

1 DETAILS OF PARTIES

1.1 The names and addresses of the parties to the reference are as follows:-

- (a) East Coast Main Line Company Limited (trading as Virgin Trains East Coast, "VTEC") whose Registered Office is at Friars Bridge Court, 41-45 Blackfriars Road, London SE1 8NZ ("the Claimant"); and
- (b) Network Rail Infrastructure Limited whose Registered Office is at 1 Eversholt Street, London NW1 2DN ("Network Rail" ("the Defendant")).

1.2 Relevant third parties who may be concerned with this matter are Cross Country, Northern, ScotRail, Trans Pennine Express, DB Cargo, Freightliner, GBRf, Colas & DRS.

2 THE CLAIMANT'S' RIGHT TO BRING THIS REFERENCE

2.1 This matter is referred to a Timetabling Panel ("the Panel") for determination in accordance with Condition 2.2.8 (b) of the Network Code.

3 CONTENTS OF REFERENCE

This Sole Reference includes:-

- (a) The subject matter of the dispute in Section 4;
- (b) A detailed explanation of the issues in dispute in Section 5;
- (c) In Section 6, the decisions sought from the Panel in respect of
 - (i) legal entitlement, and
 - (ii) remedies;
- (d) Appendices and other supporting material.

4 SUBJECT MATTER OF DISPUTE

4.1 This dispute arises over Network Rail's decision to include sectional running time (SRT) alterations for route LN600 (specifically Newcastle to Berwick) in version 2 of the 2018 Timetable Planning Rules under condition D2 of the Network Code.

- 4.2 Section 6.2.7 of the National Timetable Planning Rules states "Changes to individual TPRs will be supported by evidence showing how the values were developed. Sources of evidence are to be agreed by the affected parties".
- 4.3 Section 6.2.8 of the National Timetable Planning Rules states "Supporting information must be stored in a format accessible to Network Rail and Timetable Participants. Such information must be made available when requested".
- 4.4 Section 6.3.2 of the National Timetable Planning Rules (TPRs) states "The proposal will consist of source data and assumptions for both infrastructure and rolling stock" and "supporting evidence as agreed by Network Rail and affected parties".

5 EXPLANATION OF EACH ISSUE IN DISPUTE AND THE CLAIMANT'S ARGUMENTS TO SUPPORT ITS CASE

- 5.1 Network Rail has published nineteen SRT amendments (Appendix A) in version 2 of the 2018 LNE TPRs following their report published on 4 April 2016 (Appendix B). These are disputed on the basis that Network Rail has not provided sufficient evidence of their methodology in calculating these.
- 5.2 No detailed supporting evidence has been provided despite our requests since the original proposal in version 1 on 21 October 2016. Following a meeting with Network Rail on 14 March 2017, we are still waiting for this (agreed Minutes of meeting included as Appendix C).
- 5.3 We do not have access to the supporting evidence so are not in a position to be supportive. Network Rail advised at the meeting on 14 March that they have not stored the raw data and are therefore unable to provide detail of how this was converted into proposed values. See Appendix C.
- 5.4 No agreed supporting evidence has been provided. Network Rail did not seek our input in developing this methodology. We would have advised of our reservations regarding the use of berthing offsets being suitable in calculating SRTs as they are agreed approximation for the purpose of Trust reporting. Network Rail has been unable to advise the berthing offset figures used and how they were applied in the calculations. See Appendix C.
- 5.5 Network Rail have not provided any explanation to why seven existing SRTs used in their calculations were incorrect nor why they have decided not to proceed with all of the recommendations of their own report dated 4 April 2016. See Appendix C.

5.6 We had hoped to resolve this matter with Network Rail, however, no response was forthcoming either in reply to our written response to version 1 (Appendix D) or a request by telephone to Paul Richards on 25 January seeking dialogue. As referred to previously, a meeting took place between NR and VTEC on 14 March, however, to date Network Rail has not responded to any of their agreed actions.

6 DECISION SOUGHT FROM THE PANEL

6.1 *VTEC requests that the Panel determine:*

- (a) That Network Rail withdraw the proposed SRT alterations from version 2 of the 2018 TPRs and reinstate those agreed in version 4 of the 2017 TPRs.
- (b) For the avoidance of doubt, the Panel is also requested to determine that Network Rail may not implement changes to TPRs in respect of changes to SRTs when Network Rail has failed to provide supporting evidence to affected Timetable Participants and/or undertaken sufficient consultation with Timetable Participants.

7 APPENDICES

The Claimant confirms that it has complied with Access Dispute Resolution Rule H21.

8 SIGNATURE

For and on behalf of East Coast Main Line Company Limited



Signed

Phil Dawson

Print Name

Regulation & Track Access Manager

Position

The Appendices

- Appendix A SRT Amendments.
- Appendix B Network Rail's Timetable Planning Rules Report: "Timetable Rules Improvement Programme: Observed Data Analytics Report: Newcastle to Berwick-upon-Tweed" dated 04 April 2016.
- Appendix C Meeting Notes: Meeting between Network Rail and VTEC on 14 March 2017.
- Appendix D VTEC Response to 2018 TPR version 1.0 for LNE dated 21 November 2016.

APPENDIX A

Index	Start	Exit	Entry	Exit	Traction Type	B'Plan	Observed SRT	Recommended SRT
HTONSJNMRPTHRPPP91	HEATON SOUTH JN	MORPETH	P	P	91	09:30	08:57	09:00
BELFORDBRWCKUTPP91	BELFORD L.C.	BERWICK-UPON-TWEED	P	P	91	08:30	07:57	08:00
BRWCKUTBELFORDSP91	BERWICK-UPON-TWEED	BELFORD L.C.	S	P	91	10:00	09:23	09:30
HTONSJNMRPTHRPPPHST	HEATON SOUTH JN	MORPETH	P	P	HST	09:30	09:14	09:00
BELFORDBRWCKUTPSHST	BELFORD L.C.	BERWICK-UPON-TWEED	P	S	HST	09:30	09:08	09:00
BELFORDBRWCKUTPPHST	BELFORD L.C.	BERWICK-UPON-TWEED	P	P	HST	08:30	08:04	08:00
MRPTHRPPALNMOTHSPHST	MORPETH	ALNMOUTH FOR ALNWICK	S	P	HST	13:00	12:35	12:30
HTONSJNNWCSTLEPSHST	HEATON SOUTH JN	NEWCASTLE	P	S	HST	03:00	02:26	02:30
BRWCKUTBELFORDSPHST	BERWICK-UPON-TWEED	BELFORD L.C.	S	P	HST	10:00	09:29	09:30
HTONSJNNWCSTLEPSHST	HTONSJN	NEWCASTLE	P	S	HST	03:00	02:26	02:30
MRPTHRPPALNMOTHPP91	MORPETH	ALNMOUTH FOR ALNWICK	P	P	91	11:00	11:33	11:30
ALNMOTHBELFORDPP91	ALNMOUTH FOR ALNWICK	BELFORD L.C.	P	P	91	09:00	09:16	09:30
MRPTHRPPALNMOTHPS91	MORPETH	ALNMOUTH FOR ALNWICK	P	S	91	12:00	12:29	12:30
HTONSJNMRPTHRPPS91	HEATON SOUTH JN	MORPETH	P	S	91	09:30	09:55	10:00
MRPTHRPPHTONSJNPP91	MORPETH	HTONSJN	P	P	91	09:30	10:20	10:30
MRPTHRPPALNMOTHPSHST	MORPETH	ALNMOUTH FOR ALNWICK	P	S	HST	12:30	12:41	13:00
MRPTHRPPHTONSJNPPHST	MORPETH	HEATON SOUTH JN	P	P	HST	09:30	10:27	10:30
BELFORDALNMOTHPSHST	BELFORD L.C.	ALNMOUTH FOR ALNWICK	P	S	HST	10:00	10:13	10:30
ALNMOTHMRPTHRPPSHST	ALNMOUTH FOR ALNWICK	MORPETH	S	S	HST	13:30	13:56	14:00

Timetable Rules Improvement Programme Observed Data Analytics Report Newcastle to Berwick-Upon-Tweed

04/04/2016

Document No: NR/TRIP/ODA/303

	Name	Signature	Date
Document Author:	Charlotte Heron		04/04/16
Approved by:	Mark Foster		04/04/16

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Document Revision Information

Draft Number	Details	Date
v001	Initial draft	27/11/15
v002	Addition of Virgin Trains Down Main	27/11/15
v003	New graphs to show recommended headway for EH XC	27/11/15
v004	SRT tables included for trains stopping at Morpeth for HB VTEC	27/11/15
v005	Addition of HB01.3/5/9/11 to the report	27/11/15
v006	General format tidy up	30/11/15
v007	Addition of Virgin Trains Up Main	30/11/15
v008	Addition of Freight graphs & update of Glossary	30/11/15
v009	Removal of superfluous SRT table	01/12/15
v010	Addition of Class 2 sections	01/12/15
v011	Addition of Class 2 – 2A00/2A40 services	02/12/15
v012	Addition of Class 1 – stopping services	04/12/15
v101	Final report	07/12/15
v102	Minor revisions and corrections following feedback	11/01/16
v201	Rework of graphs	05/02/16
v301	SRTs corrected to include Chevington Loop as mandatory TIPLOC Class 1 Headway graphs reworked	30/03/16
v302	Class 2 & Freight Headway graphs reworked	04/04/16
v303	SRTs amended to include adjustment approaching Berwick	05/10/16

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Executive Summary

At the request of LNE route and Virgin Trains East Coast an analysis of the route from Newcastle to Berwick Upon Tweed has been undertaken by the Timetable Rules Improvement Programme. This has looked at headways and SRTs along the route and also a new proposed mandatory timing point at Chevington Loops.

Headway values for class 1 non-stop passenger services exhibit significant uplift from the technical headway values. It is proposed to reduce the headway value from 4 minutes to 3½ minutes in both directions for these services.

For class 1 stopping services, an increase to the headway value is proposed. This reflects the additional time that these services require to accelerate and decelerate, primarily at Alnmouth, where the linespeed is 85mph through the station. This is particularly significant for HST services, as these exhibit slower acceleration. A differential headway is proposed for class 2 stopping services to reflect the slower stock used for these services.

SRTs have been reviewed for all regular passenger services. Of the 87 values reviewed there are 49 proposed changes, which are a mixture of SRT increases and decreases. For HSTs, the majority of services will have a shorter overall journey time. For class 91 and 221 services in the Up direction, journey times are consistent or shorter, however, in the Down direction, there are some increases to journey times. Across all train types, some rebalancing of SRTs is required. For the minority of services calling at Morpeth, Alnmouth and Berwick in the Down direction the changes to SRTs result in a journey time increase of up to 3 minutes for VTEC services.

SRTs for class 2 services between Newcastle and Morpeth have been reviewed and for all common stopping patterns an overall increase in journey times is proposed.

Class 6 freight SRTs have been reviewed and there are a number of SRT changes proposed. For empty services in the Down direction an overall slight reduction to journey times is proposed. For loaded services in the Up direction, a journey increase is proposed. Existing B Plan values are similar for empty and loaded services and therefore appear to not reflect the difference in performance due to loading.

Analysis for the proposed new timing point at Chevington Loops has been completed. The existing SRTs for frequent services between Morpeth and Alnmouth have been split at Chevington Loops. The split in SRTs has been undertaken following the analysis of the existing SRTs between Morpeth and Alnmouth and subsequently reflects the proposed SRT values between these locations.

There is a large number of SRT values in B Plan for timing loads that were not analysed as they are not frequently used in the timetable. If a new mandatory TIPLOC is to be introduced at Chevington Loops, there will be additional values that will require splitting at this location. However, there is unlikely to be sufficient observed data for the majority of these timing loads.

Introduction

Observed Data Analytics tool has been developed by the Timetable Rules Improvement Programme used to analyse Timetable Planning Rules (TPRs) and identify if they are fit for purpose. This is done by using a range of data sources on observed train running, which is then aligned to planning values for headways, sectional running times and dwells times.

At the request of LNE route and Virgin Trains East Coast an analysis of the route from Newcastle to Berwick Upon Tweed has been undertaken by the Timetable Rules Improvement Programme. This analysis has been done using the Observed Data Analytics tool (ODA) and was undertaken from Monday 23 November to Friday 04 December 2015.

The analysis completed has been on freight and passenger services and has analysed headway values and Sectional Running Times (SRTs).

Methodology

Data Sources:

At the heart of the ODA tool is a database that combines information from a range of data sources on how services were planned and how they actually ran. This database contains information back to the December 2013 WTT change and is updated at the end of each Period. The primary data sources utilised are:

- Train Describer Feed – Data on train movements past signals to one-second accuracy
- Working Timetable – WTT schedules for train movements
- ACTRAFF – Actual train formation data giving train length & weight
- Train Performance – Data on if each service achieves PPM & CaSL
- SMART TR Berth Offsets – Industry agreed offset values that adjust time at signal to time at TIPLOC

TPR Analysis:

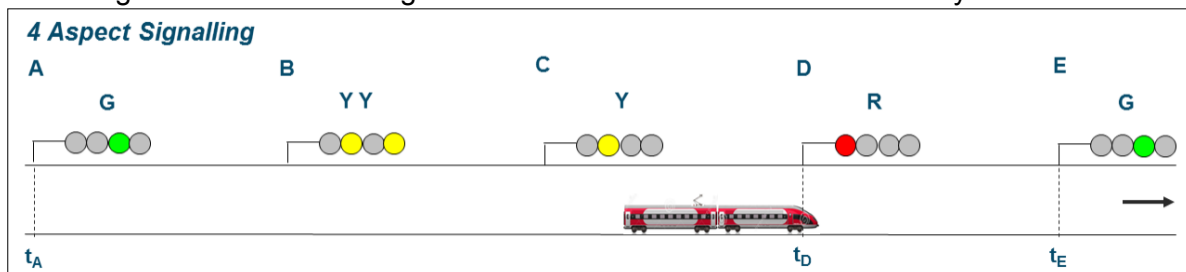
The tool has been developed for the analysis of planning values based on user-defined filters. For this, within the tool there is the capability to analyse headways, sectional running times and dwell times. These can be searched based on location, time, service type and train type parameters.

Analysis of headways allows both actual headway between services and the technical headway for a service to be analysed against the planning value. The technical headway for a service calculates the signal reset time on which headway is based by identifying how long each service takes to traverse subsequent signal berths. The resultant output is presented in a similar manner to a Signalling Performance Assessment.

Analysis of sectional running times and dwell times is based on observed data from services. For SRTs, the observed data is analysed alongside the planning SRT value for the relevant train type, with actual dwells identified against the planned dwell times. In both instances, the observed values can be analysed in detail based on individual headcodes, period, day, time of day and train formation.

Headway Methodology:

The ODA tool calculates headways utilising the recorded times of trains passing consecutive signals. This produces a range for the technical signal reset value at each individual signal. These signal reset values along a line of route form the technical headway for that route.



Technical signal reset time is calculated by using the recorded time from the train describer feed of a train passing Signal A & Signal D. These times record when the front axle of the train passing the berth overlap associated with each of the signals. This is used as the Nominal Headway value in the ODA headway graphs. The formula used for this is

$$\text{Nominal Headway} = t_D - t_A$$

This time reflects the minimum theoretical signal reset time at Signal A. This is based only on the front axle of the train and does not account for the time taken for the rear of the train to have passed Signal D. The rear of the train would have to be clear of Signal D to allow Signal A to reset to the least restrictive aspect it can display (green). The time taken for this would be related to the speed and length of the train.

To account for the time taken for the rear of a train to have cleared Signal D and allowed Signal A to reset to its least restrictive aspect, an additional signal reset time is calculated using data for the next signal, Signal E. In most circumstances the length of a signal berth will be greater than the length of the train. As such, when a train is recorded as passing Signal E it is assumed that the previous signal, Signal D, will have been cleared. The time reflects the maximum theoretical signal reset time at Signal A. This is shown on the graphs as Nominal Headway 2. The formula used for this is:

$$\text{Nominal Headway 2} = t_E - t_A$$

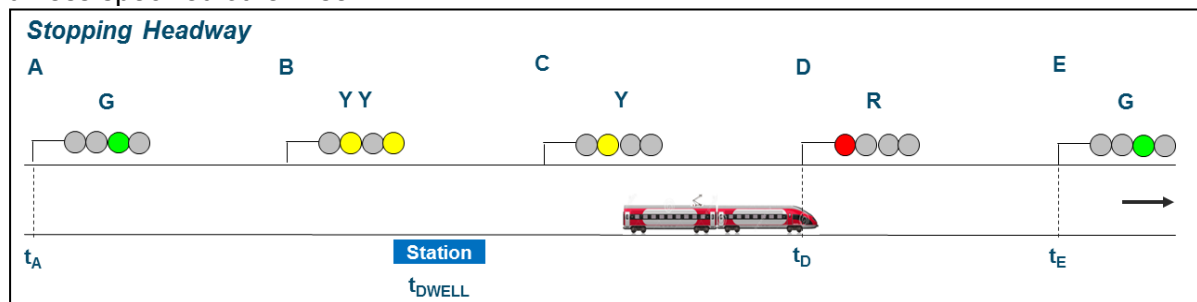
In addition the calculations for Nominal Headway exclude three additional factors that convert the technical signal reset time to the minimum technical headway value at a signal.

These are:

The berth overlap (the distance between the physical location of a signal and the location of the track circuit that triggers the signal). The time for this would depend on the length of the berth overlap and speed of the train.

The signalling response (signal reset) time to a train moving between signal berths. The standard value taken for this is 3 seconds.

The signal sighting time for the driver. The standard value taken for this is 8 seconds, but this is dependent on the speed of the train and the nature of the geography at each signal. For most locations the Nominal Headway 2 value will be greater than the technical headway value. As such the Nominal Headway 2 value is used in making headway recommendations unless specified otherwise.



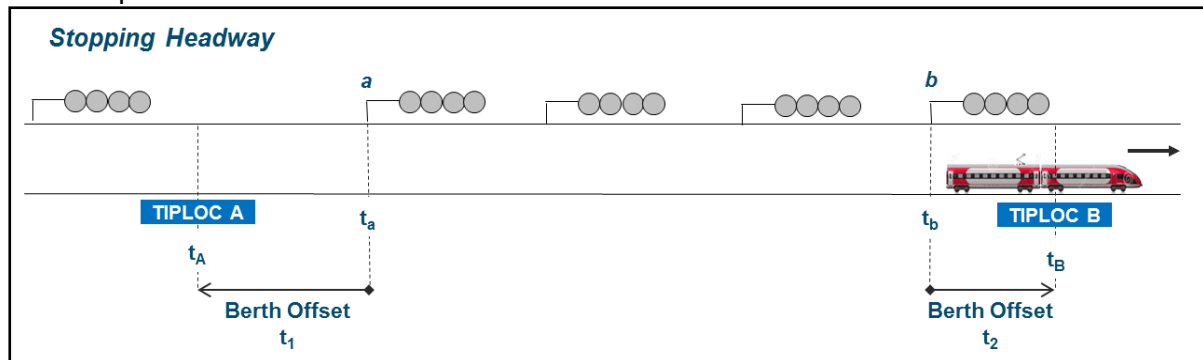
Where a train has a planned station stop, a Stopping Headway is calculated. This is calculated using the same methodology, however the data is adjusted to account for the stationary time of the train during its station stop (dwell time). Where the calculated headway value includes the location of a station, the median actual dwell time (t_{DWELL}) at the station is removed in order to calculate the stopping headway. The revised formula are:

$$\text{Nominal Headway} = t_D - t_A - t_{DWELL}$$

$$\text{Nominal Headway 2} = t_E - t_A - t_{DWELL}$$

Sectional Running Time Methodology:

The ODA tool calculates Sectional Running Times (SRTs) utilising the recorded times of trains passing signals associated with TIPLOCs. These times are adjusted using berth offset times to produce observed times for each train for each SRT.



The SRT is the time taken for a train to go from TIPLOC A to TIPLOC B. As the train describer feed data only records the time passing signals the time at TIPLOC A and TIPLOC B has to be estimated using the times at signals. This is done using industry agreed values that adjust the time at a signal to reflect the time at a TIPLOC, known as berth offsets.

The time at TIPLOC A (t_A) is calculated using the time at Signal a (t_a). This is adjusted using the berth offset between TIPLOC A and Signal a (t_1). The formula for this is

$$t_A = t_a - t_1$$

The time at TIPLOC B (t_B) is calculated using the time at Signal b (t_b). This is adjusted using the berth offset between TIPLOC B and Signal b (t_2). The formula for this is

$$t_B = t_b - t_2$$

Using the derived time at TIPLOC A and TIPLOC B the observed value for the SRT can be calculated for a train. The formula for this is:

$$\text{Observed SRT} = t_B - t_A$$

The SRTs are analysed over the journey of a train. For each SRT the lower quartile (25th percentile) of all observed values are used to calculate the planning value. The proposed planning value for the SRT is rounded to the nearest 30 seconds. Where a journey is formed of multiple SRTs, the effect of this rounding is considered to ensure that the cumulative observed times for the SRT and the cumulative values of the rounded SRTs do not usually diverge by more than ± 15 seconds.

Basis of Assessment

The geographical coverage of the analysis area is shown in the map below:



Within this area the following services have been analysed:

- ED01 – Northern Rail (Tyne, Tees & Wear)
- EH01 – Cross Country (InterCity)
- HB01 – Virgin Trains East Coast (Anglo-Scottish)
- HB05 – Virgin Trains East Coast (Anglo-Scottish Aberdeen/Inverness)
- Freight Services

Headway Recommendations

The following charts show the technical headway between Newcastle and Berwick-upon-Tweed for services of the rolling stock in frequent use along the route.

The charts are presented showing the path of the service from left to right, with each point at a Signal Berth. The distances between these Signal Berths are not shown to scale.

On each chart, there are five data sets shown:

- The black dashed-line represents the current planning value at the designated signal. This is taken from the December 2015 TPR rules.
- The blue line is the 15th percentile of actual headway values at the designated signal. This is the time between the first service being recorded as passing the designated signal and the next service being recorded as passing the same signal.
- The green line is the 15th percentile of the minimum possible headway value at the designated signal. This is calculated from the time taken for each service to travel through enough subsequent signal berths to allow the designated signal to return to displaying an unrestrictive (green) aspect.
- The orange solid-line is an indicator of the upper limit of the technical headway value at the designated signal. This is calculated from the time taken for each service to travel through enough subsequent signal berths to allow the designated signal to return to displaying an unrestrictive (green) aspect, plus one further signal berth. The value displayed is the 15th percentile value.
- The orange dashed-line is the proposed future headway value. Where the proposed future value is identical to the current value an orange dashed-line will not be displayed.

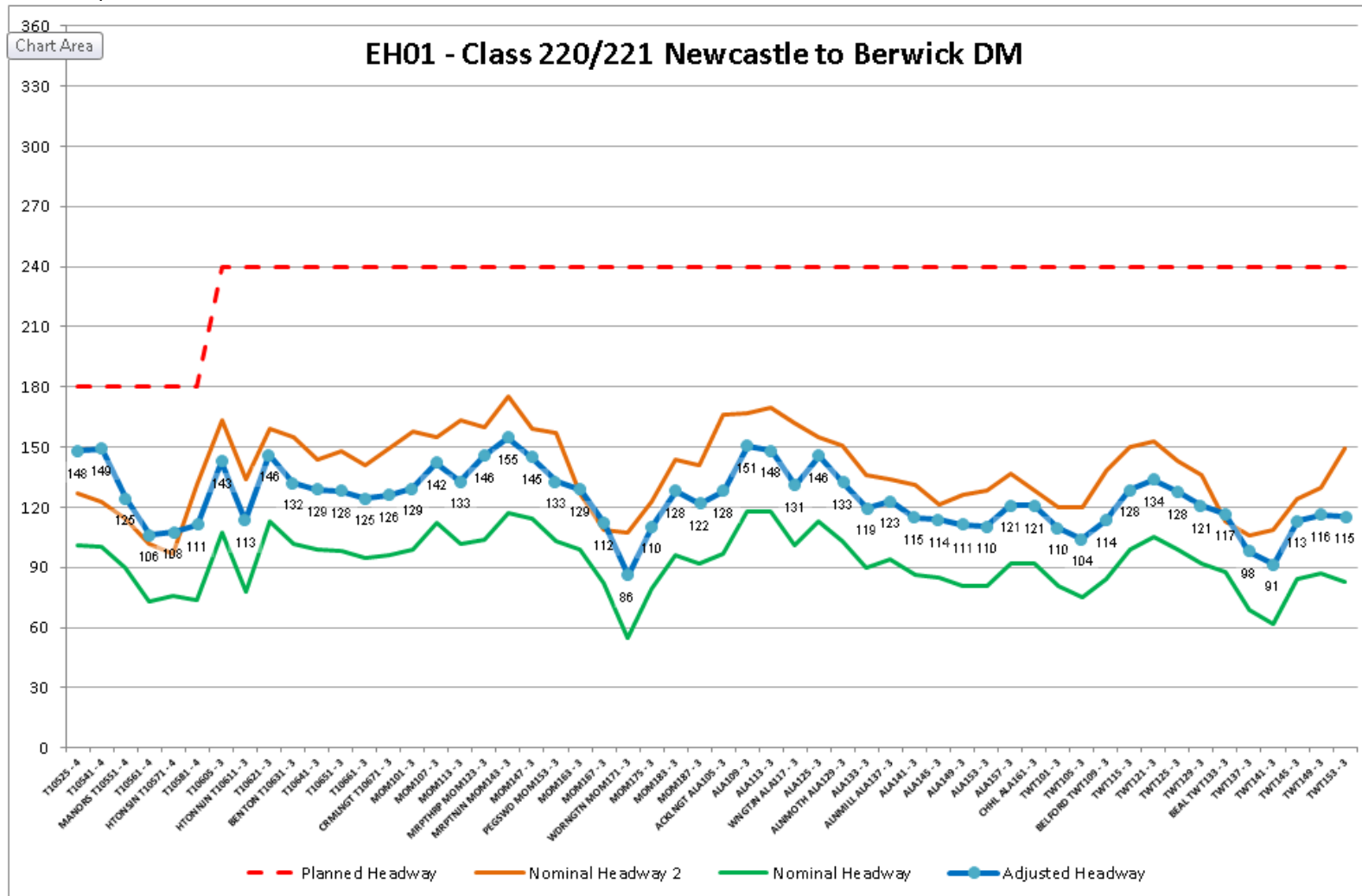
All headway graphs are based on services operating Monday – Friday.

All values are in seconds unless otherwise stated.

Class 1 – Non-stop services

Newcastle – Berwick-Upon-Tweed – Cross Country Class 220/221 – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/01	Newcastle to Berwick-Upon-Tweed	Down Main		240		



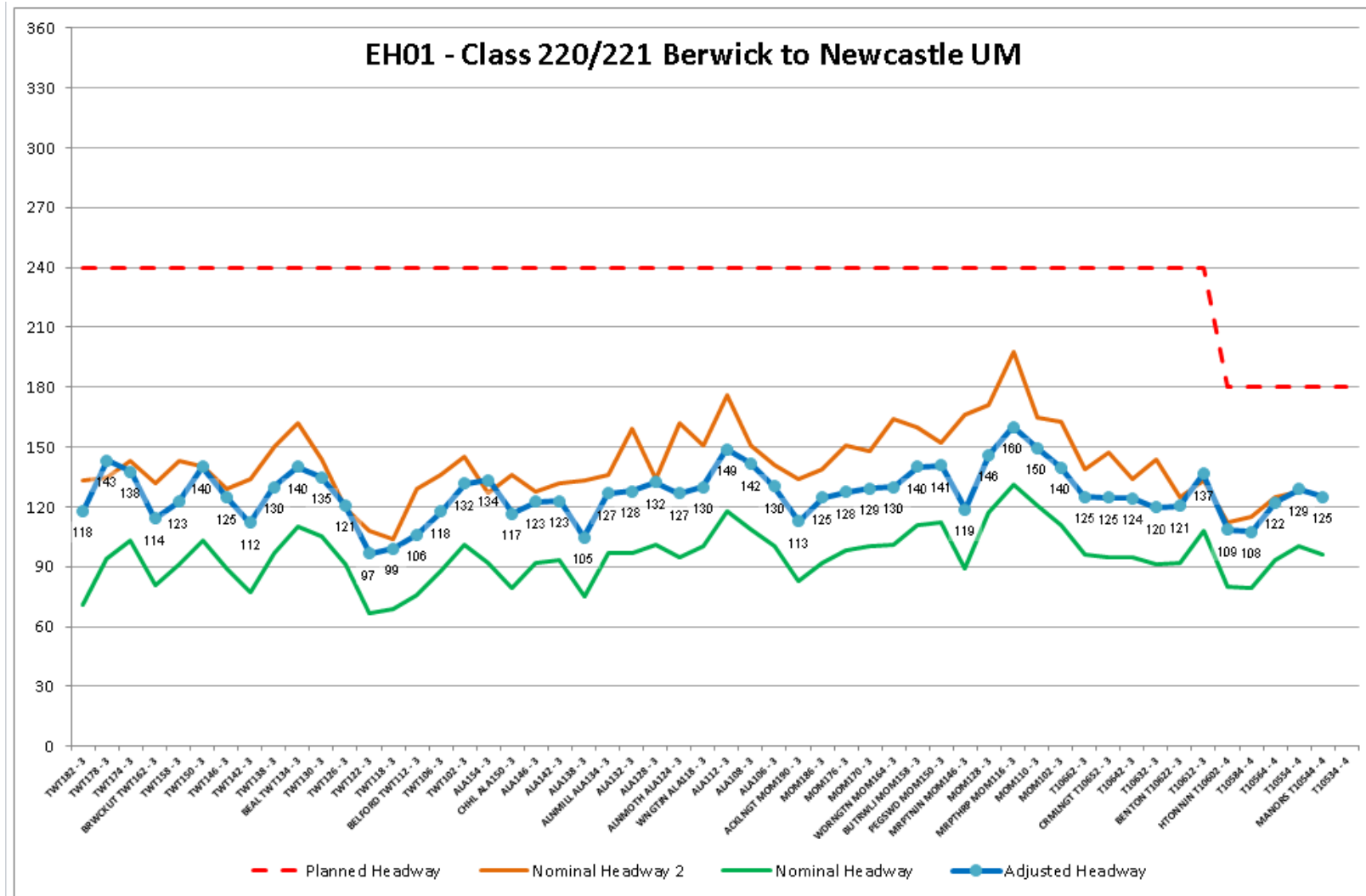
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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Berwick-Up-on-Tweed – Newcastle – Cross Country Class 220/221 – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/02	Berwick-Up-on-Tweed to Newcastle	Up Main		240		



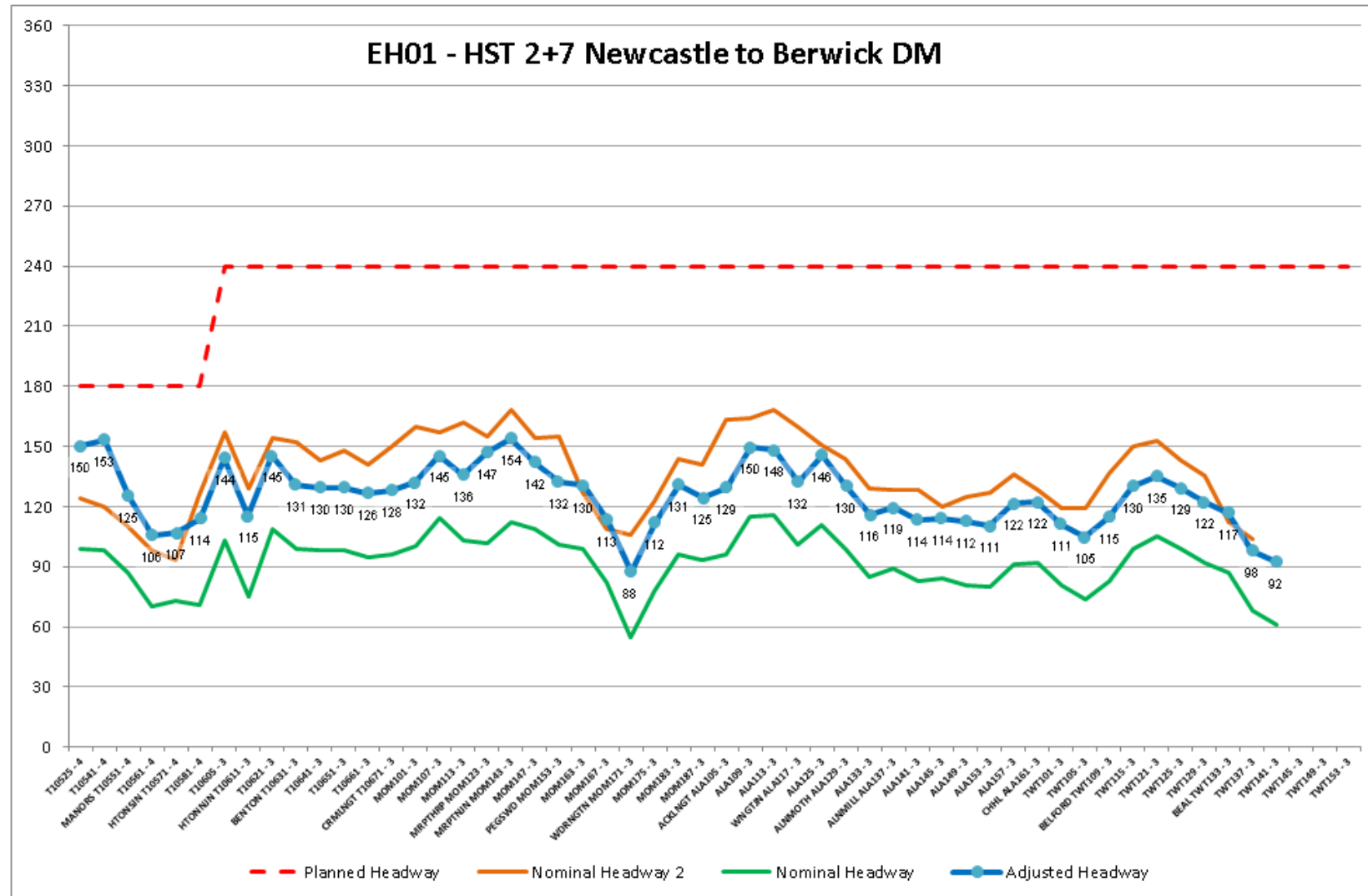
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Newcastle – Berwick-Upon-Tweed – Cross Country HST – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/03	Newcastle to Berwick-Upon-Tweed	Down Main		240		



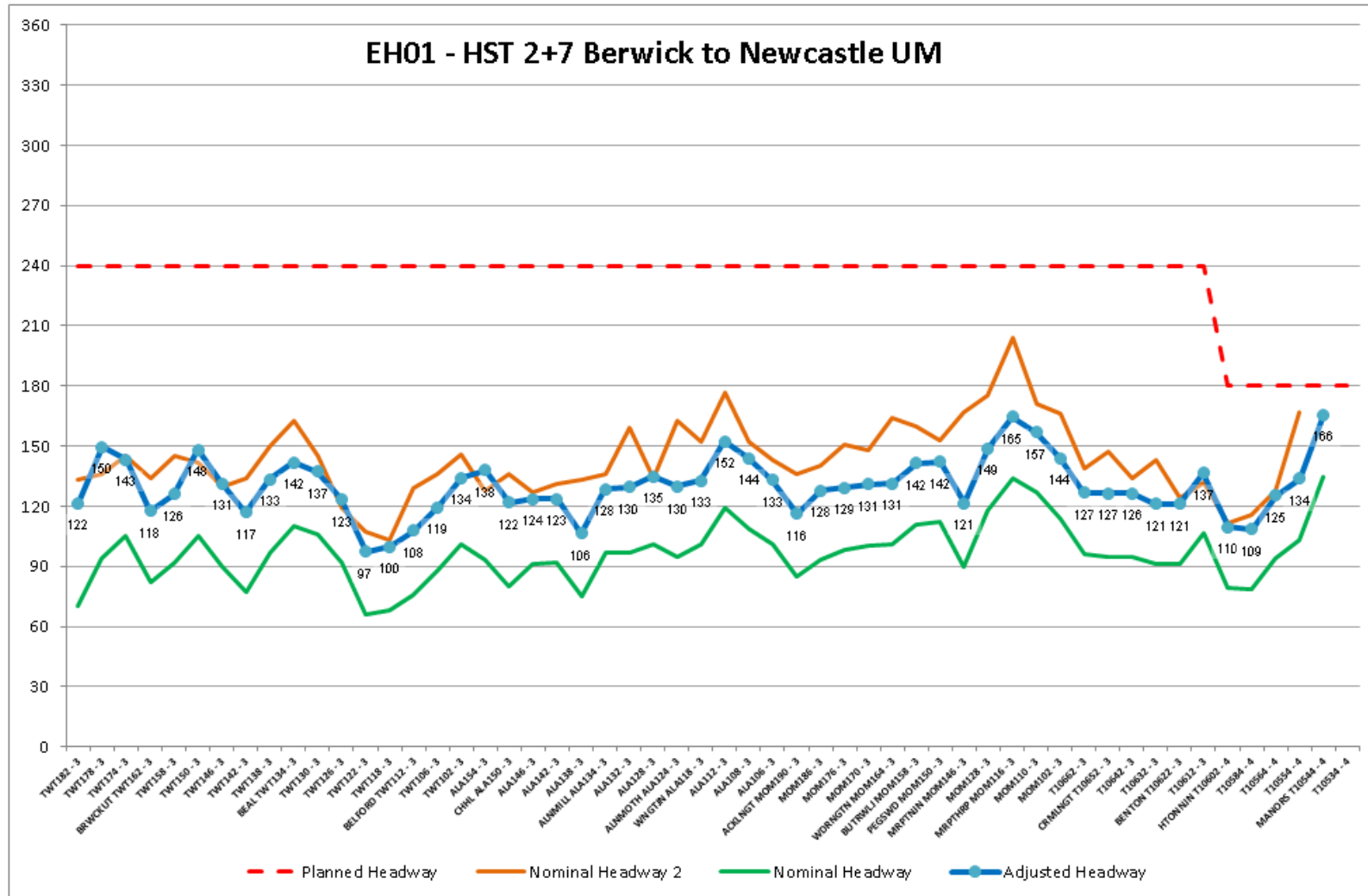
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Berwick-Upon-Tweed – Newcastle – Cross Country HST – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/04	Berwick-Upon-Tweed to Newcastle	Up Main		240		



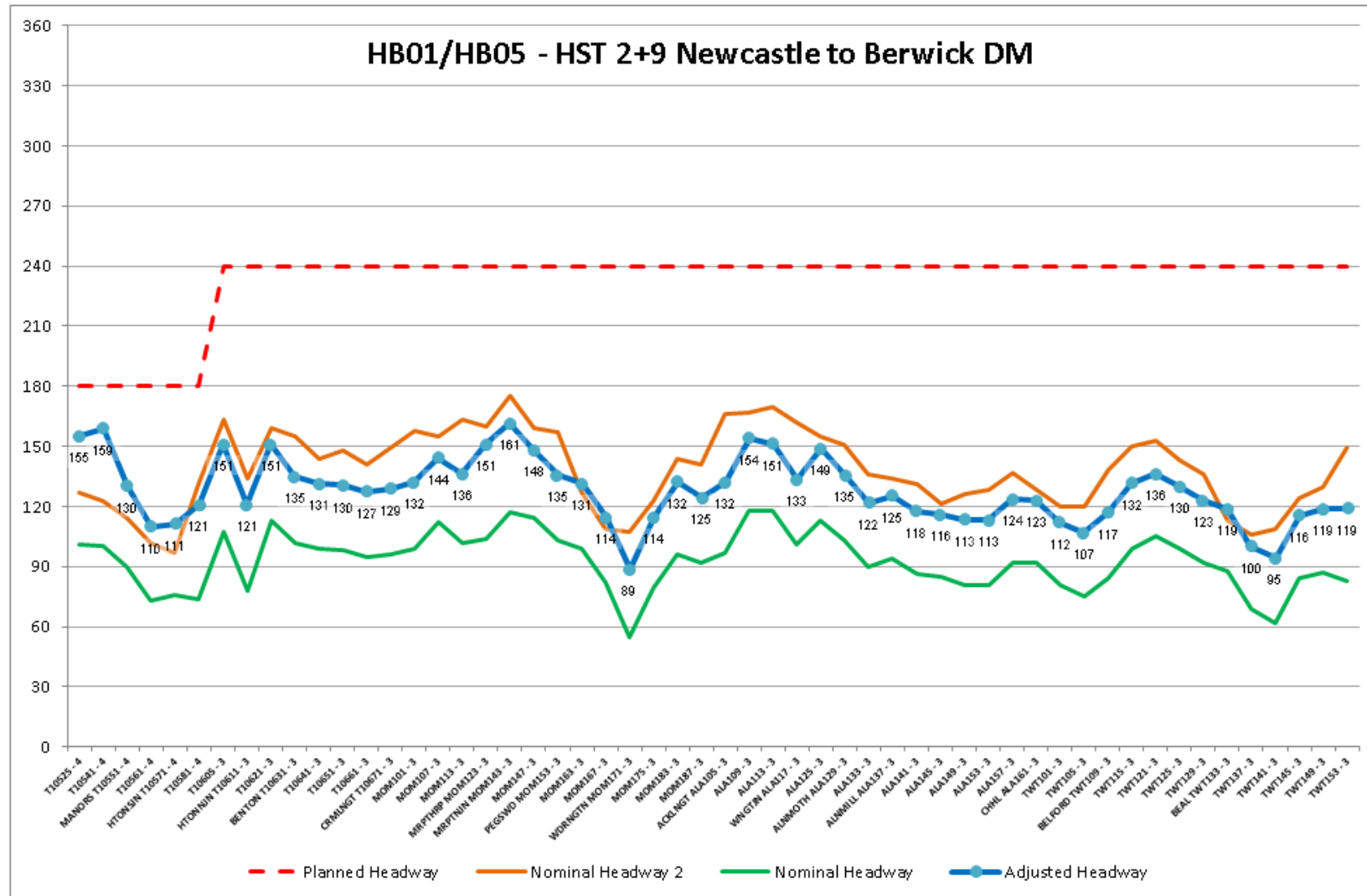
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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Newcastle to Berwick-Up-on-Tweed – Virgin Trains HST – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/05	Heaton South Jn to Berwick-Up-on-Tweed	Down Main		240		



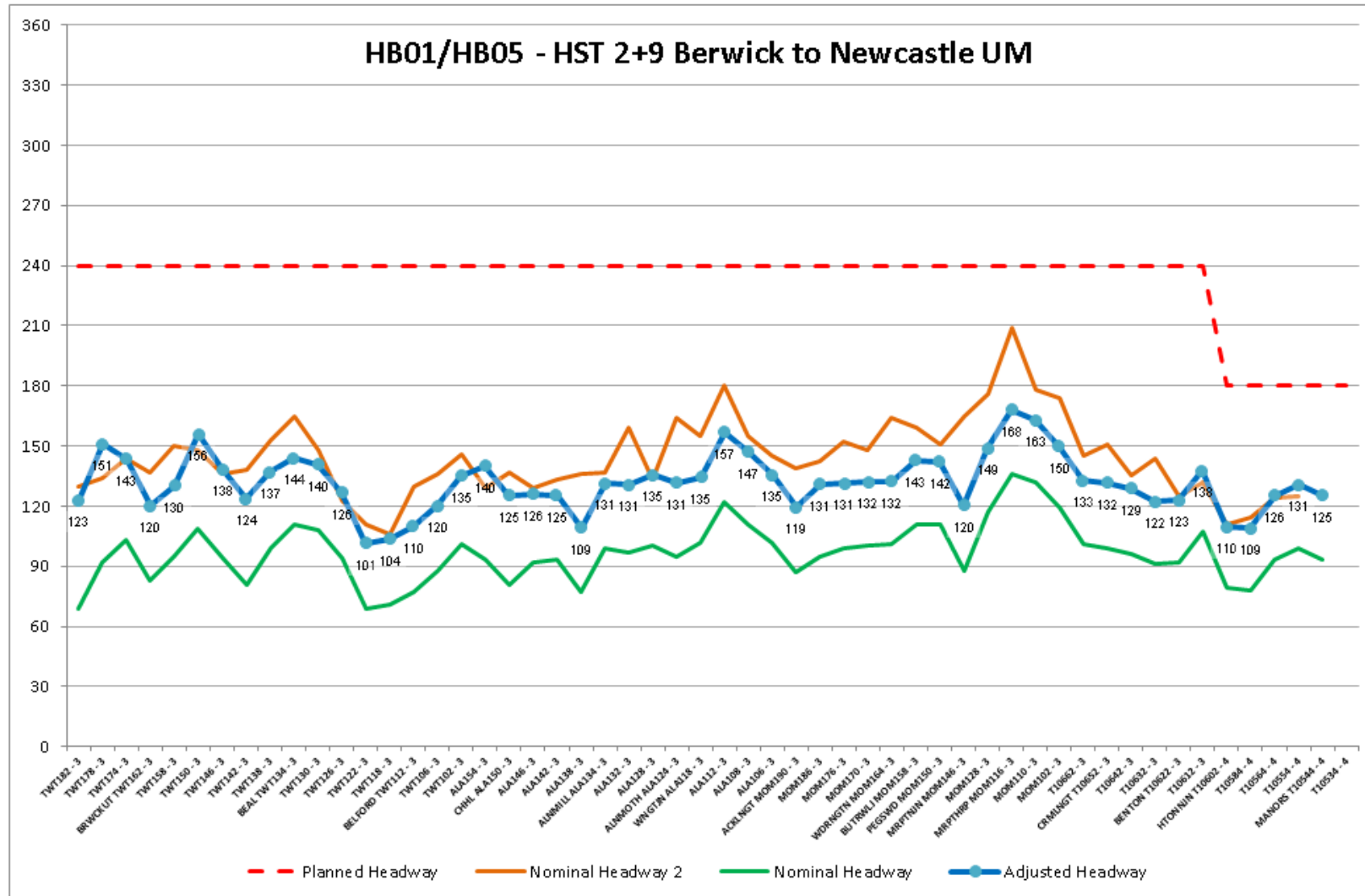
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Berwick-Upon-Tweed to Newcastle – Virgin Trains HST – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/06	Berwick-Upon-Tweed to Newcastle	Up Main		240		



