

Record of Actions/Agreements East Coast Mainline Access Oversight Board Tuesday 24 March 2020, 1300 - 1500

Name	Organisation
David Horne – Chair (DH)	LNER
Warrick Dent (WD)	LNER
Paul Rutter (PR)	NR
Ed Akers (EA)	NR
Tim Walden (TW)	NR
Debra Armitstead (DA)	NR
Chris Curtis (CC)	NR PMO
Rod Moorcroft (RM)	NR
Paul McKeown (PM)	NR
Steve White (SW)	GTR
Arthur Borkwood (AB)	DfT
Richard Mclean (RM)	Grand Central
Louise Mendham (LM)	Hull Trains
Toby Patrick Bailey (TPB)	NR
Dave Ward (DW)	TUSP
Richard Smith (RS)	TUSP

Attendees:

** Please let Debra Armitstead know if you were missed of the list.*

Item 1 – Engineering Review of Platform 0

RM outlined that this option can be delivered by December 2020, it will be signalled however it can't be safely electrified. The additional platform capacity would be available in the morning and evening peak with a requirement to hand back to the project team between those times.

Platform 0 would be available in the above capacity for all of stage 2 with the exception of the final week (half term in February). A QSRA has been carried out and whilst the float is reduced in stage 3 and 5 it is within an acceptable margin

Additional access would be required of 1no. 54h ALB (All Line Block) prior to Stage 1 for Track and OHLE enabling works. And within the Stage 4 an extension of the 54hr slow line block to include Canal Junction on WE50 to complete the Up Slow track renewal at Belle Isle

Work has been carried out to identify a way to segregate passengers and workforce during stage 2

The Route Delivery Director is confident that the works in week 12 can be completed on the assumption that construction work is able to continue (social distancing)

LNER have tested if 2 tph (diesel Azuma) can be accommodated into platform 0, this identified some issues, but they have successfully tested 5 car electrified attached to a 5 car bi-mode

Note – late running trains for Platform 0 would need a contingency plan to stop a late start for the period P0 is closed

Note – project can recover from a max of 4 weeks delay from CV-19 impact

Note – allocation of project resource on a national prioritisation basis is yet to take place, and hence, where King's Cross sits in that plan

All operators supported the enabling weekends continuing, subject to NR and supply chain being able to carry out the works.

Item 2 Resilient infrastructure

PR presented the work which had been completed to date; Richard Storer is the owner of this plan

5 key zones identified, all agreed that this was the right approach

Zone 1: Kings Cross to Finsbury Park, Moorgate to Finsbury Park and Thameslink Core

Zone 2: Finsbury Park to Hitchin

Zone 3: Hitchin to Peterborough and Cambridge

Zone 4: ECML North of Peterborough

Zone 5: Rest of the network

The next stage of the work would be to develop the strategy regarding preventing and responding to catastrophic failures

It was acknowledged that this was an excellent piece of work and had built upon the principles already use for the Olympics

It was noted that the operators now need to produce the same level of detail for the rolling stock

Item 3 TUSP update – Independent Review

Analysis has looked at morning and evening peaks

AM peak; Possible Solutions include transfer to alternative trains ; Passenger Suppression through effective communications and limiting ticket sales

371 spare seats on ECML Fast (across the AM peak) 1805 spare seats on ECML LDHS (across the AM peak)

PM peak; Possible Solutions as above

555 spare seats on ECML Semi-Fast (across the PM peak) 1779 spare seats on ECML LDHS (across the PM peak)

Conclusion - The data is correct and gives a robust baseline, the impact of Platform 0 gives sufficient capacity to reduce the service reduction issue, this now gives an achievable challenge to the passenger handling team of managing a problem of circa 3000 passengers. This records the size of the challenge we need to resolve through additional measures.

The above analysis assumes that 30 passengers per carriage would be standing vice the GTR requirement of 25 but this could be refined in the next stage of development

Item 4 Capacity planning

Assuming that 2 LDHS tph into platform 0 enables the Cambridge service to increase to 12 cars in morning peak plus an additional service (Royston), in order to achieve the 2 tph into platform 0 some amendment to the timing slots from Peterborough has had to be made; A summary output on how the platforming would work, and how this integrates with rest of east coast is now available

Network Rail Capacity planning provided the following update; Timetable resource is currently very constrained, only 20% of staff are in the office and social distancing measures

are being increased, they can't provide for everyone to work from home, and the priority is for today's timetable, therefore there has been a pause on activity on the LTP for initially 3 weeks, once the constraint is lifted priority will be for those packages that can be reasonably delivered by Dec 2020

LNER stated that they have a resource to do stage 2, and still believe the planning timescales for them are achievable

No issues regarding the timetable process were raised by Grand Central or Hull trains

GTR currently have 800 staff off self-isolating (10% of their staff) they have closed head office with available train planning resource working from home, resulting in a pause to all of the Stage 2 and 4 TT works.

GTR will not be at 22 tph through the core by Dec20 due to a pause on the driver training (no route learning due to driver availability and self-isolating constraints; ATO also won't be complete;

It was agreed that work would continue on the readiness for May 2020 TT, and this would be the preferred TT to be implemented once the emergency TTs currently being operated are finished

Item 5 Operators support for a Go/No Go decision

Hull Trains; passenger handling plan needs some refinement but in a good place

Grand central; passenger handling plan needs some refinement but in a good place, but the project should be reprogrammed for a later implementation due to resource constraint

LNER – No Go however record what we could do looking at revised timescales for planning

GTR – No go

PMO – review what would need to happen to allow the project to begin the partial blockade in December 2020

DFT – No Go

Conclusion the TT challenge is too great at this stage to progress using the previously agreed timescales, there are further risks relating to the impact of social distancing on the project development and delivery, it was noted that any deferral could be number of years

Actions

All parties to provide Ed Akers and Tim Walden with a response to "What would need to be true for us to progress with blockade in 2020" by 3rd April, consider the train planning timescales which could be accommodated

Jack Pocock to advise on what would be required for the mobilisation of the Dec 20 TT and agree how best to complete this

Operators were open to suggested opportunities should they arise and the network was able to accommodate. Suggestion from GTR as an example was that if we're running a Sunday service in December to March next year, we could do KX without affecting the train service.

Next steps Hold the meeting in the diary for 2nd April AOB