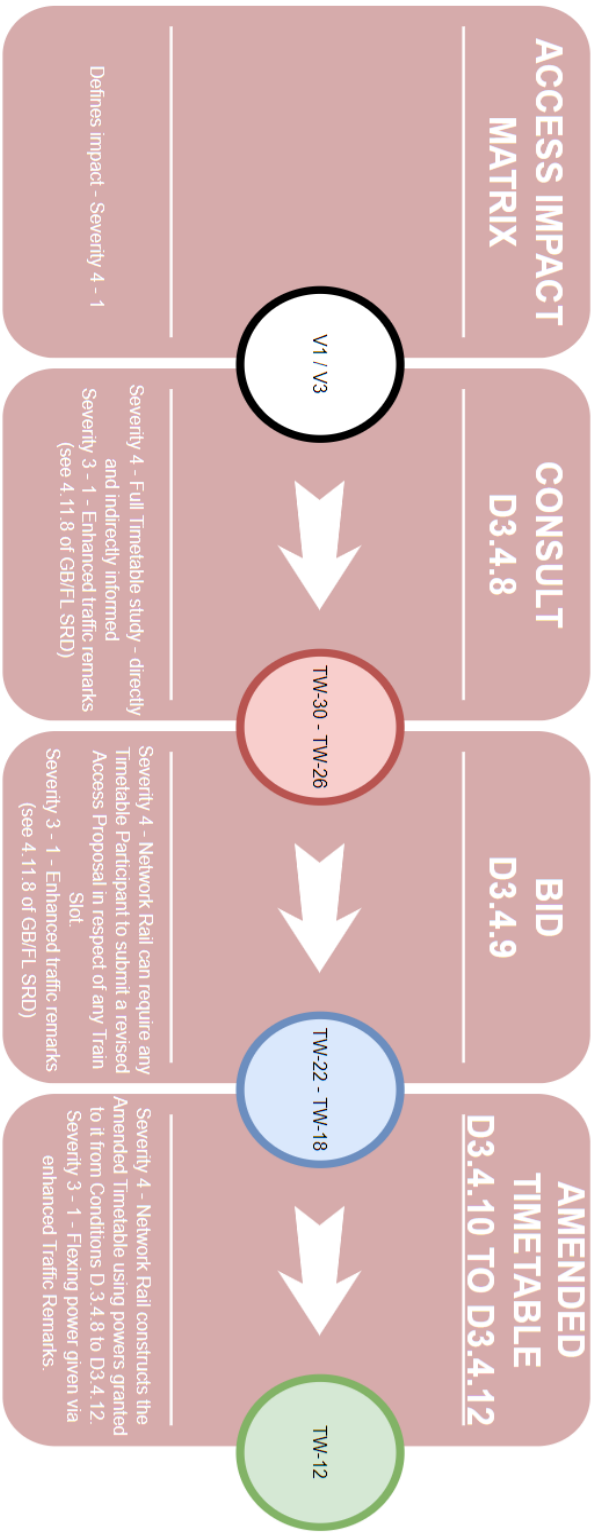


Appendices

Appendix A – Access and Informed Traveller Flow diagram



Appendix B – see excel attachment ‘IT Flexes to GBRf services examples’

