

6. Appendices relating to TTP2570

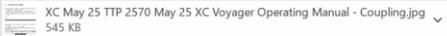
Evidence Index

6.1 Dispute Item 1

6.1.1 Network Rail Challenging CrossCountry on information about momentary stops for attachments.

FW: Coupling

 Josh Watkins
To:  Andrew Bray;  Mark Judd;  Susie May (She/Her)

 XC May 25 TTP 2570 May 25 XC Voyager Operating Manual - Coupling.jpg
545 KB

Start your reply all with: [Received, thank you.](#) [Thank you!](#) [Got it, thanks!](#) [Feedback](#)

Hi all,

Thank you for your time this afternoon. Please see the attached extract from Michael from the Voyager Operating Manual.

Thanks,

Kind regards,

Josh Watkins.

Fri 07/02/2025 14:35

Attachment contained in the email above

Section 2B Uncoupling and Coupling

Coupling

Coupling should, where practicable, be undertaken on straight and level track or at authorised locations. Care must be taken when coupling to avoid damage to the couplers.

Check that both couplers are clear of debris, snow and ice. The stationary unit should be fully prepared. Where possible, ensure that the coupler isolating cock handles are in the normal position.

On the stationary unit, ensure that all engines are running, doors are not enabled and that a master key is not present in any driving cab.

Voyager Operating Manual Section 2
XCTL-218, Issue 3, March 2021

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When authorised, drive towards the stationary unit and stop 2 metres (6 feet) short. Proceed forward again and stop ½ metre (2 feet) short.

Proceed onto the unit that is to be coupled at no more than 2mph.

Turn the direction selector switch to “Reverse” and apply a small amount of traction power to ensure that the couplings have engaged mechanically (Pull test).

Turn the direction selector switch to “Neutral” and press the couple push button on the Driver’s desk for 3 seconds. The Level 3 alarm will sound and the tilt fault light will illuminate, this is normal during the process.

Check that the coupled lamp on the desk illuminates and the ‘coupled’ status on TMS for both intermediate cabs.

From: Andrew Bray
Sent: 07 February 2025 15:30
To: Josh Watkins ; Mark Judd ; Susie May (She/Her)
Subject: RE: Coupling

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Thanks for sharing this Josh, and appreciate your time this afternoon.

Just to clarify, Michael said on the call that the driver would stop "momentarily" 2 metres short. Then proceed forward and stop ½ metre short. Reading the operating manual, I can't see any reference to the time that the driver would stop for before drawing forward. Is this something you can clarify please?

Thanks

Andy

RE: Coupling

 Josh Watkins
To  Andrew Bray;  Mark Judd;  Susie May (She/Her)
OFFICIAL\Default

  Reply  Reply All  Forward  

Mon 10/02/2025 13:43

Start your reply all with: [Thank you. I appreciate it.](#) [Thank you!](#) [Thank you. I appreciate your help.](#)  Feedback

OFFICIAL

Hi Andy,

I've raised this with our Driver Standards Manager and will get back to you as soon as possible.

Kind regards,

Josh Watkins,

6.1.2 Network Rail Decision Criteria for platforming this move onto Platform 9 vs Platform 7



Decision Criteria Table

Record of the application of Network Code Part D4.6 Decision Criteria in relation to:
i) Network Rail's decision to platform (SX) 1G71 / 1M69 at Birmingham New Street Platform 9 vice Platform 7.
During the development of the May 2025 New Working Timetable.

In making this decision, Network Rail has carefully considered its obligations under Part D of the Network Code, including the application of the Decision Criteria at Condition D4.6.2 of Part D of the Network Code. The following table sets out Network Rail's application of the Decision Criteria.

In applying the Decision Criteria Network Rail has weighted the considerations using the below weighting:

