

APPENDIX I:

Ian Kapur

From:
Sent: 03 November 2020 14:58
To:
Subject: RE: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

Bruce,

Cross Country Trains has made comments on both of GBRf's 14th and 17th Supplementals in one e-mail. Just for clarity, I will answer the queries, separately, on individual e-mails and this is the response to the Section 22A 17th Supplemental:

- GBRf's Pathway 6M42 WFO appears to run in the path of one of our own services that does not currently run, It is worth noting the minimum headway hasn't been applied so it's not technically TPR compliant (it gets to BPW 2.5 mins after us). If GBRf could comment on the situation as a solution might simply be to run 6M42 slightly later as far as Gloucester S339.

We just need to be clear that this is an application for firm access rights and not individual train paths. The access right being applied for has an 08:50-09:50 window off Avonmouth terminal and, to assist timetabling matters and better contractualise the most recent train slots, the 60 minute OP stop at Gloucester can now be removed. This should mean that there is more than enough freedom to have 6M42 service run alongside other services along this line of route. I also cannot see how 6M42 WTT is running in the same path as 1M33 WTT as they are 4 minutes apart leaving Bristol Parkway.

Even looking at levels of detail that are not appropriate for rights applications, I do not agree that there is currently a TPR compliance issue at Bristol Parkway. Cross Country's 1M33 Bristol TM – Manchester Pic. arrives at Bristol Parkway (from the Temple Meads direction) at 10:07½. GBRf's 6M42 Avonmouth-Penyffordd Works arrives at Bristol Parkway at 10:11½ (from the Hallen Marsh direction). The appropriate junction margin here is 2½ minutes, as dictated by the Western Route standard junction margin matrix and there is a clear 4 minutes margin here.

I hope this clarifies Scott's concerns and look forward to his support of this application.

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: 03 November 2020 11:55
To:
Subject: FW: GB Railfreight/Network Rail Section 22A Application - 17th Consultation
OFFICIAL

Good morning Ian.
Please see below.
Regards

Bruce

From:

Sent: 03 November 2020 11:14

To:

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

Good Morning Bruce,

After discussion we have the following points we would like to discuss please.

- GBRF's Pathway 6M42 WFO appears to run in the path of one of our own services that does not currently run, It is worth noting the minimum headway hasn't been applied so it's not technically TPR compliant (it gets to BPW 2.5 mins after us). If GBRF could comment on the situation as a solution might simply be to run 6M42 slightly later as far as Gloucester S339.
- In addition we find two other services which pose a risk.

4646	1896	6G35	390*	TThO	19:20	20:20
		6V84	-	MWFO	07:15	08:15
Non-contractual comments:						
4646	1897	6G35	390*	SO	18:45	19:45
		6V35	-	FO	08:15	09:15

Can GBRF provide the desired schedule for these trains as they have moved into peak and will be coming into our areas of concern at busier times of the day. Can GBRF confirm that looking at the rest of the table they will only 2 minutes minimum only at the time points? Also how confident are GBRF over the depot workings on a Friday where they are proposing to depart the two trains within an hour please ?

Kind regards,

Scott Turner

Track Access Specialist

CrossCountry

Address: 5th Floor, Cannon House, 18 The Priory Queensway, Birmingham, B4 6BS



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UK Customer Experience Awards
GOLD AWARD



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HANDLING
AWARDS '18
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From:

Sent: 05 October 2020 16:58

To:

Subject: GB Railfreight/Network Rail Section 22A Application - 17th Consultation
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 [Track access current consultations](#) from **6th 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. 19th October – 23rd October, 23rd November – 27th November.

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APPENDIX J:



TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES
Gwasanaethau Rheilffyrdd
Rail Services

Tŷ'r Santes Fair
47 Heol Penarth
Caerdydd
CF10 5DJ
trctrenau.cymru

St. Mary's House
47 Penarth Road
Cardiff
CF10 5DJ
tfwrail.wales

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

By email:

Copy to:

5 November 2020

Dear Ian

TfW Rail Services' response to GB Railfreight's consultation on proposed 17th Supplemental Agreement

Thank you for consulting us on GB Railfreight's ('GBRf') proposal for additional access rights to serve the Hanson Cement Works at Penyffordd.

