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Our ref: Dec20PDS

Copy to:

Mike Bradley
Heathrow Airport Limited
London Heathrow Airport

Paul Richardson
Rail for London
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Dear Chris and Damien

December 2020 Timetable - Priority Date Statement

In accordance with the Timetable Production Schedule please find details below of the MTR Elizabeth line (operating under the umbrella of TfL Rail) Priority Date Statement for the December 2020 timetable. This bid is largely in line with the information submitted in our Notification of Significant Change.

As previously agreed with have included complete 'PIF' for this timetable for both the Anglia route geography and the Central Operating Section (RfL infrastructure) due to the volume of change compared to the information recently provided in the Prior WTT. Even in the Western route area large numbers of trains have had to be changed due to the lack of consistency with the agreed May 2020 Timetable data.

The volume of change is caused by:

- The increase in off peak and weekend services between Liverpool St and Shenfield from 6 to 8tph as part of the move towards the frequencies agreed for the full Crossrail timetable.
- The adoption of the 12tph testing (rather than 15tph) service in the Central Operating section.

We recognise that on Anglia we will need additional Access Rights between Pudding Mill Lane Junction and Liverpool Street to support the increase in the off-peak frequency and on the Western route, now that Heathrow Express have agreed to operate from one platform at





Paddington until May 2021, MTREL will need to extend our additional Firm Access Rights between Westbourne Park Junction and Paddington from December 2020 to May 2021.

As usual, the PDNS is broken down into three distinct areas (Anglia, Central Operating Section and Western).

Anglia Route

The timetable bid includes the adoption of 8tph between Liverpool St and Shenfield for the SX off peak and weekend services. The pattern chosen has been done to match the service currently proposed for when we move into the Crossrail Stage 4 service connecting the Anglia route into the Central Operating Section (COS) making that change practical at a non-timetabled change date as requested by RfL.

We are also aware of the engineering work planned for the currency of the December timetable period in the Liverpool St area so our proposed service doesn't use platform 18 at Liverpool St aside from the leaving of an 8 car 315 unit in there between the peaks as part of the agreed service resilience. The ECS moves (5C12RA and 5W92RD) to take these units away from Liverpool St between Easter and the commencement of the May 2021 Timetable area are included to ensure pathways are available to facilitate this move.

We are also aware that NR would like to use platform 18 (when it is available) in order to improve performance levels although, in our view, it's not the platform capacity that's the problem it's the removal of the parallel moves that creates the bottleneck (which our timetable submission takes account of) so we'd like to work with you during the validation period on just what peak services are planned into platform 18 so that the performance benefits are understood before going ahead with the moves.

RfL Infrastructure (including Old Oak Common Depot)

As stated above the COS service is now a 12tph service planned in line with the known NR Engineering Access requirements. This is the timetable which will operate during both the trial operations and passenger service aside from a reduction in turnaround times (from 17 to 12 minutes) at Westbourne Park once we move towards the implementation of passenger service.

In our opinion, no validation is required to services that operate solely within the COS (all Class 3 and Class 9 services together with the Class 5 ECS from/to Plumstead CS) because they don't impact on any other operator.

Western Route (including HAL Infrastructure)

The changes to the services on the Western geography are largely to ensure consistency with that agreed for the May 2020 Timetable with the continued adoption of advertising Up Reading services to depart from Ealing Broadway one minute earlier than WTT to help the flow of trains in the Paddington area.

In the Down direction on SX we have continued the advertising of the Reading service earlier from Southall in line with that agreed for the May 2020 Timetable together. However, as there is limited use of the standard freight pathways over the weekends we have retimed the trains from Southall to Reading to avoid them sitting un-necessarily awaiting time at Southall.

In this submission we have NOT included the following:

- The proposed removal of Reception Line 1 between Old Oak Common East and Friars Jn to cater for HS2 works as the method of working (and therefore the Timetable





Planning Rules) have not yet been agreed for the moves between Old Oak Depot and the Engineering Sidings via the Back Road.

- The proposed 6 week two track timetable (21:00 [Sat] to 13:00 [Sun]) between Ladbroke Grove and Airport Jn in period C as we understand that this work will now be proposed under the Section 7 part of the rules rather than Section 4 and suitable changes to the EAS will be made.

Due to clashes elsewhere on the MTR area of operation we have had to amend the TIDs of the ECS moves between Paddington and Old Oak Depot although the pathways haven't largely been retimed. We'd like to simplify the TIDs in this area to avoid conflicts elsewhere and would perhaps suggest the adoption of a different second character letter would be of benefit here. Please advise us how NR would like to proceed with this.

Lastly, we have continued to bid for the Heathrow service using the Class 360 SRTs (as they are the only ones available) but would be happy for these values to be copied into the 345(T) timing load for greater consistency with what operates elsewhere on the Western area.

Once again, we have included the proposed units diagrams to support this submission and, as usual, I cannot stress too highly the importance of consistency with this timetable and to help that we will continue to work with you throughout the validation period on any outstanding Timetable Planning issues so please do not hesitate to contact me if you have any queries with the above or the bid.

Yours sincerely

Andy Bottom

Head of Long Term Planning