N/A - Not applicable in this case

Low: is relevant and of very low importance in this case

Medium: is relevant and of medium importance in this case

High: is of high relevance and high importance in this case

Decision Criteria					
Objective (4.6.1) <i>To share capacity on the Network for the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of the railway services.</i>					
Decision Criteria Considerations (4.6.2)	Relevance (Yes or N/A)	Weighting	Evidence	Network Rail Opinion	
a	Maintaining, developing, and improving the capability of the Network;	N/A	N/A	N/A	N/A
b	That the spread of services reflects demand;	Yes	Low	All services have been accommodated with TPR compliant Train Slots.	Network Rail have been able to accommodate all requested services into the Timetable meeting demand.
c	Maintaining and improving train service performance;	Yes	High	<p>1G71 / 1M69 / 5D69 using platform 7</p> <ul style="list-style-type: none"> 1M69 would follow 1G71 into platform 7, arriving at 20:37. 9G40 London Euston – Wolverhampton departs platform 6 towards Soho South Jn at 20:38. This is TPR compliant, but completely dependent on a right time arrival for both 1G71 & 1M69. Right time performance data for a sample of 1Gxx services which operate within a 2½ hour window of 1G71 (1G85, 1G70, 1G91, 1G92) demonstrates that there is a high likelihood of delay to 9G40. <ul style="list-style-type: none"> 1G85 21.1% RT BHM 1G70 35.9% RT BHM 1G91 38.5% RT BHM 1G92 47.4% RT BHM T-3 performance data for the same sample of trains shows: <ul style="list-style-type: none"> 1G85 50.0% T-3 BHM 1G70 56.4% T-3 BHM 1G91 48.7% T-3 BHM 1G92 71.1% T-3 BHM If the departure of 9G40 (20:38) is delayed, this will impact 2W58 20:41 departure to Wolverhampton which is on minimum headway. If the departure of 2W58 is delayed, then there is a risk to 2H81 20:45 departure to Rugeley Trent Valley as it follows 2W58 to Soho South Jn. If there is a delay in 1M69 arriving into platform 7 due to the limited space available for the full 13-car formation (such as 1G71 stopping too far back from the signal), then there is a risk to 2U62 20:43 arrival from Five Ways. If the arrival of 2U62 is delayed, then there is a risk that 1M84 20:46 arrival from Cardiff Central would be delayed as these services are on minimum headway. 1M84 has a 3 minute dwell at Birmingham New Street and departs at 20:49. This is followed on minimum headway by 1K31 20:52 departure to Leicester. If the departure of 1K31 is delayed, then there is a risk that 1G83 20:55 arrival from Nottingham would be delayed as these services reoccupy platform 10 on minimum margins. <p>1G71 / 1M69 / 5D69 using platform 9</p> <ul style="list-style-type: none"> 1G71 would arrive at 20:37 and 1M69 would follow 1G71 into platform 9, arriving at 20:40. The only conflicting move that this creates is between 1G71 and 2W58 20:41 departure to Wolverhampton, which has a 4 minute margin. 	Network Rail submits that the evidence strongly supports the decision to allocate Platform 9.

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d	That journey times are as short as reasonably possible;	Yes	Medium	4 minutes pathing time has been added into the Cross Country Schedule.	It is accepted that the Network Rail decision has added 4 minutes onto the journey time of this Service for Cross Country. It is submitted that the performance risk to the WTT in utilising Platform 7 outweighs the benefit of removing these 4 minutes.
e	Maintaining and improving an integrated system of transport for passengers and goods;	Yes	Medium		The addition of 4 minutes pathing into the Cross Country Schedule, maintains integration of all services into Birmingham New Street (such as connecting services).
f	The commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware;	Yes	Low	All trains requested are accommodated into the Working Timetable with TPR compliant Train Slots.	Commercial impact on the Timetable Participant is expected to be minimal and this considerations is weighted accordingly. Network Rail's commercial interests are not applicable in this scenario.
g	Seeking consistency with any Long-Term Plan and any relevant Development Timetable produced by an ESG.	N/A	N/A	N/A	N/A
h	That, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;	N/A	N/A	N/A	N/A
i	Mitigating the effect on the environment;	Yes	Low	The requested train is accommodated in the timetable.	
j	Enabling operators of trains to utilise their assets efficiently;	Yes	Low	The original Access Proposal submitted at PDNS was for two 5 car units to attach at Birmingham New Street and become one ECS back to a depot. Changes bid after D-40 were to amend the number of carriages to become a 8-car double set and a 5-car (vice 5 car). This increased the number of cars from 10 to 13.	Originally, two trains were coming into the platform, and one was leaving. The only 'change' that has been requested is the configuration (number) of carriages involved. It is submitted that there is no additional efficiency in terms of driver requirements – simply that some extra carriages are moved as part of the following ECS to a depot. In accommodating the change request, Cross Country can move more of their assets in one move (as they requested).
k	Avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Path to which the Strategic Train Slot relates; and	N/A	N/A	N/A	N/A
l	No International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed.	N/A	N/A	N/A	N/A
Decision Taken: To platform (SX) 1G71 / 1M69 at Platform 9.					

Having considered all of the above and as detailed in Condition D4.6.2, Network Rail submits that the decision to allocation 1G71 / 1M69 / 5D69 to Platform 9 is justified by reference to the Network Code and supports the Objective as detailed within Condition D4.6.1 to assist in achieving the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of the railway service.

6.2 Dispute Item 2

6.2.1 Decision criteria for accommodation of both access proposals



Decision Criteria Table

Record of the application of Network Code Part D4.6 Decision Criteria in relation to:
j) Flexing 1M69 SX for the inclusion of 4L53 FSX into the timetable.
During the development of the May 25 WTT.

In making this decision, Network Rail has carefully considered its obligations under Part D of the Network Code, including the application of the Decision Criteria at Condition D4.6.2 of Part D of the Network Code. The following table sets out Network Rail's application of the Decision Criteria.

