

## **ECML Network Rail capacity report – East Midlands Trains response**

**From:** Simon Taylor [mailto:Simon.Taylor@eastmidlandstrains.co.uk]  
**Sent:** 07 October 2008 12:47  
**To:** Hopkinson, Brian  
**Subject:** Re: East Coast Main Line - Network Rail's capacity report - consultation

Dear Brian,

Many thanks for the opportunity to respond to the consultation on the East Coast Main Line Capacity Report.

First of all may I just say that the report produced by Network Rail was a very comprehensive and detailed piece of work on the issues affecting the East Coast Main Line.

East Midlands Trains does have a number of comments regarding the report as outlined below.

1. The Liverpool to Norwich service runs on the East Coast Main Line between Grantham and Peterborough and is one of those long distance services that is very difficult to path and is particularly performance sensitive. There is no mention of this service in any of the options within the report. I have spoken to Steve Hall about this and he explained that there is an impact on the southbound Liverpool to Norwich service which is approximately 5 mins later from Peterborough. This retiming has an impact on other operators' services in the Ely area but at this stage I understand there has been no evaluation work done.

EMT understands that it is very difficult to validate paths beyond the core route but we would like to understand the impact on journey times and performance so that we can examine the revenue implications and the wider impact on the business. This Liverpool to Norwich service is of strategic importance to EMT and is one of our key services, it is vital we fully understand the knock on effect the ECML options have on this service group.

2. Network Rail have done some detailed analysis of the impact of EMT services over Newark Flat Crossing as shown in Appendix F. Whilst we understand that there are various options for paths over the Flat Crossing they do have a direct impact on the paths of the existing Leicester to Lincoln service and are not the same slots that are currently available. Retiming of services between Leicester and Lincoln does have a direct impact on the Nottingham station area which is already congested particularly with movements at the west end of the station. We would obviously need to fully evaluate the impact on the business in terms of journey times, revenue and unit and train crew resources.

3. Diversion of freight services via the Joint Line. We understand the capacity issues on the ECML and the possible diversion of freight services over the joint line. We recognise that this may well have an impact on the EMT Peterborough to Lincoln service. This service serves a number of local communities and we would wish to ensure local services and customers were not disadvantaged on this route.

Many thanks

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