We are responding as Transport for Wales Rail Services ('TfWRS', the operator). Some of the issues raised here are on behalf of our client, Transport for Wales, the distinction being made by describing that entity as 'TfW (authority)' and ourselves as TfWRS.

GBRf is asking ORR to grant it firm rights until 2026. As TfWRS' commitment commences on the PCD in December 2021, we have no objection to any nature of rights being granted until that date. After the PCD date in December 2021, TfWRS objects to GBRf's proposals in the way they are presented for any Monday - Saturday, because several of the proposed rights are at odds with TfWRS' funded commitments for additional passenger services between Wrexham and Bidston.

Background

Both TfWRS and TfW (authority) share the view that the carriage of bulk freight by rail is good for the environment, and can help to meet Welsh Government's sustainability agenda, and so we are keen to accommodate it alongside our own commitments. In this instance (the development of the facility at Padeswood) we also recognise the benefit to the local economy, and the contribution to the UK's national energy strategy through the delivery of cement for the redevelopment of Hinkley Point.

As GBRf and Network Rail are aware, TfWRS has a committed obligation to improve the passenger service between Wrexham and Bidston from December 2021, continuing to the end of the concession in 2033. The service is currently hourly and we are required through our Grant Agreement with Welsh Government to increase this to 2 trains per hour. The 2nd train per hour is



specified as a skip-stop service, specifically to accommodate freight rights. A second passenger train each hour will be an important enhancement for local communities, allowing more people to make use of and rely on the railway for their commuting and leisure. It will also play a vital role in Welsh Government's strategy for the economic development of the area.

Welsh Government's aspirations and TfWRS' commitments

The new Wales & Borders franchise started in October 2018 for a period of 15 years. Welsh Government is fully committed to using rail investment to help drive economic development, for the benefit of communities across Wales and the borders. Key enablers for improving the passenger service will be the introduction of new trains and an improved service frequency on many routes.

On the Wrexham to Bidston route, 2 trains per hour is specified in Train Service Requirement 1b (**Appendix 1**) to be implemented from December 2021. Welsh Government allowed this contracted requirement to be a skip-stop service to ensure that freight can be accommodated.

ESG and Timetable Development work to date

Despite not qualifying as an 'Event' for the purposes of Part D of the Network Code by itself, the December 2021 timetable is being managed by the Wales Route December 2022 Event Steering Group as it must work for all parties in both December 2021 and December 2022, and it is an obviously efficient use of industry resources if those two timetables on the Wrexham to Bidston route are identical (or as similar as possible). The intention to introduce 2 passenger tph on the Wrexham - Bidston service in December 2021 has been very clearly stated in this ESG since its inception. We note that GBRf is a standing invitee to that ESG, receives the minutes, and has attended on one occasion. Extracts of ESG minutes relating to this is presented in **Appendix 2**.

Further to the formal ESG meetings, specific workshop sessions have been held between Network Rail, TfWRS and the two interested freight operators (DB Cargo and GBRf). TfWRS specifically requested that these workshops were convened such that any pathing issues could be resolved at the earliest opportunity. It has also been explicit in these workshops that the passenger timetable enhancement is in December 2021.

The paths being sought by GBRf in the proposal are as follows:

Service Group Reference	Flow No	Train Reporting Number	Minimum Turn Around Time at Origin	Days per Week	Departure Window From	Departure Window To	Origin	Origin Stanox	Destination	Arrival Window From	Arrival Window To	Destination Stannox	Minimum Turn Around Time at Destination
4646	1911	6V41	-	SuO	13:45	14:45	Penyffordd Cement GBRf	41023	Avonmouth Hanson Sdg GBRf	20:45	21:45	81244	420*
4646	1912	6V41	-	TThO	16:40	17:40	Penyffordd Cement GBRf	41023	Avonmouth Hanson Sdg GBRf	01:10	02:10	81244	420*
4646	1913	6M42	420*	MO	08:35	09:35	Avonmouth Hanson Sdg GBRf	81244	Penyffordd Cement GBRf	17:15	18:15	41023	-
4646	1914	6M42	420*	WFO	08:50	09:50	Avonmouth Hanson Sdg GBRf	81244	Penyffordd Cement GBRf	18:50	19:50	41023	-

TfWRS' view is that the paths sought referenced as flows 1912 and 1913 (headcodes 6V41 and 6M42) conflict with our commitments, and that we should work with Network Rail and GBRf to resolve these.