Service Flex	WK No	Day	Services Flexed For	TOC/FOC Flexed For	Flex	Additional
6M82FC	2	SO	Non Specified	N/A	"Retimed later from Thornhill LNW to allow for compliant headway with passenger service"	14 minutes later into destination.
0Y23BR	39	WThFO	1H46	South Eastern Trains	For junction margin with 1H46 at Strawberry Hill Tunnel, + (4) Strawberry Hill Tunnel, - (1) Somerhill Tunnel, - (2) Tonbridge	Arrives 1 later into destination.
6A29DG	39	WO	5E31DA	GWR	Retimed later to follow 5E31	Arrives 8 later into terminal.
6V31DY	39	WThFO	1T61 5L61	SWR	Start 4 min earlier to maintain junction margins with 1T61 at EASTLEIGH. Added 30 sec pathing to TUNNEL JN Added 2:30 pathing to SALISBURY Added 1 min dwell to allow for junction margin with 5L61.	4 Minutes earlier from origin.
6X31DY	39	WThFO	1T61 5L61	SWR	Start 4 min earlier to maintain junction margins with 1T61 at EASTLEIGH. Added 30 sec pathing to TUNNEL JN Added 2:30 pathing to SALISBURY Added 1 min dwell to allow for junction margin with 5L61.	4 Minutes earlier from origin.
0Y48CA	40	MO	Non Specified	XC	For amended XC ECSSs, depart 0824	Departs 16 earlier from origin.
4M29EA	40	MO	Non Specified	N/A	dwell at Kingsbury Jn increased by 3mins	Arrive 3 later into terminal.
4O77CD	40	MO	Non Specified	N/A	"Cons amendments around Basingstoke and Southampton for amended bank holiday services, arrives 4 later into Western Docks"	4 later into terminal.
6H45GH	40	TFO	Non Specified	N/A	"Extended dwell at York and moved to P11"	Arrives 5 later into terminal
6X41FB	40	FO	Non Specified	N/A	"ENGINEERING TIME SPLIT"	
6Y41BC	40	MO	2Axx 2Wxx 1H32	Thameslink	Retimed to depart Tonbridge West Yard 7 late to avoid platform clash with 2Axx +6½ mins to dwell at Tonbridge to avoid headway clash with 2Wxx (+2) to Sevenoaks to avoid platform reoccupation clash with 1H32 (+3½) to Chislehurst to avoid junction margin clash with 2Rxx (-1½) to Dartford Junction, (-2) to Dartford, (-1) to Crayford Spur B and Crayford, (-1½) to Springhead Junction and (-½) to Gravesend as not required (+½) to Grain Foster Yeoman so that train finishes on the full minute Train will arrive into grain at 17:54	Departs 7 later and arrives 12 later than booked.
6H79GB	41	SO	Non Specified	N/A	+5 Grantham Pathing to allow for platform	Arrives 5 later into terminal

