

Hi Ellie and James,

Please note that I am on AL. Mark Walker is leading our on-going engagement in relation to this matter.

Our teams are continuing to work collaboratively to find a timetable solution to accommodate the proposed WCMLS access.

Our position remains that the revised train plan must be formally built into timetable on an STP basis and in sufficient time to allow us to accommodate the changes within our driver diagrams and rosters. Failing that, the access should be removed and rescheduled.

You will note this position is unchanged and will not change. We do not recognise a practice of proposing to operate the WTT under “control arrangements” - i.e. “regulating” trains away from conflicts with the possession footprint into alternative paths on other parts of the network. To propose to do this for such a sustained period and for pre-planned engineering access is not a recognised practice. It is one that we find all the more risky in the context of the very real possibility for COVID-19 absences to deplete signalling and control teams, who will undoubtedly be required in greater number to oversee the safe and successful operation of the service, were it to operate as proposed.

For such a plan to work successfully it must be properly pre-planned and validated and interfaced properly into TRUST and the signalling system / ARS.

We are concerned over the potential for various risks to arise from the current proposed approach that could compromise the safe and resilient operation of the NLL and GOB routes through the period of the access.

In order to aid us in the preparation of our submission for TTP1820, please will Network Rail provide the following information:

1. Full details of how you have weighted, assessed and applied the decision criteria in relation to this access
2. A summary of close calls raised in relation to train services being planned in conflict with possessions over the last 13-periods (“trains through possessions”). Please include the number of close calls of this type, by period, and follow up actions taken (where applicable)
3. All email correspondence that relates to the assessment by the Anglia Route Operations team, of the operation of the proposed service “under control arrangements”. This should include any internal correspondence that identifies any concerns
4. A spreadsheet summary of the COVID-19 absences and overall sickness/unavailability for the relevant Control and signalling locations with a role in operating the revised service, over the last 13-periods. Please explain how this information was used to inform your application of the decision criteria
5. A summary of how Covid-19 contingency plans have been reviewed and updated to take account of the expected additional workload arising from the proposed method of working for this access. For example, how any proposals for cross-covering of signalling workstations or TRC desks will apply in relation to this proposed period

Many thanks,

Matt