

From: ✂

Sent: 11 February 2019 13:52

To: networkrail

Subject: Re: East Midlands Trains Section 17 – Track Access Contract – Industry Consultation

No comment

From: transportfocus

Sent: 11 February 2019 19:36

To: networkrail

Subject: Re: East Midlands Trains Section 17 – Track Access Contract – Industry Consultation 0702i19

Thank you for sending Transport Focus details of East Midlands Trains' application for a new track access contract. They note that:

it applies for an extension of their existing track access contract from the PCD in 2020 to the PCD in 2021;

the previous application, EMT's 12th. SA, o/r 1601h19, has been withdrawn;

the DfT's East Midlands Change Manager has requested the application, as part of the planning for the franchise change-over;

NR's SoAR panel does not support the application, because it wants to wait for the announcement regarding the next franchise;

the application for an extension does not seek any change or addition to existing rights.

Transport Focus agrees that the extension is a vital part of the process of maintaining the existing timetable offer to passengers from the current franchise to the next and supports the application.

Regards,

From: tfwrail.wales

Sent: 26 February 2019 16:02

To: networkrail

Subject: RE: East Midlands Trains Section 17 – Track Access Contract – Industry Consultation

Hi

TfW Rail Services has no comments.

Regards,

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ONE KEMBLE STREET, LONDON, WC2B 4AN

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From: dft.gov.uk

Sent: 11 March 2019 14:17

To: networkrail.

Cc: PassengerServices_Access&Operations dft.gov.uk

Subject: RE: East Midlands Trains Section 17 – Track Access Contract – Industry Consultation

Good afternoon

Please find comments below on the proposed application to extend East Midlands Trains (EMT)'s current Track Access Contract.

The Department is supportive of EMT's extension of track access rights to the Principal Change Date 2021, including the provision for a sixth Midland Main Line (MML) long distance high speed service per hour between St Pancras and Kettering. This is because the business case of the MML programme's Key Output 1 (KO1) was predicated on the East Midlands franchisee securing the access rights and the sixth path.

KO1 is a major programme of infrastructure works planned for delivery in August 2020, with the benefits realised through the December 2020 timetable change. The programme includes:

- Electrification between Bedford, Kettering and Corby;
- Remodelling and resignalling of Derby Station (completed October 2018);
- Line speed improvement at Leicester, Ambergate (completed February 2019) and Market Harborough;
- Track and signalling between Kettering and Corby (completed February 2018)

Benefits delivered by KO1 are:

- Reduction in operating costs and environmental impact through electrification of the line from Bedford to Corby;
- Increase in passenger capacity into St Pancras through the addition of a 6th path, providing a second train per hour to Corby;
- Reduced crowding as a result of the capacity created by the second Corby service;
- Increased freight capacity

The proposed approach is to create distinct intercity and commuter markets to improve the service offered and the efficiency by which it is provided.

The Anticipated Final Cost of KO1 is approximately £1.4bn, with around 2/3 of the programme's budget now spent.

The re-timing of the East Midlands franchise competition means that the new operator will not be in place in sufficient time to secure access rights to deliver the new 6-path timetable from December 2020. Accordingly, DfT has requested that EMT secure the relevant access rights now, in advance of the next franchise, to de-risk introduction of the new timetable that is critical to delivering on this major investment.

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Kind regards,

**East Midlands Change Manager, Midlands, North and Wales Market,
Department for Transport**

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Track Access & Network Change Manager
East Midlands Trains
1 Prospect Place
Millennium Way
Derby
DE24 8HG

Arriva Rail North
4th Floor
Northern House
7-9 Rougier St
York

11th March 2019,

By email only

ARN response to East Midlands Trains (EMT) Section 17 - Extension of the current Track Access Agreement by one year until December 2021

Thank you for giving Arriva Rail North (ARN) the opportunity to respond to EMT's consultation which was issued on 11th February 2019. I am responding on behalf of ARN.

ARN acknowledge that the section 17 is to extend the current track access agreement by a period of one year from December 2020 until December 2021 to allow the successor franchisee the ability to plan their businesses with a reasonable degree of certainty.

We are however, concerned that the blanket extension of rights could impact on our ability to obtain rights in the future and we would be keen to understand how Network Rail plans to manage this.

ARN have been part of a wider industry discussion regarding the Castlefield Corridor which is expected to be declared congested infrastructure imminently by Network Rail. We have been informed that Network Rail is unable to commit to supporting the sale of access rights for this particular corridor on a firm basis. Our understanding is that EMT as part of this application is looking to extend firm rights for services interfacing with Castlefield corridor and we would question the fairness of this should EMT be successful when other operators such as ourselves are facing restrictions in this area. Can Network Rail explain how it intends to manage this to ensure a fair and consistent approach to all operators given that ARN can only obtain access rights on a contingent basis for one timetable period?

We also note that EMT as part of the section 17 would be seeking to extend firm rights on multiple services interfacing with the East Coast Main Line and Leeds. The Network Rail East Coast Main line policy outlines that there is uncertainty of timing and the effect of projected capacity enhancement schemes beyond May 2020. ARN have been unable to obtain access rights beyond May 2020 recently due to the restrictions imposed by the ECML policy. We would therefore be keen to understand how Network

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Rail intends to treat EMT in this circumstance to ensure that other operators such as ourselves are not disadvantaged given that ARN and other operators have been unable to obtain firm access rights for services interfacing with the ECML beyond May 2020.

ARN have been subjected to increased scrutiny by Network Rail during our most recent track access application and we have been unable to secure firm rights for a number of services which interface with Leeds Station. Network Rail are reluctant to sell firm rights for many of our services passing through Leeds Station due to a perceived capacity issue from December '19 and also due to already directed rights. ARN are currently feeding into wider industry discussions regarding Leeds Station. We are seeking assurance from Network Rail and EMT that there will be sufficient capacity from Dec '20 to accommodate EMT's services alongside our own services all locations for which we currently hold firm rights? We would also like to receive information from Network Rail outlining how EMT's services can be supported on a firm basis beyond May 2020 when our own services cannot and we would like to understand how Network Rail intends to maintain a fair and consistent approach to all operators with regard to the wider Leeds debate and perceived capacity issues at this critical location?

I look forward to receiving a response back from you however please do not hesitate to contact me if you require any further information in the meantime.

Yours Sincerely

Track Access Manager

CC. - LNE Route Contracts Manager

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