

Phil Dawson
Regulation & Track Access Manager
East Coast Main Line Company Limited
East Coast House
25 Skeldergate
York
YO1 6DH

6 March 2015

Dear Phil,

Virgin Trains East Coast (VTEC) 52nd Supplemental Agreement for Section 22A, Edinburgh (Sundays only)

Thank you for the opportunity to comment on the above application.

Having examined the application, XC Trains Limited (XCTL) is unfortunately unable to support it at this stage and we request further timetable and performance data before we are able to change our position. We do not believe the paths are robust enough to be included in the timetable, on the basis of the data provided.

Additional 18:27 King's Cross to Newcastle

- We feel that this proposed path is not robust beyond York. As described in the application the service would call at Northallerton, yet it is suggested that it will precede XCTL's 1S51 Glasgow terminating service by 3 minutes to Newcastle. The headway north of Durham is 4 minutes, until the approach into Newcastle when it drops to 3;
- We have no objection to the path in principle, but would question the rationale behind placing a terminating service, calling at more stations, so closely in front of a service travelling another 182 miles. Any delay imported to 1S51 (or 2016 equivalent) would subsequently impact on VTEC's 1S25 Glasgow service that follows 1S51;
- We note, in making the above point, the serious issues we continue to face with correct regulation at York where an XCTL Anglo-Scottish service – booked to precede VTEC Newcastle terminating or all-stops services – is often held, causing disruption into Scotland;
- We understand there is a balance between demonstrating a path is available and providing an unreasonable level of detail so far in advance, however XCTL does not feel that VTEC has conclusively demonstrated that this path is available.

We additionally note that “timings and calling patterns... will be confirmed following completion of the timetable development process”. In practical terms this means that XCTL is unable to fully assess the impact these new services will have on available capacity and the existing timetable until we at least have sight of calling patterns, to overlay on proposed departure/arrival times and timing loads.

Yours sincerely,



Tamzin Cloke
Track Access and Possession Strategy Manager