



Brian Hopkinson
Track Access Executive
Office of Rail Regulation
One Kemble Street
London
WC2B 4AN

Head of Operations Development
National Express East Coast
East Coast House
25 Skeldergate
York
YO1 6DH

Tel: +44(0) 845 059 3057
Fax: +44(0) 1904 637060

03 October 2008

Dear Brian

East Coast Main Line – Timetable

I am writing in response to the letter from Graham Smith of EWS to Neil Henry dated 02 September, a copy of which is on your web site.

The letter from EWS states, "It is imperative that between London and Doncaster there is on(e) Class 4 and one class 6 path provided in every off-peak hour."

According to TRUST, between 06:00 and 20:00 there are 12 planned freight trains running northbound on ECML (measured at Grantham) and 7 southbound. Of these, only 3 northbound and 2 southbound are class 6.

National Express East Coast is seeking to increase its quantum of trains by 18%. Even taking into account all the current passenger Section 17 applications, the total increase in quantum of passenger trains being sought is 27%. In contrast, EWS is stating that freight should have an up to 600% increase in planned paths for class 6 trains.

We welcome the funding in CP4 to create additional capacity for freight. However, in the short term we consider that 6 passenger and 1 freight train per hour is the optimum mix on ECML south of Doncaster. Taking into account freight train usage of paths, 6+1 facilitates significant growth for freight in the short term.

I have copied this letter to Graham Smith and Neil Henry

Yours sincerely

Adrian Caltieri
Head of Operations Development