



DECEMBER 2010 TIMETABLE MEETING HERTFORD HOUSE – 18 DECEMBER 2009

Attendees:

Paul French - FCC
 Ian Hammond - FCC
 Peter Lane - FCC
 Andriana Shiakallis – Network Rail
 Jonathan James – Network Rail

Objective:

Discuss First Capital Connect concerns with the proposed Southern timetable from December 2010 and agree next steps.

Item	Issue	Action
1	Rules of the Plan Rules of the Plan were discussed in general. Jonathan James explained that a full Sussex Rules of the Plan / Rules of the Route review was planned, but was unlikely to be completed in time to inform the December 2010 timetable. Next steps to be discussed at the 5 January 2010 Sussex Right Time Railway meeting.	To be discussed at 5 January 2010 RTR meeting.
2	December 2010 Rules of the Plan Peter Lane explained that he was concerned about some existing Rules of the Plan values and also some tight working in the proposed December 2010 timetable including:- <ul style="list-style-type: none"> - 442 SRTs need to be reviewed. - 442 dwell times need to be checked, in particular at Clapham Junction (shown as 1½ in development timetable). - Minimum headways are used throughout the proposed timetable. - There are some tight turnaround times at Brighton (9 minutes). 	Jonathan James to arrange a meeting with FCC, Southern and the Sussex Route to discuss concerns.
3	December 2010 Timetable structure Southern has proposed revising the Brighton Main Line standard hour timetable, including the introduction of four fast / semi-fast trains per hour	Jonathan James to arrange a meeting with FCC, Southern and the Sussex

	<p>between London and Brighton departing at 06 / 21 / 36 / 51 minutes past the hour. The 06/36 departures will be formed of 10x442.</p> <p>Peter Lane explained that he was concerned about the new Brighton Main Line timetable structure in particular:</p> <ul style="list-style-type: none"> - Changes to stopping patterns at Gatwick, Burgess Hill, Hassocks and Hove. - Down Southern and FCC services are closely spaced at East Croydon (2½ minutes apart). - Tight working at Haywards Heath in both directions. For example in the down direction:- <ul style="list-style-type: none"> xx31 arrival of Coastway service xx33 fast Victoria to Brighton service passes xx35 first Coastway portion departs xx37 second Coastway portion departs xx39 FCC Brighton service arrives xx40 FCC Brighton service departs <p>FCC is happy to work with network Rail and Southern to create an improved timetable structure and suggested the possibility of delaying the timetable change to May 2011 to allow this to happen.</p>	<p>Route to discuss concerns and options for revising the timetable to resolve the concerns raised by FCC.</p>
4	<p>December 2010 Sundays</p> <p>Peter Lane explained that Southern has proposed running 4tph each way between Victoria and Sutton via Wallington and 4 trains per hour each way between Victoria and Sutton via Carshalton (continuing to Epsom/Dorking).</p> <p>As a result there is no space in the timetable for the FCC Herne Hill – Streatham – Wimbledon – West Sutton – Sutton service to reverse at Sutton.</p> <p>Potential solutions include running ECS from Sutton to Streatham or West Croydon to reverse, but this would add fleet mileage and incur additional train crew costs.</p> <p>Once that the Thameslink core re-opens on Sundays there is a risk that the Midland Main Line timetable and the Southeastern service via Herne Hill will need to be revised.</p>	<p>Jonathan James to arrange a meeting with FCC, Southern and the Sussex Route to discuss concerns and options for revising the timetable to resolve the concerns raised by FCC.</p>
5	<p>SLC Issues</p> <p>Paul French explained that FCC would like to understand whether the additional Victoria – Brighton services are a Southern franchise</p>	<p>Andriana Shiakallis to follow-up with Mary Collins and DfT.</p>