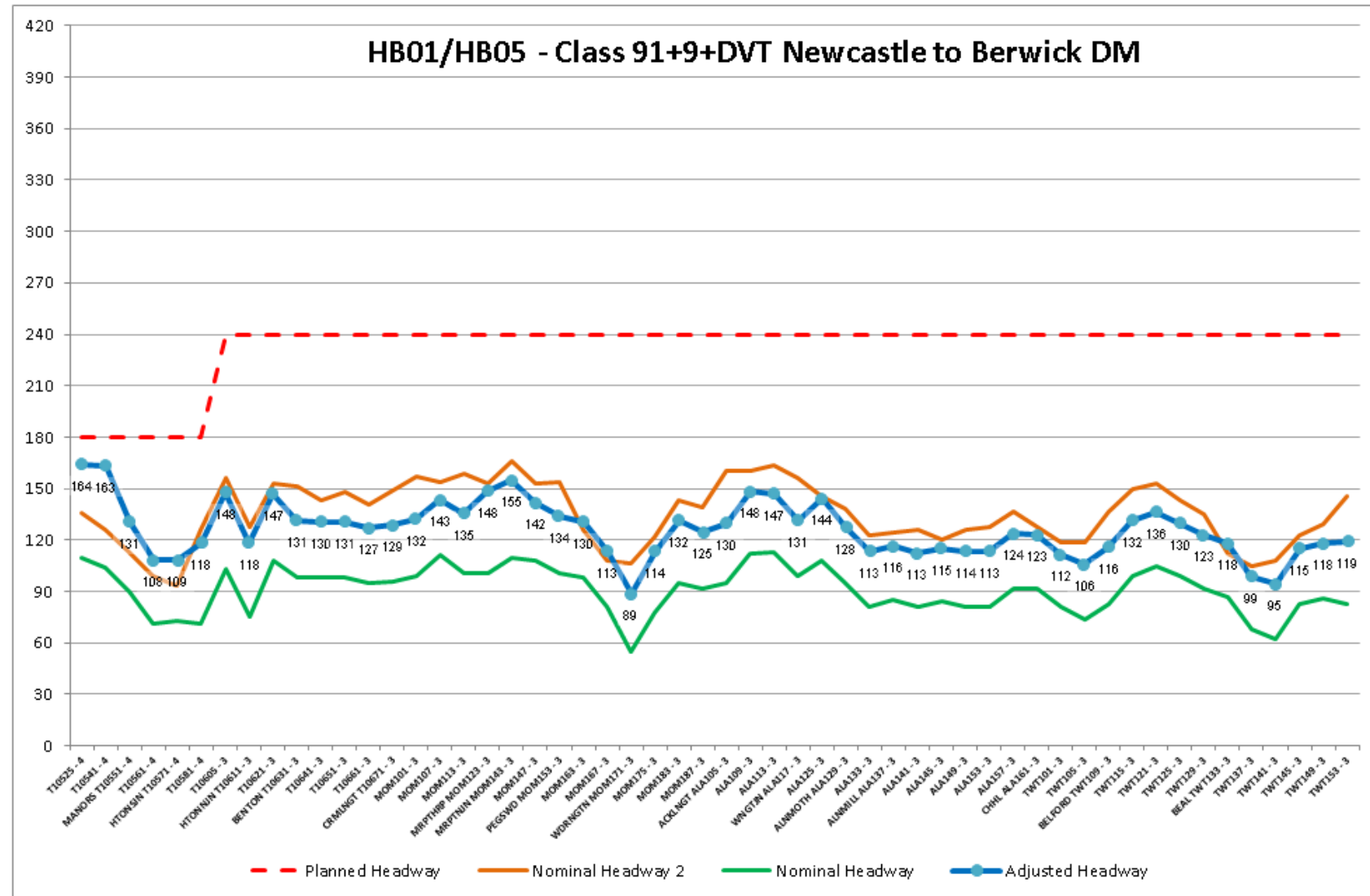
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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Newcastle to Berwick-Up-on-Tweed – Virgin Trains IC225 – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/07	Heaton South Jn to Berwick-Up-on-Tweed	Down Main		240		



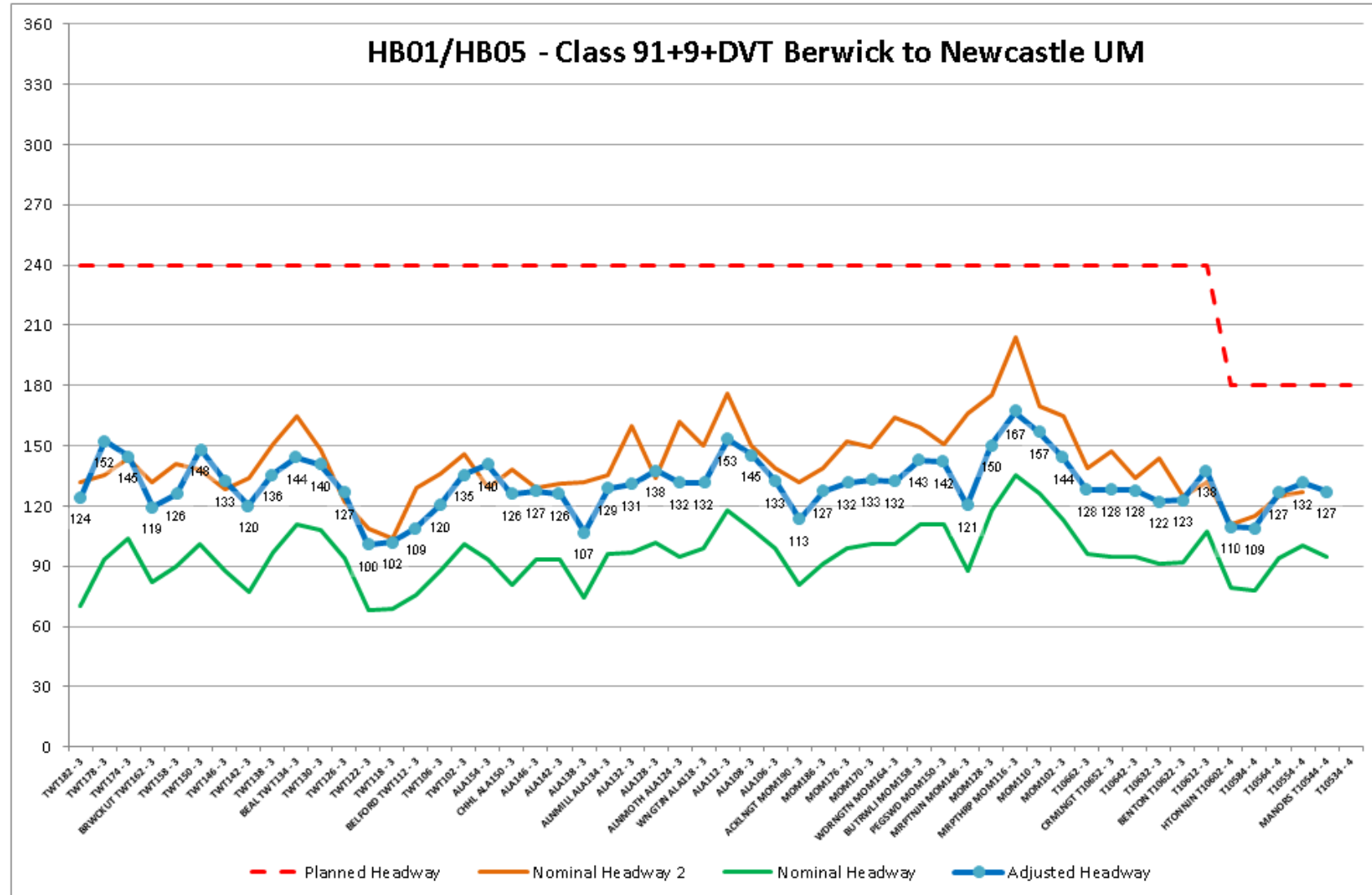
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Berwick-Upon-Tweed to Newcastle – Virgin Trains IC225 – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/08	Berwick-Upon-Tweed to Newcastle	Up Main		240		

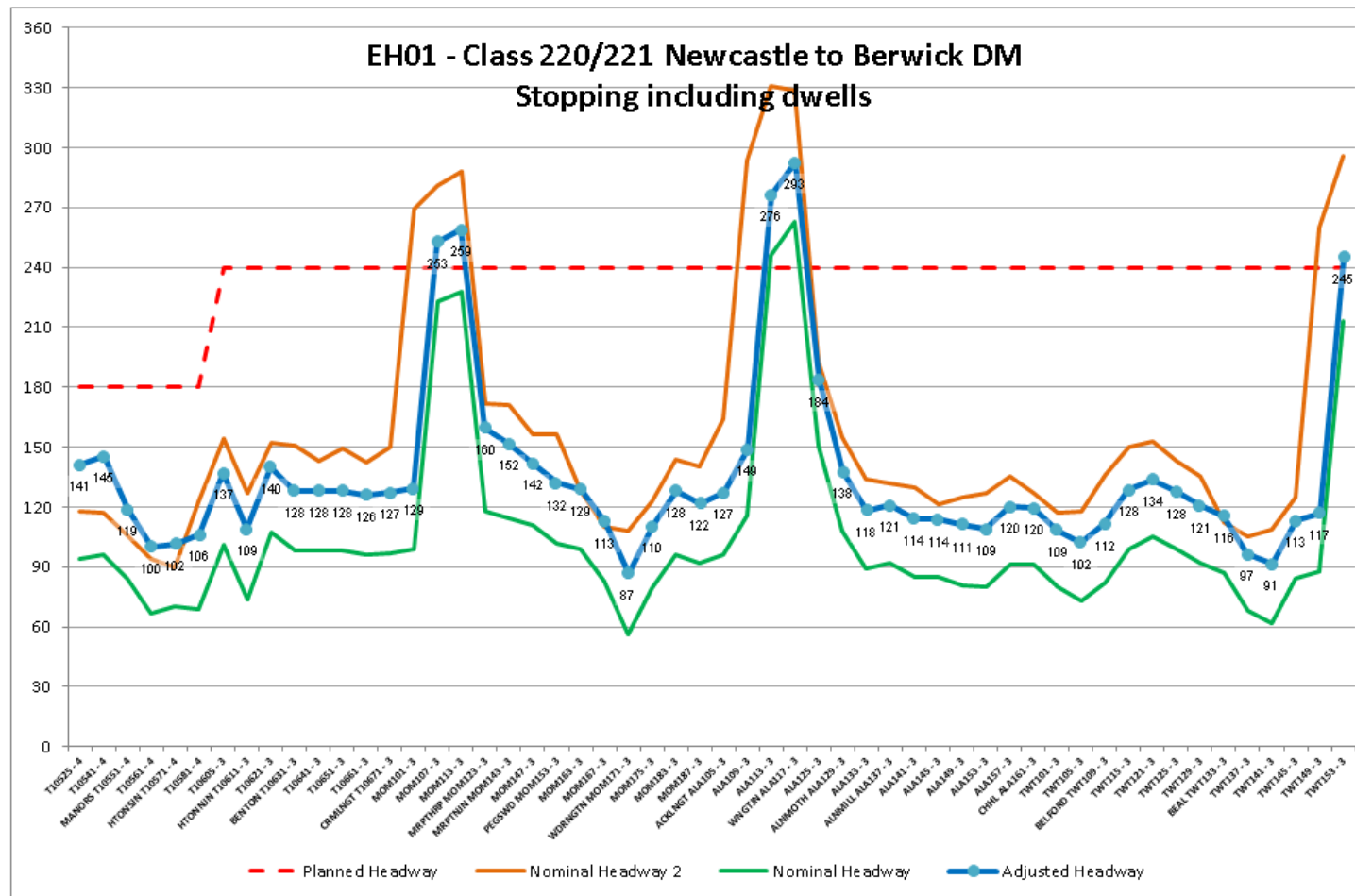


Class 1 – Stopping Services Including Dwells

Including dwells. Calling at Newcastle, Morpeth, Alnmouth & Berwick-upon Tweed

Newcastle – Berwick-Upon-Tweed – Cross Country Class 220/221 – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/11	Newcastle to Berwick-Upon-Tweed	Down Main		240		



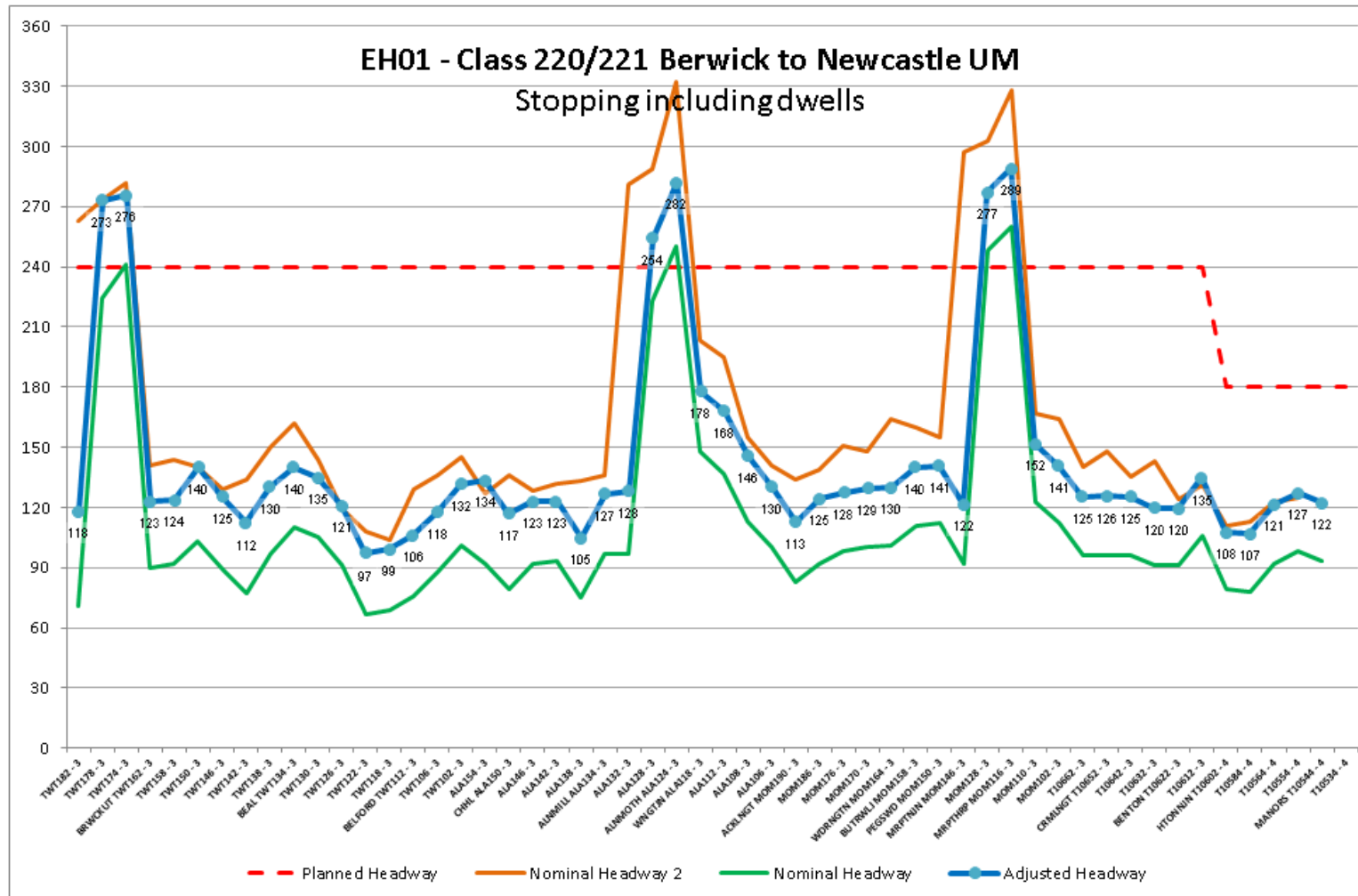
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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Berwick-Up-on-Tweed – Newcastle – Cross Country Class 220/221 – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/12	Berwick-Up-on-Tweed to Newcastle	Up Main		240		



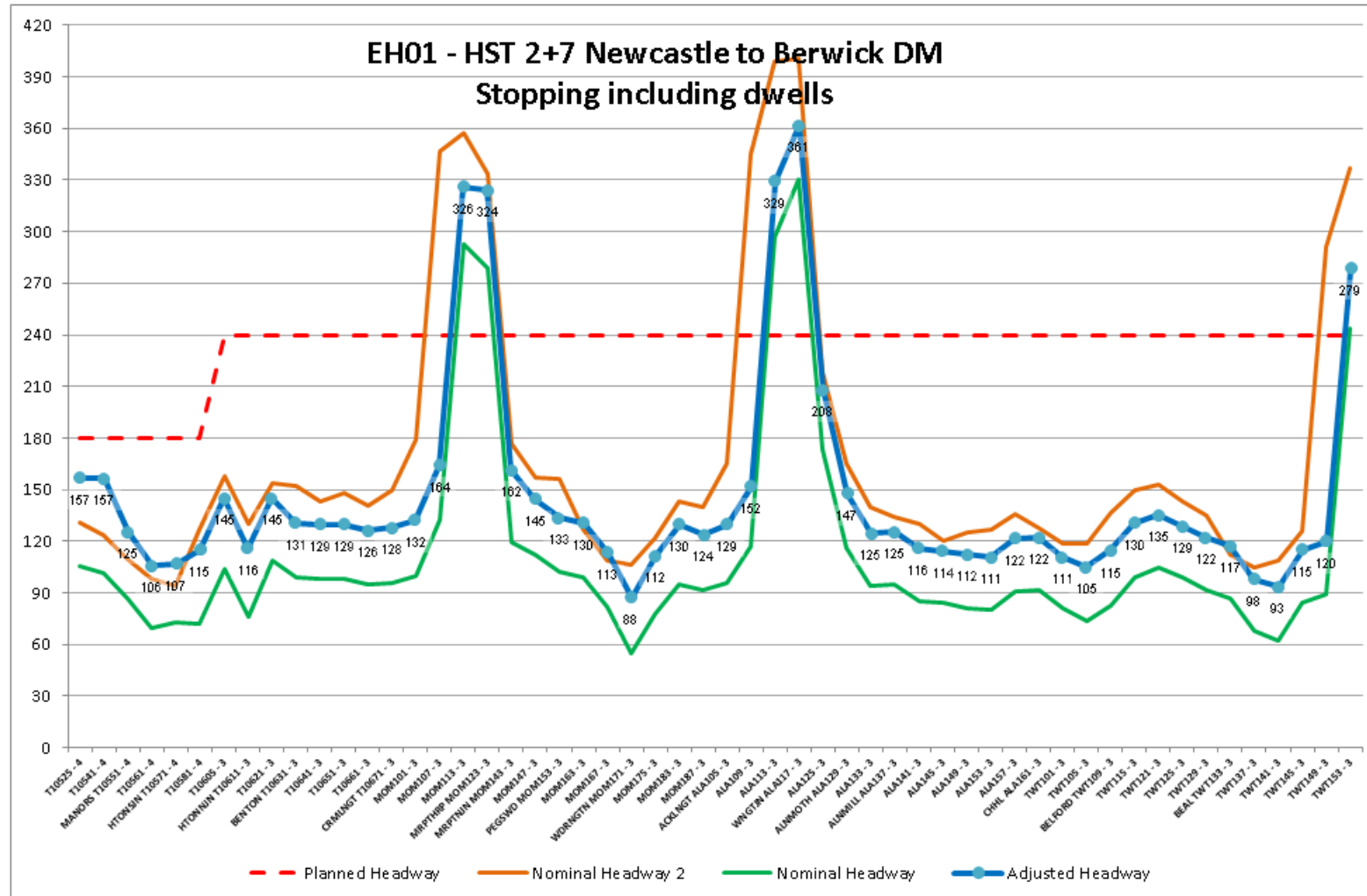
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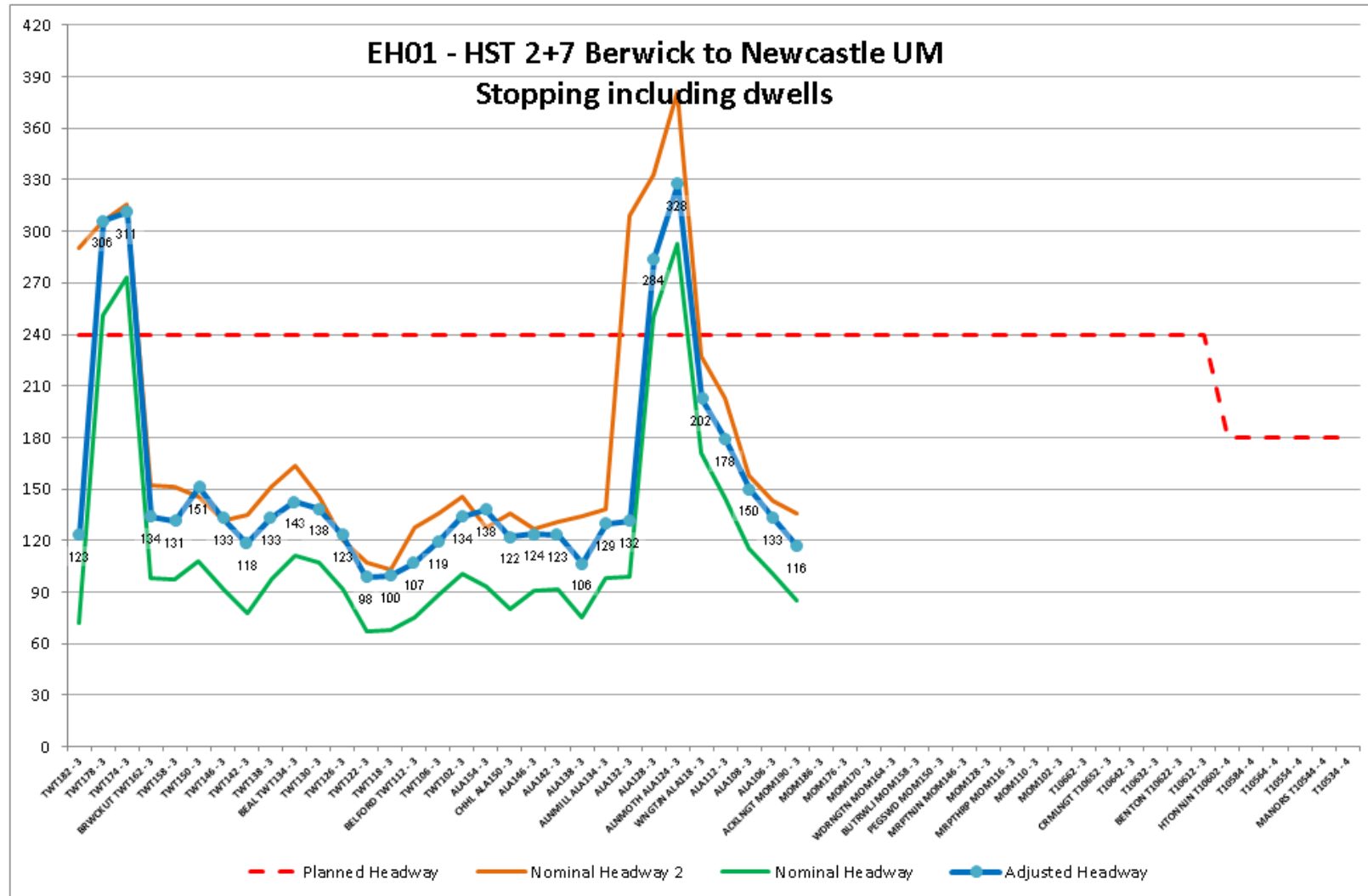
Newcastle – Berwick-Upon-Tweed – Cross Country HST – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/13	Newcastle to Berwick-Upon-Tweed	Down Main		240		



Berwick-Up-on-Tweed – Newcastle – Cross Country HST – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/14	Berwick-Up-on-Tweed to Newcastle	Up Main		240		



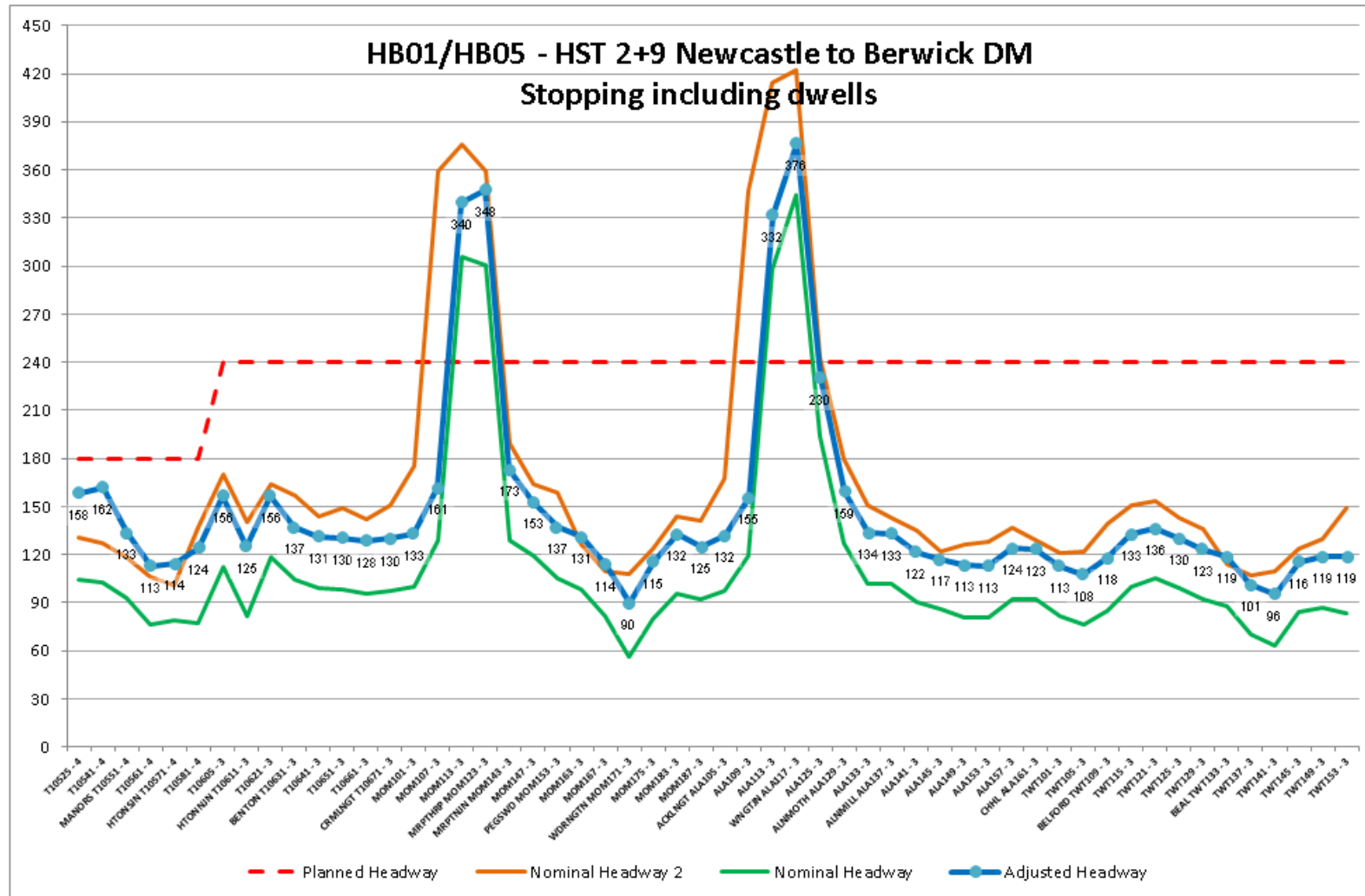
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Newcastle to Berwick-Up-on-Tweed – Virgin Trains HST – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/15	Heaton South Jn to Berwick-Up-on-Tweed	Down Main		240		



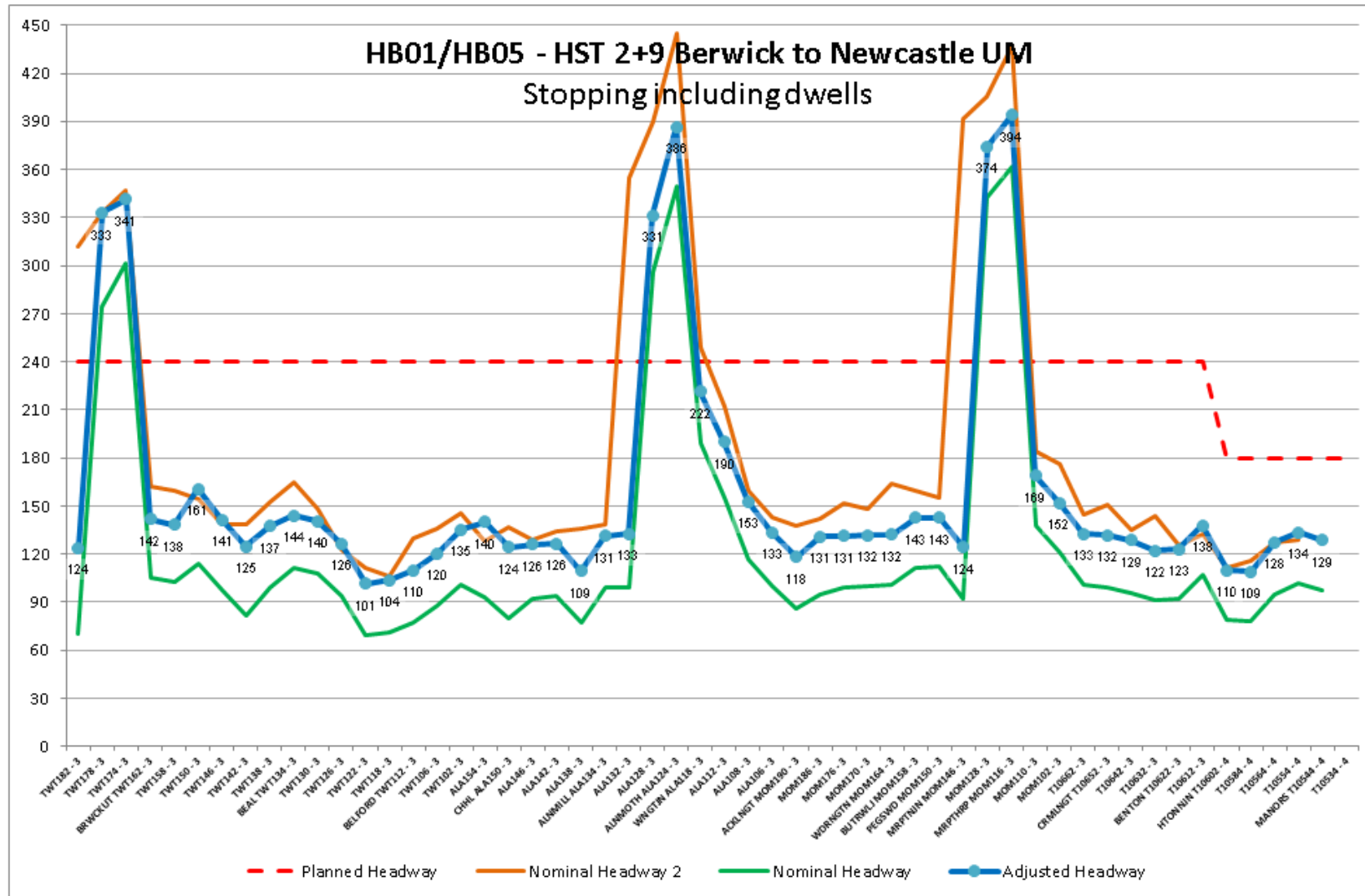
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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Berwick-Upon-Tweed to Newcastle – Virgin Trains HST – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/16	Berwick-Upon-Tweed to Newcastle	Up Main		240		



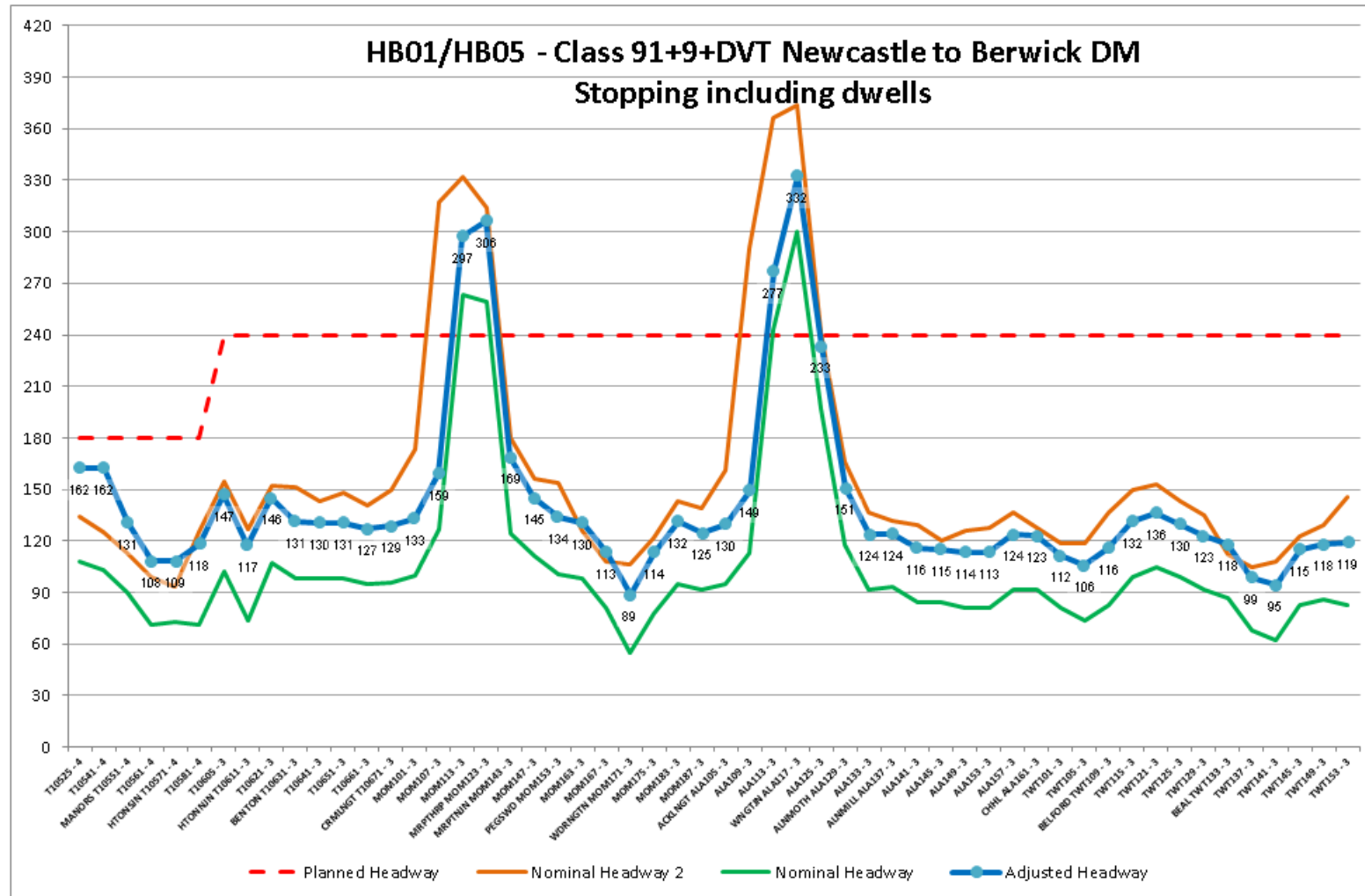
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Newcastle to Berwick-Up-on-Tweed – Virgin Trains IC225 – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/17	Heaton South Jn to Berwick-Up-on-Tweed	Down Main		240		



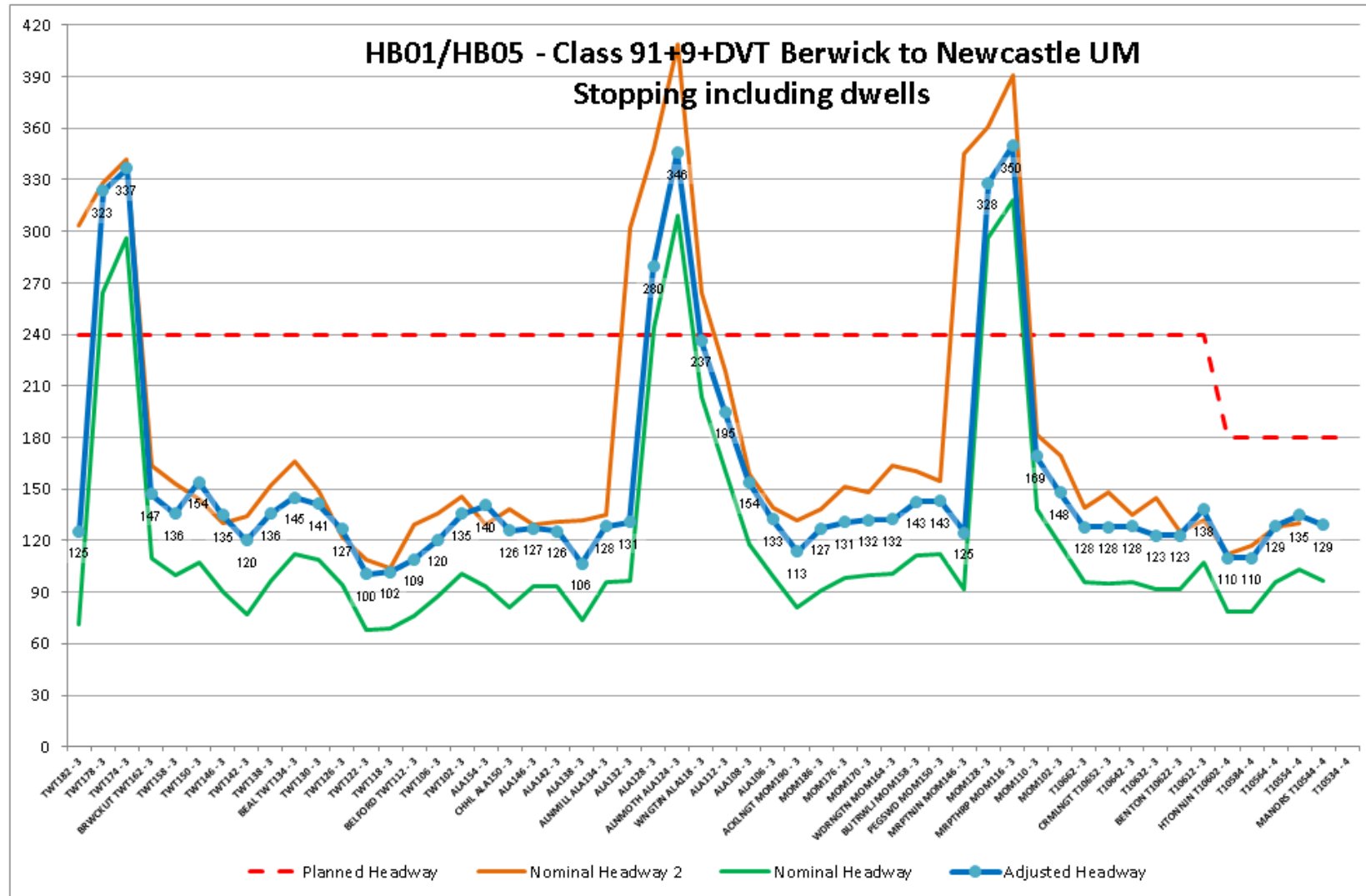
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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Berwick-Upon-Tweed to Newcastle – Virgin Trains IC225 – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/18	Berwick-Upon-Tweed to Newcastle	Up Main		240		

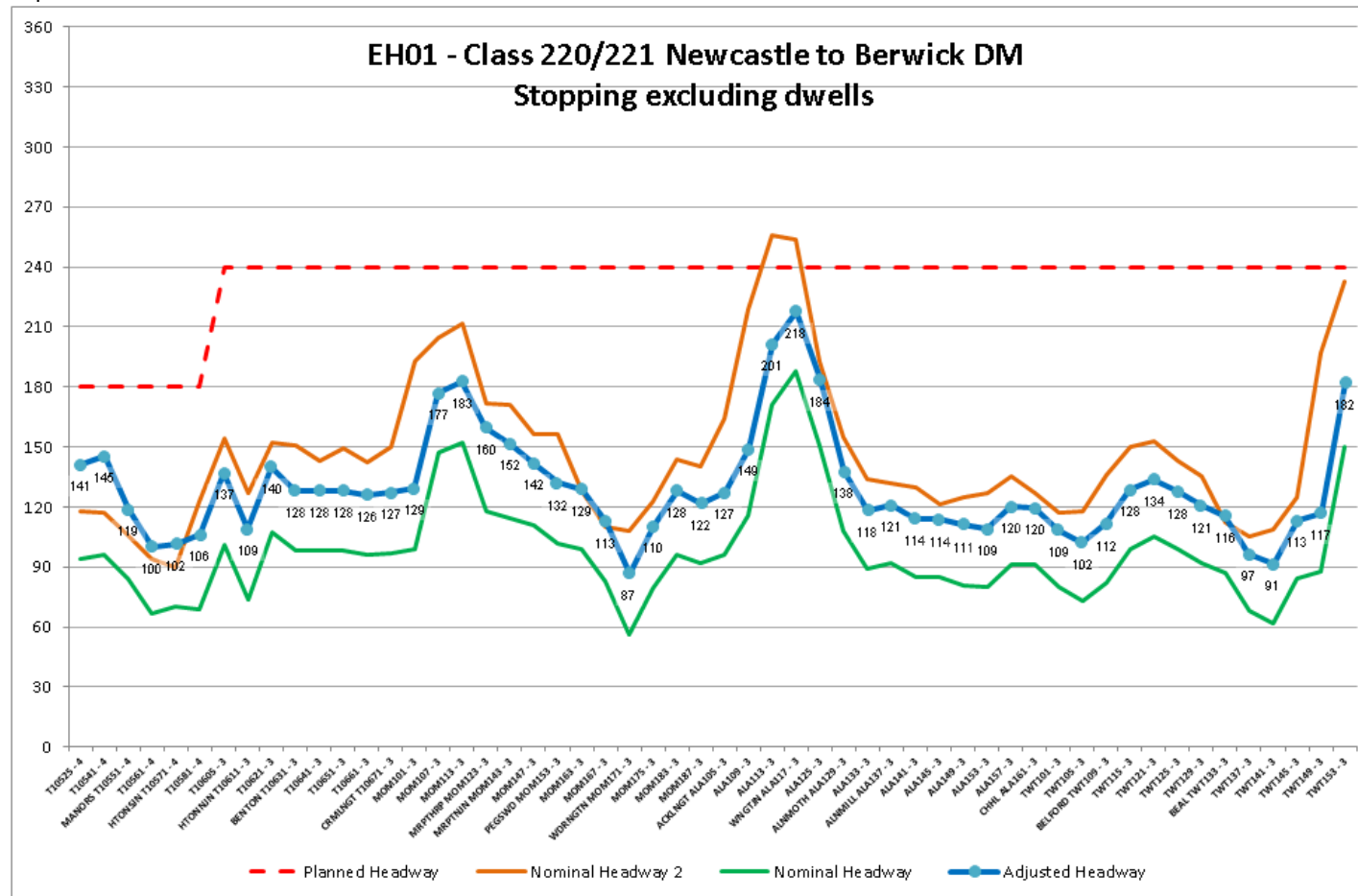


Class 1 – Stopping Services Excluding Dwells

Excluding dwells. Calling at Newcastle, Morpeth, Alnmouth & Berwick-upon Tweed

Newcastle – Berwick-Upon-Tweed – Cross Country Class 220/221 – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/21	Newcastle to Berwick-Upon-Tweed	Down Main		240		



