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2018 Timetable Planning Rules- Version 1.0

Dear Tim

This letter constitutes GWR's formal response to version 1.0 of the 2018 Timetable Planning Rules for the Western and Wales route.

Yours Sincerely,

Matt Cambourne.

Short Term Planning Manager

Great Western Railway.

ITEMS WITHIN THE TPR's RELATING TO CHANGES.

GW103 Paddington-Uffington Headway Values Pages 69 & 70

GWR warmly welcomes the extensive work TRIP has done in conjunction with NR Capacity Planning to review the headway values on this route. We fully support the reductions in headway which are a positive development in the above section that are likely to improve journey times and possibly even increase available paths in future.

However, the proposal to increase Headways in the above section to follow freight trains leads to a number of concerns outlined below. We currently object to the increases following freight trains without further re-assurances as detailed. We also would like an impact assessment to be undertaken of the Reading West-Didcot Parkway Relief line changes which uplift the current headway from 3 to 3 ½ minutes following stopping services and object to the proposal currently.

The Thames Valley is one of the biggest and most congested conurbations in the UK. GWR is committed to maintaining and where appropriate increasing capacity with a number of major changes in coming years including introduction of electric rolling stock and enhanced timetables. The proposals on the face of it potentially reduce the overall timetable capacity for the permanent timetable and may impact on our ability to meet our Service Level Commitment.

GWR will resist any proposal that leads to a reduction in the number of passenger paths we are typically able to operate during all day STP two track Railway conditions, particularly on Saturdays which is generally eight trains per hour consisting of two local trains and six fast service paths between Paddington and Reading. Our normal quantum of trains on a WTT Saturday is for four local trains per hour, plus two Greenford services. A further fast service would normally operate WTT along with a Cheltenham train every other hour.

- Can Network Rail please undertake a capacity impact assessment around these proposed increases in headway for following freight trains and the uplifts between Reading West Jn and Didcot Parkway on the reliefs?
- Has any consideration been given to the impact on weekend STP Two Track Railway plans, particularly Saturdays? It is the view of GWR that these changes will mean that a viable freight train path may not be possible without further reduction of the already greatly thinned passenger timetable that is able to operate. This may affect GWR's ability to agree to the Engineering Access Statement.

GW480 Swindon to Standish Junction- Page 77

GWR objects to the proposal currently. Can an impact assessment be provided to establish if any trains are affected by this change? GWR needs to ensure it can still meet its Service Level Commitment with this proposed change and we cannot agree to changes that could preclude delivery of same under our franchise agreement.

GW480 SWINDON TO STANDISH JUNCTION			
TIMING POINT	DOWN	UP	NOTES
Swindon to Kemble	6	6	
Kemble to Standish Jn	6*	6	* 1 st train must clear Standish Jn before 2 nd train can arrive at Stroud

Standard Values- Detachments- Page 93

Detachments can be undertaken in 4 minutes if two drivers have been provided, the value of 3 is incorrect.

STANDARD VALUES – MINIMUM	
DMU (175 & 180)	5
DMU (165, 166 & 170)	4 5c (not including bay or terminal platforms)
EMU (332)	7
EMU (360/2)	13
c – Can be reduced to 3, if a second driver is present in the rear unit unless 2 drivers are on board when this can be reduced to 3 minutes	

Standard Values-Reversals- Page 96

Thank you for including the amendments to these. Could it be clarified please that if two drivers are provided on any length 165/166 train then the minimum reversal allowance required is 3 minutes. This is current practice.

Reversal – GW routes	
22X	5
22X if formed of 2 sets	6
DMU (142 to 159)	3
DMU (165/166 2 - 5 3 car formation)	3
DMU (165/166 4 - 6 car formation)	4
DMU (165/166 greater than 6 7 - 9 car formation)	5

GW103 Paddington- Page 98

GWR objects to the proposal to include the below rule in its current form. We believe the wording needs to be clarified to state it only applies routes which have a single lead access to adjacent platforms. Currently services are planned with 0 minutes in many cases for all but routes which use a single lead to access/depart the platform.

