



Network Rail (CTRL)

Material Change Proposal

Title: Upgrade of Customer Information System (CIS) at Platforms 1 to 4 of St Pancras International Station

To: Gareth Leslie (East Midlands Trains)

This consultation is issued in accordance with HS1 Station Access Conditions (November 2007) Part 3 by Network Rail (CTRL), acting on behalf of HS1 Ltd in its capacity of Station Facility Owner.

Proposal for Change: Network Rail (CTRL), responding to the concerns of East Midlands Trains, wishes to carry out the following work requiring a Material Change Proposal in respect of St Pancras International:

- 1) An upgrade to the "Angel of the South" display screens situated adjacent to the Domestic Northbound Zone (platforms 1 to 4), and the provision of an additional eight platform totems (and related "repeaters").

Sponsor: Network Rail (CTRL)

Date of Proposal: 14th April 2010

Representations by: 15th May 2010 (31 days from date of distribution)

Objections by: 29th May 2010 (45 days from date of distribution)

Variation of Station Access Agreement(s).

Does the Proposal require the Station Access Conditions, their Annexes and/or Station Access Agreements to be varied?

**No, this is covered in St Pancras International's Station Access Condition:
Annex 1 (2.8)**

Minor Modification Application:
Does this Proposal require an application to the Department for Transport for Minor Modification?
No

Network Rail (CTRL) Contact Details:
Name: Martin Llewellyn, Commercial Development Manager
Address: Desk 86, Floor 7, Eversholt Street London NW1 2DN
Telephone: 0207 904 7431
E-Mail: martin.llewellyn@networkrail.co.uk
Proposal reference: PFCSTPI1

Signed for Network Rail (CTRL)



.....

Date

14th April 2010

.....

Name of person signing

Martin Llewellyn

.....

MATERIALCHANGE PROPOSAL
St Pancras International station (ref PFCSTPI1)

1. **REPRESENTATIONS**
If you wish to make any representation on this proposal, you must do so in writing by 15th May 2010.
2. **OBJECTIONS**
If you wish to give a Notice of Objection to this proposal, you must do so in writing by 29th May 2010.
3. **DETAILS OF PROPOSAL**

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St Pancras International Station - Material Change Proposal

1. Background

Due to the Thameslink programme reducing the availability of the subsurface station at St Pancras resulting in an increased diversionary utilisation by First Capital Connect (FCC) of platforms 1 to 4, it is deemed necessary to enhance the level of customer information systems available for those platforms. The objective of this is to reduce potential confusion to passengers caused by the more complex operation driven by the increased diversionary services.

As such, it is proposed that the existing "Angel of the South" display screen is upgraded adding an arrivals screen and a free-text customer information display. In addition, a total of eight totems will be installed, four at the platform entrances and four midway along each platform. The combined effect is to improve both the availability and timeliness of customer information as well as allowing details of splitting and joining services to be clearly communicated to passengers.

Lambert Smith Hampton working on behalf of East Midland Trains will be responsible for the delivery and implementation.

2. The Change Proposal

2.1 HS1 Station Access Conditions (HS1 SAC) Context

This Proposal is deemed to be a "Zone Specific Authorised Change" in accordance with HS1 SAC Part 3 clause 9.2, applicable only to the Domestic Northbound Zone, and a "Unanimous Proposal", in accordance with HS1 SAC Definitions. As such, the Proposal requires the approval of all Domestic Northbound Zone "Voting Users".

Therefore approval is required from East Midlands Trains alone.

2.2 The Proposed Changes

The following equipment is to be provided within and adjacent to the Domestic Northbound Zone at St. Pancras.

1. Two new screens to be fitted to the underside of the existing "Angel of the South" CIS display to show on one screen arrival information and on the other details of disruption and engineering works (by way of free-text facilities).
2. Modification to the existing screens on the "Angel of the South" to show additional customer related information.
3. Four double sided totems to be positioned midway along each platform to show details of splitting and joining services.
4. Four single sided totems to be positioned at the platform entrances to show train information (including two trains on one platform).
5. Eight single sided repeaters positioned on platforms (total for all platforms).

3. Scheme Benefits

The Proposal, when complete, will improve customer information relating to platforms 1 to 4, resulting in improved customer satisfaction and potentially reduced delays due to passenger misunderstanding.

4. Temporary Arrangements:

Suppliers have been advised that inconvenience to passengers is to be avoided by undertaking the work during times in which the station is closed to passengers, between 00:00 until 05:00.

5. Funding Arrangements:

The overall cost of the work is £300,000, of which HS1 Ltd will fund £50,000 directly, and Network Rail (Thameslink Project) will provide an additional £250,000 to HS1 Ltd. EMT shall pay for its own project management costs in relation to the CIS upgrade; Network Rail (CTRL) will manage the interface with the station and the approval process.

5.1 Capital Expenditure

The £50,000 that HS1 is funding will be Non QX.

5.2 Repairs and Maintenance

HS1 Ltd will take on the ownership and maintenance of the new assets. These will be incorporated into the HS1 asset base and the maintenance will be funded through the normal Domestic Northbound Zone QX mechanisms within the Station Access Agreements and Conditions. Any repairs will form part of the Long Term Charge.

5.3 Long Term Charge

No adjustment to the Long Term Charge at the station is required.

5.4 Qualifying Expenditure

See 5.2.

6. Proposed Implementation and Dates

The work can commence within a reasonable time following completion of the various approval processes and is targeted for completion in October 2010.

