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Tim Woodall
Timetable Production Manager,
Network Rail,
Operational Planning and Performance.
Milton Keynes.

23/2/17

2018 Timetable Planning Rules- Version 2.0

Dear Tim,

This letter constitutes GWR's formal response to version 2.0 of the 2018 Timetable Planning Rules for the Western and Wales route. GWR would like to thank Laura and Tom for making the time to see us on the 13/2/17 to discuss many of the items from our version 1.0 response and talk through implementation strategy.

In terms of the TRIP proposals and impact assessment for version 2.0, we did ask on the 24th January to have more details of the retimings on route that would be required as part of the study undertaken. We also suggested as part of the scoping for this study back in November that a "flexing spreadsheet" could be provided as per Wessex TRIP proposals with clear details on a train by train basis for any required changes. This information has not yet been forthcoming. As such we still therefore have concerns about the TRIP proposals included in the rules as to the effect they could have on our ability to deliver our Service Level Commitment.

We are also still concerned that the proposals have not been properly validated to ensure they are compatible with future timetable requirements for the route. A recent "Crossrail Concept Train Plan" report has been produced in order to offer recommendation around whether there is capacity for the crossrail services with no reference to any of these TRIP proposals- we don't understand why capacity planning have decided to adopt this strategy. We therefore formally dispute the proposals detailed on the following pages for the reasons outlined and will be lodging a Timetable dispute to this effect.

Yours Sincerely,

Matt Cambourne.

Short Term Planning Manager,
Great Western Railway.

GW103 Paddington-Uffington Headway Values Pages 69 & 70

A table was provided within the impact assessment along with general comments. Trains were listed as requiring some retiming and other combinations, but no list by headcode or further details were provided about the specific train amendments required.

It was also stated that several Freight services could lose their paths altogether which could result in unacceptable flex being applied to GWR paths. It was stated within the impact assessment specifically for GWR that “The interaction with freight services may require a redistribution of capacity”. The headway proposals for the relief lines have not been properly assessed in regards to future timetable requirements on this route.

As such GWR cannot properly assess how its ability to meet its Service Level Commitment is affected by the proposals so will now lodge a Timetable Dispute regarding the matter.

GW103 Reading West Junction Margin Increase. Page 115

A table was provided within the impact assessment along with general comments. Trains were listed as requiring some retiming and other combinations, but no list by headcode or further details were provided about the specific train amendments required. .

As such GWR cannot properly assess how its ability to meet its Service Level Commitment is affected by the proposals so will now lodge a Timetable Dispute regarding the matter.

GW103 Didcot East Junction Margin Increase. Page 117

A table was provided within the impact assessment along with general comments. Trains were listed as requiring some retiming and other combinations, but no list by headcode or further details were provided about the specific train amendments required.

As such GWR cannot properly assess how its ability to meet its Service Level Commitment is affected by the proposals so will now lodge a Timetable Dispute regarding the matter.



GW500 Oxford Road Junction Margin Increase. Page 163

A table was provided within the impact assessment along with general comments. Trains were listed as requiring some retiming and other combinations, but no list by headcode or further details were provided about the specific train amendments required.

As such GWR cannot properly assess how its ability to meet its Service Level Commitment is affected by the proposals so will now lodge a Timetable Dispute regarding the matter.

GW500 Reading to Cogload Junction Headway changes. Pages 77 & 78

GWR objects to the proposal currently to increase the values due to TRIP report being produced.

The proposals we believe will increase the journey time of services in certain instances.

No impact study has been forthcoming for these proposals, GWR cannot properly assess how its ability to meet its Service Level Commitment is affected by the proposals so will now lodge a Timetable Dispute regarding the matter.

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