

**From:** Daley, Julian  
**Sent:** 04 December 2015 14:47  
**To:** Goulding, Katherine; Track Access Managers  
**Cc:** Rogers, Frank; Jones, David - Integrated Transport  
**Subject:** RE: Consultation: Improving Schedule 5 of the Model Freight Track Access Contract

Dear Katherine,

Merseytravel is generally content with your proposals, but does have concerns that the use of departure time windows must take into account the requirements of passenger as well as freight operators.

Merseytravel understands the freight operators' requirement for time critical paths for certain commodities and the commercial imperative for them of efficient and cost effective operations. Specification of freight paths in terms of 60-minute timing windows for departure times from origin and arrival times at destination has attractions and may facilitate provision of standard hour timetables for both passenger and freight services.

Given the additional flexibility contained in Network Rail's new Access Rights Policy, Merseytravel seeks assurances from Network Rail and the ORR that, if it is accepted that freight paths are to be specified in 60-minute timing windows, the flexibility in the Access Rights Policy is not used to constrain provision of attractive, frequent and regular interval passenger services with consistent journey times and optimised interchange opportunities, necessary to realise the full benefits from the improved passenger services which current investment in North West and TransPennine electrification and the Northern Hub has been specified to deliver, or in future to constrain delivery of the step change in passenger service, capacity and connectivity which the Transport for the North work stream is developing. These issues are likely to be particularly acute on busy, multi-user corridors where strong growth in passenger traffic is occurring and forecast to continue alongside growth in freight, above all the West Coast Main Line, but also including the Chat Moss and CLC lines between Liverpool and Manchester and the Hope Valley, Diggle and Calder Valley TransPennine lines.

I hope these comments are helpful to you,

Julian Daley  
Rail Development Officer  
Merseytravel