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Our ref: May21PDS

Copy to:

Mike Bradley
Heathrow Airport Limited

Laura Sharman Reid
Rail for London

Dear Chris and Damien

May 2021 Timetable - Priority Date Statement

In accordance with the latest Timetable Production Schedule please find details below of the MTR Elizabeth line (operating under the umbrella of TfL Rail) Priority Date Statement for the May 2021 timetable. This bid is largely in line with the information submitted in our Notification of Significant Change.

Firstly thank you for agreeing to us submitting two timetables for both the Anglia route and COS which we have date-split in line with your request that they tie in with known Timetabling Period Dates. Sunday 1st August 2021 is the date we have picked although we are aware that this is unlikely to be the actual date of implementation for either the COS or Anglia route changes. We will keep you updated throughout the development period of progress towards agreeing the actual dates.

As previously discussed and agreed we have used TPS for the first time to produce the timetable bid with the actual TPS data and supporting unit resource diagrams being sent direct to Tim Williams from Shaun Hurst.

At a high level the best way to describe the timetable changes is:

16th May until 31st July 2021

Largely a roll forward of the agreed December 2020 timetable with the exception of bidding for 4tph to run to/from Terminal 5 at Heathrow.

1st August until 11th December 2021

Same service on the West aside from the changes driven by the Engineering Access Statement but the GE has been changed in the peaks to reduce the number of trains into Liverpool St (Known as Stage 4a).





Access Rights to support the timetable are detailed below:

- MTR Elizabeth Line has Firm Access Rights between Pudding Mill Lane Junction and Shenfield for the services included in the bid, but we will need to extend the additional Access Rights that we currently hold between Pudding Mill Lane Junction and Liverpool Street from May 2021 to December 2021 (or until the Stage 4 start date, which is our preference).
- MTR Elizabeth Line is expecting the ORR to approve the 16th Supplemental to the Track Access Contract imminently, which will extend our Firm Access Rights on Western Route until December 2021.
- On HAL infrastructure, MTR Elizabeth Line has applied for Firm Access Rights for an additional two trains per hour in each direction to Heathrow Terminal 5 from December 2020 (this is in addition to the Firm Access Rights that we already hold for two trains per hour in each direction to Heathrow Terminal 5).

As usual, the PDNS is broken down into three distinct areas (Anglia, Central Operating Section and Western).

Anglia Route

The timetable bid until 31st July rolls forward the agreed December 2020 timetable together with the adding of several ECS moves between the GE (Gidea Park CS and Ilford EMUD) and Old Oak Depot via the Central Operating Section (COS) to support the maintenance of the Class 345 Full Length Units (FLUs) once we begin the exchange of units prior to the implementation of Stage 4a.

The timetable bid to commence on the 1st August retains the same off peak frequencies and reduces the number of peak train arrivals and departures to/from Liverpool St to a variable 12tph service. The whole of the Monday to Friday service will now be operated by Class 345 FLUs and has been timed as such meaning slight retimings to the off peak service in line with that operated with the weekend service.

This service requires the use of FLUs to support the implementation because of the reduction in the number of services and as a result of the lack of suitable stabling facilities on the Anglia route there is a need to stable two units each night in Liverpool St which has been discussed and agreed by the Anglia Rote Planning team.

Furthermore, it should be specifically noted that at present FLUs aren't permitted to enter Ilford EMUD at the London End because of constraints within the yard.

Maintenance of the Class 345 FLUs will be carried out at Old Oak Common Depot (instead of Ilford Depot) which requires an increase in the number of ECS moves between the Anglia and Western Routes via the COS, details of which are included in the bid. As a result of this, we will need to change service codes at the COS boundary. Stops have been included at Stratford for this purpose (TPS required station stops to be included where there is a change of Service Code). This is something we would like to discuss further with you as it does cause confusion for drivers and station staff.

We realise this is a large scale change to undertake mid-timetable and we look forward to working closely with you, and other operators, during the validation period to ensure a successful implementation of this change.





Once the Stage 4a timetable is implemented the Class 315 rolling stock will be withdrawn from service although some units will need to be warm stored on Anglia Route (probably at Aldersbrook Sidings) until they can be fully disposed of.

RfL Infrastructure (including Old Oak Common Depot)

This timetable has also been similarly date-split to accommodate the slight timetable differences between Trial Running (until 31st July) and Trial operations. The main change is in the turnarounds at Westbourne Park CS to reduce them to 12 minutes although there are some additional trains at the start and end of each day in line with the Service Level Commitment with RfL.

The post August service in the COS is the one which will operate in passenger service once the COS is opened

ECS move to/from Old Oak Depot are also required during the day in Trial Operations to support the need for units to be maintained and exterior washed.

In our opinion, no validation is required to services that operate solely within the COS (all Class 3 and Class 9 services together with the Class 5 ECS from/to Plumstead CS) because they don't impact on any other operator and are self-contained to RfL infrastructure.

Western Route (including HAL Infrastructure)

This is the timetable that largely remains the same throughout the May timetable and isn't date-split as a result.

There are two real changes:

1. We have bid to operate 4tph to/from terminal 5 at Heathrow 7 days a week because Terminal 4 isn't currently open.
2. We have amended (in conjunction with colleagues at GWR) the late Saturday night/Sunday service during Period J for compliance with the Engineering Access Statement

We have found it necessary to continue with the adoption of advertising Up Reading services to depart from Ealing Broadway one minute earlier than WTT to help the flow of trains in the Paddington area and the Down direction on SX we have continued the advertising of the Reading service earlier from Southall in line with that agreed for the May 2020 Timetable together. However, as there is limited use of the standard freight pathways over the weekends we have retimed the trains from Southall to Reading to avoid them sitting un-necessarily awaiting time at Southall. Care during the validation period needs to be taken with this information as it seems to have simply disappeared in recent timetable offers received.

Lastly, we have continued to bid for the Heathrow service using the Class 360 SRTs (as they are the only ones available) but would be happy for these values to be copied into the 345(T) timing load for greater consistency with what operates elsewhere on the Western area.

Once again, we have included the proposed units diagrams to support this submission and, as usual, I cannot stress too highly the importance of consistency with this timetable and to help that we will continue to work with you throughout the validation period on any outstanding Timetable Planning issues so please do not hesitate to contact me if you have any queries with the above or the bid.



Yours sincerely



Andy Bottom
Head of Long Term Planning