When the Train Ready to Start button is pressed at the platform by the dispatchers up to 1 minute before departure, ARS will automatically set up a non-conflict route, so the inclusion of this rule makes very little difference to operational practice unless the departing service would directly conflict with no other available route with an incoming service on an adjacent platform on a single lead.

Platform End Conflicts	Trains may arrive 1 minute before a conflicting departure
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GW103 Paddington- Page 99

Thank you for including the request to have a note on the minimum turnaround time for EMU stock to be 4 minutes if a change of Driver is provided.

Could the “Power Door DMU” value also be shown to be 4 minutes with a change of Driver as well please at Paddington? There are no additional cab prep duties requiring longer on a power door DMU to an EMU, if anything slightly less.

GW103 Hayes and Harlington- Page 106

We suggest that the minimum turnaround times for a 3 car or 4 car EMU are 3 and 4 minutes respectively in line with current 165/166 Turbo allowances provided that turnarounds are not sequential.

GW103 Reading West Junction Margin Increase. Page 116

GWR objects to the proposal currently. Can an impact assessment be provided to establish if any trains are affected by this change? GWR needs to ensure it can still meet its Service Level Commitment with this proposed change and we cannot agree to changes that could preclude delivery of same under our franchise agreement.

Crossing and conflicting moves		
First Movement	Second Movement	Margin
Up Relief line Freight to Up Reading West Curve	Down Relief line services	3 ½

GW103 Didcot East Junction Margin Increase. Page 119

GWR objects to the proposal currently. Can an impact assessment be provided to establish if any trains are affected by this change? GWR needs to ensure it can still meet its Service Level Commitment with this proposed change and we cannot agree to changes that could preclude delivery of same under our franchise agreement. We don't believe the proposed change will allow the current number of services to operate.

Didcot East Junction			
Adjustment to Sectional Running Times (to be shown after this location)			
Movement	Reason	Timing Load	Value
Train on Up Main or Up Relief that has departed Didcot Yard	Acceleration	50-92S16 60-66S14	{5}
Crossing and conflicting moves			
First Movement	Second Movement	Margin	
A down train crossing from the down main to down relief or down avoider passes Didcot East Jn	An up main service from the direction of Wantage Road passes Didcot Parkway	2	
A down train crossing from the down main to down relief or down avoider passes Didcot East Jn	An up main service from the direction of Wantage Road departs Didcot Parkway	1	
A down train crossing from the down relief to the down avoider	A down train from the down relief passes Didcot East Jn	4	
Up Relief to Up Main line services having stopped at Didcot Parkway	Down Relief line services to down Didcot Avoiding line	4½	

GW500 Oxford Road Junction Margin Increase. Page 166

GWR objects to the proposal currently. Can an impact assessment be provided to establish if any trains are affected by this change? GWR needs to ensure it can still meet its Service Level Commitment with this proposed change and we cannot agree to changes that could preclude delivery of same under our franchise agreement

Crossing and conflicting moves		
First Movement	Second Movement	Margin
Reading feeder main line to Down Westbury line	Up Westbury Line	4

GW500 Reading to Cogload Junction Headway changes. Pages 77 & 78

GWR objects to the proposal currently. The headway changes will affect journey times on several down evening west of services. The last correspondence we had on this was that the previously agreed values were indeed correct?

ADDITIONAL REQUESTS OR ITEMS PREVIOUSLY REQUESTED AND NOT INCLUDED IN THE TPR's

GW103 Royal Oak Junction- Additional detail suggestion. Page 100.

We make the following suggestion to remove any ambiguity. It is not possible to apply pathing allowances between Royal Oak Junction and Paddington (due to no signals). Suggest addition of the following to the TPR's:-

'Up trains should not show pathing time at London Paddington. Any such allowances should be shown approaching Royal Oak Junction, to provide a 2-minute margin following a conflicting Down departure.'