In a workshop convened by Network Rail and attended by TfWRS and GBRf on 6 July 2020 the issue of pathing conflicts during the evening peak period was discussed, and alternative solutions were explored (such as moving the freight paths outside the evening peak period). GBRf committed to review their resourcing and revert. Despite Network Rail's persistence, GBRf did not agree to a further meeting until 9 October, after the submission of their Section 22/22A applications. For this reason, we consider this application to be premature and prejudicial to the outcome of an industry process.

In its Section 22A application GBRf contends 'that two passenger trains/hour of any calling pattern, with a slot for one freight train per hour serving the freight facilities at Penyffordd Cement Works and Dee Marsh/Shotton Steelworks, do not fit in with the current infrastructure'. The reasons behind this statement are that:

- Trains entering Hanson's facility must reverse off the northbound mainline
- The length of train operated by GBRf is too long to enter the existing facility. Instead, it must be split into two portions in a succession of shunting moves, with the mainline occupied throughout.
- To accommodate this unusual manoeuvre, Network Rail's Train Planning Rules for 2021 requires 55 minutes before a following, northbound passenger train leaves Wrexham General. After adding the block signalling margin, this results in an interval of at least 71 minutes between passenger trains.

In order to provide an opportunity for this manoeuvre to occur, our timetable was developed including a 77-minute interval between Monday - Saturday departures from Wrexham Central (between 18:24 and 19:41). The Sunday service is less frequent (2-hourly) and can accommodate these manoeuvres without difficulty.

GBRf contends that 'The current slots at Padeswood Cement Works (Penyffordd) and Avonmouth are, broadly, fixed in both the specified arrival and departure windows as the Avonmouth terminal is heavily used through the day and the Penyffordd loading window (and therefore departure time) is in line with the transit time to Avonmouth.' However, this transit time includes a significant amount of pathing time, and these paths are routed via Wolverhampton, Birmingham, Bromsgrove and Bristol Parkway. A more direct route exists, via the Marches line direct between Shrewsbury and Maindee Junctions, then via the Severn Tunnel to Bristol Parkway.

As part of the ESG process, Network Rail has established a later departure for GBRf's 6V41 TThO (17:08 Penyffordd - Avonmouth) at 18:57, adopting a route via the West Midlands as requested by GBRf to accommodate a crew stop, and without affecting the timings at the Avonmouth terminal. This mutually acceptable solution is not the one cited in GBRf's application.

GBRf also seeks a path for 6M42 MO 09:06 Avonmouth - Penyffordd 17:46. It is unclear to us why this train cannot run in the path that was in operation until the December 2019 timetable, when this train left Avonmouth at the same time and arrived at Penyffordd at 18:50-19:50 (i.e. in the window we created between 18:24 and 19:41 departing Wrexham General).

GBRf contends that infrastructure enhancements need to be implemented before a 2tph passenger service is granted firm rights. We do not understand why this should be the case, as Network Rail has demonstrated that a solution exists that accommodates GBRf's desired quantum of rights, by moving freight paths to the 'window' specifically created for them.

Investment in Rolling Stock

TfW (authority) has purchased, outright, 5 Class 230 trains with the sole intention of using them to resource a 2tph Wrexham Central - Bidston service as part of its North Wales Metro scheme. These trains are currently being delivered and commissioned and will enter service in early 2021.

Class 230 trains are ideally suited to this route, having superior acceleration, sanding equipment and PRM-TSI compliant metro-configuration passenger accommodation. They are not suited to operation on other TfWRS routes with higher line speeds (of over 60mph). Where we tentatively scoped work to clear them on other similar routes such as Llandudno - Blaenau Ffestiniog, it was

found that significant physical work would be required to allow them to operate.

If the service enhancement to 2tph does not occur, two of the 5 trains procured will not be able to be used and a significant public investment will have been wasted.

Capacity

Network Rail has previously carried out analysis for GRIP 1 that concluded that the Wrexham to Bidston line does not support a 2tph *all-stations* passenger service and a 1tph freight service. However TfWRS' timetable features 1tph as a 'limited-stop' service between Neston and Wrexham General. This opens up the intervals between passenger services to 35-37 minutes at the Wrexham end of the line. That timetable was designed with the intention of accommodating freight traffic.