In applying the Decision Criteria Network Rail has weighted the considerations using the below weighting:

- N/A - Not applicable in this case
- Low: is relevant and of very low importance in this case
- Medium: is relevant and of medium importance in this case
- High: is of high relevance and high importance in this case

Decision Criteria				
Objective (4.6.1)				
<i>To share capacity on the Network for the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of the railway services.</i>				
Decision Criteria Considerations (4.6.2)	Relevance (Yes or N/A)	Weighting	Evidence	Network Rail Opinion
a) Maintaining, developing, and improving the capability of the Network;	N/A			
b) That the spread of services reflects demand;	Yes	Low	N/A	All services in question have been accommodated which helps with freight growth and passenger demand.
c) Maintaining and improving train service performance;	Yes	Low	N/A	Planned compliantly with no identified risk to performance.
d) That journey times are as short as reasonably possible;	Yes	High	This retiming increases the overall journey time of 1M69 by 5 minutes compared to CrossCountry's bid but reduces the journey time of 4L53 by 1 hour 33 minutes between Wentlog and Tilbury LCT compared to a similar journey (4L50).	The lower Journey time for the freight is much more significant than the increase to the passenger service. However, 1M69 is a new access proposal for May 25 and therefore didn't have a specific journey time that had been offered in a previous timetable, this journey time is the one that has been offered and has not changed since the offer of the NWTT. Network Rail must consider the Timetable holistically. When looking at how short a journey time is, and why we might add time into one path and not another, it is decided that the addition of 5 minutes into 1M69 has less of a negative impact on timetables services than not being able to accommodate 4L53 or 1M69.

e	Maintaining and improving an integrated system of transport for passengers and goods;	Yes	Medium	N/A	An additional freight path and passenger service have both been offered in this timetable which is an improvement for both.
f	The commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware;	Yes	Low	N/A	Both operators have submitted Access Proposals for new services (not in a previous Timetable). In utilising our Flexing Right, Network Rail have been able to accommodate both services. This allows both operators to realise their commercial aspirations. Network Rail have considered this a preferential outcome compared with having to exclude one of these services from the Timetable.
g	Seeking consistency with any Long-Term Plan and any relevant Development Timetable produced by an ESG.	N/A			
h	That, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;	N/A			
i	Mitigating the effect on the environment;	Yes	Medium	N/A	The passengers will be able to use rail instead of road transport. The freight will be able to use rail instead of road transport and is used more efficiently than a similar path (4L50) with less time dwelling in loops.
j	Enabling operators of trains to utilise their assets efficiently;	Yes	High	The length and gauge of 4L53 requires it to run via Hullavington rather than Chippenham. The faster path also reduces the resources required.	Both operators are using their assets efficiently by having a path offered rather than non-accommodated. 4L53 is used more efficiently by reducing journey time, increasing gauge and increasing length compared to 4L50.
k	Avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Path to which the Strategic Train Slot relates; and	N/A			
l	No International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed.	N/A			

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Decision Taken:

Having considered all of the above and as detailed in Condition D4.6.2, Network Rail submits that the decision to flex 1M69 for 4L53 is justified by reference to the Network Code and supports the Objective as detailed within Condition D4.6.1 to assist in achieving the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of the railway service.

6.2.2 Freightliner support of our decision making on this issue

From: Robin Nelson
 Sent: Friday, January 24, 2025 12:17 PM
 To: Rachael Hann
 Cc: Paul Singleton
 Subject: RE: May 25 4L53 FSX

Chris Matthews

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Morning Rachael,

Thank you for your email – yes this is the first I've heard of an issue with this train.

We've just had a look at the TPS graphs and 4L53 as Offered appears to be compliant; can not see a clash with either XC or 6M71. We don't believe that XC have been "retimed" as their path was a new access proposal for May 25 WTT, in this instance Network Rail has correctly applied the Network Code and Offered both us and XC a path in line with the PDNS Bid. 4L53 calls at Wentlog for Traffic purposes and for Traincrew relief. The length and gauge of the train require it to run via Hullavington. I can confirm that the maximum length of the train will be 775m. At the moment we require both 4L50 & 4L53 paths, although at some point in the future we are likely to remove 4L50 from the WTT.

Regards,

Robin.

6.2.3 Freightliner bid at D40 with 4L53 included

Freightliner Limited May 25 PDNS Part 2

Chris Matthews
 To: FreightVFT; Laura Heslop
 Cc: Barnaby Nash; EXTL: Nelson Robin; EXTL: Cochrane David

Reply Reply All Forward Fri 09/08/2024 15:27

You forwarded this message on 09/08/2024 15:39.

- May25 FLIM PDNS Package 3.pdf (74 KB)
- DBLE25SLT000002PD.pex (18 KB)
- May25 FLIM PDNS Package 4.pdf (167 KB)
- DBLE25SLT000003PD.pex (46 KB)
- May25 FLIM PDNS Package 5.pdf (168 KB)
- DBLE25SLT000004PD.pex (47 KB)
- Freightliner Strategic May 25 PDNS.xlsx (500 KB)

Good Afternoon Laura,

As previously discussed, please find attached Part 2 of FLIM's PDNS submission for May 2025.

