

## Annex 2

### **ECML CAPACITY PROGRESS MEETING (3)** **City Exchange, Leeds 6<sup>th</sup> June 2006**

#### **Attendees:-**

Adrian Thear (Train Planning Manager Leeds TPC, Network Rail)  
Gareth Richards (Capacity Allocation Manager Leeds TPC, Network Rail)  
Steve Hall (Advanced Timetable Manager Leeds TPC, Network Rail)  
Richard White (Area Timing Specialist ECML (S) Birmingham TPC, Network Rail)  
Peter Robinson (Commercial Advisor, Network Rail)

John Quarmby (Central Trains)  
Stan Kitchin (EWS)  
Chris Patman (First Capital Connect)  
Shaun Fisher (GNER)  
Sean English (Grand Central Railways)  
Ian Yeowart (Grand Central Railways)  
Bob Brook (Hull Trains)  
Paul Snowden (Northern Rail)  
John Sadler (Vossloh)

#### **Apologies:-**

David McIntosh (Nexus)

AT opened the meeting by reminding all the attendees that this was a train planning meeting and no other matters related to decisions on ECML capacity would be discussed.

#### **Actions from the previous meeting**

- **SH to check whether Central Trains 1M30 would work RotP compliantly into Grantham ahead of GNER's 1S25.**  
SH found this was 1" short on Rules of the Plan margins. As a result 1S25 flexed 1" later to Doncaster. This alteration is acceptable to GNER.
- **Mike Leadbetter (Freightliner) to investigate if traincrew have the knowledge for 4L79 to be diverted via Church Fenton as an alternative route.**  
Freightliner cannot divert this service via Church Fenton. SH gave an alternative to retime GCR's 1630 Sunderland to London Kings Cross, to depart Sunderland at 1730. This gives a shorter journey time to the GCR service. SH has explored several solutions without success.
- **ML to check how frequently Pelaw UGL has been used unplanned in the last 3 months**  
Action still open awaiting a response.

- **AT/GR/SH to feed back any issues relating to turnarounds at London Kings Cross to the GM's**

AT confirmed this had been done. It was added that the Railways model for the performance evaluation was now built. A CIF had been sent to SAP. This work will be complete in time to provide a decision to the ORR regarding capacity allocation by 30<sup>th</sup> June.

BB enquired as to whether all aspirations would be looked at as one or step by step. AT said that an incremental approach would be taken. BB then added if the operators would see the results of the evaluation and AT confirmed they would.

SF enquired as to what was being measured in the model. AT replied that things such as delay and PPM would be looked at. AT added that Network Rail would be making the final decision on what was considered a robust timetable.

IY questioned what would happen that in the event of the performance analysis, Network Rail was unable to support/agree to the number of GCR paths that the ORR indicated in their decision of 23<sup>rd</sup> May 2006.

PR responded that under such circumstances there would clearly need to be a detailed discussion with the ORR, adding that the granting of rights to GCR may require the ORR to approve modifications sought by Network Rail to other operator's access contracts. PR quoted as an example of modifications that may be required, the changes that would need to be made to one or more GNER services if on performance / operational grounds a longer turnaround than 30 minutes was required between the arrival and departures of the late afternoon GCR services.

IY added that GCR were seeking to cause as minimum impact as possible to other operators.

CP asked GCR if there were contingency plans for 30" turnarounds. IY said that nothing would be planned until the final timetable was approved.

SF requested that the progress of the Railways modelling could be discussed at the next meeting and AT confirmed it would be explained in more detail then.

- **JS to provide SH with a Sunday specification for GCR services**

SH still awaiting specification from JS. However, IY stated that the rough times given at the last meeting would use as a good starting point. IY added that they were pretty flexible on the Sunday timetable. SH confirmed he would start work on Sunday paths later this week.

- **BB to provide SH with a Sunday specification for Hull Trains services**

SH received confirmation from BB that the Hull Trains Sunday timetable would be as present.

#### **Other items from the last meeting**

- IY said that he had visited Hartlepool to get confirmation on the platform lengths. He questioned whether the rules were correct. The platform length is longer in the northbound direction (165m) than the southbound direction (155m). PR said he would get confirmed lengths for the Durham Coast route.