6M85EE	41	SO	1A92		Held at Chesterfield to allow for 1A92 to pass arrives 5 later into final destination	Arrives 5 later into terminal
6H45GH	42	TFO	Non Specified	N/A	"Extended dwell at York and moved to P11"	Arrives 5 later into terminal
6H79GB	42	SO	Non Specified	N/A	+5 Grantham Pathing to allow for platform	Arrives 5 later into terminal
6M85EE	42	SO	1A92		Held at Chesterfield to allow for 1A92 to pass arrives 5 later into final destination	Arrives 5 later into terminal
6H12GA	43	SU	1P66 2F02	TPE Northern	To allow for a complaint path at Milford Jn with 1P66 the following changes have been made: Added 6H minute A stop at Skelton Bridge Jn. Removed (1) at Skelton Jn, (1H) at York and [2] at Milford Jn as not stated in TPRs. Added (2) at Castleford for headway with 2F02 and run later to Drax. 6H12 now runs behind 1P66 which has departed from origin earlier.	Arrives 4 later into Drax.
6O39BC	43	SU	2N63	South Eastern Trains	Due to additional stops being added to 2N63 due to 1Ns not running, runs slightly later through Dartford, arrives terminal 2 later	Arrives 2 later into terminal.
6H12GA	44	SU	1P66 2F02	TPE Northern	To allow for a complaint path at Milford Jn with 1P66 the following changes have been made: Added 6H minute A stop at Skelton Bridge Jn. Removed (1) at Skelton Jn, (1H) at York and [2] at Milford Jn as not stated in TPRs. Added (2) at Castleford for headway with 2F02 and run later to Drax. 6H12 now runs behind 1P66 which has departed from origin earlier.	Arrives 4 later into Drax.
6H55GB	45	SU	Non Specified	N/A	Retimed to depart later from Tyne Coal Terminal Held in Cliff House Loop Removed Milford Jn loop dwell Arrives later to Drax Power Station This retiming is due to Durham Coast being used as a diversionary route	Depart Tyne 13 later, arrives Drax 21 later.
4L00HB	46	SO	5Z25	Not Known.	added (0.5) at KENSLGJ & (1) at GOSPLOK and removed (1) at BARKINGJ and (0.5) at THMSHVJ to	
4S41LC	46	SU	Non Specified	N/A	No detail given. Departs origin earlier.	Departs 1 minute earlier from terminal.
4S51LA	46	SU	Non Specified	N/A	"5 earlier from Hams Hall and pathing added to park lane nad ryecroft to get back to wtt"	5 earlier off terminal, No detail to why.
4S57LB	46	SO	Non Specified	N/A	RETIMED 8 EARLIER FROM HAMS HALL. 3 ADDED WATER ORTON AND 5 ADDED PARK LANE WEST JNC	8 earlier off Hams Hall.
6H45GH	46	ThFO	1P56	TPE	"Held at York to avoid headway clash with 1P56"	2 minutes later into terminal.
6E97GC	47	MSX	1C01	East Midlands Railway	"Reduced Knighton RR to 22 minutes to avoid clashing at Syston South +2 Sielby Jn to void clash with 1C01"	As per 5.3 LN3201, Knighton Jn, the TPRs state we require 25 minutes to perform a run round. NR have gave us 22 minutes with no comms to prioritise 1C01. (We pushed back to get this rectified.)
4M10FC	48	SU	1V60	XC	"A-stop added at Hexthorpe to follow 1V60 on headway to Sheffield. A-stop reduced at Sheffield to	
4M21FB	48	SO	1N59	XC	"Pathing moved from Nuneaton to Croft to resolve headway clash with 1N59."	
4M29EA	48	SO	Non Specified	N/A	"Pathing added at Croft and RR reduced to 34 minutes at Hams Hall"	
4V69DT	48	SO	2M40	GWR	removed dwell at swindon loop and runs earlier from Challow. 4 min A stop added at swindon to run behind 2M40 2016 arrival at bristol East depot	
6L11HC	48	FSX	1B52GA	Northern Rail	"flexed to give capacity to 1b52ga on nw9001"	
6N55GA	48	FSX	1N34	LNER	"Held at Darlington Sth Loop to run behind 1N34 comes into Tyne coal terminal later."	20 Minutes later into terminal.
0E47GC	52	FO	No detail given.		2 minute 30 vice 30 second pathing at Harringay. 4 minute vice 2 minute pathing at Alexandra Palace. 6 minute 30 vice 7 minute 30 pathing at Hertford North. 1 minute pathing allowance removed at Hitchin,	No details of why we have been flexed.
0N35FA	52	FO	1P13GB	TPE	" Ran earlier to give path to 1P13GB."	
0R87GC	52	SU	Non specified	TPE	Retimed later for headway with TPE, arrives 1 later.	
0V76DE	52	SU	1B79	GWR	Added (3.5) app Southcote for margin witj increased BPW dwell +8 run run behind 1B79 +(1/2) Swindon and (1) WootBass Moved to run via P1 @ BPW (3.5) app Severtunnel East for AB with 1B79	
4C69DT	52	SU	1V96DC	GWR	"Conflicts 1V96DC North Somerset Jn, departs 2M later and remove (2) FAW then FAB."	
4E00GC	52	FO	5Y50	TFL	"(0.5) moved from CNNBYWJ to HGHBVJ for headway with 5Y50."	
4E14GB	52	SO	1B12	Greater Anglia	"Dwell STFD removed for margin 1B12. Back to booked at CHNELSJ"	

