

Tom Causebrook
Track Access Contacts Manager
1st and 2nd Floor
24 Monument Place
London

25 June 2018

Dear Tom,

Re: Govia Thameslink Railway - Industry Consultation for proposed Section 17 Application

With reference to the industry consultation notice issued on 31st May 2018. XCTL would like to request performance modelling that has been completed as a part of this consultation.

The main impact XCTL currently see is off-route reactionary delay predominantly on the Midland Main Line. XCTL have looked at reactionary delay in and around Leicester comparing last period to 1902 to see impact of new Timetable.

Period	Reactionary Incidents	Reactionary Minutes
1902	32	95
1903	65 (+33)	190 (+95)

In the brief time that the current 'new' GTR timetable has been in place, XCTL have seen the number of reactionary delay incidents and minutes (regulation/following late running) between Syston-Leicester-Wigston double. XCTL have taken into account that it is a short timeframe to judge a solid conclusion but it does confirm that the increased services has a greater risk of seeing this detriment and get even worse due to reactionary delay along the Midland Main line.


A better understanding of this would be needed from GTR as it does mention in the Section 17 Form P that average lateness to EMT along the MML would be increased during perturbation so we can rightfully expect our performance to suffer as a consequence in the East Midlands. XCTL will like GTR to send the performance modelling done here to review the impact of the rights requested.

Yours sincerely,



Rajveer Sandhu

Track Access Assistant

Part of Arriva – a  company

XC Trains Limited, Registered in England. Registered No: 04402048.
Registered Office: Arriva Plc, 1 Admiral Way, Doxford International Business Park, Sunderland, SR3 3XP

Tom Causebrook
Track Access Contact Manager
Govia Thameslink Railway Ltd
Monument Place
24 Monument Street
London
EC3R 8AJ

2nd July 2018

Rajveer Sandhu
Track Access Assistant
CrossCounty
5th Floor, Cannon House
18 Priory Queensway
Birmingham
B4 6BS

Rajveer

RE Govia Thameslink Railway – Industry Consultation for proposed Section 17 Application

Thank you for your letter of the 25th June 2018 regarding Govia Thameslink Railway's (GTR) Section 17 application.

As requested please find alongside this letter three documents relating to the timetable modelling which Network Rail undertook for the Thameslink timetable.

1. The modelling report for December 2018 (as it was then referred too).
2. A PowerPoint presentation providing an overview of the 2018 modelling results.
3. A PowerPoint showing the modelled impact to EMT (this is extracted from the above presentation).

When reviewing the modelling it is important to remember that this looks at the impact of the full 24 trains per hour (tph) through the Thameslink Core timetable as opposed to the 18 tph that was introduced in May 2018. The modelling considers the impact to EMT as far north as Kettering. It compares the 24 tph timetable with the December 2015 timetable.

In the Up Direction the modelling shows that during disruption the average lateness of EMT services could increase by 30 seconds south of Bedford and up to 40

Govia Thameslink Railway

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Registered in England under number: 7934306. Registered office: 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE

seconds at West Hampstead. However average lateness on arrival St Pancras is expected to improve compared to December 2015.

In the Down Direction the modelling shows that average lateness improves south of St Albans. North of Luton the average lateness of EMT services remains constant with the December 15 timetable, with this continuing all the way to Kettering.

The Section 17 Application is seeking to only extend the duration of the May 2018 Access Rights (18 tph). Any additional Access Rights required to operate additional service in future timetables will be subject to separate supplementals and consultations as per the usual industry process.

I hope this provides you with the information you require. If you have any further questions then do not hesitate to contact me.

Yours sincerely



Tom Causebrook
Track Access Contract Manager

RE: Govia Thameslink Railway - Industry Consultation for proposed Section 17 Application

RS

Rajveer Sandhu <[REDACTED]@crosscountrytrains.co.uk>

Reply

Today, 11:14

Tom Causebrook;

\$UK XC -Track Access <[REDACTED]@crosscountrytrains.co.uk>;

Woolmore Michelle <[REDACTED]@networkrail.co.uk>

Inbox

You forwarded this message on 06/07/2018 14:14

Hi Tom,

Thank you for your response, I can confirm XCTL are satisfied with your response and with the information you have provided. Therefore, we now have no objections with this application.

Kind Regards,

Raj

Rajveer Sandhu Track Access Assistant, CrossCountry

Phone: [REDACTED]

Mobile: [REDACTED]

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

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RE: Govia Thameslink Railway - Industry Consultation for proposed Section 17 Application

CR

greateranglia.co.uk>

Reply

Thu 28/06/2018 12:15

To:

Tom Causebrook

Cc:

networkrail.co.uk>;

orr.gsi.gov.uk>;

@networkrail.co.uk>

You replied on 02/07/2018 11:01.