**ACTION: PR to confirm platform lengths**

#### **Overview of work undertaken by SH since the last meeting**

- AT explained the latest position:-
  - SX complete for 3 GCR paths in each direction, 6 extra GNER paths in each direction, clockface alterations to GNER xx05 services ex London Kings Cross and 1 additional Hull Trains path in each direction
  - SO GCR paths now complete
  - Work on SUN GCR paths to commence this week
  - Other outstanding aspirations are to be looked at
- **To accommodate the extra Leeds services requested by GNER, other GNER services required flexing or amendments to their existing stopping patterns.**
- RW had picked up on a few issues whilst validating the timetable. These had been related back to SH.
- GCR require a read only Trainplan for their Vossloh base  
**ACTION : GR to speak to OPSU to arrange**
- SH had sent prints to all the operators of consequential retimings as a result of the 12 additional GNER paths and alterations to the GNER clockface departures of the xx.05 London Kings Cross to Leeds services **to xx.10. This was GNER's aspiration at the Priority Date, not a result of additional GCR services.** These were then discussed in more detail.
- **xx.05 clockface departures moving to xx.10**
- 1D22 0710 London Kings Cross – Leeds
  - 2R59 0853 Doncaster – Adwick (Northern) retimed 1" earlier
  - 1Z15 0633 Bounds Green – Derby (Serco NMT) retimed earlier

- 5R58 0902 Adwick – Adwick (Northern) retimed 1" earlier to Skellow Jn.
- 1C21 0828 Leeds – London St. Pancras (MML) retimed 2" later South Kirby Jn – Moorthorpe
- 1T01 0715 London Kings Cross – Kings Lynn (FCC) retimed 1" later Hitchin – Cambridge
- 1D24 0810 London Kings Cross – Leeds
  - 1L06 0740 Sheffield – Norwich (CT) retimed 1" earlier Grantham – Tallington Jn.
  - 2P02 0736 London Kings Cross – Peterborough (FCC) retimed 4" later Holme Jn – Peterborough (same time at Peterborough)
  - 2R07 0814 Worksop – Adwick (Northern) retimed later from Doncaster
  - 2Y18 0915 Sheffield – Leeds (Northern) retimed 2" later from Moorthorpe – Outwood; ½" later into Leeds
  - 4E62 0528 Ipswich SS – Leeds FLT (F'liner) retimed 2" later Claypole Loop – Bridge Jn.
  - 5R64 0955 Adwick – Adwick (Northern) retimed 2" later to Skellow Jn.
- 1D26 0910 London Kings Cross – Leeds
  - 1L09 0647 Liverpool LS – Norwich (CT) retimed 2½" later Grantham – Ely
  - 2C03 0906 London Kings Cross – Cambridge (FCC) re-routed SL Finsbury Park – Welwyn GC
  - 2F00 0820 Moorgate – Letchworth (FCC) retimed 1½" later from Hitchin
- 1D28 1010 London Kings Cross – Leeds
  - 2C04 1006 London Kings Cross – Cambridge (FCC) re-routed SL Finsbury Park – Potters Bar
  - 2K19 1112 Lincoln – Peterborough (CT) replatformed to P2 at Peterborough
  - 2T24 1241 Peterborough – Newark NG (CT) replatformed to P2 at Peterborough and re-routed via USL to Werrington Jn.
  - 1E07 0800 Glasgow Ctl – London Kings Cross (GNER) retimed 1½" later Doncaster - Huntingdon
  - 1S12 1030 London Kings Cross – Aberdeen (GNER) now calls at Doncaster
  - 1V51 1026 Newcastle – Taunton (VXC) retimed 2½" earlier Doncaster – Swinton
  - 1W36 1141 Sheffield – Scarborough (Northern) retimed 1" later Hexthorpe Jn – Doncaster
  - 2P67 1117 Scunthorpe – Lincoln Central (Northern) retimed 1" earlier into Doncaster, then earlier to Swinton. Replatformed to P3B at Doncaster
- 1D29 1035 London Kings Cross – Leeds