Network Rail's own analysis for the ESG has found that with some minor flexing, 2 passenger + 1 freight train can be accommodated in any one hour (albeit not if that freight train has to undertake marshalling manoeuvres on the mainline). The solution does require some flexing of the passenger service, and cannot be accommodated in consecutive hours. This detracts from a regular interval ('clockface') passenger timetable but does mean that freight rights can be accommodated alongside passenger rights. Therefore, additional intermediate block signals are not absolutely necessary.

We agree that a network enhancement at Pen-y-fordd to reduce or remove the time taken to marshal freight trains on a mainline railway is highly desirable and is necessary to facilitate any further increase in traffic to and from Padeswood during the daytime. Should Network Rail, GBRf or Hanson wish to develop such a scheme, we will support it. However, we do not agree that an enhancement is *required* to accommodate the committed passenger service and aspirational freight rights. The work undertaken in the Wales ESG demonstrates this.

Conclusion

TfW (authority) and TfWRS' commitments to deliver 2tph on this route from December 2021 are well known, are necessary to deliver Welsh Government's strategy for transport and the environment, and are anticipated by stakeholders. New trains have been procured to resource the service that will be 'captive' to this route. Our Network Rail Customer Team is currently working with us to draft an application for additional skip-stop track access rights from December 2021 and by D-55 we will be formally declaring our intentions to Network Rail and all access parties in our Notification of Significant Change – all as per the process set out in the Network Code.

We have made considerable efforts to accommodate the quantum of freight rights desired by GBRf and other FOCs, by skip-stop and by flexing services. This detracts from a 'clockface' frequency of service, but allows a consistent 2tph throughout the service day, including the crucial peak periods. The timetable developed by Network Rail works without infrastructure interventions, although these are clearly desirable to provide capacity for an increased quantum of freight traffic in the future.

TfWRS wishes to find a solution that accommodates the quantum of rights sought by all operators on the Wrexham – Bidston route. We believe such a solution has been identified through the ESG process, and that work continues to refine that solution. We are disappointed that GBRf has submitted applications for Access Rights under Section 22/22A, and we think it is premature to do so.

Yours sincerely

Chris Dellard
Network Access Strategy Manager

Appendix 1: TfWRS' Train Service Requirement 1b

Weekdays

Borderlands Departures

Station	A	B	C	Early departure from WRX to Stn no later than	Late departure from WRX to Stn no earlier than	Early arrival at WRX from Stn no later than	Late arrival at WRX from Stn no earlier than	Minimum number of calls at station by W&B services departing from WRX during given timeband unless otherwise stated							Total Day	Notes on additional requirements for number of calls at Station and direct links to other stations
				D	E	F	G	H	I	J	K	L	M	N		
Wrexham Central	WX	C				06:30	21:55	1	6	12	6	1	1	27		This row is based on arrival times at WRX
Wrexham General	WRX							2	6	12	6	1	1	28		
Gwersyllt	GWE			06:24	21:55			2	6	12	6	1	1	28		
Cefn Y Bedd	CYB			06:36	21:55			1	3	6	3	1	1	15		
Caergwle	CGW			06:36	21:55			1	3	6	3	1	1	15		
Hope Chyd	HPE			06:36	21:55			1	3	6	3	1	1	15		
Penyffordd	PNF			06:36	21:55			1	3	6	3	1	1	15		
Buckley	BCK			06:24	21:55			2	6	12	6	1	1	28		
Hawarden	HWD			06:36	21:55			1	3	6	3	1	1	15		
Shotton	SHT			06:24	21:55			2	6	12	6	1	1	28		
Hawarden Bridge	HWB			06:36	18:00			6 Services per day to call							6	
Neston	NES			06:24	21:55			2	6	12	6	1	1	28		
Heswall	HSW			06:24	21:55			2	6	12	6	1	1	28		
Upton Merseyside	UPT			06:24	21:55			2	6	12	6	1	1	28		
Bidston	BID			06:24	21:55			2	6	12	6	1	1	28		

