

Lanita Masi
Track Access & Network Change Manager
East Midlands Trains

24 April 2014

Dear Lanita,

Industry Consultation: GNER West Yorkshire Services Section 17

Thank you for your response; this is Alliance Rail Holdings' (Alliance) response on behalf of GNER. For clarity GNER is a subsidiary company of Alliance Rail Holdings Ltd.

In respect of your concerns about capacity - Alliance's position in relation to capacity is that capacity exists as it was funded by way of "The CP4 Delivery Plan, Programme 18 – East Coast Main Line improvements". The output of which is as below:

Output

These schemes deliver both the HLOS passenger kilometre specification for strategic route 8 and the London capacity specification for the East Coast.

The following will be provided (the baseline being the December 2008 timetable):

- *up to two additional freight paths per hour between Peterborough and Doncaster;*
- **up to one additional long distance high speed passenger path per hour off peak (note: there are currently 7 paths in many off peak hours);**
- **up to two additional long distance high speed passenger paths in each peak hour; and**
- *operation of up to ten outer suburban services per peak hour, with up to six of these being 12-car formations, subject to calling pattern."*

Network Rail and ORR have confirmed that the May 2011 Timetable recast was not reliant upon this programme of works. Alliance concludes that is the capacity available as a result of the CP4 Programme 18 schemes the value of which was just under £700m.

In addition during CP5 Network Rail has been funded by ORR in relation to the East Coast Main Line Connectivity Fund. This is £247m to improve capacity and journey times.

Alliance is confident that the £900m of funding on ECML schemes during CP4 and CP5 will deliver the stated benefits in Network Rail's Delivery Plan. If it does not then one must question the value to the taxpayer, the government and the rail industry.

Alliance believes that capacity exists to operate these services as part of a recast of the timetable to optimise the network. We envisage that a timetable recast enabled by greater flexibility in contracts and coupled with the option to use the provisions of Para 18(5) of the Access and Management Regulations will deliver better use of the network - the main beneficiary of such a change being the passenger, its biggest funder.

Alliance note's your comment regarding the Statutory Service Specifiers. However, this is not an industry term we recognise; perhaps you could provide details of where the definition of such a term is held? In any case, we would not expect the ORR to delay assessing our application based on potential aspirations.

Yours sincerely,



Ian Yeoward
Managing Director

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