
TIMETABLING SUB-COMMITTEE

Determination No 3 ***(Hearing at Euston on Thursday 15th December)***

The Committee noted the submissions made by West Anglia and Great Northern TOU protesting about the formulation, and operation of the Rules of the Route for the 1995/6 Timetable, in relation to the Kings Cross to Peterborough section of the East Coast Main Line.

The Committee considered that the submission was within its locus, but expressed its concern at the volume of documents that it was asked to consider, and the extent to which

- not all were obviously relevant, and
- there appeared to have been a breakdown in communication between the parties.

The Committee noted that the principal issue related to the problems facing the TOU in serving passenger stations with Slow Line only platforms, during times of engineering work. It was noted that the structure and principles of the Rules of the Route had not significantly changed from past years, but that the potential “take up” is expected to be greater.

The Timetabling Sub-Committee determined that:

- A The Zone should be required to provide a full justification for the principles behind the Rules of the Route as now drafted, and to respond to the TOU as to why its counter proposals for modifications to the Rules are not acceptable.
- B In relation to weeknight possessions the structure of the Rules of the Route is not fit for purpose, and, on the basis of all the submissions made, the time periods for all weeknight possessions should be understood as throughout “Grey Periods”. In relation to both the 1995/6 Timetable, and the future Track Access contract, the parties

- should be directed to agree a cap on the number of occasions on which engineering work, within the Rules of the Route, should be allowed to deprive individual stations of a service, above which cap compensation would be payable to the TOU,
 - should be recommended to agree a minimum period for notice before engineering work is allowed to prevent stations from being served, without which compensation should be payable to the TOU, and
 - should seek to document, for future reference, the commercial significance to the TOU of all services, and the scale of impact when the TOU is unable to plan to serve its customers on a predictable basis.
- C In relation to weekend possessions between Hitchin and Huntingdon, the Zone should ensure that, in relation to the Winter 1995/6 Timetable, it evaluates, by the 23rd January 1995, alternative options for Slow Line possessions, which should include a later start at 2000 on Saturdays, but may include a increase in the quantum of possessions, as compared with the current proposal for 21 x 40-hour possessions. This evaluation should take due cognisance of the service needs of other TOUs. The Committee would wish to be advised of the results of this evaluation.
- D The Zone should conclude its analysis of the use made of possessions in recent times, and should share the results with all TOUs subject to the East Coast Main Line Rules of the Route.
- E The Zone and TOU should resolve their differences in relation to other sections of line by reference to the principles in B and C above.



T P WORRALL

Chairman Timetabling Committee
15th December 1994