4E34GB	52	FO	Non specified	SWR	Only detail provided "Slight amendments for SWR bank holiday services, as booked off docks and by 12 minute 30 vice 20 minute dwell at Finsbury Park. "1 minute pathing allowance removed at Bowes Park 5 minute 30 pathing allowance removed at Gordon Hill 2 minute 30 pathing allowance at Ponsbourne Tunnel removed. 30 second pathing allowance at Hertford removed. 2 minute pathing allowance at Langley Jn removed. 2 minute pathing allowance at Hitchin removed. 5 minute pathing allowance added at Huntingdon. 4 minute pathing allowance added at Holme. 3 minute pathing allowance added at Peterborough Peterborough dwell increased to 11 minutes 30 seconds.	
4E39GA	52	FO	2F36	Thameslink		
4E79GA	52	SO	1B69FA	TPE	"Dwell at Treton Jn reduced by 1.5 mins for junction margin with 1B69FA at Masborough Jn and (1.5) added at Aldwarke Jn so FAB "	
4E97GA	52	SO	2R57	C2C	" Added (2) at RNHAME and removed (1) at BARKING and (1) at WDGRNPK to avoid conflict with 2R57"	
4L22HL	52	WO	2D66	Greater Anglia	"Cons to 2D66"	
4L39HA	52	FSX	2R04 2D06	C2C	"Added (1) at BARKING and removed (1) at DGNHMD, (0.5) at PURFLET and removed (1.5) at GRAYS and added (2) at SBRKRS to avoid conflict with Dwell at LEAJ for margin with 2Y63 departing P2 STFD; dwell at STFD295 reduced to bring back to booked.	
4L43HE	52	SO	2Y63	TFL	added (2.5) at WTHRCKJ and (0.5) at THMSLGB to avoid conflict with 2D37	
4L98HA	52	FO	2D37	C2C	" +1.5 Northampton DGL pathing, -1.5 Northampton DGL dwell "	
4M08EA	52	SO	Non Specified	N/A	"Runs SL from York To Longlands Jn +4 pathing at thirsk to run behind 1P31 4 minute A Stop added at Longlands for path after 1P13 A Stop at Darlington Loop reduced to 18 min to be Pathing adjusted from thirsk to Whitehouse Jn to avoid conflict with 1P81 Back to book at Whitehouse Jn	
4N03GA	52	FO	1P31	TPE	"1 minute 30 vice 30 second pathing at Bedford South Jn to maintain headway with 9R11. Sundon dwell reduced to 22 minutes 30 vice 23	
6C12EA	52	FO	9R11	Thameslink	"flexed by 3 minutes earlier to give capacity to 1p13"	" Give Capacity"
6C78FC	52	FO	1P13	TPE	"Cons to 1E78 at Eccles"	
6E27GA	52	SU	1E78	Northern	"Pathing at Bradleywood reduced to 1 mi to keep headway with 1P35 Pathing added Heaton Lodge to Horbury Back to book at Kirgtate"	
6E44GB	52	FO	1P35	TPE	"Dwell FRSTGTJ removed for headway with 2W13. +(1.5) STFD and +(2) CHNELSJ to bring back. Dwell STFD removed to allow margin with 5Y50 at CNNBYWJ. +(2) HGHIBVJ to bring back to booked."	
6E57GA	52	FO	2W13 5Y50	TFL	" +(7) ELYYNJN for margin with 1K62. -7 dwell ELYYWNJ to bring back to booked."	
6E86GA	52	FO	1K62	Greater Anglia	"4 minute vice 30 pathing at Letchworth to remove clash with 2L34/5L34"	
6L09HA	52	FO	2L34 5L34	Thameslink	"Pathing added at Bradley Wood Pathing removed at Hebden Bridge to keep headway with 9M35	
6M09FA	52	FO	9M35	TPE	" +(3) at Brimsdown and (+1) at Tottenham Sth Jn for headway with 1B37, -4 min dwell at High Meads Jn to "A Stop at Heeley Mills extended to 41 mins A Stop at Milner Royd reduced to 6.5 mins to avoid conflict with 9M25"	
6M15EB	52	FO	1B37	Greater Anglia	"A-Stop added at Beighton Jn to follow 1L08 on headway to Trowell Jn. Arrives Destination 9	9 Later into Destination.
6M34FA	52	FO	9M25	TPE	Added (3) in Southall area to avoid clash with 3P20, reduced later on through out schedule and gets back to time @ Latchmere Jn	
6M94EE	52	SO	1L08	East Midlands Railway	"moved 1min dwell at Finsbury Park into pathing for headway with 2Y91"	
6O07BA	52	SU	3P20NU	GWR	"Pathing added and removed from stop to allow for junction margin with passenger"	Lack of detail.
6O35BA	52	TWThO	2Y91	Thameslink		
7X44CV	52	FO	Non Specified	N/A		