Tom

I regret that GA does not support GTR's Section 17 application.

The current timetable amendments have had material, detrimental effects on our services in the Cambridge area, including daily capacity and congestion issues which continue to have a significant impact on performance across our West Anglia service groups since the partial introduction of GTR's timetable in May 2018. Therefore GA is concerned about further deterioration in the performance of our services in the Cambridge area as a result of the inclusion of the full Cambridge-Brighton service each hour. We believe that diverting the slow service to/from Maidstone is likely to make this service particularly unreliable and will import further additional disruption to West Anglia services.

GTR's Brighton services are formed of FLU 12 car Class 700s however Cambridge only has 3 x 12 car length platforms. The GTR timetable proposed consumes all spare capacity at Cambridge so we are struggling to understand how any additional services can be accommodated. We believe this will prevent ourselves and all other TOCs/FOCs from making any future service enhancements and will impose a permanent worsenment in performance of all services in the Cambridge/Ely area. The constrained platform capacity as a result of these services directly conflicts with our own Committed Obligations associated with the introduction of our class 720 units proposed to enter service from May 2019.

Please do not hesitate to contact me should you require further information or clarification on any of these points.

Kind regards,

Catherine

Catherine Rowe
Track Access Manager



Greater Anglia
11th Floor, One Stratford Place
Montfitchet Road
London
E20 1EJ

www.greateranglia.co.uk



Tom Causebrook
Track Access Contact Manager
Govia Thameslink Railway Ltd
Monument Place
24 Monument Street
London
EC3R 8AJ

2nd July 2018

Catherine Rowe
Track Access Manager
Greater Anglia
11th Floor, One Stratford Place
Montfitchet Road
London
E20 1EJ

Catherine

Govia Thameslink Railway Section 17

Thank you for your e-mail of the 27th June 2018 regarding the Govia Thameslink Railway's (GTR) Section 17 application. It is noted that Greater Anglia does not provide its support for the Section 17 application.

Having read through your concerns it might be possible that I did not make purpose of this Section 17 clear in the consultation. If this is the case please accept my apologies. The purpose of this Section 17 is to allow GTR have a Track Access Contract to the end its franchise, with an additional period until May 2022 to allow for a smooth transition for future franchises. The Access Rights included in this Section 17 are identical to those that GTR where granted for the May 2018 timetable. The Section 17 does not seek to increase the quantum of Access Rights or change them in anyway. Any future timetable changes will be consulted through separate supplementals as per the usual industry process.

Please see below the responses to the individual concerns that you raised in your e-mail.

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1. That the inclusion of the full Cambridge – Brighton service will result in a deterioration of Greater Anglia services performance in the Cambridge area.

Under this Section 17 GTR is only seeking to extend the Access Rights to run the existing 5 trains per hour from the Cambridge area. With regards to the Cambridge – Brighton service this remains at the existing quantum of 1 train per hour. It is true that that the plan is for this to increase to 2 trains per hour. However this will be consulted through a separate supplemental.

2. Greater Anglia believe that diverting the slow service to and from Maidstone is likely to make this service particularly unreliable and will import further additional disruption to West Anglia services.

Under this application the Access Rights for the slow Cambridge services will be to and from Kings Cross only as per the May 2018 timetable. The extension to Maidstone is not planned to happen until December 2019. The Maidstone extension will be consulted through a separate supplemental.

3. Greater Anglia believes that the proposed GTR timetable proposed consumes all spare capacity at Cambridge and will mean additional services cannot be accommodated.

The Access Rights contained within the Section 17 are based on May 2018 timetable. No additional Access Rights are requested as part this application and there will be no increase of capacity usage at Cambridge as result.

Next steps

Given the concerns that you have regarding future Thameslink Timetables can I suggest it might be worth having a joint meeting between Greater Anglia and GTR to talk these through? I am aware that both our train planning departments have worked closely on projects in the past and it would seem sensible that this continues to find ways that both Greater Anglia and GTR committed obligations can be met in the Cambridge area.

Given that the Section 17 is simply seeking to secure Access Rights for the level of traffic contained within in the May 2018 timetable and does not include additional traffic can you confirm if Greater Anglia is in position to provide is support for this application?

Govia Thameslink Railway

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Yours sincerely

A handwritten signature in blue ink, appearing to read "Tom Causebrook".