Borderlands Arrivals

Station	A	B	C	Early arrival at WRX from Stn no later than	Late arrival at WRX from Stn no earlier than	Early departure from WRX to Stn no later than	Late departure from WRX to Stn no earlier than	Minimum number of calls at station by W&B services arriving at WRX during given timeband unless stated otherwise							Total Day	Notes on additional requirements for number of calls at Station and direct links to other stations
				D	E	F	G	H	I	J	K	L	M	N		
Bidston	BID			08:25	23:49			0	5	12	6	4	1	28		
Upton Merseyside	UPT			08:25	23:49			0	5	12	6	4	1	28		
Heswall	HSW			08:25	23:49			0	5	12	6	4	1	28		
Neston	NES			08:25	23:49			0	5	12	6	4	1	28		
Hawarden Bridge	HWB			08:25	18:40			0	2	0	3	0	0	5		
Shotton	SHT			08:25	23:49			0	5	12	6	4	1	28		
Hawarden	HWD			08:25	23:49			0	3	6	3	2	1	15		
Buckley	BCK			08:25	23:49			0	5	12	6	4	1	28		
Penyffordd	PNF			08:25	23:49			0	3	6	3	2	1	15		
Hope Chyd	HPE			08:25	23:49			0	3	6	3	2	1	15		
Caergwle	CGW			08:25	23:49			0	3	6	3	2	1	15		
Cefn Y Bedd	CYB			08:25	23:49			0	3	6	3	2	1	15		
Gwersyllt	GWE			08:25	23:49			0	5	12	6	4	1	28		
Wrexham General	WRX							0	5	12	6	4	1	28		
Wrexham Central	WX	C				06:30	21:54	2	6	12	6	3	0	29		This row based on WRX departures

Saturdays

Borderlands Departures

			Early departure from WRX to Stn no later than	Late departure from WRX from Stn no earlier than	Early arrival at WRX from Stn no later than	Late arrival at WRX from Stn no earlier than	Minimum number of calls at station by W&B services departing from WRX during given timeband unless otherwise stated							Total Day	Notes on additional requirements for number of calls at Station and direct links to other stations	
							0200 - 0659	0700 - 0959	1000 - 1559	1600 - 1859	1900 - 2159	2200 - 0159				
Station	A	B	C	D	E	F	G	H	I	J	K	L	M	N		O
Wrexham Central	WXC					07:30	21:55	1	6	12	6	1	1	27		This row is based on arrival times at WRX
Wrexham General	WRX							2	6	12	6	1	1	28		
Gwersyllt	GWE			06:30	21:55			2	6	12	6	1	1	28		
Cefn Y Bedd	CYB			06:36	21:55			1	3	6	3	1	1	15		
Caergwrle	CGW			06:36	21:55			1	3	6	3	1	1	15		
Hope Chwyd	HPE			06:36	21:55			1	3	6	3	1	1	15		
Penyffordd	PNF			06:36	21:55			1	3	6	3	1	1	15		
Buckley	BCK			06:36	21:55			2	6	12	6	1	1	28		
Hawarden	HWD			06:36	21:55			1	3	6	3	1	1	15		
Shotton	SHT			06:30	21:55			2	6	12	6	1	1	28		
Hawarden Bridge	HWB			06:36	18:24			5 station calls per day							5	
Neston	NES			06:30	21:55			2	6	12	6	1	1	28		
Heswall	HSW			06:30	21:55			2	6	12	6	1	1	28		
Upton Merseyside	UPT			06:30	21:55			2	6	12	6	1	1	28		
Bidston	BID			06:30	21:55			2	6	12	6	1	1	28		

Borderlands Arrivals

			Early arrival at WRX from Stn no later than	Late arrival at WRX from Stn no earlier than	Early departure from WRX to Stn no later than	Late departure from WRX to stn no earlier than	Minimum number of calls at station by W&B services arriving at WRX during given timeband unless stated otherwise							Total Day	Notes on additional requirements for number of calls at Station and direct links to other stations	
							0200 - 0659	0700 - 0959	1000 - 1559	1600 - 1859	1900 - 2159	2200 - 0159				
Station	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
Bidston	BID			08:25	23:49			0	5	12	6	4	1	28		
Upton Merseyside	UPT			08:25	23:49			0	5	12	6	4	1	28		
Heswall	HSW			08:25	23:49			0	5	12	6	4	1	28		
Neston	NES			08:25	23:49			0	5	12	6	4	1	28		
Hawarden Bridge	HWB			08:25	18:40			5 station calls per day							5	
Shotton	SHT			08:25	23:49			0	5	12	6	4	1	28		
Hawarden	HWD			08:25	23:49			0	3	6	3	2	1	15		
Buckley	BCK			08:25	23:49			0	5	12	6	4	1	28		
Penyffordd	PNF			08:25	23:49			0	3	6	3	2	1	15		
Hope Chwyd	HPE			08:25	23:49			0	3	6	3	2	1	15		
Caergwrle	CGW			08:25	23:49			0	3	6	3	2	1	15		
Cefn Y Bedd	CYB			08:25	23:49			0	3	6	3	2	1	15		
Gwersyllt	GWE			08:25	23:49			0	5	12	6	4	1	28		
Wrexham General	WRX							0	5	12	6	4	1	28		
Wrexham Central	WXC					06:30	21:54	2	6	12	6	3	0	29	This row based on WRX departures	

