

## **Clarification on additional Capacity in New Cross Country**

The Invitation to Tender for the New Cross Country (NCC) Franchise invited Bidders to discuss with DfT any plans they may have to provide the same aggregate capacity but in a different configuration. This is intended to recognise the fact that the Bidders will have had access to greater levels of detail on train loadings and crowding levels compared with that which the DfT had available when the specification was set.

As a result of Bidder feedback and consultation, DfT is issuing the following guidance which allows Bidders some scope to submit a Base Case that does not strictly comply in all respects with the capacity requirements specified in the ITT. This is being done to provide Bidders with the scope to develop proposals that more closely match supply of capacity to demand whilst maintaining a fair competition.

### Section 3.6.1 Proposal A

There is no scope to amend the requirements of Proposal A set out in Section 3.6.2.

### Section 3.6.3 Proposal B - Weekdays

The following guidance sets out how Bidders may propose to vary from the capacity requirements for Proposal B set out in the table in Section 3.6.4.

1. Proposals to vary capacity as set out below may apply to either or both of the December 2008 requirement and the June 2010 requirement.
2. The aggregate level of capacity that is to be provided must be at least as much as that set out in the table in Section 3.6.4.
3. The Reading - Leamington Spa and Reading - Southampton specifications may not be varied below that set out in the table in 3.6.4.
4. The summary of changes should be set out in a table, similar to the one attached below. The table must include a column that shows the % increase in capacity from Proposal A.
5. The justification for any proposal must be based on delivery of an increased level of passenger benefit compared the solution that delivers the specification set out in the table in 3.6.4. A solution that does not increase the level of passenger benefit, but is driven instead by a desire to reduce resource requirements compared with a compliant solution is not acceptable.
6. A full written justification for any proposed changes needs to be set out backed up by the necessary data such as detailed passenger counts and crowding analysis. This justification should clearly demonstrate the additional benefits to passengers of altering the capacity specification,

including the numbers of people benefiting from the change. Where a level of capacity lower than that specified is proposed as a result, the impact of this shortfall should be set out. This would include, if appropriate, the number of passengers (if any) adversely affected, the point at which such impact is felt during the franchise term and what alternative services and other mitigating measures are available or proposed.

7. The DfT may seek further justification from Bidders as part of the clarification process.
8. If the justification set out in paragraphs 5 and 6 above are satisfied, then as a guide, the DfT would expect that no more than four of the measured journeys in the table to have increased capacity compared with Proposal A below that specified by DfT. We would expect that any such lower increase in capacity is generally within 3% of that specified by DfT although minor exceptions may be considered if the justification and net benefit to passengers demonstrably and disproportionately outweighs any impact from the shortfall in a particular measured journey.
9. As an alternative to paragraph 4 above, then (again providing the justification set out in paragraphs 5 and 6 above are satisfied) a Bidder may propose to change the timings of measured journeys shown in table 3.6.4. The change in timing would allow for the 'removal' of either the first or last train currently covered by the capacity specification provided that this was matched by a change in timing of a different measured journey to include the 'next' train (earlier or later) not currently covered by the capacity specification . In other words, it is only acceptable to remove a train from the scope of the capacity specification by placing within the capacity specification a train not currently covered. As a guide DfT, will permit no more than two such timing changes northbound and two such timing changes southbound.
10. Bidders may combine a proportionate and limited use of each of the measures under paragraphs 8 and 9 - again always predicated upon the justification set out in paragraphs 5 and 6 above being satisfied.
11. There must still be at least two measured journeys where there is an increase of least 30% in comparison to Proposal A.
12. Bidders are strongly advised to check with DfT that their proposals are likely to be compliant with the above, before finalising their Base Case submissions.
13. Capacity proposals that fall outside the criteria set out within this note may be offered as Bidder Incremental Options.

