

Northern Rail Ltd  
4<sup>th</sup> Floor  
Northern House  
7-9 Rougier Street  
York

Rachel Gilliland  
Customer Relationship Executive  
Network Rail

*By email only*

26 March 2014

Dear Rachel,

**Northern Rail response to GNER West Yorkshire/Cleethorpes - London Service Proposals**

Thank you for the opportunity to comment on Alliance Rail's/GNER's application to run services between West Yorkshire/Cleethorpes and London from 2017/2018.

As Alliance Rail will be aware, Northern Rail's current franchise will have expired in early 2016 and at this point in time no access rights currently exist for the future Northern Rail franchise. Northern Rail is therefore responding on behalf of the future Northern franchise and assumes that the current base service structure that is in operation today will be in place post 2016.

Northern Rail has some concerns in relation to this application and they can be broadly split into two areas, namely timetable structure and revenue implications.

**Timetable Structure**

Northern Rail has carried out some analysis on the high level timetable structure that is being proposed and has the following comments.

We believe that the journey times, in particular the Kings Cross-Edinburgh time of 3 hrs. 43 minutes, with an intermediate call at Newcastle, will be very difficult if not impossible to achieve, and would like to understand what modelling has been carried out to suggest that this journey time is achievable?

Despite the ECML capacity improvements such as Hitchin flyover and Shaftholme Junction remodelling there are still a number of pinch points which we would need to be worked through with robust timetable modelling exercise which demonstrated that capacity was available for these additional services. Double track sections through Welwyn North, Huntingdon-Peterborough E.C.M.L. all make GNER's aspirations difficult to realise.

Northern Rail operates Class 333 EMUs over the Leeds North West triangle with 14 out of 16 being in service at one time. These proposals could potentially disrupt the

standard pattern timetable that operates around this area, which then leads to inefficiencies in the resource base, importing cost such as additional units and drivers and conductors into what is already a heavily subsidised operation.

The Leeds North West services are a high revenue earning line of route for Northern Rail, and considered to be our flagship services. Our customers demand a regular interval service provision that allows them to travel on local/regional services. The alliance proposals appear to undermine the structural base of the current service proposition over this line of route, and therefore these proposals would have a detrimental impact upon commuters/leisure travellers in the Leeds North West area.

It should also be noted that Northern Rail currently stables a class 321/322 unit in Bradford Foster Square off peak, in order to avoid clogging up Leeds Station. Consideration would need to be given to where this unit could be stabled during the day in order to be in the correct location for the evening peak services to be strengthened.

Northern Rail would also like visibility of how Network Rail plans to accommodate all the additional GNER services assuming the base service structure that operates over these routes continues to operate in its current form.

#### Revenue Implications (Redacted)

Northern Rail believes that the proposals are primarily abstractive and the revenue that the future Northern franchise will lose if these services are introduced is significant. The revenue analysis will be shared with ORR on a confidential basis

If you have any queries in relation to the issues raised in this letter please feel free to contact me.

Yours Sincerely

**Helen Cavanagh**  
**Track Access Manager**