Standard Values Minimum- Additional Request. Page 92.

We make the following suggestion to remove any ambiguity and reflect current operating practice: -

Changes highlighted in **red**.

Adjustment to Sectional Running Times

A ½ minute adjustment should be included in all trains approaching the termination point, where otherwise the terminating time would include an odd half-minute.*

**except at London Paddington to allow trains to run at 2½ minute headways if required*

*All Great Western Railway HST services excluding those listed have an additional ½ minute sectional running time **before the next station** (~~shown~~ **all other stations require a {½}** in the train schedule) between the starting point and the first stop. This is for brake test purposes.*

Exceptions

Starting from

*Paddington, ~~Slough, Reading, Didcot Parkway~~, Oxford (up direction), ~~Swindon, Bristol Parkway~~, Bristol Temple Meads (up direction towards Bath Spa), Great Malvern (up direction), Cheltenham Spa (towards Barnwood Jn), Exeter St.Davids (up direction), Paignton, Plymouth **up**, Newquay, Penzance, Newport **up**, Cardiff Central, Swansea, Carmarthen **up** and Pembroke Dock.*

SRT Changes between Bristol Temple Meads and Bedminster via the CL Route.

We understand that these are now being consulted by Tom Atkinson as an amendment to the 2017 TPR's, which we hope if agreed will be included in 2018 2.0.

TPR Changes Request- GW 450 Lawrence Hill and GW 105 Bedminster

We have agreed with the local Management team that 7 minutes for HST reversals at these locations using one driver is insufficient due to the presence of suicide prevention gates at either ends of the platform. We have proposed previously that a note be added for both locations that on HST reversals 10 minutes is required. What is the progress on this please?

This could be included as follows: Lawrence Hill page 162, Bedminster page 126.

This largely affects STP engineering work only and we will be bidding for 10 minutes in these scenarios.

TPR Change Request- GW 500 Fairwood Junction

We noticed that a $\{1\frac{1}{2}\}$ adjustment is applied at Fairwood Jn for HST's going towards Westbury, due to the flashing aspect at slower junction speed. However, this doesn't actually appear in the TPR's currently.

We asked previously that this be included and is not currently shown. What is the progress on this please?

TPR Change Request- GW 103 Twyford- Platform Reoccupation value

Reference request to amend/clarify value for Twyford platform reoccupation of 5 currently, we are still working on evidence to support this proposal.

TPR Change Request- Various Routes- Engineering Box Time

Reference request to reduce engineering Box time allowances back to their pre Reading re-modelling values at various locations. We feel in light of the rolling stock and upgraded infrastructure improvements that a full Western & Wales route review of Box time is now required.

TPR Change Request- Cheltenham Spa Wording Page 158

The highlighted wording should in fact read *From Alston C.S. to Cheltenham Spa Start to Pass*. The timing adjustment allowance should be applied at the next timing point south of Cheltenham due to not being at linespeed through Cheltenham station.

Cheltenham Spa (including Alston Carriage Sidings)			
Adjustments to Sectional Running Times (allowance to be shown approaching this location)			
Movement	Reason	Timing Load	Value
From Cheltenham Spa to Alston C.S. Pass to Stop	Not at linespeed when passing Cheltenham	HST/180/22 X 14X/150/158 D245 to D455	+ {½}
Adjustments to Sectional Running Times (allowance to be shown after this location)			
Movement	Reason	Timing Load	Value
From Cheltenham Spa to Alston C.S. Start to Pass	Not at linespeed when passing Cheltenham	HST/180/22 X 14X/150/158 D245 to D455	+ {½}

Bristol Parkway Page 179 .

We believe that the platform end conflicts need some further clarification. We believe the below value highlighted should be 1 minute rather than 2 reflecting current timing practice. There are many examples in the timetable of an XC service arriving at xx:08 in platform 3 from Bristol TM for a GWR Swansea service to be timed to depart at xx:09 from platform 2.

