

Appendix D: Discussion between FL and NR regarding a new South Tottenham Junction Margin derivative

From:

Sent: Monday, February 3, 2025 1:57 PM

To: <@freightliner.co.uk>

Cc: <@networkrail.co.uk>; <@freightliner.co.uk>; <@freightliner.co.uk>; <@networkrail.co.uk>

Subject: RE: South Tottenham 4L73/5Q98 Margin

Hi Barnaby

I don't think the use of 3 minutes is appropriate, since Ed has shown it is insufficient for the move you wish to make

We can accept 4.5 minutes in expectation of a new rule being published, but not anything less

Best regards

Tim



Operational Planning Specialist – Anglia LTP
Capacity Planning, System Operator

Mobile:

The Quadrant:MK, Willen Building, Floor 3, area D, Desk 121

@networkrail.co.uk



System Operator

From: <@networkrail.co.uk>

Sent: Monday, February 3, 2025 12:43 PM

To: <@freightliner.co.uk>; <@networkrail.co.uk>; <@networkrail.co.uk>

Cc: <@freightliner.co.uk>; <@freightliner.co.uk>

Subject: RE: South Tottenham 4L73/5Q98 Margin

Hi Barnaby,

OFFICIAL

If you do review the calculations, please let me know by the end of Tuesday as I'll be preparing the document on Wednesday.

In regards to this bid, I will leave it to Tim as the specialist reviewing it.

Kind regards,

Ed

TPR Specialist | System Operator

From: <@freightliner.co.uk>

Sent: Monday, February 3, 2025 12:10 PM

To: <@networkrail.co.uk>; <@networkrail.co.uk>; <@networkrail.co.uk>

Cc: <@freightliner.co.uk>; <@freightliner.co.uk>

Subject: RE: South Tottenham 4L73/5Q98 Margin

OFFICIAL

Afternoon Ed,

Thank you for looking at this one – I'll review the calculations in more detail ahead of the rule being published in Dec 25 but definitely good to get this margin in the rules.

With regards to this bid would you agree that the current TPR value 'All conflicting movements – 3' should be applied rather than the headway here? We believe this was bid compliantly against the currently published rules that apply to the timetable the path was bid for. We have gone into this in far more detail with previous correspondence but applying headway where the moves only have one common timing point is completely inappropriate.

Kind regards,

Resource Strategy Manager
Freightliner Ltd

Tel:

Mobile:

Email: @freightliner.co.uk

Web: www.freightliner.co.uk

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OFFICIAL

From: <@networkrail.co.uk>
Sent: Monday, February 3, 2025 12:04 PM
To: <@freightliner.co.uk>; <@networkrail.co.uk>; <@networkrail.co.uk>
Cc: <@freightliner.co.uk>; <@freightliner.co.uk>
Subject: RE: South Tottenham 4L73/5Q98 Margin

OFFICIAL

Hi,

I agree we need a margin here and it is considered one timing point.

However, I don't agree that 3 is the right value.

The first movement based on 15mph I have at 2'16 plus reset of 7 as 2'23. So we're in agreement here!

9 Seconds for sighting brings us to 2'32.

The second move I disagree with seeing yellows generally here, given that S13 is 201m away from the junction with South Tottenham West Junction. I still want to time the second movement from S11. All trains are reduced to 20mph through South Tottenham Station too. A timing run on an ARL so will have been stopping at South Tottenham from S11 is 110 seconds. A quick calculation from S11 to 20mph speedboard at 30mph is 85 seconds and from the 20mph speedboard to the station is 12 seconds. So likely to be somewhere between 97 and 110 seconds. This gives us 249 seconds total giving a margin of 4'30.

If we were to look at the second move from S13 it would take 34 seconds at 20mph. This would give us a of 3'30.

I will look to include the margin in Dec 25 rules at 4'30 based on the above.

Kind regards,

Ed

TPR Specialist | System Operator

From: <@freightliner.co.uk>
Sent: Tuesday, January 28, 2025 12:46 PM
To: <@networkrail.co.uk>; <@networkrail.co.uk>
Cc: <@freightliner.co.uk>; <@freightliner.co.uk>
Subject: South Tottenham 4L73/5Q98 Margin

Good afternoon Timothy,

I have been sent in your direction regarding whether 4L73 is compliant at South Tottenham with 5Q98.

To give a refresh of the context - 4L73 comes from Seven Sisters and continues on the T&H, 5Q98 comes from the T&H and diverges at South Tottenham East Jn to Tottenham South Jn. The 6 minute headway is being applied for this move which we strongly believe to be incorrect, the headway is to be applied for consecutive trains down the T&H towards Leyton Midland Road allowing them to run at best aspect and the high number reflects the signal spacing on this route. Where these two schedules only have one common timing point and only run on the same track for one signal section a junction margin should be applied. Headway is a completely inappropriate way of getting a value here – The TPR value that should be used is 'All conflicting movements – 3'.

I've done some calculations for this margin below:

South Tottenham – South Tottenham East Jn 120m which at 15mph is 18 seconds, for the 775m train to clear the junction (based on worst case 15mph though it would start accelerating to 20 as soon as the rear is of the Seven Sisters chord) it is 1:56. Including standard 8 second reset this gives a margin of 2:22.

The second move (from the T&H in this case) would not require to see green signals because of the reduction to 20mph through South Tottenham station meaning SRTs would still be met. In this specific example 5Q98 is planned to stop at the signal protecting Tottenham South Jn awaiting a gap so the 'best aspect' in this case is a single yellow regardless of what has passed through South Tottenham ahead.

@Edward could this please be added as a margin in the V2 proposal for South Tottenham as it's one that is currently missing and would avoid the bizarre situation of a 6 minute headway being applied for this move.

Please let me know if you wish to discuss this further.

Kind regards,

Resource Strategy Manager
Freightliner Ltd

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