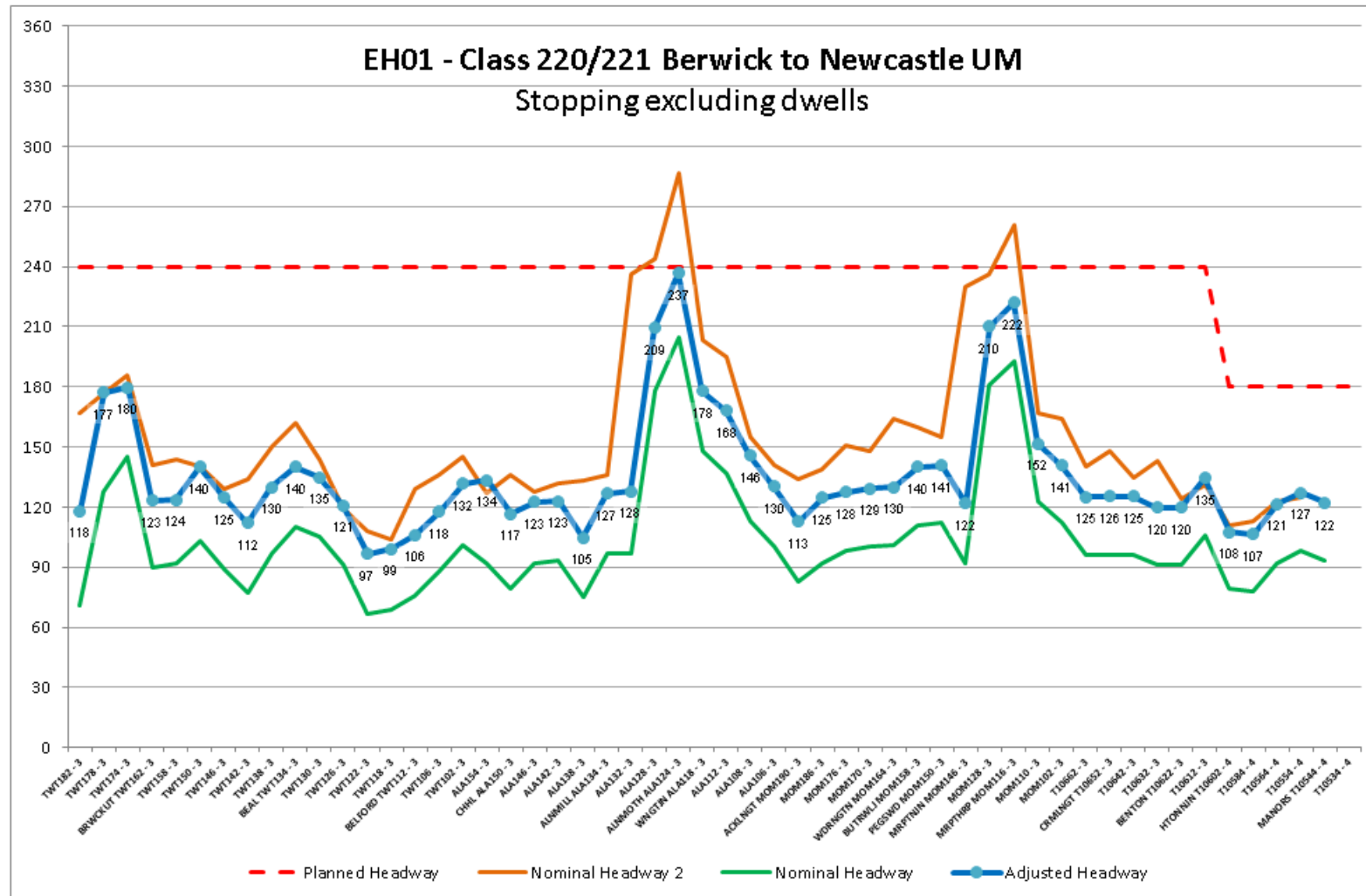
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Berwick-Up-on-Tweed – Newcastle – Cross Country Class 220/221 – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/22	Berwick-Up-on-Tweed to Newcastle	Up Main		240		



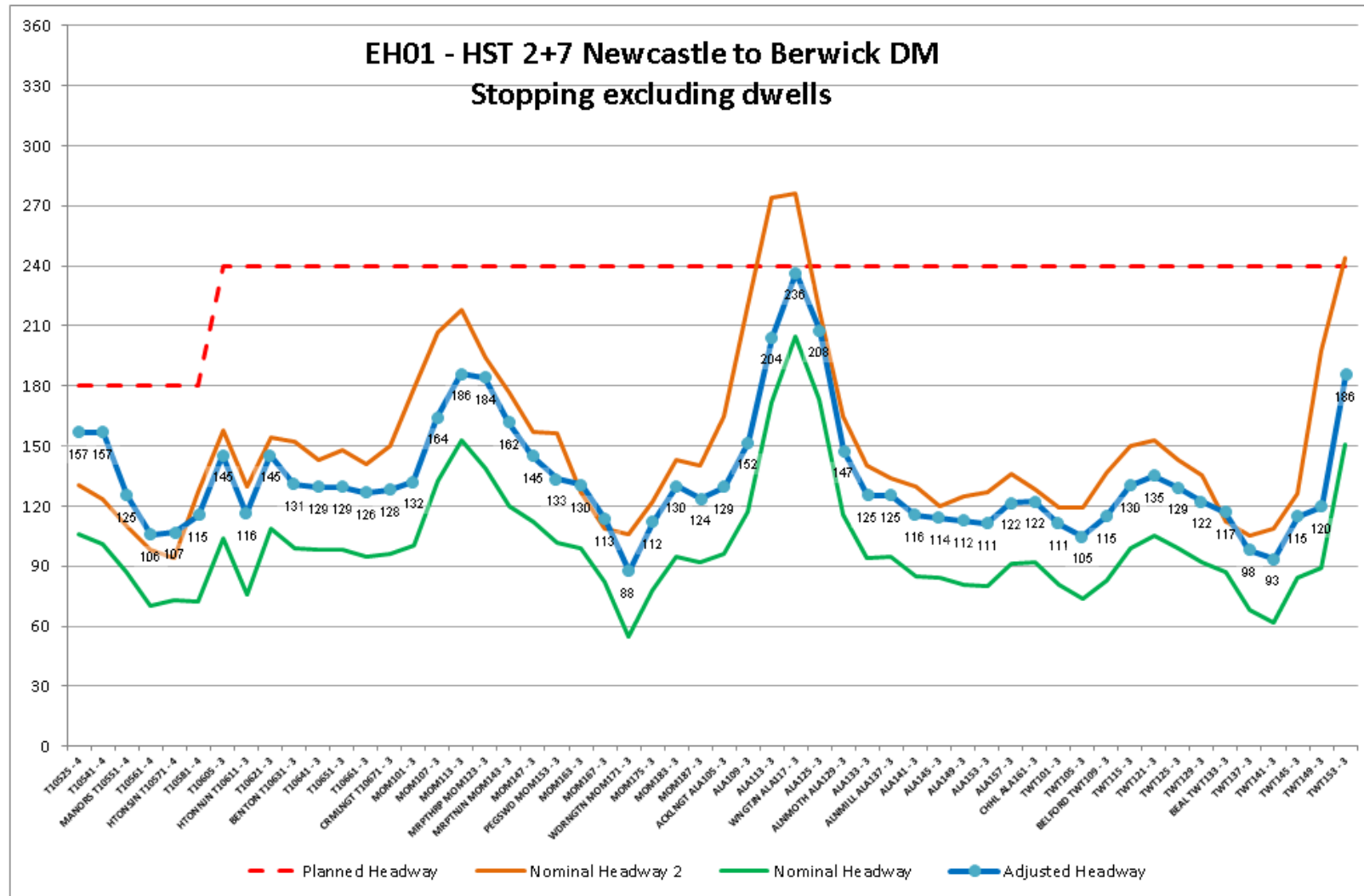
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Newcastle – Berwick-Upon-Tweed – Cross Country HST – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/23	Newcastle to Berwick-Upon-Tweed	Down Main		240		



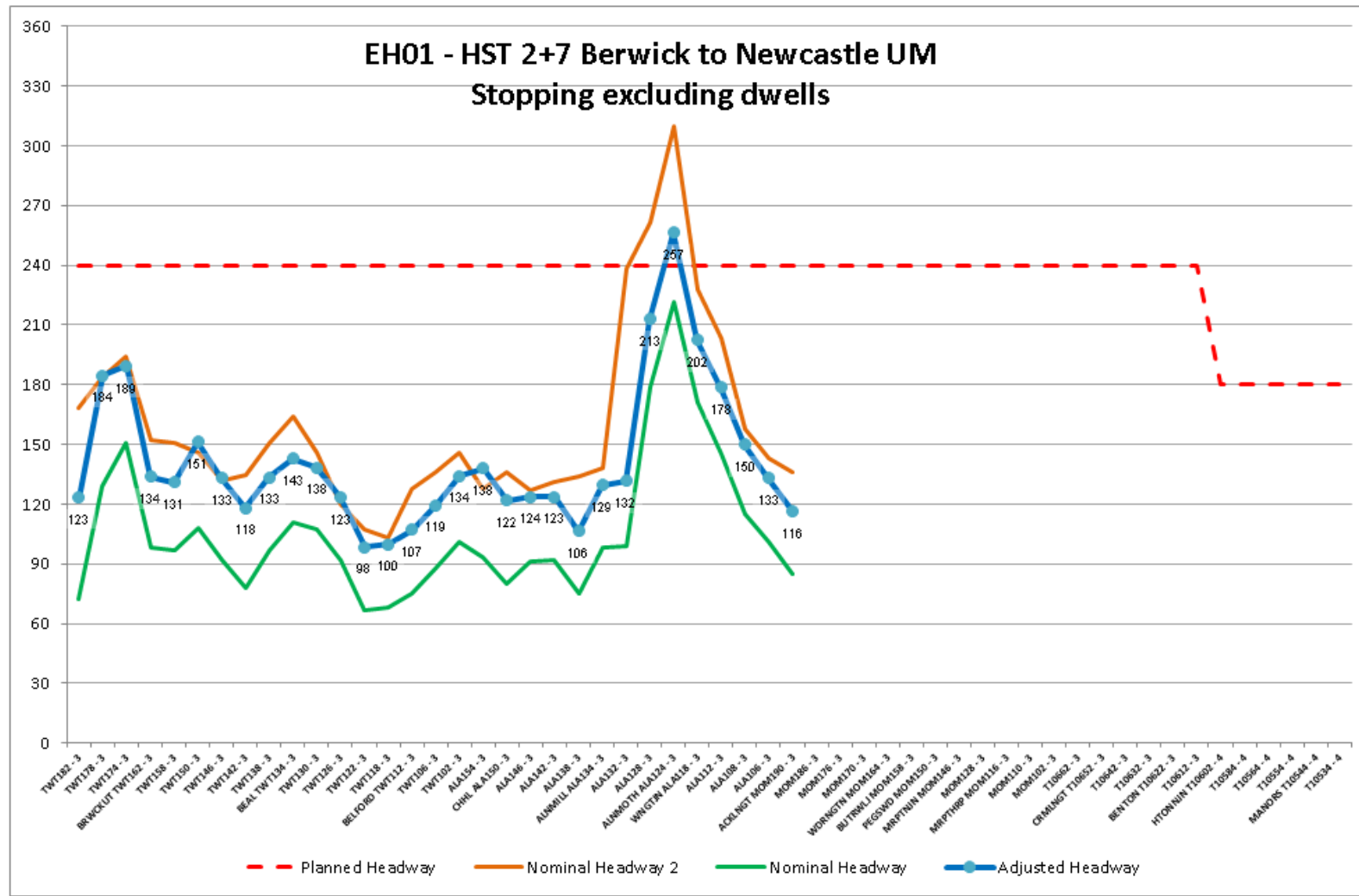
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Berwick-Upon-Tweed – Newcastle – Cross Country HST – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/24	Berwick-Upon-Tweed to Newcastle	Up Main		240		



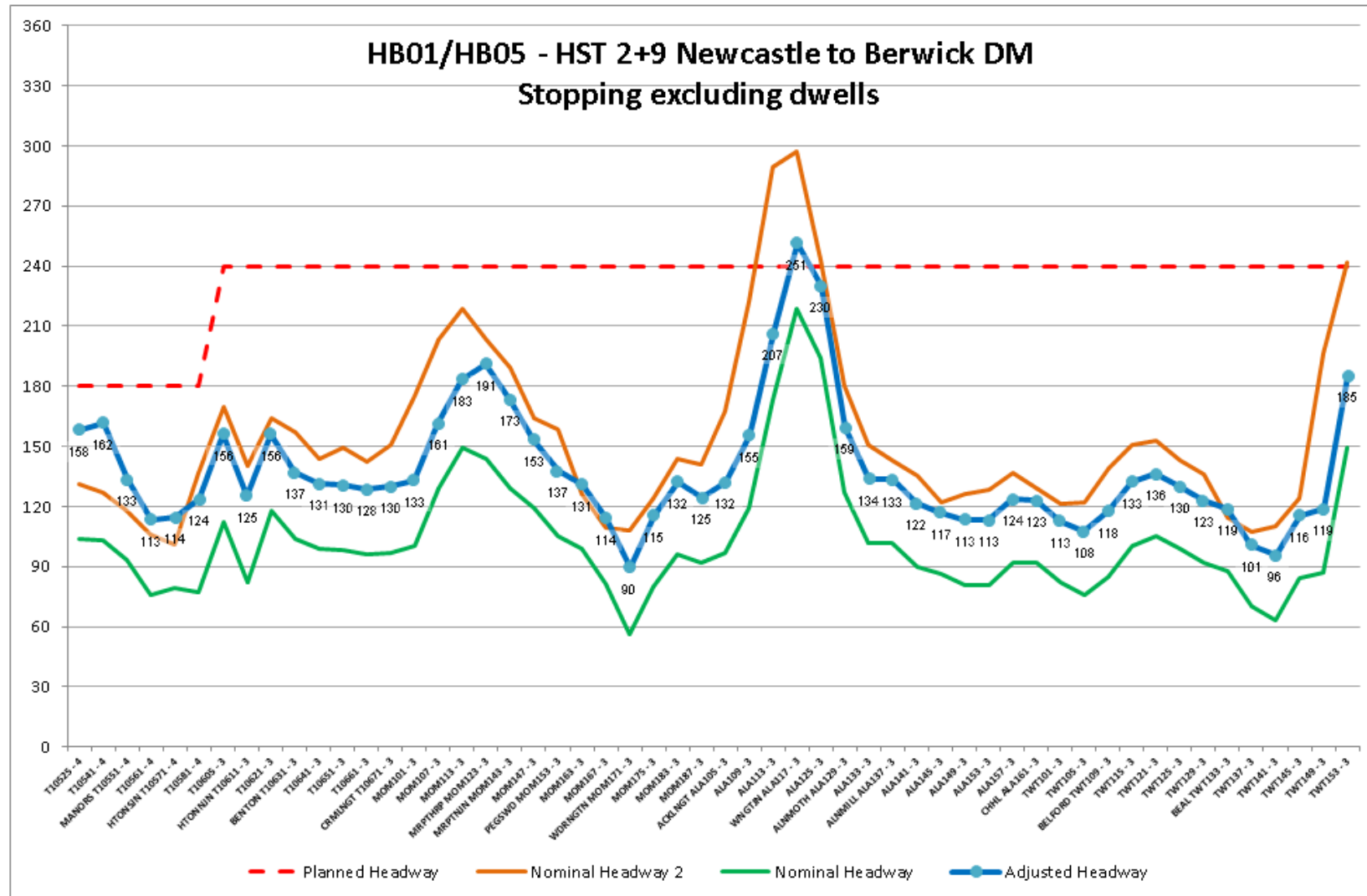
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Newcastle to Berwick-Up-on-Tweed – Virgin Trains HST – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/25	Heaton South Jn to Berwick-Up-on-Tweed	Down Main		240		



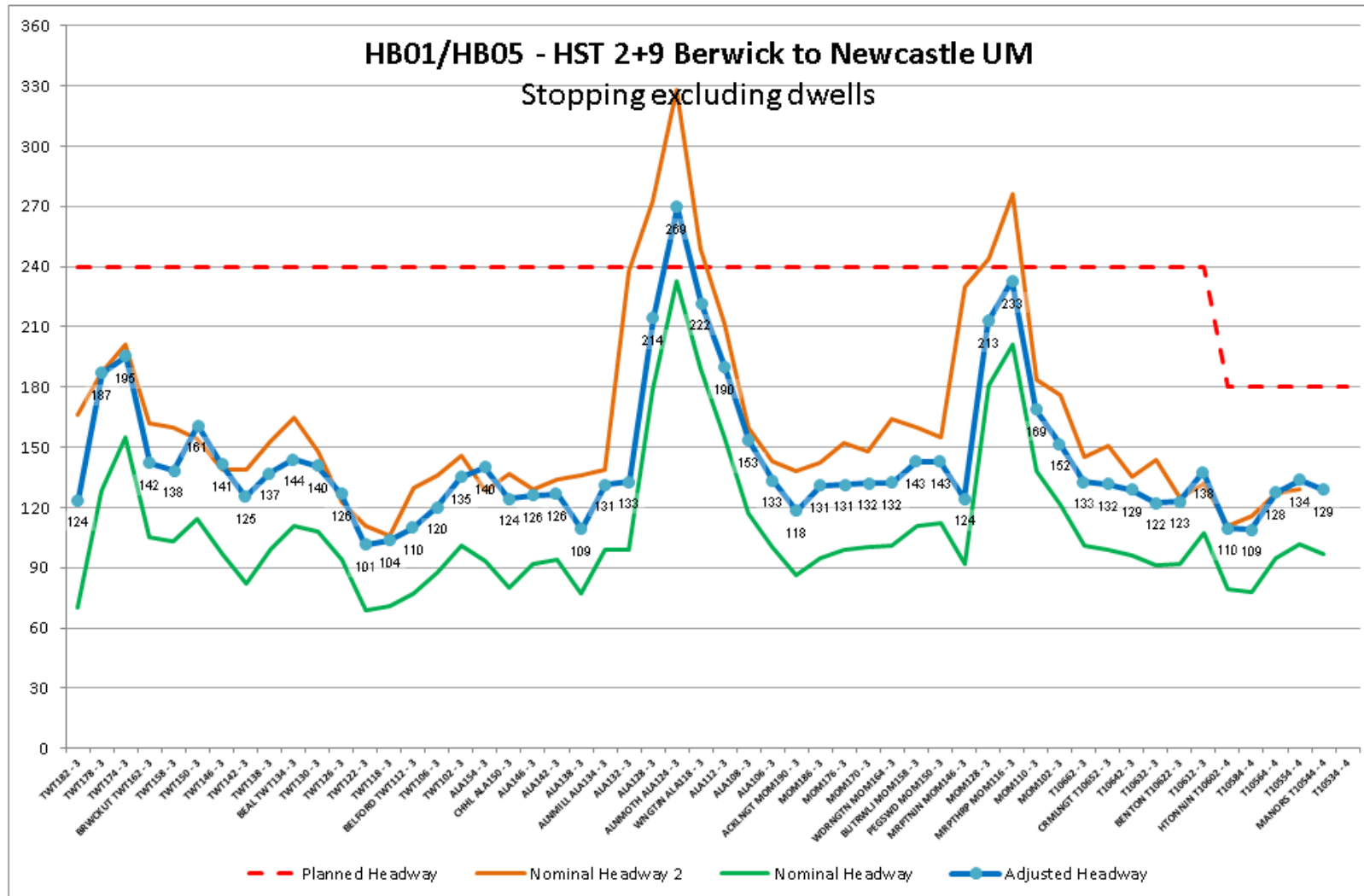
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Berwick-Upon-Tweed to Newcastle – Virgin Trains HST – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/26	Berwick-Upon-Tweed to Newcastle	Up Main		240		



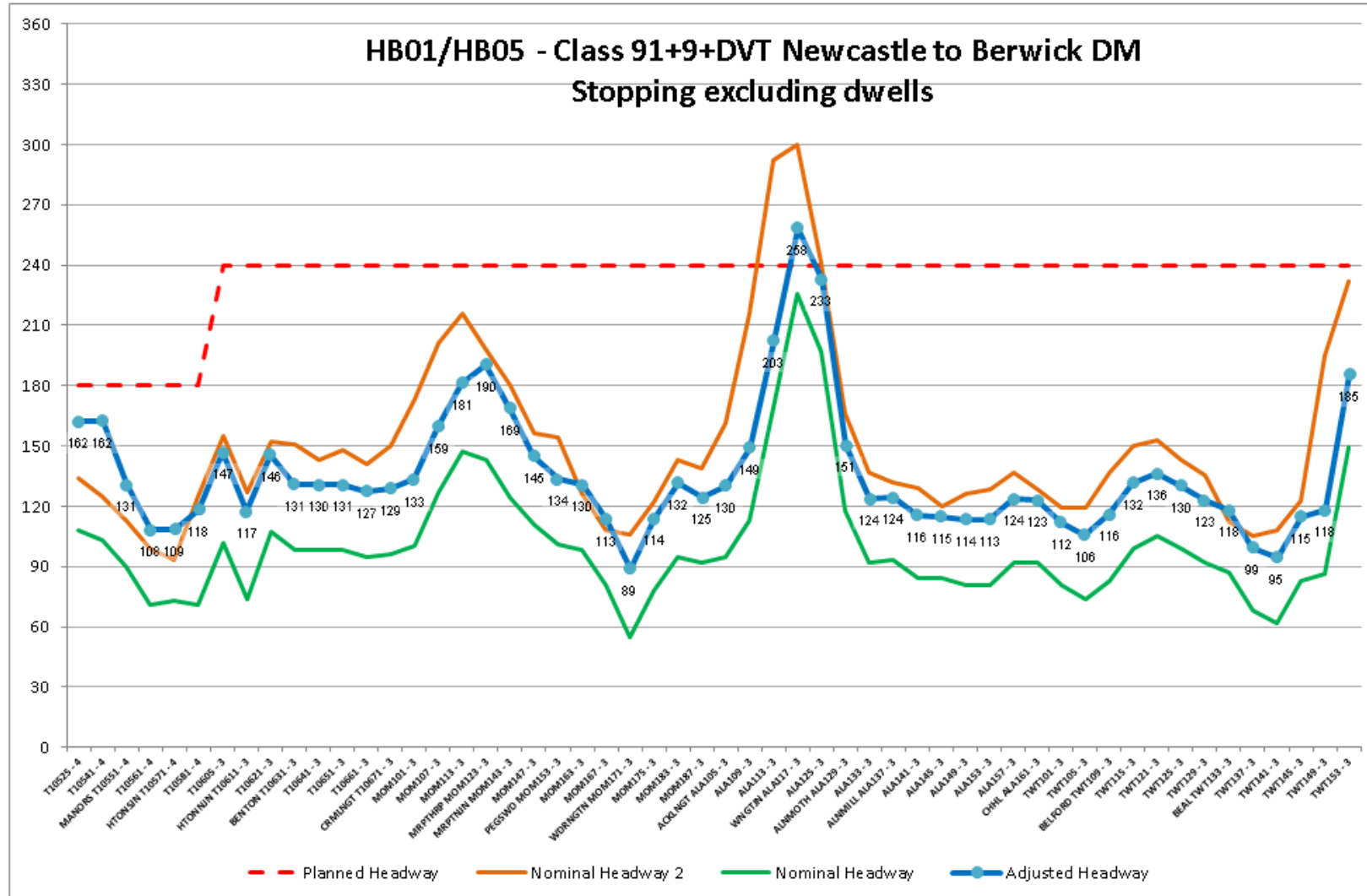
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Newcastle to Berwick-Up-on-Tweed – Virgin Trains IC225 – Down Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/27	Heaton South Jn to Berwick-Up-on-Tweed	Down Main		240		



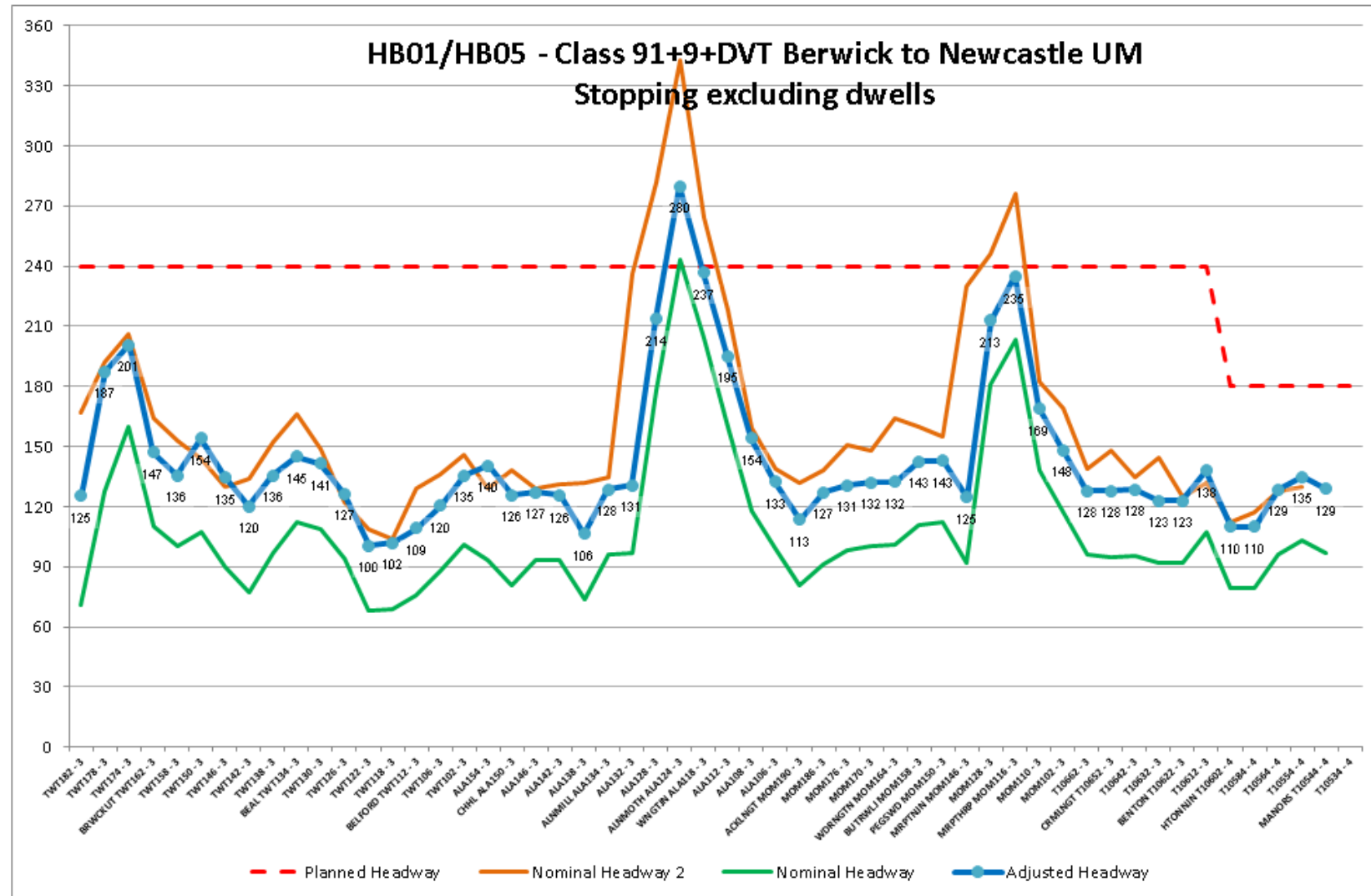
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Berwick-Upon-Tweed to Newcastle – Virgin Trains IC225 – Up Main

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/28	Berwick-Upon-Tweed to Newcastle	Up Main		240		



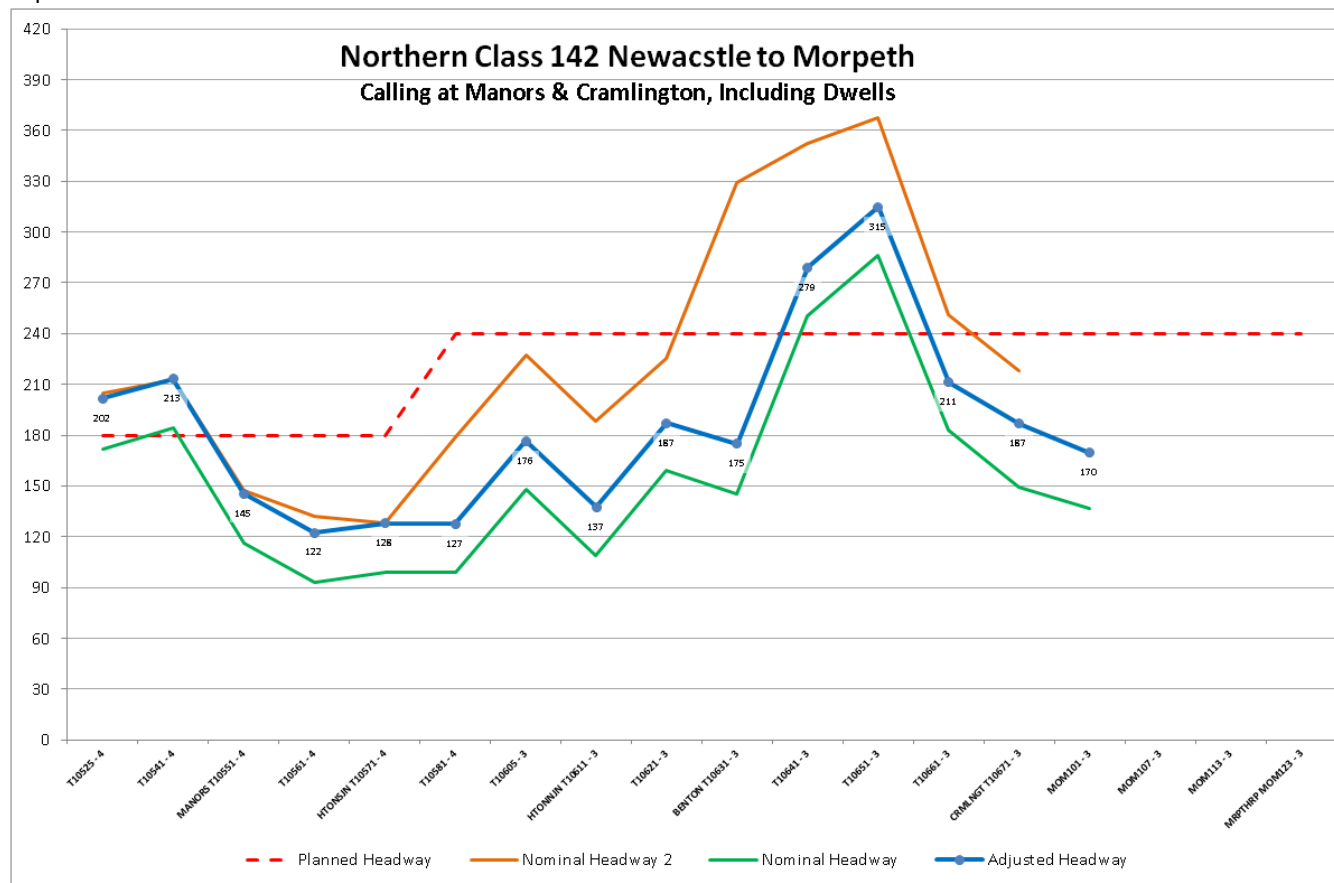
Class 2 Services

Class 2 – Stopping Services Including Dwells

Newcastle to Morpeth – 142 – Down Main

Calling at Manors and Cramlington

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/31	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/31	Heaton South Jn to Morpeth	Down Main	LN600	240		



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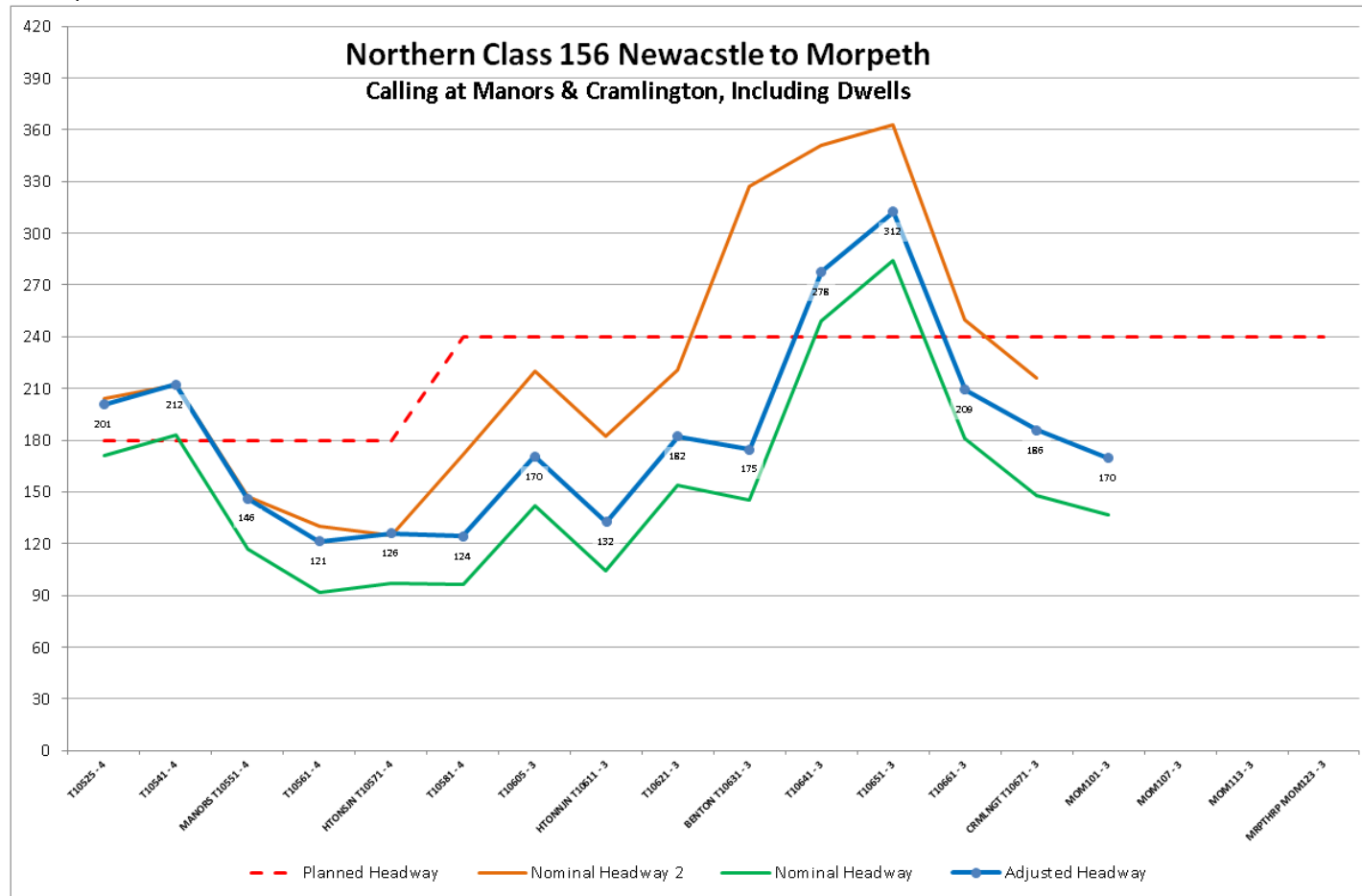
TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Newcastle to Morpeth – 156 – Down Main

Calling at Manors and Cramlington

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/32	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/32	Heaton South Jn to Morpeth	Down Main	LN600	240		



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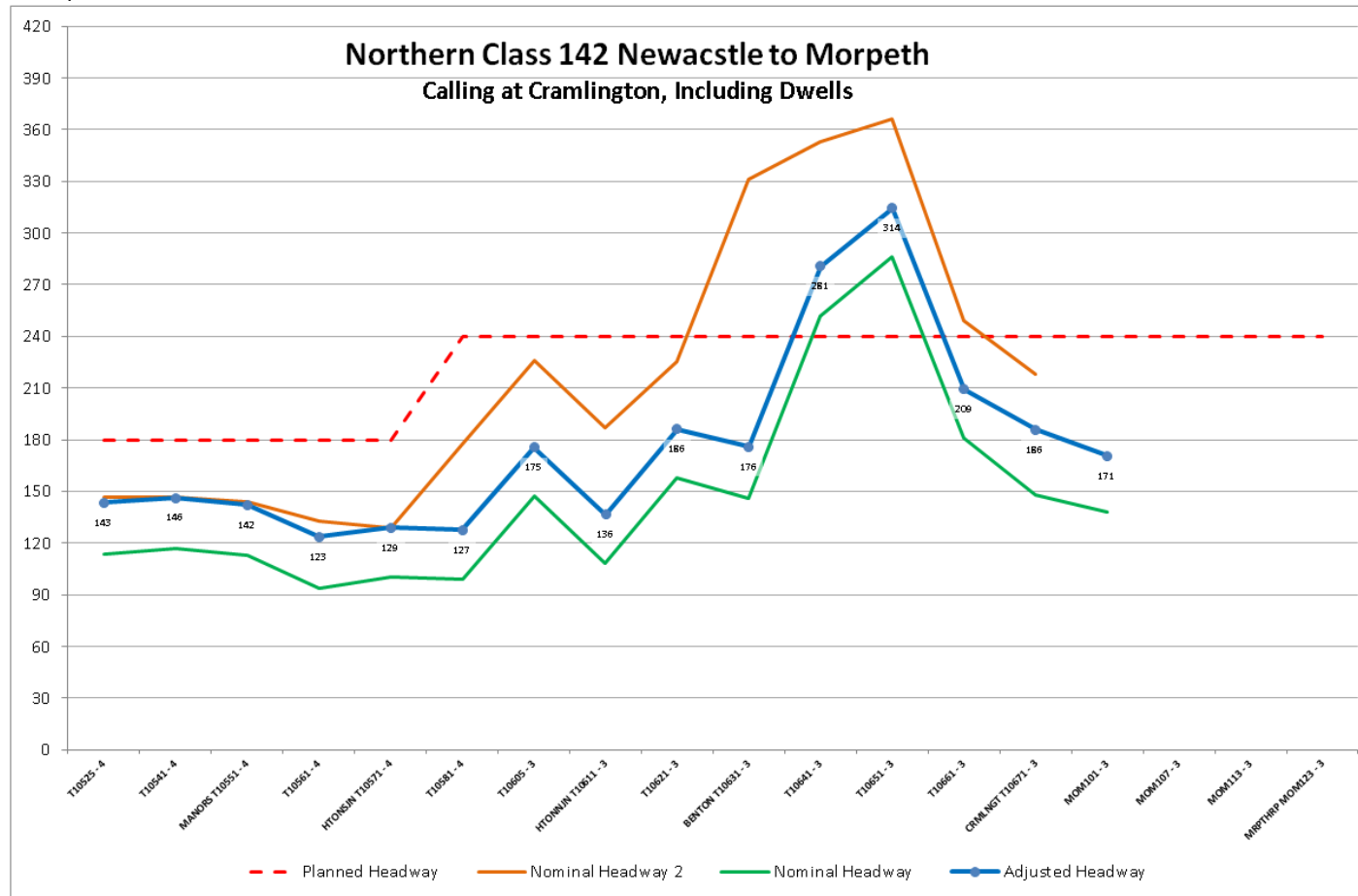
TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Newcastle to Morpeth – 142 – Down Main

Calling at Cramlington

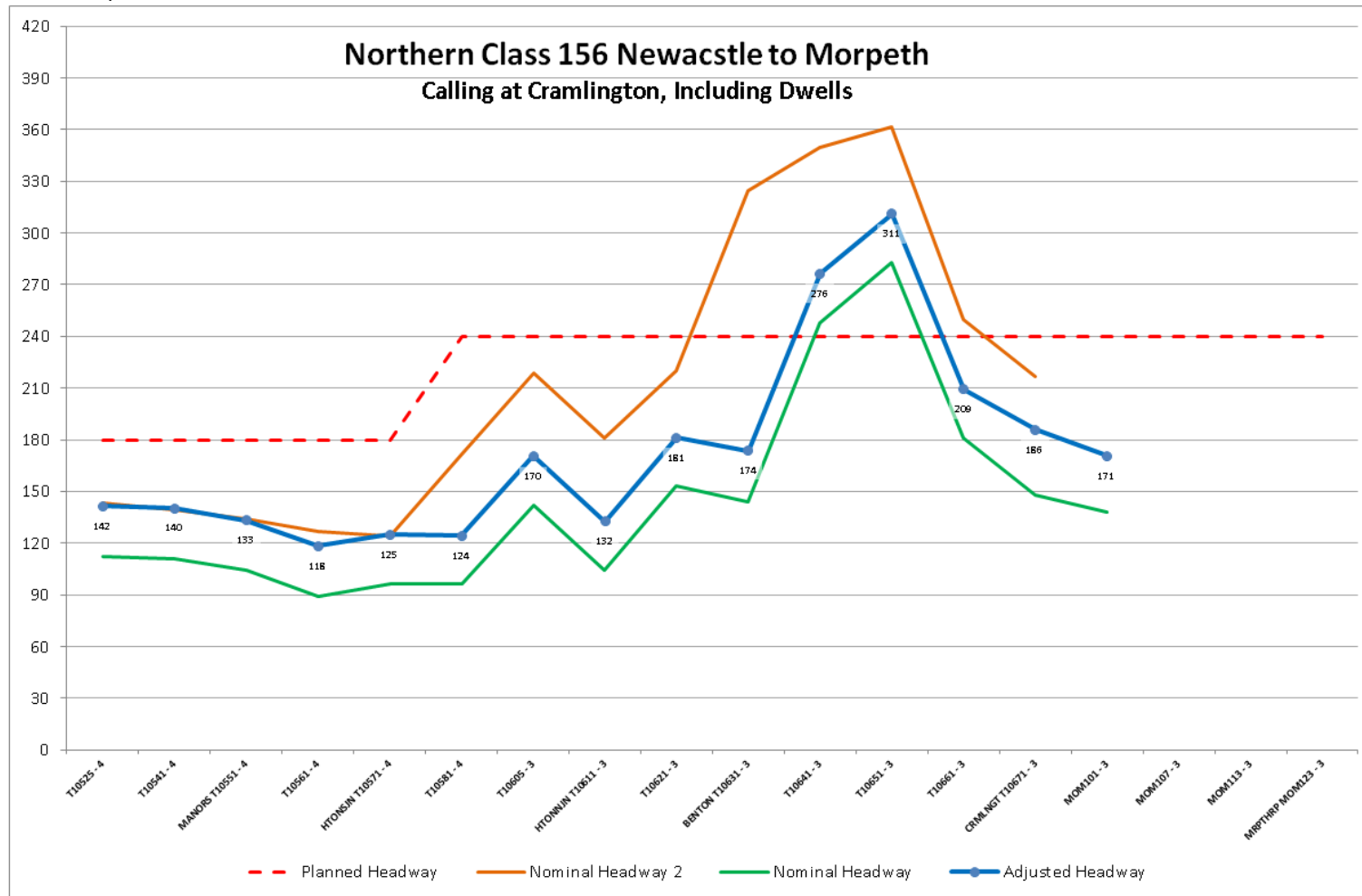
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/33	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/33	Heaton South Jn to Morpeth	Down Main	LN600	240		



Newcastle to Morpeth – 156 – Down Main

Calling at Cramlington

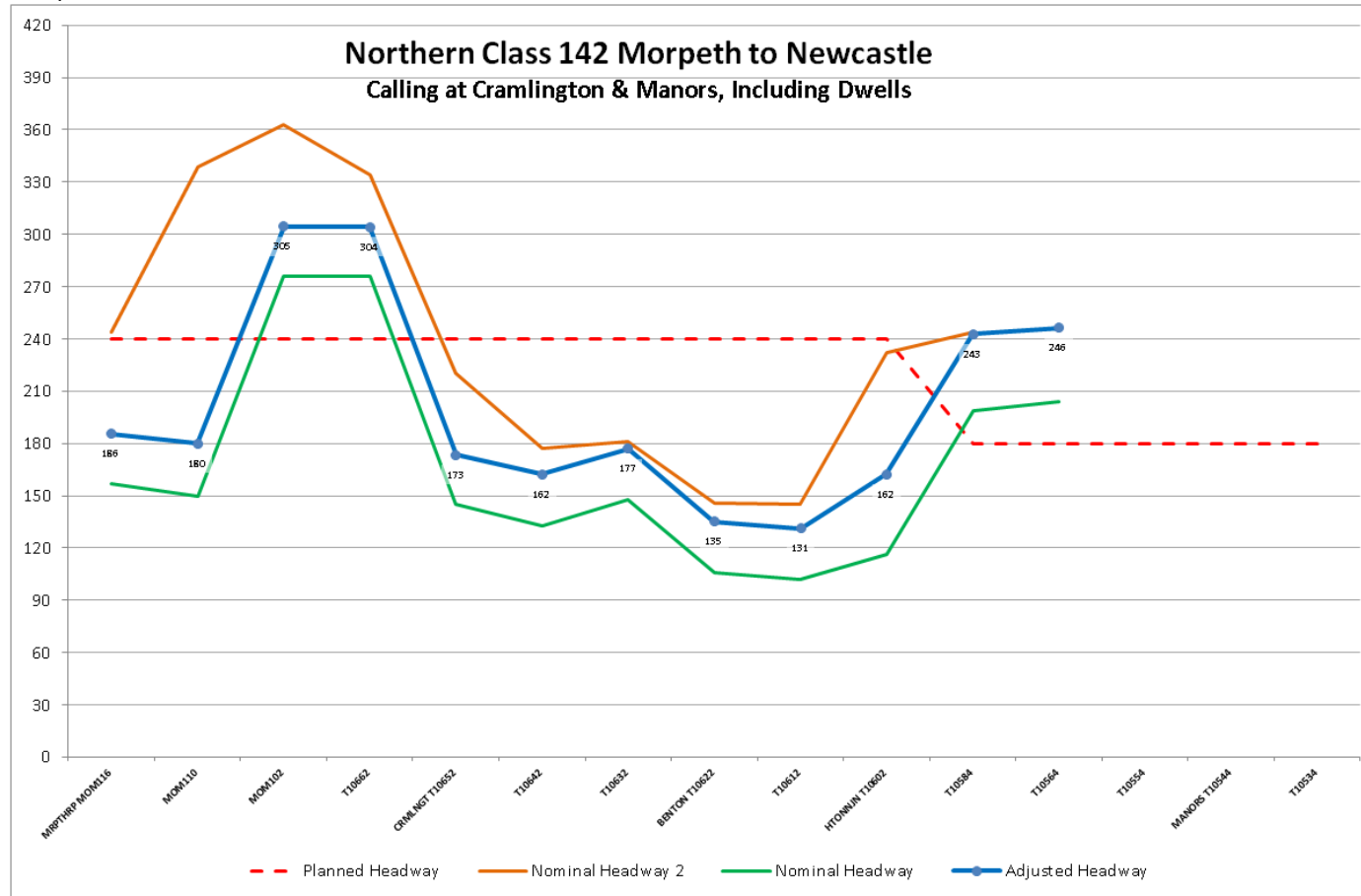
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/34	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/34	Heaton South Jn to Morpeth	Down Main	LN600	240		