This bid includes 3 packages of work:

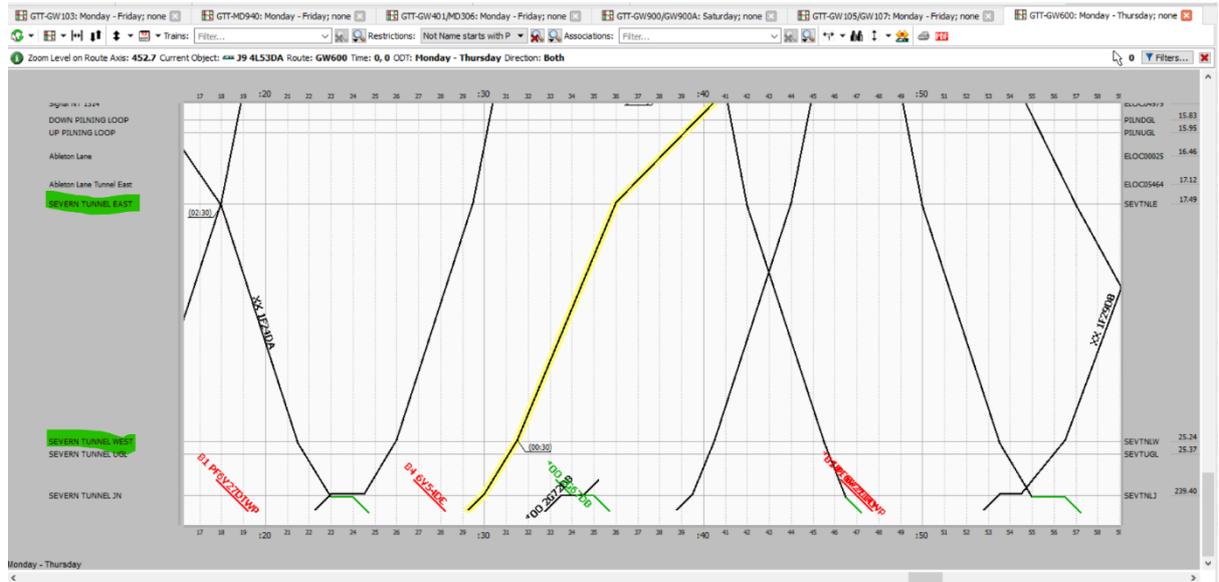
- Optimisation of existing flows to reduce journey time and improve the efficiency of service delivery (Package 3) and included in PEX DB002
- Standalone package of electric paths for WH Malcolms services using new 75C90D16 timing load (Package 4) and included in PEX DB003
- Package of electric paths for FLIM Anglo-Scottish services using new 75C90D16 timing load (Package 5) and included in PEX DB004

We have also attached our combined summary sheet (combined for ease of dealing with across both FLIM and FLHH). Please note these paths involve multiple complex flexes to achieve compliance – we have worked through these and have confirmed they work, and as such would be grateful for planners to contact myself or Barnaby before looking at schedules to understand how best to plan these paths.

Freightliner Strategic May 25 PDNS (003).xlsx - Read-Only OFFICIAL - Saved to this PC

	A	B	C	D	E	F	G	H	I	J	K	L	M	
4	FLHH				✓	✓			Add - New Train		Additional	6L80PD	EWD	Whatley Quarry
5	FLHH				✓	✓			Add - New Train		Additional	6L81PD	EWD	Avonmouth Hansc
6	FLHH				✓	✓			Add - New Train		Additional	6L82PD	EWD	Avonmouth Hansc
7	FLHH				✓	✓			Add - New Train		Additional	6V83PD	MWFO	Parkeston SS
8	FLHH				✓	✓			Add - New Train		Additional	6V83PD	TTHSO	Parkeston SS
9	FLHH				✓	✓			Add - New Train		Additional	6V84PD	MWFO	Parkeston SS
10	FLHH				✓	✓			Add - New Train		Additional	6V84PD	TTHSO	Parkeston SS
11	FLHH				✓	✓			Add - New Train		Additional	6T81PD	EWD	Stoke Gifford FLHH
12	FLHH				✓	✓			Add - New Train		Additional	6T82PD	EWD	Stoke Gifford FLHH
13														
14	2. Mendip Class 6 (Priority 1)													
15														
16	FLHH		✓		✓	✓			Add - New Train		Additional	6M31PD	SX	Hanwell Brige Loo
17	FLHH		✓		✓	✓			Add - New Train		Additional	6A45PD	SX	Watford London C
18	FLHH		✓		✓	✓			Other		Amend existing days run and headcode	7A41PD	SX	Watford London C
19	FLHH		✓		✓	✓			Add - New Train		Additional	6V20PD	SX	Wembley Receptic
20	FLHH		✓		✓	✓			Add - New Train		Additional	6V50PD	SX	Wembley Receptic
21	FLHH		✓		✓	✓		✓	Add - New Train		Additional	6M45PD	SX	Newhaven Days A
22														
23	3. Intermodal Various (Priority 1)													
24														
25	FLIM				✓	✓			Add - New Train		Additional	4L53PD	FSX	Barry Docks Dow C
26	FLIM				✓	✓			Other		Amendment	4L67PD	SX	Trafford Park FLT

6.2.4 Severn Tunnel actual position



6.3 Dispute Item 3

6.3.1 Network Rail challenging CrossCountry to show evidence of a refresh data being a final offer

RE: TTP2570 follow up



Mark Judd

To: Michael Gatenby (XC); Leon Foster; EXTL: Watkins Josh
Cc: EXTL: Steve Longmore

Reply Reply All Forward

Thu 13/02/2025 15:36

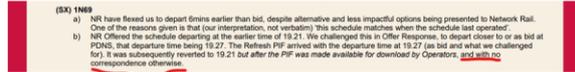
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This is the most recent version, but you made changes to another copy. Click here to see the other versions.

