

Appendix A: Schedule 5 Rights Table

For information - not part of			1		2		3		4		5		6				7				9				10				11				12				13				14				15				16				17				18																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
Service Group Reference	Flow No	Train Reporting Number	Minimum Turn Around Time at Origin	Days per Week	Departure Window From	Departure Window To	Origin Data		Service characteristics								Additional Data								Equipment Characteristics																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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4646	1911	6V41	-	SuO	13:45	14:45	Penyffordd Cement GBRf	41023	Avonmouth Hanson Sdg GBRf	20:45	21:45	81244	420*		Penyffordd GF (OP) Dee Marsh (RR) Shrewsbury (Crew)	30 30 2		60H66S18		10																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

New firm rights being proposed as shown

## APPENDIX B:

Ian Kapur

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**From:**  
**Sent:** 30 September 2020 07:03  
**To:**  
**Cc:**  
**Subject:** RE: GBRf 14th Supplemental.

OFFICIAL

17th Supplemental contains  
"not agreed" items (Section 22A)  
of the original 14th Supplemental.

Good morning Ian

SoAR has all rights approved as firm rights subject to RAM signoff where RA10 applies (which should not present a problem, and is almost complete) through 2026 bar the Pennyfford trains **6V41 TThO**, **6M42 MO**, **6M42 WFO** and **6V41 SuO** for which panel have agreed to sell up until **PCD 2021** where they will be reviewed in line with the Wales ESG specifically relating to the Wales & Borders Rail service commitment to deliver two trains per hour Wrexham – Bidston in December 2021.

Kind regards

Bruce



**Bruce Giles**

Customer Support Manager- Freight

1 Eversholt Street, London NW1 2DN

mob:

Advanced notice of annual leave. 19<sup>th</sup> October – 23<sup>rd</sup> October, 23<sup>rd</sup> November – 27<sup>th</sup> November.

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**From:**  
**Sent:** 27 September 2020 14:32  
**To:**  
**Cc:**  
**Subject:** RE: GBRf 14th Supplemental.

Bruce,

There is no ESG for December 2021 and pushing for 2tph on the Wrexham-Bidston line. Please let me know, clearly, which proposed firm rights Network Rail supports and which ones they don't. Yet another Section 22A beckons.

Regards,

Ian Kapur.  
Head of Strategic Access Planning,  
GB Railfreight Ltd.,  
3<sup>rd</sup> Floor,  
55 Old Broad Street,  
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Tel:  
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## **GB Railfreight**

**From:**  
**Sent:** 23 September 2020 13:35  
**To:**  
**Cc:**  
**Subject:** RE: GBRf 14th Supplemental.

OFFICIAL

Ian

As requested we have reaffirmed the nature of the competing aspirations in that area with and can confirm that the 2tph from December 2021 is a firm contractual commitment to Transport for Wales. As such, Network Rail's view remains as previously advised.

If this is acceptable we will start the external consultation process immediately. If not, please advise us on how you wish to proceed and we shall process immediately.

Kind regards

Bruce Giles



**Bruce Giles**

Customer Support Manager- Freight

1 Eversholt Street, London NW1 2DN  
**mob:**

Advanced notice of annual leave. 19<sup>th</sup> October – 23<sup>rd</sup> October, 23<sup>rd</sup> November – 27<sup>th</sup> November.

**From:**  
**Sent:** 14 September 2020 15:12  
**To:**  
**Cc:**  
**Subject:** RE: GBRf 14th Supplemental.  
**Importance:** High

Bruce,

Crucially, I cannot accept what SOAR is saying for the Penyffordd services as the Calendar of Events clearly states that the TfW timetable Change is for December 2022 (not December 2021, which is a TfW "nice to have, or not").

Can you please take this straight back to SOAR and get an answer from them, in correspondence please, as awaiting another month for post-officing another month is not acceptable.

Regards,

Ian Kapur.  
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## **GB Railfreight**

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**From:**  
**Sent:** 14 September 2020 15:01  
**To:**  
**Cc:**  
**Subject:** RE: GBRf 14th Supplemental.

Bruce,

Let's just be clear that the Wrexham-Bidston 2tph service is currently planned once additional signalling and infrastructure is in place. TfW wishes to see what might be possible from December 2021, as well, and has been speaking to us on that basis.

I shall pass on further information following this e-mail.

Regards,

Ian Kapur.  
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## **GB Railfreight**

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**From:**  
**Sent:** 14 September 2020 14:53  
**To:**  
**Cc:**  
**Subject:** GBRf 14th Supplemental.

OFFICIAL

Good afternoon Ian.



I presented the 14<sup>th</sup> to today at SoAR.

I have had all rights approved subject to RAM signoff (which should not present a problem) through 2026 bar the Pennyfford trains 6V41 TThO, 6M42 MO,6M42 WFO and 6V41 SuO for which panel have agreed to sell up until PCD 2021 where they will be reviewed in line with the Wales ESG outcome specifically relating to the Wales & Borders Rail service commitment to deliver two trains per hour Wrexham – Bidston in December 2021.