Appendix 2: Extracts from minutes of the Wales & Borders ESG

ESG minutes:

25/9/19

It was recommended that Wrexham to Bidston TT changes are removed from the ESG geographical scope. This was countered by a concern that it may not receive sufficient attention if it is removed from the scope of the ESG. It was agreed that The Wrexham – Bidston changes to the TT will be picked up through T-CRAG and this can be earlier than the Dec '21 T-CRAG. (GBRf sent apologies)

23/10/19

Freight trains into Penyffordd Cement sidings was flagged as an area that will impact the 2tph planned between Bidston and Wrexham. Run-rounds are currently timetabled to take place every day that take 40 minutes to execute. Two mitigations are likely needed:

1. An additional intermediary block section to be added.
2. Run-round time to be reduced to approximately half (20 minutes).

Action: Lee Brinklow to investigate the run-round move at Penyffordd and associated TPR values. (GBRf sent apologies)

6/5/20

The increased service frequency between Wrexham & Bidston is due to operate one year earlier than Dec 22, but it is still being prioritised as it is already known to have a significant impact to the risk associated with LCs. (GBRf sent apologies)

1/7/20

We have now got a basis for a CTP for Wales. Since the last meeting we have moved onto looking through Wrexham to Bidston. The existing freight services are included due to the relevance within this ESG, need to include aspirations/growth expected in Dec 22.

Action: Julian Starkey to schedule a session with GBRf & DB Cargo to capture freight aspirations for the Wrexham to Bidston analysis. (GBRf attended)

29/7/20

Wrexham Bidston – 2 trains an hour to be introduced with Dec 21 TT. Looked at potential alternative freight paths to accommodate needs whilst allowing the passenger services to run. (GBRf sent apologies)

26/8/20

Hanson scheme – It was noted that it is unlikely that this will be ready for the Dec 21 TT. Funding not yet secured for this scheme. (GBRf sent apologies)

APPENDIX K:

Ian Kapur

From:

Sent: 12 November 2020 14:06

To:

Cc:

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

Dear Ian

Thank you for your reply, I have no further queries.

Kind Regards

Rachel Correia | Train Operations Advisor, Train Strategy and Operations, Department for Transport
3rd Floor |

From:

Sent: 05 November 2020 16:54

To:

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

Dear Correia,

With regard to the access rights being consulted within this supplemental agreement, the services (in both directions) do not run on the busy passenger route between Wolverhampton and Birmingham New Street.

For the southbound Penyffordd-Avonmouth loaded cement service, after running non-stop through Wolverhampton station at approx. 22:40, the service runs via Bescot and the freight-only Sutton Park route around Birmingham. The northbound empty service, similarly, runs via the freight-only Sutton Park route, stops at Wolverhampton for a 2 minute crewing stop (at approx. 14:05) then continues towards Shrewsbury. It also does not run on the busy Birmingham-Wolverhampton main line.

Each of these trains have been running regularly over the last year and there are no underlying performance issues for either of these services.

I hope this answers your queries.

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.

Ian Kapur

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

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GB Railfreight

From:
Sent: 05 November 2020 15:59
To:
Subject: RE: GB Railfreight/Network Rail Section 22A Application - 17th Consultation

Dear Bruce and Ian

Following circulation through the DfT, can you advise if there has been any consideration given to the performance risks of running additional freight services through such a busy bottleneck as the proposed routing for new services is through Birmingham via Wolverhampton.

Kind Regards

Rachel Correia | Train Operations Advisor, Train Strategy and Operations, Department for Transport
3rd Floor |

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

Ian Kapur

From:

Sent: 05 November 2020 15:59

To:

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

Dear Bruce and Ian

Following circulation through the DfT, can you advise if there has been any consideration given to the performance risks of running additional freight services through such a busy bottleneck as the proposed routing for new services is through Birmingham via Wolverhampton.