Hi Josh

As discussed over the phone this evening I promised to send some correspondence to follow up our conversation:

Can I please ask that the statement in the dispute letter related to the Anglia issue is reviewed as I believe it is factually inaccurate specifically the red underlined part



Correspondence was sent to Leon on this headcode by Rebecca in Anglia before 17:00 at D22(the end of offer response). Assuming Cross Country have this email I have included just a snippet below of the email header, perhaps this has not been shared internally between Cross Country planners as Michael was not dealing with this offer response item?

FW: May 25 Stansted extensions Part 3



From: Michael Gatenby (XC)
Sent: 13 February 2025 10:32
To: Mark Judd, Josh Watkins
Cc: Steve Longmore
Subject: RE: TTP2570 follow up

Mark

I note the point about the email from Rebecca. This email I did not see. However, my opinion is that, that email doesn't change anything.

My point is that as the PIF is being made available to Operators on the morning of Friday 13 December (the morning of D22) then that constitutes when the Refresh has been finalised.

Regards

Michael Gatenby,

From: Leon Foster
Sent: 13 February 2025 13:28
To: Michael Gatenby (XC) Mark Judd Josh Watkins
Cc: Steve Longmore
Subject: RE: TTP2570 follow up

Hi Mark,

For clarity, reference to "no correspondence" is a reflection of the fact we did not receive a formal update to the electronic offer - i.e. an email containing an F3 stating this is an revised offer of the service post electronic shutdown but prior to the deadline for the refresh offer. The content of the email shown below has certainly been discussed internally within XC, but our view is the email does not constitute an revised offer of the service in the times quoted. We would be happy to update the slide to say "and with no formal correspondence to update the electronic offer".

From: Leon Foster
Sent: Thursday, February 13, 2025 2:52 PM
To: Michael Gatenby (XC) Mark Judd ; EXTL: Watkins Josh
Cc: EXTL: Steve Longmore
Subject: RE: TTP2570 follow up

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Hi Mark

My apologies, having checked back I can see the email on the 13th did include an F3 print of 1N89 from Rebecca.

Many Thanks
Leon

From: Mark Judd
Sent: 13 February 2025 15:02
To: Leon Foster Michael Gatenby (XC) Josh Watkins
Cc: Steve Longmore
Subject: RE: TTP2570 follow up

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Thanks for clarifying Leon, I was going to query that and ask why an F3 doesn't constitute an offer, please let me know if this changes your overall stance on this dispute item, it was the basis of my original email around the line highlighted in the dispute letter being factually inaccurate.

Michael it would be good to understand what document you reference as the electronic offer being the closing of a process, manual F3 prints of changes made after the cut of data is taken both at D26 and D22 are common and other instances were done for XC even with the May 25 offer at D26 for example that have not been disputed or argued they didn't constitute a valid offer. Some clarity would be great.

Thanks
Mark

From: Michael Gatenby (XC)
 Sent: Thursday, February 13, 2025 3:17 PM
 To: Mark Judd
 Cc: EXTL: Steve Longmore
 Subject: RE: TTP2570 follow up

Leon Foster

; EXTL: Watkins Josh

OFFICIAL

Mark

I received an official Offer at D26 from Lucy, with additional PEX and F3s for post-PIF changes.

By comparison, no such formal email was received by us for the Refresh. Therefore, in our view, as soon as the Refresh PIF at D22 is available to download, this is NR's final 'offer' i.e. a 'refresh' or 'update' or 'improvement' of the Offer based on the Offer Response Items.

If there was any risk our Offer Response Items could not be accommodated, then Rebecca should not have amended the principal schedule that then got included in the PIF.

Thanks

RE: TTP2570 follow up



Mark Judd

To: Michael Gatenby (XC); Leon Foster; EXTL: Watkins Josh
 Cc: EXTL: Steve Longmore

Reply Reply All Forward

Thu 13/02/2025 15:36

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Hi Michael

Thanks for the response, could I ask again which document you are referencing here to support your belief on an electronic cut being the end of D22 so I can review?

The calendar of milestones for D22 states 13th December 2024 for the May2025 timetable of which the F3 was provided on and has now been confirmed by Leon as being received. It makes no reference to electronic cuts or manual data just when the end of the appeal period New working timetable is.