- 1D29 additionally calls at Stevenage
- 1M16 0957 Norwich – Liverpool LS (CT) retimed 2½” earlier into Peterborough and runs SL to Stoke Jn.
- 1D30 1110 London Kings Cross – Leeds
  - Stevenage stop deleted in 1D30; Grantham and Newark calls added
  - 1N06 1130 London Kings Cross – Newcastle (GNER) retimed 2” later Newark NG – York; 1” later York – Thirsk
  - 1W38 1241 Sheffield – Bridlington (Northern) retimed ½” earlier into Doncaster and replatformed into 3B
  - 1E40 0958 Bristol TM – Newcastle (VXC) retimed later Doncaster – York
  - 2C05 1106 London Kings Cross – Cambridge (FCC) re-routed SL Finsbury Park – Potters Bar
  - 4L65 1001 Wembley – Ely Papworth Sdgs (EWS) retimed earlier Welwyn GC – Letchworth
  - 5V64 1030 London Kings Cross – Welwyn GC Sdgs (FCC) replatformed at Welwyn GC to P4
  - 5V65 1054 London Kings Cross – Welwyn GC Sdgs (FCC) retimed 4” later Alexandra Palace – Welwyn GC
- 1D32 1210 London Kings Cross – Leeds
  - 1A22 1040 Leeds – London Kings Cross (GNER) retimed Hitchin – London Kings Cross
  - 1C04 1215 London Kings Cross – Cambridge (FCC) retimed 1½” later Hitchin – Cambridge
  - 2P06 1136 London Kings Cross – Peterborough (FCC) retimed 1” later Huntingdon – Peterborough
- 1D34 1310 London Kings Cross – Leeds
  - 2C07 1306 London Kings Cross – Cambridge (FCC) re-routed SL Finsbury Park – Potters Bar
  - 6E28 0845 Dollands Moor – Tyne Dock (EWS) retimed Holme Jn - Doncaster
  - 6M57 1138 Hitchin Up Yard – Peak Forest (FLHH) retimed Holme Jn – Peterborough
  - 6M67 1150 Broxbourne – Mountsorrel (EWS) retimed 4” later Alexandra Palace – Welwyn GC
- 1D36 1410 London Kings Cross – Leeds
  - 1L19 1152 Liverpool LS – Norwich (CT) retimed 1” earlier Grantham – Ely
  - 2C08 1406 London Kings Cross – Cambridge (FCC) re-routed SL Finsbury Park – Potters Bar
  - 4E24 1039 Grain – Leeds FLT (F’liner) retimed Hitchin – Turners Lane Jn.
  - 6E07 1145 Eccles Road – Barrow Hill (FLHH) retimed 9” earlier Stoke Jn – Netherfield Jn

- 6E35 1145 Eccles Road – Barrow Hill (FLHH) retimed earlier from Stoke Jn and looped at Claypole, Carlton and Babworth loops.
- 6M35 1145 Earles Sdgs – Peak Forest (FLHH) retimed 9" earlier Stoke Jn – Netherfield Jn
- 6M67 1150 Broxbourne – Mountsorrel (EWS) retimed Hitchin – Sandy
- 1D37 1435 London Kings Cross – Leeds
  - 1D37 Newark call deleted
  - 2B23 1619 Leeds – Doncaster (Northern) retimed 1" later from Wakefield Westgate
  - 2W86 1629 Wakefield Westgate – Selby (Northern) replatformed to P1 at Wakefield Westgate
  - 5W86 1626 Wrenthorpe Sdgs – Wakefield Westgate (Northern) replatformed at Wakefield Westgate
- 1D38 1510 London Kings Cross – Leeds
  - 1L21 1252 Liverpool LS – Norwich (CT) retimed 2" later Grantham – Ely
  - 2C09 1506 London Kings Cross – Cambridge (FCC) re-routed SL Finsbury Park – Potters Bar
  - 4E19 1131 Mountsorrel – West Burton PS (GBRf) retimed earlier Holme Jn – Fletton Jn.
  - 4E33 1054 Felixstowe – Doncaster Railport (GBRf) retimed 2" later Stoke Jn – Grantham
  - 6E56 1353 Chesteton Jn – Barrow Hill (FLHH) retimed earlier Stoke Jn – Hexthorpe Jn
  - 6T90 1447 Harringay Up Sdgs – Harringay Up Sdgs (EWS Sandite) retimed in the Welwyn GC area
- 1D40 1610 London Kings Cross – Leeds
  - 1D40 Doncaster call removed
  - 1A40 1705 Leeds – London Kings Cross (GNER) retimed later from Doncaster
  - 1B84 1557 Manchester Airport – Cleethorpes (FKTP) retimed 1" earlier Doncaster – Bentley Jn
  - 1E19 1400 Glasgow Ctl – London Kings Cross (GNER) retimed earlier from Doncaster
  - 1L26 1452 Liverpool LS – Norwich (CT) re-routed SL Grantham – Highdyke Jn and later to Peterborough
  - 1S23 1600 London Kings Cross – Aberdeen (GNER) stops additionally at Doncaster
  - 4E24 1039 Grain – Leeds FLT (F'liner) retimed 2" later Carlton Loop – Babworth Loop
  - 6L65 1525 Immingham SS – Foxton Rugby Cement (EWS) retimed 3" later Newark NG – Claypole Loop
  - 6H65 1558 Harworth Colliery – Drax (FLHH) retimed Doncaster – Whitley Bridge Jn