7. Access for All

All works undertaken will comply with the Accessible Train and Station Design for Disabled People: Code of Practice, 'Train and Station Services for Disabled Passengers and the Disability Discrimination Act 1995.

8. Minor Modification Application

There are no minor modification determinations associated with this Material Change Proposal.

9. Amendments to the Station Access Conditions Annexes

There are no Conditions Change Proposals arising from this Proposal.

10. Acceptance

This Proposal is deemed as a "Unanimous Proposal" in accordance with HS1 SAC (Definitions), thus requiring the approval of all Voting Operators of the Domestic Northbound Zone, i.e. East Midlands Trains alone.

If you accept this Proposal, please return a copy of this form, completing, signing and dating the box over.

I confirm that my company (EMT) approves this Proposal.

Signed..... **Date**

Name of person signing:
(duly authorised signatory) on behalf of:

.....

END-

From: Gareth Leslie [Gareth.Leslie@eastmidlandstrains.co.uk]
Sent: 15 April 2010 06:59
To: Llewellyn Martin
Subject: Re: STATION CHANGE PROPOSAL SPI PLATFORMS 1 TO 4 - CIS IMPROVEMENTS

Attachments: Material Change Proposal for CIS Upgrade at St Pancras FINAL 140410.pdf

All looks fine with me

Gareth Leslie
Route Manager, London & Commuter
East Midlands Trains
St Pancras International

Tel 07771830532
Fax 08712364433

Llewellyn Martin <Martin.Llewellyn@networkrail.co.uk>

To: Gareth Leslie <gareth.leslie@eastmidlandstrains.co.uk>

cc: Holt Andy <A.Andy.Holt@networkrail.co.uk>

14/04/2010 11:51

Subject: STATION CHANGE PROPOSAL SPI PLATFORMS 1 TO 4 - CIS IMPROVEMENTS

Gareth,

STATION CHANGE PROPOSAL SPI PLATFORMS 1 TO 4 - CIS IMPROVEMENTS

Please find attached a formal Station Change document in relation to the CIS changes for Platforms 1 – 4. It's been delayed by the recent updates to the scope, as well as queries about where CCTV fits in.

However, this delay has enabled me to simplify the process as it the Change is now deemed as a Zone specific change which requires, in effect, only EMT's approval. I assume that, given your involvement, this won't be too difficult!

As a courtesy, and for their information, I will forward a copy of the form to other SPI Users, but indicate that their approval is not being sought.

Please let me know if you want to discuss this further, whether you have any concerns.

Many regards

Martin
Martin Llewellyn
Commercial Development Manager
Network Rail (CTRL)

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LONDON
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Registered Address: Friars Bridge Court, 41-45 Blackfriars Road, London, SE1 8NZ
Registered Number: 5340682

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From: Byron Tomkinson [Byron.Tomkinson@highspeed1.co.uk]
Sent: 16 April 2009 14:43
To: Glock John; Hines-Randle Stuart
Cc: Killick Mark; Risi Pasqualino; Schofield Richard; Tim Smart; Josie Murray
Subject: East Midlands Trains Gateline
John / Stuart,

I write further to your managing and processing of the material change proposal and landlord consent application by EMT for the proposed gateline project.

On behalf of HS1 I can confirm receipt of the various documentation and approvals from yourselves including the technical, operational and zone specific authorised change, together with the approval from English Heritage and London Borough Camden.

Based on the approvals obtained and the ongoing project management initiated by NR(CTRL) to ensure the successful completion of the scheme I can confirm that HS1 accepts the proposal.

Please accept this email as approval to proceed. Confirmation via letter will also follow.

Kind regards,
Byron

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David Fielding
Customer Relationship Manager
HS1 Ltd
1 Euston Square
LONDON
NW1 2DN

Network Rail (HS) Ltd.
St. Pancras International
LONDON

N1C 4QT
Tel: 0207 843 7696

5th September 2013

Dear Dave,

**NETWORK RAIL (CTRL) EXTENSION TO CONDITIONAL CONSENT TO
CHANGES TO THE HS1 STATION ACCESS CONDITIONS – ANNEX 10.**

As you will know, you have raised a number of questions and comments regarding various historic Station Change applications. I thought it would be useful to outline what I recall regarding the outstanding issues we discussed a couple of days ago.

In terms of the platform 1 to 4 CIS upgrade (PFCSTP11), FCC was not at that time regarded as a Voting User (as being stated in Material Change Proposal dated 14th April 2010). As I recall, the SAC at that time was reviewed and it was believed that, in order for FCC to be regarded as a Domestic Northbound Passenger Operator and thus a Voting User, its Station Access Agreement had to incorporate the full extent of the Station Access Conditions (noting that its SAA excludes some of these). In future such Station Change notifications, it was felt that this ambiguity and inconsistency with previous practice would be better resolved by issuing these notices to FCC for all Common Zone or Domestic Northbound notifications.

In relation to the removal of the CIS display at Ebbsfleet (PFCEBBS1), I can confirm that on 11th March 2010 on behalf of Network Rail (CTRL) I issued a Material Station Change Proposal to Southeastern Railway Ltd and Eurostar International Ltd. The proposal involved the removal of the fixed departure board over the ticket barrier line. The scheme was proposed by the station users and had unanimous approval prior to me issuing the notice. As such, by common consent, I do not believe that the formal process was fully closed.

Please let me know if you wish to have any more information.

A handwritten signature in black ink, appearing to be "Martin Llewellyn", written over a horizontal line.

Martin Llewellyn
Commercial Manager (HS1 and Regulation).

