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**See distribution list.  
By email only.**

4<sup>th</sup> January 2023

Our Ref: STNC/G1/2022/NWC/889

Dear Consultee

**Proposed Short Term G1 Network Change:** Amendment to gauge clearance - removal of W8 gauge clearance on part of the MVL3 line

**Location:** MVL3 8m 230y – MVL3 15m 242y

This Short Term Network Change notice is issued in accordance with Condition G1.1 of the Network Code and constitutes a formal proposal for a Network Change under that Condition.

Network Rail wishes to implement the Network Change described above and is required under Condition G1 to give notice of its proposal to the parties shown on the attached distribution list. Condition G2 allows all affected train operators to consider the scheme and bring to Network Rail's attention any matters that concern them regarding the change. Train Operators may also assess the impact of the proposed change on their business and inform Network Rail what the direct costs and benefits of implementing the change are likely to be (if any).

Train Operators are asked to note that, as from 1 April 2009, any direct costs that arise from the consequence of any Restriction of Use associated with the implementation of this proposed Network Change, will be compensated under Schedule 4 of your Track Access Contract and will not form any part of any claim that you may make in accordance with Condition G2.2. This is because of the new compensation regime which formally came into effect on 1 April 2009.

This Network Change notice outlines Network Rail's proposal for: **removal of W8 gauge clearance on part of the MVL3 line**. A detailed specification of the scheme is set out in Appendix A to this letter and includes a plan showing where the work is

to be done and the parts of the Network and associated railway assets likely to be affected. Network Rail is proposing the change as detailed in Appendix A.

In accordance with Condition G1.2(d), Network Rail is seeking comments from you and the persons listed in the attached distribution list to establish whether or not you are content for the change to be implemented. We invite you to consider the proposed scheme and forward your comments to us by **17.00hrs, 3<sup>rd</sup> February 2023**. If a formal response is not received by this date, it will be deemed that you accept the proposal without compensation.

Please respond using the standard form (b), (c), (d) or (e) as appropriate, each of which can be located on Network Rail's website. Wherever practically possible, please send all responses electronically to [carol.ingram@networkrail.co.uk](mailto:carol.ingram@networkrail.co.uk). Please also send a signed hard copy of your response (excluding any appendices if these have already been e-mailed) to the above address.

Respondents should clearly indicate if they consider that all or part of their response is "sensitive information" as defined in Part A of the Network Code.

Please let me know if you require any further details to enable you to respond formally to this notice.

I look forward to receiving your response to enable the progression of this proposal.

Yours faithfully

**Carol Ingram**  
**Network Change Co-ordinator, North West & Central Region**

## **Appendix A**

### **Reasons for proposed change**

Following a review of the Sectional Appendix, it has been identified that the MVL3 route, between 8m 230y and 15m 242y is not gauge cleared for W8 traffic due to a total of 6 structures being foul.

4 structures could be managed via speed restrictions however 2 (Wright Mill Bridge in the up direction and Scout tunnel in the down) are still foul even with a 5mph restriction.

TransPennine Route Upgrade are due to gauge clear the route to W12 with Control Period 7. This will increase the route availability and include clearance for W8 stock.

Our records do not show a historic usage for the route as W8 however Freightliner have expressed an interest in running 3 trains per week on available paths.

Removal of W8 will result in a diversionary route for this type of rolling stock adding time and increasing capacity constraints on the route. This route may vary depending on the location of terminals that the freight is to service.

### **Specification of works**

Removal of W8 gauge clearance between MVL3 8m 230y and MVL3 15m 242y.

No physical works will be undertaken as part of this Network Change.

### **Timetable Planning Rules**

Timetable Planning Rules are not affected by this proposed Short Term Network Change.

