



**Daniel Turnbull
Stations and Depots Team
Office of Rail Regulation
One Kemble Street
LONDON
WC2B 4AN**

10 April 2007

Dear Daniel,

Grand Central Section 17 application for access to York station.

Please find below comments on the letter received by ORR on 22 March from GNER regarding Grand Central's Station Access Application.

You will see from the many attachments that Grand Central has been seeking detailed information and a formal meeting for many months to come to an agreement with GNER.

In particular Grand Central has concerns regarding QX expenditure, and the position of the car park at York station, not only in relation to revenue, but also in relation to its role as a "common facility". This is an area of extreme interest not only to Grand Central, but also of all passengers and others who use the station.

Grand Central's requests have been more than reasonable, and in relation to the QX expenditure enclose a copy of the Kings Cross document compiled by Network Rail for comparison.

Comments on the letter identified by paragraph and/or sentence:

Para 3 Sentence 1. GNER are aware of items where we required further information on the Fixed Offer. Without this information Grand Central would not have been in a position to progress a SAA despite this being on based on the template.



Para 3 Sentence 2. Similar to the above, Grand Central made a number of requests to GNER to provide accurate information to enable them to make a full assessment for the Fixed Offer. This information was never forwarded to Grand Central and ultimately the Fixed Offer period was timed out. GNER then progressed a Fixed Offer for the new period which arrived late, despite Grand Central requesting a number of meetings, highlighting that the comments in the previous Fixed Offer year were still valid.

Para 4 The Grand Central December 06 timetable was forwarded to GNER who in turn provided an estimate on train count. There were no amendments to the train count for the May 07 timetable.

Para 5 We are not aware of any changes to the abatement as part of a Regulatory approved agreement. I would suggest that the Regulator does not have this information either!

Para 6 We are well aware that the costs of the car park do not form part of QX as we do not believe that this has followed the appropriate Station Change procedure, in addition, GNER fail to make comment about utilising part of a common facility as an exclusive for their ticket holders and to the detriment of other passengers.

Para 7 The Fixed Offer received from GNER for year 06 lacks transparency in cost and sufficient detail to enable a proper evaluation to be undertaken. GNER failed to provide the information despite a number of requests. The Fixed Offer for year 07 again failed to address the issues highlighted against the Fixed Offer for year 06. Whilst the same information was provided to other beneficiaries, a Station Access Agreement has not been in place with Grand Central before and as such a detailed commentary including QX apportionment is required.

A list of attachments is on the following page, which includes a detailed "Timeline" plan of the various communications between the parties.

Yours sincerely

Ian Yeowart
Managing Director