Im unaware of any reference to it in Part D either

Thanks
 Mark

No further response received from Cross Country

6.3.2 Published Calendar of Milestones for 2024 showing D22 as Friday 13th December 2024



Timetable Development Dates December 2024 - May 2025

Timetable Development Dates	Principal Change	Subsidiary Change
D73 - Formal Notification of Process Dates	21/07/2023	
International Freight Train Notice		
D70 Issue the Draft International Freight Train Notice	11/08/2023	12/01/2024
D70 to D65 Consult the Draft International Freight Train Notice	15/09/2023	16/02/2024
D60 Issue the Final International Freight Train Notice	20/10/2023	22/03/2024
Revision of Timetable Planning Rules		
D64 – Start of NR Consultation of Proposed Changes to Rules	22/09/2023	23/02/2024
D60 – End of NR consultation of proposed changes to Rules	20/10/2023	22/03/2024
Rules to Planning Publications	25/10/2023	27/05/2024
D59 – Publish 'Draft Rules'	27/10/2023	29/03/2024
D54 – Operator Responses to 'Draft Rules'	01/12/2023	03/05/2024
D54 to D44 – NR review Operator Responses		
Rules to Planning Publications	07/02/2024	10/02/2025
D44 – Publish 'Final Rules'	09/02/2024	12/07/2024
D41 – End of Appeal Period 'Final Rules'	01/03/2024	02/08/2024
Initial Consultation Period		
D64 – Publication of draft Calendar of Events	22/09/2023	23/02/2024
D55 – Publication of Strategic Capacity Statement	24/11/2023	26/04/2024
D55 – Notification by TT Participants of major TT changes	24/11/2023	26/04/2024
D55 – Start of Initial Consultation Period	24/11/2023	26/04/2024
D54 – Publication of Final Calendar of Events	01/12/2023	03/05/2024
D45 – NR to provide copy of 'Prior Working Timetable'	02/02/2024	05/07/2024
D48 – Notification of Provisional International Paths	12/01/2024	14/06/2024
D40 – Priority Date	08/03/2024	09/08/2024
Timetable Preparation Period		
D37 - Timetable Change Risk Assessment Group	29/03/2024	30/08/2024
D40 – Start of Timetable Preparation Period	08/03/2024	09/08/2024
D32 - Timetable Change Assurance Group	03/05/2024	04/10/2024
D26 - NR Publish New Working TT	14/06/2024	15/11/2024
New WTT and associated system files available to ATOC	14/06/2024	15/11/2024
Operator responses to New WTT	28/06/2024	29/11/2024
D22 – End of Appeal Period 'New Working Timetable'	12/07/2024	13/12/2024
D15 - Timetable Briefing process complete	30/08/2024	31/01/2025
D14 - CIF Electronic Data available	06/09/2024	07/02/2025

6.3.3 Continue dialogue between Network Rail and Operators to find agreed solutions.

May 25 Stansted extensions Part 3

Rebecca Morrison
 To: Richard X. Sparks; David Fletcher; Leon Foster; James Mullard
 Cc: Andrew Jupe; Shanna James; Emma Slack; Phil Wignall

Reply Reply All Forward Thu 17/10/2024 16:58

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 Good afternoon all,
 Thank you for your patience and cooperation earlier. Although we may not have much to show for our discussions, I think we all understand the context a lot more now.
 I've captured where we currently are with the issues in the Cambridge/Stansted area which is a lot better than where we started so thank you for your support in resolving these items thus far. If I have missed something or captured it incorrectly, please let me know. As I mentioned on the call, I am aware that these are not always the ideal options, but we are trying to ensure that everyone gets what they need and hopefully we only have to deal with this for one timetable.
 If you happen to have any fantastic ideas as to how best to resolve any of these (either to start with or in a better way!) please feel free to share even if they feel massively outside the box.
 I have emailed Phil to clarify some overlap issues and will share these next week when I am back.
 For the time being, I propose keeping this to an email discussion but will put another Teams meeting in if we decide it will be beneficial. I am conscious of taking up too much of your time when I know you all have lots of other things you need to be doing as well! Please keep me in the loop and we will revisit anything as appropriate.
 Have a lovely weekend – I am on annual leave tomorrow and then will be working remotely on Monday and back in the office with normal access to systems on Tuesday. If you need anything in my absence, please contact Andy Jupe.
 Once again, thank you all for your engagement in this; it makes a very tricky job much easier and is much appreciated.

1N69EV	SX (15971858)				timings provided by GA to retime 1N69 into pre-curtailment path work in Stansted area. XC to choose options into Cambridge. Could possibly run earlier and be in front of 2C52 but this would require 2min being put in 2C52 at SBJ. Cannot run 1N69 any earlier due to no time in 6M06. Running behind 2C52 requires additional pathing to be added to schedule (c.4.5min) so could have AUD stop added back	potential path into 1921 path matching path of 1N67 from Stansted a possibility. RM/SJ to make sure this is input as a starting point and reinvestigate once in
1N69EV	SO (15971835)			1min between 1N69 and 1B12 at Coopers Lane Jn. 1B11 is headway (3min) behind. Also platforming issues at Cambridge	no issues	

RE: May 25 Stansted extensions Part 3

Leon Foster
 To: Rebecca Morrison; Richard X. Sparks; David Fletcher; James Mullard
 Cc: Andrew Jupe; Shanna James; Emma Slack; Phil Wignall

