

From: Paul Fowler (SUPPLIER)
Sent: 15 July 2024 17:15
To: Alan Muggleton
Cc: Jyoti Chander; Becky Radford; Broderick Darren
Subject: Re: Sun ML 2TTs

Classification: Internal

Hi Alan.

Whilst I appreciate MTR not wanting to change the plans of weeks already bid, NR I believe concur that my suggestion is TPR compliant?
So, whilst noting MTRs concerns re using Southall W Jn - I know of no reason why movements through / across it should be restricted?

The above being the case can we ask that any future such weeks not yet offered are revised such that HEXs paths meet both our aspirations in terms of departure times & the Routes aspirations in terms of improving performance within a 2TT.
Noting that NR have the right to flex MTR services as they see fit to make the TT work.

Wk30 is due back this week & for Wk32 we will ask our supplier to bid XX.00/ XX.30.

HEOC will take a view internally as to Wks 26/27/28 & how we wish to proceed.

Thanks
Paul.

From: Alan Muggleton <alan.muggleton@rail.co.uk>
Sent: 15 July 2024 3:30 PM
To: Paul Fowler (SUPPLIER) <paul.fowler@rail.co.uk>
Cc: Jyoti Chander <jyoti.chander@rail.co.uk>; Becky Radford <becky.radford@rail.co.uk>; Broderick Darren <broderick.darren@rail.co.uk>
Subject: FW: Sun ML 2TTs

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

OFFICIAL

Good afternoon Paul,

Please see the below response from MTR who are unable to support the changes identified by HEX.

We will continue to work to find a resolution to the concerns raised by HEX.

Regards

Alan



Alan Muggleton

**Operational Planning Manager
Capacity Planning, W&W Amended TT Team
System Operator**

Mobile: Work 07809379088

Office address: QMK Elder Gate Milton Keynes MK9 1EN

Alan.Muggleton@Networkrail.co.uk



System Operator

Note – I am now working compressed hours and take “flexi” on a Wednesday please ensure that anything urgent is emailed to the MK-STP-WESTERN inbox please.

Structured Operational Feedback

<https://networkrail.sharepoint.com/sites/CapacityPlanningFeedback>

The aim is to ensure there is an impactful Feedback between Local Operations Teams and the Train Planners to ensure they can support Timetable Development and highlight and fix emerging issues in the plan. The outcome targeted is that Timetables are operable, leading to Improved train service performance.

Advanced warning of annual leave:

3rd to 19th May

27th to 28th June

2nd to 16th November

From: Philip Bensley <Philip.Bensley@networkrail.co.uk>

Sent: Monday, July 15, 2024 1:03 PM

To: Alan Muggleton <Alan.Muggleton@networkrail.co.uk>; Ryan Underwood

Cc: Romao Montalbetti
Subject: RE: Sun ML 2TTs

OFFICIAL

Hi Alan,

Whilst MTR support the requirement for performance improvements in these timetables and welcome conversations on how HEX could improve performance.

These proposed changes are not supported by MTR.

The below change requires 2 extra crossing moves at Southall West Jn in the down direction. We already have 2 services going to Reading which do this disruptive move due to Stockley Jn having issues with crossovers at the moment and we would expect to be removed when that issue is resolved.

This proposed change would mean that section of track would have 19 services an hour over which is excessive,

The plan has also been bid and offered, any proposal changes for changes to the capacity study should be done prior to the IT stage. This is too late in the timescales.

Thanks

Phil Bensley
Lead Train Planner (Timing and Resources)
Tel: 07771344520
63 St Mary Axe, London EC3A 8NH

mtrElizabeth line | 

An industry-leading railway that transforms travel in London and brings people, communities and businesses closer together

From: Alan Muggleton <
Sent: Thursday, July 11, 2024 4:29 PM
To: Philip Bensley _____ ; Ryan Underwood
Cc: Romao Montalbetti
Subject: FW: Sun ML 2TTs

OFFICIAL

Phil,

As discussed earlier, can MTR review the proposal for the M/L HS2 blocks in the below email chain and let us know if this is something that works for MTR please?

Thanks

Alan



Alan Muggleton

**Operational Planning Manager
Capacity Planning, W&W Amended TT Team
System Operator**

Mobile: Work 07809379088

Office address: QMK Elder Gate Milton Keynes MK9 1EN

Alan.Muggleton@Networkrail.co.uk



System Operator

Note – I am now working compressed hours and take “flexi” on a Wednesday please ensure that anything urgent is emailed to the MK-STP-WESTERN inbox please.

Structured Operational Feedback

<https://networkrail.sharepoint.com/sites/CapacityPlanningFeedback>

The aim is to ensure there is an impactful Feedback between Local Operations Teams and the Train Planners to ensure they can support Timetable Development and highlight and fix emerging issues in the plan. The outcome targeted is that Timetables are operable, leading to Improved train service performance.

