

My notes from the meeting Monday to discuss the Standard Hour Study.

The route explained the issues on both sites and the need to do the work. We were especially drawn to Crick tunnel and the track circuit failures caused by the recent flooding.

Train planning then gave an overview of the standard hour four week 50, as per the document sent to operators. This showed that 2tph was possible however at the peak there could be several hours where 3tph and 4 tph could be required. However, there was capacity for all services throughout the day, but it would need trains to be planned away from the peak.

GBRF asked what weight of freight trains had been used in the exercise. There were clearly restrictions that would have to be applied. They also said that without end to end timing that there was a high risk and it was too late in the day.

Freightliner echoed GBRfs sentiments. End to end timings are a real concern, does the plan work off area. There was also concern that at a quick glance timings did not seem to work, with what appeared to be tight timings in appendix B.

DBC where concerned about the lack of detail around Rugby. Train planning said that control would need to be involved.

DRS where concerned about the Daventry run rounds not being shown in the Study. Could just block in 30 min for run round, does not need to be accurate.

Suggestions to prioritize freight over Passenger in the traffic remarks were not acceptable to passenger operators as they needed to be able to plan their resources, they needed to know the plans they were submitting were likely to be agreed.

GTR were unhappy with the 3 min additional time added into their service heading toward Clapham Jn as the current turn around is only 6 min which would now be reduced to 3 min. So that would mean the need to retime the services back to Milton Keynes. They do not have the resources to carry out late change. This would also impact on their driver resources.

Train planning gave an overview of the Standard hour for week 51 between Camden Jn and Sudbury Jn. He apologised that the study made no reference to GTR services needing to terminate short at Sheppard's Bush.

It was taken as a given that all freight operators wanted to be shown end to end times as this can impact crew diagrams etc.

GTR said they did not have the resources to change train Diagrams and Crew Diagrams etc and could not accept this.

Freightliner asked if the back to time was arrival or departure times at Wembley. It was confirmed as departure times so they said this would break their crew diagrams. They also express concerns at GTR terminating at Shepard's bush as this could impact freight via that route.

ARL where happy with the proposal in principle but would need to look at the standard hour in more detail. Different trains to those suggested had been cancelled and they needed to recheck passenger loading.

GBRF brought up the proposed bid and offer dates, saying that getting offers two weeks before the trains were due to run was not acceptable as they expected to get rejections or unsuitable offers and not enough time to work with NR to resolve them.

Freightliner felt that NRs in ability to plan this due a lack of resources in the time frame was being pushed back on the freight operators.

There was a general consensus that bid at T6 and offer at T4 was better as it gave time to resolve issues.

Train planning expressed their opinion that weeks 50 and 51 needed to be kept separate.

EAP said the request times out on Wednesday evening and would report back to their senior management.

Regards,
Dave