- 1D46 1833 London Kings Cross – Leeds
  - 0D07 1916 Barrow Hill – Leeds Balm Road (FLHH) retimed South Kirkby Jn – Crofton West Jn
  - 1E50 1658 Bristol TM – Newcastle (VXC) replatformed to P1 at Doncaster
  - 1N14 1830 London Kings Cross – Newcastle (GNER) has Stevenage and Peterborough stops deleted
  - 1S28 1830 London Kings Cross – Edinburgh (FO) (GNER) as 1N14
  - 4E24 1039 Grain – Leeds FLT (F'liner) retimed earlier Doncaster – Turners Lane Jn.
  - 5P02 1918 Peterborough – Nene Sdgs (FCC) retimed 4" earlier
  - 6D37 1808 Pyewipe Jn – Healey Mills (EWS) retimed later Doncaster – Calder Bridge Jn; no longer looped at Hemsworth Loop
  
- **Additional GNER services**
- 1A16 0840 Leeds – London Kings Cross
  - Follows GCR and HT paths from Doncaster
  - 2C54 0954 Cambridge – London Kings Cross (FCC) re-routed SL to Potters Bar and ½" later into London Kings Cross
  - 6L95 0726 Cliffe Hill Stud Farm – Stratford (EWS) is subject to re-bid from EWS
  
- 1A19 0940 Leeds – London Kings Cross
  - 1C51 1115 Cambridge – London Kings Cross (FCC) retimed 1½" later from Alexandra Palace
  - 2P04 0936 London Kings Cross – Peterborough (FCC) replatformed to P3 at Peterborough
  - 2P55 1120 Peterborough – London Kings Cross (FCC) replatformed to P3 at Peterborough
  - 4L85 0857 Leeds FLT – Felixstowe North FLT (F'liner) no longer looped at Hemsworth Loop
  - 7N08 0950 Doncaster Down Decoy – York Engineers Yard (EWS) retimed 2" later to Ferrybridge North Jn
  
- 1A32 1440 Leeds – London Kings Cross
  - 1A33 1505 Leeds – London Kings Cross (GNER) retimed ½" later Grantham – Peterborough
  - 1A34 1405 Newcastle – London Kings Cross (GNER) retimed 1" later Hambleton North Jn – Temple Hirst Jn
  
- 1A35 1540 Leeds – London Kings Cross
  - 0H06 1539 Doncaster Up Decoy – Peterborough Depot (GBRf) retimed later from Highdyke Jn
  - 1A36 1456 Newcastle – London Kings Cross (GNER) additionally calls at Newark NG
  - 1A37 1605 Leeds – London Kings Cross (GNER) additionally calls at Peterborough