## Industry Wide Business Justification

1. Option	2. Brief description	3. Impact on stakeholders' business & operations	4. GRIP stage at which option discarded	5. Indicative net present cost & benefits	6. Reason for option rejection
Network Change proposal	Remove W8 gauge clearance between MVL3 8m 230y and MVL3 15m 242y  Instate W12 gauge clearance as part of TransPennine Route Upgrade	W8 cleared trains attempting to use the route will need to undertake a diversionary route until physical works are completed	N/A – option selected		-----
Maintain status quo	Continue offering W8 clearance across the route	Trains will be foul to gauge so likely to strike the structures which are out of gauge causing delays and safety issues	GRIP 3	-----	Safety
Instigate speed restrictions for W8 stock	Instigate speed restrictions across the 6 no. structures foul to gauge at linespeed	Minor performance impact.  However even with 5mph restrictions 2 structures are still foul to gauge	GRIP 3	N/A – still foul to gauge	Safety
Implementation of single line working with TSRs as one structure is foul on the up and one is foul on the down	Implement single line working on to the roads which are clear to gauge	Minor performance restriction  Significant timetable impact	GRIP 3	Considered to be too disruptive to operations	Pragmatism – crossovers are not located in locations to allow for this method of operation. Should one structure become gauge cleared then the option can be explored further.
Infrastructure Interventions to gauge clear Scout Tunnel and Wright Mill Bridge. Implement TSRs for remaining structures	Undertake infrastructure interventions, likely track slabs to gauge clear both foul structures	Minor performance impact with TSRs	GRIP 3	c£13m	Timescales – proposed timeframes would deliver only shortly before TRU resulting in significant abortive costs

## Proposed timescales

- This Short Term Network Change will be effective from 14<sup>th</sup> February 2023.
  - The amendment of Sectional Appendix and removal of Route Availability with immediate effect, this is proposed to be formalised on 14<sup>th</sup> February 2023 based upon current Network Change timescales.
- This Short Term Network Change shall expire on 13<sup>th</sup> February 2025.
- The estimated timescale in which the change could reasonably be reversed if so requested by an Access Beneficiary based on its reasonable expectations as to future use of the Network is not applicable for this proposed short term network change.
- The capability of the relevant section of the Network before the proposed Short Term Network Change (and any Short Term Network Change which it succeeds) and the proposed reduction to that capability is not applicable for this proposed short term network change.

**Costs and compensation**

Network Change Compensation will be paid in line with Part G of the Network Code.

**Additional terms and conditions**

Once this Network Change has become an established Network Change (as defined in Part G of the Network Code), Network Rail may, if it wishes to make any modification to the terms or conditions (including as to the specification of the works to be done, their timing, the manner of their implementation, the costs to be incurred and their sharing, and the division of risk) on which the change was established, use the following variation procedure:

Network Rail shall ensure the specific variation (or variations) is formally communicated to all parties to this notice (the original consultation notice) for consideration. The parties to the consultation shall consider and respond to the variation (or variations) in accordance with the procedures set out in Conditions G1 and G2 allowing for the changes in detail that must follow as a result of the procedure applying only to the proposed variation. It shall not be necessary for Network Rail to re-issue the entire Network Change notice for consultation.