	<p>commitment.</p> <p>FCC do not believe at this stage that there are any SLC changes required, other than perhaps to intermediate station journey times.</p>	
6	<p>ORCATS Issues</p> <p>Peter Lane explained that FCC believes that the structure of the proposed timetable (for example Southern services run only a couple of minutes in front of FCC services at East Croydon) and changes to stopping patterns will impact on ORCATS revenue allocation.</p>	Paul French will progress internally.
7	<p>RUS Consistency</p> <p>Paul French explained that FCC is concerned that the revised timetable pattern, additional services and revised stopping patterns are not consistent with the RUS.</p> <p>FCC is also concerned about ORCATS implications and whether the four Victoria – Brighton services per hour addresses a gap identified in the RUS.</p> <p>In addition FCC is concerned that the proposed timetable structure does little to benefit passengers.</p>	Jonathan James to contact Chris Rowley for advice.
8	<p>Performance</p> <p>Peter Lane explained that the increased use of 442 units, the use of minimum headways and tight Rules of the Plan values is a significant performance risk.</p> <p>Ian Hammond stated that it is essential that the new timetable is RailSys modelled.</p> <p>FCC would like a full re-write of the Brighton Main Line timetable combined with a Rules of the Plan review.</p> <p>FCC also has concerns about regulation policy, in particular where Southern and FCC services are closely spaced in the new timetable.</p>	Jonathan James to discuss with Sussex Route and also identify if funding and resources are available for RailSys modelling.
9	<p>Safety</p> <p>Ian Hammond explained that FCC is concerned that the use of minimum headways in the new timetable will increase the risk of SPADs taking place.</p>	Jonathan James to raise with Sussex Route.



DECEMBER 2010 SUSSEX TIMETABLE PADDINGTON – 21 JANUARY 2010

Attendees:

Paul French - FCC
 Ian Hammond - FCC
 Peter Lane - FCC
 David Walker - Southern
 Alan Lake - Southern
 Andriana Shiakallis - Network Rail
 Jonathan James - Network Rail
 Brian Foster - Network Rail

Apologies:

Jennifer Osborne - Network Rail
 Paul Thomas - Network Rail

Objective:

Discuss proposed timetable changes for December 2010 on Sussex Route and agree next steps for resolving any issues identified.

Agenda:

Southern – proposed timetable changes
 FCC – proposed timetable changes
 FCC comments on Southern proposals
 Southern comments on FCC proposals
 Rules of the Route issues
 RailSys modelling
 Sussex Rules of the Plan / Rules of the Route Review
 Timescales
 AOB

Item	Issue	Action
1.	<p>Southern – proposed timetable changes</p> <p><i>Only changes with a likely impact on FCC were discussed.</i></p> <p><u>Brighton Main Line SX & SO Standard Hour</u></p> <p>Southern has proposed revising the Brighton Main Line standard hour timetable, including the introduction of four fast trains per hour between London and Brighton departing from Victoria at 06 /</p>	

	<p>21 / 36 / 51 minutes past the hour (instead of two fast and one slow).</p> <p>The 06/36 departures will be formed of 10 x 442. The 21/51 departures will be formed of 8 x 377.</p> <p>Victoria to Brighton stopping patterns are also revised to improve journey times.</p> <p>The Victoria to Littlehampton service will call at Preston Park.</p> <p><u>Sundays</u></p> <p>Southern will operate four trains per hour in the Metro area including Victoria to Sutton via Wallington and Victoria to Sutton via Carshalton (continuing to Epsom / Dorking).</p> <p><u>Additional Evening Services</u></p> <p>Southern will operate additional evening services on some routes, including the Metro area.</p>	
2.	<p>FCC – proposed timetable changes</p> <p>No significant changes are proposed.</p>	
3.	<p>FCC comments on Southern proposals</p> <p><u>Brighton Main Line SX off peak and SO</u></p> <p>Peter Lane explained that he was concerned about some existing Rules of the Plan values and also the structure of the proposed December 2010 timetable including:-</p> <ul style="list-style-type: none"> - Performance of 442 units – can they meet their SRTs. - 2 minute headways being used off-peak. - Platform working and turnaround times at Brighton. - Down Southern and FCC services are closely spaced at several locations including East Croydon and Preston Park. - Changes to stopping patterns. - Tight working / close sequence of trains at Haywards Heath in both directions. <p>Peter Lane, Alan Lake and Brian Foster agreed to meet and try to resolve as many of these issues as possible.</p> <p>A further meeting / Phone Conference will then be</p>	<p>FCC to raise at next RTR meeting.</p> <p>Brian Foster to arrange a meeting.</p> <p>Jonathan James to arrange</p>