### Section 3.6.3 Proposal B - Weekends

14. On Saturdays and Sundays, DfT recognises that the peaks in demand are different from weekdays (and each other). DfT is keen that Bidders maximise their ability to match supply to demand.
15. Therefore, DfT invites Bidders to propose their own solution to matching capacity to demand at weekends. The only DfT requirement is that the Bidder proposal must clearly demonstrate that use of the fleet is being maximised on these days.
16. DfT will still require the delivery of the strengthened services to be monitored as part of the capacity regime in the Franchise Agreement. Bidders should derive from their proposed Train Plan a table equivalent to that set out in table 3.6.4. using the same measured journeys, but proposing their own timeband and capacity offers on Saturdays and Sundays.
17. Bidders may wish to provide different proposals for weekends for summer and winter.

### Capacity Issues - other

18. DfT recognises that a franchisee will wish to propose variations to the capacity regime as it develops its train plan in response to better information on loadings and changes to market demand. To the extent that Bidders may feel this is not covered by the Franchise Agreement currently, drafting may be proposed that reflects this.
19. On the ex-Central routes that are part of the NCC franchise, DfT has not specified particular levels of capacity provision, but would expect bids to offer capacity commensurate with expected demand and at least to a level that does not worsen crowding compared with today.

Measured Journey	Departure Timeband	Prop A Dec 2008 Seat Provision	Prop B Specified Seats December 2008	Prop B Bidder Seats Dec 08	% increase Specified seats v Prop A	% increase Bidder seats v Prop A
Birmingham New Street – Stoke on Trent	15.30 – 18.45	1110	<b>1330</b>		<b>19.8</b>	
Birmingham New Street - Oxford	15.00 – 19.15	1860	<b>2230</b>		<b>19.9</b>	
Birmingham New Street – Sheffield*	15.15 – 19.15	1790	<b>2150</b>		<b>20.1</b>	
Birmingham New Street – Bristol Temple Meads	16.00 – 19.30	1670	<b>2000</b>		<b>19.8</b>	
Bristol Temple Meads - Birmingham New Street	16.10 - 1810	860	<b>1040</b>		<b>20.9</b>	
Bristol Temple Meads – Taunton	16.30 – 19.00	740	<b>890</b>		<b>20.2</b>	
Manchester Piccadilly – Stoke on Trent	16.45 – 18.45	740	<b>890</b>		<b>20.2</b>	
Leeds – Darlington	15.45 – 18.30	740	<b>890</b>		<b>20.2</b>	
Leeds – Derby	14.45 – 19.30	1300	<b>1550</b>		<b>19.2</b>	
Reading - Leamington Spa	16.00 – 18.30	1110	<b>1110</b>		<b>0</b>	
Reading – Southampton	16.30 – 18.00	490	<b>490</b>		<b>0</b>	

<b>Measured Journey</b>	<b>Departure Timeband</b>	<b>Prop A Dec 2008 Seat Provision</b>	<b>Prop B Specified Seats June 2010</b>	<b>Prop B Bidder Seats June 2010</b>	<b>% increase Specified seats v Prop A</b>	<b>% increase Bidder seats v Prop A</b>
Birmingham New Street – Stoke on Trent	15.30 – 18.45	1110	<b>1450</b>		<b>30.6</b>	
Birmingham New Street - Oxford	15.00 – 19.15	1860	<b>2230</b>		<b>19.9</b>	
Birmingham New Street – Sheffield*	15.15 – 19.15	1790	<b>2330</b>		<b>30.2</b>	
Birmingham New Street – Bristol Temple Meads	16.00 – 19.30	1670	<b>2170</b>		<b>29.9</b>	
Bristol Temple Meads - Birmingham New Street	16.10 - 1810	860	<b>1120</b>		<b>30.2</b>	
Bristol Temple Meads – Taunton	16.30 – 19.00	740	<b>960</b>		<b>29.7</b>	
Manchester Piccadilly – Stoke on Trent	16.45 – 18.45	740	<b>960</b>		<b>29.7</b>	
Leeds – Darlington	15.45 – 18.30	740	<b>960</b>		<b>29.7</b>	
Leeds – Derby	14.45 – 19.30	1300	<b>1690</b>		<b>30</b>	
Reading - Leamington Spa	16.00 – 18.30	1110	<b>1110</b>		<b>0</b>	
Reading – Southampton	16.30 – 18.00	490	<b>490</b>		<b>0</b>	