Thank you for sending Passenger Focus details of East Coast's five applications for track access, their 48th. to 52nd. supplemental agreements. Passenger Focus notes that:

all the applications are for quantum only;
the first two seek contingent rights, the last three firm rights;
it is intended that, after the Sale of Access Rights Panel on 2nd March 2015, the 48th., 50th. and 52nd. SAs will become NR supported applications.

Comments and questions (C & Q) follow each outline of the five SAs:

1. 48th. SA Stirling from December 2015

applies for the 6.26 SX EDB to KGX service to start back at Stirling, with calls at Falkirk Grahamston and Haymarket, and for the 15.00 KGX to EDB to be extended to Stirling, calling at Falkirk Grahamston.

C & Q: The proposed 5.25 departure time from Stirling, and the 17 minute dwell time at EDB are both unfortunate, but presumably driven by the path available.

2. 49th. SA Sunderland from December 2015

applies for either the 6.00 or 6.30 (SX) NCL to KGX service to start back from Sunderland at 5.40 or 6.10, and for the 20.00 KGX to NCL to be extended to Sunderland.

C & Q: The journey times between Sunderland and London are slightly faster than Grand Central's, and the proposed times will extend the times of the day that through services operate between Sunderland and London.

3. 50th. SA Leeds from December 2015

applies for one additional round trip from LDS to KGX on Saturdays, at 9.40 from LDS, and 19.05 from KGX, with calls at Wakefield Westgate, Doncaster and Peterborough.

C & Q: Both the trains will be useful additions to the timetable, filling, up, the current 9.05 to 10.05 gap from Leeds, and down, the 18.35 to 19.30 gap. In themselves the new services will provide a useful day return itinerary.

4. 51st. SA Edinburgh extensions from May 2016

applies to extend the 6.15, 10.30, 13.30 and 17.30 (SX) services from NCL to EDB, and for the 10.25, 14.25, 17.25 and 21.15 (SX) services from NCL to start back at EDB.

C & Q: The extensions will provide useful additional capacity, and the 19.35 from Edinburgh a useful later departure for stations south of York, although its departure time does require an 18 minute

dwell at Newcastle. If the 19.43 NBW train could be moved to 19.47, a 19.45 slot for the London departure would be available - no doubt discussions may improve paths over time. The adjustments to the calls now made by the 18.30 will give Morpeth passengers the chance of an extra hour in Edinburgh – still with the option of the 18.05, change at Alnmouth, if an earlier train is required. What is the reason for the adjustment of stops at Berwick-upon-Tweed, and for the imbalance between down and up calls?

Is the Dunbar call by the 17.30 from KGX in lieu of the call made currently by the 18.00, rather than the 19.00 listed in the SA?

The half-hour earlier last service from London to Dunbar is likely to be less useful for a number of passengers, what is the reason for it?

5. 52nd. SA Edinburgh Sundays from May 2016

applies for an additional trains at 13.20 from EDB to KGX, 18.27 from KGX to NCL, and to extend the 18.30 KGX from NCL to EDB.

C & Q: The additional capacity at such buy times will no doubt be welcomed by passengers. Could the new PBO call by the 18.00 from KGX be a possible cause of crowding? With the loss of the call at 19.17 by the 18.30 from KGX there will be no through service from PBO to YRK and north thereof until 20.19.

Conclusion

Passengers will welcome the additional services, both on the ECML itself, and for Stirling and Sunderland, and look forward to additional services for places such as Lincoln and Harrogate. Some of the timings could be better, but are no doubt the result of having to fit into an otherwise unaltered timetable. Passenger Focus supports the applications.

Regards,

John Sears.