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Ian Williams  
Track Access Manager  
Office of Rail and Road  
*Via email*

14 February 2019

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

Dear Ian,

Thank you for the opportunity to further respond and comment on our 24<sup>th</sup> Supplemental proposals. FTPE wishes to evidence why our proposed additional Anglo-Scot services should be granted access rights, in particular through the Castlefield Corridor.

In line with Network Rail, Arriva Northern and also other industry partners, FTPE is extremely focused on maintaining the performance improvements that have been a welcome change since PCD 2018. FTPE's performance levels have stabilised to pre SCD 2018 levels and it is imperative that we continue to maintain and improve upon this position.

It is however important to note two key factors in our approach to ensuring that the capacity and performance of the Castlefield Corridor and also wider FTPE services is maintained and protected. These are:

1. The additional services we seek are deliberately timed to pass through the Castlefield Corridor at Off-Peak times; the services proposed to pass through at 2130 SUN (1S92), 2330 SX(1S98) and 0130 MO(1M97).

FTPE has looked in detailed at the capacity usage of the corridor at these times and put forward detailed evidence in the Form P that at these times the corridor use is well below the current Train Planning Rule Capacity of 15 trains per hour. It is therefore our view that these services will not impact upon performance levels and will enhance the customer offer of improved connection times to and from Manchester Airport on Sundays and in the week.

Considering Network Rail's concerns over the award of Quantum only rights, FTPE stated that we were more than happy to contractually agree to any additional rights being awarded on time-limited basis until SCD 2020, as contingent rights and contractually confined to the proposed hours of operation, i.e. after 2100 and before the morning peak. FTPE does believe that there is an agreeable way forward on this, with the Track Access Contract being drafted to be specific as to these services operating in confined Off Peak times of operation. Indeed, Network Rail has highlighted that the Castlefield Corridor has congestion issues between 0700hrs and 2000hrs. The proposed services are outside this area of concern and we therefore believe that they should be granted the specified Off-Peak access rights we seek.

2. FTPE has looked in detail at the existing excellent performance of both 1S92 and 1M97 that already run at the equivalent times in Monday to Friday. Recent performance of SX 1S92 indicates an average PPM of 94.7% at destination. Recent performance of SX 1M97 indicates an average PPM of 89.8% at destination. These performance figures demonstrate that these services run extremely well Monday – Friday and that the Sunday service equivalent should be expected to be in line with this.

1S98 does not currently have an equivalent SX service. However, given the time of night that 1S98 will operate, no performance issues are anticipated. 1S98 is a support service for the new Liverpool – Glasgow services that FTPE will be operating within the SCD 2019 timetable. The service provides a unit that will leave Carlisle early each SX day for Liverpool Lime Street, to form the first service from Liverpool to Glasgow each SX Timetable day.

FTPE firmly believes that our proposals do not in any way impact of the overall performance levels being delivered across the North West and the Castlefield Corridor. We are a key part of the industry approach to improving performance, be it part of Richard George's review or in helping Network Rail address the issues related to the Regulatory Escalator for TPE's performance.

FTPE believes there is an agreeable way forward to agree these rights via specific contractual drafting (footnote or other) to confined hours of operation.

We therefore seek the ORRs views, support and approval for the progression of these proposed rights.

Yours sincerely,



**Chris Hassall**  
**Head of Commercial Contracts, TransPennine Express**