

From: Jason Bird freightliner
Sent: 23 April 2015 5:20 PM
To: 'Dawson, Phil'; 'Garner Mark'
Cc: Reed, David; Williams, Ian; Lindsay Durham; Chris Wilson
Subject: RE: Virgin Trains East Coast (VTEC), new track access contract from December 2016 to December 2025 - industry consultation

Phil,

Thanks for the extension - much appreciated.
Having studied the timetables more closely, there are a number of points of considerable concern.

The lack of flighting of long-distance services at the London end means that track occupancy is much higher than necessary, with fewer trains. This means that the output from Network Rail's 2020 capacity report is not relevant to this application, as the study assumed flighting over the Welwyn bottleneck. Similarly, the lack of flighting implies a lack of freight capacity on the vital two-track sections between Huntingdon and Peterborough (even after the Wood Walton 4-tracking scheme). In the Down direction it is necessary to have an 11-minute gap between Class 800-timed trains to achieve a robust 1600-tonne Class 4 freight path and 13 minutes for a 2600t Class 6 freight (assuming in both cases that the turnout speed to the Down Slow is increased to 75mph with flashing yellow aspects on approach). In the Up direction, the figures are 11½ minutes and 13 minutes respectively.

Only a limited number of freight paths appears to have been provided - all at class 4 and all with limited tonnage (1200t). This doesn't accord with the ITSS from the ECML IPG (hourly path at 1800t, although we would be willing to compromise at 1600t) and no provision has been made to accommodate Class 6 traffic (ITSS = 2-hourly 2600t path and 2-hourly electric 1800t path).

This would indicate that it will not be possible to accommodate existing freight traffic, let alone any growth. It is of note that the Class 4 Down direction paths are squeezed into a gap that is unrealistically small - a 5-minute pathing allowance approaching Holme actually indicates that trains will come to a stop and therefore not fit into the gap provided.

In the case of Class 6 traffic, in the Down direction, this must run via Welwyn Garden City due to the weight restrictions between Alexandra Palace and Bowes Park. It would appear not to be possible to accommodate any freight traffic on this route, although this is partially a result of the increase in GTR services.

Further north, it is clear the additional loops between Northallerton and Newcastle will be necessary.

The section between Newcastle and Edinburgh presents freight with several problems as the quantum of passenger services are set to increase without any infrastructure enhancement being proposed. The proposed timetable in the Down direction is quite well flighted, but less so in the other direction. Of particular note should be the shortness of freight loops, particularly in Scotland. This means that in order to accommodate a Class 4 freight with a reasonable length, it is necessary to have a clear run from Monktonhall Jn to Grantshouse. This means there needs to be a 34-minute cap between successive VTEC service, *with no other operator's service in between*. The situation in the Down direction is little better.

In conclusion, it would appear that all of the proposed connectivity enhancements are necessary and more besides, and unless it can be demonstrated that a particular passenger service pattern is designed to accommodate at least the minimum freight specification then this proposal should not be approved.

Regards

Jason

From: Dawson, Phil
Sent: Tuesday, April 14, 2015 5:13 PM
To: Jason Bird; 'Garner Mark'
Cc: 'David.Reed@orr.'; 'Williams, Ian'; Lindsay Durham; Chris Wilson
Subject: RE: Virgin Trains East Coast (VTEC), new track access contract from December 2016 to December 2025 - industry consultation

Jason,

I can confirm that we are happy to extend the deadline further until cop Friday 24 April.

Many thanks
Phil

From: Jason Bird
Sent: 10 April 2015 14:59
To: Dawson, Phil; 'Garner Mark'
Cc: 'David.Reed@orr.'; 'Williams, Ian'; Lindsay Durham; Chris Wilson
Subject: RE: Virgin Trains East Coast (VTEC), new track access contract from December 2016 to December 2025 - industry consultation

Phil,

Thanks for the extension, but I think I'm going to need at least another fortnight as we're right in the middle of the planning rules response cycle.

Regards

Jason

From: Dawson, Phil
Sent: Tuesday, April 07, 2015 5:15 PM
To: Jason Bird; 'Garner Mark'
Cc: 'David.Reed@orr.'; 'Williams, Ian'; Lindsay Durham; Chris Wilson
Subject: RE: Virgin Trains East Coast (VTEC), new track access contract from December 2016 to December 2025 - industry consultation

Jason,

Apologies for not getting back to you sooner in with regards the extension. I have discussed with Mark and we are happy to extend the deadline until close of business Friday 10th April, but if you will require further time, please could you indicate the additional time that you require?

