

Rachel

Head of Commercial Freight

Sent from my iPhone

Begin forwarded message:

**From:** Southgate Richard NR

**Date:** 24 April 2015 10:52:31 BST

**To:** Lee Andrew , Gilliland Rachel

, Mewis Gary

"EXTL: Duncancross

"Wallace Andrew (London Rail)"

Miles Stephen

**Subject: RE: Great North Western Railway Company Ltd (Trading as Grand Central) - Section 18 consultation**

Andrew

Eloquently put and accepted by me as it covers all of my concerns.

Regards

Richard Southgate | Contract Manager  
National Rail Agreements - NRA  
Commercial Operations  
London Underground Limited  
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TfL Source: Richard Southgate NR

**From:** Lee Andrew

**Sent:** 23 April 2015 16:59

**To:** ' ;

**Cc:** 'Stonehouse Rebecca'; Mewis Gary; 'David Rourke'; Cross Duncan; Southgate Richard NR; Wallace Andrew (London Rail); Miles Stephen

**Subject:** Great North Western Railway Company Ltd (Trading as Grand Central) - Section 18 consultation

Hi Rachel,

Please see the below comments from TfL in response to the Track Access Contract consultation:

TfL are concerned at the potential for the proposed services to terminate at Queens Park during HS2 enabling works at Euston and other times of perturbation. Whilst the consultation correctly highlights the interchange facility with London Underground and London Overground services at Queens Park, it does not acknowledge the lack of step free access at this station, the lack of lifts or escalators as the station is currently configured. This reduced accessibility could lead to significant difficulties encountered by customers interchanging at this station.

The current facilities at Queens Park would also struggle to cope with the volume of passengers these services would bring, in particular terminating services. Stairways, the upper concourse and ticket machines for onwards travel would pose significant constraints should passenger numbers anywhere approach the 330 seated capacity stated. Previous experience with East Midlands services terminating at West Hampstead showed that staffing levels would need to be significantly increased to manage any queues and to provide onward assistance.

TfL would seek to ensure that any further work surrounding this consultation involve detailed discussion with London Underground as the Station Facility Owner, LOROL, as well as wider TfL to ensure a collaborative approach should this track access be approved. Detailed station modelling would also be required to identify the scale of any potential issues.

We hope you find our response helpful and we would be happy to discuss the issues raised further if required. Should you have any questions on TfL's response please do not hesitate to contact me.

Kind regards,

Andrew

**Andrew Lee | Planner - Network Development**

**Rail Development Team** | Rail & Underground Transport Planning | Transport for London  
Zone 5Y7, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ



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