



Ian Williams
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Via email

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29th January 2019

First Transpennine Express Limited – 22A Application – changes to the Track Access Contract from SCD 2019 (24th Supplemental)

Dear Ian,

Thank you for the opportunity to comment on First Transpennine Express Ltd.'s application for three additional services through the Castlefield Corridor from SCD 2019.

Although Network Rail was initially hopeful that we would be able to support these services, intended to run as they are in quieter times of the day, we are unable to do so for the reasons outlined below.

Performance and capacity on the Castlefield Corridor

Performance in the Manchester area, and especially the Castlefield Corridor, has been extremely poor since Subsidiary Change Date 2018, with some periods seeing a drop in PPM of up to 27% compared to the previous year. Clearly, this is a matter which must be uppermost in Network Rail's mind when deciding whether or not to support any additional traffic on this corridor. As part of this context I note:

1. There is an ongoing review, led by Richard George, into performance on the corridor to understand what can be done within the existing service parameters, to improve performance;
2. Numerous changes were made in PCD 2018, including to TPE's services, to existing service patterns – and franchise derogations sought – to improve performance for the existing quantum of services. These have had the welcome effect of increasing TPE's overall PPM from 64.7% on P9 to 82.8% in Period 10 and this is on track to improve further in Period 11. Concurrent, similar, improvements have been seen for Northern Trains and we do not wish to jeopardise this work;
3. Network Rail is now on the Regulatory Escalator for TPE's performance, which has seen significant review of how Network Rail and TPE manage performance. We are working with the ORR to manage the significant performance challenges. This is a fairly unique situation, and one which could have further implications for Network Rail. However the tangible improvements introduced in the December timetable change

has clearly driven a positive performance impact and any removal of further changes could put risk that improvement in performance;

4. On 1st February 2019, at Ops Planning Strategy Group (OPSG), Network Rail advised the industry that we will be declaring Congested Infrastructure through the Castlefield Corridor. Whilst this does not specifically prohibit us selling more access rights through the corridor, it is clear that any additional services must not hamper the work to remedy the extremely serious problem already in existence.

Proposal and Sale of Access Rights Process

In light of the above, Network Rail discussed supporting the services as time-limited until SCD 2020, as contingent rights, contractually confined to the proposed hours of operation, i.e. after 2100 and before the morning peak at December's Sale of Access Rights Panel.

It was ultimately felt that this would not be keeping with Network Rail's Sale of Access Rights policy as the proposed constraints on the rights would introduce too much specificity into TPE's Track Access Contract and Network Rail did not feel that approving rights within a 24 window was appropriate.

Thank you for your consideration in this matter,

Yours sincerely



Tamzin Cloke
LNW Route Contracts Manager