Platform end conflicts		
First Movement	Second Movement	Margin
Up train to UPL	Down train from platform 4 (B418) to Patchway Filton or Avonmouth	2
	Down train from platform 3 (B812) to Patchway Filton or Avonmouth	2
	(If conflicting at Stoke Gifford no. 2 Junction excluding Avonmouth line) From platform 2, down goods or down reception	2
Up train to Platform 4	Down train from Westerleigh to Patchway, Filton or Avonmouth	2
	Down train from platform 3 to Patchway Filton or Avonmouth	2
	(If conflicting at Stoke Gifford no. 2 Junction excluding Avonmouth line) From platform 2, down goods or down reception	2
Up train to Platform 3	Down train from UPL to Patchway Filton or Avonmouth	2
	Down train from the up goods loop (B418) to Patchway Filton or Avonmouth	2
	(If conflicting at Stoke Gifford no. 2 Junction excluding Avonmouth line) From platform 2, down goods or down reception	2

Western Region VSTP and other headcode conventions .

Over the last few months GWR has received various requests to amend train headcodes, requests with originate at the VSTP section or from signallers.

Could some thought please be given to inclusion of these currently “unofficial” headcode conventions and “rules” that Western route seem to have but are not documented in either the sectional appendix or in the TPR’s?

GWR will continue to not recognise such “requirements” until these are formally documented in the TPR’s.

THE FOLLOWING CHANGE PROPOSALS FOR YOUR CONSIDERATION ARE TO EFFECTIVELY ENSURE THE TPR'S ARE VALID FOR THE ROLLING STOCK CHANGES DURING THE PERIOD OF THE 2018 TPR's.

Standard Values-Attachments- Page 92

We would propose the following additional standard values are placed within the TPRS:-

Class 387	7#
5 Car IEP	6#

#These values may be revised following experience.

Standard Values-Detachments Page 93

We would propose the following additional standard values are placed within the TPRS:-

Class 387	5#
5 Car IEP	4#

#These values may be revised following experience.

Standard Values- Minimum Dwell Times Page 93

We would propose the following additional standard values are placed within the TPRS:-

IEP	1 ½ #
DMU 165 & 166 on West Services	½

#These values may be revised following experience.

Standard Values- Reversals Page 96

We would propose the following additional standard values are placed within the TPRS for Class 387 and IEP Traction:-

EMU 387 4 Cars	4 (Unless a change of Driver is involved)
EMU 387 8 Cars	5 (Unless a change of Driver is involved)
EMU 387 12 Cars	6 (Unless a change of Driver is involved)
IEP 5 Car	5#
IEP 9/10 Car	7#

#These values may be revised following experience.

Paddington Minimum Turnaround Allowance Table- Proposed revisions for IEP Traction- Page 99

We make the following proposal for revision of the turnaround allowance table at Paddington.

From	IEP9/10	IEP5
Paddington Terminal Allowances: -		
North Pole	15	10
To North Pole	10	7
Banbury	15	15
Bristol & Weston super- Mare	20	20
Cardiff Central	20	20
Cheltenham Spa	20	20
Didcot to Twyford	15	10
Exeter & Taunton	25	20
Great Malvern	20	20
Hereford	20	20
Maidenhead & Slough	15	10
Moreton in Marsh	15	15
Newbury & Bedwyn	15	10
Oxford	15	10
Paignton	30	25
Penzance	30	25
Plymouth	30	25
Swansea & West Wales	30	25
Westbury	20	20
Worcester	20	20

Various Locations- Proposed revisions for IEP Traction- Page 99

We make the following proposal for revision of the turnaround allowance table at various locations west of London for trains from London unless stated.

