

Draft response to Network Rail letter dated May 2013 consulting on Schedule 8 benchmarks in CP5

Consultation question 1

Do you agree that Network Rail should lead the work to set Network Rail Schedule 8 benchmarks for CP5? Do you have any suggestions in relation to industry engagement around this process?

Greater Anglia has no objection to Network Rail leading the work to set Network Rail Schedule 8 benchmarks for CP5 on the basis it has proposed i.e. with full engagement of the Schedule 8 benchmarks working group and subject to the scrutiny of ORR.

Consultation question 2

Do you agree with each of the principles set out, above? If you do not agree with any of the principles, it would be helpful if you could explain why and suggest alternatives, if appropriate.

- i. We agree with this in principle however Greater Anglia would wish to discuss the possibility of our benchmarks reflecting expected CP5 performance by route (i.e. split by Great Eastern/Anglia locals service groups and West Anglia service groups) to reflect the geographically distinct nature of these different parts of the business.
- ii. We are content with this proposal.
- iii. We are content with this proposal.
- iv. We agree with this in principle however would wish to understand more detail of how information from 2013/14 will be incorporated in the process as the PR13 benchmarking period does not include this.
- v. Greater Anglia believes that re-franchising in itself does not cause changes to timetables, and that the Capacity Charge should be the vehicle by which the effect of additional services on Network Rail's performance is mitigated.
- vi. We are content with this proposal.

Consultation question 3

Do you have any comments on engagement between Network Rail routes and TOCs in establishing PPM performance trajectories by TOC for CP5?

Anglia Route is fully involved in the development of our PPM targets for the next 2 years and we look forward to continuing this process of engagement and reviewing the models relating to Greater Anglia with our route performance teams in due course.

As previously stated we wish to see separate performance trajectories applied to Great Eastern/Anglia Locals and West Anglia service groups to reflect the fact that these routes are distinct

and separate operations. For example, the Great Eastern service groups will be considerably impacted by the introduction of Crossrail during CP5 and we do not believe it is appropriate to apply a trajectory incorporating this effect to West Anglia service groups.

Consultation question 4

Do you have any comments about the process for converting TOC-level PPM trajectories into Schedule 8 benchmarks?
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We have discussed the proposed process with Network Rail and ORR at the benchmarks working group and we are content that on the whole it is satisfactory. Greater Anglia uses its own PPM/AML regression analysis and we are confident that this will assist our review of the model produced by Network Rail relating to our services.

Consultation question 5

Do you agree with our provisional proposals for timescales and processes for setting benchmarks in CP5? Do you have any further comments?

We have noted your proposals for timescales and processes relating to the the benchmark setting exercise.