Please do let me know your thoughts and comments and if you would like me to progress this application through external consultation.

Regards

Bruce Giles



**Bruce Giles**  
Customer Support Manager- Freight

1 Eversholt Street, London NW1 2DN  
mob:

Advanced notice of annual leave.

\*\*\*\*\*  
\*\*\*\*\*

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## APPENDIX C:

Ian Kapur

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**From:**  
**Sent:** 08 July 2020 10:57  
**To:**  
**Cc:**  
**Subject:** RE: Wrexham - Bidston Enhancement Scheme

Ian,

Thanks for the background, of which I was not completely aware (although I can see that TfWRS colleagues have been involved).

I can quite understand why the (logical) link between the infrastructure interventions and 2tph has been made.

The GRIP1 conclusions in the RIRG pack looked at a 2tph *all-stations* passenger service. However, this is not what we're contracted to do, and not what Julian has planned. The 2<sup>nd</sup> train per hour is to be *skip-stop*, because we were aware at the time of our bid in 2017 that existing freight paths couldn't be accommodated alongside an all stations service (and we desperately wanted to improve performance).

Where we still do have a problem to resolve for Dec'21 is where there is cement traffic earlier than the evening ramp-down in passenger service frequency, and I am hopeful that between us three (you, me and Julian) a mutually acceptable solution can be found. Looking forward to the further discussion on this topic (and thank you for your constructive approach).

In the longer term, more signals between Wrexham and Dee Marsh is clearly advantageous to everyone. I will remind our client TfW of this work and the conclusion.

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**From:**  
**Sent:** 07 July 2020 16:25  
**To:**  
**Cc:**

**Subject:** Re: Wrexham - Bidston Enhancement Scheme

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Steve,

Please find attached some e-mail exchanges regarding Wrexham-Bidston, including a Wales RIRG pack in August 2019 that state:

GRIP 1 conclusions to date:

- Existing infrastructure on the line does not support the service aspiration of 2tph passenger service (serving all stations) and 1tph freight service.
- The main intervention required to improve capacity on the Wrexham to Bidston line is additional intermediate block signals in each direction at Cefn-y-bed, and between Hawarden and Buckley.
- To allow for an even interval half hourly passenger service an intervention is also required at Penyffordd Cement Works to reduce the time freight trains take to enter the sidings, reducing time spent on the Wrexham to Bidston line.

- Opportunities to increase linespeeds exist across the line which would improve performance and network capacity.
- Wrexham Local Development Plans are considering potential closure of the line between Wrexham General station and Wrexham Central station, which would provide both performance and capacity benefits on the line. Better bus links and active travel solutions would be provided to link the central area which would be redeveloped.
- The planned introduction of 230 rolling stock on the line by TfW will improve performance.
- Cost estimates for the interventions identified will be available in August 2019.

That is why I have linked the enhancements being needed to permit 2 passenger services/hour and it not working otherwise. I will have some answers for you, on the points raised yesterday, in a day or so.

Regards,

Ian Kapur.  
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## **GB Railfreight**

**From:**

**Sent:** 17 October 2019 12:57

**To:**

**Subject:** Wrexham - Bidston Enhancement Scheme

Steve & Paul,

Attached are some e-mails from me to Rhodri Jones on the subject, and his response. I am sure this was followed by some slides on the signalling enhancement project that is also supposed to take place to permit the enhanced level of passenger service to operate – I am just trying to locate these slides (from Wales RIRG).

Regards,

Ian Kapur.  
Head of Capacity Planning,  
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**Ian Kapur**

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**From:**  
**Sent:** 16 April 2019 17:40  
**To:**  
**Subject:** Re: Wrexham to Bidston Enhancement Scheme - Freight

Dear Rhodri,

Many thanks for this. Please keep me informed of any future notes etc.

Regards,

Ian Kapur.  
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**From:**  
**Sent:** Tuesday, April 16, 2019 4:01 pm  
**To:**  
**Subject:** RE: Wrexham to Bidston Enhancement Scheme - Freight

Hi Ian,

Thank you for your email below.

We discussed the increase in rail traffic to Penyffordd Cement Works in detail during the workshop and this was taken into consideration when agreeing options to be taken forward for costing.

The scheme aims to enable an all-day, all-stations, half hourly (2tph) passenger service, alongside an hourly (1tph) freight service, so I can reassure you that we are taking into account potential future freight growth along the route.

We are currently finalising the report from the workshop and we plan to share this next week.

If you have any further questions please let me know.

Kind Regards,

Rhodri

**Rhodri Jones | Senior Development Manager - Wales |**



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# System Operator



**From:**

**Sent:** 22 March 2019 11:14

**To:**

**Subject:** RE: Wrexham to Bidston Enhancement Scheme - Freight

**Importance:** High

Dear Rhodri,

I am sorry that I wasn't able to attend this meeting as this route is important to GB Railfreight and its operations. It would be good to establish the relationship between any enhanced passenger services and planned enhanced freight services.