Country Destinations (from Paddington)	IEP9/10	IEP5	
Slough & Maidenhead	7	5	
Twyford to Didcot Parkway	7	5	
Swindon	20	15	Also from West of Bristol
	15	10	From Bristol and Worcester
Bristol Temple Meads	17	15	
Weston super Mare	20	15	
	7	5	From Bristol T.M
Taunton	20	15	+10 if shunt involved
Taunton from Bristol	15	10	+10 if shunt involved
Exeter St. Davids	20	15	
Newton Abbot	20	15	
Plymouth	30	25	From London and North of Bristol TM
	20	15	From Bristol T.M.
	10	10	To Laira
Penzance	30	25	From London and North of Bristol TM
	25	25	From Bristol T.M.
	20	15	From Plymouth
Oxford	15	10	+5 with shunt.
	15	10	From Hereford & Worcester. +5 with shunt.
Worcester Shrub Hill	20	15	
Charlbury	15#	10	#Would have assumed this would be the same as Moreton in Marsh
Moreton in Marsh	10	10	
Worcester Foregate St	20	15	May be reduced to 10 if extended dwell at Worcester Shrub

			Hill
Great Malvern	20	15	
Cheltenham Spa	30	30	Via Alston Carriage Sidings
	25	25	From Swindon Via Alston Carriage Sidings
Newbury	10	10	
Westbury	20	15	
Bristol Parkway	20	15	
Paignton	25	20	+5 with shunt. Also north of Bristol.
	10	10	From Exeter/Newton Abbot
Newquay	30	25	
	20	15	From Bristol , Plymouth & Par
Gloucester	20	15	
	15	10	From Swindon/Bristol
Hereford	30	25	
Cardiff Central	20	20	+10 with shunt.
	10	10	From Swansea
	15	15	West Wales
	10	10	Bristol
	20	15	Taunton & beyond
Swansea	30	25	
	20	15	From Bristol TM
	10	10	From Cardiff C
Carmarthen	30	25	
Pembroke Dock	15	15	

Class 387 Dwell Time Proposals

We would propose the following Dwell times to be shown for Class 387 formed services as the same as 165/166.

Existing Turbo dwell times to apply if EMUTURBO SRT's applied.

Southall	½ * comment to apply
M Maidenhead	As per 165/166
Twyford	As per 165/166
Reading	As per 165/166
West Drayton	As per 165/166
Didcot Parkway	As per 165/166

Class 387 Turnaround Time Proposals

We would propose the following Dwell times to be shown for Class 387 formed services, as the same as 165/166 at the following locations.

Didcot-Twyford Inclusive	7
Newbury	As per Power Door DMU
Slough	5 (Delete reference to Bay platform- removed)
Reading	As per Power Door DMU
Didcot Parkway	As per Power Door DMU

Paddington platform Re-Occupation (Page 99)

Suggest the value for suburban turbo is altered to also include Class 387 (6 Minutes).

- comment around 4 minutes to apply for platform 14.

Paddington platform 13 (Page 246)

Paddington platform 13 disappears in the middle of 2017 to make way for a longer Platform 12. Can other platform lengths for 11, 12 and 14 be updated to reflect the Network Change?

Section 5.5 Engineering Box Time Allowances

Can any clauses that state 165/166 to also include Class 387 traction please?

Specific Locations where IEP's will not be able to use the HST Dwell times.

On the North Cotswold Route between Oxford and Hereford we intend to use Class 180 timings where listed. If these could be amended to show 180/IEP that would be great.

At Chippenham and Bath Spa platform lengthenings are being undertaken by NR during currency of this timetable to fully accommodate 9/10 Car IEP's. In the interim Dwell times at these locations to be 2 ½ minutes.

General notes regarding IEP's and 165/166 units transferred to the West.

General note to be added in the Rules of the Plan that IEP's for the short term will use HST Dwell times unless otherwise listed by route exception (above).

General note to be added in the Rules of the Plan that Class 165/166 units transferred to West services will use 150 dwell and turnaround times.

--ENDS--