**Anglia**

3.1 Electrical Supply Restrictions

EA1370 / EA1380 – New restrictions are vague and not agreed - evidence required as to their necessity (and Network Change to be established). Why, for example, are there restrictions on Saturday and Sunday morning from 06:00 to 10:00 yet there is no theoretical limit to the number of electrically hauled freights during the SX afternoon peak? Does this mean for instance that electrically hauled freights can be planned to pass Barking at, for example, xx:54 / xx:59 / xx:04 / xx:09 as this would still be two freights per clock face hour? (2020 v.2.0).

**Network Rail Response:** This has not been amended in the TPRs for Version 4 to remain consistent with the Sectional Appendix. I will continue to look into this restriction as I agree that it requires further clarification to the wording and timings.

5.3 Junction Margins

EA1010 Ilford – new margins not agreed as there is practically no difference between trains from the Down Passenger Avoiding line (25mph) and those on the Down Electric line due to the proximity of the 25/40 speed on the latter. (2021 v1.0)

**Network Rail Response:** As discussed in the TPR Forum these margins have been reviewed for Version 4. They have been amended to be more specific to freight trains coming off the Down Avoiding Line.

EA1011 Shenfield – last additional margin not agreed:

|  |  |  |
| --- | --- | --- |
| Up departure to EL | Conflicting freight pass from EL | 5 |

This is too generic for the various possibilities of conflicting moves and no details of the calculation have been provided. (2021 v1.0)

**Network Rail Response:** As discussed in the TPR Forum these margins have been reviewed for Version 4.

EA1160 Harlow Mill Freight Yard – remove the 15-minute margin between consecutive arrivals. The level of separation will vary considerably depending on whether the arrival is from the north or the south, the length of the train and which of the two terminals it is destined for. This separation does not account for paths arriving different origins but are in fact using the same unloading slot within the yard. This cannot adequately be described in TPRs given the many possible combinations, and can only be managed on a weekly basis once the customer orders are known. (2020 v1.0)

**Network Rail Response:** No changes are being made to this margin in Version 4. There have been repeated delays a this location in the past, which we believe underlines the need for a margin to be specified until a better management system is in place.