I would like to make everyone aware that Penyffordd Cement Works will become active with rail traffic, once again, later this year. GB Railfreight has bid for an out and back pathway for this new cement flow and one of these has already been offered back to us. We await the second leg. What I and our freight customer really wouldn't like to happen, though, is for there to be no paths for additional traffic given the amount of money Hanson is spending re-activating the railway and rail loading facility. One train a day, in each direction, is likely to suffice for 2019 but Hanson is likely to want to dispatch more of its product by rail going forward, as well as, perhaps, altering the timings of the currently proposed service.

For any cement service to run, at all, the approx. 1 hr. 10 mins. gap in service through the Penyffordd section (as exists currently) needs to remain, as the train needs to be put together in two portions on the running line, as the internal sidings are too short for a full block train. This has always been the case and will need to continue for the foreseeable future as there is no viable way to alter the tracks internally, or at the exchange sidings due to their falling away towards a brook. GB Railfreight would certainly like and need to be involved in discussions on any service level enhancements on the route.

As an aside, with regard to the Up Main – Down Main crossover at Penyffordd, this had a Network Change for its removal established on 2<sup>nd</sup> September 2013 (attached). From discussions with the signalmen at a site visit, I believe the crossover was removed in early 2016 however the interlocking is still in place in Penyfford Signal Box. It may be that the reinstatement of this crossover could assist in any increase of passenger services along the route, by eliminating unnecessary running to/from Dee Marsh Sidings, and the fact that the interlocking is still in place may help.

Finally, would you please let me have the minutes and outputs from your recent workshop so I can be up to date with everything on the route?

Regards,

Ian Kapur.  
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---

**From:** .  
**Sent:** 06 March 2019 18:16  
**To:**

**Subject:** Wrexham to Bidston Enhancement Scheme Output Definition Workshop - Agenda

Dear All,

Please find attached the agenda for the Wrexham to Bidston Enhancement Scheme Output Definition Workshop on Friday.

Regards,

Rhodri

**Rhodri Jones | Senior Development Manager - Wales |**

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***System Operator***



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APPENDIX D: Draft Calendar & Events for Dec '21 as at August 2020 when original submission was put together.

Calendar of Events				
Expected Timetable Implementation Date	Event	Type of Event	ESG	ESG No.
December 2020	Greater Anglia timetable recast and the introduction of new rolling stock - phase 3	Timetable	Anglia	7
December 2020- May 2021	Introduction of a 6th hourly East Midlands franchise train service on the Midland Main Line to/from London (East Midlands Franchise, TSR 1). Capacity improvements between Bedford and Kettering/Corby	Timetable & Infrastructure Change	MML	8
December 2021	Introduction of Elizabeth line through services	Enhanced Infrastructure & Timetable Change	Western & South Wales	2
	Elizabeth Line Integration into Anglia Route	Timetable	Western & Anglia	7
May 2022	None			
December 2022	Wales & Borders timetable change - new and enhanced services including:  Cardiff Central - Cheltenham Spa: Current ~2tp3h intervals enhanced to 1tph frequency Aberystwyth - Shrewsbury: Current mainly hourly intervals enhanced to 1tph frequency Swansea - Shrewsbury (via Heart of Wales): Increase from 4tph to 5tpd plus extra evening trains at the ends of the line Shrewsbury - Liverpool Lime Str (via Wrexham): 1tph, every other train extends to Cardiff (quantum increase between Chester & Cardiff only) Manchester Airport – Bangor: 1tph, extended from Llandudno (quantum increase between Llandudno Jn & Bangor only) Liverpool Lime Str – Llandudno: 1tph, attaches/splits from Shrewsbury – Liverpool Lime Str (quantum increase between Chester & Llandudno Jn only) <b>Aspiration for additional 1tph Ebbw Vale - Gloucester</b>	Enhanced Infrastructure & Rolling stock	Wales & Borders	10
	West Coast Main Line timetable - new and enhanced services including: WCML FL path additional services (ORR pending) First Trenitalia enhanced Timetable on the West Coast as part of their franchise agreement	Timetable	LNW	11
	Introduction of Hitachi Bimode trains (5-car x 24m) in diesel operation until completion of MML Programme KO1a - move to changes with TT impact not known yet...	Rolling Stock	East Midlands Railway - new rolling stock	12
December 2024	New East Coast Main Line timetable, including two additional LDHS services per hour from London Kings Cross ( <del>to include Leeds Capacity change</del> )	Timetable & Infrastructure Change	East Coast	9
May 2024	Southampton Freight Train Lengthening ( <del>Infrastructure April 2024</del> - cross regional impact - Southern, Western, NW&C and Eastern)	Timetable	Wessex and West-Mids- Southampton Freight Train Lengthening	reactivation- ESG 6

**Changes from Final May 2021 version are shown in red**

**Timetable** Participants included are indicative