

-----Original Appointment-----

From: [redacted]

Sent: 27 January 2021 09:35

To: [redacted]

Cc: [redacted]

Subject: Week 50 & week 51 review of the standard hrs

When: 01 February 2021 14:30-16:30 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

Where: Microsoft Teams Meeting

Meeting to discuss the standard hours produced by train planning.

My notes from yesterday's meeting:

In essence Avanti will look to run 4tph and WMT 1 tph via Weedon.

WMT expressed a desire to have just one weeks disruption and if that was the case they might be able to support further service reductions past Camden – Sudbury.

In week 51 ARL seemed willing to cut back to 2tph on the GOB and reduce DC service by halve, however this needed approval. WMT reducing services to Bushy and Harrow may increase passengers on DC lines.

Need to keep GTR off NW & C. Need to discuss with them.

Freight indicated that traffic for them had not reduce and may have even increases.

Passenger operators were not sure how long the reduced services would remain in place.

Serco are expecting to be running 2 sleeper by week 51. The question was asked if the Sleeper could run via the reliefs, those present could not see an issue, however would need to confirm. However Serco wanted to know who would pay for the extra resources to be topped and tailed.

Capacity planning said that they only had resources to produce a standard hour for week 50 and week 51. They would be able to give some idea of the impact of combining both weeks but would not be able to provide a combined standard hour.

Capacity planning believed they could find 2tph for freight via Weedon. Freight believed that they may need up to 3tph.

Freight made it clear that they required a detailed timetable study before they could agree to anything. They had issues around resourcing crew so journey times would be important. Timings at key points would be crucial for crew changes and delivery slots etc. After the Mainee (hope I have the name right) dispute, one of the findings was that NR needed to provide detailed timetable studies if large scale late notice work was to go ahead.

Operators asked if the work was essential and if it could be put off. NR pointed out that Crick was designed to prevent future flooding and issues, and that Camden Jn to Sudbury was an acceleration of an existing program to remove issues.

It was agreed at the meeting Tom James would provide a list to freight of the services he thought would not run.

Freight would respond by 27/01 with a list of non-runners.

Capacity planning would provide a standard hour for week 50 and 51, and also an over view of the impact of a combining the two weeks, by close of play on Friday.

A new meeting will take place on Monday afternoon to discuss the outcome capacity planning work and provide information around bid dates etc.