Morpeth to Newcastle – 142 – Up Main

Calling at Manors and Cramlington

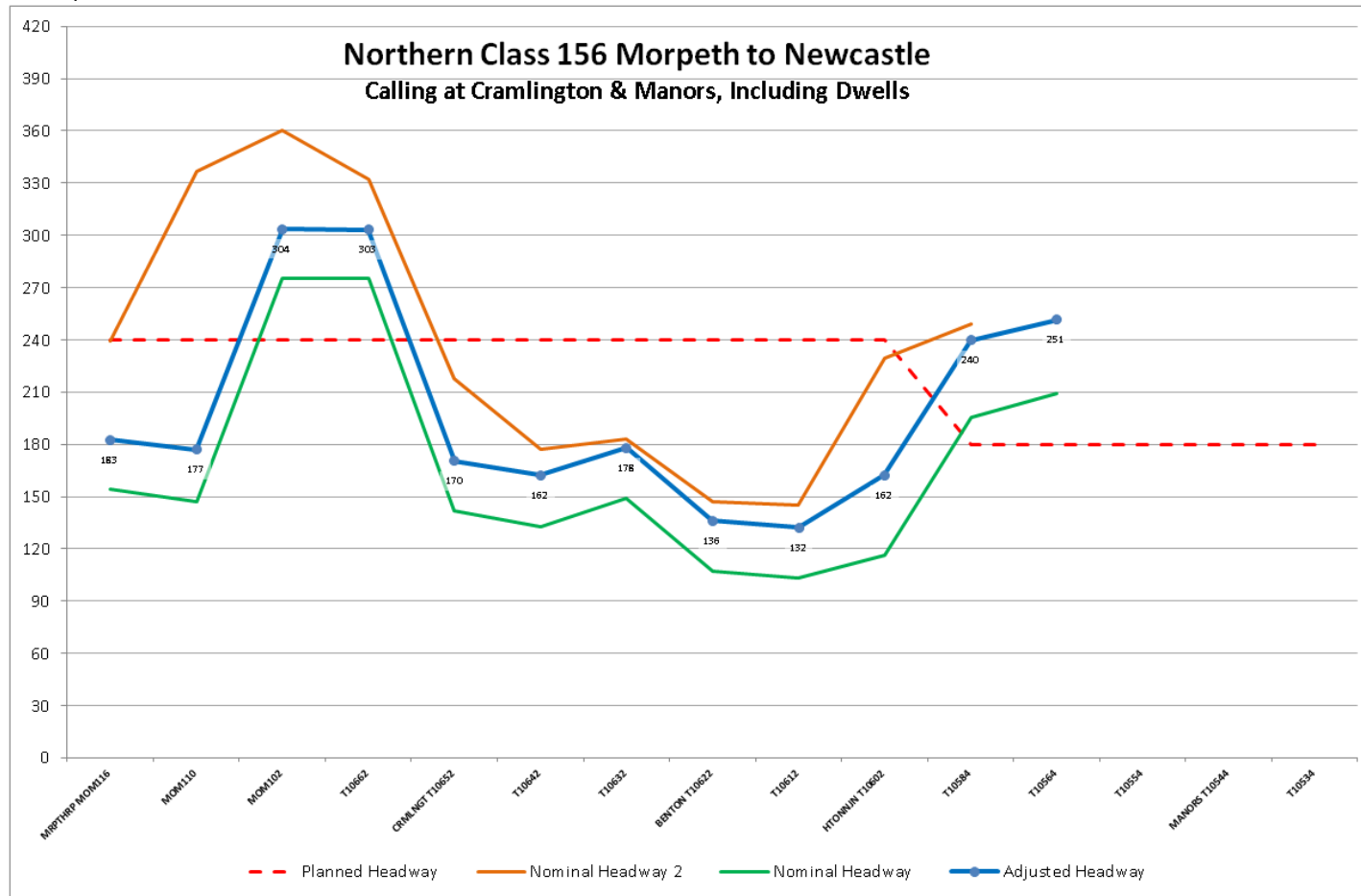
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/35	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/35	Heaton South Jn to Morpeth	Down Main	LN600	240		



Morpeth to Newcastle – 156 – Up Main

Calling at Manors and Cramlington

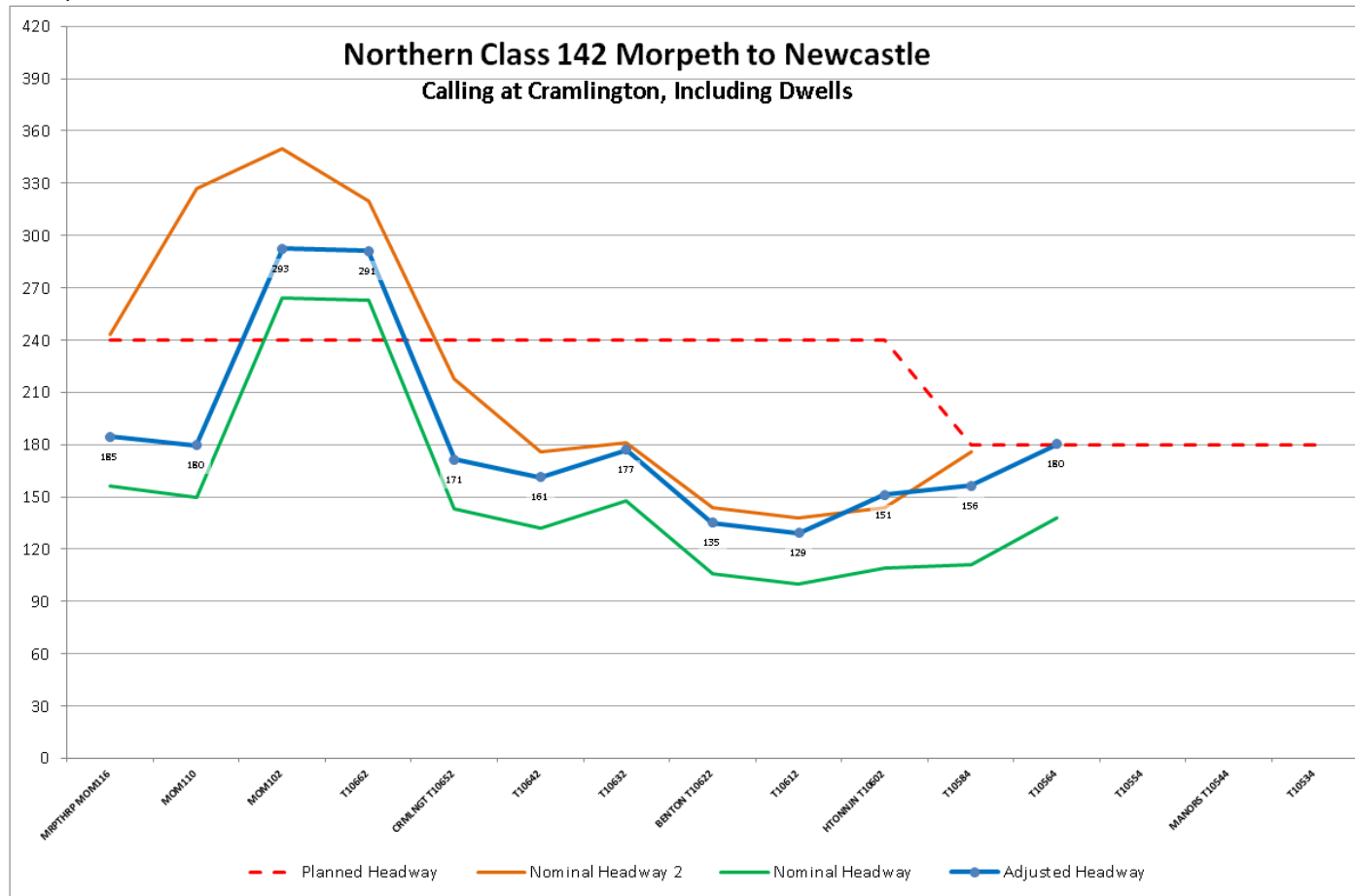
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/36	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/36	Heaton South Jn to Morpeth	Down Main	LN600	240		



Morpeth to Newcastle – 142 – Up Main

Calling at Cramlington

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/37	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/37	Heaton South Jn to Morpeth	Down Main	LN600	240		



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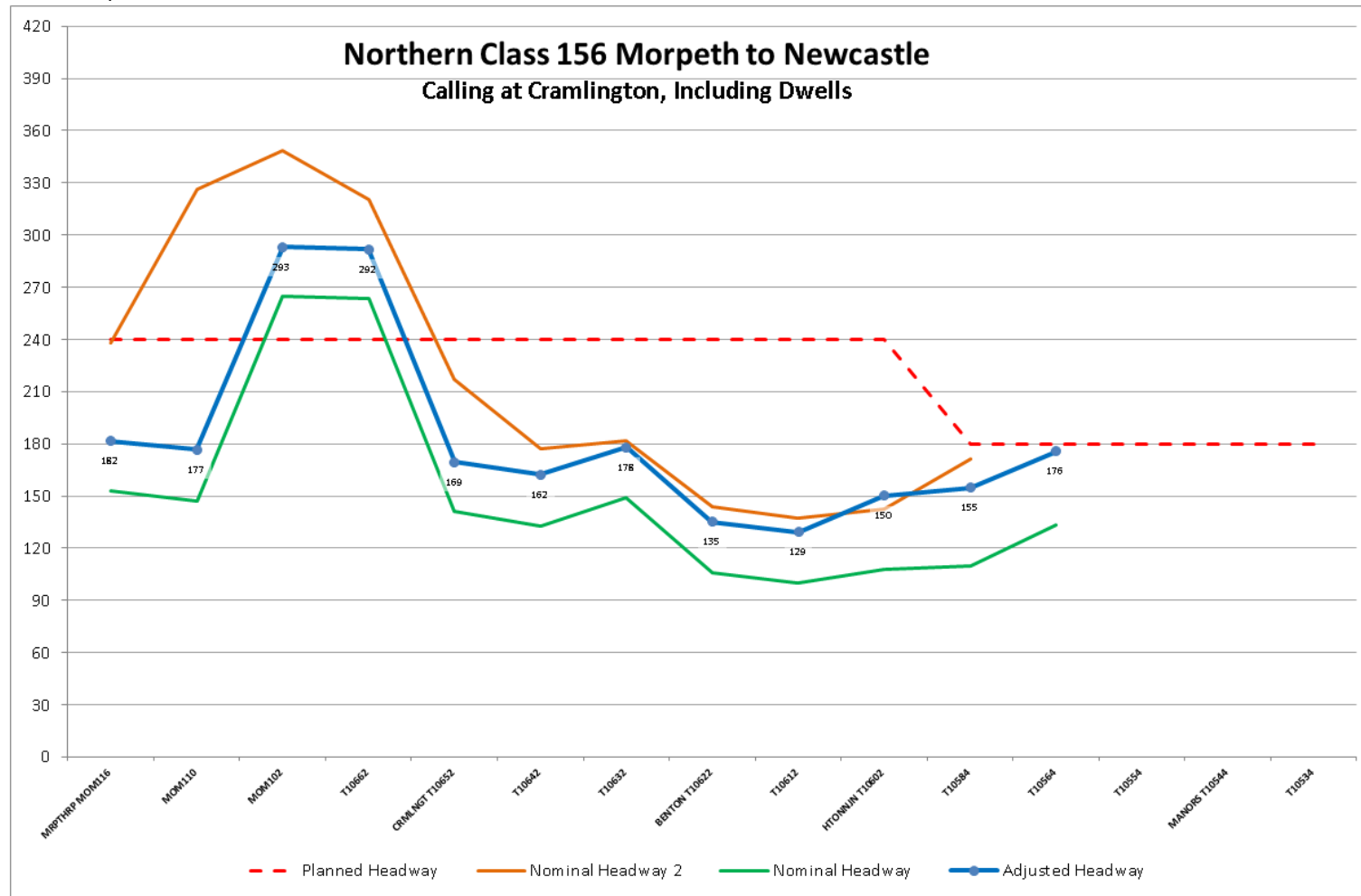
TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Morpeth to Newcastle – 156 – Up Main

Calling at Cramlington

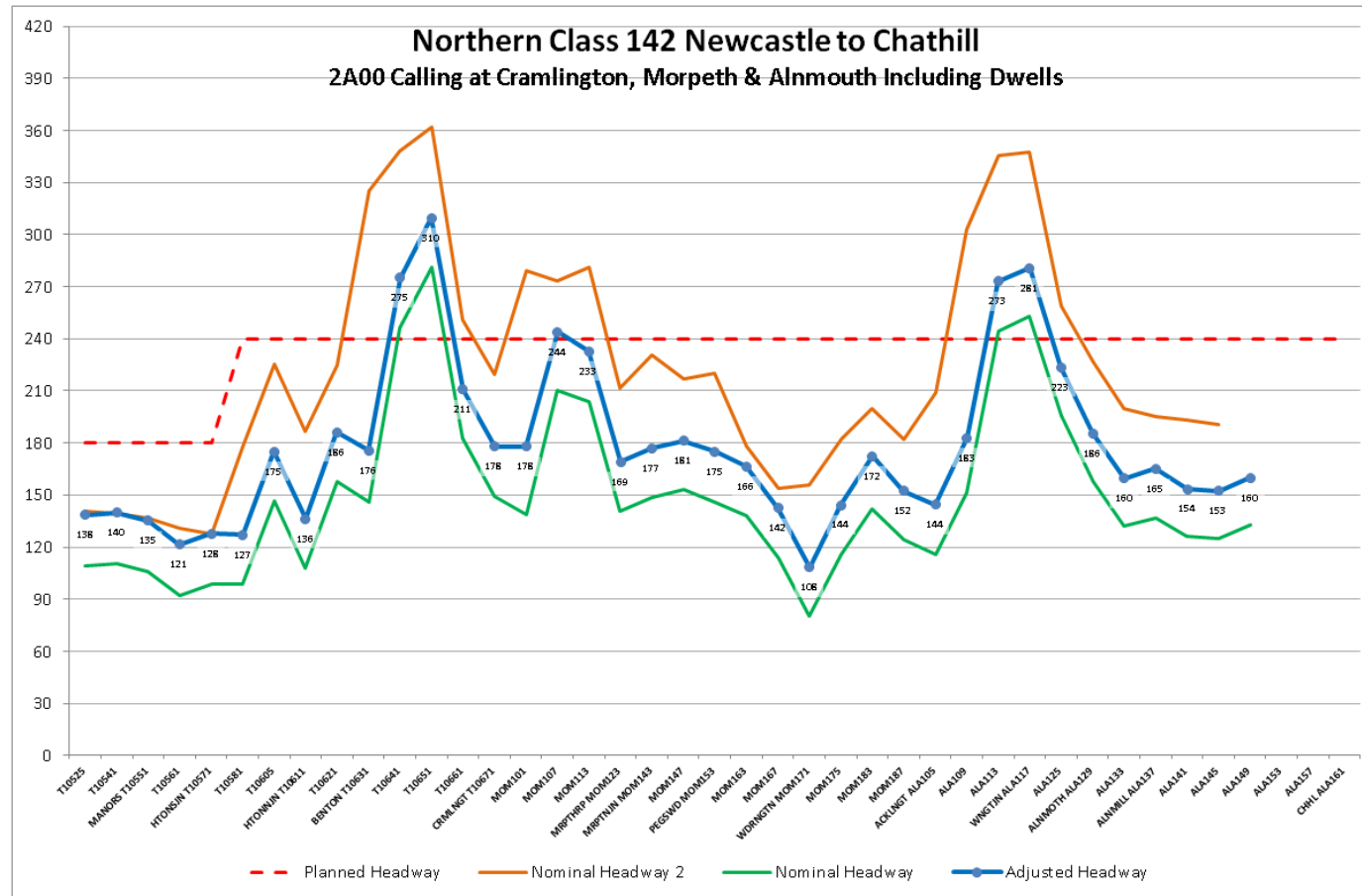
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/38	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/38	Heaton South Jn to Morpeth	Down Main	LN600	240		



Newcastle to Chathill – 142 – Down Main

2A00 Calling at Cramlington, Morpeth & Alnmouth

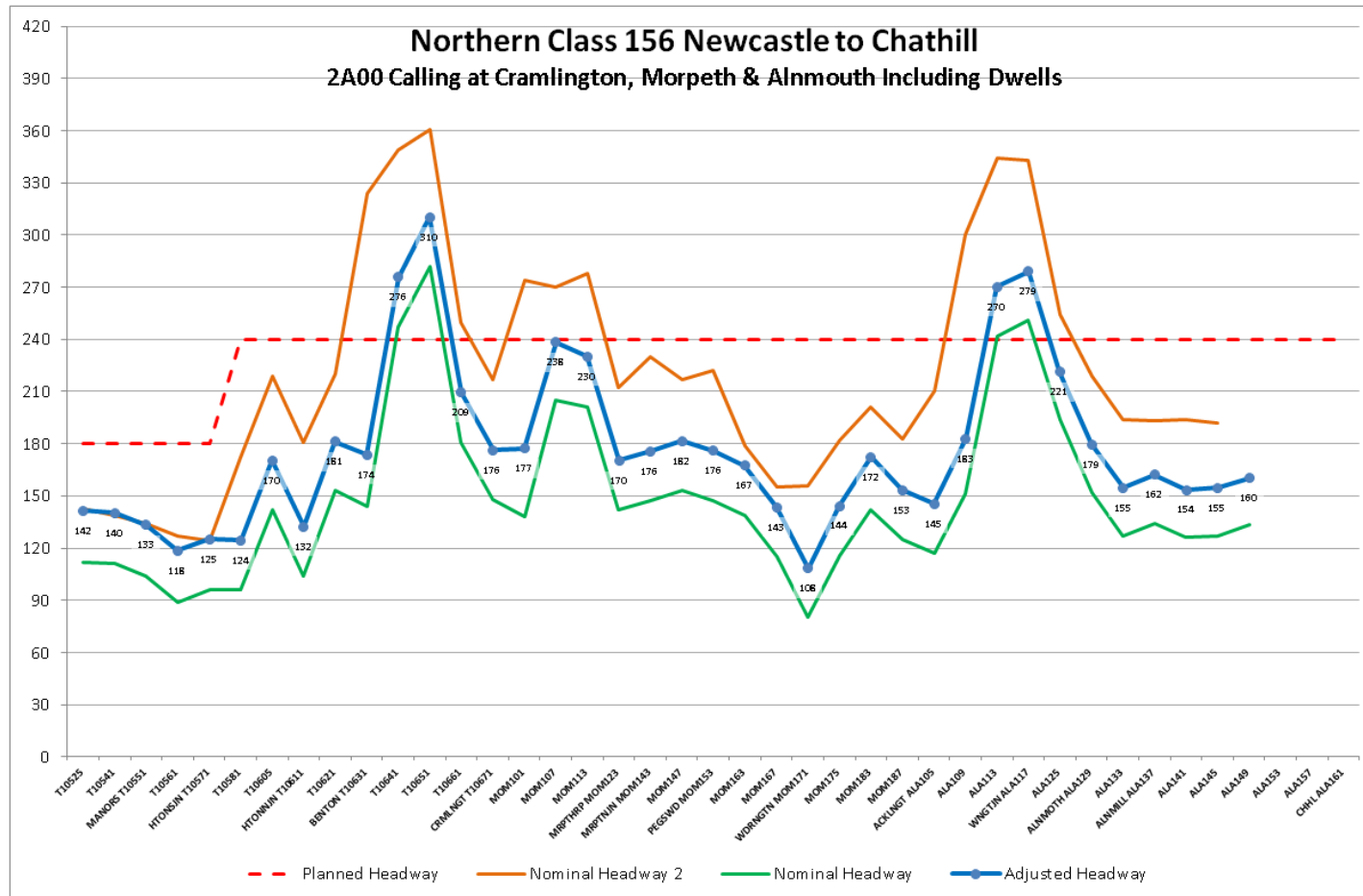
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/41	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/41	Heaton South Jn to Chathill	Down Main	LN600	240		



Newcastle to Chathill – 156 – Down Main

2A00 Calling at Cramlington, Morpeth & Alnmouth

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/42	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/42	Heaton South Jn to Chathill	Down Main	LN600	240		



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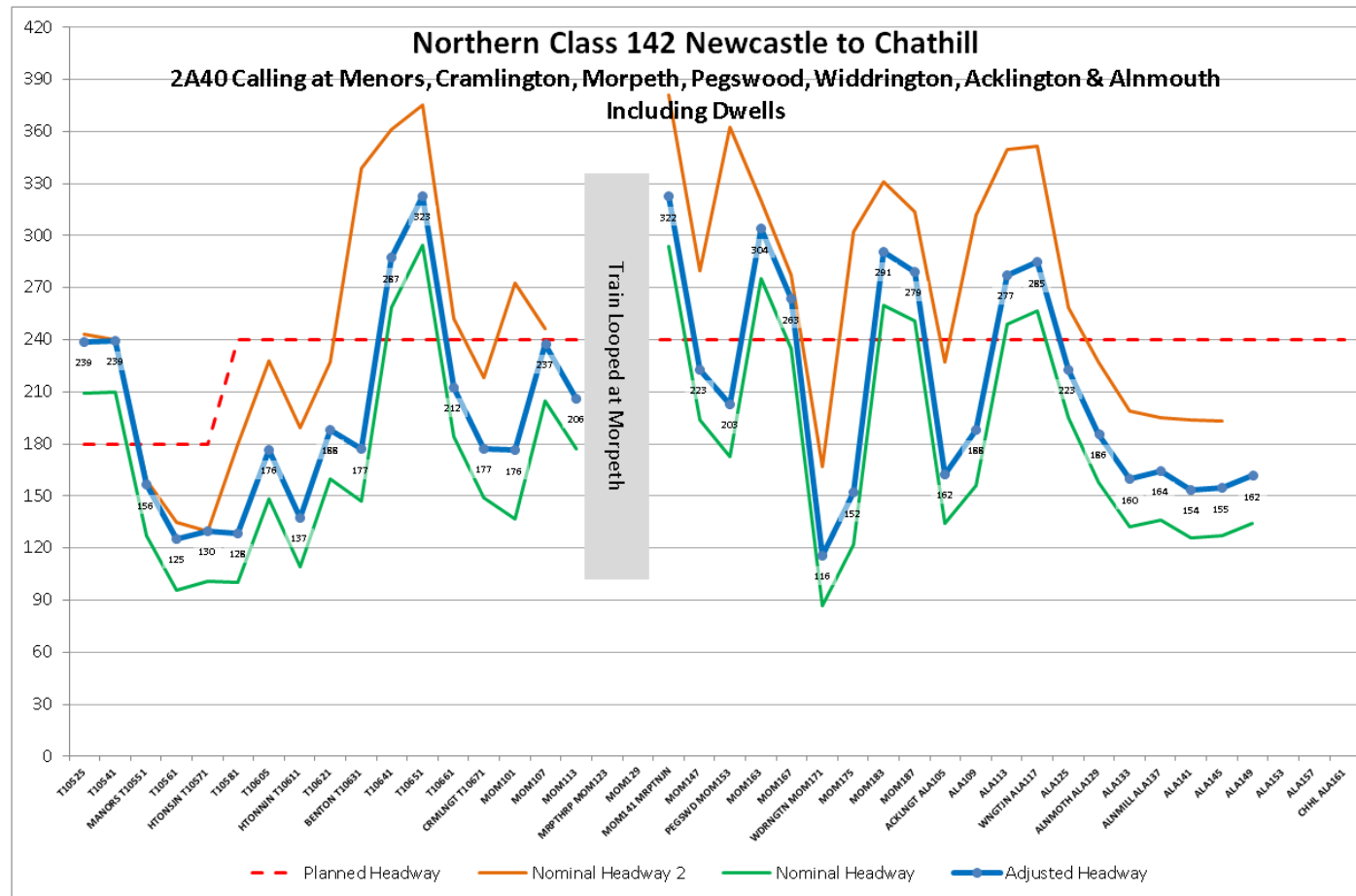
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Newcastle to Chathill – 142 – Down Main

2A40 Calling at Manors, Cramlington, Morpeth, Pegswood, Widdrington, Acklington & Alnmouth. (Train looped at Morpeth)

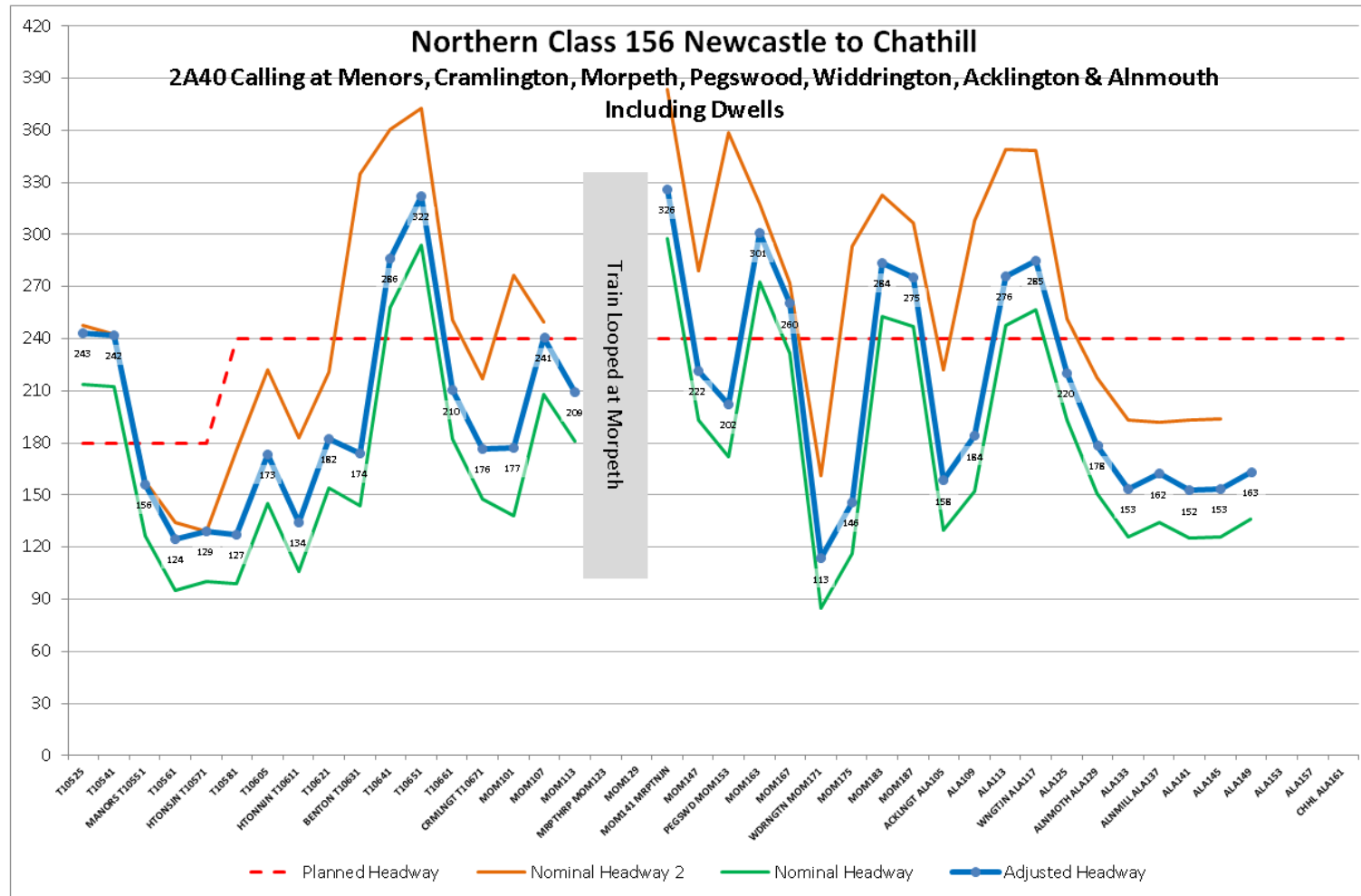
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/43	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/43	Heaton South Jn to Chathill	Down Main	LN600	240		



Newcastle to Chathill – 156 – Down Main

2A40 Calling at Manors, Cramlington, Morpeth, Pegswood, Widdrington, Acklington & Alnmouth. (Train looped at Morpeth)

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/44	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/44	Heaton South Jn to Chathill	Down Main	LN600	240		



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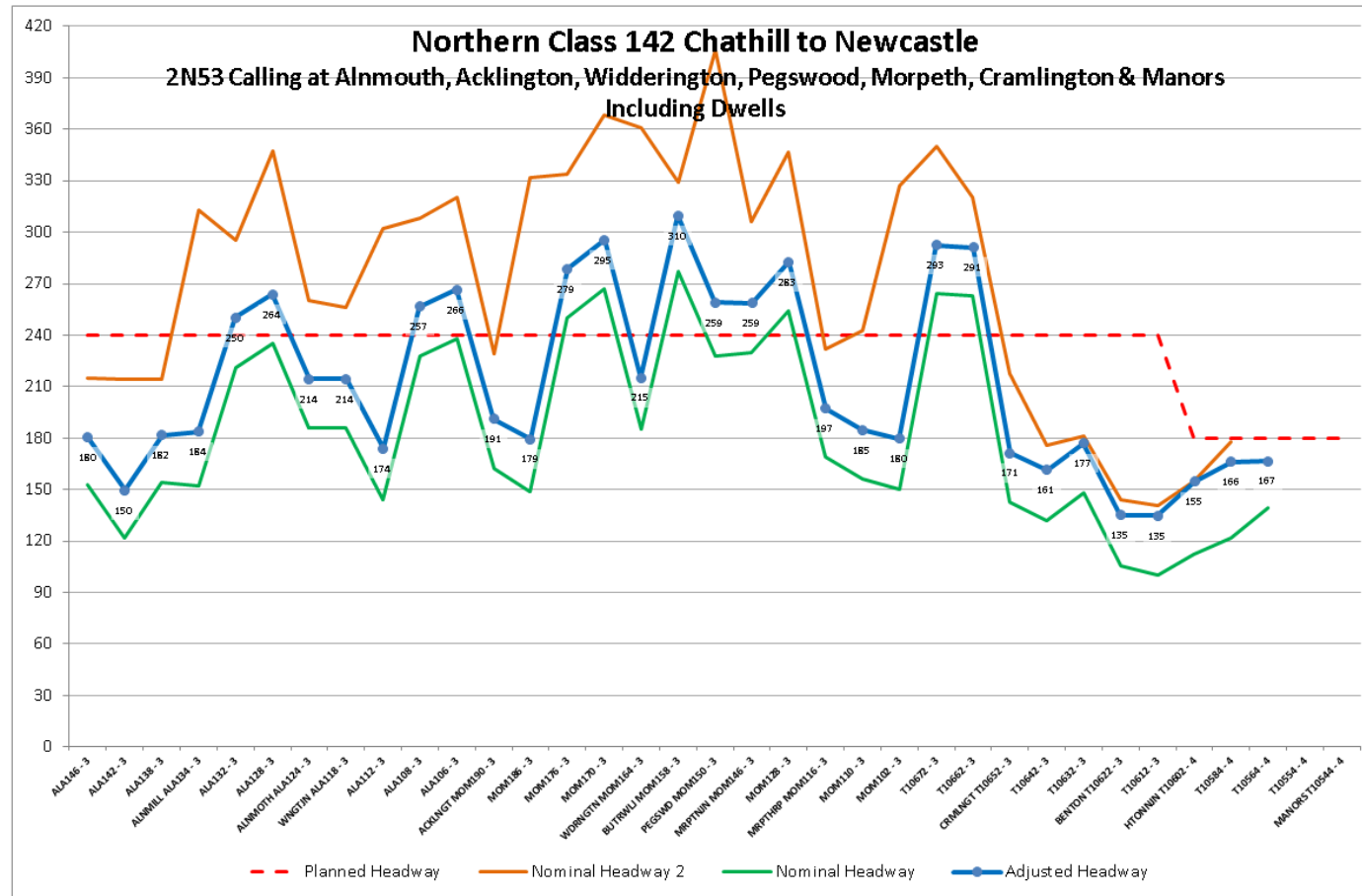
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Chathill to Newcastle – 142 – Up Main

2N53 Calling at Alnmouth, Acklington, Widdrington, Pegswood, Morpeth, Cramlington & Manors

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/45	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/45	Heaton South Jn to Chathill	Down Main	LN600	240		



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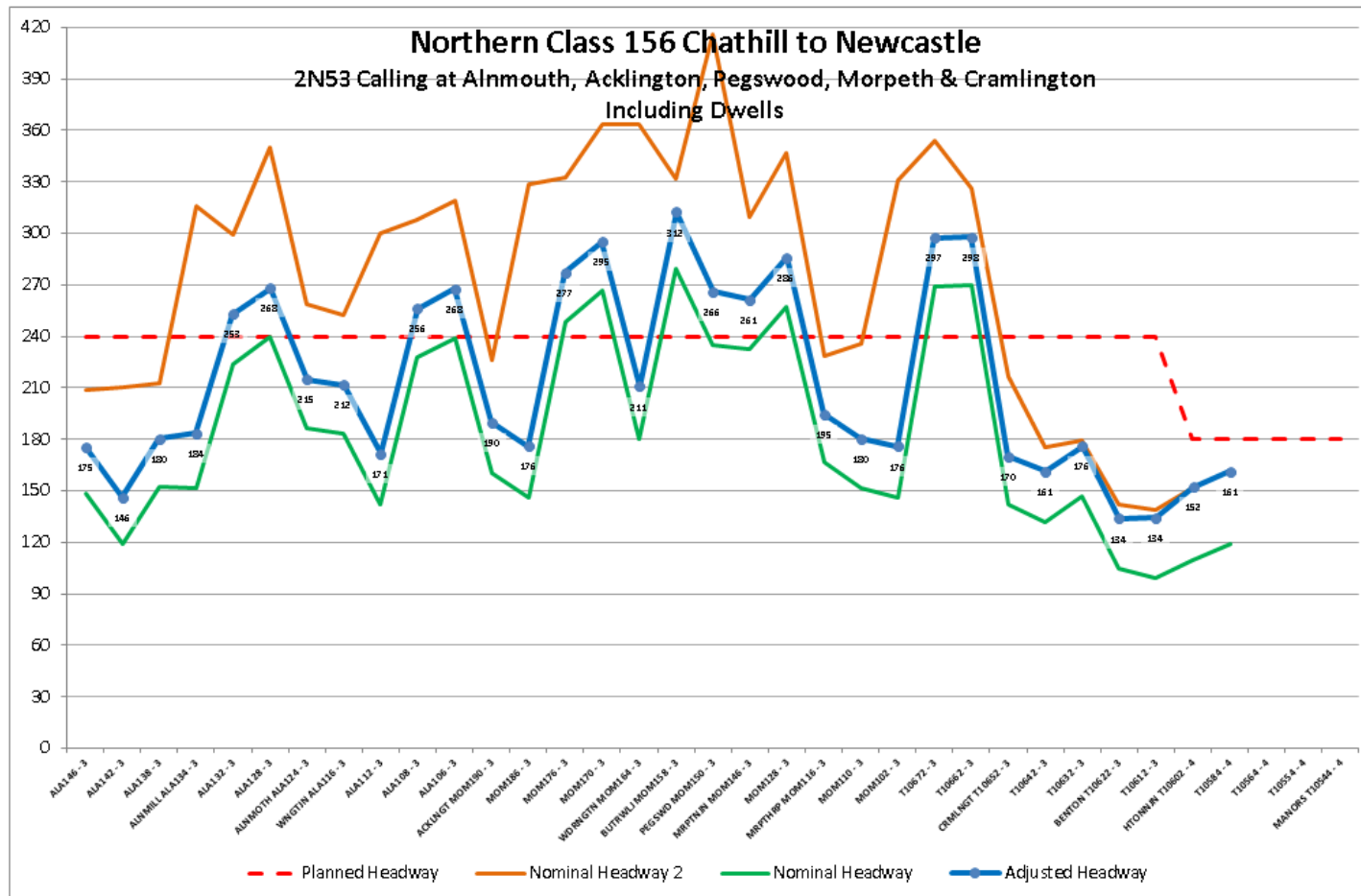
TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Chathill to Newcastle – 156 – Up Main

2N53 Calling at Alnmouth, Acklington, Widdrington, Pegswood, Morpeth, Cramlington & Manors

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/46	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/46	Heaton South Jn to Chathill	Down Main	LN600	240		



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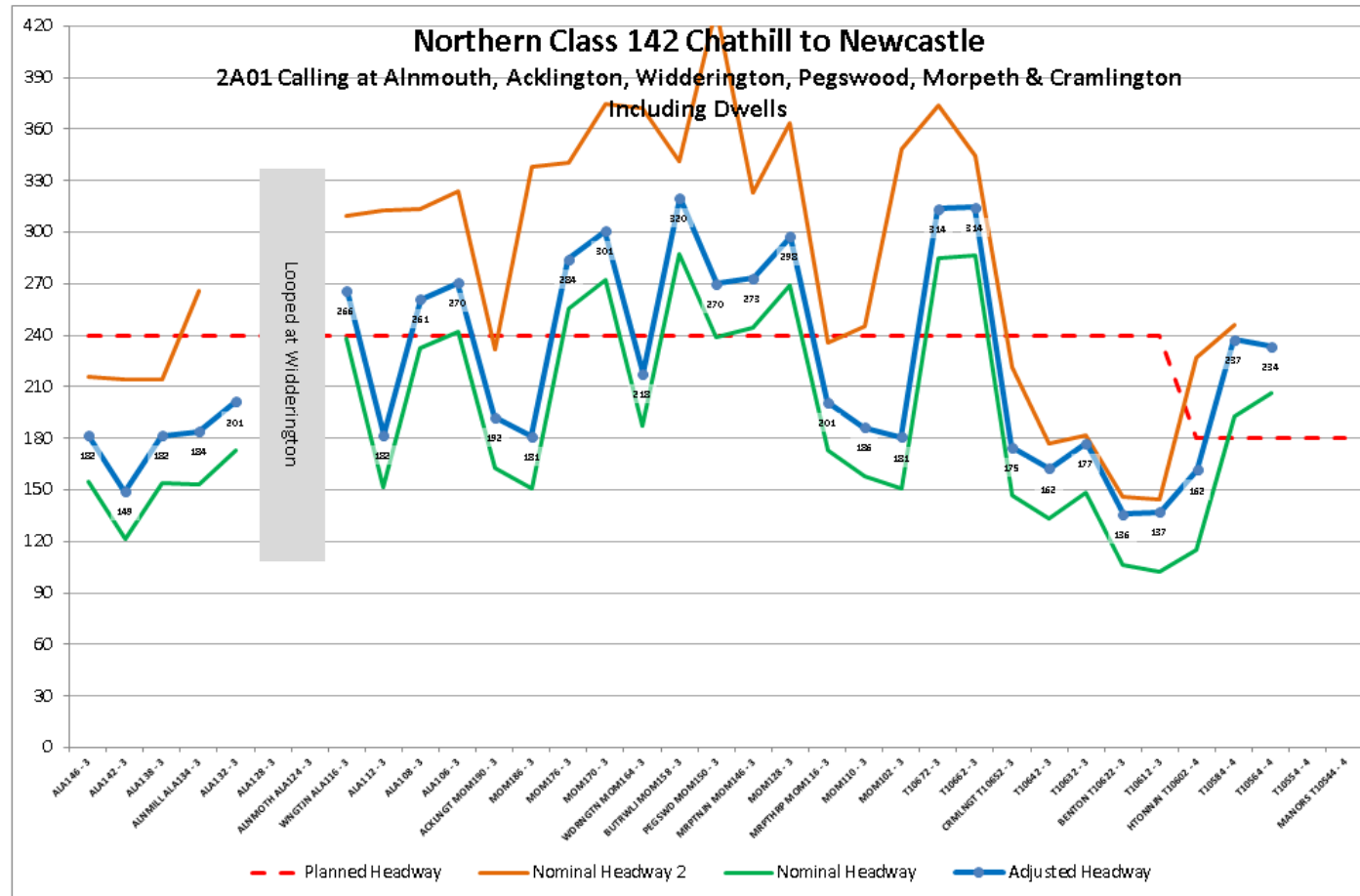
TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Chathill to Newcastle – 142 – Up Main

2A01 Calling at Alnmouth, Acklington, Widdrington, Pegswood, Morpeth, Cramlington & Manors. (Looped at Widdrington).

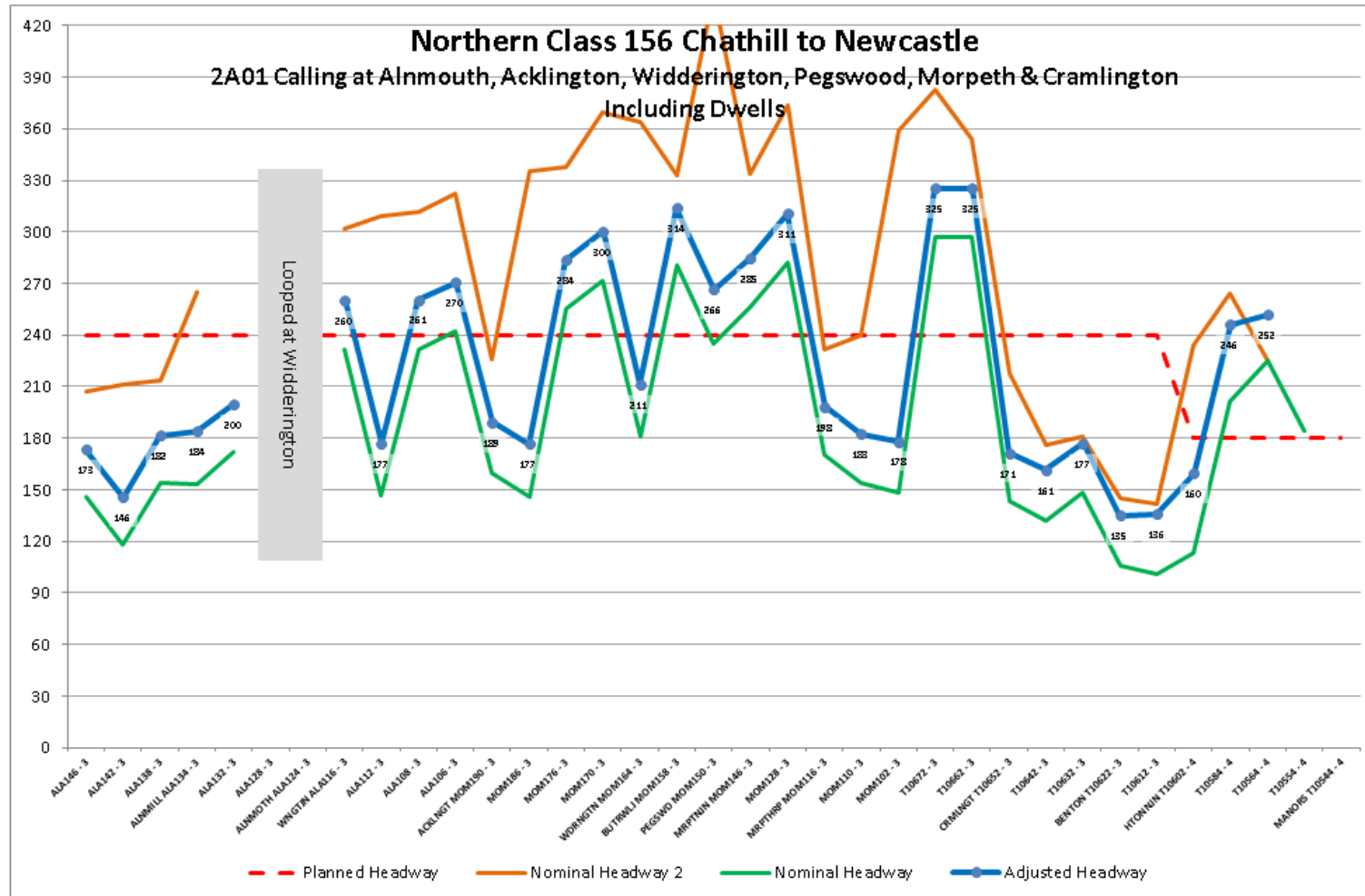
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/47	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/47	Heaton South Jn to Chathill	Down Main	LN600	240		



Chathill to Newcastle – 156 – Up Main

2A01 Calling at Alnmouth, Acklington, Widdrington, Pegswood, Morpeth, Cramlington & Manors. (Looped at Widdrington).

