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Tyne and Wear
NE3 5DG

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

06th May 2015

KCON-06.05.15-SK

Dear Phil

Re: 49th Supplemental Agreement (Sunderland)

Thank you for your letter dated 27 March. The purpose of this letter is to confirm our understanding of your response to our queries and to request further information where appropriate.

- You confirm that the proposed service will not impact on our access rights of up to 6 services per hour and that our rights have priority.
- You confirm that the proposal would not impact on our firm rights (in terms of journey time and interval pattern) for the Metro service operating from Pelaw Junction to South Hylton.
- You advise that the length of the rolling stock to be utilised for the service will be longer by two coach lengths than the infrastructure can accommodate. Experience has taught us that such a length would block access/egress of any traffic into the station until it is moved. How will this be avoided? I note that more work is required with Network Rail and industry partners to agree a solution for this proposal and wish to be kept informed of how our concerns are to be resolved.
- You advise that you wish to work collaboratively to develop and agree contingency rights in the event of delay for the proposed operation at Sunderland. It would be to the benefit for all parties that this work commenced quickly. Would it be possible for these discussions to commence within the next 4 weeks?
- You state that the proposed services would require a longer dwell time than 5 minutes at Sunderland Station with the 0525-0540 service requiring 15 minutes and the 2320-2337 service requiring 17 minutes and that you require Network Rail to find an operational solution to this in order to avoid conflict. Given what I have mentioned regarding the length of the proposed rolling stock can you confirm that this has been taken into account? Can you also advise when we will receive confirmation that our service will not be affected? If necessary would it be possible for us to work together to approach Network Rail Operational Planning to develop an appropriate solution?



Yours sincerely

Sharon Kelly
Managing Director
DB Regio Tyne and Wear Ltd

Cc Mark Garner, Network Rail
David Reed, ORR
James Farnell-Smith, Nexus