Kind Regards

Rachel Correia | Train Operations Advisor, Train Strategy and Operations, Department for Transport
3rd Floor |

From:

Sent: 05 October 2020 16:58

To:

APPENDIX L:

Ian Kapur

From:
Sent: 23 November 2021 17:08
To:
Cc:
Subject: RE: GB Railfreight response to Transport for Wales Rail 4th Supplemental Agreement (Section 22A)

Hi Ian,

Thank you for setting out GBRf's position which reflects the useful discussions that we had at our joint meeting with Network Rail on 24 August.

At September SOAR Panel, TfW Rail's request for Wrexham-Bidston access rights was Authorised by the Panel subject to several caveats and we are continuing to work with Network Rail to resolve these. Since then, we have confirmed with Network Rail that we are now seeking to introduce a 2tph service from May 22 rather than Dec 21, following agreement with TfW Authority.

While this gives more time for certain prerequisites to fall into place (particularly Network Rail's level crossing intervention work) we are not expecting that it will fundamentally alter the position regarding the specific conflicts between GBRf's existing cement services for which GBRf is currently seeking firm access rights, and TfW Rail's proposals. Our Timetable bid for May 22 on this route is essentially identical to our (now withdrawn) bid for Dec 21.

Therefore we will now proceed to apply to ORR under section 22A for the full quantum of rights that we have consulted on, effective from May 22. This is because we have a commitment to deliver a 2tph service and so our requirement is still definite and immediate. Meanwhile we will continue to work with Network Rail to help to close out the SOAR Panel's caveats in accordance with its Decision.

Regards,

Chris

From:
Sent: 24 August 2021 17:47
To:
Cc:
Subject: RE: GB Railfreight response to Transport for Wales Rail 4th Supplemental Agreement (Section 22A)
Importance: High

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 Chris & Claire,

It was useful to have a joint meeting today on TfW's proposals, as stated in this supplemental, for the Wrexham-Bidston route from December 2021.

GB Railfreight (GBRf) has been involved from the start of the Wales & Borders Event Steering Group (for Dec '22 Timetable), and particularly in respect of the GBRf cement services operating to and from Penyffordd Cement Works along the line of route. There has been much discussion regarding how the currently operating cement services running between Penyffordd Cement Works and the Avonmouth (Hanson) terminal can fit in with the aspirations of

TfW Rail. For the record, GB Railfreight has a currently open Section 22A Application for firm access rights for its cement services (GBRf 17th Supplemental; proposed rights attached) and is looking to complete this application. The 17th Supplemental currently, understandably, has an outstanding objection from TfW Rail with its requirement for additional Wrexham to Bidston services.

After much recent discussion, though, GB Railfreight cannot support TfW Rail's 4th Supplemental Agreement, as proposed, as it contains competing access rights clashes with GBRf's existing cement services for which GBRf is currently seeking firm access rights.

GB Railfreight agrees that TfW has indeed proposed an alternative set of pathways for GBRf's 6V41 17:08 [TThO] Penyffordd Cement Works – Avonmouth service and also 6M42 09:20 [MWFO] Avonmouth – Penyffordd Cement Works trains however they are proposed to run via a completely different route with some differing terminal slot times. The new route is via Hereford and Newport (Maindee) instead of the current routing via Wolverhampton and Cheltenham Spa. GBRf would not be able to run these services via the new routing from December 2021 as it does not have sufficient traincrew competent with the new routings. In any case, even if GBRf could re-route these trains, there are terminal slot timing issues that would be created, knocking on to other freight services at Avonmouth.

GBRf would need to train at least 10 of its Bristol traincrew to learn the route Shrewsbury – Hereford – Newport (Maindee) and back. This is 94 miles of new route, in each direction, and GBRf just does not have the opportunity to release these 10 drivers for route-learning and also back-cover their booked turns with other drivers. It just is not possible.

