

Robin Nelson

G&W UK

3rd Floor

90 Whitfield Street

London

W1T 4EZ

Robert Storey

Willen Building

The Quadrant

Elder Gate

Milton Keynes

MK9 1EN

Date: 03/05/2019

**Subject: Notification of intent to reject train slot in the New Working Timetable (December ‘19)**

**Schedule: 4L90, 12:32 Crewe Bas Hall – Felixstowe North FLT, operating TWThO**

Dear Robin,

I am writing to inform you of our intent not to include 4L90 with a 1600 ton timing load in the NWTT in accordance with Section 4.2 of the Network Code.

The path contains multiple TPR non-compliances

* Direct clash with 5A55EA from Northampton North Jn to Hanslope Jn.
* Non-compliant headway with 2T44ET at Tring. 2min while 3min required.
* Clash with 2K02EC on approach to Wembley Central.
* Direct clash with 2N94EA at Willesden North Jn. There is only 1min not 3min.
* Direct clash with 2L19HQ from Camden to Stratford
* Direct clash with 1K04HD at Gidea Park
* Direct clash with 1P62HA at Shenfield

To resolve the conflicts I have looked into the retiming’s required. 5A55 could be pathed out and make up time, while 2T44 would need to be retimed 1min later from origin.

The clash with 2N94 at Willesden would require the latter to run earlier, this time cannot be found by reducing pathing, the dwells would need to be reduced instead. This clash could be avoided by 4L90 leaving the sidings 8min later into Camden Jn behind 5S95EA but this would then create a direct clash with 2N25HQ with further consequences. 2N25H cannot be timed earlier without also retiming 2L19HQ. This is problematic as 2Y28HQ would then need to leave platform 1 early for compliant re-occupation, also requiring 2N23HQ to be timed earlier as the turnaround would not be sufficient. Alternatively, 2N25 would need to be timed later requiring additional amendment to 2L21HQ, 4L18HA and 2N27HQ. Even if we accept the clash with 2N94 we would then have a direct clash with 2L19HQ, which would require a 3min retiming to both it and 2N25HQ.

The clashes with 1K04 and 1Y40 would require 5min retiming’s to both services and consequently, a 3min retiming to 1Y40.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Rights Table for affected schedules – D4.2.2 (d) | | | | |
| Headcode | Departure Time | Origin | Destination | Rights Level |
| 4L90 | 12:32 | Crewe Bas Hall | Felixstowe North FLT | Firm Rights in force for the Timetable Period |
| 5A55EA | 15:40 | Daventry North Jn | Wembley Receptions 1-7 | Firm Rights in force for the Timetable Period |
| 2T44ET | 16:57 | Tring | London Euston | Firm Rights in force for the Timetable Period |
| 2K02EC | 16:55 | Milton Keynes Central | London Euston | Firm Rights in force for the Timetable Period |
| 2N94EA | 18:05 | Northampton | London Euston | Firm Rights in force for the Timetable Period |
| 2N25HQ | 18:56 | Richmond | Stratford | Firm Rights in force for the Timetable Period |
| 2L19HQ | 18:50 | Clapham Junction | Stratford | Firm Rights in force for the Timetable Period |
| 2Y28HQ | 19:53 | Stratford | Clapham Junction | Firm Rights in force for the Timetable Period |
| 2N23HQ | 18:45 | Richmond | Stratford | Firm Rights in force for the Timetable Period |
| 2L21HQ | 19:02 | Clapham Junction | Stratford | Firm Rights in force for the Timetable Period |
| 4L18HA | 14:17 | Trafford Park | Felixstowe North GBRF | Firm Rights in force for the Timetable Period |
| 2N27HQ | 19:09 | Richmond | Stratford | Firm Rights in force for the Timetable Period |
| 2N25HQ | 18:56 | Richmond | Stratford | Firm Rights in force for the Timetable Period |
| 1K04HD | 19:55 | London Liverpool St | Southend Victoria | Firm Rights in force for the Timetable Period |
| 1P62HA | 20:00 | London Liverpool St | Norwich | Firm Rights in force for the Timetable Period |

As all schedules involved in the conflict have equal rights the determination not to include 4L90 in the NWTT has been made in line with D.4.2.1 against the decision criteria. I believe the following applies:

Parts C & D. There are multiple retiming’s needed to passenger services, and some would increase journey times by as much as 5 minutes, degrading overall performance for travellers on multiple routes. I feel part B also applies here; the potential reduction in dwells to 2N94 would have a clear impact on passengers, while the changes to station working at Stratford for ARL services would create a less even spread of departures and arrivals, impacting connections to other routes.

Parts A and J could be cited in favour of 4L90, as an increase in tonnage could fairly be viewed as an improved use of both operator assets and the Network, but I feel that the disproportionate number of timetable participants that would be affected weighs against this.

Equally, any benefit of a 1600-ton path must be measured against the longstanding reduction in flexibility resulting from inclusion of a slower path. In this respect I feel part E also applies against 4L90, it’s inclusion would require extensive modification to existing services and it is not clear that the end result would be an improvement.

Under Network Code D2.4.1(c) you are able to submit a further Access Proposal. Please be aware if you resubmit your access proposal it will be subject to the prioritisation specified in Network Code D2.4.4 and will only be incorporated into the New Working Timetable to the extent reasonably practicable.

Yours Sincerely,

Robert Storey

On Behalf of Network Rail