Advanced warning of annual leave:

3rd to 19th May

27th to 28th June

2nd to 16th November

From: Romao Montalbetti <_____>

Sent: Wednesday, July 10, 2024 2:00 PM

To: Alan Muggleton

Cc: Becky Radford

_____, Jamie Arrand

; Anita Bryce

Subject: RE: Sun ML 2TTs

OFFICIAL

Hi Alan,

Checked this on a single hour and it does appear to work.

Additionally to the retiming required for the MTR 9Hs. It also requires (.5) to be added to 9Us at T2/3 for reocc with the new 1Y up paths.

If this was to be implemented the times will need to start with 1T43 running at 1000 vice 0955.

Question is whether MTR will be open to the suggested retimings for their 9Hs.

Kind Regards,



Romao Montalbetti

Operational Planning Specialist

Western & Wales – Amended Passenger

07752795165

Romao.Montalbetti@Networkrail.co.uk

Please note – I am out of office on Tuesdays

Structured Operational Feedback

<https://networkrail.sharepoint.com/sites/CapacityPlanningFeedback>

The aim is to ensure there is an impactful Feedback between Local Operations Teams and the Train Planners to ensure they can support Timetable Development and highlight and fix emerging issues in the plan. The outcome targeted is that Timetables are operable, leading to Improved train service performance.

From: Alan Muggleton <alan.muggleton@networkrail.co.uk>

Sent: Tuesday, July 9, 2024 7:00 PM

To: Romao Montalbetti <Romao.Montalbetti@Networkrail.co.uk>

Cc: Becky Radford <becky.radford@networkrail.co.uk>; EXTL: Jyoti Chander

<jyoti.chander@networkrail.co.uk>; EXTL: Fowler Paul <paul.fowler@networkrail.co.uk>; Broderick Darren
<darren.broderick@networkrail.co.uk>; Anita Bryce <anita.bryce@networkrail.co.uk>; Jamie Arrand

Subject: FW: Sun ML 2TTs

OFFICIAL

Romao,

Can you look at the below from Paul regarding WK30 please? Please feedback any concerns to Jyoti and Paul.

Regards

Alan



Alan Muggleton

**Operational Planning Manager
Capacity Planning, W&W Amended TT Team
System Operator**

Mobile: Work 07809379088

Office address: QMK Elder Gate Milton Keynes MK9 1EN

Alan.Muggleton@Networkrail.co.uk



System Operator

Note – I am now working compressed hours and take “flexi” on a Wednesday please ensure that anything urgent is emailed to the MK-STP-WESTERN inbox please.

Structured Operational Feedback

<https://networkrail.sharepoint.com/sites/CapacityPlanningFeedback>

The aim is to ensure there is an impactful Feedback between Local Operations Teams and the Train Planners to ensure they can support Timetable Development and highlight and fix emerging issues in the plan. The outcome targeted is that Timetables are operable, leading to Improved train service performance.

Advanced warning of annual leave:

3rd to 19th May

27th to 28th June

2nd to 16th November

From: Paul Fowler (SUPPLIER) <Paul.Fowler@heathrow.com>

Sent: Monday, July 8, 2024 10:14 AM

To: EXTL: Archenhold Daniel <[REDACTED]>; Alan Muggleton
<[REDACTED]>
Cc: EXTL: Jyoti Chander <[REDACTED]>
Subject: Re: Sun ML 2TTs

Classification: Internal

Morning Dan -

Thanks for looking at this so quickly for us & your support.. Appreciated...

PF.

From: Daniel Archenhold <[REDACTED]>
Sent: 08 July 2024 10:04 AM
To: Paul Fowler (SUPPLIER) <[REDACTED]>; Muggleton Alan
<[REDACTED]>
Cc: Jyoti Chander <[REDACTED]>
Subject: RE: Sun ML 2TTs

Classification: Internal

Caution: external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments.

Hi Paul,

Many thanks for sending this over, I've been through it and it looks like it would work.

Alan – I will leave with your team to see if you can offer Paul's suggestion and discuss with MTR. No issues from a GWR perspective.

Regards

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

From: Paul Fowler (SUPPLIER) <[REDACTED]>
Sent: Saturday, July 6, 2024 1:06 PM
To: Muggleton Alan <[REDACTED]>; Daniel Archenhold
<[REDACTED]>

Cc: Jyoti Chander (HEX)

Subject: Sun ML 2TTs

CAUTION: This email is from an external source. 'paul.fowler@heathrow.com' Please beware of links and attachments.