Appendix C – Access Impact Matrix

7.2 Access Impact Matrix

	Severity 1 Access that impacts on a single service group or single operator	Severity 2 Access that effects multiple service groups or operators and / or where capacity is shared by operators
Capacity Study [EAP]	<ul style="list-style-type: none"> Isolated one off pieces of access that require minor retiming of less than 10 minutes Regular diversions for Section 5 possessions Regular diversions for a single piece of access TSRs that require additional [x] with minor impact on train service (journey time extension no greater than 10 minutes) Services required to start / terminate short where the planning solution is known 	<ul style="list-style-type: none"> 2 track timetables outside of normal Section 4 times High Output possessions with TSRs and line blockages (pattern of services required to confirm line blockage times) TSRs that require additional [x] for more than one operator Diversions routes where capacity will be shared (an understanding of hourly patterns or ability to fit the WTT quantum of trains etc) Regular diversionary routes for multiple operators (e.g. via Northampton / Hertford Loop etc) where capacity is understood Services required to start / terminate short where the method of working is not known
Output requirements	<ul style="list-style-type: none"> Understanding of the impact on train service group and required capacity Understanding the impact on standard possession opportunities Detailed Traffic Remarks by CPPP stage. If post CPPP, included as part of proposal 	<ul style="list-style-type: none"> Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator and allocated capacity Understanding the impact on standard possession opportunities Detailed Traffic Remarks by CPPP stage. If post CPPP, included as part of proposal

	Severity 3 Access that effects one or more operators and that requires significant diversion or retiming (of greater than 15 minutes)	Severity 4 Double or Triple disruption to one or more operators Disruption that effects one or more operators on more than one route Severe disruption on a primary route of one or more operators
Timetable Study [EAP & Train planning]	<ul style="list-style-type: none"> Standard hourly pattern either undeliverable or requires significant amendment (>15 mins) Where an understanding of the impact on service patterns and connections is required (services back to booked / missing key stations etc) Potential impact on train crew and unit resources for one or more operators (turnarounds at key stations potentially impacted etc) Restrictive capacity and / or where booked connections are impacted at key stations (i.e. Birmingham New Street / Leeds / London Terminals etc) Access that requires the thinning of services to provide capacity for diverted services or degraded working Access that requires multiple operators to start / terminate at a station that has a complex method of working for turn back moves Severe impact on ability to move Empty Coaching Stock (possessions effecting depot access or requiring significant retiming [greater than 15 minutes] or diversion) 	<ul style="list-style-type: none"> Abnormal diversionary routes where capacity and / or the impact on train paths and connections is not easily or fully understood SLW plans outside of Section 4 where capacity is constrained with significant journey time detriment (of greater than 15 minutes) Where one or more operators are impacted by more than one piece of access on one or more routes Where capacity via a diversionary route is severely restricted (single line / absolute block / congested routes / stations etc) Where an understanding of the impact on service patterns and connections is required (services back to booked / missing key stations etc) SX blockade of one or more operators' primary routes (WCML / ECML all line block e.g. Wigan / Watford)
Output requirements	<ul style="list-style-type: none"> Standard hourly pattern established through detailed timings (as opposed to production of a full timetable for the specific period) Platforming exercise to understand capacity around any restriction at multi operator stations Single train timing exercise to understand impact on journey time detriment and / or impact of crew and resources Train by train timing to demonstrate impact on ECS moves to ensure deliverability of train service Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator and allocated capacity from output of Timetable Study Detailed Traffic Remarks for access proposed in V1 / V3 by V2 / V4. For access requested post V2 / V4 included by CPPP. If post CPPP, included as part of proposal 	<ul style="list-style-type: none"> Full timetable study for every operator effected for the duration of the disruption (with the exception of ECS moves where not applicable) or Standard hourly pattern to understand capacity through detailed timings (as opposed to production of a full timetable for the specific period) End to end journeys to be assessed where applicable (e.g. services that cannot return to a booked path) with no piece of access to be treated in isolation Decision Criteria grid populated to support capacity allocation Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator drawn from output of Timetable Study Detailed Traffic Remarks for access proposed in V1 / V3 by V2 / V4. For access requested post V2 / V4 included by CPPP. If post CPPP, included as part of proposal