Tom Causebrook
Track Access Contracts Manager

Govia Thameslink Railway

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Registered in England under number: 7934306. Registered office: 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE

RE: Govia Thameslink Railway - Industry Consultation for proposed Section 17 Application

CR

greateranglia.co.uk>

Reply

Thu 12/07, 14:34

Tom Causebrook;

networkrail.co.uk>;

orr.gsi.gov.uk>

Inbox

You replied on 16/07/2018 15:13.

Tom

Many thanks for your response. I've been on annual leave so my apologies for not coming back to you sooner.

If my understanding is now correct and this application only concerns 1 x Cambridge - Brighton, 2 x Cambridge - Kings Cross slow and 2 x Ely/Kings Lynn (=5 tph) then we are content with this application. We'll await your further supplementals for review!

Happy to set a process for discussion of further timetable changes in the pipeline – myself and Shane Young will be happy to participate on GA's behalf.

Kind regards,

Catherine

Catherine Rowe

Track Access Manager

Greater Anglia
11th Floor, One Stratford Place
Montfitchet Road
London
E20 1EJ

www.greateranglia.co.uk

Re: Govia Thameslink Railway - Industry Consultation for proposed Section 17 Application

Tom Causebrook

Reply

Mon 16/07, 15:13

[REDACTED]@greateranglia.co.uk>;
[REDACTED]@networkrail.co.uk>;
[REDACTED]@orr.gsi.gov.uk>

Sent Items

You forwarded this message on 16/07/2018 15:16

Catherine

Thank you for confirming you support for this application. To confirm the Access Rights at Cambridge that GTR are seeking to extend the expiry date are as follows.

- 1 tph x between Cambridge to Brighton (Thameslink)
- 2 tph x between Cambridge to Kings Cross (Thameslink)
- 2 tph between Ely/Kings to Kings Cross (Great Northern)

I will be in touch in due course regarding a session regarding future timetable changes to the Cambridge area.

Kind regard

Tom Causebrook
Track Access Contacts Manager
Govia Thameslink Railway Limited

1st and 2nd Floor | Monument Place | 24 Monument Street | London | EC3R 8AJ

[REDACTED]

RE: Govia Thameslink Railway - Industry Consultation for proposed Section 17 Application

RH

[REDACTED]@gwr.com>

Reply|

Mon 02/07, 16:51

Tom Causebrook;

[REDACTED]@networkrail.co.uk;

[REDACTED]@orr.gov.uk>

Inbox

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You replied on 06/07/2018 14:50.

Good afternoon Tom,

GWR objects to this in so far as the Brighton Main Line is concerned. Items are not agreed with Network Rail which is worrying. **GWR** has aspiration for enhanced service between Reading and Gatwick Airport which is not yet proven so **GWR** seeks that Thameslink rights do not fetter this **GWR** need.

Many thanks.

Rob

Robert Holder | Network Access Manager | Great Western Railway

1 Milford Street | Swindon | SN1 1HL
[REDACTED]

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



Tom Causebrook
Track Access Contact Manager
Govia Thameslink Railway Ltd
Monument Place
24 Monument Street
London
EC3R 8AJ

6th July 2018

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

Rob

Govia Thameslink Railway Section 17

Thank you for your e-mail of the 2nd July 2018 regarding the Govia Thameslink Railway's (GTR) Section 17 application. Although your response was received after the consultation closed GTR will respond to your objection.

It is noted that Great Western Railway (GWR) objects the application in relation to the Brighton Mainline Line. This is because GWR has aspirations to run an enhanced service between Reading and Gatwick. GTR is unclear if GWR have bid to Network Rail for the enhanced service or whether this is just an aspiration at this time. GTR is also unclear if GWR have identified particular services or issues that will prevent GWR from operating the enhanced services.

To be clear this Section 17 Application only seeks to operate the level of Access Rights on the Brighton Mainline that GTR secured to operate for the May 2018 Timetable. GTR does have aspirations to add an additional hourly service between Blackfriars and Brighton but this will be consulted through a separate supplemental.

It remains GTR's intention to apply for a Track Access Contract and associated Access Rights that extend for the duration of our franchise and expire in May 2022. We will include your comments in our application to the ORR so that they can be considered.

Govia Thameslink Railway

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Yours sincerely

A handwritten signature in blue ink, appearing to read "Tom Causebrook".