- 1A95 1518 Hull – London Kings Cross (HT) retimed later Peterborough – Huntingdon
- 1J44 1541 Sheffield – Hull (Northern) retimed 2" later in Doncaster and replatformed to P3B
- 1N09 1430 London Kings Cross – Newcastle (GNER) has Doncaster call removed and retimed to Newcastle
- 2C61 1654 Cambridge – London Kings Cross (FCC) re-routed SL from Potters Bar
- 2P61 1715 Peterborough – London Kings Cross (FCC) retimed 5" later to Huntingdon
- 2P75 1517 Scunthorpe – Lincoln (Northern) retimed 2" earlier into Doncaster
- 2R43 1525 Sheffield – Scunthorpe (Northern) replatformed to P4 at Doncaster
- 4E44 1346 Landor Street Jn – Leeds FLT retimed Hemsworth Loop – Turners Lane Jn
- 6S28 1219 Worksop SS – Millerhill SS (EWS) retimed Doncaster Decoy – Knottingley South Jn
- 6T84 1626 Doncaster LIP – Chesterfield looped at Hemsworth Loop
- 6V25 1340 West Burton – Colnbrook (EWS) retimed later Peterborough – Woomer Green
- 1A38 1640 Leeds – London Kings Cross
  - 1D39 1535 London Kings Cross – Bradford FS (GNER) replatformed to P8 at Doncaster
  - 1E47 1145 Plymouth – Newcastle (VXC) replatformed to P4 at Doncaster
  - 1J46 1641 Sheffield – Hull (Northern) replatformed to P8 at Doncaster
  - 1M78 1446 Low Fell – Willesden (GBRf) retimed later Peterborough – Holloway Jn
  - 1S22 1530 London Kings Cross – Edinburgh (GNER) retimed 3½" later Doncaster – York
  - 2R45 1706 Adwick – Scunthorpe (Northern) retimed 3" later to Doncaster
  - 4D54 1555 Ferrybridge PS – Immingham HIT (EWS) pathing stop moved from Applehurst Jn – Hare Park Jn
  - 5R45 1647 Adwick – Adwick (Northern) retimed 3" later from Skellow Jn
  - 6E76 1311 East Leake – Sudforth Lane (EWS) has pathing stop removed at Doncaster and runs 10" earlier to Sudforth Lane
- 1A44 1840 Leeds – London Kings Cross
  - 1E49 1558 Bristol TM – Newcastle (VXC) retimed 2" later into Doncaster
  - 1W50 1841 Sheffield – Bridlington (Northern) retimed 2" earlier Doncaster – Hull and replatformed to P8 at Doncaster
  - 1Z17 1736 Newcastle – Bounds Green (Serco NMT) retimed 1" later Grantham – Peterborough



- 2F15 1920 Moorgate – Letchworth (FCC) retimed 1½” later Hitchin – Letchworth
  - 6E32 1748 Gascoigne Wood – Cottam PS (EWS) retimed 5” later Shaftholme Jn – Doncaster
  - 6E66 1422 Ravenhead Sdgs – Lindsey OR (EWS) looped at Hemworth Loop and pathing stop at Applehurst Jn removed
  - 6E71 0637 Mossend – West Burton PS (EWS) retimed 5” later Shaftholme Jn – Doncaster
  - 7L84 1739 Doncaster Decoy – Whitemoor Yard (EWS) re-routed SL Grantham – Highdyke Jn and pathing stop at Highdyke Jn inserted. Runs 14” later to Whitemoor Yard.
- 1D21 0635 London Kings Cross – Leeds
    - 0L78 0705 Peterborough Depot – Selby (GBRf) retimed earlier to Doncaster
    - 1S05 0700 London Kings Cross – Glasgow Ctl (GNER) retimed 2” later Loversall Carr - York
    - 3R52 0633 London Kings Cross – Royston (FCC) re-routed SL London Kings Cross – Digswell
    - 4E58 0203 Felixstowe – Leeds FLT (F’liner) has had Doncaster call removed and runs earlier through to Leeds FLT
    - 6E18 0100 Millerhill SS – Cottam PS (EWS) additional 3” pathing stop at Doncaster
    - 6E45 0242 Felixstowe – Wakefield Europort (EWS) looped at Claypole and Babworth Loops
    - 6T97 0534 Peterborough LIP – Belmont Yard (EWS Sandite) retimed from Stoke Jn
- 1D31 1135 London Kings Cross – Leeds
    - 1S15 1200 London Kings Cross – Inverness (GNER) retimed 1” later Newark NG – Doncaster
    - 2R82 1311 Adwick – Sheffield (Northern) retimed 2” earlier to Doncaster
    - 5R82 1246 Adwick – Adwick (Northern) retimed 2” earlier from Skellow Jn
    - 6E14 0854 Wembley – Tyne Yard (EWS) retimed 1” later Carlton Loop – Belmont Yard
- 1D33 1235 London Kings Cross – Leeds
    - 1A30 1340 Leeds – London Kings Cross (GNER) retimed 2½” later into Doncaster
    - 1N07 1230 London Kings Cross – Newcastle (GNER) Newark called deleted and retimed earlier to Colton Jn
    - 1P16 1221 London Kings Cross – Peterborough (FCC) ½” later Huntingdon – Peterborough (arrival as before at Peterborough)
    - 2B20 1414 Doncaster – Leeds (Northern) retimed to depart 1427 and runs later throughout
    - 2R84 1414 Adwick – Sheffield (Northern) replatformed to P4 at Doncaster