## Distribution Lists

### External Stakeholders / Consultees

Name	Organisation	Role
Aaron Hickling	DC Rail	
AB Ports Railfreight	AB Ports	
Adam Day	Transport for Wales	
Adam Grainger	DC Rail (Planning Mail Box)	Head of Service Delivery
Ahcene Arfi	Chiltern Railways	
Alan Lee	DC Rail	Head of Safety & Engineering
Alan McNally	Scot Rail	
Alex Bateman	Northern Railway	Track Access Manager
Alissa Ede	Department of Transport	
Allan Brown	Transport Scotland	
Alliance Rail Mailbox	Alliance Rail	
Andrew Skitt	Colas Rail	Head of Operations and Standards
Andrew Wijeyewardena	Peel Ports	
Andy Heath	Merseyrail	
Andy Taylor	West Coast Railways	Operations Manager for West Coast Railways
Andy Teesdale	Arriva Rail London	LUL Relationship & Industry Contracts Manager
Ann Thomas	Welsh Government	Rail Team Officer, Welsh Government
Barnaby Nash	Freightliner	Track Access Manager
Barry Milsom	Avanti West Coast	Executive Director, Operations & Safety
BBRPEO	Balfour Beatty	james.taylor@balfourbeatty.com
Bevis Thomas	Chiltern	Head of Train Planning, Chiltern Railways
Caledonian Sleeper	Network Change In box	
Cat Dowell		Transport for Greater Manchester
Chris Dellard	TFW Rail	Network Access Strategy Manager
Chris Hassall (In Box)	First TransPennine Express	Head of Commercial Contracts
Chris Matthews	GWRR	Track Access Manager
Christopher J Geldard	Geldard Consulting	Consultant
Darren Gay	GT Railway	Track Access Contracts Manager
David Jones	Liverpool City Combined Authority	Rail Development Manager
David Worsley	Transport for the North	
DB Cargo Mailbox	DB Cargo Mailbox	
DC Rail Planning Inbox	DC Rail	Adam Grainger Head of Service Delivery
DC Rail Network Change In Box	DC Rail	
Department for Transport (A Wilson)	Department of Transport	Commercial Manager NTL Contract Team
Document Control	NTS Global	joanne.purvis@ntsglobal.uk
Eugen Burchi	GT Railway	Access Contracts Assistant Manager (Stations)
Fiona Topping (In box)	TransPenine Express	Commercial Contracts Manager
GB Railfreight In box	GB Railfreight Ltd	Generic In Box
Geoff Lippitt	PD Ports	
George Williams	Merseyrail	Concession & Business Framework Manager
Georgia Ehrmann	Avanti West Coast	Head of Network Development & Planning Operations Strategy
Graeme Murray	SCS Railways	Terminal Manager
Hanson Hall Rail Services Inbox	Generic Inbox	
Harsco Rail Mail Box	Harsco Rail	
Harsco Rail Mail Box	Harsco Rail	
Helen Bold (in Box)	TransPenine Express	Commercial Contracts Manager
HOUGHTON, Jennifer (RKRBY)	Colas Rail	Fleet Standards Engineer
Ian Kapur	GB Railfreight Ltd	Head of Strategic Access Planning
James Ardern	Welsh Government	Rail Project Manager
James Shuttleworth	West Coast Railways	
Jason Bird	GB Railfreight Ltd	
Jo Lang	Transport for Wales	
John Carpenter	Colas Rail	Policy & Performance Manager
John Ockenden	Amy Group Services	
Jonathan Kirby	Deutschebahn	
Karan Patel	Colas Rail	IM Planner Analyst
Kate Oldroyd	Northern Railway	Track Access Manager

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Kevin Hughes	East Midlands Railways	Network Development Manager
Kieron Bulman	NTS Global	Rail Operations Standards & Technical Manager/DCP
Kirsty Stewart	Colas Rail	Operations and Standards Assistant.
Lee Armstrong	AB Ports	
London North Eastern Railway	LNER Pway Changes In box	
Loredana Salvato; Stephen Miles	Transport for London	
Luke Illingworth	ORR	
Mark Walker	Arriva Rail London	Strategic Planning Manager
Mathew Turner	Avanti West Coast	Network Planning and Track Access Support
Mick Rawling	West Coast Railways	Traction Standards Manager
Navdeep Brahmabhatt-Gold	West Midlands Trains Ltd	Network Access Manager
Neil Sime	Victa Railfreight	Managing Director
Nick Gibbons	Locomotive Services (TOC) Limited	Service Planning Manager
Pauline McFarlane	East West Railway Company	Operational Contracts Executive
Peter Sargant	Transport for West Midlands	
Phil Allison	SLC Operations	
Phil Read	Varamis Rail	Managing Director
planning@dcrail.com	DC Rail	Martyn Brailsford mbrailsford@dcrail.com
Rachel	Department of Transport	
Rail Operations Limited	Network Change In Box	
Richard Clarke	SCS Railways	Terminal Manager
Richard Farish	London North Eastern Railway	Operations Standards Manager
Richard Perrin	East West Rail	Contracts Executive
Robert Fickling	Transport for Greater Manchester	
Robert Holder	GWR	Network Access Manager
Ross White	Loram UK Ltd	
Sean Croshaw	Transport for Greater Manchester	
Simon Elliot		Transport for Greater Manchester
Simon Rudge	Loram UK Ltd	Interim Professional Head of Rail Operations
SLC Operations	SLC Operations In Box	
Steve Chandler	DC Rail	Planning & Performance Support
Steve Price	Rail Delivery Group	Network Capability Advisor
Sue Rhymes	Avanti West Coast	Track Access Manager
Thomas McCallum	Swietelsky Construction Company Ltd	Driving Standards Manager
Tim Jackson	GWRR	Performance Director
Tim Owen	Northern Rail	Head of Trains and Stations (Central Region)
Toby Rackliff	West Midlands Rail Executive	
Tom Painter	West Midlands Rail	
Track Access	Northern Railway	
Track Access	Cross Country	Track Access Specialist Head of Track Access and Possession Strategy
TransPennine Express	Network Change In Box	
TransPennine Express	Track Access In Box	
Transport for Greater Manchester Mail Box	Transport for Greater Manchester	
Varamis Rail (Freight)	Network Change In Box	
Vintage Trains Mailbox	Vintage Trains	
VR - Document Control	Volker Rail	
William Robertson	Babcock International	Driving Standards Manager