Tom Causebrook
Track Access Contracts Manager

Govia Thameslink Railway

Monument Place, 24 Monument Street, London, EC3R 8AJ

Registered in England under number: 7934306. Registered office: 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE

RE: Govia Thameslink Railway - Industry Consultation for proposed Section 17 Application

RH

[REDACTED]@gwr.com>

Reply

Wed 11/07, 11:22

Tom Causebrook

Inbox

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You replied on 20/07/2018 14:05.

Many thanks Tom,

We have had some pathing problems in recent timetables however some of this is due to our at the time seeking three tph from Reading with two going through to Gatwick, and then reverting to just the usual two from Reading with one going through. We are under remit from the DfT to examine two tph to Gatwick.

Please feel free to add this note to the information provided to the ORR and thank you for responding with my being post deadline.

We are always wary of 17 and 22a applications.

Yours,

Rob

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

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

East Midlands Trains
1 Prospect Place
Millennium Way, Pride Park
Derby
DE24 8HG

To: Tom Causebrook
Govia Thameslink Railway Ltd
Monument Place
24 Monument Street
London
EC3R 8AJ

28th June 2018

Dear Tom,

Re: Govia Thameslink Railway Ltd (GTR) Section 17 Application for Industry Consultation

Thank you for consulting East Midlands Trains (EMT) on a proposed new Track Access Agreement between Network Rail (NR) and Govia Thameslink Railway Ltd (GTR) under Section 17 of the Railways Act 1993.

While we acknowledge GTR's desire for a longer extension to their track access agreement to cover the duration of their franchise agreement, we also acknowledge NR's position to extend it by a year only. We believe that it is essential for NR to monitor the performance of the May 2018 timetable (once implemented in full) prior to its decision on the agreement to any longer contract extension.

In EMT's response to GTR's 15th Supplemental application for the May 2018 Timetable, our main concerns were primarily with the expected performance challenges and service delays, particularly on our Long Distance High Speed (LDHS) services, which were highlighted in the Timetable Modelling Assessment for the timetable change. As stated in our first response, EMT welcomed that GTR had applied for rights for an initial term of only one year because this would provide an opportunity to review the changes and their impacts at a suitable timescale once all parties have obtained data with which to understand and assess them fully. We suggested in our second response that Network Rail should view it as a performance "Proving Period" against which subsequent access applications for longer term track access rights can be evaluated.

Having considered the timetable bid/offer timescale and GTR's access rights for the May 2018 Timetable that expire in May 2019, EMT would be willing to give its support to GTR's application if it is to be extended to December 2020. This should allow NR sufficient time to review the operational performance of the current timetabled services on affected train operators and Network Rail routes prior to its decision on agreeing a longer track access contract to GTR.

Furthermore, extension of the GTR contract to December 2020 would allow for access applications for both the future East Midlands Franchise timetable ("6 trains per hour" or "Key Output 1") and the full GTR Key Output 2 timetable to be considered by the industry in parallel. It will also be possible to take into account the infrastructure enhancements brought about by Traffic Management and the London to Corby ("L2C") projects as part of this decision making process.

EAST MIDLANDS TRAINS



Part of Stagecoach Group plc. East Midlands Trains Ltd. Registered in England and Wales. Registered Number 5340682.
Registered office: Prospect House, No 1 Prospect Place, Millennium Way, Pride Park, Derby, DE24 8HG. VAT number 435 7578 19.

EMT looks forward to engaging further on this matter. Should you have any questions please do not hesitate to contact me.

Yours sincerely,

Lanita Masi
Track Access & Network Change Manager
East Midlands Trains

EAST MIDLANDS TRAINS



INVESTORS
IN PEOPLE

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Tom Causebrook
Track Access Contact Manager
Govia Thameslink Railway Ltd
Monument Place
24 Monument Street
London
EC3R 8AJ

6th July 2018

Lanita Masi
Track Access and Network Change Manager
East Midlands Trains
1 Prospect Place
Millennium Way, Pride Park
Derby
DE24 8HG

Lanita

Govia Thameslink Railway Section 17

Thank you for your letter of the 28th June 2018 regarding the Govia Thameslink Railway's (GTR) Section 17 application. It is noted that East Midlands would be willing to support GTR's Application if it was to extend to 2020.

With regards the proving period GTR believes that the existing industry mechanisms already provide Network Rail and GTR with the incentives to monitor performance and take necessary mitigations if required.

With regards to East Midlands Trains proposal to run 6 trains per hour this aspiration was considered as part the timetable construction with provision provided for these services. Extending GTRs Access Rights will be beneficial in that it will provide a stable plan going forward. This is not only beneficial to GTR but also to other operators that we interact with.