<p>arranged to discuss the results.</p> <p>Alan Lake suggested that reducing the 442 dwell time at East Croydon off peak (from 2 minutes to 1½ minutes) may help in finding a timetable solution.</p> <p>Overall there are concerns about the performance of the new timetable. Regulation policy was also raised as a concern.</p> <p>Ian Hammond explained that FCC would like to understand whether the additional Victoria to Brighton services are a Southern franchise commitment. David Walker confirmed that they were but agreed to clarify.</p> <p>FCC do not believe at this stage that there are any SLC changes required.</p> <p>Peter Lane explained that FCC believes that the structure of the proposed timetable and changes to stopping patterns will impact on ORCATS revenue allocation. It was noted that FCC become the principal operator at Balcombe.</p> <p><u>Sundays</u></p> <p>As a result of the enhanced Southern service there is no space in the timetable for the FCC Herne Hill – Streatham – Wimbledon – West Sutton – Sutton service to reverse at Sutton.</p> <p>Potential solutions were discussed including:-</p> <ul style="list-style-type: none"> - Running ECS from Sutton to Streatham to reverse, but this would add fleet mileage and train crew costs. - FCC introducing a Herne Hill – Streatham – Wimbledon – West Sutton – Sutton – Carshalton – Streatham – Herne Hill service. FCC does not believe there is sufficient demand for this service. - FCC operating a Herne Hill – Streatham – Wimbledon service and Southern extending their Victoria to Sutton service to Wimbledon. This option would require SLC changes and would increase Southern fleet mileage etc. - Amending the Southern service to provide enough space for FCC to reverse at Sutton. This would probably result in an off-pattern Southern service. 	<p>a meeting.</p> <p>Jonathan James to raise with Sussex Route.</p> <p>David Walker agreed to investigate and confirm what was mandated in the SLC</p>
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	<p>Peter Lane, Alan Lake and Brian Foster agreed to meet and develop these four options.</p> <p>A further meeting / Phone Conference will then be arranged to discuss the results before approaching DfT.</p>	<p>Brian Foster to arrange a meeting.</p> <p>Jonathan James to arrange a meeting.</p>
4.	<p>Southern comments on FCC proposals</p> <p>No issues</p>	
5.	<p>Rules of the Route issues</p> <p>Southern require some RoTR Section 4 times to be amended to accommodate their additional services. David Walker reported that most changes had been agreed but negotiations were ongoing concerning Leatherhead to Dorking.</p> <p>Peter Lane reported that for the May 2010 timetable the SO 0014/0048 Sutton to Orpington ECS had been rejected due to conflicts with White Periods. Jonathan James said that as part of the December 2008 timetable it was agreed that a route would always be kept open for Sutton to Orpington ECS.</p> <p>Peter Lane reported that from May 2012 timetable FCC would re-introduce their full cross-London Sunday timetable, including additional trains between London Bridge and East Croydon. There were concerns that this had not been included in negotiations concerning patrolling access on the Sydenham Lines.</p>	<p>Brian Foster to investigate.</p> <p>Jonathan James to raise with NAU.</p> <p>Jonathan James to advise Tangwyn McCormick</p>
6.	<p>RailSys Modelling</p> <p>Peter Lane explained that the increased use of 442 units, the use of minimum headways and tight Rules of the Plan values is a significant performance risk.</p> <p>Ian Hammond stated that it is essential that the new timetable is RailSys modelled.</p> <p>David Walker confirmed that Southern would support RailSys modelling as well.</p> <p>Jonathan James reported that the potential RailSys modelling of the December 2010 had been raised and was being discussed with Neil Henry yesterday.</p> <p>It was noted that timescales were fairly tight for</p>	<p>Jonathan James to investigate and provide an update.</p>

	undertaking RailSys modelling for December 2010.	
7.	<p>Sussex Rules of the Plan / Rules of the Route Review</p> <p>Jonathan James explained that a full Sussex Rules of the Plan / Rules of the Route review was planned, but was unlikely to be completed in time to inform the December 2010 timetable.</p> <p>The 442 SRT issues would be picked up as part of this work as well as headways on the Brighton Main Line.</p> <p>Peter Lane and David Walker to arrange to meet Adrian Hooper to discuss the remit and pass on details of any RoTP issues that they would like investigated.</p>	Peter Lane and David Walker to arrange to meet Adrian Hooper
8.	<p>Timescales</p> <p>Next key dates are :-</p> <p>Capacity Request Deadline – 19 March 2010 Formal Offer – 25 June 2010</p> <p>It was noted that any RailSys modelling would need to be completed at least a month before Formal Offer to allow any adjustments to the timetable to be made.</p>	
9.	<p>AOB</p> <p>None raised</p>	

