
From: Paul Fowler (SUPPLIER) <[redacted]>
Sent: 06 October 2023 12:49 PM
To: Tony Worgan <[redacted]>; EXTL: Archenhold Daniel <[redacted]>; Jyoti Chander <[redacted]>; Alan Muggleton <[redacted]>; Becky Radford <[redacted]>
Subject: Re: HS2 blocks

Hi all

Not sure where MTR have been during this process to retime the HEX services - as this is the 1st time I've seen any commentary - but they seem to have been inc in the thread...
But just to be clear - the understanding of the withdrawal of our disputes for wks 36.42.44.46 was on the basis these changes could / would be implemented.
I really don't want to re-open that avenue, esp as I understand the main issue in the even No / RL block weeks was MTRs inflexibility regarding having an 18' gap in services - yet its seemingly plausible for HEX to have 30' gaps...etc etc...

PF.

From: Ryan Underwood <[redacted]>
Sent: Friday, October 6, 2023 12:05 PM
To: Tony Worgan <[redacted]>; Paul Fowler (SUPPLIER) <[redacted]>; EXTL: Archenhold Daniel <[redacted]>; Jyoti Chander <[redacted]>; Alan Muggleton <[redacted]>; Becky Radford <[redacted]>; EXTL: STP Timing GWR <[redacted]>; James Cusworth <[redacted]>
Cc: Chris Stacey <[redacted]>; Andy Bottom <[redacted]>; EXTL: Cambourne Matthew <[redacted]>; Philip Bensley <[redacted]>
Subject: RE: HS2 blocks

Classification: Internal

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Good Morning All

On the amended relief study, MTR do not accept the retiming in the relief time studies. This is due to our turnaround times at Heathrow being significantly reduced compared to the base plan therefore deteriorating our ability to recover the service in times of perturbation.

That said I think if the study can be reworked so the Up MTR Heathrow paths can swap terminal origins (the current T4's become T5's and vice versa), I think this will help bring the turnarounds, albeit some dwell at CTA will need to be increased to make this possible. [@EXTL: Archenhold Daniel](#) is this something you would be able to investigate? If this can be done then the relief study will also be acceptable.

The mains study does not impact MTR paths so are happy to accept this as it stands.

On performance and ability to recover what impact does this study have on GWR turnarounds at Paddington and dwells at Reading compared to the original study? We ought to be making sure any new study does not have a negative impact on our ability to recover.

Regarding implementing this study, looking at these studies they seem to be for weeks 45 and 46. But looking at Paul's email below it appears we are looking at implementing this study before these weeks? In regard to the Main line weeks I suppose this isn't an issue as it will only impact one operator.

Week 36 has already been bid and offered back from NR and some significant work has been put in between MK and TOCs into ensuring we have a valid plan between 0800 and 1100. With that in mind our position is we will not support implementing this before the new year, to rework at this stage would be significant work for all teams. In addition, the new study changes the MTR paths. This means.

I imagine this is what the meeting on Monday is regarding but I thought it would be helpful to raise this now.

Furthermore, Alan and I have asked for a study to be created for times between 08.00 and 11.00 due to the difficulties faced in validating Weeks 29 and 36 due to operators not being able to operate to the standard hour in these times. It would be good to understand if we intend to do this for these blocks in early 2024?

As for invites on Monday [@Tony Worgan](#) can we just ensure both Phil and Andy are invited to this just in case they would like to make an appearance.

Thanks

Ryan

Ryan Underwood (He/Him)
Specification and Access Planning Specialist

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From: Tony Worgan <[redacted]>
Sent: Friday, October 6, 2023 10:43 AM
To: EXTL: Fowler Paul <[redacted]>; EXTL: Archenhold Daniel <[redacted]>; Jyoti C-Ladwa <[redacted]>; Alan Muggleton <[redacted]>; Becky Radford <[redacted]>; EXTL: STP Timing GWR <[redacted]>; James Cusworth <[redacted]>
Cc: Chris Stacey <[redacted]>; Andy Bottom <[redacted]>; Ryan Underwood <[redacted]>; EXTL: Cambourne Matthew <[redacted]>
Subject: RE: HS2 blocks

OFFICIAL

I have arranged a call at 1030 on Monday about this. Anyone who wants an invite who doesn't have it yet, please reply to me (only) and I will forward it to you

Tony Worgan

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Telephone 07771 670679 (mobile)
[Western Route Access Planning \(sharepoint.com\)](https://www.sharepoint.com/...)

