

## OFFICIAL

## Calendar of Events

Timetable Participants included are indicative

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.



## APPENDIX F:

Ian Kapur

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**From:**  
**Sent:** 08 October 2020 16:07  
**To:**  
**Cc:**  
**Subject:** Re: GB Railfreight/Network Rail Section 22A Application - 17th Consultation 0610e21

Giles,

Thank you for sending Transport Focus details of GBRf's 17th. supplemental agreement. They note that it seeks rights from the date of approval until the PCD in 2026:

for new firm rights for four return workings per week between Penyffordd Cement Works and Hanson's terminal at Avonmouth;  
all these rights have compliant paths in the current timetable;  
departure times from Penyffordd are linked to available arrival times at Avonmouth;  
GBRF were told by Network Rail on 14/9/20 that it would offer firm rights only to the PCD 2021, when "they will be reviewed in line with the Wales ESG specifically relating to the Wales & Border Rail service commitment to deliver two trains per hour Wrexham – Bidston in December 2021."  
GBRF point out that the ESG is working to a December 2022 date for the increased passenger service.

Transport Focus also notes that:

the improvements to the Wrexham to Bidston line's infrastructure to permit a half-hourly passenger service include:  
additional intermediate block signals,  
access improvements at Penyffordd Cement Works for freight trains to reduce their occupancy of the line;  
the web site of the Borderlands CRP mentions these service changes:

*Doubling the frequency of weekday services from December 2021*  
*Reducing the journey time on weekday services from 60 minutes to 56 minutes from December 2019*  
*Introduction of a fast weekday service from December 2021, further reducing journey time to 49 minutes*

however the site appears to be somewhat out of date, as it goes on to say: *New trains introduced from 2019;*

see: <https://www.borderlandsline.com/improving-your-railway/>

Transport Focus has seen other comments that mention journey time improvements will be possible when the Class 230 trains are in use on the line.

Finding hourly capacity on a double-track railway for two passenger trains and one freight train seems to be an entirely reasonable request. Transport Focus believes the application should be approved.

Regards,

John Sears.

Tel.

## APPENDIX G:

**Ian Kapur**

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**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 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.,  
3<sup>rd</sup> Floor,  
55 Old Broad Street,  
London, EC2M 1RX.  
Tel:  
Mobile:  
E-mail:

GB Railfreight Ltd. Registered in England & Wales No. 03707899.  
Registered Office: 3<sup>rd</sup> 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  
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Good morning Ian.  
Has it been a month already? I trust you are well.  
That said did you have any thoughts on the below mail ref 17<sup>th</sup>.  
Regards

Bruce



**Bruce Giles**  
Customer Support Manager- Freight

1 Eversholt Street, London NW1 2DN  
mob:

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

6M42FA 09:20:00 Avonmouth Hanson SDG GBRF to Penyffordd Cement GBRF 19:24:00 17/12/2021 -> 13/05/2022 FO											
Insert Before	Station	TIPLOC	P	Work Arr	Work Dep	Dwell	Fixed Arr	Fixed Dep	Activities	Stop Type	Pit
Insert After											
Edit	Avonmouth Hanson SDG	AVONHGB			09:20:00			09:20:00	TB	Stop	
Delete	Hallen Marsh Jn	HLNMJN			09:26:00			09:26:00		Pass	
Copy	Filton West Jn	FILTNWJ		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	UPL
Fix	Westerleigh Jn	WSTLGHJ			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	STNDSHJ			10:42:00			10:42:00		Pass	
Break	Gloucester Yard Jn	GLOSTYJ			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	

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– 17<sup>th</sup> 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 17<sup>th</sup> 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 [Track access current consultations](#) from **6<sup>th</sup> 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 **16:00 on 5th November 2020**. 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

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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## APPENDIX H:

**Ian Kapur**

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**From:**  
**Sent:** 03 November 2020 19:18  
**To:**  
**Cc:**  
**Subject:** RE: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

Ian

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 GB Railfreight is working closely with TfW to minimise the impact is appreciated.

David

David Jones

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



**LIVERPOOL  
CITY REGION**  
COMBINED AUTHORITY

**METROMAYOR**  
LIVERPOOL CITY REGION

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 [IT Service Desk](#)

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.



**Ian 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,

Ian Kapur.  
Head of Strategic Access Planning,  
GB Railfreight Ltd.,  
3<sup>rd</sup> Floor,  
55 Old Broad Street,  
London, EC2M 1RX.  
Tel:  
Mobile:  
E-mail:

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

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## **GB Railfreight**

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**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**

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**From:**  
**Sent:** 26 October 2020 12:05  
**To:**  
**Subject:** FW: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

OFFICIAL

Good afternoon Ian.

Please note the reply below which did not include yourself.

Regards

Bruce

---

**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.

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

David

David Jones

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



**METROMAYOR**  
LIVERPOOL CITY REGION

 Please consider the environment before printing this e-mail.

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**From:**  
**Sent:** 05 October 2020 16:58  
**To:**