Reply Reply All Forward Fri 18/10/2024 09:11

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 Follow up. Start by 18 October 2024. Due by 18 October 2024.
 Rebecca, all
 Have looked at the two complex issues raised this morning, thoughts below, but I am no expert in this area!
 What I will say is the extended journey times with such amounts of pathing time is something we really wish to avoid if possible, as I am sure you understand One or two minutes is fine, but 4 or 5 minutes has an impact on passenger perception of the railway as a whole when we are crawling from signal to signal (hence getting "back to booked" is often equally undesirable!)
1N61
 From what I can see, the reason 1B80 is later into Stansted is not because it is following the freight per se, but rather it is following 2S34 from Harlow Town, when the usual pattern is the 2Sxx is overtaken by 1Bxx there
 It would look to be worth exploring if 2S24 can be looped at Broxbourne instead, which would keep 1B80 on pattern. Apologies if this was looked at when the freight first entered the fray.
 If 1B80 passes Broxbourne 15:02% as booked, 2S24 can depart 2 later at 15:04% from platform 4.
 Needs additional {1/2}, so would arrive Harlow Town 6 later at 15:11, and through to Bishop Stortford, arrive 15:23
 Usual pattern arrival is xx:22, with an up Stansted Express passing at xx:24.
 This seems rather tight and is not mentioned in the rules, but looking at today's running seems to work!
 However, looks tricky to retime the Stansted Express 1 minute later to Liverpool Street, so we need to try and keep 2S24 arriving on pattern.
 To gain the minute can 2S24 depart Broxbourne 1 earlier via the DPL? There don't appear to be any TPRs which indicate if this would save any time, but there is a chance it would maybe?
 Making the assumption we can amend 2S24, it would depart Harlow Town 5 or 6 later at xx.10 or xx.11.
 TPRs state the freight can then depart Harlow Mill 3 after this, so xx.13 or xx.14
 It is currently shown departing xx.11%.
 Conflicting move on arrival in the reception road is with up service 2S41, which arrives Harlow Mill at 15.23%.
 TPRs state this arrival needs to be 1% after freight arrives reception road.

Current arrival is 15.20%, so this can be pushed back to 15.22, the 2 minute dwell in Harlow Mill needs to be reduced to 1/2 (again tight, but it is in the TPRs!).

1L30
 With a starting position that the GTR Brighton arrival 9S34 goes into 1 as per the standard hour...
 5T92 uses 7, following 1L30 going into 8.
 As discussed, I don't see the issue with 2T92 departing at 16:19 when that is 6 minutes before 5H99 arrives 16:25.
 2H47 to come 1 earlier from Cambridge North.
 2T92 needs {1} on departure, remove {1/2}. Can the [1] be reduced to {1/2} for such a short journey?
 That leaves 3H84 in platform 7.
 That can depart a couple of minutes earlier at xx02 with (2) approaching Shepreth Branch, 1L30 arrive xx06, followed by 5T92 at xx09?

As above, no expert in this area, so I may be missing something obvious.

All that said, if this 1L30 is resolved by the introduction of Hills Road Spur in Dec 25 (fingers crossed!), I would reluctantly accept a 16.07 departure for 1 timetable.

Thanks
 Leon

RE: May 25 Stansted extensions Part 3



Rebecca Morrison

To: Richard Sparks; Leon Foster; David Fletcher; James Mullard
Cc: Andrew Jupe; Shanna James; Emma Slack; Phil Wignall

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Reply Reply All Forward

Thu 24/10/2024 13:22

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Hi All,

I have looked at various options in relation to 1N61 and 1L42 based on the discussions below. I think most of the other items have been resolved now so this is something to be celebrated following our previous discussions.

1N61

Amending 2534 to hold it at Harlow Town to allow 1880 to pass will require 2534 being 5 later into Bishops Stortford. 1880 could run earlier through Bishops Stortford and arrive at Stansted Airport by 15:27 which although is on pattern for other times of the day (13:27, 16:27), is not in pattern of the 14:31, 17:31 or 18:30 arrivals. In addition to this, although the issues at Harlow Mill might be corrected, swapping the paths for 1880 and 2534 does not resolve the issues with 7L42/6L42 through the Broxbourne area (and the non-compliances with 2034 and 2H34).

Looking at Stansted, 1880 running earlier would allow 1N61 to depart at 15:27 but would not resolve the platforming with 1K79 which has previously been retimed to accommodate the amendments to 1880 and now needs to use platform 2. To resolve this, we would be looking to hold 1K79 at the signals outside Stansted for 10 minutes as there is no compliant path to have this arrive before 15:34.

At Shepreth Branch Jn, I will also have to add time in to 1T40 to allow 1Q05/07 to pass between 1N61 and 1T40. I cannot retine the 1Qs to follow 1T40 without significant retimings on the LNE region as there is another schedule using Royston Loop which is the only viable area I could look to swap any paths. There are still items to be resolved here but if I can resolve the slots across Shepreth Branch Jn this will help a lot.

It is worth noting that I have also investigated putting the Mountfitchet stop in 1N61 to see if this would alleviate the early departure option but unfortunately this does not work with 2H14. I have also looked at removing the Mountfitchet stop in 1L40 to see if this would work better with a faster journey at this time and although it would work, I'm not sure this will be helpful for driver route knowledge.

1L42

I may have been able to resolve this – I need to double check the ECS moves but I think I can make this workable with 5T92 running 2 earlier and 3H84 running earlier as a consequence to allow margins from the CSD. I will look at amending 3C21 into a completely different path which will resolve the issues with holding 5T92 at CA164.** It is worth noting that while writing this email, a new suggestion from James has appeared that I will now investigate.

We cannot run 2T92 from p7/8 at Cambridge due to requiring 1min adjustment for crossing over to the Down Main and this will break the turnaround time at Ely. This will still mean that 1L42 will need to be departing Cambridge by 16:07 to allow platform capacity but this would be resolved as soon as the Hills Road Spur is accessible. However, given that and additional 4 minutes would need to be added back into this schedule to allow compliance at Stansted North Jn with 1N63, can I suggest adding Audley End as a dwell? I have also looked at running 1N63 via Mountfitchet but this causes other issues elsewhere.