*Please note that I work 9 days each fortnight – I will not be in work on 20 October and 03 November
I am on annual leave 19+30 October-02 November*

From: Paul Fowler (SUPPLIER) <[redacted]>
Sent: 06 October 2023 10:25
To: EXTL: Archenhold Daniel <[redacted]>; Jyoti C-Ladwa <[redacted]>; Alan Muggleton <[redacted]>; Becky Radford <[redacted]>; EXTL: STP Timing GWR <[redacted]>; James Cusworth <[redacted]>
Cc: Tony Worgan <[redacted]>; Chris Stacey <[redacted]>; Andy Bottom <[redacted]>; Ryan Underwood <[redacted]>; EXTL: Cambourne Matthew <[redacted]>
Subject: Re: HS2 blocks

Classification: Internal

Hi all.

I'm happy to report that the HEOC Exec team have reviewed my paper submitting. these revised timings for Sundays & they have supported the change.

@Muggleton Alan @Becky Radford - As previously discussed, can we look to introduce these revised timings for the period of the 2TT (08.00-23.00) from Week 36 (Sunday 03.11.23). If so do you require a revised bid???

@GWR STP Timing can we please use these timings for 2TT periods going forward (wk41 onwards) - HEOC will issued a revised train specification in due course.

If anybody has any Qs / concerns / issues on this please get in touch...

Thanks,
Paul.

From: Daniel Archenhold <____@____>
Sent: Monday, October 2, 2023 5:29 PM
To: Paul Fowler (SUPPLIER) <____@____>; Ryan Underwood <____@____>; Jyoti Chander <____@____>
Cc: Worgan Tony <____@____>; Chris Stacey <____@____>; Andy Bottom <____@____>
Subject: RE: HS2 blocks

Classification: Internal

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Hi All,

Please find attached proposals for both possessions.

For the ML blocks, there are no further changes to MTR or GWR. HEx have been moved to xx22/xx52 on the Down, no further changes on the Up.

For the RL blocks, there are a number of changes to all 3 operators however I believe the concerns raised below have been addressed. Please may operators advise if this study can be accepted.

Thanks

Daniel Archenhold | STP Manager (Timing & Stock) | Great Western Railway
Milford House | 1 Milford Street | Swindon | SN1 1HL
E: Daniel.Archenhold@rail.co.uk | M: 07885 977902

From: Paul Fowler (SUPPLIER)

Sent: 28 September 2023 15:55

To: Daniel Archenhold <Daniel.Archenhold@rail.co.uk>; Ryan Underwood <Ryan.Underwood@rail.co.uk>; Jyoti Chander <Jyoti.Chander@rail.co.uk>

Cc: Worgan Tony <Worgan.Tony@rail.co.uk>; Chris Stacey <Chris.Stacey@rail.co.uk>

Andy Bottom <Andy.Bottom@rail.co.uk>

Subject: Re: HS2 blocks

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Classification: Internal

Hi Dan.

I've taken advise on the below suggestion in regard to getting a consistent Padd dep time.. It would have to be taken fwd as a formal proposal to the Senior Leadership team for an endorsement of any change to the contracted dep & journey times, but I've been asked to work with you to look at what this would look like so a paper can then be presented.

Can you start some work on the tables as you suggest below -
Then if we can get a call set up to look at the detail once you have that'd be great.

Cheers,
Paul.

From: Daniel Archenhold <Daniel.Archenhold@rail.co.uk>

Sent: Wednesday, September 27, 2023 4:01 PM

To: Paul Fowler (SUPPLIER) <paul.fowler@suppliers.co.uk>; Ryan Underwood <Ryan.Underwood@rail.co.uk>; Jyoti Chander <Jyoti.Chander@rail.co.uk>

Cc: Worgan Tony <Worgan.Tony@rail.co.uk>; Chris Stacey <Chris.Stacey@rail.co.uk>

Andy Bottom

Subject: RE: HS2 blocks

Classification: Internal

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Hi Paul,

I looked at that but couldn't get it to work.