- 5V66 1231 London Kings Cross – Welwyn Sdgs (FCC) re-routed SL London Kings Cross – Finsbury Park and Potters Bar – Welwyn GC
- 6E84 0826 Middleton Towers – Monk Bretton (EWS) retimed 2" later from Doncaster
- 6M79 1245 Immingham SS – Clitheroe Castle Cement (EWS) retimed 2" later Skellow Jn – Calder Bridge Jn.
- 1D35 1336 London Kings Cross – Leeds
  - 1L19 1152 Liverpool LS – Norwich (CT) retimed ½" later into Grantham
  - 1M22 1257 Norwich – Liverpool LS (CT) re-routed SL Peterborough – Tallington Jn
  - 2P08 1336 London Kings Cross – Peterborough (FCC) retimed ½" later from Finsbury Park
  - 2V19 1322 Moorgate – Welwyn GC (FCC) retimed ½" later from Potters Bar
  - 6E28 0845 Dollands Moor – Tyne Dock (EWS) retimed Peterborough – Doncaster
  - 6M14 1143 Harlow Mill – Bardon Hill (EWS) retimed 2" earlier Peterborough – Ketton
- 1D47 1903 London Kings Cross – Leeds
  - 1P04 1906 London Kings Cross – Peterborough (FCC) retimed 1" later throughout
  - 2R93 2015 Sheffield – Doncaster (Northern) retimed 3" later into Doncaster
  - 4E55 1203 Felixstowe – Doncaster Down Decoy (F'liner) retimed 10" later from Claypole Loop
  - 6D21 1816 Heck – Healey Mills (EWS) retimed later Doncaster – Crofton West Jn and is not looped at Hemsworth Loop
- 1D49 2003 London Kings Cross – Leeds
  - 1C33 1953 London Kings Cross – Cambridge (FCC) retimed 2½" earlier Hitchin – Letchworth
  - 2W54 2115 Sheffield – Doncaster (Northern) retimed 2" later into Doncaster
  - 4L22 1832 Hams Hall – Felixstowe North (GBRf) retimed 2" later Grantham – Peterborough
  - 5W99 2212 Wakefield Westgate – Wrenthorpe Sdgs (Northern) retimed 4" later
  - 6E83 1830 Ketton Ward Sdgs – Immingham SS/Healey Mills (EWS) retimed 6" earlier Claypole Loop – Newark Crossing East Jn

## Summary of the above

- Central Trains, GNER, Hull Trains, Northern accepted all the consequential retimings made by SH
- First Keolis Trappennine, Freightliner, Freightliner Heavy Haul and Virgin Cross Country were not present at the meeting
- EWS accept retimings with the exception of 6E14 0854 Wembley – Tyne Yard which now exceeds the 5 hours between Wembley and Doncaster required to maintain the driver's diagram.
- First Capital Connect had a few issues. **These were discussed between CP, SH and RW post meeting and solutions were agreed to all these issues.**

**ACTION: SH to ensure operators not present at meeting accept the consequential retimings.**

## AOB

- Concerns that 1A22 1040 Leeds – London Kings Cross (GNER) has <2> and (5) approaching Hitchin following the 1215 Cambridge – London Kings Cross FCC service. CP requested if this could be altered as it had the potential for wrong regulation on the day.  
**ACTION: FCC to discuss with SH about their service following 1A22.**
- JQ enquired what the impact had been on CT services over Newark flat crossing. SH confirmed they had been no further impact with the additional GNER services.
- SH informed GCR that the 1650 London Kings Cross – Sunderland now arrives Sunderland 15" earlier after an agreement with Northern
- RW had had an initial look at platforming at London Kings Cross with the additional GNER services. There is the possibility there is no platform spare for the 1235 and 1833 GNER departures. SF confirmed GNER were aware of the later issue and had a possible solution for it. CP commented that FCC would be willing to move their units around to create capacity

## Next steps

- SH to look at paths for Sunday GCR services and also consider all other operators aspirations not yet considered.
- Railsys performance modelling exercise to commence

- PR to review SLC of each operator to ensure maximum journey times have not been exceeded
- Next meeting 1000 23<sup>rd</sup> June 2006 at City Exchange, Leeds