

Dear Member

Fares from 2 January 2012

I thought you would be interested in FCC's Fares statement:



Dear stakeholder,

I am writing to you with details of First Capital Connect's fares for 2012. This follows the national announcement on rail by the Association of Train Operating Companies (ATOC).

ATOC has announced that national rail fares will rise on average by 5.9%. First Capital Connect's fares from 2 January 2012 will rise by an average of 5.7% and no fare within FCC's sole control will rise by more than 6%. Some have not increased at all.

Super off-peak tickets, that are valid at the weekend, have been frozen to encourage more people to use FCC for leisure travel.

You will also be interested to note, that station car park tariffs will increase by no more than 3% to cover rising overheads, including energy costs. Off-peak fares are to be frozen.

Customers can buy tickets for trains and car parks for the year ahead at existing prices up to and including 1 January 2012.

Also, you should be aware of on-line ticket purchase short coming found by one of our members when buying a ticket from the north to Zone 2:

The issue is that that FCC's online season ticket purchase/renewal page offers only Zone 1 prices when the purchaser has specifically requested the far cheaper Zone 2 journey.

Thus, from St Albans for example, someone actually wanting a £3180 annual ticket will get tricked into paying £572 too much, ie £3752. Looking at the attached webpage, you will see that the heading says "Zone 2", with "Zone 1 " appearing only inside the price boxes and in much smaller print. Some passengers may spot it. Others - already expecting a price rise - will not.

In fact the only way to access a Zone 2 ticket seems to be by entering a *named* Zone 2 station as the London destination.

FCC have responded to the effect that this seems to be a problem with multiple on-line vendors and they will get it fixed as soon as possible.

FCC Stakeholder presentation

The presentation used by FCC at the Stakeholder meeting last week is now on our website at: <http://www.aptu.org.uk/pdfs/fccstakeholderpresentation20111215.pdf> (warning - a large file [6Mb]); I'll be writing a commentary on the meeting shortly.

Future of the Franchise

The Department for Transport has issued the "OJEU Notice" for the replacement to the current FCC franchise. It includes both the existing Southern franchise and parts of the Southeastern franchise over time:

The length of the franchise will be a minimum of 7 years with pricing also required for a potential extension of up to 2 years at the discretion of the Secretary of State.

The Thameslink franchise will:

- include all services that are currently operated by the First Capital Connect (FCC) franchise from September 2013;
- at a point between April and December 2014 the franchise would include some services currently operated by Southeastern. These services would be all those that are jointly operated by FCC and Southeastern at present, and some further current Southeastern services which may be transferred to enable the implementation of the full Thameslink service operations;
- include all the services operated by the current Southern franchise at some time between July 2014 and July 2017;
- operate until 2020 (unless the Secretary of State exercises her contractual rights to extend beyond this date) allowing for the Thameslink programme infrastructure works to be completed, the new Thameslink programme rolling stock to be fully deployed, the new train control systems to be commissioned and the future Thameslink timetable to be implemented.

I'm not clear what is special about "April to December 2014", but I guess "July 2014 to July 2017" is tied in with the arrival of the new rolling stock.

Using 2010/11 data, this will be a £1bn per annum business from the time current Southern services are included, so everyone will be very interested in making a bid - no doubt both incumbent operators, other national players and those new to the market. Certainly, some potential operators have already been in contact.

Should you be curious, or have £100m to spare (that is the size of the performance bond wanted), there is more detail available at <http://www.dft.gov.uk/publications/thameslink-franchise-2013> - APTU will be digesting this material and will then discuss next steps with the Bedford Commuters Association.

Finally ...

The APTU Committee wishes you a Merry Christmas and best wishes for 2012.

Regards

Neil

Neil Middleton

20 December 2011