## Internal Stakeholders / Consultees

Name	Organisation	Role
AbbiJo McCaffery	Network Rail	Signalling Review & Risk Engineer
Adam Brain	Network Rail	On Time Railway Performance Coordinator
Adam Ledger	Network Rail	Project Operations Interface Specialist
Adrian Froggatt	Network Rail	Senior Engineer (Gauging)
Alex Holley	Network Rail	Freight Access Coordinator
Alexandra Hornby	Network Rail	Customer Account Manager for Merseyrail
Alistair Glasgow	Network Rail	Principal Renewals Engineer Signalling - Regional Team
Allan Gibbs - Monaghan	Network Rail	Infrastructure Delivery Manager
Andrew Bray	Network Rail	Timetable Production Manager
Andrew Free	Network Rail	DEAM Enhancement & Renewal Engineering team
Andrew Magee	Network Rail	Principal Route Engineer
Andrew Witton	Network Rail	Principal Route Engineer (Signalling)
Andy Fitchett	Network Rail	Principal Route Engineer Signalling
Andy Graham	Network Rail	Performance Improvement Manager
Anthony Poncia	Network Rail	Principal Fleet Engineering Manager
Aurimas Grismanauskas	Network Rail	Planning Specialist
Brian Waldron	Network Rail	Principal Route Engineer E&P
Chris Bennett-Poynter	Network Rail	Route Freight Manager (NW&C)
Chris Scharf	Network Rail	Performance Improvement Coordinator
Christopher Bibby	Network Rail	Principal Route Engineer – Permanent Way
Christopher Deal	Network Rail	Operation Planning Project Manager
Christopher Walker	Network Rail	Route Logistics Manager
Christopher Wright	Network Rail	Senior Sponsor
Colin Brace	Network Rail	Signal Sighting Engineer
Craig Green	Network Rail	Principal Engineer (Track), North West & Central Region
Daniel Keenan	Network Rail	Regional Performance Improvement Manager (On-Time Railway)
Daniel Robinson	Network Rail	Senior Sponsor
Daniel Fredriksson	Network Rail	Customer Relationships Executive - Freight Team
Darren Bray	Network Rail	Operations Manager
David Bray	Network Rail	Project Operations Interface Specialist, West Coast South
David Brooks	Network Rail	Senior Renewals & Enhancement Engineer
David Hunter	Network Rail	Senior Route Freight Manager
David Hudd	Network Rail	Signal Sighting Engineer
David Warwick	Network Rail	Principal Discipline Expert (CD)
David Young	Network Rail	Freight Business Development Manager
DCSIM Planning Team	Network Rail	
Dean Chauke	Network Rail	Regional Engineer (E&P)
Deepak Chhachhia	Network Rail	Project Manager
Devon Wall	Network Rail	Customer Account Manager Assistant
Dominic Banham-Hall	Network Rail	Principal Engineer
Donna Dagleish	Network Rail	Performance Improvement Co-ordinator
Ed Essex	Network Rail	Programme Controls Manager Sponsorship
Edward Smith	Network Rail	Operational Planning Specialist
Ellen Wintle	Network Rail	Infrastructure Director
Emma Walker	Network Rail	Lead Strategic Planner
Emily Haslett	Network Rail	Senior Strategic Planner
Freight Connections	Network Rail	
Gary Strickland	Network Rail	Route Operations Manager
Gavin Jones	Network Rail	Project Manager Change
Ged Cullinane	Network Rail	Infrastructure Maintenance Delivery Manager
Gemma Burgess	Network Rail	Freight Access Coordinator
George Jones	Network Rail	Operational Planning Development Specialist
George Wood	Network Rail	S&TINCS Technician
Georgina Collinge	Network Rail	Customer Relationship Executive (Freight)
Graeme Beale	Network Rail	Principal Route Engineer E&P (North West)
Guy Baggot	Network Rail	Signalling Review & Risk Engineer
Hazel Wright	Network Rail	Surveyor Freight
Henry Plumptre	Network Rail	Signalling Schemes Specialist
Ian Stone	Network Rail	Customer Relationships Executive (Charters)
Imtihal.Aziz	Network Rail	Regional Engineer
James Knapp	Network Rail	Project Operations Interface Specialist
Jerry Holloway	Network Rail	Route Logistics Manager (Central & West Coast Routes)
Jon Ridge	Network Rail	Assistant Analyst (Timetable Performance)



