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Your ref
Our ref KM/IR/TJH/orrgrandcentral

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3 April 2008

Dear Mr Hopkinson

Grand Central Railway Company Limited – Track Access Contract Amendment

Thank you for the opportunity to comment on the above application.

As the Passenger Transport Executive for the Tyne and Wear area, Nexus supports the application for the fourth daily Grand Central train to and from Sunderland, as it will increase the range of direct rail travel opportunities between Wearside, York and London.

As operator of the Tyne and Wear Metro, we submit the following detailed comments on the proposed timings through Sunderland station:

- We accept the proposed path 1918 London King's Cross to Sunderland as this would not affect our 15 minute interval service, and is unlikely to affect any extra trains connected with football fixtures held at Sunderland AFC that we may wish to operate.

- We object to the detail of the proposed path **SX** 0918 Sunderland to London King's Cross on the grounds that it would have an impact upon our existing service pattern. We could agree to a 0917 Grand Central departure if ECS arrival into Sunderland is at 0913, operating between our trains 2112 and 2106.

- We object to the detail of the proposed path **SO** 0918 Sunderland to London King's Cross, as we have a departure for South Hylton at 0917. We could agree to a 0909 ECS arrival into Sunderland, and a 0913 Grand Central departure. This may result in Tyne and Wear Metro having to retime by one minute service 2112 arriving at 0917. Grand Central would then operate between our services 2106

and 2112.

- We recognise that this proposal would result in varying departure times from Sunderland for Grand Central services **SX** and **SO**. An alternative proposal, providing consistent departure times Mondays to Saturdays, would be for the Grand Central service to arrive ECS into Sunderland at 0924, departing at 0928, operating between our services 2112 and 2105 **SX**, and between services 2106 and 2105 **SO**.

Yours sincerely

Ken Mackay
Director of Rail & Infrastructure