cambridge Express Service” must be no earlier than 2300.

A “Cambridge Express Service” is defined as a train calling at King’s Cross, Cambridge and no more than two other stations between King’s Cross and Cambridge and which may, but is not required to, be extended to serve stations north of Cambridge [Para 2.7(i), Attachment A].

[Tables ECML1 and ECML2, Minimum Service Specification].

ITT Documentation

Invitation to Tender -

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/245041/invitation-to-tender.pdf

Attachment A

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/245042/tsr-attachment-a.pdf

Minimum Service Specification

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/245045/tsr-minimum-specification-tables.pdf