The only consistent departure time I can see for both possessions would be xx:22/xx:52 from Paddington. The path when running Main Line would likely be a minute or 2 over the maximum contracted journey time. Is this something that would be supported? If so I will draft up some tables.

Thanks

Daniel Archenhold | STP Manager (Timing & Stock) | Great Western Railway
Milford House | 1 Milford Street | Swindon | SN1 1HL
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From: Paul Fowler (SUPPLIER) <paul.fowler@rail.co.uk>
Sent: 26 September 2023 09:21
To: Ryan Underwood <ryan.underwood@rail.co.uk>; Daniel Archenhold <daniel.archenhold@rail.co.uk>; Jyoti Chander <jyoti.chander@rail.co.uk>
Cc: Worgan Tony <worgan.tony@rail.co.uk>; Chris Stacey <chris.stacey@rail.co.uk>; Andy Bottom <andy.bottom@rail.co.uk>
Subject: Re: HS2 blocks

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Classification: Internal

Hi Dan & Co..

As already discussed - HEOC can't support a TT whereby we have to swap departure times ex Paddington week in / week out. Esp as they are 15mins apart.
The CTP was issued to cover all 2TT scenarios -
So yet again obviously doesn't work...

Just 1 quick suggestion - on ML weeks would HEX departing at xx.10/xx.40 work???
If we are to reduce - (still not proven!!) we just want 1 set of departure times ex Padd -so not that fussed which pair it is...

PF.

From: Ryan Underwood <ryan.underwood@mtrel.co.uk>
Sent: Monday, September 25, 2023 5:01 PM
To: Daniel Archenhold <daniel.archenhold@mtrel.co.uk>; Paul Fowler (SUPPLIER)
<paul.fowler@mtrel.co.uk>; Jyoti Chander <jyoti.chander@mtrel.co.uk>
Cc: Worgan Tony <worgan.tony@mtrel.co.uk>; Chris Stacey <chris.stacey@mtrel.co.uk>
Andy Bottom <andy.bottom@mtrel.co.uk>
Subject: RE: HS2 blocks

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Hiya Daniel

Hope you are well!

Unfortunately, MTREL would not be able to support the attached study.

The attached plan has almost 20 min gaps in the Westbound at Paddington. With 3 MTR services bunched into just over 10 mins each half hour.
As mentioned previously MTREL have significant safety concerns regarding Platform overcrowding at Paddington low level due to the number of services terminating between westbound services. Passengers are likely to stay on the platform and await their next westbound service, this behaviour was observed during the two-track possession on the 11th June this year.

Furthermore, in the up direction there are 24 min gaps between services at Terminal 5 which does not feel like a good proposition for airport passengers wishing to travel to central London.

Kind Regards

Ryan

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mtrElizabeth line | 

From: Daniel Archenhold <daniel.archenhold@mtrel.co.uk>
Sent: 20 September 2023 16:31
To: Paul Fowler - HEx <paul.fowler@mtrel.co.uk>; Jyoti Chander <jyoti.chander@mtrel.co.uk>
Ryan Underwood <ryan.underwood@mtrel.co.uk>

Cc: Worgan Tony <tony.worgan@firstgreatwestern.co.uk>
Subject: HS2 blocks

>; Chris Stacey <chris.stacey@firstgreatwestern.co.uk>

Hi All,

I have been asked by Network Rail to propose a 2-track timetable which has Heathrow Express departing at the same times during both RL and ML blocks. I have explored various possibilities but the only option I've found that is even close to being workable is to amend the study for the Relief line possessions to be as per the attached.

Unfortunately, this means the gap in services departing Paddington low level is 1 minute more than the previous maximum that has operated (Week 11).

Please may Heathrow Express and MTR provide their comments.

Comments from GWR

GWR do not support this revision as the turn around time on the Up Swansea path has been broken. This results in GWR having to find additional rolling stock to avoid diagramming 5 cars on services, which is only possible in weeks where other engineering work frees up rolling stock.

Thanks

Daniel Archenhold | STP Manager (Timing & Stock) | Great Western Railway
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