## OFFICIAL

Jonathan Cossham	Network Rail	Project Manager (Change)
Jules Graham	Network Rail	Customer Relationship Executive, Freight
Julian Husbands	Network Rail	Project Interface Co-ordinator
Julie Shilton	Network Rail	Strategic Planner
Kara Wood	Network Rail	NW&C Regional Head of Performance
Keiran Quinn	Network Rail	On-Time Railway Performance Improvement Co-Ordinator
Kevin Swarbrick	Network Rail	Head of Route Business Development
Kieran McGowan	Network Rail	Programme Manager Change Integrated Planning / HALO North West & Central Region
Laura Goode	Network Rail	Customer Account Manager
Lawrence Cheung	Network Rail	Senior Sponsor
Lei Wang	Network Rail	Principal Route Engineer (Structures)
Liam Whelan	Network Rail	Operational Planning Specialist (NW&C LTP)
Lianne Pitt	Network Rail	Senior Development Manager
Lisa Milner	Network Rail	Operations Manager: Chester
LNW Data Quality Specialists	Network Rail	
Lucy Chadderton	Network Rail	Head of Public and Passenger H&S
Luke Swain	Network Rail	Principal Route Engineer (Geotech)
Marianne Flint	Network Rail	Customer Account Manager Avanti West Coast
Mark Dickinson	Network Rail	Senior Programme Integration Manager
Mark Nicholls	Network Rail	Operational Planning Team Leader
Mark Richards	Network Rail	Timetable Planning Rules Specialist
Martin Colmey	Network Rail	Operations Director for Central route
Martin Rose	Network Rail	Signalling Schemes Specialist
Martin Spinks	Network Rail	Planning & Logistics Specialist WTT (Infrastructure Monitoring)
Megan Holman	Network Rail	Customer Manager (Freight) in System Operator
Michelle Woolmore	Network Rail	Route Contract Manager
Neil Jolly	Network Rail	Route Control Manager
Neil Jones	Network Rail	NW&C Regional Engineer B&C
Nicholas Hewitt	Network Rail	Programme Development Manager
Nicola Mansell	Network Rail	Area Manager (LNW)
North West & Central Long Term Planning	Network Rail	
North West & Central TPR	Network Rail	
Oliver Paget	Network Rail	Lead Route Freight Manager
Owen Flanders	Network Rail	Principal Technical Engineer (Signalling)
Paul Higgs	Network Rail	Lead Planner (Access)
Paul Owen	Network Rail	Route Operations Manager
Peter Glass	Network Rail	Head of Performance, North West Route
Phil Manion	Network Rail	Senior Asset Engineer (E&T)
PSS Team	Network Rail	
Rhiannon Saegert	Network Rail	Customer Support Manager (Freight)
Richard Cartmell	Network Rail	Route Control Manager
Richard Ellis Hobbs	Network Rail	Senior Programme Development Manager
Richard Parry	Network Rail	Project Interface Co-ordinator
Robert Kingman	Network Rail	Principal Fleet Engineering Manager Supply Chain Operations
Robert Owen	Network Rail	Signal Sighting Engineer
Ross Davies	Network Rail	Head of Control Regions
Sam Wheelan	Network Rail	Senior Strategic Planner
Sarah McCarthy	Network Rail	Customer Manager - GBRF
Scott Whittingham	Network Rail	Senior Engineer
Simon Taylor	Network Rail	Lead Strategic Planner
Sinead Griffin	Network Rail	Customer Account Manager
Stephen Magill	Network Rail	Operations Manager
Stuart Orange	Network Rail	Principal Route Engineer (Track)
Stuart Rankin	Network Rail	Senior Strategic Planner
Toby Carlisle	Network Rail	Track Treatment Planning Specialist
Tommy Lees	Network Rail	TPR Specialist - NW&C
Tony Jones	Network Rail	Principal Route Engineer (Signalling)
Tracey Blakeley	Network Rail	Business Support Manager (Supply Chain)
Warren Blewit	Network Rail	Principal Engineer (EMC & Decarbonisation - Technical)
West Coast South Access Planning	Network Rail	