Appendix D – Consequential Flex to Freightliner Services

Week 2 Freightliner Limited Consequential Flex	
Headcode	Consequential Flex Reasons Given
4L44	CONS-WK02-RJR(01.00) Rainham (01.00) Degneham Dock -(02.00) Thames Haven for headwaywith 1R34
4L52	CONS-WK02-RJR(03.00) Barking (01.30) Dagenham Dock -(02.00) TilburyTown re headwayclash with 1R20
4O50	WK02 CONSMY -(4:30) at Wallers Ash Loop -(4:30) at Winchester to run ahead of 5B39/2B39/1L41. +9:00 dwell at Eastleigh to get back to booked.
4M47	(7:30) pathing removed from Nuneaton AbbeyJn (7:30) placed into Whitacre Jn
4S52	WK02-CONS-GS:(4) removed from Wishaw, (03:30) removed from Holytown Jn, dwell at Mossend DownGoods Loop increased by07:30 to allowpath for 1S45
4M67	WK02-CONS-NG Held in Leciester on the UDSto avoid clashing with Diverted XCservices
0B07	WK02 CONSKB Change of platform to p3 at Eastleigh and -(3) to fixclash with 2S73 and JMWwith 1L73
4L50	WK02-CONS-DW pathing moved from Maidenhead to Twyford to follow5H63
4M28	AB25/04 At Southcote Junction (2½) AtReading West Junction, (1) vice (3½) To achieve junction margin with 2K40DB Moved (1) from Oxford to DidcotNorth Jn for headwaycompliance with 1D22DA
4O95	LNE-CONS-LF Departs +2 earlier to avoid reducing Adjustment time required for brake test to avoid conflictwith 5T55 atCroftwon West Pathing hare park increased t o3.5 mins and +30sec adjustment to be back to book

Week 2 Freightliner Heavy Haul Consequential Flex	
Headcode	Consequential Flex Reasons Given
6L59	WK02 PCTW-14 LCSD LN3201
6L86	WK02 PCTW-14 LCSD LN3201
6M93	WK02 PCTW-14 LCSD LN3201
6M97	WK02 PCTW-14 LCSD LN3201
6V91	WK02 PCTW-14 LCSD LN3201
6H93	WK02 PCTW-14 LCSD LN3201
6M68	WK02 PCTW-14 LCSD LN3201
6R07	WK02 PCREJECTED
7O43	WK02 PCREJECTED P2024/3893201
7O44	WK02 PCREJECTED P2024/3893201
6M12	WK02 PCTW-14-LCJSBGW103
6M88	WK02 PCTW-14-LCJSBGW103
6V76	WK02 PCTW-14 LCSD LN3201
6H95	WK02 PCTW-14 LCSD LN3201
6L34	WK02 PCTW-14 LCSD LN3201
6L36	WK02 PCTW-14 LCSD LN3201
6M93	WK02 PCTW-14 LCSD LN3201
6M97	WK02 PCTW-14 LCSD LN3201
6O85	WK02 PCTW-14-LCJSBGW103
6A36	WK02 PCTW-14-LCJSBGW103
4E52.	WK02 PCTW-14 HK P2024/3889017/8/ 3888993 YORK (0.5) Doncaster to Shaftholme Jn
6V75	WK02 PCTW-14-LCJSBGW103
6M33	WK02 PCTW-14-LCJSBEA1010/1011
6P06	WK02 PCTW-14-LCJSBEA1010/1011
6M39	WK02 PCTW-14 LCSD LN3201
6M64	WK02 PCTW-14-LCJSBEA1010/1011
6M84	WK02 PCTW-14 LCSD LN3201
6M39	WK02 PCTW-14 LCSD LN3201
6O67	WK02 PCTW-14-LCJSBGW103
6O65	WK02 PCTW-14-LCJSBGW103