

**Dawson, Phil**

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**From:** Liz Hudson  
**Sent:** 07 April 2015 11:40  
**To:** Garner Mark; Dawson, Phil  
**Cc:** Helen Cavanagh; Liz Hudson; David.Reed  
**Subject:** RE: Virgin Trains East Coast (VTEC), new track access contract from December 2016 to December 2025 - industry consultation

**Importance:** High

Dear Mark,

**Northern Rail response to Virgin Trains East Coast (VTEC) New Track Access Contract Section 17 Application**

Thank you for the opportunity to comment on Virgin Trains East Coast's (VTEC) Section 17 Application for a new track access contract from 2016 - 2025.

Northern Rail notes that this application is split into three parts and we support VTEC's application to continue operating its current level of LDHS services for December 2015 and May 2016 as per our email of 6<sup>th</sup> March 2015. However, in order to protect the base timetable structure for the future Northern franchise we have some comments we would like to raise in relation to Parts B and C of this application.

We do not believe that capacity will exist for the additional services that VTEC is seeking to run. For example, the Harrogate line would require significant infrastructure investment in order to accommodate the additional capacity on top of the base service proposition that operates currently. Northern Rail requires clarification which route VTEC intends to use for the 2 hourly London to Harrogate service to/from Doncaster /Leeds and seek assurance that there would be no detrimental impact on the regional operators services due to pathing issues along this route.

By 2020 the Transpennine route will be handling 6 cross Pennine paths each way each hour, plus the local service provision of 2 paths each way per hour. We are struggling to understand how this additional capacity can be accommodated, and would like to understand what work has been carried out that demonstrates that capacity exists for all the additional services that VTEC is seeking rights for.

Could VTEC please share the modelling work has been carried out to demonstrate that two additional paths virtually each hour on the Leeds North West corridor can be accommodated? These proposals could potentially have a negative effect on the base structure that currently operates, as this line of route carries commuters into key urban centres in the North of England and we are concerned that these proposals could destroy the standard pattern timetable that our customers currently enjoy.

We would also like to understand the outputs of the performance modelling for the additional rights that East Coast is seeking between Leeds – Huddersfield/Skipton/Harrogate.

In addition to the capacity issues we have raised in this response we believe that the introduction of service extensions to towns/cities beyond Leeds is likely to have a detrimental effect on the revenue stream of the regional operator. It's highly likely that VTEC will abstract significant sums of revenue from the regional market by introducing calls at smaller stations.

Please feel free to contact me should you require any further information in relation to our response, and we look forward to receiving VTEC's responses to the issues we have raised as part of this consultation.

Regards

**Liz Hudson**  
**Assistant Track Access Manager**

Northern Rail Ltd  
Northern House

9 Rougier Street  
York  
YO1 6HZ

T:  
M:  
E: [liz.hudson@](mailto:liz.hudson@networkrail.co.uk)  
W: <http://www.northernrail.org>

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**From:** Garner Mark [mailto:Mark.Garner@networkrail.co.uk]  
**Sent:** 06 March 2015 16:35  
**To:**

**Cc:** Regulatory Reform New TAC/SA Info; 'Dawson, Phil'; EXTL: Hoptroff Mike; 'David.Reed'  
**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 and mark.garner

Please copy any responses to: David.Reed

Contact details for Phil:

Phil Dawson  
External desk phone:  
Mobile phone:  
Email: [Phil.Dawson](mailto:Phil.Dawson)  
Regulation & Track Access Manager,  
East Coast House, 25 Skeldergate, York, YO1 6DH

Cheers,  
Mark

Mark Garner  
Internal desk phone:  
External desk phone:  
Mobile phone:  
mark.garner  
Customer Manager, Network Operations,  
Floor 4B, George Stephenson House,  
Toft Green, York YO1 6JT

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