APPENDIX E:

Live Calendar of Events (ISSUE 4) as at 25/11/21.

The expected Timetable Implementation Dates noted in this document are subject to change

The expected Timetable Implementation Dates noted in this document are subject to change								TIMETABLE PARTICIPANTS													NETWORK RAIL ROUTES							
	Calendar of Events				Rail	NGS (NA)	Railways & Princes Risborough Railway ail ountry	nwall Railway	s Railway	ast eslink Railway (GTR)	n Kaliway Ltd	Heavy Haul Ltd	al ia	press	Services Limited erground	iil	nire Moors Railway	Systems and Group	onian Sleeper Supertram	rn Railway n	e Express r Wales Rail Service's	ght	Sailwav	ds Trains	tional Passenger Operators e Services SCO	h Eastern & East Midlands		
Expected Timetable Implementation Date	Event	Type of Event	ESG	ESG No.	Abellio Scotf Arriva Rail Lo	c2c	Chiltern Raily Chinnor & Pr Colas Rail CrossCountr	Devon & Cor	East Midland Eurostar (UK	First East Co Govia Thame	Hull Trains Freightliner L	Freightliner I GB Railfreigh	Grand Centra Grand Union Greater Angl	Heathrow Ex Island Line	London Und	MTR Crossra	North Yorksh Northern	Rail Express	Serco Caledo Stagecoach	South Wester Southeastern	TransPennin Transport for	Victa Railfrei	Avanti West Coast F	West Midland	Freight & Na	London Nort NW&C	Scotland South East	Wales
May 22	Southampton Freight Train Lengthening (phase 2) (cross-regional impact — Southern, Western, NW&C and Eastern)	Timetable-	Southampton Freight- Train Lengthening	-6																								
December 2022	Introduction of Elizabeth line through services	Enhanced Infrastructure & Timetable Change	Western	2		П							B			¥.												
December 2022	NW&C December 2022 Timetable Restructuring ESG Restructure of the WCML Euston to Carlisle, Liverpool, Coventry Corridor and Wolverhampton, including GUT access proposal, Manchester recast (MRTF), Avanti's access proposal, Daventry to Shieldmuir new postal services (5 tpd), EWR paths, freight growth and increase in tonnage and length.	Timetable	NW&C December 2022 Timetable Restructuring ESG	11							3																	
December 2022	Southampton Freight Train Lengthening (phase 3) (cross regional impact - Southern, Western, NW&C and Eastern)	Timetable	Southampton Freight Train Lengthening	6					in a						1				Ţ.	8	Цā	311			41/19			
December 2023	Wales & Borders timetable change - new and enhanced services inlcuding: Aberystwyth - Shrewsbury: Current mainly hourly intervals enhanced to 1tph frequency 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) Crosskeys - Ebbw Vale: 1tph to extend the Crosskeys to Newport service Aspiration for additional 1tph Cardiff - Swansea	Enhanced Infrastructure & Rolling stock	Wales & Borders	10																								
TT Date TDC	New East Coast Main Line timetable	Timetable &	East Coast	9	E COLUMN	MINERS I	DAN TOTAL BEACH STORY OF				mi asso em					AL REGISTRE		SON MINE NA		Single Scille								
TT Date TBC TT Date TBC (anticipated between May 23 - Dec 24)	Development of options for use of capacity between passenger and freight on GEML, including integration of potential future changes such as Sizewell traffic and Beaulieu station.	Infrastructure Change Timetable	GEML capacity	13										9 3														

Changes from 2021 Final CoE issue 3 version are shown in red

For the purpose of this calendar of events, a significant event is...

An event driven by changes to one or more of, but not limited to, infrastructure, specified equipment, traffic patterns, franchises that will impact on either a single timetable participant in a substantial manner, or a number of timetable participants, and thereby require changes to one or more timetables for a sustained period or continual basis.

Timetable Participants included are indicative

APPENDIX F

Ian Kapur

From:	00.0 1 1 2020 16 07
Sent: To:	08 October 2020 16:07
Cc:	
Subject:	Re: GB Railfreight/Network Rail Section 22A Application - 17th Consultation 0610e21
Giles,	
Thank you for sending Transposeeks rights from the date of a	ort Focus details of GBRf's 17th. supplemental agreement. They note that it pproval until the PCD in 2026:
terminal at Avonmouth; all these rights have compliant departure times from Penyfford GBRF were told by Network Rawill be reviewed in line with the commitment to deliver two train	paths in the current timetable; and are linked to available arrival times at Avonmouth; ail on 14/9/20 that it would offer firm rights only to the PCD 2021, when "they wales ESG specifically relating to the Wales & Border Rail service has per hour Wrexham – Bidston in December 2021." s working to a December 2022 date for the increased passenger service.
Transport Focus also notes that	at:
include: additional intermediate block si access improvements at Penyf	ham to Bidston line's infrastructure to permit a half-hourly passenger service ignals, ffordd Cement Works for freight trains to reduce their occupancy of the line; s CRP mentions these service changes:
Reducing the journey time on v	kday services from December 2021 weekday services from 60 minutes to 56 minutes from December 2019 service from December 2021, further reducing journey time to 49 minutes
however the site appears to be 2019;	e somewhat out of date, as it goes on to say: New trains introduced from
see: https://www.borderlandslin	ne.com/improving-your-railway/
Transport Focus has seen other the Class 230 trains are in use	er comments that mention journey time improvements will be possible when on the line.
	ouble-track railway for two passenger trains and one freight train seems to est. Transport Focus believes the application should be approved.
Regards,	
John Sears.	
Tel.	

