

Chris Brandon

Subject: Great North Western Railway Company Ltd (Trading as Grand Central) - Section 18 consultation
Attachments: 131022 Final ORR Stage 3 WCML TP Report 1_1_1.pdf; Alliance Report.pdf

From: Gilliland Rachel
Sent: 22 May 2015 14:23
To: Jason Bird
Cc: Jonathan Cooper; Stonehouse Rebecca
Subject: RE: Great North Western Railway Company Ltd (Trading as Grand Central) - Section 18 consultation

Jason

Thank you for your email.

Network Rail has agreed to sell 6 paths per day between Queens Park and Blackpool. The expectation is that these would follow a roughly 2 hour pattern, although the rights are quantum only with no interval or journey time protection.

In assessing previous applications on the WCML, Network Rail was requested by the ORR to indicate capacity at a high level rather than developing a specific timetable, the reason for this is to free up capacity as part of a timetable recast and take full advantage of greater flexibility in contracts in order to optimise the timetable.

A high level report was produced, attached, and subsequently an assessment into possible timings to accommodate the Queen's Park turnround, also attached. There are some slight tweaks to London Midland services that would be required, but a timetable recast is expected to have taken place before either GNWR's or any extension to London Midland's Track Access Contract come into effect.

The Station rights you refer to are contingent only, so would only be offered as part of any timetable if they did not conflict with any existing freight or other rights.

Contingent rights were granted into Euston because NR does not yet know the available capacity into Euston after any HS2 works start. Contingent rights only need to be granted if there is capacity, so if there isn't we are under no obligation to offer paths to GNWR into Euston.

The Capacity reports attached demonstrate that capacity does exist, so NR has agreed to make this sale with that knowledge.

The Capacity report in fact showed that 3 spare paths per hour existed on the WCML, and we are selling 1 every 2 hours, so there is spare capacity left for VSTP and STP requests in order to comply with the Access & Management Regulations.

Kind regards

Rachel Gilliland
Head of Commercial Freight

Mobile:

From: Jason Bird
Sent: 27 April 2015 14:38
To: Gilliland Rachel
Subject: RE: Great North Western Railway Company Ltd (Trading as Grand Central) - Section 18 consultation

Rachel,

We must firmly object to this proposal. It is not currently known what paths, in detail, that Network Rail intends to sell. However, a basic capacity study reveals that the only slot available on the south end of the WCML is that at xx:33 from Euston. It is not possible to reach this path from the Slow Line, which an origin of Queen's Park implies - a crossing move at Willesden West London Jn will conflict with a London Midland service in most hours of the day, and an attempt to cross at any point further north will either conflict with existing freight slots, and by logical progression, to London Midland's existing services. Use of Kilburn Loop for extended turn-rounds is also a worry - this is a key regulation point for freight service heading towards the Anglia Route.

The application also includes calling rights at Milton Keynes, Nuneaton, Tamworth and Lichfield. Should any train in the xx:33 path stop at Milton Keynes (or at Rugby for that matter), then it will have to wait at those locations for the following xx:40 Euston to Manchester service to overtake as there would then be insufficient headway and it is not possible to retimed the xx:40 Manchester service by more than half a minute without affecting other services in the Manchester area. If the xx:33 path stops at Milton Keynes or Rugby, and follows the xx:40 Manchester train, it will eat into the small window for freight services that exists between the xx:40 and xx:00 Manchester services; this window is critical for the pathing of current services, alongside providing room for incremental freight growth.

Any stop at Nuneaton, Tamworth, or Lichfield (without having stopped at Milton Keynes or Rugby) will also result in following the xx:40 Manchester service and care would need to be taken to avoid compromising through freight slots on the Trent Valley line (particularly in the case of Nuneaton), which are not only fixed by the bottleneck at Brinklow, but also at Coventry and at Stafford. Realistically, the xx:33 path could only run non-stop Euston to Crewe, but even then it would compromise a potential freight slot at Brinklow.

The issues are similar in the Up direction, with the main pinch-point being at Colwich and limited capacity between Rugby and Euston without extending the journey times of existing incumbents.

Given the uncertainty around Euston station because of HS2 it does not seem appropriate at this time to offer contingent rights to slots to and from Euston station, when maximum flexibility in the timetable is going to be needed to design a plan that works at that location.

The Access and Management Regulations 2005 say:

"The infrastructure manager must make available, to all potential applicants for such individual train paths, information about available spare capacity on the network for which he is responsible" and "The infrastructure manager must, including in the case of congested infrastructure, undertake an evaluation of the need for reserve capacity to be kept available within the final working timetable to enable him to respond rapidly to foreseeable ad hoc requests for infrastructure capacity."

Network Rail must not fetter its ability to do this by supporting this application; in the absence of a detailed timetable study to show how the new rights could be accommodated and the capacity implication deriving from such a study, it would be folly to grant them without demonstrating that those rights could in fact be accommodated, and how that might be achieved.

Sufficient ad-hoc capacity must be available for all bids, not just STP or VSTP. We are not aware of any process that NR undertakes to ensure that the Access & Management Regulations are satisfied.

Regards

Jason

From: Gilliland Rachel
Sent: Thursday, April 16, 2015 10:52 AM
To: Stonehouse Rebecca; EXTL: Dellard Chris;

EXTL: Paulrichardson

EXTL: Taylor Simon;

EXTL: English, Sean

EXTL: Mendham, Louise (First Group); EXTL: Doughty, Keith

EXTL: Law Stephen;

EXTL: Chowdhury Suad;

Ormandy Gabrielle (SWT); EXTL: Thomas george;
Mike Leadbetter; Jason Bird; Andrew Wijeyewardena;

EXTL: Ian Kapur;

EXTL: Ian Kapur;

EXTL: Pickering Simon;

EXTL: Christinebricard

Cc:

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

All

Please find attached the indicative timetable in relation to this application.

Also I can confirm that this application is being made under Section 18 of the Railways Act, there was a typo in the body of the email below.

Kind regards.

Rachel Gilliland
Head of Commercial Freight

Mobile:

6th Floor, One Eversholt Street, NW1 2DN

From: Stonehouse Rebecca

Sent: 14 April 2015 16:51

To: EXTL: Dellard Chris;

XTL:

Paulrichardson

EXTL: Taylor Simon;

EXTL: English, Sean

EXTL: Mendham, Louise (First Group); EXTL: Doughty, Keith

EXTL: Law Stephen;

EXTL: Chowdhury Suad;

Ormandy Gabrielle (SWT); EXTL: Thomas george;
EXTL: mleadbetter (Freightliner);

EXTL: Ian Kapur;

EXTL: Ian Kapur;

Cc: Gilliland Rachel;

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

Dear all,

RE: Great North Western Railway Company Ltd trading as Grand Central West Coast (GCWC) Blackpool Services New Contract

Network Rail and GCWC propose to submit to ORR an application under Section 22 of the Railways Act 1993 for a new Track Access Contract. In line with the Industry Code of practice for track access application consultations, we are consulting you on the proposed agreement.

Please find attached the Section 18 application for 6 paths per day each way between Blackpool and Queens Park. The proposed contract and Form P are attached, and will also be uploaded onto the Network Rail website tomorrow.

I would be grateful if you could let me have any comments you may have on the proposed agreement no later than close of business on 28th April 2015, please note that you do not need to respond if you do not have any comments. The ORR and DfT has agreed this 14 day consultation period. This is based on the fact that this is a reduced version of a previous consultation carried out last year.

Any reply received from you in response to this invitation will be copied to GCWC and ORR.

Please respond in the first instance via email to _____ and _____ (cc'd to this email).

Kindest regards,

Bec

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