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**Caledonian Sleeper’s response to the 2018 Train Planning Rules version 1.0 – new items:**

This document contains Caledonian Sleeper’s comments on items in the 2018 version 2.0 rules. Items in red refer to items new to version 2.0; those rolled forward from previous versions are shown in black. A dispute has been lodged and all of the items contained in this document may be taken forward for a hearing.

**Scotland**

5.2 Headways

SC001 – changes agreed, but please indicate by use of “exclusive” and “inclusive” what headway applies at the timing points referenced. (2018 v1.0 comment)

Caledonian Sleeper notes Network Rail’s comments, however they remain ambiguous and are at odds with the practice in other parts of the industry. Change is now not agreed. (2018 v2.0)

5.3 Junction Margins

SC001 Cambuslang: change not agreed – platform reoccupation is higher than the headway, which makes no logical sense. (2018 v1.0 comment)

**LNW**

5.2 Headways

MD105 changes not agreed – insufficient evidence provided to justify them. (2018 v1.0 comment)

We do not need to provide evidence as we have not made any counter-proposal. The comment remains that insufficient evidence has been provided to make the change shown in Version 1.0 as the TRIP reports have significant defects in them due to inappropriate methodology. (2018 v2.0)

5.3 Junction Margins

MD301 Coventry: the following changes are not agreed due to insufficient evidence being provided:

* Up freight pass to Gibbet Hill Jn/Down train from Rugby;
* Up passenger pass to Gibbet Hill Jn/Down train from Rugby;
* Down freight pass to Coundon Road/Up arrive from Berkswell;
* Up arrive from Berkswell/Down freight pass to Coundon Road; and
* Up arrive from Berkswell/Down passenger depart or pass to Coundon Road.

(2018 v1.0 comment)

We do not need to provide evidence as we have not made any counter-proposal. The comment remains that insufficient evidence has been provided to make the change shown in Version 1.0 as the TRIP reports have significant defects in them due to inappropriate methodology. (2018 v2.0)

MD301 Birmingham New Street – platform reoccupations and simultaneous moves not permitted are not agreed due to insufficient evidence being provided. (2018 v1.0 comment)

We do not need to provide evidence as we have not made any counter-proposal. The comment remains that insufficient evidence has been provided to make the change shown in Version 1.0 as the TRIP reports have significant defects in them due to inappropriate methodology. (2018 v2.0)

MD301 Soho North Jn: margin “freight pass from Soho East/conflicting Up train pass Galton” not agreed – there are three signal sections between Galton Jn and Soho North Jn. (2018 v1.0 comment)

We do not need to provide evidence as we have not made any counter-proposal. The comment remains that insufficient evidence has been provided to make the change shown in Version 1.0 as the TRIP reports have significant defects in them due to inappropriate methodology. (2018 v2.0)

MD320 Bescot Stadium – new margin not agreed – excessive. (2018 v1.0 comment)

We do not need to provide evidence, as we have not made any counter-proposal. The comment remains that insufficient evidence has been provided to make the change shown in Version 1.0 as the TRIP reports have significant defects in them due to inappropriate methodology. (2018 v2.0)