APPENDIX &

Ian Kapur

From:

Sent:

03 November 2020 13:03

To:

Subject:

RE: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

Bruce.

I didn't respond to this particular e-mail as Rob Holder didn't appear to be expecting a response from me. However, GB Railfreight would have no issue at all with the path being standardised between Avonmouth Terminal and Gloucester New Yard and believes that the this is the best use of capacity along the line of route. Indeed, since this supplemental application was first started there have been changes to the train slots to do just that. I have, therefore, amended the proposed 6M42 access rights to show a common right for all three days, thus reducing the number of new rights sought to three new firm rights. Regards,

Ian Kapur.

Head of Strategic Access Planning, GB Railfreight Ltd., 3rd Floor, 55 Old Broad Street, London, EC2M 1RX.

Tel: Mobile: E-mail:

GB Railfreight Ltd. Registered in England & Wales No. 03707899. Registered Office: 3rd Floor, 55 Old Broad Street, London, EC2M 1RX.

GB Railfreight

From:

Sent: 02 November 2020 11:01

To:

Subject: FW: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

OFFICIAL

Good morning lan.

Has it been a month already? I trust you are well.

That said did you have any thoughts on the below mail ref 17th.

Regards

Bruce



Bruce Giles

Customer Support Manager- Freight

1 Eversholt Street, London NW1 2DN

Advanced notice of annual leave. 23rd November – 27th November.

From:

Sent: 06 October 2020 11:45

To: Cc:

Subject: Re: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

Good morning Bruce,

Many thanks for this.

GWR has no comment on the capacity aspect on the Wrexham line apart from any influence this may have on the ability to flex and regulate the services nearer to Avonmouth.

The GWR franchise requires that from May 2021 a number of enhancements is made to local and regional passenger services centred on Bristol Temple Meads. This includes the doubling of the frequency of the Bristol - Gloucester service (to half-hourly), and of the Gloucester - Worcester service (to hourly).

Consideration is at present being given to defer these increments to December 2021.

We believe that in order to achieve this aim the following may be helpful:

We would like 6M42 MO to match the WFO path between Avonmouth and Gloucester New Yard, which standardises the path.

Currently the WFO version departs Avonmouth at 09.20. The screen shot below is from the original Dec 20 offer from NR in June this year.

Insert Before	Station	TIPLOC	P	Work Arr	Work Dep	Durall	Fixed	Fixed	Activities	Stop Type	Pit
Insert After	Station	TIPLOC	2	WOLKAIT	work bep	DWC	Arr	Dep	ACCIVICIES	Stop Type	FIL
Edit	Avonmouth Hanson SDG	AVONHGB			09:20:00			09:20:00	TB	Stop	
Delete	Hallen Marsh Jn	HUMMIN			09:26:00			09:26:00		Pass	
Copy	Filton West Jn	FILTNW)		09:33:00	10:09:00	36'00		10:09:00	*,A	Stop	
Excel	Bristol Parkway	BRSTPWY		10:11:30	10:13:30	2'00		10:13:30	*,A	Stop	LP
Fix	Westerleigh Jn	WSTLGH)			10:19:00			10:19:00		Pass	
Un-fix	Yate	YATE			10:22:00			10:22:00		Pass	
Terminate	Charfield	CHFIELD			10:28:30			10:28:30		Pass	
Start	Standish Jn	STNOSHJ			10:42:00			10:42:00		Pass	
Break	Gloucester Yard Jn	GLOSTY)			10:49:30			10:49:30		Pass	
Divert	Gloucester N.Y.	GLOSTNY		10:52:30	13:58:00	185'3		13:58:00	OP,A	Stop	
Santa Dafara	12 Yes				12.02.02					22	

I should be very grateful if you would arrange for this to be considered please.

We wish NR and GBRf well with attracting net revenue to rail.

Many thanks.

Rob

Robert Holder | Network Access Manager | Great Western Railway 1 Milford Street | Swindon | SN1 1HL

First Greater Western Limited | Registered in England and Wales number 05113733 Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL.

From:

Sent: 05 October 2020 16:57

To:

Subject: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

CAUTION: This email is from an external source.

OFFICIAL

Dear all,

GB Railfreight – Section 22 Application– 17th Supplemental

GB Railfreight ("GBRf") and Network Rail wish to amend the Track Access Contract via a Section 22A Application to the ORR. In line with Industry Code of Practice for track access application consultations, I am consulting you for this 17th Supplemental. This application contains 4 new firm Rights.

