



19<sup>th</sup> January 2015

Office of Rail Regulation,  
Mr Bill Hammill, Manager, Track Access  
One Kemble Street  
London  
WC2B 4AN

Dear Mr Bill Hammill,

**Freightliner Heavy Haul Limited: proposed 27th supplemental agreement**

Thank you for your letter of 7<sup>th</sup> January which was addressed to Matthew Rheinberg. Matthew has passed this to me as the responsibility for dealing with matters arising from TfL's position as Optionholder under the Crossrail Track Access Agreement is part of my area of responsibility.

TfL has examined the rights proposed in the 27<sup>th</sup> Supplemental both in the context of the Crossrail Track Access Option (TAO) and clause 8 of that Option, and for the period preceding the draw down of rights from the TAO.

**Compatibility with the Crossrail Track Access Option**

We note that the rights sought would apply to the end of the current Freightliner Heavy Haul Access Agreement in December 2016. Crossrail services (as envisaged and defined in the TAO) will not have commenced by this date. However the rights sought for service group 6226, specifically for train 6L35 running Mondays Only (04.30 Cardiff Tidal to Dagenham Dock), would be of concern to us if Level 1 rights were sought for this train to operate in this path once the full Crossrail timetable comes into operation. The path in the current working timetable shows the train passing Reading at 08.35 and as such would interact with Crossrail (and other Relief Line services) operating towards London that fall within the Crossrail Shoulder Peak period (defined in the TAO as arrivals at Tottenham Court Road in the period between 09.15 and 09.59). The path in the current working timetable is incompatible with the most recent version of the Integrated Crossrail/Great Western timetable (referred to in the industry as 'Iteration 5').

TfL, as the Crossrail TAO Optionholder would therefore require this path to be subject to the process set out in Clause 8 of the TAO if rights are sought that would have currency in 2019 and beyond.

Other services in this application which interface at various points with the Crossrail route do not appear to present any conflict with the Crossrail rights but may have



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some impact on other services on the routes. Access into Bow Yard would not normally conflict with Crossrail operation assuming these trains are routed via Coppermill Junction and Temple Mills.

### Issues arising in the period prior to full Crossrail Operation

TfL is concerned that any additional rights, particularly at Level 1, for trains to and from the Essex Thameside area will prove difficult, if not impossible, to sustain during the period while the Gospel Oak to Barking route is closed in various sections west of Woodgrange Park Junction from the end of May until early December 2016. This is to allow the complex engineering tasks associated with the electrification of this route to proceed. Blockades of sections of this route would prevent through traffic from using it.

The only alternative route requires trains to turn onto the Great Eastern Main Line at Forest Gate Junction and to undertake a difficult and time consuming movement across the Main Line in order to access the North London Line at Stratford. Such movements will conflict with both the services operated by TfL's Crossrail Concession Operator (MTR) on the Electric Lines between Stratford and Forest Gate and those operated by Abellio Greater Anglia and other freight operators on the Main Lines between the same points. A timetable for this period reflecting these diversions is currently being prepared for consultation by Network Rail. Consequently TfL consider it would be inappropriate to grant any additional rights before the full implications of these diversions have been understood.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Howard Smith", written over a horizontal line.

**Howard Smith**  
Operations Director

Copies:  
Matthew Rheinberg, Principal Planner, TfL  
Paul Richardson, Service Delivery Crossrail - RfL



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