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/48	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/48	Heaton South Jn to Morpeth	Down Main	LN600	240		

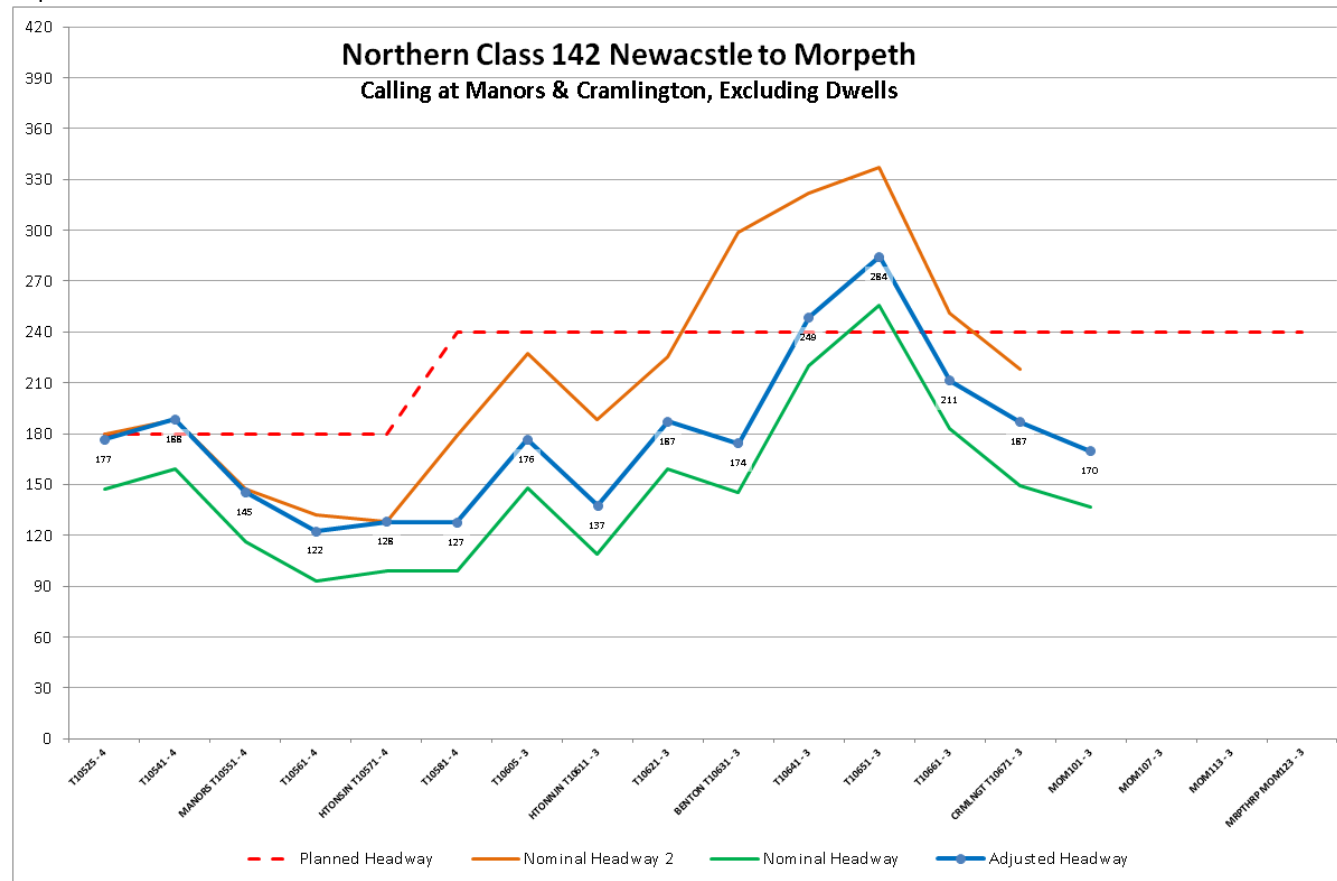


Class 2 – Stopping Services Excluding Dwells

Newcastle to Morpeth – 142 – Down Main

Calling at Manors and Cramlington

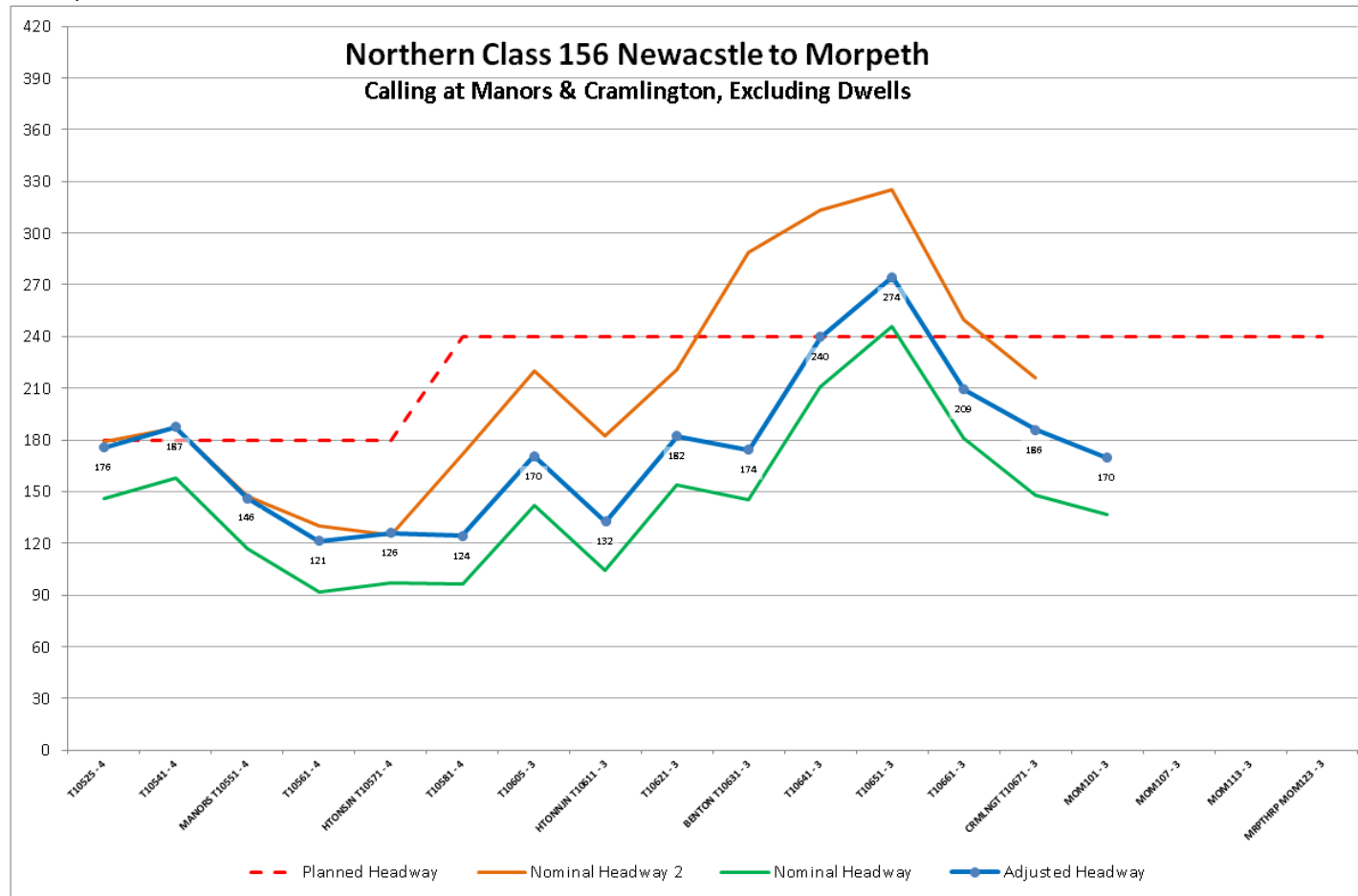
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/51	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/51	Heaton South Jn to Morpeth	Down Main	LN600	240		



Newcastle to Morpeth – 156 – Down Main

Calling at Manors and Cramlington

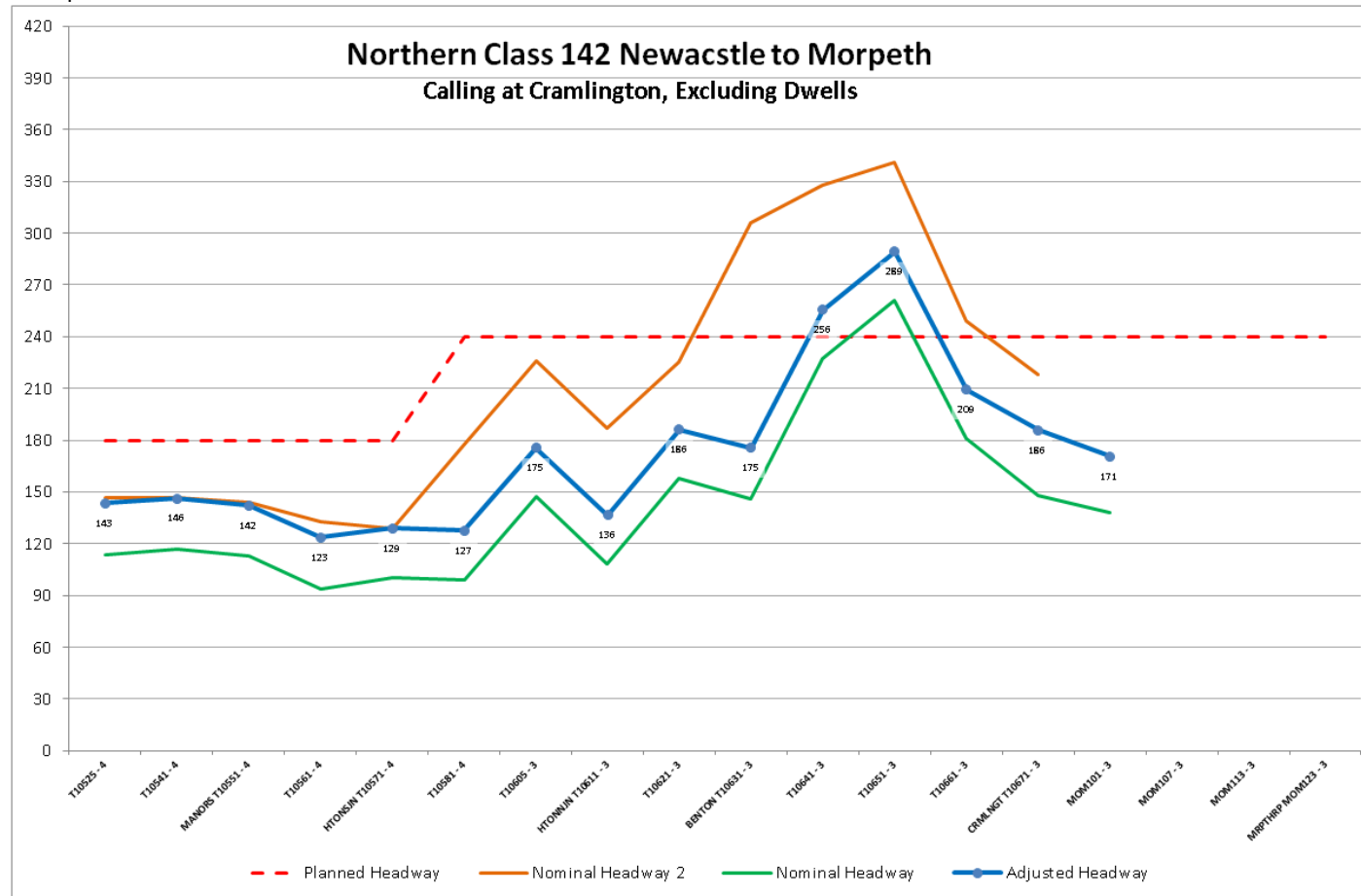
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/52	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/52	Heaton South Jn to Morpeth	Down Main	LN600	240		



Newcastle to Morpeth – 142 – Down Main

Calling at Cramlington

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/53	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/53	Heaton South Jn to Morpeth	Down Main	LN600	240		



Newcastle to Morpeth – 156 – Down Main

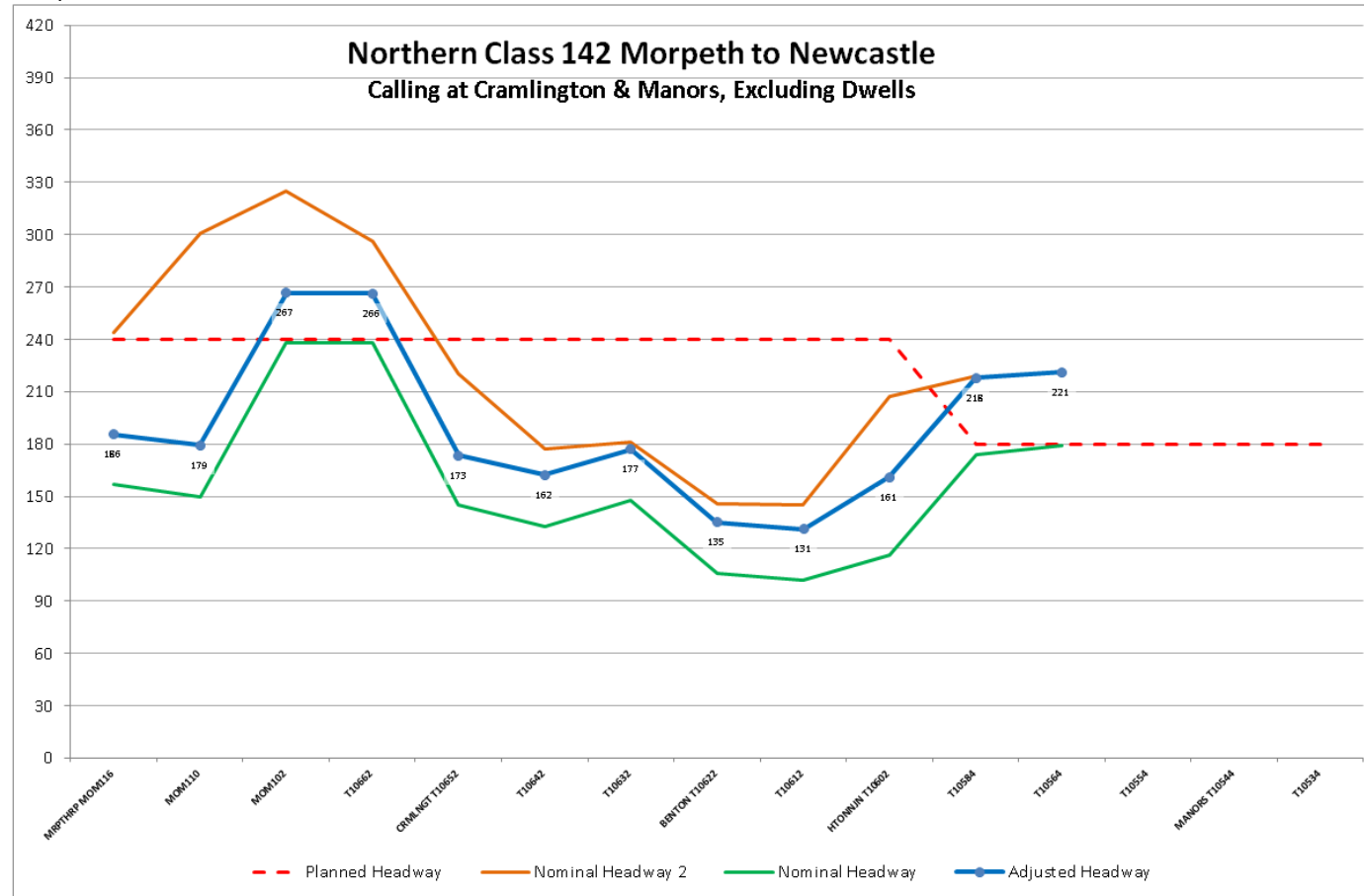
Calling at Cramlington

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/54	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/54	Heaton South Jn to Morpeth	Down Main	LN600	240		

Morpeth to Newcastle – 142 – Up Main

Calling at Manors and Cramlington

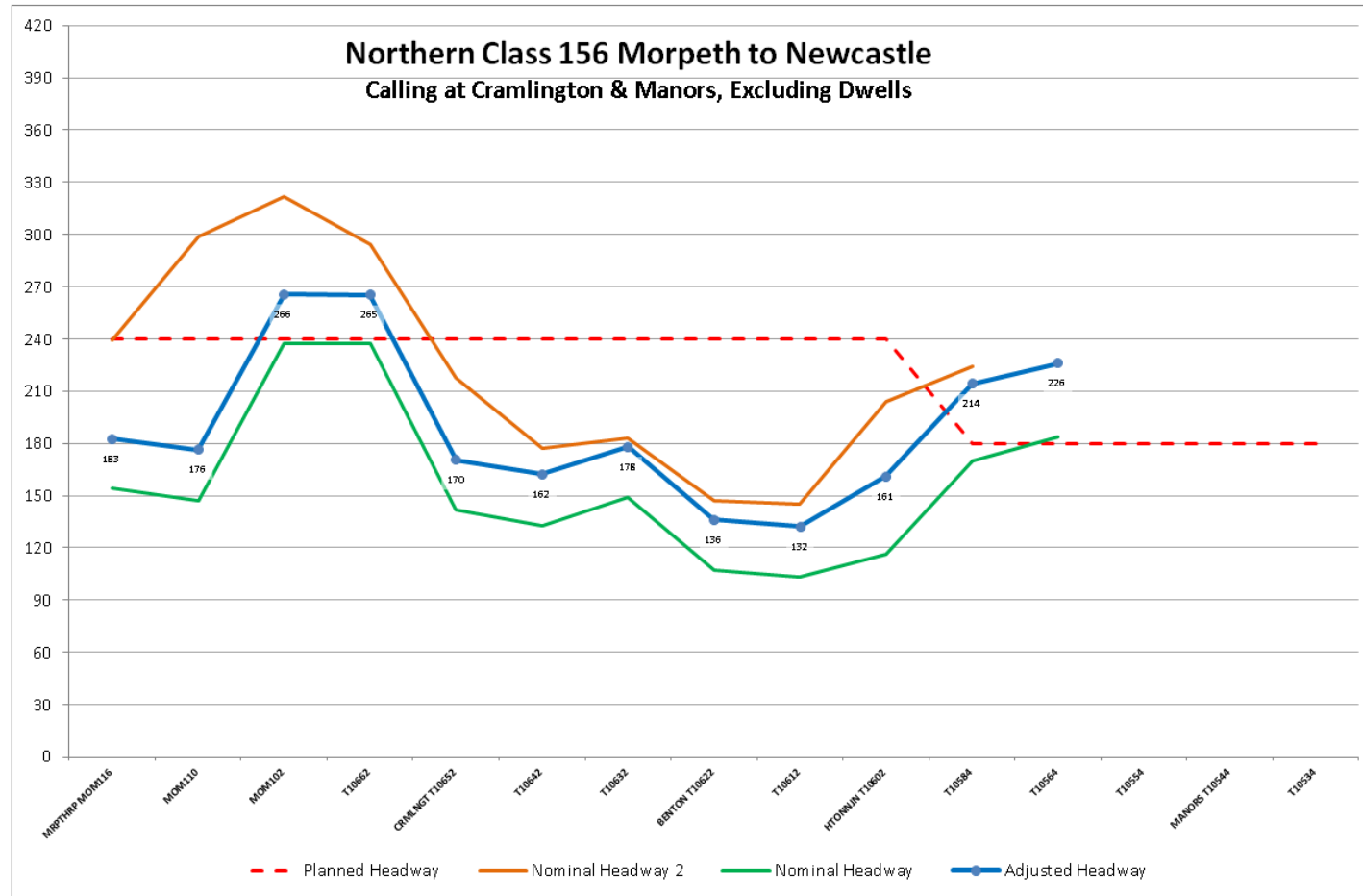
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/55	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/55	Heaton South Jn to Morpeth	Down Main	LN600	240		



Morpeth to Newcastle – 156 – Up Main

Calling at Manors and Cramlington

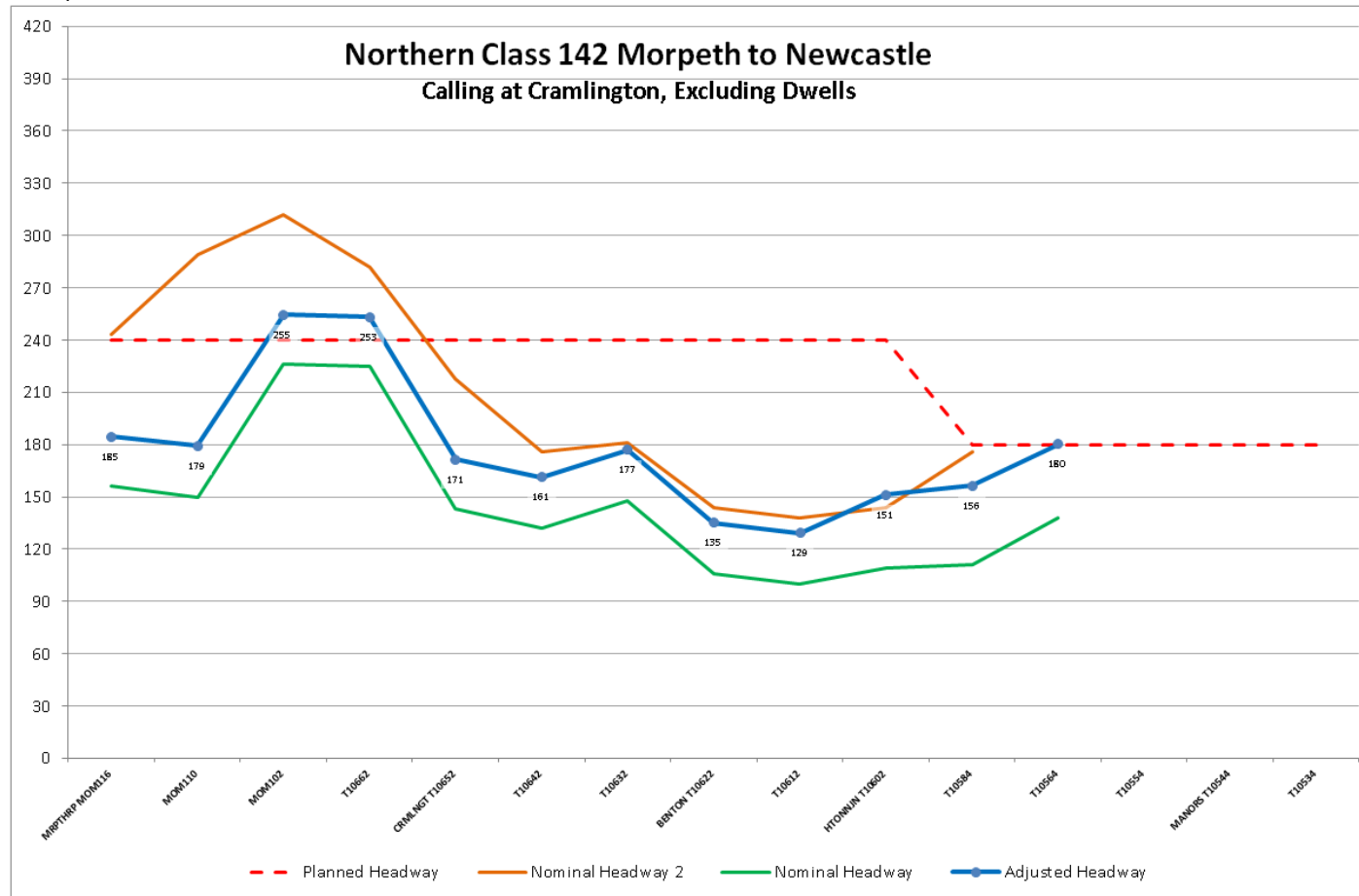
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/56	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/56	Heaton South Jn to Morpeth	Down Main	LN600	240		



Morpeth to Newcastle – 142 – Up Main

Calling at Cramlington

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/57	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/57	Heaton South Jn to Morpeth	Down Main	LN600	240		



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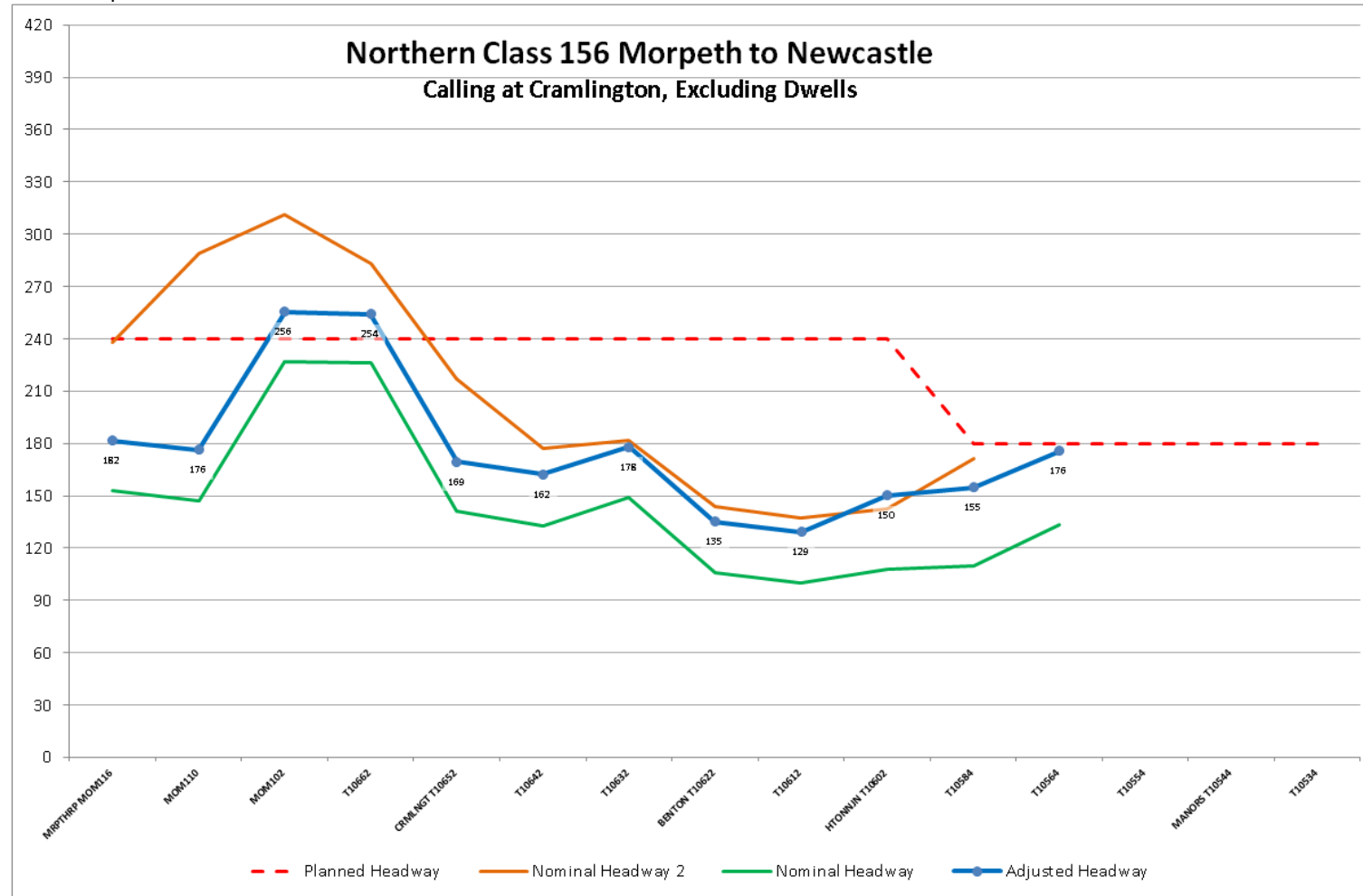
TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Morpeth to Newcastle – 156 – Up Main

Calling at Cramlington

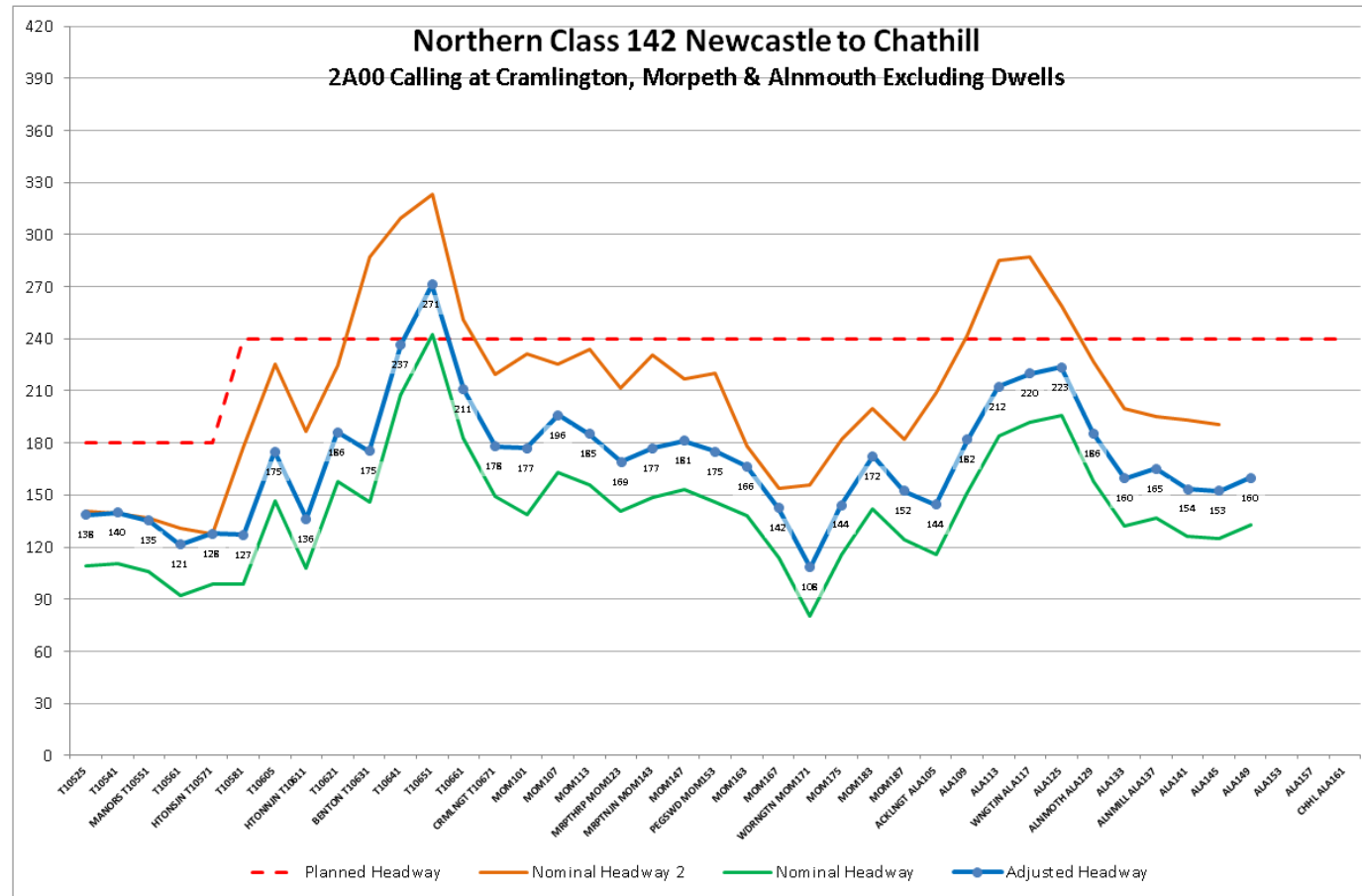
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/58	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/58	Heaton South Jn to Morpeth	Down Main	LN600	240		



Newcastle to Chathill – 142 – Down Main

2A00 Calling at Cramlington, Morpeth & Alnmouth

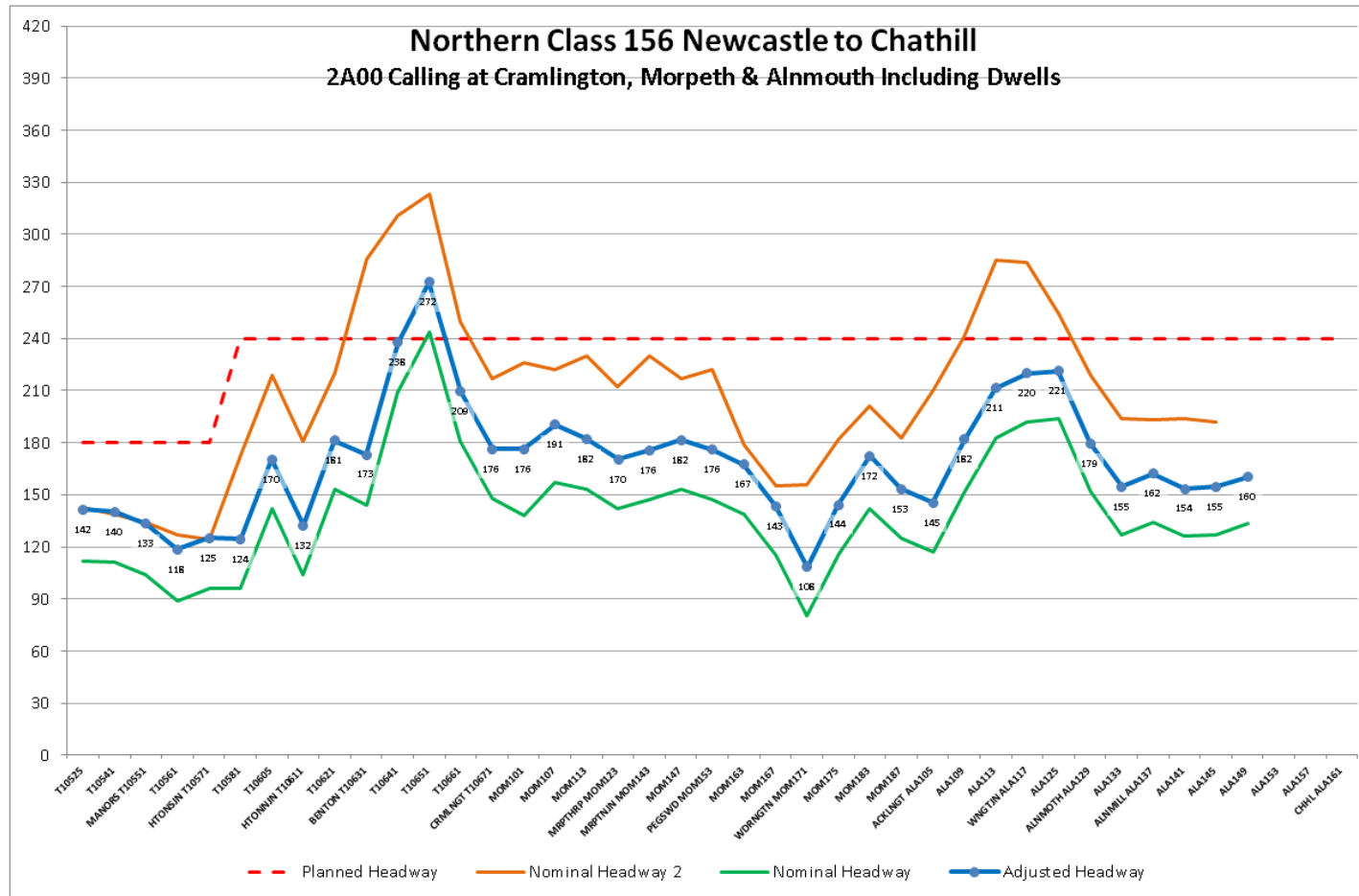
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/61	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/61	Heaton South Jn to Chathill	Down Main	LN600	240		



Newcastle to Chathill – 156 – Down Main

2A00 Calling at Cramlington, Morpeth & Alnmouth

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/62	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/62	Heaton South Jn to Chathill	Down Main	LN600	240		



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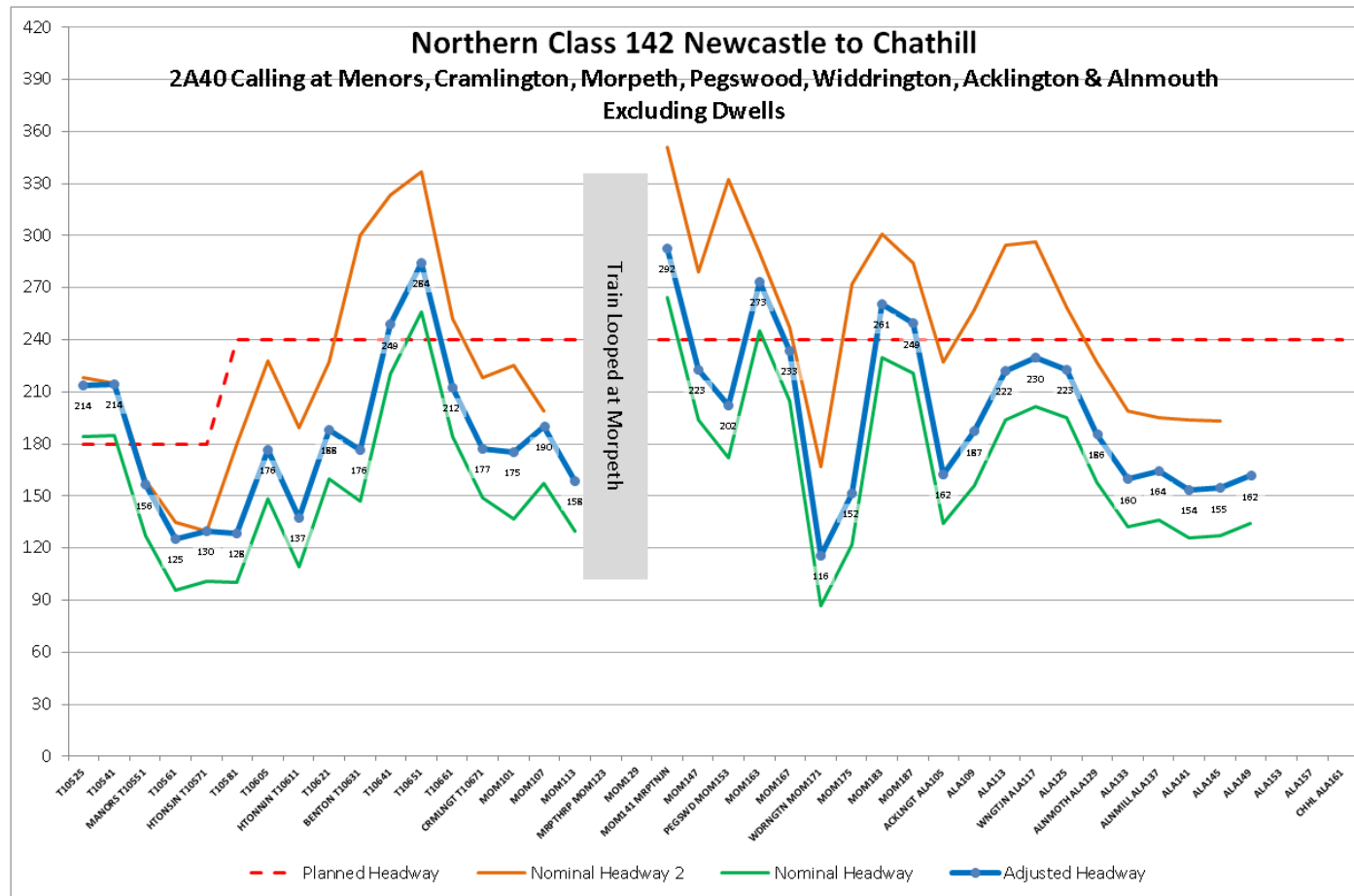
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Newcastle to Chathill – 142 – Down Main

2A40 Calling at Manors, Cramlington, Morpeth, Pegswood, Widdrington, Acklington & Alnmouth. (Train looped at Morpeth)

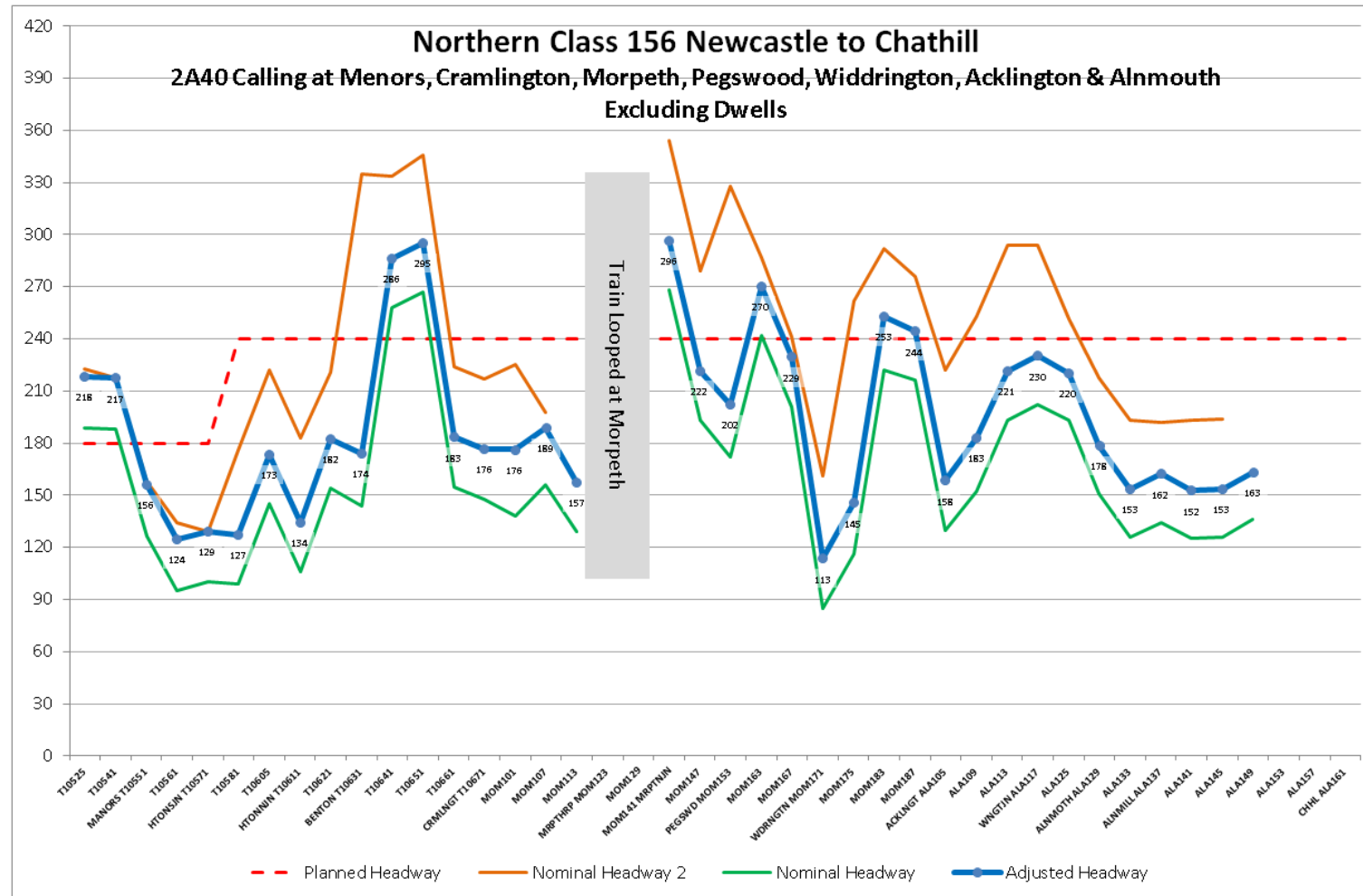
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/63	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/63	Heaton South Jn to Chathill	Down Main	LN600	240		



Newcastle to Chathill – 156 – Down Main

2A40 Calling at Manors, Cramlington, Morpeth, Pegswood, Widdrington, Acklington & Alnmouth. (Train looped at Morpeth)

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/64	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/64	Heaton South Jn to Chathill	Down Main	LN600	240		



Chathill to Newcastle – 142 – Up Main

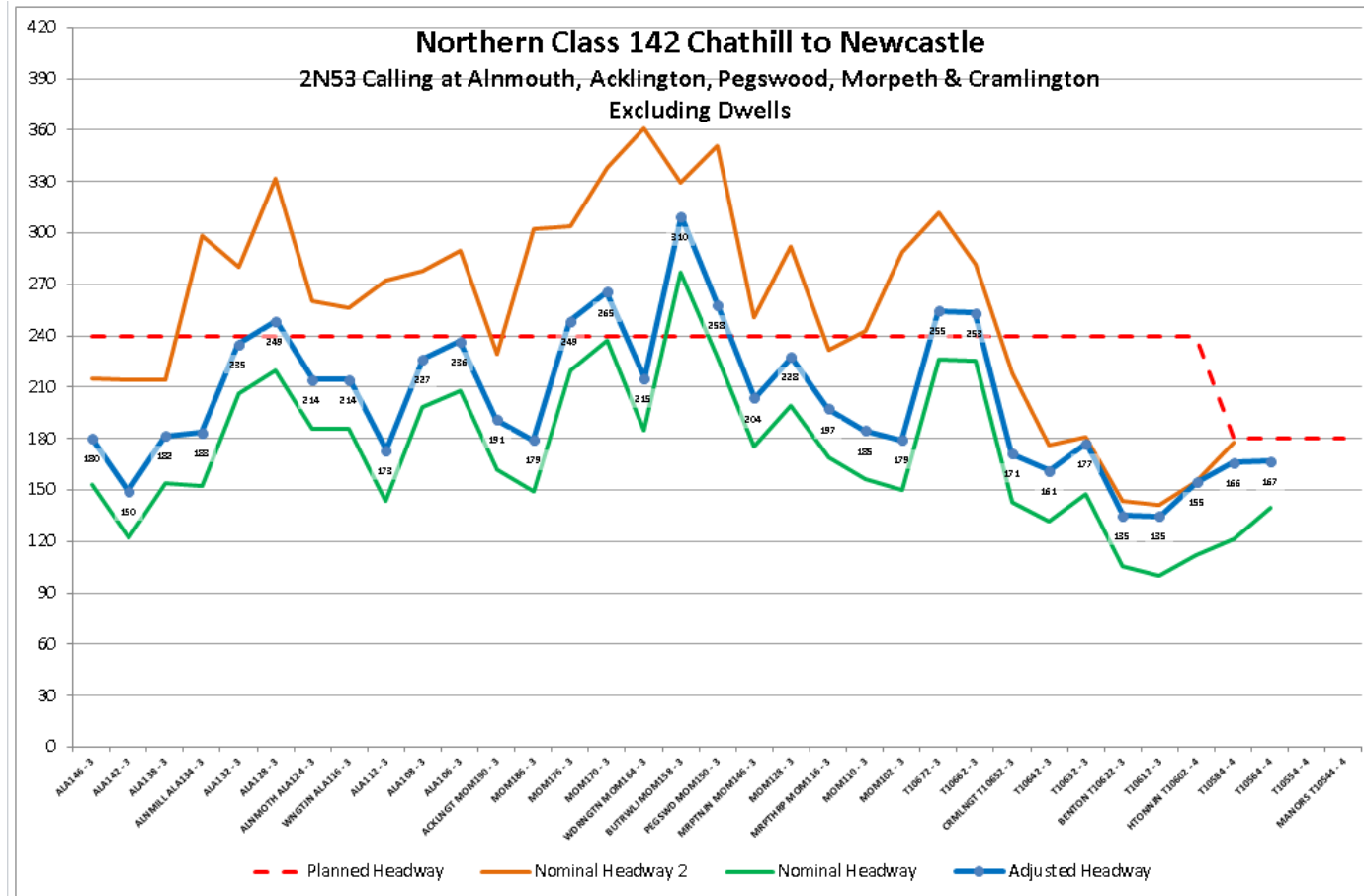
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2N53 Calling at Alnmouth, Acklington, Widdrington, Pegswood, Morpeth, Cramlington & Manors