The Form F and marked proposed Rights Table is attached, and colour coded for your convenience- new Rights marked in green.

A copy of the proposed agreement and the application form will be on our website at <u>Track access current</u> <u>consultations</u> from **6**th **October 2020**. For convenience, please see the attached documents.

I should be grateful if you would let me have any comments you may have on the proposed agreement by <u>16:00 on</u> <u>5th November 2020.</u> You do not need to respond if you do not have any comments.

Any replies received from you in response to this invitation will be copied to the ORR. Please send your comments by email to

If you have any further questions, please do not hesitate to contact me.

Kind regards

Bruce Giles



Bruce Giles

Customer Support Manager- Freight

1 Eversholt Street, London NW1 2DN

Advanced notice of annual leave. 19th October – 23rd October, 23rd November – 27th November.

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APPENDIX H

Ian Kapur

From:

Sent:

03 November 2020 19:18

To:

Cc:

Subject:

RE: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

lan

Thank you for the response.

I understand the points you have raised and it is for TfWr/TfW to resolve the infrastructure issues which require addressing to deliver 2 trains an hour on the line.

While I understand the issue you have raised concerning COVID, studies in the recent past have demonstrated that there is untapped demand on the line and that there is a justification for an improved service. This is particularly the case if trains can operate through to Liverpool; a desire of both TfW and the Liverpool City Region as identified in the LCR Long Term Rail Strategy.

The fact that GBRailfreight is working closely with TfW to minimise the impact is appreciated.

David

David Jones

Rail Development Manager | 1 Mann Island, Liverpool, L3 1BP







Please consider the environment before printing this e-mail.

From:

Sent: 26 October 2020 16:21

To: Cc:

Subject: RE: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

This email has been received from outside of the LCR-CA. Be careful of opening attachments and clicking on links. Report any suspicious emails to the <u>IT Service Desk</u>

Dear David,

As GB Railfreight is aware, TfW is wishing to have two passenger services per hour between Wrexham and Bidston, although GBRf will not be clear how Covid is affecting passenger numbers and the requirement for a doubling of the passenger service. TfW, Network Rail and GB Railfreight have had several detailed discussions on how a desired future passenger service and some new-to-rail running freight services may interact in the future, particularly with respect to which hours of the day those services may interact.

lan Kapur

To:

Cc:

Subject:

RE: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

Dear David.

As GB Railfreight is aware, TfW is wishing to have two passenger services per hour between Wrexham and Bidston, although GBRf will not be clear how Covid is affecting passenger numbers and the requirement for a doubling of the passenger service. TfW, Network Rail and GB Railfreight have had several detailed discussions on how a desired future passenger service and some new-to-rail running freight services may interact in the future, particularly with respect to which hours of the day those services may interact.

It is worth noting that, as far back as the August 2019 Wales Route Investment Review Group, the GRIP 1 conclusions were clearly stated as follows:

- 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.

GB Railfreight is still very much of the view that a doubling of the Wrexham-Bidston passenger service can only robustly come with the enhancement of the entrance into Penyffordd cement works so that the time taken to split the train and clear the line is massively reduced. Having said that, GB Railfreight and TfW are working to minimise the impact of operating our respective services however it cannot guarantee there will be no opposing requirements.

Regards,

lan Kapur. Head of Strategic Access Planning, GB Railfreight Ltd., 3rd Floor. 55 Old Broad Street, London, EC2M 1RX. Tel: Mobile:

E-mail:

GB Railfreight Ltd. Registered in England & Wales No. 03707899. Registered Office: 3rd Floor, 55 Old Broad Street, London, EC2M 1RX.

GB Railfreight

From:

Sent: 21 October 2020 20:28

To: Cc:

Subject: RE: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

Bruce

The Liverpool City Region (LCR) recognises the importance of using the railway for transporting freight.

Ian Kapur

From: Sent: To: Subject:	26 October 2020 12:05 FW: GB Railfreight/Network Rail Section 22A Application - 17th Consultation							
	OFFICIAL							
Good afternoon lan.								
Please note the reply below which	th did not include yourself.							
Regards								
Bruce								
From: Sent: 21 October 2020 20:28 To: Cc: Subject: RE: GB Railfreight/Netwo	ork Rail Section 22A Application - 17th Consultation							
Bruce								
The Liverpool City Region (LCR) re	ecognises the importance of using the railway for transporting freight.							

However in this case the proposed paths into Penyffordd appear to conflict with TfWr franchise commitments to improve the frequency of passenger service on the Bidston-Wrexham line. The LCR would ask that GB Railfreight

David

David Jones

Rail Development Manager | 1 Mann Island, Liverpool, L3 1BP



METRO MAYOR LIVERPOOL CITY REGION

work closely with TfWr and TfW to minimise the impact of the proposed new freight services.

Please consider the environment before printing this e-mail.

From:

Sent: 05 October 2020 16:58

To: