
ACCESS DISPUTES COMMITTEE

To: XC Trains Ltd ("XC")
Network Rail Infrastructure Ltd ("NR")

From: Hearing Chair
Floor 8
1 Eversholt Street
London NW1 2DN

Tel: 0207 554 0601
Fax: 0207 554 0603
e-mail: sec.adc@btconnect.com

Ref: ADC/TTP987
Date: 15 August 2016

Dear Sirs

Directions relating to Timetabling Dispute TTP987

Having now read the Sole Reference Document served by XC, I have recognised that the subject matter of the Timetabling Panel hearing arranged for 22 August 2016 arises ostensibly out of NR's decisions (and the associated offer made to XC) regarding the New Working Timetable Publication for 2017 (registered as dispute TTP987) but that the position has been reached that attention will now be focussed upon NR's decisions in the CPPP (Confirmed Period Possession Plan) for Weeks 45 - 48 of 2016/17 (regarding which XC has raised a dispute registered as TTP1020) and for the subsequent remaining weeks of Period C.

It occurs to me that certain items of information would be of assistance to the Timetabling Panel. Whilst NR may well have in mind to cover these matters in its statement of case, I have decided to issue the following **Directions** to NR regarding matters which must be addressed in that statement.

1. Have the Timetable Planning Rules applicable from December 2017 been amended to reflect the decision of the Timetabling Panel in dispute TTP773?
2. XC has made it clear that it is willing to forego the Wolverhampton call of train 1G71 in order to maintain a safe connection at Birmingham New Street for passengers requiring onward travel on train 1V71. However, XC has put forward other possible proposals and adjusting the offending possession times to become 21 55 to 05 35 seems to be XC's optimum solution.

Setting aside any objections which might be raised by other operators, will NR please state whether it is neutral for its own purposes regarding the actual starting time of the possessions so long as the duration of each possession is for the desired length of time (7 hours 50 minutes).

3. Will NR please indicate what the effect would be on other operators' services if the possessions were to continue until 05 35 rather than be lifted at 05 20.

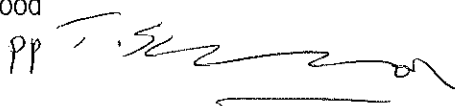
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4. Will NR please separately explain what would be the effect on work performed of reducing the duration of all relevant possessions to become 7 hours 40 minutes.
5. XC has suggested that NR could take possession of the Down line at 21 30 but only take possession of the Up line after the passage of train 1G71. Is this practicable in relation to the work content? And assuming that traction current isolation will be required for lines under possession, how long would be needed to carry out the isolation after the passage of 1G71 under this suggestion? Or can the isolation be put in hand before this diesel train passes through?
6. Will NR please state what consideration has been given to diverting 1G71, such as from Wolverhampton via Bescot, or from Bushbury Junction? What time would it arrive at Birmingham New Street and could NR give direction to the signallers in order to ensure cross-platform or even same-platform connection with 1V71?
7. Has consideration been given to enabling the desired connection into train 1V71 from train 1G71 to take place away from Birmingham New Street, such as between the levels at Tamworth? In such circumstances, opportunity could even be taken to terminate train 1G71 at Tamworth if it was not thought to be an unfriendly move for those passengers only travelling to Birmingham New Street.

West Coast Trains Ltd and London & Birmingham Railway Ltd have been alerted to this Panel hearing and, in the event of deciding to become a Dispute Party, will be asked to provide their own assessment in relation to point 3 above.

Yours faithfully

Clive Fletcher-Wood
Hearing Chair

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Secretary