

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: 12/04/2019

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

**Schedule: 4M86, 03:00 Felixstowe North FLT to Lawley Street F.L.T., operating MSX**

Dear Robin,

I am writing to inform you of our intent not to include 4M86, with an amended 1600ton timing load, in the NWTT in accordance with Section 4.2 of the Network Code.

The path submitted at PDNS contains multiple TPR non-compliances:

* Platform 10 station working clash with 3F13 at Stratford. 3 ½ min margin is required but there is only 2.
* Direct clash and headway violation with 2Y06 from Lea Junction to Camden Road. 3min required from Channelsea to Westbourne Road Jn, but there is a maximum of 1min.
* Headway violation with 2N12 from Lea Junction to Camden Road. Less than 3min at Hackney Central , 3 ½ min required. 3min at Canonbury West Jn, 4min required. 3 ½ min at Camden Road Jn, 4 ½ min required.

Retiming 3F13 to provide the required margin would also require a retiming to 1K08.

2Y06 would require a 3min retiming, this would in turn require consequential retiming’s on SO250 to 5E05, 2E05 from Kensington onwards and 3W90BA which follows. The next working service, 2L19HP, would also require retiming

Retiming 2N12 would be possible but would then require pathing from Willesden to Richmond for compliant headway, extending journey times for passengers.

In line with the specification in your PDNS submission I have looked for a path +/- 30minsbut have been unable to find a TPR compliant path. I have looked at leaving Ipswich earlier but 4M86 would still lose too much time with a 1600-ton timing load while maintaining a safe headway to 1Y01. Beyond this, the main restriction has been finding a path from Stratford to Willesden and a clear route through platform 10 Stratford. A 7-8min window between passenger services is required between Stratford and Camden and no such window is available.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Rights Table for affected schedules - D4.2.2 (d) | | | | |
| Headcode | Departure Time | Origin | Destination | Rights Level |
| 4M86 | 03:00 | Felixstowe North FLT | Lawley Street FLT | Firm Rights in force for the Timetable Period |
| 3F13 | 06:32 | London Liverpool St | Witham | Firm Rights in force for the Timetable Period |
| 1K08 | 06:35 | London Liverpool St | Southend Victoria | Firm Rights in force for the Timetable Period |
| 2Y06 | 06:39 | Stratford | Clapham Junction | Firm Rights in force for the Timetable Period |
| 2N12 | 06:35 | Stratford | Richmond | Firm Rights in force for the Timetable Period |
| 2E05 | 07:35 | Shepherds Bush | Clapham | Firm Rights in force for the Timetable Period |
| 3W90 | 02:58 | Tonbridge West Yard | Tonbridge West Yard | Firm Rights in force for the Timetable Period |
| 2L19 | 07:50 | Clapham Junction | Stratford | Firm Rights in force for the Timetable Period |

As all schedules involved in the conflict have equal rights the determination not to include 4M86 in the NWTT has been made in line with D.4.2.1 against the decision criteria I believe the following applies:

With regards to retiming 2N12 as well as 2Y06, 5E05, 2E05, 3W90BA and 2L19HP, I believe parts C and D apply. Journey times and the overall performance of passenger services would see a negative impact. Furthermore, given the number of retiming’s necessary and the scale of disruption to other timetable participants, I believe parts A and E apply strongly against including 4M86. It is not clear to me that the amended path would improve the capability of the network with sufficient benefit to outweigh the negatives. It also seems to be at odds with the criteria of maintaining and improving integration of transport for passengers and goods, the increased timing load would impact several other operators while any benefit of a 1600-ton path must be measured against the longstanding reduction in capability resulting from inclusion of a slower path, flexibility in making amendments would be reduced.

In accordance with 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