In addition to the issues with these particular cement services on the Wrexham-Bidston route, GBRf's customer (Hanson Cement) has aspirations to *increase* the number of cement services out of Penyffordd Cement Works, its favoured UK cement plant, over and above those currently in the May 2021 Working Timetable. Hanson's recent £24 million investment programme there has secured the long-term future of this cement works, with new and improved equipment increasing the productivity of the plant to 650,000 tonnes of cement per year. As part of this investment, three new rail cement silos have been built alongside the existing railhead permitting new flows of railborne cement traffic to commence. There is also the possibility of inward fuel and by-products by rail.

With the Government's carbon net-zero legal requirements in force, and the real chance of modal shift of freight from road to rail with all the benefits that brings, GBRf is really concerned that there will also be no room for growth of services to/from Penyffordd Cement Works should these rights be granted, especially without any infrastructure enhancements on the route.

GB Railfreight notes that in Section 4.1 of the Form F application, there is no mention of the impact on freight operators, as requested. There is mention elsewhere in this Form F on the effects on some current freight services however not specifically on the Penyffordd freight services.

In addition, in Section 3.2 of the Form F, the application states that TfW Rail has designed its proposed new passenger services with windows for Penyffordd freight services outside the 7am-7pm window. GB Railfreight is clear this is not acceptable, given that such opportunities to run additional Penyffordd cement services do exist right now, albeit in limited numbers. To actually reduce opportunities, and not give adequate room for freight growth from the terminal, in this post-Covid world of travel and where modal shift from road to rail is key, is the wrong thing to do.

As stated before, GBRf, TfW Rail and Network Rail have had some detailed discussions on all the various service interactions, with a call having taken place, again, on this application this morning. Each party, I believe, has at least understood the finer points of the others' issues but I believe there are some intractable issues on each side. Taking this all into account, GB Railfreight's personal view is that a step-change in passenger quantum on the route really does need additional infrastructure around Penyffordd to support all aspirations, not least as it will also give some degree of performance improvements.

Again, despite our combined efforts, I'm afraid that GBRf cannot support this application given its clashes with our own 17th Supplemental.

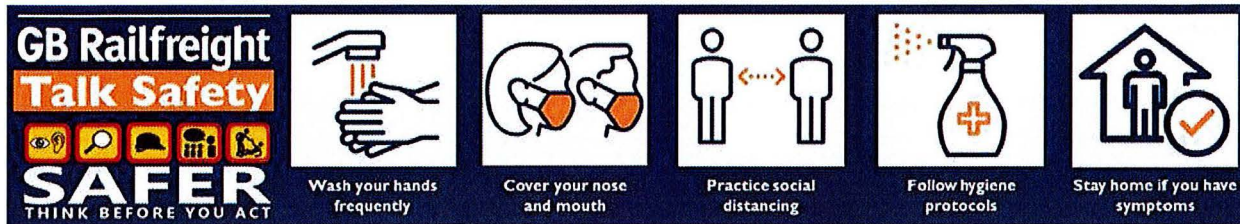
Regards,

Ian Kapur.
Head of Strategic Access Planning,
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Mobile:

E-mail:

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GB Railfreight



From:

Sent: 21 July 2021 16:24

To:

Cc:

Subject: Transport for Wales Rail Ltd consultation - Section 22A Application – additional Wrexham-Bidston Track Access rights, 2022 Principal Change Date

Dear all,

Transport for Wales Rail Ltd (“TfWRL”) consultation - Section 22A Application – additional Wrexham-Bidston Track Access rights, 2022 Principal Change Date (12 December 2021)

TfWRL proposes to submit to ORR an application under Section 22A of the Railways Act 1993 for additional Wrexham-Bidston Track Access rights to commence from the 2022 Principal Change Date (12 December 2021). In

line with the Industry Code of Practice for track access application consultations, TfWRL is consulting you on the proposed agreement.

The purpose of this proposal is to provide TfWRL with additional track access rights in order to operate a 2 trains per hour service between Wrexham Central and Bidston, Weekdays and Saturdays.

A copy of the proposed supplemental agreement and application form are attached to this email and these documents will be made available on Network Rail's website on its [consultations page](#) shortly, under 'Current Track Access Consultations'.

I would be grateful if you could provide any comments you may have on the proposed supplemental agreement by the end of **23 August 2021**.

You do not need to respond if you do not have any comments.

Any reply received from you will be copied to the Office of Rail and Road.

Please send comments by email to :

Regards,

Chris

Chris Dellard

Rheolwr Strategaeth Mynediad At Y Rhwydwaith / Network Access Strategy Manager