Many thanks
Phil

From: Jason Bird [<mailto:JBird@freightliner.co.uk>]
Sent: 07 April 2015 16:59
To: Dawson, Phil; 'Garner Mark'
Cc: 'David.Reed@orr.gsi.gov.uk'; 'Williams, Ian'; Lindsay Durham; Chris Wilson
Subject: RE: Virgin Trains East Coast (VTEC), new track access contract from December 2016 to December 2025 - industry consultation

Phil,

In the absence of a time extension being approved before the deadline, we have a few initial comments to make and will comment in greater detail once we have had time to fully analyse the proposal.

It would appear that it is not possible to accommodate all the proposed rights and a reasonable level of provision for freight until such point (at least) that all of the ECML connectivity projects have been completed (those mentioned in the application and also a Stevenage turnback facility fully independent of the Down Slow line). While these improvements allow for significant separation between long-distance services and freight south of Doncaster, there is still significant interaction - particularly between Holme/Conington and Fletton, and also over Welwyn Viaduct (where freight capacity will continue to be needed). The potential situation north of Doncaster is rather more difficult to assess.

Regardless of the overall quantum, timetable design will be of particular importance as it may well prove that it will only be possible to accommodate all suggested rights in one particular fashion. It will be necessary to ensure that passenger services are flighted to make best use of scarce capacity, and from what we have seen to date this is not the case here.

While reference is made to Network Rail's 2020 Capacity Report, this was more of a high-level look at quantum rather than dealing with the intricacies of putting an operational timetable together for the benefit of the whole industry. Indeed the report has its deficiencies, not least in the quantum of freight assumed and the options deduced.

Regards

Jason

From: Jason Bird
Sent: Thursday, April 02, 2015 4:07 PM
To: 'Dawson, Phil'; Garner Mark
Cc: 'David.Reed@orr.gsi.gov.uk'; Williams, Ian
Subject: RE: Virgin Trains East Coast (VTEC), new track access contract from December 2016 to December 2025 - industry consultation

Gents,

We'd be grateful of more time to respond, given the size and complexity of this application.

Regards

Jason

From: Dawson, Phil
Sent: Thursday, March 12, 2015 3:22 PM
To: ✕
Cc: Regulatory Reform New TAC/SA Info; EXTL: Hoptroff Mike; 'David.Reed@orr.gsi.gov.uk'; Williams, Ian
Subject: RE: Virgin Trains East Coast (VTEC), new track access contract from December 2016 to December 2025 - industry consultation

Good afternoon,

I have very recently discovered a small number of inaccuracies within the Schedule 5 tables in the proposed contract - these have now all been corrected and for completeness I have attached an updated proposed contract.

Please accept my apologies for any confusion caused. The errors were entirely my own.

Many thanks
Phil



Phil Dawson Regulation & Track Access Manager
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From: Garner Mark
Sent: 06 March 2015 16:35
To: ✕
Cc: Regulatory Reform New TAC/SA Info; Dawson, Phil; EXTL: Hoptroff Mike; 'David.Reed@orr.gsi.gov.uk'
Subject: Virgin Trains East Coast (VTEC), new track access contract from December 2016 to December 2025 - industry consultation

Good afternoon,

Virgin Trains East Coast (VTEC), new track access contract (TAC) from December 2016 to December 2025 - industry consultation

Virgin Trains East Coast (VTEC) has submitted to the ORR an application under Section 17 of the Railways Act 1993 for approval of a new Track Access Contract from the Principle Change Date in 2016 to the Principle Change Date in December 2025. This replaces the previous Section 17 application made by East Coast on 28 April 2014 which is being formally withdrawn. This is in line with the process for consideration of access rights on the East Coast Main Line (ECML) as set out in the letters of 18 June 2014 and 6 February 2015 from Rob Plaskitt at ORR.

Please note that the company name of the train operator is still East Coast Main Line Company Limited, trading as Virgin Trains East Coast ("VTEC"). East Coast Main Line Company Limited is now owned by Inter City Railways Limited.

In line with the Industry Code of practice for industry consultations, VTEC has requested Network Rail to conduct this consultation on its behalf.

A copy of the proposed Track Access Contract and Application Form are attached and will shortly be available at <http://www.networkrail.co.uk/browseDirectory.aspx?dir=\Track%20Access&root=>

A marked up version of the current Schedule 5 tables with the proposed amendments highlighted has not been possible as the service groups have been restructured. Instead a detailed explanation of how Schedule 5 has been put together is provided in the Application Form.

If you wish to respond to the proposed application, please do so in writing by close of play on Tuesday 7 April 2015 (the day after Easter Monday) to: Phil.Dawson@virgintraineastcoast.com and mark.garner@networkrail.co.uk.

Please copy any responses to: David.Reed@orr.gsi.gov.uk.

Contact details for Phil:

Phil Dawson
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Mobile phone: 07771 826786
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Regulation & Track Access Manager,
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Cheers,
Mark

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