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/65	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/65	Heaton South Jn to Chathill	Down Main	LN600	240		



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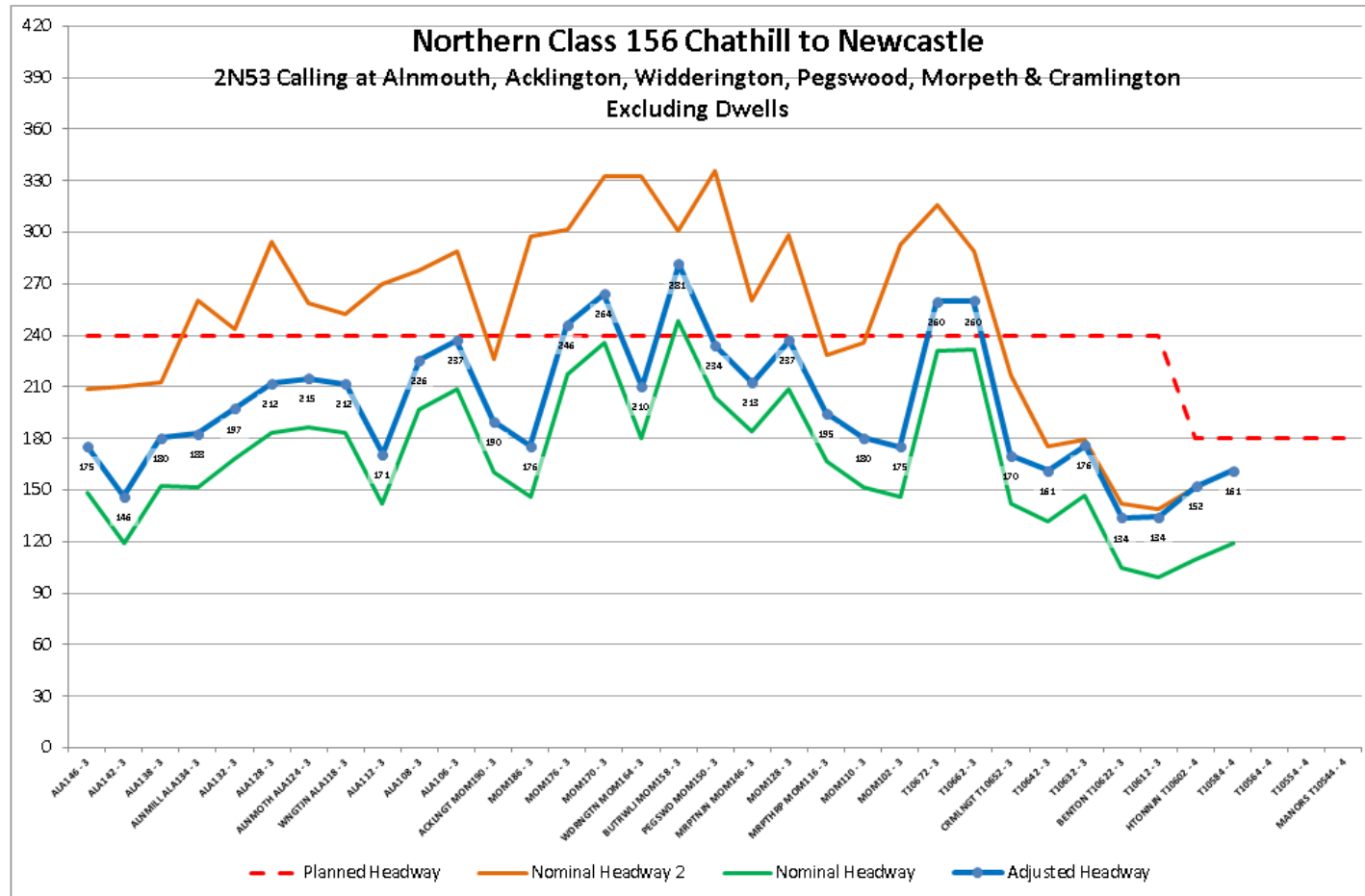
TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Chathill to Newcastle – 156 – Up Main

2N53 Calling at Alnmouth, Acklington, Widdrington, Pegswood, Morpeth, Cramlington & Manors

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/66	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/66	Heaton South Jn to Chathill	Down Main	LN600	240		



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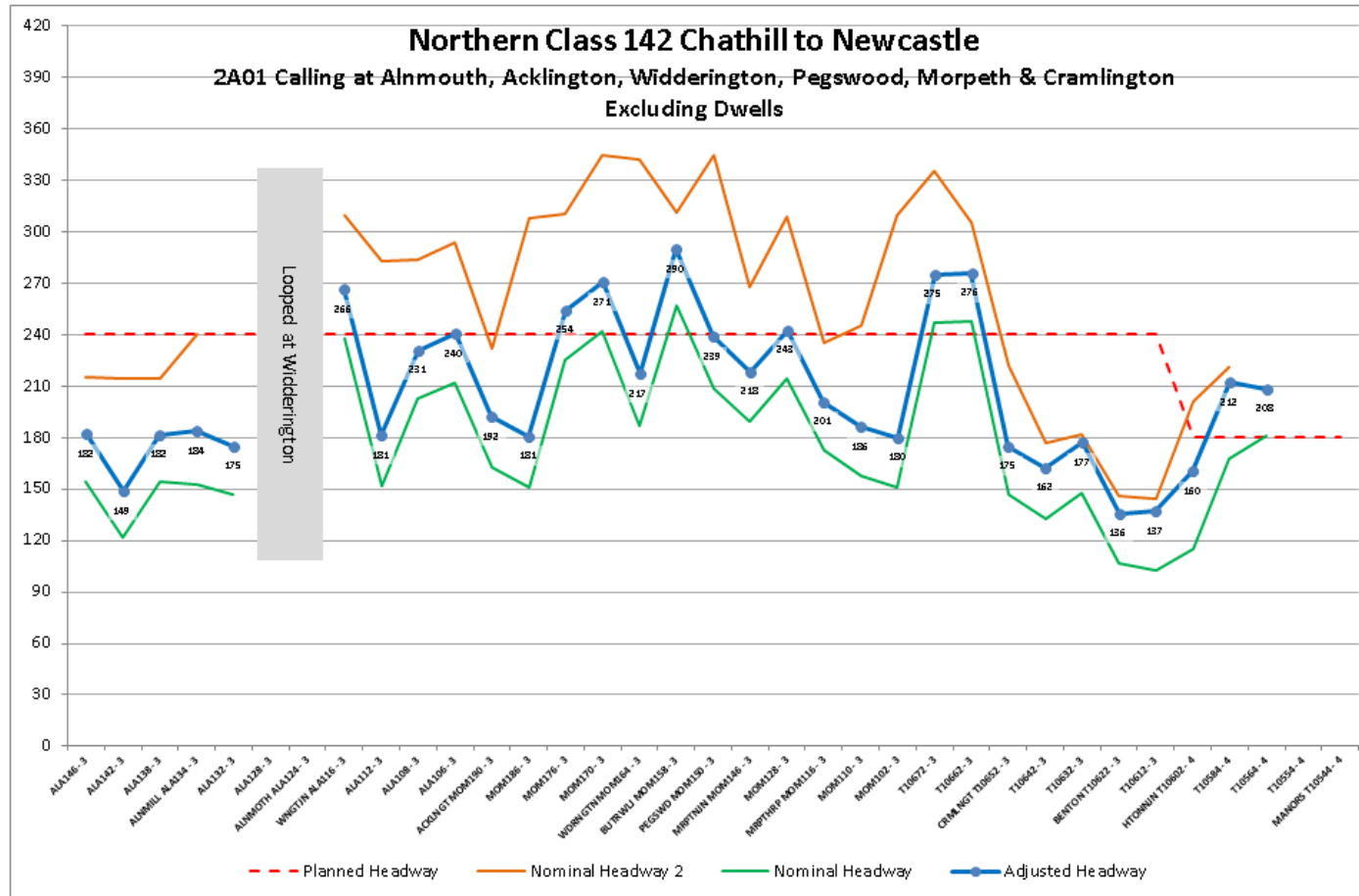
TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Chathill to Newcastle – 142 – Up Main

2A01 Calling at Alnmouth, Acklington, Widdrington, Pegswood, Morpeth, Cramlington & Manors. (Looped at Widdrington).

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/67	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/67	Heaton South Jn to Chathill	Down Main	LN600	240		



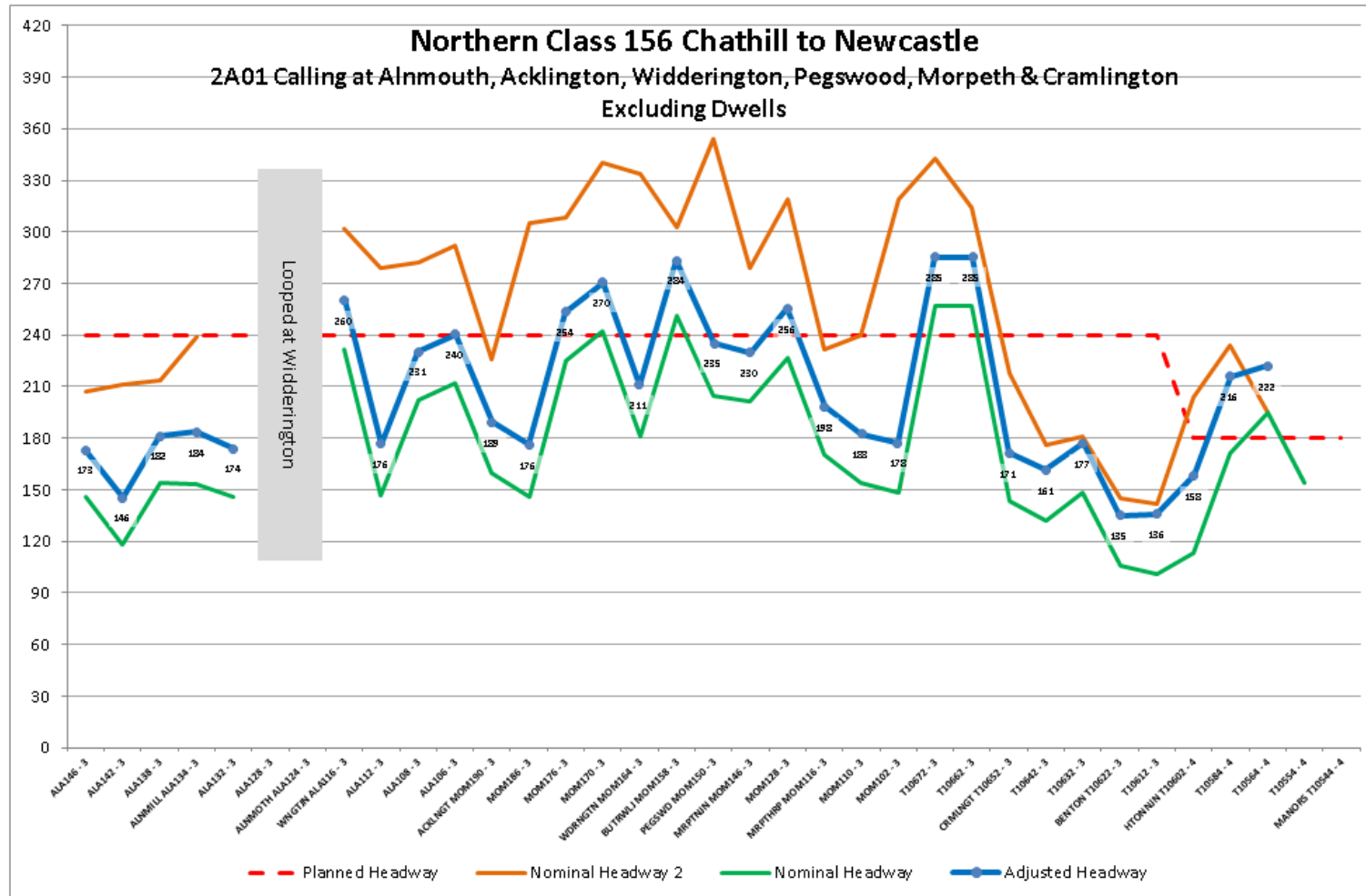
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Chathill to Newcastle – 156 – Up Main

2A01 Calling at Alnmouth, Acklington, Widdrington, Pegswood, Morpeth, Cramlington & Manors. (Looped at Widdrington).

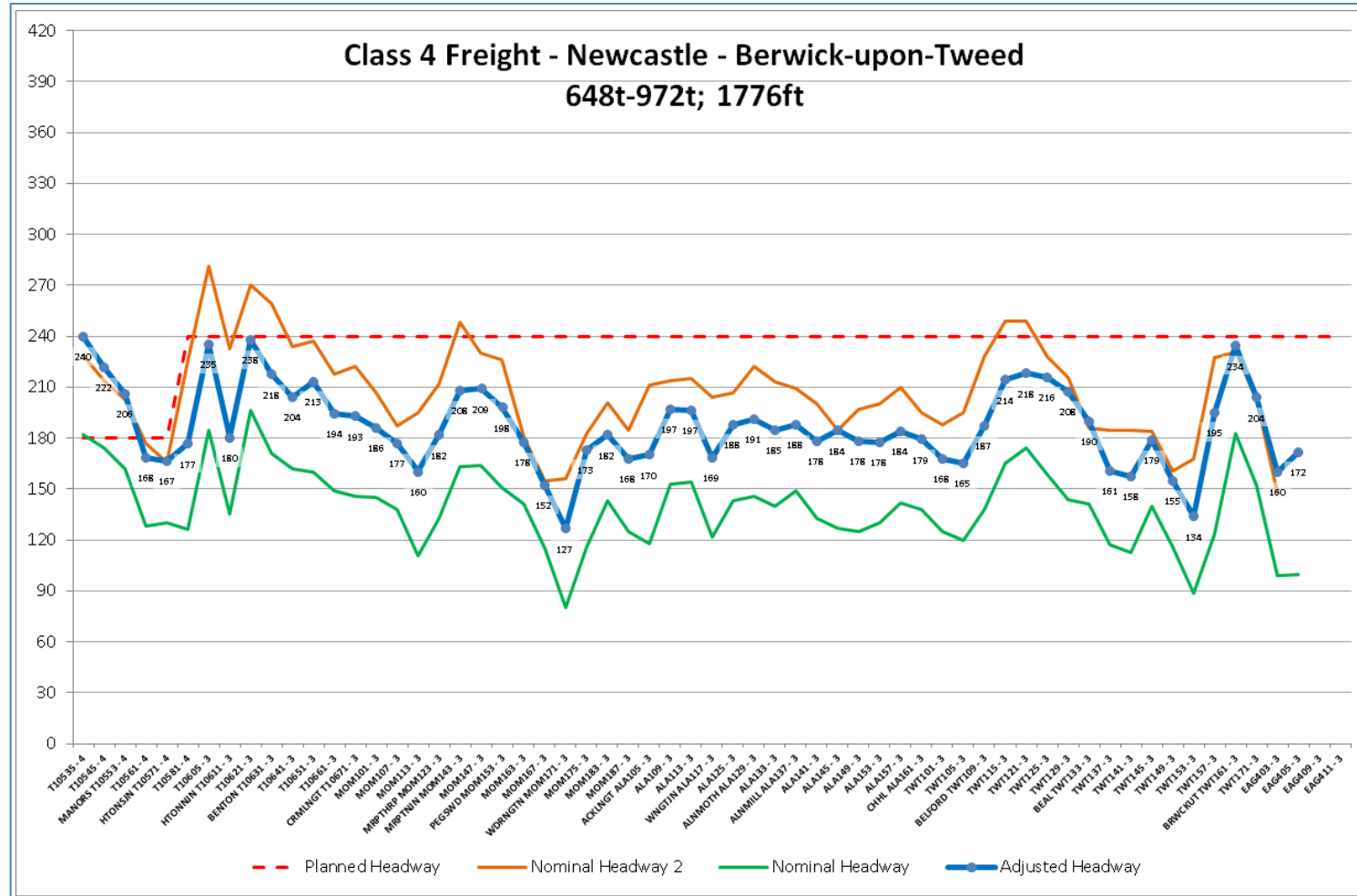
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/68	Newcastle to Heaton South Jn	Down Main	LN600	180		
HW/68	Heaton South Jn to Morpeth	Down Main	LN600	240		



Class 4 – Headway Analytics

Class 4 Headway Analytics – Down Main – 648t-972t, 1776ft

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/71	Newcastle to Berwick	Down Main		180-240		



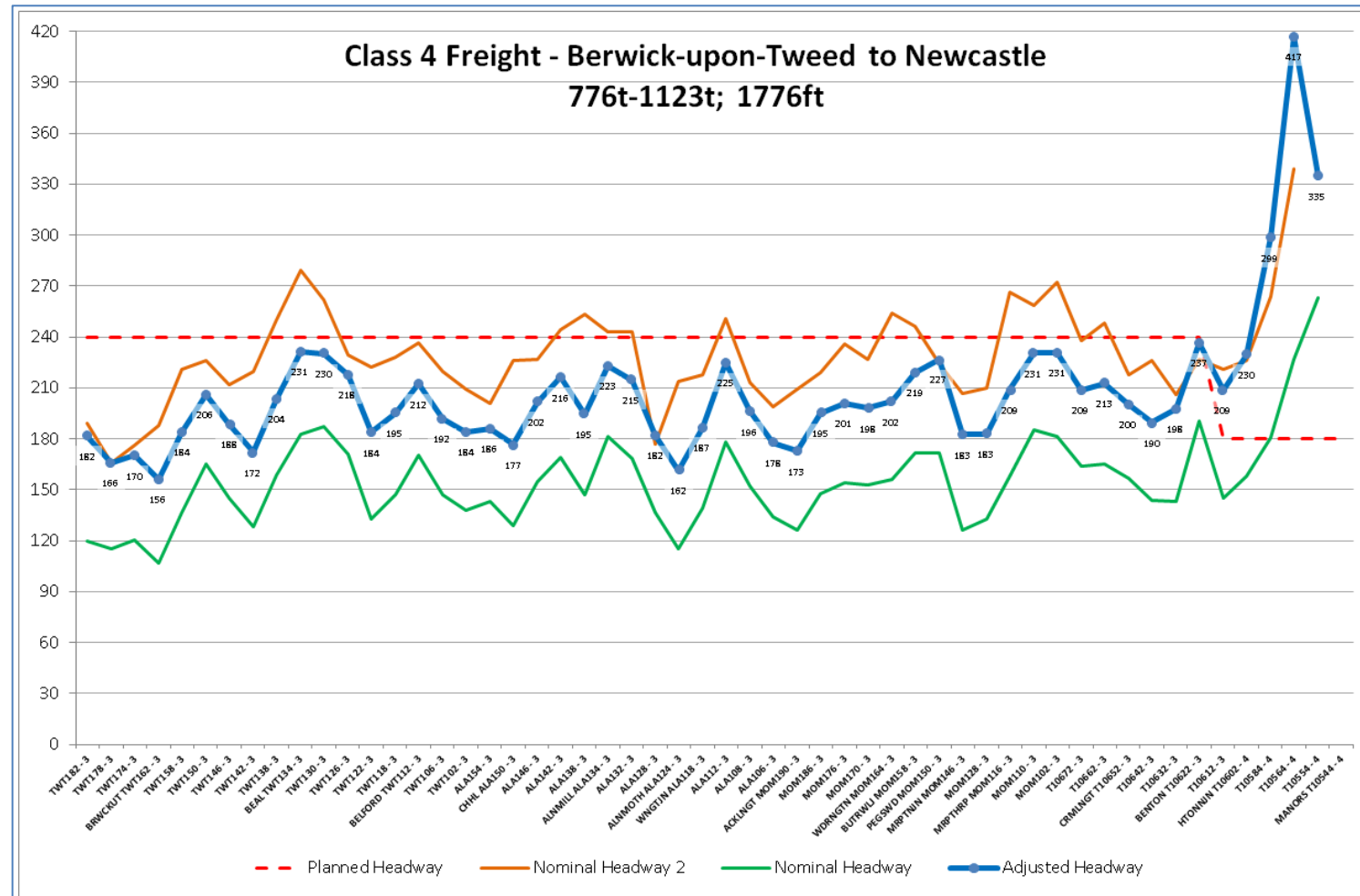
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Class 4 Headway Analytics – Up Main – 776-1123t, 1776ft

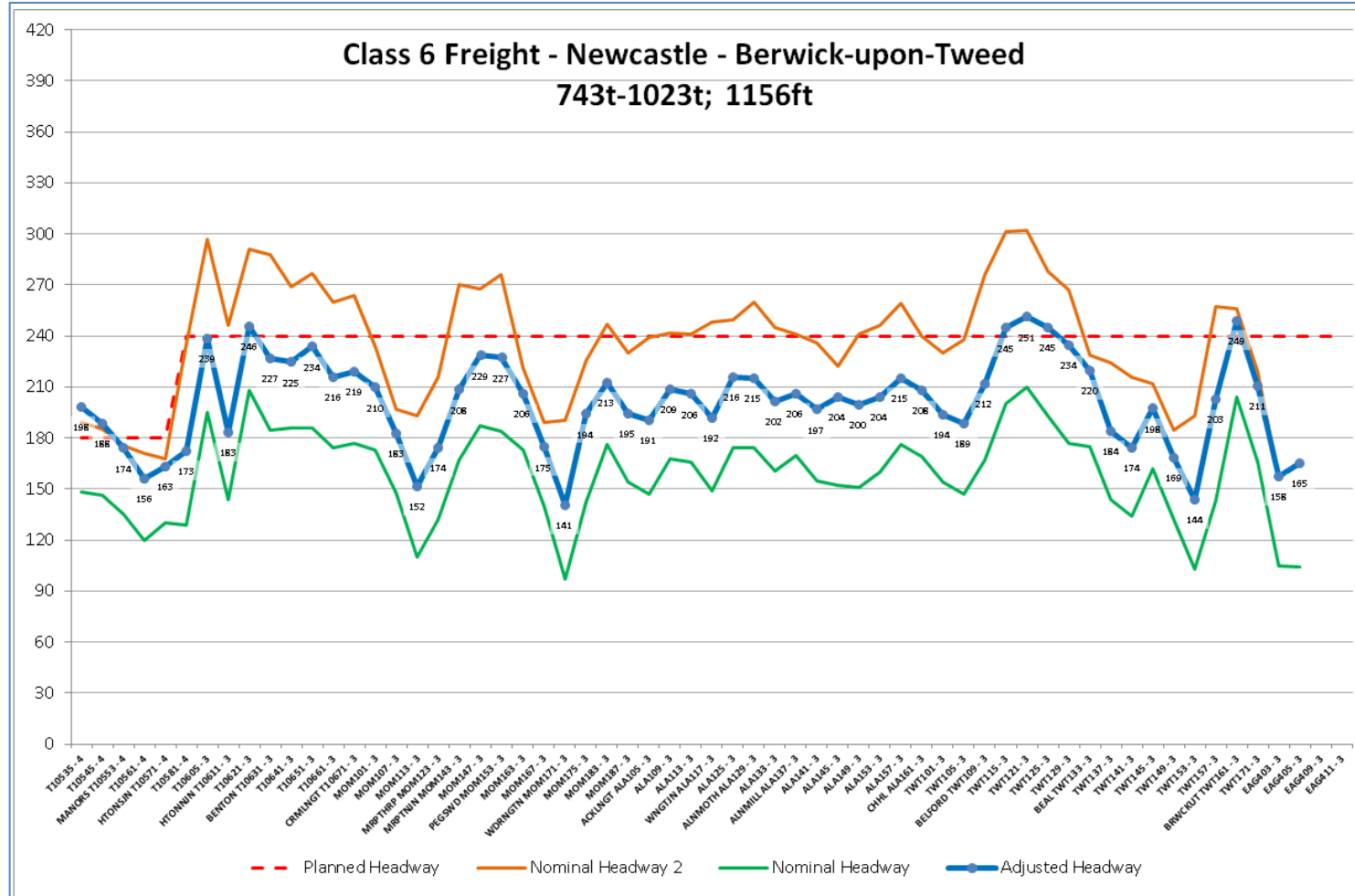
Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/72	Berwick to Newcastle	Up Main	LN600	180-240		



Class 6 – Headway Analytics

Class 6 Headway Analytics – Down Main – 743-1023t, 1156ft

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/81	Newcastle to Berwick	Down Main		180-240		



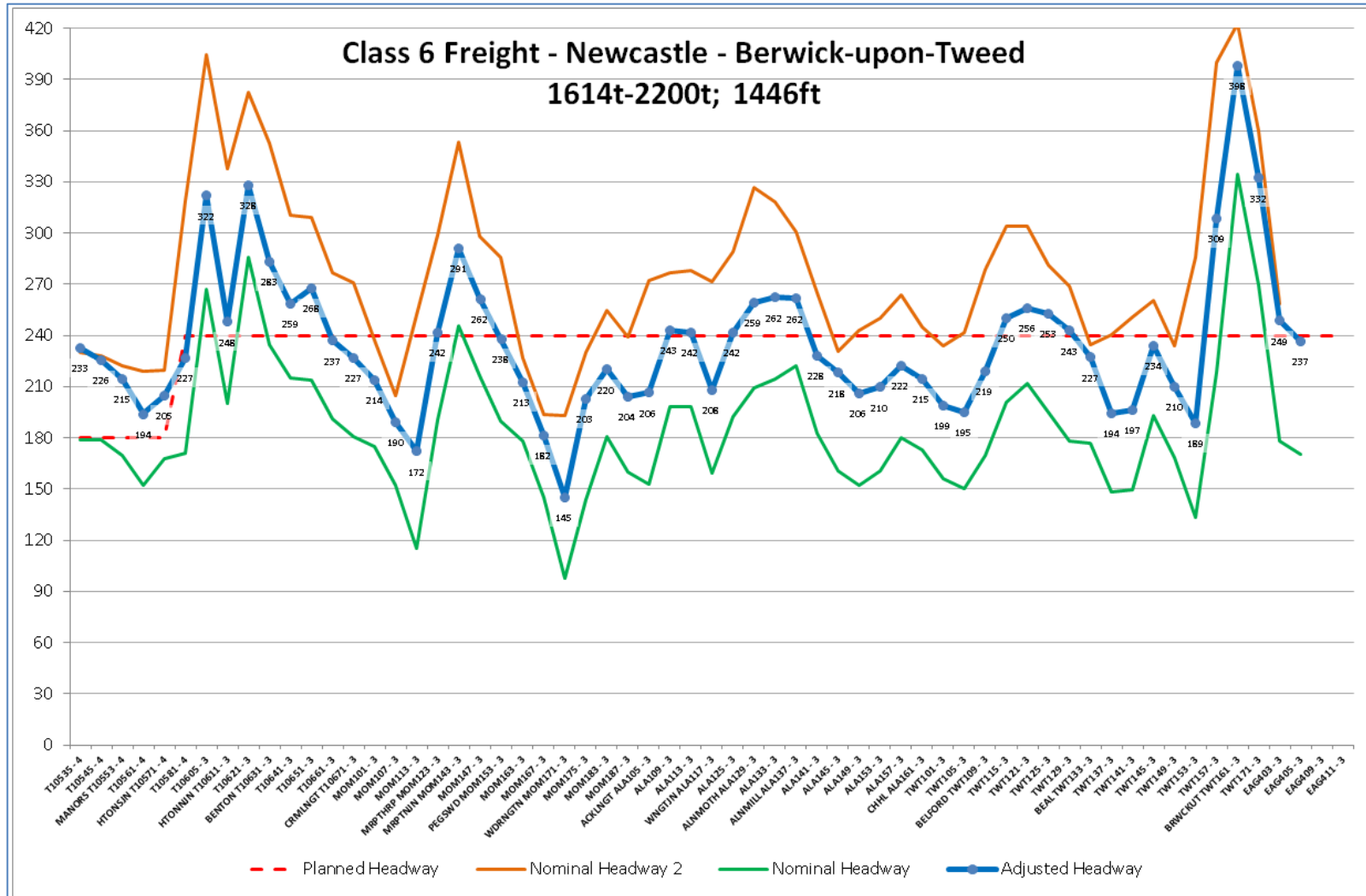
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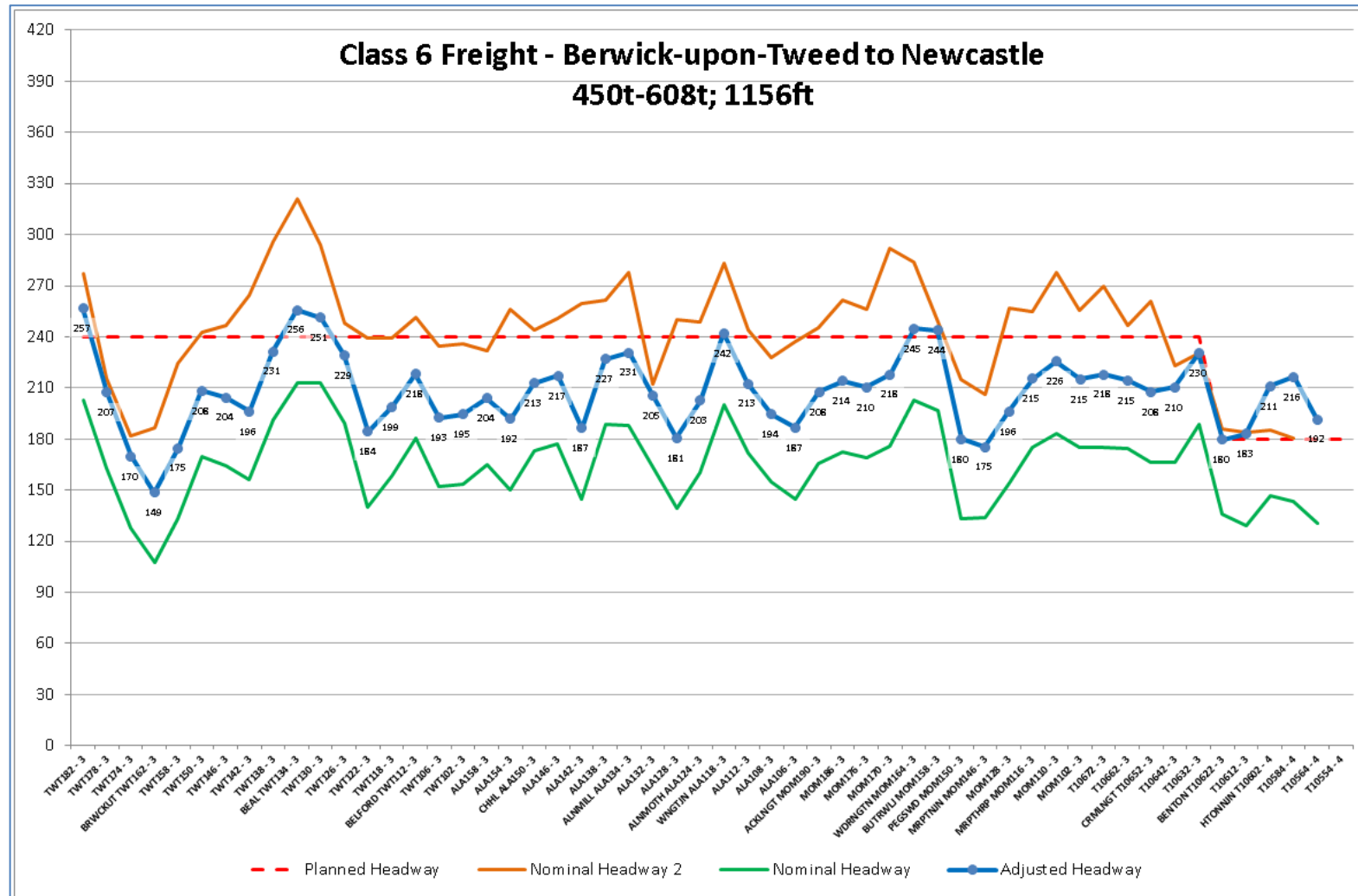
Class 6 Headway Analytics – Down Main – 1614-2200t, 1446ft

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/82	Newcastle to Berwick	Down Main		180-240		



Class 6 Headway Analytics – Up Main – 450-608t, 1156ft

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/83	Berwick to Newcastle	Up Main	LN600	180-240		



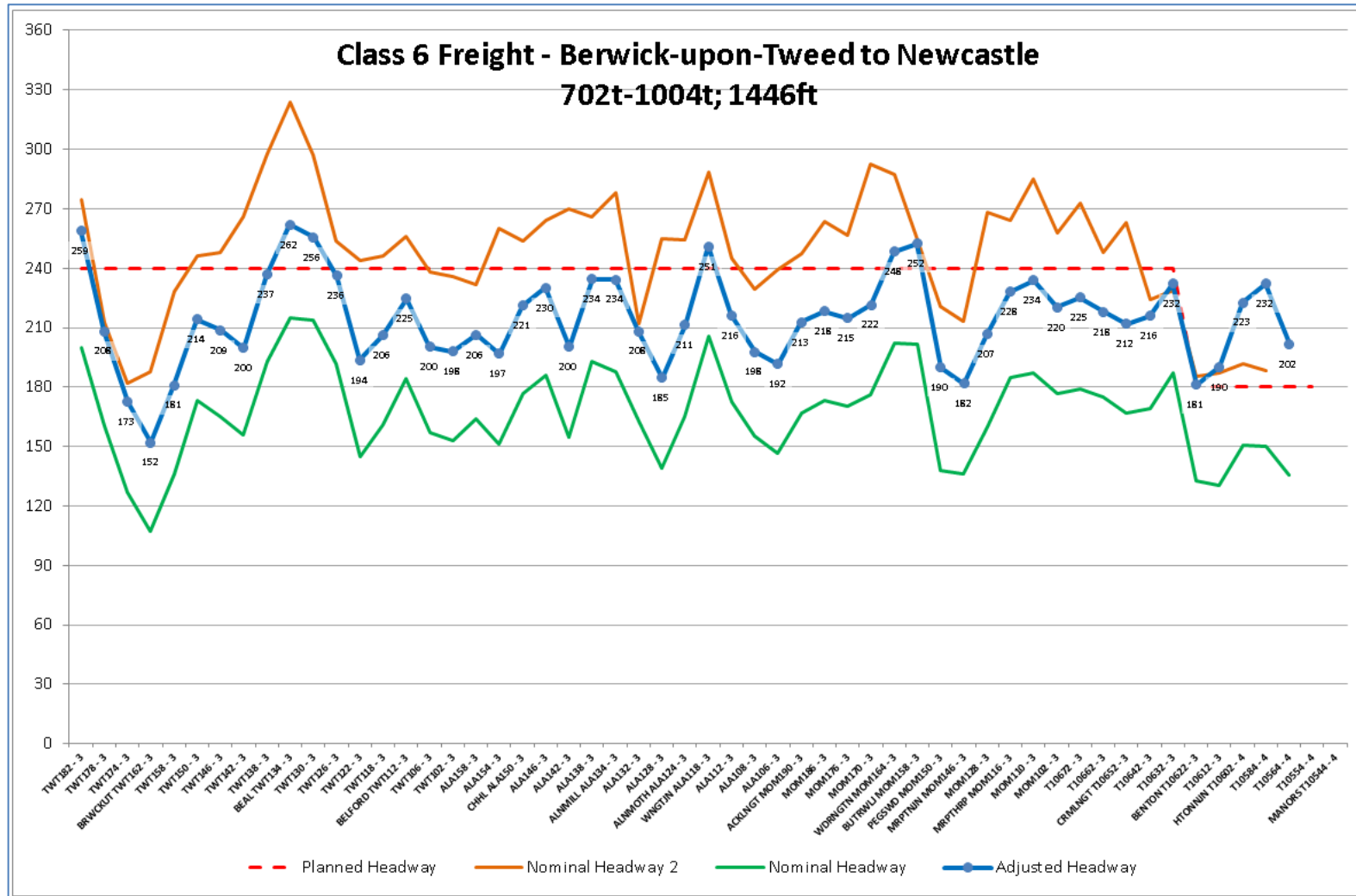
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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Class 6 Headway Analytics – Up Main – 702-1004t, 1446ft

Ref No.	Location From/To	Direction & running line (where applicable)	LOR	Current Value	Proposed Value	Supporting Evidence
HW/84	Berwick to Newcastle	Up Main	LN600	180-240		



SRT Recommendations

SRT Recommendations Overview

Class 1 Down Trains – Newcastle to Berwick-Upon-Tweed

From	To	Traction	Current SRT				Observed Value				Proposed SRT			
			P-P	P-S	S-P	S-S	P-P	P-S	S-P	S-S	P-P	P-S	S-P	S-S
Newcastle	Heaton South Jn	221			02:30				02:44				02:30	
Newcastle	Heaton South Jn	HST			03:00				02:56				03:00	
Newcastle	Heaton South Jn	91:410:125			03:00				03:01				03:00	
Heaton South Jn	Morpeth	221	09:00	09:30			08:54	09:56			09:00	10:00		
Heaton South Jn	Morpeth	HST	09:30	10:00			09:14	10:12			09:00	10:00		
Heaton South Jn	Morpeth	91:410:125	09:30	09:30			08:57	09:55			09:00	10:00		
Morpeth	Alnmouth for Alnwick	221	11:00	11:30	11:30	12:30	11:37	12:33	12:01	12:57	11:30	12:30	12:00	13:00
Morpeth	Alnmouth for Alnwick	HST	12:00	12:30	13:00	13:30	11:51	12:41	12:35	13:29	12:00	13:00	12:30	13:30
Morpeth	Alnmouth for Alnwick	91:410:125	11:00	12:00	12:30	13:00	11:33	12:29	12:17	13:13	11:30	12:30	12:30	13:00
Alnmouth for Alnwick	Belford L.C.	221	09:30		10:30		09:21		10:06		09:30		10:00	
Alnmouth for Alnwick	Belford L.C.	HST	09:30		11:00		09:35		11:12		09:30		11:00	
Alnmouth for Alnwick	Belford L.C.	91:410:126	09:00		11:00		09:16		11:01		09:30		11:00	
Belford L.C.	Berwick-Upon-Tweed	221	08:30	08:30			07:57	09:03			08:00	08:30		
Belford L.C.	Berwick-Upon-Tweed	HST	08:30	09:30			08:04	09:08			08:00	09:00		
Belford L.C.	Berwick-Upon-Tweed	91:410:125	08:30	09:00			07:57	09:02			08:00	09:00		

00:00

Reduction

00:00

Increase

00:00

No change

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Class 1 Up Trains –Berwick-Upon-Tweed to Newcastle

From	To	Traction	Current SRT				Observed Value				Proposed SRT			
			P-P	P-S	S-P	S-S	P-P	P-S	S-P	S-S	P-P	P-S	S-P	S-S
Berwick-Upon-Tweed	Belford L.C.	221	09:00		09:30		08:00		08:11		08:30		09:00	
Berwick-Upon-Tweed	Belford L.C.	HST	09:00		10:00		08:08		08:44		09:00		09:30	
Berwick-Upon-Tweed	Belford L.C.	91:410:125	08:30		10:00		08:04		08:38		08:30		09:30	
Belford L.C.	Alnmouth for Alnwick	221	08:30	09:00			09:03	10:09			09:00	10:00		
Belford L.C.	Alnmouth for Alnwick	HST	09:00	10:00			09:08	10:13			09:00	10:30		
Belford L.C.	Alnmouth for Alnwick	91:410:125	09:00	10:00			09:05	10:10			09:00	10:00		
Alnmouth for Alnwick	Morpeth	221	11:30	12:00	12:30	13:00	11:15	12:18	11:55	13:13	11:30	12:30	12:30	13:00
Alnmouth for Alnwick	Morpeth	HST	11:30			13:30	11:18			13:56	11:30			14:00
Alnmouth for Alnwick	Morpeth	91:410:125	11:30		13:00	14:00	11:15		12:58	14:09	11:30		13:00	14:00
Morpeth	Heaton South Jn	221	09:30		10:00		10:15		10:14		10:00		10:00	
Morpeth	Heaton South Jn	HST	09:30		10:30		10:27		10:34		10:30		10:30	
Morpeth	Heaton South Jn	91:410:125	09:30		10:30		10:20		10:20		10:30		10:30	
Heaton South Jn	Newcastle	221		02:30				02:27				02:30		
Heaton South Jn	Newcastle	HST		03:00				02:26				02:30		
Heaton South Jn	Newcastle	91:410:125		02:30				02:26				02:30		

00:00

Reduction

00:00

Increase

00:00

No change

EH01 – Cross Country InterCity Services

Summary of SRT Recommendations (Class 221 Only)

Ref.	Timing Load	From location	To location	Line code	Type	Current value (mm:ss)	Proposed value (mm:ss)	Supporting commentary	Reference within the report
MRPTHRPAALNMOTHPP221	221	MORPETH	ALNMOUTH (For Alnwick)		P-P	11:00	11:30	Observed value rounds down to 11:30	EH01.8
MRPTHRPAALNMOTHPS221	221	MORPETH	ALNMOUTH (For Alnwick)		P-S	11:30	12:30	Observed value rounds down to 12:30	EH01.9
ALNMOTHBELFORDSP221	221	ALNMOUTH (For Alnwick)	BELFORD		S-P	10:30	10:00	Observed value rounds down to 10:00	EH01.9
BELFORDBRWCKUTPP221	221	BELFORD	BERWICK-UPON-TWEED		P-P	08:30	08:00	Observed value rounds up to 08:00	EH01.9
HTONSJNMRPTHRPPS221	221	HEATON SOUTH JN	MORPETH		P-S	09:30	10:00	Observed value rounds up to 10:00	EH01.10
MRPTHRPAALNMOTHSP221	221	MORPETH	ALNMOUTH (For Alnwick)		S-P	11:30	12:00	Observed value rounds down to 12:00	EH01.10
MRPTHRPAALNMOTHSS221	221	MORPETH	ALNMOUTH (For Alnwick)		S-S	12:30	13:00	Observed value rounds up to 13:00	EH01.12
BRWCKUTBELFORDPP221	221	BERWICK-UPON-TWEED	BELFORD		P-P	09:00	08:30	Observed value rounds down to 08:00	EH01.22
BELFORDALNMOTHPP221	221	BELFORD	ALNMOUTH (For Alnwick)		P-P	08:30	09:00	Observed value rounds down to 09:00	EH01.22
MRPTHRPHNTONSJNPP221	221	MORPETH	HEATON SOUTH JN		P-P	09:30	10:00	Round down observed value of 10:15 to 10:00 to maintain cumulative section time	EH01.22
BRWCKUTBELFORDSP221	221	BERWICK-UPON-TWEED	BELFORD		S-P	09:30	09:00	Observed value rounds down to 08:00	EH01.23
BELFORDALNMOTHPS221	221	BELFORD	ALNMOUTH (For Alnwick)		P-S	09:00	10:09	Observed value rounds down to 10:00	EH01.24
ALNMOTHMRPTHRPPSP221	221	ALNMOUTH (For Alnwick)	MORPETH		S-P	12:30	12:30	Although observed value rounds up to 12:00, maintain current value for cumulative section purposes	EH01.25
ALNMOTHMRPTHRPPS221	221	ALNMOUTH (For Alnwick)	MORPETH		P-S	12:00	12:30	Observed value rounds up to 12:30	EH01.26

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EH01 SRT Analysis Tables – Down Direction

EH01.1: Class 221 - Down: Stopping at Berwick-upon-Tweed only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14		
HTONSJNMRPTHRPP221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:00	11:30	08:54	11:38	00:08	09:00	11:30	-00:08		
MRPTHRPAALNMOTHP221	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		11:00	22:30	11:37	23:15	00:45	11:30	23:00	-00:15		
ALNMOTHBELFORDPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	32:00	09:21	32:36	00:36	09:30	32:30	-00:06		
BELFORDBRWCKUTPS221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		08:30	40:30	09:03	41:39	01:09	09:30	41:30	-00:09	½ adjustment approaching Berwick	
								40:30		41:39			41:30				

EH01.2: Class 221 - Down: Stopping at Alnmouth for Alnwick only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPP221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:00	11:30	08:54	11:38	00:08	09:00	11:30	-00:08	Repeat	
MRPTHRPAALNMOTHP221	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		11:30	23:00	12:33	24:11	01:11	12:30	24:00	-00:11		
ALNMOTHBELFORDSP221	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		10:30	10:30	10:06	10:06	-00:24	10:00	10:00	-00:06		
BELFORDBRWCKUTPP221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:00	07:57	18:03	-00:57	08:00	18:00	-00:03		
								42:00		42:14			42:00				