I am open to other suggestions on the above but I am currently thinking that although it is not palatable to have 1N61 edited as much, it is probably still the best of a bad situation and better than reverting this back to terminating at Cambridge. Hopefully this is also only for one timetable and should all be resolved with the ECML ESG timetable.

Many thanks,

Rebecca Morrison

RE: May 25 Stansted extensions Part 3



Richard Sparks

To: Rebecca Morrison; Leon Foster; David Fletcher; James Mullard
Cc: Andrew Jupe; Shanna James; Emma Slack; Phil Wignall

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Reply Reply All Forward

Wed 30/10/2024 10:42

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Morning everyone,

With reference to 1N61, a suggested 10 minutes of pathing in the schedule of 1K79 to be platformed at Stansted Airport is not acceptable to GA. I've spent some time looking at our draft timetable for December 25 i.e. WA recast around ECML ESG/Cambridge South, and overall a more satisfactory outcome should be achievable in the time frame in question. At that point, 1K78 will revert to using the normal platform 1 at Stansted Airport as it can still maintain the new standard hour path beyond Cambridge, which avoids the current need to squeeze in and out of platform 2. I've also drawn up a bag of a bag packet type path for 6L42/7L42 based on SRTs in their existing schedules versus our revised WA standard hour, and it's looking promising that it should be able to drop into the designated freight slot on the Lea Valley, the absence from which is our major bone of contention with today's schedules for those freights. This should then allow 1880 and 2534 to also drop into their standard hour paths although we will still need to flex 2541 on the up road to accommodate the shunt at Harlow Mill. We will aim to investigate that further during the preparation of the December 25 bid.

Regards,
Richard

6.3.4 Network Rail Decision Criteria for its decision to accommodate all access proposals.



Decision Criteria Table

Record of the application of Network Code Part D4.6 Decision Criteria in relation to:

i) 1N69
During the development of May 25 timetable

In making this decision, Network Rail has carefully considered its obligations under Part D of the Network Code, including the application of the Decision Criteria at Condition D4.6.2 of Part D of the Network Code. The following table sets out Network Rail's application of the Decision Criteria.

In applying the Decision Criteria Network Rail has weighted the considerations using the below weighting:

N/A - Not applicable in this case

Low: is relevant and of very low importance in this case

Medium: is relevant and of medium importance in this case

High: is of high relevance and high importance in this case

Decision Criteria					
Objective (4.6.1) <i>To share capacity on the Network for the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of the railway services.</i>					
Decision Criteria Considerations (4.6.2)	Relevance (Yes or N/A)	Weighting	Evidence	Network Rail Opinion	
a	Maintaining, developing, and improving the capability of the Network;	Yes	High	Consulted with operators on the best approach and this was decided a least worst option.	In order to accommodate the bid service a proportion of the timetable would have had to have been reworked which would have a detrimental effect on the capability and performance of the Network.
b	That the spread of services reflects demand;	Yes	Low	Decided to not cut a service short of bid destination	We enabled a path to Stansted instead of terminating short at Cambridge therefore offering a service improvement that reflects demand.
c	Maintaining and improving train service performance;	Yes	High	A path was offered that gave all parties a service to their required destination and as close as possible to their required times.	In order to accommodate the bid service a proportion of the timetable would have had to have been reworked which would have a detrimental effect on the capability and performance of the Network.
d	That journey times are as short as reasonably possible;	Yes	Medium		Multiple services across various operators would have needed extensions to journey times to accommodate the requested new path.
e	Maintaining and improving an integrated system of transport for passengers and goods;	N/A	N/A	N/A	N/A
f	The commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware;	N/A	N/A	N/A	N/A
g	Seeking consistency with any Long-Term Plan and any relevant Development Timetable produced by an ESG.	Yes	Low	Decisions were made to investigate pre-pandemic paths to avoid extensive re-write prior to the upcoming DEC25 ESG.	
h	That, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;	N/A	N/A	N/A	N/A
i	Mitigating the effect on the environment;	N/A	N/A	N/A	N/A
j	Enabling operators of trains to utilise their assets efficiently;	Yes	Medium	Decided to not cut a service short of bid destination	We enabled a path to Stansted instead of terminating short at Cambridge therefore offering a service improvement that reflects demand.
k	Avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Path to which the Strategic Train Slot relates; and	N/A	N/A	N/A	N/A
l	No International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed.	N/A	N/A	N/A	N/A
Decision Taken: Decision was taken to offer the path in an earlier time than bid so that a service to final destination could be offered. This was re-looked at during Offer Response (D26-D22) but the proposed alternative required additional flexes to another operator. This was declined by the affected operator. The re-visited times were then reverted back to the D-26 offer and affected parties informed via email.					

Having considered all of the above and as detailed in Condition D4.6.2, Network Rail submits that the decision to... is justified by reference to the Network Code and supports the Objective as detailed within Condition D4.6.1 to assist in achieving the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of the railway service.

6.4 Dispute Item 4

No evidence provided as this has been resolved prior to the submission of this defence document,