

The responses to the points NR raised is appended and I have little to add to them except to say that the absence of detailed NR performance analysis for Grantham to Kings Cross between 0630 and 1030 is regrettable and is a major gap in industry knowledge of how the ESG based timetable will perform in the morning peak (and shoulder peak) into London. Therefore, in the

absence of that detailed analysis, the decision to go ahead with this timetable and grant rights accordingly (to all relevant operators) could be classed as “brave”.

The structure of the timetable, as admitted by NR, has troubling aspects and crude fixes, such as artificial “fire break” performance gaps, will not achieve the desired result. For instance, our proposed SO path through Woolmer Green follows the pattern at that time in the previous half hour so it would seem the issue of the 19th path lies elsewhere.

We contend that the southbound train as we bid it is compliant and will not lead to a significant degradation of performance. It will improve the situation at Kings Cross station (and we are well versed in 20-to-25-minute turnrounds there) and will provide a more coherent pattern of service.

(signed)

Andy Wylie