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EH01.3: Class 221 - Down: Stopping at Morpeth Only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPPS221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	S		09:30	12:00	09:56	12:40	00:40	10:00	12:30	-00:10		
MRPTHRPAALNMOTHSP221	MORPETH	MRPTHRP	ALNMOUTH FOR ALNWICK	ALNMOTH	S	P		11:30	11:30	12:01	12:01	00:31	12:00	12:00	-00:01		
ALNMOTHBELFORDPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	21:00	09:21	21:22	00:22	09:30	21:30	00:08	Repeat	
BELFORDBRWCKUTPP221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	29:30	07:57	29:19	-00:11	08:00	29:30	00:11	Repeat	
								41:30		41:59			42:00				

EH01.4: Class 221 - Down: Through Trains Non-Stop

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPPP221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	P		09:00	11:30	08:54	11:38	00:08	09:00	11:30	-00:08	Repeat	
MRPTHRPAALNMOTHPP221	MORPETH	MRPTHRP	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		11:00	22:30	11:37	23:15	00:45	11:30	23:00	-00:15	Repeat	
ALNMOTHBELFORDPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	32:00	09:21	32:36	00:36	09:30	32:30	-00:06	Repeat	
BELFORDBRWCKUTPP221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	40:30	07:57	40:33	00:03	08:00	40:30	-00:03	Repeat	
								40:30		40:33			40:30				

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EH01.5: Class 221 - Down: Stopping at Morpeth & Alnmouth for Alnwick

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPPS221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	S		09:30	12:00	09:56	12:40	00:40	10:00	12:30	-00:10	Repeat	
MRPTHRPAALNMOTHSS221	MORPETH	MRPTHRP	ALNMOUTH FOR ALNWICK	ALNMOTH	S	S		12:30	12:30	12:57	25:37	13:07	13:00	25:30	-00:07		
ALNMOTHBELFORDSP221	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		10:30	10:30	10:06	35:43	25:13	10:00	35:30	-00:13	Repeat	
BELFORDBRWCKUTPP221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:00	07:57	43:40	24:40	08:00	43:30	-00:10	Repeat	
								43:30		43:40			43:30				

EH01.6: Class 221 - Down: Stopping at Alnmouth for Alnwick & Berwick-Up-on-Tweed

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPPP221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	P		09:00	11:30	08:54	11:38	00:08	09:00	11:30	-00:08	Repeat	
MRPTHRPAALNMOTHPS221	MORPETH	MRPTHRP	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		11:30	23:00	12:33	24:11	01:11	12:30	24:00	-00:11	Repeat	
ALNMOTHBELFORDSP221	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		10:30	33:30	10:06	34:17	00:47	10:00	34:00	-00:17	Repeat	
BELFORDBRWCKUTPS221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		08:30	42:00	09:03	43:20	01:20	09:00	43:00	-00:20	Repeat	
								42:00		43:20			43:00				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



EH01.7: Class 221 Trains - Down: Stopping at Morpeth & Berwick-Upon-Tweed

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPPS221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		09:30	12:00	09:56	12:40	00:40	10:00	12:30	-00:10	Repeat	
MRPTHRPAALNMOTHSP221	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	S	P		11:30	11:30	12:01	24:41	13:11	12:00	24:30	-00:11	Repeat	
ALNMOTHBELFORDPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	21:00	09:21	34:02	13:02	09:30	34:00	-00:02	Repeat	
BELFORDBRWCKUTPS221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		08:30	29:30	09:03	43:05	13:35	09:00	43:00	-00:05	Repeat	
								41:30		43:05			43:00				

EH01 SRT Analysis Tables – Up Direction

EH01.8: 221 Trains - Up: Through Trains non-stop to Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cumulative	DELTA	SRT	Cumulative	DELTA		
BRWCKUTBELFORDPP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:37	08:37	-00:23	08:30	08:30	-00:07		
BELFORDALNMOTHPP221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		08:30	17:30	09:03	17:40	00:10	09:00	17:30	-00:10		
ALNMOTHMRPTHRPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHR	P	P		11:30	29:00	11:15	28:55	-00:05	11:30	29:00	00:05		
MRPTHRPHNTONSJNPP221	MORPETH	MRPTHR	HEATON SOUTH JN	HTONSJN	P	P		09:30	38:30	10:15	39:10	00:40	10:00	39:00	-00:10		
HTONSJNNWCSTLEPS221	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	41:00	02:27	41:37	00:37	02:30	41:30	-00:07		
								41:00		41:37			41:30				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



EH01.9: 221 Trains - Up: Stopping at Berwick-Upon-Tweed & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		09:30	09:30	08:53	08:53	-00:37	09:00	09:00	00:07		
BELFORDALNMOTHPP221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		08:30	18:00	09:03	17:56	-00:04	09:00	18:00	00:04	Repeat	
ALNMOTHMRPTHRPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHRP	P	P		11:30	29:30	11:15	29:11	-00:19	11:30	29:30	00:19	Repeat	
MRPTHRPHTONSJNPP221	MORPETH	MRPTHRP	HEATON SOUTH JN	HTONSJN	P	P		09:30	39:00	10:15	39:26	00:26	10:00	39:30	00:04	Repeat	
HTONSJNNWCSTLEPS221	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	41:30	02:27	41:53	00:23	02:30	42:00	00:07	Repeat	
								41:30		41:53			42:00				

EH01.10: 221 Trains - Up: Stopping at Alnmouth for Alnwick, Morpeth & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:37	08:37	-00:23	08:30	08:30	-00:07	Repeat	
BELFORDALNMOTHPS221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		09:00	18:00	10:09	18:46	00:46	10:00	18:30	-00:16		
ALNMOTHMRPTHRPS221	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHRP	S	S		13:00	13:00	13:13	13:13	00:13	13:00	13:00	-00:13		
MRPTHRPHTONSJNSP221	MORPETH	MRPTHRP	HEATON SOUTH JN	HTONSJN	S	P		10:00	10:00	10:14	10:14	00:14	10:00	10:00	-00:14		
HTONSJNNWCSTLEPS221	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	12:30	02:27	12:41	00:11	02:30	12:30	-00:11	Repeat	
								43:30		44:40			44:00				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



EH01.11: 221 Trains - Up: Stopping at Berwick-upon-Tweed, Alnmouth for Alnwick & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		09:30	09:30	08:53	08:53	-00:37	09:00	09:00	00:07	Repeat	
BELFORDALNMOTHPS221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALN Wick	ALNMOTH	P	S		09:00	18:30	10:09	19:02	00:32	10:00	19:00	-00:02	Repeat	
ALNMOTHMRPTHRPS221	ALNMOUTH FOR ALN Wick	ALNMOTH	MORPETH	MRPTHR	S	P		12:30	12:30	11:55	30:57	18:27	12:30	31:30	00:33		
MRPTHRPHTONSJNPP221	MORPETH	MRPTHR	HTONSJN	HTONSJN	P	P		09:30	22:00	10:15	41:12	19:12	10:00	41:30	00:18	Repeat	
HTONSJNNWCSTLEPS221	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	24:30	02:27	43:39	19:09	02:30	44:00	00:21	Repeat	
								43:00		43:39			44:00				

EH01.12: 221 Trains - Up: Stopping at Berwick-upon-Tweed, Morpeth & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:37	08:37	-00:23	08:30	08:30	-00:07	Repeat	
BELFORDALNMOTHPP221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALN Wick	ALNMOTH	P	P		08:30	17:30	09:03	17:40	00:10	09:00	17:30	-00:10	Repeat	
ALNMOTHMRPTHRPPS221	ALNMOUTH FOR ALN Wick	ALNMOTH	MORPETH	MRPTHR	P	S		12:00	29:30	12:18	29:58	00:28	12:30	30:00	00:02		
MRPTHRPHTONSJNSP221	MORPETH	MRPTHR	HTONSJN	HTONSJN	S	P		10:00	10:00	10:14	10:14	00:14	10:00	10:00	-00:14	Repeat	
HTONSJNNWCSTLEPS221	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	12:30	02:27	12:41	00:11	02:30	12:30	-00:11	Repeat	
								42:00		42:39			42:30				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



EH01.13: 221 Trains - Up: Stopping at Berwick-Upon-Tweed, Alnmouth for Alnwick, Morpeth & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		09:30	09:30	08:53	08:53	-00:37	09:00	09:00	00:07	Repeat	
BELFORDALNMOTHPS221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		09:00	18:30	10:09	19:02	00:32	10:00	19:00	-00:02	Repeat	
ALNMOTHMRPTHRPS221	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHR	S	S		13:00	13:00	13:13	32:15	19:15	13:00	32:00	-00:15	Repeat	
MRPTHRPHTONSJNSP221	MORPETH	MRPTHR	HTONSJN	HTONSJN	S	P		10:00	10:00	10:14	42:29	32:29	10:00	42:00	-00:29	Repeat	
HTONSJNNWCSTLEPS221	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	12:30	02:27	44:56	32:26	02:30	44:30	-00:26	Repeat	
								44:00		44:56			44:30				

EH01.14: 221 Trains - Up: Stopping at Alnmouth for Alnwick & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:37	08:37	-00:23	08:30	08:30	-00:07	Repeat	
BELFORDALNMOTHPS221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		09:00	18:00	10:09	18:46	00:46	10:00	18:30	-00:16	Repeat	
ALNMOTHMRPTHRPS221	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHR	S	P		12:30	12:30	11:55	30:41	18:11	12:30	31:00	00:19	Repeat	
MRPTHRPHTONSJNPP221	MORPETH	MRPTHR	HTONSJN	HTONSJN	P	P		09:30	22:00	10:15	40:56	18:56	10:00	41:00	00:04	Repeat	
HTONSJNNWCSTLEPS221	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	24:30	02:27	43:23	18:53	02:30	43:30	00:07	Repeat	
								42:30		43:23			43:30				

HB01 – InterCity (Kings Cross – York – Newcastle – Edinburgh – Glasgow)

Summary of SRT Recommendations (HST & Class 91 hauled services)

Ref.	Timing Load	From location	To location	Line code	Type	Current value (mm:ss)	Proposed value (mm:ss)	Supporting commentary	Reference within the report
HTONSJNMRPTHRPPPHST	HST	HEATON SOUTH JN	MORPETH		P-P	09:30	09:00	Observed value rounds down to 09:00	HB01.1
BELFORDBRWCKUTPSHST	HST	BELFORD	BERWICK-UPON-TWEED		P-S	09:30	09:00	Observed value rounds down to 09:00	HB01.1
MRPTHRPPALNMOTHPHST	HST	MORPETH	ALNMOUTH (For Alnwick)		P-S	12:30	13:00	Observed value rounds down to 12:30, however recommend increase for cumulative purposes	HB01.2
BELFORDBRWCKUTPPHST	HST	BELFORD	BERWICK-UPON-TWEED		P-P	08:30	08:00	Observed value rounds down to 08:00	HB01.2
MRPTHRPPALNMOTHPHST	HST	MORPETH	ALNMOUTH (For Alnwick)		S-P	13:00	12:30	Observed value rounds down to 12:30	HB01.3
HTONSJNMRPTHRPP91	91	HEATON SOUTH JN	MORPETH		P-P	09:30	09:00	Observed value rounds up to 09:00	HB01.7
MRPTHRPPALNMOTHP91	91	MORPETH	ALNMOUTH (For Alnwick)		P-P	11:00	11:30	Observed value rounds up to 11:30	HB01.7
ALNMOTHBELFORDPP91	91	ALNMOUTH (For Alnwick)	BELFORD		P-P	09:00	09:30	Observed value rounds up to 09:30	HB01.7
MRPTHRPPALNMOTHP91	91	MORPETH	ALNMOUTH (For Alnwick)		P-S	12:00	12:30	Observed value rounds up to 12:30	HB01.8
BELFORDBRWCKUTPP91	91	BELFORD	BERWICK-UPON-TWEED		P-P	08:30	08:00	Observed value rounds up to 08:00	HB01.8
HTONSJNMRPTHRPP91	91	HEATON SOUTH JN	MORPETH		P-S	09:30	10:00	Observed value rounds up to 10:00	HB01.9
MRPTHRPPALNMOTHP91	91	MORPETH	ALNMOUTH (For Alnwick)		S-P	12:30	12:00	Although observed value rounds up to 12:30, recommend reducing to 12:00 for cumulative section purposes	HB01.9
MRPTHRPPHTONSJNPPHST	HST	MORPETH	HEATON SOUTH JN		P-P	09:30	10:30	Observed value rounds up to 10:30	HB01.13
HTONSJNWCSTLEPSHST	HST	HEATON SOUTH JN	NEWCASTLE		P-S	03:00	02:30	Observed value rounds up to 02:30	HB01.13
BRWCKUTBELFORDSPHST	HST	BERWICK-UPON-TWEED	BELFORD		S-P	10:00	09:30	Observed value rounds down to 09:30	HB01.14
BELFORDALNMOTHPHST	HST	BELFORD	ALNMOUTH (For Alnwick)		P-S	10:00	10:30	Although observed value rounds down to 10:00, recommend increasing to 10:30 for cumulative section purposes	HB01.15
ALNMOTHRPTHRPPSHST	HST	ALNMOUTH (For Alnwick)	MORPETH		S-S	13:30	14:00	Observed value rounds up to 14:00	HB01.15
MRPTHRPPHTONSJNPP91	91	MORPETH	HEATON SOUTH JN		P-P	09:30	10:00	Although observed value rounds up to 10:30, recommend increasing only to 10:00 to balance cumulative journey time	HB01.16
BRWCKUTBELFORDSP91	91	BERWICK-UPON-TWEED	BELFORD		S-P	10:00	09:30	Observed value rounds down to 09:30	HB01.17

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01 SRT Analysis Tables – HST Down Direction

HB01.1: HST Trains - Down: Stopping at Berwick-upon-Tweed only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04		
HTONSJNMRPTHRPPHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	09:14	12:10	-00:20	09:00	12:00	-00:10		
MRPTHR PALNMOTHPHST	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		12:00	24:30	11:51	24:01	-00:29	12:00	24:00	-00:01		
ALNMOTHBELFORDPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	34:00	09:35	33:36	-00:24	09:30	33:30	-00:06		
BELFORDBRWCKUTPSHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		09:30	43:30	09:08	42:44	-00:46	09:00	42:30	-00:14		
								43:30		42:44			42:30				

HB01.2: HST Trains - Down: Stopping at Alnmouth for Alnmouth only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	HB01.1
HTONSJNMRPTHRPPHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	09:14	12:10	-00:20	09:00	12:00	-00:10	Repeat	HB01.1
MRPTHR PALNMOTHPHST	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		12:30	25:00	12:41	24:51	-00:09	13:00	25:00	00:09		
ALNMOTHBELFORDSPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:12	11:12	00:12	11:00	11:00	-00:12		
BELFORDBRWCKUTPPHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:30	08:04	19:16	-00:14	08:00	19:00	-00:16		
								44:30		44:07			44:00				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.3: HST Trains - Down: Stopping at Morpeth Only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	HB01.1
HTONSJNMRPTHRPPSHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		10:00	13:00	10:12	13:08	00:08	10:00	13:00	-00:08		
MRPTHRPAALNMOTHSPHST	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	S	P		13:00	13:00	12:35	12:35	-00:25	12:30	12:30	-00:05		
ALNMOTHBELFORDPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	22:30	09:35	22:10	-00:20	09:30	22:00	-00:10	Repeat	HB01.2
BELFORDBRWCKUTPPHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	31:00	08:04	30:14	-00:46	08:00	30:00	-00:14	Repeat	HB01.2
								44:00		43:22			43:00				

HB01.4: HST Trains - Down: Through Trains Non-Stop

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	HB01.1
HTONSJNMRPTHRPPHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	09:14	12:10	-00:20	09:00	12:00	-00:10	Repeat	HB01.1
MRPTHRPAALNMOTHPPHST	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		12:00	24:30	11:51	24:01	-00:29	12:00	24:00	-00:01	Repeat	HB01.1
ALNMOTHBELFORDPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	34:00	09:35	33:36	-00:24	09:30	33:30	-00:06	Repeat	HB01.2
BELFORDBRWCKUTPPHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	42:30	08:04	41:40	-00:50	08:00	41:30	-00:10	Repeat	HB01.2
								42:30		41:40			41:30				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.5: HST Trains - Down: Stopping at Morpeth & Alnmouth for Alnwick

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	HB01.1
HTONSJNMRPTHRPPSHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		10:00	13:00	10:12	13:08	00:08	10:00	13:00	-00:08	Repeat	HB01.3
MRPTHRPAALNMOTHSSHST	MORPETH	MRPTHR	ALNMOUTH FOR ALNICK	ALNMOTH	S	S		13:30	13:30	13:29	13:29	-00:01	13:30	13:30	00:01		
ALNMOTHBELFORDSPHST	ALNMOUTH FOR ALNICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:12	11:12	00:12	11:00	11:00	-00:12	Repeat	HB01.2
BELFORDBRWCKUTPPHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:30	08:04	19:16	-00:14	08:00	19:00	-00:16	Repeat	HB01.2
								46:00		45:53			45:30				

HB01.6: HST Trains - Down: Stopping at Morpeth, Alnmouth for Alnwick & Berwick-Up-on-Tweed

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	HB01.1
HTONSJNMRPTHRPPSHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		10:00	13:00	09:14	12:10	-00:50	09:00	12:00	-00:10	Repeat	HB01.3
MRPTHRPAALNMOTHSSHST	MORPETH	MRPTHR	ALNMOUTH FOR ALNICK	ALNMOTH	S	S		13:30	13:30	16:25	16:25	02:55	16:30	16:30	00:05	Repeat	
ALNMOTHBELFORDSPHST	ALNMOUTH FOR ALNICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:12	11:12	00:12	11:00	11:00	-00:12	Repeat	HB01.2
BELFORDBRWCKUTPPHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		09:30	20:30	09:08	20:20	-00:10	09:00	20:00	-00:20	Repeat	HB01.1
								47:00		48:55			48:30				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01 SRT Analysis Tables – Class 91 Down Direction

HB01.7: Class 91 Trains - Down: Stopping at Berwick-upon-Tweed only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01		
HTONSJNMRPTHRPP91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	08:57	11:58	-00:32	09:00	12:00	00:02		
MRPTHRPAALNMOTHP91	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		11:00	23:30	11:33	23:31	00:01	11:30	23:30	-00:01		
ALNMOTHBELFORDPP91	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:00	32:30	09:16	32:47	00:17	09:30	33:00	00:13		
BELFORDBRWCKUTPS91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		09:00	41:30	09:02	41:49	00:19	09:00	42:00	00:11		
								41:30		41:49			42:00				

HB01.8: Class 91 Trains - Down: Stopping at Alnmouth for Alnwick only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	HB01.7
HTONSJNMRPTHRPP91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	08:57	11:58	-00:32	09:00	12:00	00:02	Repeat	HB01.7
MRPTHRPAALNMOTHP91	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		12:00	24:30	12:29	24:27	-00:03	12:30	24:30	00:03		
ALNMOTHBELFORDSP91	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:01	11:01	00:01	11:00	11:00	-00:01		
BELFORDBRWCKUTPP91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:30	07:57	18:58	-00:32	08:00	19:00	00:02		
								44:00		43:25			43:30				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.9: Class 91 Trains - Down: Stopping at Morpeth Only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	HB01.7
HTONSJNMRPTHRPPS91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		09:30	12:30	09:55	12:56	00:26	10:00	13:00	00:04		
MRPTHRPAALNMOTHSP91	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	S	P		12:30	12:30	12:17	12:17	-00:13	12:30	12:30	00:13		
ALNMOTHBELFORDPP91	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:00	21:30	09:16	21:33	00:03	09:30	22:00	00:27	Repeat	HB01.7
BELFORDBRWCKUTPP91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	30:00	07:57	29:30	-00:30	08:00	30:00	00:30	Repeat	HB01.8
								42:30		42:26			43:00				

HB01.10: Class 91 Trains - Down: Through Trains Non-Stop

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	HB01.7
HTONSJNMRPTHRPPP91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	08:57	11:58	-00:32	09:00	12:00	00:02	Repeat	HB01.7
MRPTHRPAALNMOTHPP91	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		11:00	23:30	11:33	23:31	00:01	11:30	23:30	-00:01	Repeat	HB01.7
ALNMOTHBELFORDPP91	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:00	32:30	09:16	32:47	00:17	09:30	33:00	00:13	Repeat	HB01.7
BELFORDBRWCKUTPP91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	41:00	07:57	40:44	-00:16	08:00	41:00	00:16	Repeat	HB01.8
								41:00		40:44			41:00				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.11: Class 91 Trains - Down: Stopping at Morpeth & Alnmouth for Alnwick

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	HB01.7
HTONSJNMRPTHRPPS91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		09:30	12:30	09:55	12:56	00:26	10:00	13:00	00:04	Repeat	HB01.9
MRPTHRPAALNMOTHSS91	MORPETH	MRPTHR	ALNMOUTH FOR ALNICK	ALNMOTH	S	S		13:00	13:00	13:13	13:13	00:13	13:00	13:00	-00:13		
ALNMOTHBELFORDSP91	ALNMOUTH FOR ALNICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:01	11:01	00:01	11:00	11:00	-00:01	Repeat	HB01.8
BELFORDBRWCKUTPP91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:30	07:57	18:58	-00:32	08:00	19:00	00:02	Repeat	HB01.8
								45:00		45:07			45:00				

HB01.12: Class 91 Trains - Down: Stopping at Morpeth, Alnmouth for Alnwick & Berwick-Upon-Tweed

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	HB01.7
HTONSJNMRPTHRPPS91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		09:30	12:30	09:55	12:56	00:26	10:00	13:00	00:04	Repeat	HB01.9
MRPTHRPAALNMOTHSS91	MORPETH	MRPTHR	ALNMOUTH FOR ALNICK	ALNMOTH	S	S		13:00	13:00	15:23	28:19	15:19	15:30	28:30	00:11	Repeat	HB01.11
ALNMOTHBELFORDSP91	ALNMOUTH FOR ALNICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:01	39:20	28:20	11:00	39:30	00:10	Repeat	HB01.8
BELFORDBRWCKUTPS91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		09:00	20:00	09:02	48:22	28:22	09:00	48:30	00:08	Repeat	HB01.7
								45:30		48:22			48:30				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01 SRT Analysis Tables – HSTs Up Direction

HB01.13: HST Trains - Up: Through Trains non-stop to Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPPHST	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:51	08:51	-00:09	09:00	09:00	00:09		
BELFORDALNMOTHPPHST	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		09:00	18:00	09:08	17:59	-00:01	09:00	18:00	00:01		
ALNMOTHMRPTHRPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHR	P	P		11:30	29:30	11:18	29:17	-00:13	11:30	29:30	00:13		
MRPTHRPHTONSJNPPHST	MORPETH	MRPTHR	HEATON SOUTH JN	HTONSJN	P	P		09:30	39:00	10:27	39:44	00:44	10:30	40:00	00:16		
HTONSJNNWCSTLEPSHST	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		03:00	42:00	02:26	42:10	00:10	02:30	42:30	00:20		
								42:00		42:10			42:30				

HB01.14: HST Trains - Up: Stopping at Berwick-Up-on-Tweed & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSPHST	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		10:00	10:00	09:29	09:29	-00:31	09:30	09:30	00:01		
BELFORDALNMOTHPPHST	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		09:00	19:00	09:08	18:37	-00:23	09:00	18:30	-00:07	Repeat	HB01.13
ALNMOTHMRPTHRPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHR	P	P		11:30	30:30	11:18	29:55	-00:35	11:30	30:00	00:05	Repeat	HB01.13
MRPTHRPHTONSJNPPHST	MORPETH	MRPTHR	HEATON SOUTH JN	HTONSJN	P	P		09:30	40:00	10:27	40:22	00:22	10:30	40:30	00:08	Repeat	HB01.13
HTONSJNNWCSTLEPSHST	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		03:00	43:00	02:26	42:48	-00:12	02:30	43:00	00:12	Repeat	HB01.13
								43:00		42:48			43:00				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.15: HST Trains - Up: Stopping at Berwick-Upon-Tweed, Alnmouth for Alnwick, Morpeth & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSPHST	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		10:00	10:00	09:29	09:29	-00:31	09:30	09:30	00:01	Repeat	HB01.14
BELFORDALNMOTHPSHST	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		10:00	20:00	10:13	19:42	-00:18	10:30	20:00	00:18		
ALNMOTHMRPTHRPSHST	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHRP	S	S		13:30	33:30	13:56	13:56	-19:34	14:00	14:00	00:04		
MRPTHRPHTONSJNSPHST	MORPETH	MRPTHRP	HTONSJN	HTONSJN	S	P		10:30	44:00	10:34	10:34	-33:26	10:30	10:30	-00:04		
HTONSJNNWCSTLEPSHST	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		03:00	47:00	02:26	13:00	-34:00	02:30	13:00	00:00	Repeat	HB01.13
								47:00		46:38			47:00				

HB01 SRT Analysis Tables – Class 91 Up Direction

HB01.16: Class 91 Trains - Up: Through Trains non-stop to Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP91	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		08:30	08:30	08:39	08:39	00:09	08:30	08:30	-00:09		
BELFORDALNMOTHPP91	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		09:00	17:30	09:05	17:44	00:14	09:00	17:30	-00:14		
ALNMOTHMRPTHRPP91	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHRP	P	P		11:30	29:00	11:15	28:59	-00:01	11:30	29:00	00:01		
MRPTHRPHTONSJNPP91	MORPETH	MRPTHRP	HTONSJN	HTONSJN	P	P		09:30	38:30	10:20	39:19	00:49	10:30	39:30	00:11		
HTONSJNNWCSTLEPS91	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	41:00	02:26	41:45	00:45	02:30	42:00	00:15		
								41:00		41:45			42:00				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.17: Class 91 Trains - Up: Stopping at Berwick-Upon-Tweed & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSP91	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		10:00	10:00	09:23	09:23	-00:37	09:30	09:30	00:07		
BELFORDALNMOTHPP91	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		09:00	19:00	09:05	18:28	-00:32	09:00	18:30	00:02	Repeat	
ALNMOTHMRPTHRPP91	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHRP	P	P		11:30	30:30	11:15	29:43	-00:47	11:30	30:00	00:17	Repeat	
MRPTHRPHNTONSJNPP91	MORPETH	MRPTHRP	HTONSJN	HTONSJN	P	P		09:30	40:00	10:20	40:03	00:03	10:30	40:30	00:27	Repeat	
HTONSJNNWCSTLEPS91	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	42:30	02:26	42:29	-00:01	02:30	43:00	00:31	Repeat	
								42:30		42:29			43:00				

HB01.18: Class 91 Trains - Up: Stopping at Alnmouth for Alnwick & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP91	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		08:30	08:30	08:39	08:39	00:09	08:30	08:30	-00:09	Repeat	
BELFORDALNMOTHPS91	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		10:00	18:30	10:10	18:49	00:19	10:00	18:30	-00:19		
ALNMOTHMRPTHRPS91	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHRP	S	P		13:00	13:00	12:58	12:58	-00:02	13:00	13:00	00:02		
MRPTHRPHNTONSJNPP91	MORPETH	MRPTHRP	HTONSJN	HTONSJN	P	P		09:30	22:30	10:20	23:18	00:48	10:30	23:30	00:12	Repeat	
HTONSJNNWCSTLEPS91	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	25:00	02:26	25:44	00:44	02:30	26:00	00:16	Repeat	
								43:30		44:33			44:30				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.19: Class 91 Trains - Up: Stopping at Berwick-Upon-Tweed, Alnmouth for Alnwick, Morpeth & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSP91	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		10:00	10:00	09:23	09:23	-00:37	09:30	09:30	00:07	Repeat	
BELFORDALNMOTHPS91	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		10:00	20:00	10:10	19:33	-00:27	10:00	19:30	-00:03	Repeat	
ALNMOTHMRPTHRPS91	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHRP	S	S		14:00	14:00	14:09	14:09	00:09	14:00	14:00	-00:09		
MRPTHRPHTONSJNSP91	MORPETH	MRPTHRP	HTONSJN	HTONSJN	S	P		10:30	10:30	10:20	10:20	-00:10	10:30	10:30	00:10		
HTONSJNNWCSTLEPS91	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	13:00	02:26	12:46	-00:14	02:30	13:00	00:14	Repeat	
								47:00		46:28			46:30				

HB05 – InterCity (Kings Cross – Newcastle – Edinburgh – Aberdeen/Inverness)**Summary of SRT Recommendations**

Ref.	Timing Load	From location	To location	Line code	Type	Current value (mm:ss)	Proposed value (mm:ss)	Supporting commentary	Reference within the report
All recommendations covered by HB01.									

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB05 SRT Analysis Tables – HST Down Direction

HB05.1: HST Trains - Down: Stopping at Berwick-upon-Tweed only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	
HTONSJNMRPTHRPPHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	09:14	12:10	-00:20	09:00	12:00	-00:10	Repeat	
MRPTHRPAALNMOTHPPHST	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		12:00	24:30	11:51	24:01	-00:29	12:00	24:00	-00:01	Repeat	
ALNMOTHBELFORDPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	34:00	09:35	33:36	-00:24	09:30	33:30	-00:06	Repeat	
BELFORDBRWCKUTPSHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		09:30	43:30	09:08	42:44	-00:46	09:00	42:30	-00:14	Repeat	
								43:30		42:44			42:30				

HB05.2: HST Trains - Down: Stopping at Morpeth & Berwick-Up-on-Tweed

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	
HTONSJNMRPTHRPPSHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		10:00	13:00	10:12	13:08	00:08	10:00	13:00	-00:08	Repeat	
MRPTHRPAALNMOTHSPHST	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	S	P		13:00	13:00	12:35	12:35	-00:25	12:30	12:30	-00:05	Repeat	
ALNMOTHBELFORDPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	22:30	09:35	22:10	-00:20	09:30	22:00	-00:10	Repeat	
BELFORDBRWCKUTPSHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		09:30	32:00	09:08	31:18	-00:42	09:00	31:00	-00:18	Repeat	
								45:00		44:26			44:00				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB05 SRT Analysis Tables – HST Up Direction

HB05.3: HST Trains - Up: Stopping at Berwick-Upon-Tweed, Alnmouth for Alnwick, Morpeth & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSPHST	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		10:00	10:00	08:44	08:44	-01:16	08:30	08:30	-00:14	Repeat	
BELFORDALNMOTHPSHST	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNICK	ALNMOTH	P	S		10:00	20:00	10:13	18:57	-01:03	10:30	19:00	00:03	Repeat	
ALNMOTHMRPTHRPSHST	ALNMOUTH FOR ALNICK	ALNMOTH	MORPETH	MRPTHRP	S	S		13:30	13:30	13:56	32:53	19:23	14:00	33:00	00:07	Repeat	
MRPTHRPHNTONSJNSPHST	MORPETH	MRPTHRP	HTONSJN	HTONSJN	S	P		10:30	10:30	10:34	43:27	32:57	10:30	43:30	00:03	Repeat	
HTONSJNNWCSTLEPSHST	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		03:00	13:30	02:26	45:53	32:23	02:30	46:00	00:07	Repeat	
								47:00		45:53			46:00				

HB05.4: HST Trains – Up: Through Trains non-stop to Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPPHST	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:08	08:08	-00:52	08:00	08:00	-00:08	Repeat	
BELFORDALNMOTHPPHST	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNICK	ALNMOTH	P	P		09:00	18:00	09:08	17:16	-00:44	09:00	17:00	-00:16	Repeat	
ALNMOTHMRPTHRPPHST	ALNMOUTH FOR ALNICK	ALNMOTH	MORPETH	MRPTHRP	P	P		11:30	29:30	11:18	28:34	-00:56	11:30	28:30	-00:04	Repeat	
MRPTHRPHNTONSJNPPHST	MORPETH	MRPTHRP	HEATON SOUTH JN	HTONSJN	P	P		09:30	39:00	10:27	39:01	00:01	10:30	39:00	-00:01	Repeat	
HTONSJNNWCSTLEPSHST	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		03:00	42:00	02:26	41:27	-00:33	02:30	41:30	00:03	Repeat	
								42:00		41:27			41:30				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB05.5: HST Trains - Up: Stopping at Berwick-Upon-Tweed & Newcastle Only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSPHST	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		10:00	10:00	08:44	08:44	-01:16	08:30	08:30	-00:14	Repeat	
BELFORDALNMOTHPPHST	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		09:00	19:00	09:08	17:52	-01:08	09:00	17:30	-00:22	Repeat	
ALNMOTHMRPTHRPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHR	P	P		11:30	30:30	11:18	29:10	-01:20	11:30	29:00	-00:10	Repeat	
MRPTHRPTONSJNPPHST	MORPETH	MRPTHR	HEATON SOUTH JN	HTONSJN	P	P		09:30	40:00	10:27	39:37	-00:23	10:30	39:30	-00:07	Repeat	
HTONSJNNWCSTLEPSHST	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		03:00	43:00	02:26	42:03	-00:57	02:30	42:00	-00:03	Repeat	
								43:00		42:03			42:00				

ED01 – Northern Rail Services (Tyne, Tees & Wear section)

ED01 SRT Analysis Tables

ED01.1: Morpeth - Newcastle / Metrocentre

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
MRPTHRPCRMLNGTSS14x	MORPETH	MRPTHRP	CRAMLINGTON	CRMLNGT	S	S		08:00	08:00	07:32	07:32	-00:28	07:30	07:30	-00:02		
CRMLNGHTONSJNSP14x	CRAMLINGTON	CRMLNGT	HEATON SOUTH JN	HTONSJN	S	P		07:30	07:30	07:53	07:53	00:23	08:00	08:00	00:07		
HTONSJNMANORSPS14x	HEATON SOUTH JN	HTONSJN	MANORS	MANORS	P	S		02:00	09:30	01:51	09:44	00:14	02:00	10:00	00:16		
MANORSNWCSTLESS14x	MANORS	MANORS	NEWCASTLE	NWCSTLE	S	S		02:00	02:00	02:38	02:38	00:38	02:30	02:30	-00:08		
								19:30		19:54			20:00				

ED01.2: Morpeth - Newcastle / Metrocentre (not stopping at Manors)

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
MRPTHRPCRMLNGTSS14x	MORPETH	MRPTHRP	CRAMLINGTON	CRMLNGT	S	S		08:00	08:00	07:32	07:32	-00:28	07:30	07:30	-00:02	Repeat	
CRMLNGHTONSJNSP14x	CRAMLINGTON	CRMLNGT	HEATON SOUTH JN	HTONSJN	S	P		07:30	07:30	07:53	07:53	00:23	08:00	08:00	00:07	Repeat	
HTONSJNNWCSTLEPS14x	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	10:00	03:20	11:13	01:13	03:00	11:00	-00:13		
								18:00		18:45			18:30				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



ED01.3: Newcastle - Morpeth

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEMANORSSS14x	NEWCASTLE	NWCSTLE	MANORS	MANORS	S	S		01:30	01:30	01:46	01:46	00:16	02:00	02:00	00:14		
MANORSHTONSJNSP14x	MANORS	MANORS	HEATON SOUTH JN	HTONSJN	S	P		02:00	02:00	02:05	02:05	00:05	02:00	02:00	-00:05		
HTONSJNCRMLNGTPS14x	HEATON SOUTH JN	HTONSJN	CRAMLINGTON	CRMLNGT	P	S		08:00	10:00	07:57	10:02	00:02	08:00	10:00	-00:02		
CRMLNGTMRPTHRPS14x	CRAMLINGTON	CRMLNGT	MORPETH	MRPTHRP	S	S		07:00	07:00	07:32	07:32	00:32	07:30	07:30	-00:02		
								18:30		19:20			19:30				

ED01.4: Newcastle – Morpeth (not stopping at Manors)

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP14x	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:09	03:09	00:09	03:00	03:00	-00:09		
HTONSJNCRMLNGTPS14x	HEATON SOUTH JN	HTONSJN	CRAMLINGTON	CRMLNGT	P	S		08:00	11:00	07:57	11:06	00:06	08:00	11:00	-00:06	Repeat	
CRMLNGTMRPTHRPS14x	CRAMLINGTON	CRMLNGT	MORPETH	MRPTHRP	S	S		07:00	07:00	07:32	07:32	00:32	07:30	07:30	-00:02	Repeat	
								18:00		18:38			18:30				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



ED01.5: Newcastle – Chathill

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP14x	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:09	03:09	00:09	03:00	03:00	-00:09	Repeat	
HTONSJNCRMLNGTPS14x	HEATON SOUTH JN	HTONSJN	CRAMLINGTON	CRMLNGT	P	S		08:00	11:00	07:57	11:06	00:06	08:00	11:00	-00:06	Repeat	
CRMLNGTMRPTHRPS14x	CRAMLINGTON	CRMLNGT	MORPETH	MRPTHRP	S	S		07:00	07:00	07:32	07:32	00:32	07:30	07:30	-00:02	Repeat	
MRPTHRPALNMOTHSS14x	MORPETH	MRPTHRP	ALNMOUTH FOR ALNWICK	ALNMOTH	S	S		16:30	16:30	16:46	16:46	00:16	17:00	17:00	00:14		
ALNMOTHCHHLSS14x	ALNMOUTH FOR ALNWICK	ALNMOTH	CHATHILL	CHHL	S	S		12:00	12:00	11:11	11:11	-00:49	11:00	11:00	-00:11		
								46:30		46:35			46:30				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Freight – SRT Analysis Tables

FR01.1: Class 6 Freight Down Non-Stop (Typical Class 66 hauled 600-tonne trailing weight)

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNPP66SL	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	P	P	SL	04:30	00:04:30	04:32	00:04:32	00:02	04:30	00:04:30	-00:02		
HTONSJNMRPTHRPP66	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		15:30	00:20:00	15:28	00:20:00	00:00	15:30	00:20:00	00:00		
MRPTHR PALNMOTHPP66	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		18:30	00:38:30	18:40	00:38:40	00:10	18:30	00:38:30	-00:10		
ALNMOTHBELFORDPP66	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		18:00	00:56:30	16:27	00:55:07	-01:23	16:30	00:55:00	-00:07		
BELFORDBRWCKUTPP66	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		15:00	01:11:30	15:23	01:10:30	-01:00	15:30	01:10:30	00:00		
								01:11:30		01:10:30			01:10:30				

FR01.2: Class 6 Freight Down Stopping at Heaton North Jn (Typical Class 66 hauled 600-tonne trailing weight)

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNPP66SL	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	P	P	SL	04:30	00:04:30	04:32	00:04:32	00:02	04:30	00:04:30	-00:02	Repeat	
HTONSJNHTONNJNPS66GL	HEATON SOUTH JN	HTONSJN	HEATON NORTH JN	HTONNJN	P	S	GL	02:00	00:06:30	01:26	00:05:58	-00:32	01:30	00:06:00	00:02		
HTONNJNMRPTHRPS66	HEATON NORTH JN	HTONNJN	MORPETH	MRPTHR	S	P		16:00	00:22:30	15:33	00:21:31	-00:59	15:30	00:21:30	-00:01		
MRPTHR PALNMOTHPP66	MORPETH	MRPTHR	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		18:30	00:41:00	18:40	00:40:11	-00:49	18:30	00:40:00	-00:11	Repeat	
ALNMOTHBELFORDPP66	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		18:00	00:59:00	16:27	00:56:38	-02:22	16:30	00:56:30	-00:08	Repeat	
BELFORDBRWCKUTPP66	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		15:00	01:14:00	15:23	01:12:01	-01:59	15:30	01:12:00	-00:01	Repeat	
								01:14:00		01:12:01			01:12:00				

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FR01.3: Class 6 Freight Up Non-Stop (Typical Class 66 hauled 1400 tonne trailing weight)

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP66	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		16:00	00:16:30	15:32	00:15:32	-00:58	15:30	00:15:30	-00:02		
BELFORDALNMOTHPP66	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		18:00	00:34:30	18:00	00:33:32	-00:58	18:00	00:33:30	-00:02		
ALNMOTHMRPTHRPP66	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH	MRPTHR	P	P		19:00	00:53:30	20:06	00:53:38	00:08	20:00	00:53:30	-00:08		
MRPTHRPHNTONSJNPP66	MORPETH	MRPTHR	HEATON SOUTH JN	HTONSJN	P	P		16:00	01:09:30	18:31	01:12:09	02:39	18:30	01:12:00	-00:09		
HTONSJNNWCSTLEPP66SL	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	P	SL	04:00	01:13:30	05:13	01:17:22	03:52	05:00	01:17:00	-00:22		
								01:13:00		01:17:22			01:17:00				

FR01.4: Class 6 Freight Up Stopping at Morpeth Loops (Typical Class 66 hauled 1400 tonne trailing weight)

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP66	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		16:00	00:16:00	15:32	00:15:32	-00:28	15:30	00:15:30	-00:02	Repeat	
BELFORDALNMOTHPP66	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		18:30	00:34:30	18:00	00:33:32	-00:58	18:00	00:33:30	-00:02	Repeat	
ALNMOTHMRPTNPP66	ALNMOUTH FOR ALNWICK	ALNMOTH	MORPETH NORTH JN	MRPTN	P	P		20:00	00:54:30	19:07	00:52:39	-01:51	19:30	00:53:00	00:21		
MRPTNMRPTLPP66	MORPETH NORTH JN	MRPTN	MORPETH LOOPS	MRPTL	P	S		01:00	00:55:30	00:58	00:53:37	-01:53	01:00	00:54:00	00:23		
MRPTLPMRPTHRP66	MORPETH LOOPS	MRPTL	MORPETH	MRPTHR	S	P		01:30	00:57:00	01:34	00:55:11	-01:49	01:30	00:55:30	00:19		
MRPTHRPHNTONSJNPP66	MORPETH	MRPTHR	HEATON SOUTH JN	HTONSJN	P	P		16:00	01:13:00	18:31	01:13:42	00:42	18:30	01:14:00	00:18	Repeat	
HTONSJNNWCSTLEPP66SL	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	P	SL	04:00	01:17:00	05:13	01:18:55	01:55	05:00	01:19:00	00:05	Repeat	
								01:17:00		01:18:55			01:19:00				

Revised SRTs for Chevington Loop

SRT Recommendations Overview

Morpeth - Chevington / Chevington - Alnmouth Down Trains

From	To	Traction	Observed Value				Proposed SRT			
			P-P	P-S	S-P	S-S	P-P	P-S	S-P	S-S
Morpeth	Chevington Loops	221	06:26		06:49		06:30		07:00	
Morpeth	Chevington Loops	HST	06:37		07:19		06:30		07:30	
Morpeth	Chevington Loops	91:410:125	06:26		07:11		06:30		07:00	
Morpeth	Chevington Loops	Class 6	10:32				10:30			
Chevington Loops	Alnmouth for Alnwick	221	05:09	06:05			05:00	06:00		
Chevington Loops	Alnmouth for Alnwick	HST	05:13	06:08			05:30	06:30		
Chevington Loops	Alnmouth for Alnwick	91:410:125	05:05	06:01			05:00	06:00		
Chevington Loops	Alnmouth for Alnwick	Class 6	08:02				08:00			

Alnmouth - Chevington / Chevington - Morpeth Up Trains

From	To	Traction	Observed Value				Proposed SRT			
			P-P	P-S	S-P	S-S	P-P	P-S	S-P	S-S
Alnmouth for Alnwick	Chevington Loops	221	04:37		05:31		05:00		06:00	
Alnmouth for Alnwick	Chevington Loops	HST	04:44		06:18		05:00		06:30	
Alnmouth for Alnwick	Chevington Loops	91:410:125	04:37		06:33		05:00		06:30	
Alnmouth for Alnwick	Chevington Loops	Class 6	09:25				09:30			
Chevington Loops	Morpeth	221	06:35	07:38			06:30	07:30		
Chevington Loops	Morpeth	HST	06:34	07:35			06:30	07:30		
Chevington Loops	Morpeth	91:410:125	06:35	07:40			06:30	07:30		
Chevington Loops	Morpeth	Class 6	10:03				10:00			

EH01 Revised SRTs

Down Direction

EH01.1: Class 221 - Down: Stopping at Berwick-upon-Tweed only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPPP221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:00	11:30	08:54	11:38	00:08	09:00	11:30	-00:08	Repeat	
MRPTHRCHVNTNLPP221	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	P	P		11:00	22:30	06:26	18:04	-04:26	06:30	18:00	-00:04		
CHVNTNLALNMOTHPP221	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P				05:09	23:13	23:13	05:00	23:00	-00:13		
ALNMOTHBELFORDPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	32:00	09:21	32:34	00:34	09:30	32:30	-00:04	Repeat	
BELFORDBRWCKUTPS221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		08:30	40:30	09:03	41:37	01:07	09:00	41:30	-00:07	Repeat	
								40:30		41:37			41:30				

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EH01.3: Class 221 - Down: Stopping at Alnmouth for Alnwick only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPP221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:00	11:30	08:54	11:38	00:08	09:00	11:30	-00:08	Repeat	
MRPTHRCHVNTNLPP221	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	P	P		11:30	23:00	06:26	18:04	-04:56	06:30	18:00	-00:04	Repeat	
CHVNTNLALNMOTHP221	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNICK	ALNMOTH	P	S				06:05	24:09	24:09	06:00	24:00	-00:09		
ALNMOTHBELFORDSP221	ALNMOUTH FOR ALNICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		10:30	10:30	10:06	10:06	-00:24	10:00	10:00	-00:06	Repeat	
BELFORDBRWCKUTPP221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:00	07:57	18:03	-00:57	08:00	18:00	-00:03	Repeat	
								42:00		42:12			42:00				