GTRs aspiration with this Section 17 application is to secure certainty regarding our operation until the end of our franchise. It remains GTR's intention to apply for a Track Access Contract and associated Access Rights that extend for the duration of our franchise and expire in May 2022. We will include your comments in our application to the ORR so that they can be considered.

Govia Thameslink Railway

Monument Place, 24 Monument Street, London, EC3R 8AJ

Registered in England under number: 7934306. Registered office: 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE



Yours sincerely

A handwritten signature in blue ink, appearing to read "Tom Causebrook".

Tom Causebrook
Track Access Contracts Manager

Govia Thameslink Railway

Monument Place, 24 Monument Street, London, EC3R 8AJ

Registered in England under number: 7934306. Registered office: 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE

Re: Govia Thameslink Railway - Industry Consultation for proposed Section 17 Application

LM

eastmidlandstrains.co.uk>

Reply

Fri 20/07, 14:25

Tom Causebrook

Inbox

You replied on 20/07/2018 14:28.

Hi Tom,

We have no further comments.

Regards,

Lanita Masi

Track Access & Network Change Manager
East Midlands Trains

On 20 Jul 2018, at 14:09, <[REDACTED]> <[REDACTED]>@gtrailway.com> wrote:

Lanita

I was just e-mailing to check that you didn't have any further comments regarding the GTR Section 17 Application.

GTR is seeking to informally submit the application to the ORR by the end of July. If you have no further comments I will ensure that your comments from the 28th June are included with the application.

Kind regards

Tom Causebrook

Track Access Contacts Manager

Govia Thameslink Railway Limited

1st and 2nd Floor | Monument Place | 24 Monument Street | London | EC3R 8AJ



RE: Govia Thameslink Railway - Industry Consultation for proposed Section 17 Application

C

londontravelwatch.org.uk

Reply

Tue 05/06/2018 10:07

To:

Tom Causebrook

Dear Tom,

Thanks for sight of this. London TravelWatch has been involved with the consultation on timetable change since its inception. We would support this application as giving firmer rights would help with the process of establishing and sustaining the new timetable.

Yours sincerely

Tim Bellenger

Director, Policy and Investigation

Follow us on [Twitter](#) and [You Tube](#).

London TravelWatch, 169 Union Street, London, SE1 0LL

www.londontravelwatch.org.uk

London TravelWatch issues an e-newsletter, keeping you updated on our activities. If you would like to receive this on a regular basis, please register at <http://newsletter.londontravelwatch.org.uk/em-signup>

London TravelWatch is the operating name for the London Transport Users Committee

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Re: Govia Thameslink Railway - Industry Consultation for proposed Section 17 Application 0406a19

JS

transportfocus.org.uk

Reply

Tue 26/06, 16:07

Tom Causebrook;

networkrail.co.uk;

orr.gsi.gov.uk

Inbox

Tom,

Thank you for sending Transport Focus details of GTR's Section 17 application for a new track access contract. They note that:

it is to run from the SCD in 2019 to the SCD in 2022, based on the rights used for the current (SCD 2018) timetable;

that period covers the remainder of the current franchise term, and provides for the transition to the next franchisee;

the access rights it seeks to extend are those supported by Network Rail for one year under the 14th. SA (o/r 0202f18);

Network Rail supports only a one-year period, to allow the performance of the May 2018 timetable to be monitored;

GTR has been granted only short-term contracts hitherto because of uncertainty over the service patterns that would be operated over the new infrastructure provided by the Thameslink Programme.

Transport Focus also notes that:

the current rights, granted by the 14th. SA, are based on a revised and simplified network for Southern;

the timetables of each of GTR's four "sub-TOCs" have been re-cast to improve performance and meet passenger demand;

Network Rail, GTR and other operators have worked jointly to bid for integrated timetables for May 2018;

Network Rail TRIP analysis has generated changes to SRTs, headways and junction margins;

the infrastructure work in the London Bridge area, is designed to make the network more reliable and less congested.

It is vital that planning the timetables for GTR's large and complex network can be done in a careful, accurate and timely way. The measures and procedures described on pages 10 – 13, section 5 of the Form P (Incentives), are clearly designed to

create a robust timetable, that can be operated in a reliable way. Continuity in planning, for both the current and the future franchise, is essential; having to apply for numerous short periods of access rights cannot help. Transport Focus believes that rail passengers will expect the railway industry to proceed in a way that provides a prompt resolution of the issues here.

Transport Focus supports the application.

Regards,

John Sears.