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Dear John

**Representations to the ORR: Proposed 11<sup>th</sup> Supplemental Agreement to the Track Access Contract between Network Rail Infrastructure Limited and GB Railfreight Limited**

I refer to your email on 4th August 2020 where you invited Network Rail Infrastructure Limited to make further written representations in respect of the 11<sup>th</sup> Supplemental Agreement application made by GB Railfreight ("GBRF") under Section 22A of the Railways Act 1993 (the Act), specifically in regard to certain questions. Network Rail's response is below.

**East Coast Mainline (ECML) Event Steering Group (ESG)**

Phase 2 of the ECML ESG developed three concept timetables for London to Doncaster that offered different solutions to address trade-offs between capacity, capability, connectivity, and journey times. The chosen timetable option ("PRA Option 2") for further development in Phase 3 can provide:

- 8 tph LDHS paths between London and Doncaster
- an hourly freight path between Huntingdon and Peterborough, though tonnages for 60 mph Class 6 trains cannot satisfy the specification from the Freight Operating Companies
- an hourly freight path between Doncaster (excl.) and Hare Park Junction

This chosen timetable structure requires further review and development because of the following issues:

- the East Midlands Rail service from Nottingham to Norwich cannot be accommodated unless there is a reduction in the number of LDHS paths, or a review of LDHS calling patterns
- the calling pattern specified by LNER, requires overtaking of Open Access LDHS services en-route between Peterborough and Doncaster, which are deemed unpalatable to the ESG

Phase 2 of the ESG also concluded that:

- 7 tph LDHS between Northallerton and Newcastle could not be accommodated alongside an hourly freight path, and recommended the Train Service Specification is amended to become 6 tph LDHS
- 4 tph LDHS between Newcastle and Edinburgh can be accommodated alongside East Coast Trains Ltd, local services and an hourly freight path. However, this could cause journey time penalties for LDHS between circa 5 to 10 minutes.

The completion of ECML ESG Phase 2 has provided some improvement in confidence to sell some Firm Rights on a case-by-case basis.

The constraints on the ECML concerning this application are:

ECML section	Capacity issue
Kings Cross (remodeled layout)	Capacity concern is not about freight paths, but capacity for platforming passenger services. This is still work in progress and could fundamentally affect the ECML LDHS service structure.
Huntingdon to Peterborough	3-track and 2-track sections Cancellation of Huntingdon to Woodwalton 4-tracking has cost the opportunity for 1 Up LDHS path that could overtake a freight path had the project been delivered.
Peterborough to Doncaster	Trade-off required between quantum of LDHS paths per hour and calling patterns to serve Peterborough, Grantham, Newark Northgate, Retford and Doncaster.  Without this trade-off agreed, Network Rail cannot accommodate East Midlands Rail's Nottingham to Norwich service (which has Firm Rights) and a sub-optimal timetable is developed with LDHS services overtaken <i>en route</i> .
Doncaster station limits	Additional crossing movements at-grade because of additional passenger and freight schedules.  Presentation of north-south LDHS schedules are subject to final construction of ECML timetable between London and Marshgate Junction.
Doncaster (excl.) to Leeds	2-track railway, flat junctions; speed mix of LDHS, local and freight services.
Doncaster to York	Only W10/W12 route; limited routing options for W12 through York, leading to crossing

	moves at Colton North Jn and Skelton Bridge Jn.
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### **GBRf 11<sup>th</sup> Supplemental Application**

Although there is uncertainty surrounding the final timetable within Doncaster station limits, the Eastern Region can support Firm Rights for the following trains because the presentation at Doncaster is at a time of day when the passenger service is much less intense:

- 4D06 [SX] Tees Dock – Doncaster iPort
- 4D15 [EWD] Doncaster iPort – Doncaster iPort

Eastern Region upholds its position on supporting Contingent Rights in line with the current ECML Policy for the following trains because of uncertainty in final timetable within Doncaster station limits. Additionally, there is a conflict with 4N06 and Section 5 Engineering Access which necessitates this application remaining supported as Contingent for the timings proposed.

- 4N06 [EWD] Doncaster iPort – Tees Dock
- 4D08 [SX] Tees Dock – Doncaster iPort
- 4D08 [SO] Tees Dock – Doncaster iPort
- 4N08 [SX] Doncaster iPort – Tees Dock
- 4D12 [SO] Doncaster iPort – Tees Dock

The ECML ESG will incorporate these paths into the detailed timetable development in Phase 3. When the ECML timetable becomes more mature around Doncaster Network Rail can consider supporting Firm Rights.

Since Period 5 2019/20, trains in this service group have run 527 times, with a Freight Delivery Measure score of 93.2 % No other concerns alongside this have been raised with regard to the performance of these services. The target FDM for GBRf for 2020/21 is 92.5 %.

Regards



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**Customer Relationships Executive**  
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CC:  
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