EH01.3: Class 221 - Down: Stopping at Morpeth Only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPP221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		09:30	12:00	09:56	12:40	00:40	10:00	12:30	-00:10	Repeat	
MRPTHRCHVNTNLSP221	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	S	P		11:30	11:30	06:49	06:49	-04:41	07:00	07:00	00:11		
CHVNTNLALNMOTHP221	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNICK	ALNMOTH	P	P				05:09	11:58	11:58	05:00	12:00	00:02	Repeat	
ALNMOTHBELFORDPP221	ALNMOUTH FOR ALNICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	21:00	09:21	21:19	00:19	09:30	21:30	00:11	Repeat	
BELFORDBRWCKUTPP221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	29:30	07:57	29:16	-00:14	08:00	29:30	00:14	Repeat	
								41:30		41:56			42:00				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



EH01.4: Class 221 - Down: Through Trains Non-Stop

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPP221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:00	11:30	08:54	11:38	00:08	09:00	11:30	-00:08	Repeat	
MRPTHRCHVNTNLPP221	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	P	P		11:00	22:30	06:26	18:04	-04:26	06:30	18:00	-00:04	Repeat	
CHVNTNLALNMOTHPP221	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P				05:09	23:13	23:13	05:00	23:00	-00:13	Repeat	
ALNMOTHBELFORDPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	32:00	09:21	27:25	-04:35	09:30	27:30	00:05	Repeat	
BELFORDBRWCKUTPP221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	40:30	07:57	35:22	-05:08	08:00	35:30	00:08	Repeat	
								40:30		40:31			40:30				

EH01.5: Class 221 - Down: Stopping at Morpeth & Alnmouth for Alnmouth

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPPS221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		09:30	12:00	09:56	12:40	00:40	10:00	12:30	-00:10	Repeat	
MRPTHRCHVNTNLSP221	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	S	P		12:30	12:30	06:49	06:49	-05:41	07:00	07:00	00:11	Repeat	
CHVNTNLALNMOTHPS221	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S				06:05	12:54	12:54	06:00	13:00	00:06	Repeat	
ALNMOTHBELFORDSP221	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		10:30	10:30	10:06	10:06	-00:24	10:00	10:00	-00:06	Repeat	
BELFORDBRWCKUTPP221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:00	07:57	18:03	-00:57	08:00	18:00	-00:03	Repeat	
								43:30		43:37			43:30				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



EH01.6: Class 221 - Down: Stopping at Alnmouth for Alnwick & Berwick-Upon-Tweed

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPP221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	P		09:00	11:30	08:54	11:38	00:08	09:00	11:30	-00:08	Repeat	
MRPTHRCHVNTNLPP221	MORPETH	MRPTHRP	CHEVINGTON LOOPS	CHVNTNL	P	P		11:30	23:00	06:26	18:04	-04:56	06:30	18:00	-00:04	Repeat	
CHVNTNLALNMOTHP221	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNICK	ALNMOTH	P	S				06:28	24:32	24:32	06:30	24:30	-00:02	Repeat	
ALNMOTHBELFORDSP221	ALNMOUTH FOR ALNICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		10:30	33:30	10:06	10:06	-23:24	10:00	10:00	-00:06	Repeat	
BELFORDBRWCKUTPS221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		08:30	42:00	09:03	19:09	-22:51	09:00	19:00	-00:09	Repeat	
								42:00		43:41			43:30				

EH01.7: Class 221 Trains - Down: Stopping at Morpeth & Berwick-Upon-Tweed

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP221	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		02:30	02:30	02:44	02:44	00:14	02:30	02:30	-00:14	Repeat	
HTONSJNMRPTHRPP221	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	S		09:30	12:00	09:56	12:40	00:40	10:00	12:30	-00:10	Repeat	
MRPTHRCHVNTNLSP221	MORPETH	MRPTHRP	CHEVINGTON LOOPS	CHVNTNL	S	P		11:30	11:30	06:26	06:26	-05:04	06:30	06:30	00:04	Repeat	
CHVNTNLALNMOTHP221	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNICK	ALNMOTH	P	P				05:09	11:35	11:35	05:00	11:30	-00:05	Repeat	
ALNMOTHBELFORDPP221	ALNMOUTH FOR ALNICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	21:00	09:21	15:47	-05:13	09:30	16:00	00:13	Repeat	
BELFORDBRWCKUTPS221	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		08:30	29:30	09:03	24:50	-04:40	09:00	25:00	00:10	Repeat	
								41:30		42:39			42:30				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Up Direction

EH01.8: 221 Trains - Up: Through Trains non-stop to Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:37	08:37	-00:23	08:30	08:30	-00:07	Repeat	
BELFORDALNMOTHPP221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		08:30	17:30	09:03	17:40	00:10	09:00	17:30	-00:10	Repeat	
ALNMOTHCHVNTNLPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	P	P		11:30	29:00	04:37	22:17	-06:43	05:00	22:30	00:13		
CHVNTNLMRPTHRRPP221	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHRR	P	P				06:35	28:52	28:52	06:30	29:00	00:08		
MRPTHRRPHTONSJNPP221	MORPETH	MRPTHRR	HEATON SOUTH JN	HTONSJN	P	P		09:30	38:30	10:15	39:07	00:37	10:00	39:00	-00:07	Repeat	
HTONSJNNWCSTLEPS221	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	41:00	02:27	41:34	00:34	02:30	41:30	-00:04	Repeat	
								41:00		41:34			41:30				

EH01.9: 221 Trains - Up: Stopping at Berwick-Up-on-Tweed & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		09:30	09:30	08:53	08:53	-00:37	09:00	09:00	00:07	Repeat	
BELFORDALNMOTHPP221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		08:30	18:00	09:03	17:56	-00:04	09:00	18:00	00:04	Repeat	
ALNMOTHCHVNTNLPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	P	P		11:30	29:30	04:37	22:33	-06:57	05:00	23:00	00:27	Repeat	
CHVNTNLMRPTHRRPP221	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHRR	P	P				06:35	29:08	29:08	06:30	29:30	00:22	Repeat	
MRPTHRRPHTONSJNPP221	MORPETH	MRPTHRR	HEATON SOUTH JN	HTONSJN	P	P		09:30	39:00	10:15	39:23	00:23	10:00	39:30	00:07	Repeat	
HTONSJNNWCSTLEPS221	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	41:30	02:27	41:50	00:20	02:30	42:00	00:10	Repeat	
								41:30		41:50			42:00				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



EH01.10: 221 Trains - Up: Stopping at Alnmouth for Alnwick, Morpeth & Newcastle

								Planning Value		Observed Value			Recommended Value			Notes	Ref
Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:00	08:00	-01:00	08:00	08:00	00:00	Repeat	
BELFORDALNMOTHPS221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		09:00	18:00	10:09	18:09	00:09	10:00	18:00	-00:09	Repeat	
ALNMOTHCHVNTNLSP221	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	S	P		13:00	13:00	05:31	05:31	-07:29	06:00	06:00	00:29		Propose 06:00 for Cum've purposes
CHVNTNLMRPTHPPS221	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHRP	P	S				07:38	13:09	13:09	07:30	13:30	00:21		
MRPTHRPHNTONSJNSP221	MORPETH	MRPTHRP	HEATON SOUTH JN	HTONSJN	S	P		10:00	10:00	10:14	10:14	00:14	10:00	10:00	-00:14	Repeat	
HTONSJNNWCSTLEPS221	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	12:30	02:27	12:41	00:11	02:30	12:30	-00:11	Repeat	
								43:30		43:59			44:00				

EH01.11: 221 Trains - Up: Stopping at Berwick-upon-Tweed, Alnmouth for Alnwick & Newcastle

								Planning Value		Observed Value			Recommended Value			Notes	Ref
Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		09:30	09:30	08:11	08:11	-01:19	08:00	08:00	-00:11	Repeat	
BELFORDALNMOTHPS221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		09:00	18:30	10:09	18:20	-00:10	10:00	18:00	-00:20	Repeat	
ALNMOTHCHVNTNLSP221	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	S	P		12:30	12:30	05:31	05:31	-06:59	06:00	06:00	00:29	Repeat	
CHVNTNLMRPTHPPP221	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHRP	P	P				06:35	12:06	12:06	06:30	12:30	00:24	Repeat	
MRPTHRPHNTONSJNPP221	MORPETH	MRPTHRP	HEATON SOUTH JN	HTONSJN	P	P		09:30	22:00	10:15	22:21	00:21	10:00	22:30	00:09	Repeat	
HTONSJNNWCSTLEPS221	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	24:30	02:27	24:48	00:18	02:30	25:00	00:12	Repeat	
								43:00		43:08			43:00				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



EH01.12: 221 Trains - Up: Stopping at Berwick-upon-Tweed, Morpeth & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:00	08:00	-01:00	08:00	08:00	00:00	Repeat	
BELFORDALNMOTHPP221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		08:30	17:30	09:03	17:03	-00:27	09:00	17:00	-00:03	Repeat	
ALNMOTHCHVNTNLPP221	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	P	P		12:00	29:30	04:37	21:40	-07:50	05:00	22:00	00:20	Repeat	
CHVNTNLMRPTHPP221	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTH RP	P	S				07:38	29:18	29:18	07:30	29:30	00:12	Repeat	
MRPTH RPHTONSJNSP221	MORPETH	MRPTH RP	HEATON SOUTH JN	HTONSJN	S	P		10:00	10:00	10:14	10:14	00:14	10:00	10:00	-00:14	Repeat	
HTONSJNNWCSTLEPS221	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	12:30	02:27	12:41	00:11	02:30	12:30	-00:11	Repeat	
								42:00		41:59			42:00				

EH01.13: 221 Trains - Up: Stopping at Berwick-Upon-Tweed, Alnmouth for Alnwick, Morpeth & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		09:30	09:30	08:11	08:11	-01:19	08:00	08:00	-00:11	Repeat	
BELFORDALNMOTHPS221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		09:00	18:30	10:09	18:20	-00:10	10:00	18:00	-00:20	Repeat	
ALNMOTHCHVNTNLSP221	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	S	P		13:00	13:00	05:31	05:31	-07:29	06:00	06:00	00:29	Repeat	
CHVNTNLMRPTHPP221	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTH RP	P	S				07:38	13:09	13:09	07:30	13:30	00:21	Repeat	
MRPTH RPHTONSJNSP221	MORPETH	MRPTH RP	HEATON SOUTH JN	HTONSJN	S	P		10:00	10:00	10:14	10:14	00:14	10:00	10:00	-00:14	Repeat	
HTONSJNNWCSTLEPS221	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	12:30	02:27	12:41	00:11	02:30	12:30	-00:11	Repeat	
								44:00		44:10			44:00				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



EH01.14: 221 Trains - Up: Stopping at Alnmouth for Alnwick & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP221	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:00	08:00	-01:00	08:00	08:00	00:00	Repeat	
BELFORDALNMOTHPS221	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		09:00	18:00	10:09	18:09	00:09	10:00	18:00	-00:09	Repeat	
ALNMOTHCHVNTNLSP221	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	S	P		12:30	12:30	05:31	05:31	-06:59	06:00	06:00	00:29	Repeat	
CHVNTNLMRPTHPP221	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHR	P	P				06:35	12:06	12:06	06:30	12:30	00:24	Repeat	
MRPTHRPHTONSJNPP221	MORPETH	MRPTHR	HEATON SOUTH JN	HTONSJN	P	P		09:30	22:00	10:15	22:21	00:21	10:00	22:30	00:09	Repeat	
HTONSJNNWCSTLEPS221	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	24:30	02:27	24:48	00:18	02:30	25:00	00:12	Repeat	
								42:30		42:57			43:00				

HB01 – Chevington – SRT Analysis Tables

Down Direction - HSTs

HB01.1: HST Trains - Down: Stopping at Berwick-upon-Tweed only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	
HTONSJNMRPTHRPPHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	09:14	12:10	-00:20	09:00	12:00	-00:10	Repeat	
MRPTHRCHVNTNLPPHST	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	P	P		12:00	24:30	06:37	18:47	-05:43	06:30	18:30	-00:17		
CHVNTNLALNMOTHPPHST	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P				05:13	24:00	24:00	05:30	24:00	00:00		
ALNMOTHBELFORDPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	34:00	09:35	33:35	-00:25	09:30	33:30	-00:05	Repeat	
BELFORDBRWCKUTPSHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		09:30	43:30	09:08	42:43	-00:47	09:00	42:30	-00:13	Repeat	
								43:30		42:43			42:30				

HB01.2: HST Trains - Down: Stopping at Alnmouth for Alnwick only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	HB01.1
HTONSJNMRPTHRPPHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	09:14	12:10	-00:20	09:00	12:00	-00:10	Repeat	HB01.1
MRPTHRCHVNTNLPPHST	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	P	P		12:30	25:00	06:37	18:47	-06:13	06:30	18:30	-00:17	Repeat	
CHVNTNLALNMOTHPSHST	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S				06:08			06:30				
ALNMOTHBELFORDSPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:12	11:12	00:12	11:00	11:00	-00:12	Repeat	
BELFORDBRWCKUTPPHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:30	08:04	19:16	-00:14	08:00	19:00	-00:16	Repeat	
								44:30		44:11			44:00				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.3: HST Trains - Down: Stopping at Morpeth Only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	HB01.1
HTONSJNMRPTHRPPSHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	S		10:00	13:00	10:12	13:08	00:08	10:00	13:00	-00:08	Repeat	
MRPTHRPCHVNTNLSPHST	MORPETH	MRPTHRP	CHEVINGTON LOOPS	CHVNTNL	S	P		13:00	13:00	07:19	07:19	-05:41	07:30	07:30	00:11		
CHVNTNLALNMOTHPHST	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P				05:13	12:32	12:32	05:30	13:00	00:28	Repeat	
ALNMOTHBELFORDPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	22:30	09:35	22:07	-00:23	09:30	22:30	00:23	Repeat	HB01.2
BELFORDBRWCKUTPPHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	31:00	08:04	30:11	-00:49	08:00	30:30	00:19	Repeat	HB01.2
								44:00		43:19			43:30				

HB01.4: HST Trains - Down: Through Trains Non-Stop

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	HB01.1
HTONSJNMRPTHRPPHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	P		09:30	12:30	09:14	12:10	-00:20	09:00	12:00	-00:10	Repeat	HB01.1
MRPTHRPCHVNTNLPPHST	MORPETH	MRPTHRP	CHEVINGTON LOOPS	CHVNTNL	P	P		12:00	24:30	06:14	18:24	-06:06	06:30	18:30	00:06	Repeat	HB01.1
CHVNTNLALNMOTHPHST	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P				05:36	24:00	24:00	05:30	24:00	00:00	Repeat	
ALNMOTHBELFORDPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:30	34:00	09:35	33:35	-00:25	09:30	33:30	-00:05	Repeat	HB01.2
BELFORDBRWCKUTPPHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	42:30	08:04	41:39	-00:51	08:00	41:30	-00:09	Repeat	HB01.2
								42:30		41:39			41:30				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.5: HST Trains - Down: Stopping at Morpeth & Alnmouth for Alnwick

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	HB01.1
HTONSJNMRPTHRPPSHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	S		10:00	13:00	10:12	13:08	00:08	10:00	13:00	-00:08	Repeat	HB01.3
MRPTHRCHVNTNLSPHST	MORPETH	MRPTHRP	CHEVINGTON LOOPS	CHVNTNL	S	P		13:30	13:30	07:19	07:19	-06:11	07:30	07:30	00:11	Repeat	
CHVNTNLALNMOTHPHST	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S				06:08	13:27	13:27	06:30	14:00	00:33	Repeat	
ALNMOTHBELFORDSPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:12	11:12	00:12	11:00	11:00	-00:12	Repeat	HB01.2
BELFORDBRWCKUTPPHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:30	08:04	19:16	-00:14	08:00	19:00	-00:16	Repeat	HB01.2
								46:00		45:51			46:00				

HB01.6: HST Trains - Down: Stopping at Morpeth, Alnmouth for Alnwick & Berwick-Up-on-Tweed

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSPHST	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	02:56	02:56	-00:04	03:00	03:00	00:04	Repeat	HB01.1
HTONSJNMRPTHRPPSHST	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	S		10:00	13:00	10:12	13:08	00:08	10:00	13:00	-00:08	Repeat	HB01.3
MRPTHRCHVNTNLSPHST	MORPETH	MRPTHRP	CHEVINGTON LOOPS	CHVNTNL	S	P		13:30	13:30	07:19	07:19	-06:11	07:30	07:30	00:11	Repeat	
CHVNTNLALNMOTHPHST	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S				06:08	13:27	13:27	06:30	14:00	00:33	Repeat	
ALNMOTHBELFORDSPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:12	11:12	00:12	11:00	11:00	-00:12	Repeat	HB01.2
BELFORDBRWCKUTPPHST	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		09:30	20:30	09:08	20:20	-00:10	09:00	20:00	-00:20	Repeat	HB01.1
								47:00		46:55			47:00				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Down Direction – Class 91

HB01.7: Class 91 Trains - Down: Stopping at Berwick-upon-Tweed only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	
HTONSJNMRPTHRPP91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	08:57	11:58	-00:32	09:00	12:00	00:02	Repeat	
MRPTHRCHVNTNLPP91	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	P	P		11:00	23:30	06:26	18:24	-05:06	06:30	18:30	00:06		
CHVNTNLALNMOTHP91	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P				05:05	23:29	23:29	05:00	23:30	00:01		
ALNMOTHBELFORDPP91	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:00	32:30	09:16	32:45	00:15	09:30	33:00	00:15	Repeat	
BELFORDBRWCKUTPS91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		09:00	41:30	09:02	41:47	00:17	09:00	42:00	00:13	Repeat	
								41:30		41:47			42:00				

HB01.8: Class 91 Trains - Down: Stopping at Alnmouth for Alnmouth only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	HB01.7
HTONSJNMRPTHRPP91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	08:57	11:58	-00:32	09:00	12:00	00:02	Repeat	HB01.7
MRPTHRCHVNTNLPP91	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	P	P		12:00	24:30	06:03	18:01	-06:29	06:00	18:00	-00:01	Repeat	
CHVNTNLALNMOTHP91	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S				06:01	24:02	24:02	06:00	24:00	-00:02		
ALNMOTHBELFORDSP91	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:01	11:01	00:01	11:00	11:00	-00:01	Repeat	
BELFORDBRWCKUTPP91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:30	07:57	18:58	-00:32	08:00	19:00	00:02	Repeat	
								44:00		43:00			43:00				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.9: Class 91 Trains - Down: Stopping at Morpeth Only

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	HB01.7
HTONSJNMRPTHRPPS91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	S		09:30	12:30	09:55	12:56	00:26	10:00	13:00	00:04	Repeat	
MRPTHRCHVNTNLSP91	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	S	P		12:30	25:00	07:11	20:07	-04:53	07:00	20:00	-00:07		
CHVNTNLALNMOTHP91	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P				05:05	25:12	25:12	05:00	25:00	-00:12	Repeat	
ALNMOTHBELFORDPP91	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:00	09:00	09:16	09:16	00:16	09:30	09:30	00:14	Repeat	HB01.7
BELFORDBRWCKUTPP91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	17:30	07:57	17:13	-00:17	08:00	17:30	00:17	Repeat	HB01.8
								42:30		42:25			42:30				

HB01.10: Class 91 Trains - Down: Through Trains Non-Stop

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	HB01.7
HTONSJNMRPTHRPP91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		09:30	12:30	08:57	11:58	-00:32	09:00	12:00	00:02	Repeat	HB01.7
MRPTHRCHVNTNLPP91	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	P	P		11:00	23:30	06:26	18:24	-05:06	06:30	18:30	00:06	Repeat	HB01.7
CHVNTNLALNMOTHP91	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P				05:05	23:29	23:29	05:00	23:30	00:01	Repeat	
ALNMOTHBELFORDPP91	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		09:00	32:30	09:16	32:45	00:15	09:30	33:00	00:15	Repeat	HB01.7
BELFORDBRWCKUTPP91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	41:00	07:57	40:42	-00:18	08:00	41:00	00:18	Repeat	HB01.8
								41:00		40:42			41:00				

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TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.11: Class 91 Trains - Down: Stopping at Morpeth & Alnmouth for Alnwick

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	HB01.7
HTONSJNMRPTHRPPS91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	S		09:30	12:30	09:55	12:56	00:26	10:00	13:00	00:04	Repeat	HB01.9
MRPTHRCHVNTNLSP91	MORPETH	MRPTHRP	CHEVINGTON LOOPS	CHVNTNL	S	P		12:30	12:30	07:11	07:11	-05:19	07:00	07:00	-00:11	Repeat	
CHVNTNLALNMOTHP91	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S				06:01	13:12	13:12	06:00	13:00	-00:12	Repeat	
ALNMOTHBELFORDSP91	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:01	11:01	00:01	11:00	11:00	-00:01	Repeat	HB01.8
BELFORDBRWCKUTPP91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		08:30	19:30	07:57	18:58	-00:32	08:00	19:00	00:02	Repeat	HB01.8
								44:30		45:06			45:00				

HB01.12: Class 91 Trains - Down: Stopping at Morpeth, Alnmouth for Alnwick & Berwick-Upon-Tweed

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNSP91	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	S	P		03:00	03:00	03:01	03:01	00:01	03:00	03:00	-00:01	Repeat	HB01.7
HTONSJNMRPTHRPPS91	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHRP	P	S		09:30	12:30	09:55	12:56	00:26	10:00	13:00	00:04	Repeat	HB01.9
MRPTHRCHVNTNLSP91	MORPETH	MRPTHRP	CHEVINGTON LOOPS	CHVNTNL	S	P		12:30	12:30	07:11	07:11	-05:19	07:00	07:00	-00:11	Repeat	HB01.11
CHVNTNLALNMOTHP91	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S				06:01	13:12	13:12	06:00	13:00	-00:12	Repeat	
ALNMOTHBELFORDSP91	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	S	P		11:00	11:00	11:01	11:01	00:01	11:00	18:00	06:59	Repeat	HB01.8
BELFORDBRWCKUTPS91	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	S		09:00	20:00	09:02	20:03	00:03	09:00	27:00	06:57	Repeat	HB01.7
								45:00		46:11			46:00				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



Up Direction - HSTs

HB01.13: HST Trains - Up: Through trains non-stop to Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPPHST	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		09:00	09:00	08:08	08:08	-00:52	08:00	08:00	-00:08	Repeat	
BELFORDALNMOTHPPHST	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		09:00	18:00	09:08	17:16	-00:44	09:00	17:00	-00:16	Repeat	
ALNMOTHCHVNTNLPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	P	P		11:30	29:30	04:44	22:00	-07:30	05:00	22:00	00:00		
CHVNTNLMRPTHPPHST	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHR	P	P				06:34	28:34	28:34	06:30	28:30	-00:04		
MRPTHRPHNTONSJNPPHST	MORPETH	MRPTHR	HEATON SOUTH JN	HTONSJN	P	P		09:30	39:00	10:27	39:01	00:01	10:30	39:00	-00:01	Repeat	
HTONSJNNWCSTLEPSHST	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		03:00	42:00	02:26	41:27	-00:33	02:30	41:30	00:03	Repeat	
								42:00		41:27			41:30				

HB01.14: HST Trains - Up: Stopping at Berwick-Up-on-Tweed & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSPHST	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		10:00	10:00	08:44	08:44	-01:16	08:30	08:30	-00:14	Repeat	
BELFORDALNMOTHPPHST	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		09:00	19:00	09:08	17:52	-01:08	09:00	17:30	-00:22	Repeat	HB01.13
ALNMOTHCHVNTNLPPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	P	P		11:30	30:30	04:44	22:36	-07:54	05:00	22:30	-00:06	Repeat	HB01.13
CHVNTNLMRPTHPPHST	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHR	P	P				06:34	29:10	29:10	06:30	29:00	-00:10	Repeat	
MRPTHRPHNTONSJNPPHST	MORPETH	MRPTHR	HEATON SOUTH JN	HTONSJN	P	P		09:30	40:00	10:27	39:37	-00:23	10:30	39:30	-00:07	Repeat	HB01.13
HTONSJNNWCSTLEPSHST	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		03:00	43:00	02:26	42:03	-00:57	02:30	42:00	-00:03	Repeat	HB01.13
								43:00		42:03			42:00				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.15: HST Trains - Up: Stopping at Berwick-Upon-Tweed, Alnmouth for Alnwick, Morpeth & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDSPHST	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		10:00	10:00	08:44	08:44	-01:16	08:30	08:30	-00:14	Repeat	HB01.14
BELFORDALNMOTHSPHST	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		10:00	20:00	10:13	18:57	-01:03	10:30	19:00	00:03	Repeat	
ALNMOTHCHVNTNLSPHST	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	S	P		00:00	20:00	06:18	06:18	-13:42	06:30	06:30	00:12		
CHVNTNLMRPTHRRPPSHST	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHRP	P	S				07:35	13:53	13:53	07:30	14:00	00:07		
MRPTHRPHTONSJNSPHST	MORPETH	MRPTHRP	HEATON SOUTH JN	HTONSJN	S	P		10:30	30:30	10:34	10:34	-19:56	10:30	17:00	06:26	Repeat	
HTONSJNNWCSTLEPSHST	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		03:00	33:30	02:26	13:00	-20:30	02:30	19:30	06:30	Repeat	HB01.13
								33:30		45:50			46:00				

Up Direction – Class 91

HB01.16: Class 91 Trains - Up: Through Trains non-stop to Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cumulative	SRT	Cumulative	DELTA	SRT	Cumulative	DELTA		
BRWCKUTBELFORDPP91	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		08:30	08:30	08:39	08:39	00:09	08:30	08:30	-00:09	Repeat	
BELFORDALNMOTHPP91	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		09:00	17:30	09:05	17:44	00:14	09:00	17:30	-00:14	Repeat	
ALNMOTHCHVNTNLPP91	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	P	P		11:30	29:00	04:37	22:21	-06:39	05:00	22:30	00:09		
CHVNTNLMRPTHRRPP91	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHRP	P	P				06:35	28:56	28:56	06:30	29:00	00:04		
MRPTHRPHTONSJNPP91	MORPETH	MRPTHRP	HTONSJN	HTONSJN	P	P		09:30	38:30	10:20	39:16	00:46	10:00	39:00	-00:16	Repeat	
HTONSJNNWCSTLEPS91	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	41:00	02:26	41:42	00:42	02:30	41:30	-00:12	Repeat	
								41:00		41:42			41:30				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.17: Class 91 Trains - Up: Stopping at Berwick-Upon-Tweed & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cumulative	SRT	Cumulative	DELTA	SRT	Cumulative	DELTA		
BRWCKUTBELFORDSP91	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		10:00	10:00	09:23	09:23	-00:37	09:30	09:30	00:07	Repeat	
BELFORDALNMOTHPP91	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		09:00	19:00	09:05	18:28	-00:32	09:00	18:30	00:02	Repeat	
ALNMOTHCHVNTNLPP91	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	P	P		11:30	30:30	04:37	23:05	-07:25	05:00	23:30	00:25	Repeat	
CHVNTNLMRPTHPP91	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHR	P	P				06:35	29:40	29:40	06:30	30:00	00:20	Repeat	
MRPTHRPHNTONSJNPP91	MORPETH	MRPTHR	HTONSJN	HTONSJN	P	P		09:30	40:00	10:20	40:00	00:00	10:30	40:30	00:30	Repeat	
HTONSJNNWCSTLEPS91	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	42:30	02:26	42:26	-00:04	02:30	43:00	00:34	Repeat	
								42:30		42:26			43:00				

HB01.18: Class 91 Trains - Up: Stopping at Alnmouth for Alnwick & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cumulative	SRT	Cumulative	DELTA	SRT	Cumulative	DELTA		
BRWCKUTBELFORDPP91	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		08:30	08:30	08:39	08:39	00:09	08:30	08:30	-00:09	Repeat	
BELFORDALNMOTHPS91	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		10:00	18:30	10:10	18:49	00:19	10:00	18:30	-00:19	Repeat	
ALNMOTHCHVNTNLSP91	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	S	P		13:00	13:00	06:33	06:33	-06:27	06:30	06:30	-00:03		
CHVNTNLMRPTHPP91	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHR	P	P				06:35	13:08	13:08	06:30	13:00	-00:08	Repeat	
MRPTHRPHNTONSJNPP91	MORPETH	MRPTHR	HTONSJN	HTONSJN	P	P		09:30	22:30	10:20	23:28	00:58	10:30	23:30	00:02	Repeat	
HTONSJNNWCSTLEPS91	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	25:00	02:26	25:54	00:54	02:30	26:00	00:06	Repeat	
								43:30		44:43			44:30				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



HB01.19: Class 91 Trains - Up: Stopping at Berwick-Upon-Tweed, Alnmouth for Alnwick, Morpeth & Newcastle

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cumulative	SRT	Cumulative	DELTA	SRT	Cumulative	DELTA		
BRWCKUTBELFORDSP91	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	S	P		10:00	10:00	09:23	09:23	-00:37	09:30	09:30	00:07	Repeat	
BELFORDALNMOTHPS91	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	S		10:00	20:00	10:10	19:33	-00:27	10:00	19:30	-00:03	Repeat	
ALNMOTHCHVNTNLSP91	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	S	P		14:00	34:00	06:33	06:33	-27:27	06:30	06:30	-00:03	Repeat	
CHVNTNLMRPTHRRPS91	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHRRP	P	S				07:40	14:13	14:13	07:30	14:00	-00:13		
MRPTHRRPHTONSJNSP91	MORPETH	MRPTHRRP	HTONSJN	HTONSJN	S	P		10:30	10:30	10:20	24:33	14:03	10:30	24:30	-00:03	Repeat	
HTONSJNNWCSTLEPS91	HTONSJN	HTONSJN	NEWCASTLE	NWCSTLE	P	S		02:30	13:00	02:26	26:59	13:59	02:30	27:00	00:01	Repeat	
								47:00		46:32			46:30				

Freight – Chevington – SRT Analysis Tables

FR01.1: Class 6 Freight Down Non-Stop (Typical Class 66 hauled 600 tonne trailing weight)

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNPP66SL	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	P	P	SL	04:30	00:04:30	04:32	00:04:32	00:02	04:30	00:04:30	-00:02	Repeat	
HTONSJNMRPTHRPP66	HEATON SOUTH JN	HTONSJN	MORPETH	MRPTHR	P	P		15:30	00:20:00	15:28	00:20:00	00:00	15:30	00:20:00	00:00	Repeat	
MRPTHRCHVNTNLPP66	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	P	P		18:30	00:38:30	10:32	00:30:32	-07:58	10:30	00:30:30	-00:02		
CHVNTNLALNMOTHPP66	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P				08:02	00:38:34		08:00	00:38:30	-00:04		
ALNMOTHBELFORDPP66	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		18:00	00:56:30	16:27	00:55:01	-01:29	16:30	00:55:00	-00:01	Repeat	
BELFORDBRWCKUTPP66	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		15:00	01:11:30	15:23	01:10:24	-01:06	15:30	01:10:30	00:06	Repeat	
								01:11:30		01:10:24			01:10:30				

FR01.2: Class 6 Freight Down Stopping at Heaton North Jn (Typical Class 66 hauled 600 tonne trailing weight)

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
NWCSTLEHTONSJNPP66SL	NEWCASTLE	NWCSTLE	HEATON SOUTH JN	HTONSJN	P	P	SL	04:30	00:04:30	04:32	00:04:32	00:02	04:30	00:04:30	-00:02	Repeat	
HTONSJNHTONNJNPS66GL	HEATON SOUTH JN	HTONSJN	HEATON NORTH JN	HTONNJN	P	S	GL	02:00	00:06:30	01:26	00:05:58	-00:32	01:30	00:06:00	00:02	Repeat	
HTONNJNMRPTHRPP66	HEATON NORTH JN	HTONNJN	MORPETH	MRPTHR	S	P		16:00	00:22:30	15:33	00:21:31	-00:59	15:30	00:21:30	-00:01	Repeat	
MRPTHRCHVNTNLPP66	MORPETH	MRPTHR	CHEVINGTON LOOPS	CHVNTNL	P	P		18:30	00:41:00	10:32	00:32:03	-08:57	10:30	00:32:00	-00:03	Repeat	
CHVNTNLALNMOTHPP66	CHEVINGTON LOOPS	CHVNTNL	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P				08:02	00:40:05		08:00	00:40:00	-00:05	Repeat	
ALNMOTHBELFORDPP66	ALNMOUTH FOR ALNWICK	ALNMOTH	BELFORD L.C.	BELFORD	P	P		18:00	00:59:00	16:27	00:56:32	-02:28	16:30	00:56:30	-00:02	Repeat	
BELFORDBRWCKUTPP66	BELFORD L.C.	BELFORD	BERWICK-UPON-TWEED	BRWCKUT	P	P		15:00	01:14:00	15:23	01:11:55	-02:05	15:30	01:12:00	00:05	Repeat	
								01:14:00		01:11:55			01:12:00				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



FR01.3: Class 6 Freight Up Non-Stop (Typical Class 66 hauled 1400 tonne trailing weight)

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP66	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		16:00	00:16:30	15:32	00:15:32	-00:58	15:30	00:15:30	-00:02	Repeat	
BELFORDALNMOTHPP66	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		18:00	00:34:30	18:00	00:33:32	-00:58	18:00	00:33:30	-00:02	Repeat	
ALNMOTHCHVNTNLPP66	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	P	P		19:00	00:53:30	09:25	00:42:57	-10:33	09:30	00:43:00	00:03		
CHVNTNLMRPTHRPP66	CHEVINGTON LOOPS	CHVNTNL	MORPETH	MRPTHR	P	P				10:03	00:53:00		10:00	00:53:00	00:00		
MRPTHRPHTONSJNPP66	MORPETH	MRPTHR	HEATON SOUTH JN	HTONSJN	P	P		16:00	01:09:30	18:31	01:11:31	02:01	18:30	01:11:30	-00:01	Repeat	
HTONSJNNWCSTLEPP66SL	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	P	SL	04:00	01:13:30	05:13	01:16:44	03:14	05:00	01:16:30	-00:14	Repeat	
								01:13:00		01:16:44			01:16:30				

APPENDIX B

TRIP ODA Analysis and Recommendations Report – Newcastle to Berwick



FR01.4: Class 6 Freight Up Stopping at Morpeth Loops (Typical Class 66 hauled 1400 tonne trailing weight)

Index	Start	Start TIPLOC	Exit	Exit TIPLOC	Entry	Exit	Line Code	Planning Value		Observed Value			Recommended Value			Notes	Ref
								B'Plan	Cum've	SRT	Cum've	DELTA	SRT	Cum've	DELTA		
BRWCKUTBELFORDPP66	BERWICK-UPON-TWEED	BRWCKUT	BELFORD L.C.	BELFORD	P	P		16:00	00:16:00	15:32	00:15:32	-00:28	15:30	00:15:30	-00:02	Repeat	
BELFORDALNMOTHPP66	BELFORD L.C.	BELFORD	ALNMOUTH FOR ALNWICK	ALNMOTH	P	P		18:30	00:34:30	18:00	00:33:32	-00:58	18:00	00:33:30	-00:02	Repeat	
ALNMOTHCHVNTNLPP66	ALNMOUTH FOR ALNWICK	ALNMOTH	CHEVINGTON LOOPS	CHVNTNL	P	P		20:00	00:54:30	09:25	00:42:57	-11:33	09:30	00:43:00	00:03	Repeat	
CHVNTNLMRPTNJNPP66	CHEVINGTON LOOPS	CHVNTNL	MORPETH NORTH JN	MRPTNJN	P	P				09:35	00:52:32		09:30	00:52:30	-00:02		
MRPTNJNMRPTLPPS66	MORPETH NORTH JN	MRPTNJN	MORPETH LOOPS	MRPTLP	P	S		01:00	00:55:30	00:58	00:53:30	-02:00	01:00	00:53:30	00:00	Repeat	
MRPTLPMRPTHSP66	MORPETH LOOPS	MRPTLP	MORPETH	MRPTHSP	S	P		01:30	00:57:00	01:34	00:55:04	-01:56	01:30	00:55:00	-00:04	Repeat	
MRPTHSPHTONSJNPP66	MORPETH	MRPTHSP	HEATON SOUTH JN	HTONSJN	P	P		16:00	01:13:00	18:31	01:13:35	00:35	18:30	01:13:30	-00:05	Repeat	
HTONSJNNWCSTLEPP66SL	HEATON SOUTH JN	HTONSJN	NEWCASTLE	NWCSTLE	P	P	SL	04:00	01:17:00	05:13	01:18:48	01:48	05:00	01:18:30	-00:18	Repeat	
								01:17:00		01:18:48			01:18:30				

Outstanding Analysis

Between Morpeth and Chathill no analysis was possible on SRT values for class 2 stopping services as there are no published berth offset values for stations other than Alnmouth. Due to the length of signal berths, it was not possible to approximate the berth offsets from the available data.

Due to limited data for freight services travelling North of Morpeth, no headway values could be analysed on this geography. The observed data suggests that most freight North of Morpeth currently does not interact with passenger services.

No detailed investigation of dwell times was undertaken due to time constraints.

Limited headway investigation was undertaken between Newcastle and Heaton South Jn in the Up direction due to the fact that all services call at Newcastle. At this location, it is generally platform reoccupations that are applicable to the timetable.



Meeting Notes

Date : Tuesday 14 March 2017

Location : East Coast House, York

Subject of Meeting : VTEC's dispute with NR over Version 2 of the 2018 TPR

Attendees : Dave Walgate (DW), Paul Richards (PR), Matt Johnson & Richard Tagg (all Network Rail) and Andy Long (AL) representing VTEC.

Background

VTEC have lodged a dispute with ADC over the inclusion of ODA based SRT changes between Newcastle & Berwick in version 2 of the 2018 TPR. The basis of the dispute is the lack of transparency and collaborative working from NR in production of these as well as the use of berthing offsets in the process. VTEC do not believe the use of berthing offsets is appropriate in the production of SRTs as they are agreed approximations designed purely for the purpose of Trust reporting and are in no way traction specific which SRTs are.

This intention of this meeting was to find a way forward and hopefully avoid an ADC hearing. The tone remained positive throughout from both parties.

Meeting Notes

The meeting commenced with both parties reiterating their position. For VTEC, AL advised that this was unchanged since the dispute was lodged as, to date, nothing significant had been received from NR. For NR, DW stated that it remains their intention to proceed with the changes and he was working internally to provide VTEC with the answers that are required.

DW asked what VTEC's counter-proposal to the changes was. AL advised that it is for the values in the 2017 TPR to be rolled forward as they were agreed in a SRT review carried out by themselves in 2013 using their on board GPS-based Falcon system. This methodology was supported by NR Train Planning, NR Route and all other operators at the time. The system's accuracy is already recognised by NR and is used in correcting erroneous Trust reporting and both Level 1 & Level 2 dispute resolution.

Below is a summary of the key questions posed by VTEC and answers provided by NR.

Creation of Raw Data

Q. What date range was used when producing the raw data as the ODA report simply refers to it being available back to the December '13 timetable?

A. December 2013 to October 2015 (DW)

Q. Which services were used? Were any late night services included which may have been subject to engineering work - for example HOBBC?

A. All services were included (DW)

Note :AL advised that VTEC would have requested some specific exclusions to this.



Q. What was the total sample size NR used?

A. For the nineteen SRT changes published in the TPR, the sample size ranged from 58 to 6686. (DW)

Note :no information was provided for the SRTs that were unchanged.

Q. A spreadsheet sample of raw data was provided by NR on 9th March. Are these available for all dates and trains?

A. Not presently as NR could not keep the files due to the size of them. They can be regenerated if necessary. (DW)

Application of Berthing Offsets

Q. Which berthing offsets were applied and where is this evidenced?

A. Once the raw data was taken, the berthing offsets applicable in November 2015 were applied. Currently there is no information available as to what these figures are and their impact in the overall calculations including the cumulative rounding. (DW) **See action NR1.**

Q. How were the berthing offsets created? For example are they just class 1 specific or are they applicable to all train classifications including freight as this will increase the margin for error?

A. This information was not available in the meeting. **See action NR2.**

Cleansing of Data

Q. Was the data cleansed before cumulative rounding?

A. No. It is believed that by taking the 25th percentile value that any “noise” would be included in the outliers. (DW)

Note: AL pointed out that VTEC would prefer to have seen the data cleansed prior cumulative rounding and final calculation as was the case in their own SRT review of 2013.

Q. It says in the ODA report that the 25th percentile figure was taken as the starting point for the cumulative rounding. How was this number decided on and was it taken before or after the berthing offsets were applied?

A. This information was not available in the meeting. **See action NR3.**

Q. VTEC have seen no evidence of how the 25th percentile was determined for each section. Can this be provided for all the SRTs reviewed including those where no change is proposed?

A. DW produced an example graph showing how this can be done and will take an action to provide them in the same format. They will prioritise the nineteen changes then do the unchanged ones. **See action NR4.**

Q. How was traction identified? Did NR use what was planned or what ran on the day?

A. The information was taken from Trust so was the actual used traction. (DW)

Q. How were short-formed sets identified as these would not be in the outliers?

A. This information was not available in the meeting. **See action NR5.**



Q. How were the following identified and dealt with? TSRs, trains entering/exiting section below line speed, signal checks, perturbed working, leaf-fall and known timetable issues such as schedule clashes?

A. They were not specifically dealt with and were assumed to be included in the outliers so therefore excluded from the calculation of the 25th percentile.

Note: AL advised VTEC are uncomfortable with this approach particularly where sample sizes are small and suggested this should be reviewed.

Q. How were allowances within schedules taken into account - specifically box time which Trust excludes? This has been raised at several TPR forums by other operators and no answer has ever been given.

A. It doesn't appear to have been taken into account and there is likelihood that NR will withdraw proposals for any section containing box time and/or approach control allowance. (DW)

Q. Was any consultation had with VTEC to obtain information such as driving techniques or train faults?

A. None. (DW)

Cumulative Rounding

AL pointed out that he did not believe the cumulative rounding in the ODA report for HSTs was accurate as eight of the current B Plan SRTs quoted in it are wrong. It was not obvious where these figures had come from but it casts doubt over the integrity of the calculations and the attention to detail in the process as a whole. **See action NR6**

Other Items

PR asked how long VTEC were prepared to wait for progress on this before seeking a hearing with ADC. AL advised that VTEC are happy to work with NR on avoiding this for a couple more weeks but the pressure is on NR for this to be resolved to reduce the impact of a "negative outcome" on the Timetable Preparation Period.

AL asked why the TPR proposals provided at Version 1 did not include the IC225 Morpeth to Alnmouth (S-P) decrease and also why the IC225 Morpeth to Heaton South (P-P) value varied from 10 in the ODA to 10½ in the document provided by Train Planning? **See action NR7**

AL asked what consultation had the TRIP team had with the LNE TPR Forum regarding the uplifts applied as a piece of work is being conducted on junction margins in this area? Operators would not like to see excessive uplifting being applied and capacity being artificially lost. DW said he did not believe any consultation had taken place but would check. **See action NR8**

Summary of Actions

NR1. Network Rail to provide details of berthing offsets and how they were applied in the overall calculations and cumulative rounding

NR2. Network Rail to provide background to berthing offsets and whether they are applicable to certain or all train classifications

NR3. Network Rail to advise on why the 25th percentile was chosen and whether the berthing offsets were applied before or afterwards.

APPENDIX C



NR4. Network Rail to provide graphs for all SRTs reviewed demonstrating sample size and 25th percentile figure

NR5. Network Rail to advise whether short-formed sets were identified and evidence this if so.

NR6. Network Rail to investigate why eight B Plan SRTs were incorrect in the cumulative rounding

NR7. Network Rail to investigate the variation between the ODA recommendations and the changes provided by Train Planning with Version 1.

NR8. Network Rail to confirm whether any consultation was had to avoid double-counting uplifts

Ends.

APPENDIX D

From: [Long, Andrew](#)
To: [Forte Amy](#)
Cc: [Paul Richards](#); [Tom Wootton](#); [Kettlewell, Sara](#)
Subject: VTEC Response to 2018 TPR version 1.0 for LNE
Date: 21 November 2016 10:53:00

Amy,

Please find below our response to Network Rail's publication of version 1 of the LNE TPR for 2018.

2.1 Planning Geography

- Inclusion of Holloway South Jn as a MTP

Your commentary states "SRTs will be consulted upon industry agreement", however, VTEC would like to see this completed in advance of version 2 being published. The existing SRTs contain some approach control that will not be necessary for trains which do not cross at Holloway South Jn so the task may not be a straightforward split of the current Finsbury Park to Belle Isle SRTs. I look forward to hearing how NR intend to progress these in the coming weeks.

5.1.3 New and Revised Sectional Running Times

- After careful consideration, VTEC requests that the proposed SRT changes for our traction on LN101 & LN600 are withdrawn. While acknowledging the need for ongoing performance improvements, in isolation the ODA reports are not sufficient evidence for us to agree to any changes nor are they a recognised methodology by the LNE TPR Forum. There is also the question of timing as the findings should be discussed and agreed where appropriate as part of the LN101 & LN600 sub-group reviews and not in advance of them.

5.3 Junction Margins and Station Planning Rules

Peterborough Station

VTEC welcomes the attempt to simplify the layout of the Rules at Peterborough, however, a couple of things we would like clarification on.

1. In the event that a Rule has been deleted which is later required, will it be recalculated or archived somewhere for planners to reference?
2. The margin for "Pass Pt 5 from Up Slow / Arrive Plat 1 from Up Slow" has been increased from 3½ to 4 - what methodology has been used to prove this or is it simply based on headway?

5.5 Timing Allowances

- LN101/LN120/LN600/LN836/LN898/LN910 & SC147

VTEC are fully supportive of these revised values which have been produced through the LNE TPR Forum. At some point well in advance of the PDNS for December 2017, VTEC & Network Rail will need to agree on how they are to be input to TPS - ie would a full PIF be required or are they to be input manually by the NR Planners. This is possibly something to be discussed at either the December or January TPR forums where we would welcome your initial thoughts on it.

Regards,
Andy