Classification: Internal

Hi both -

Had time this AM (whilst its poring with rain) to look at Wk30 as a sample Sun ML 2TT.

Looked at further options to retime to 9RXXs - which I think might help MTR too TBH - Allows a better spread of their services - but that I think needs to whole 2TT to be looked at in detail for all 3 operators & may take some time to develop...

So I went on to look at any potential gaps where a revised HEX departure might fit & have the following suggestion.

Apologies but my poor IT doesn't allow me to do fancy tables etc - hopefully the below with the commentary explains what I'm looking at / suggesting....

1TXX

PAD XX.00 / XX.30

R Oak XX.01 / XX.31

PortB XX.02 / XX.32

LADG. XX.03 / XX.33 (can't see any conflicts here)

ACW. XX.06 / XX.36 <1/2>

Southall. XX.09 / XX.39 <1/2>

(requires the preceding 9HXX to go ML>RL at Southall W XX.07/XX.37 (but with removal of the 1YXX at XX.08/38) seems to work...

Airport Jn XX.10 ½ / XX. 40 ½

Tunnel Jn XX.11 ½ / XX. 41 ½

H 2/3. XX.14 ½ - XX.16 / XX.44 ½ - XX.46. *(Requires MTRs 9HXX to having pathing moved about / extended dwell at H&H to arrive H 1/3 at XX.18/XX.48 (reduce dwell there & depart as booked.)*

T5. XX.20 / XX.50.

Form

1YXX at XX.12 / 42 (This gives a good Performance buffer with the extended dwells at T5)

Run as per WTT to Airport Jn pathing to be added to path between the 2 1Axx services & arrive PAD at C. XX.34 / 04.

This will require 4 V 3 circuits to operate - but with extended turn rounds at both ends we have more resilience built in so removes the need for the a spare circuit to sit

cluttering up a platform at PAD.

Happy as always to talk through the detail / my assumptions of the above at anytime...

Cheers.

PF.

CONFIDENTIAL NOTICE: The information contained in this email and accompanying data are intended only for the person or entity to which it is addressed and may contain confidential and / or privileged material. If you are not the intended recipient of this email, the use of this information or any disclosure, copying or distribution is prohibited and may be unlawful. If you received this in error, please contact the sender and delete all copies of this message and attachments.

Please note that Heathrow Airport Holdings Limited and its subsidiaries ("Heathrow") monitors incoming and outgoing mail for compliance with its Information Security policy. This includes scanning emails for computer viruses.

COMPANY PARTICULARS: For particulars of Heathrow companies, please visit <http://www.heathrowairport.com/about-us>. For information about Heathrow Airport, please visit www.heathrowairport.com

Heathrow Airport Holdings Limited is a private limited company registered in England under Company Number 05757208, with the Registered Office at The Compass Centre, Nelson Road, Hounslow, Middlesex, TW6 2GW.

Follow us on Twitter [@GWRhelp](https://twitter.com/GWRhelp)

Like us on facebook.com/GWRUK

Connect with us on linkedin.com/company/Great-Western-Railway

|

|

First Greater Western Limited | Registered in England and Wales number 05113733

Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL

This message is confidential. It may not be disclosed to, or used by, anyone other than the addressee. If you receive this message in error, please advise us immediately. Internet email is not necessarily secure. GWR does not accept responsibility for changes to any email which occur after the email has been sent. Attachments to this email could contain software viruses which could damage your system. GWR have checked the attachments for viruses before sending, but you should virus-check them before opening.

For more information on our range of services or to book tickets online, visit GWR.com

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.
This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.
If you have received this email by mistake, please notify us by emailing the sender, and then delete the email and any copies from your system.
Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.
Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, Waterloo General Office, London, SE1 8SW.

MTR Corporation (Crossrail) Limited, a 100% owned subsidiary of MTR Corporation, was awarded the concession for operating the Elizabeth line services across London. For more information about MTR Corporation (Crossrail) Limited, please visit <http://www.mtrel.co.uk>
For more information about MTR Corporation, please visit www.mtr.com.hk.

Please consider the environment before printing this email

The information contained in this e-mail (including any attachments) is confidential and is intended solely for the addressee. If you are not the intended recipient, please notify the sender immediately and delete this e-mail from your system. Any unauthorised use, disclosure, copying, printing, forwarding or dissemination of any part of this information is prohibited. MTR Corporation Limited does not accept responsibility and shall not be liable for the content of any e-mail transmitted by its staff for any reason other than bona fide business purposes. There is no warranty that this e-mail is error or virus free. Any information that is not transmitted via secure, tamper-proof technology should not be relied upon, unless advised or agreed otherwise in writing by an authorised representative of the Corporation.
This email has been scanned for email related threats and delivered safely by Mimecast. For more information please visit <http://www.mimecast.com>
