

XCTL SOLE REFERENCE TTP 1122

1 DETAILS OF PARTIES

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

- (a) XC Trains Limited whose Registered Office is at 1 Admiral Way, Doxford International Business Park, Sunderland, SR3 3XP ("XCTL") ("the Claimant");
and
- (b) Network Rail Infrastructure Limited whose Registered Office is at 1 Eversholt Street, London, W1 2DN ("Network Rail" ("the Defendant")).
- (c) XCTL contact details: David Fletcher, Timetable Strategy Manager, XC Trains Ltd, 5th Floor, Cannon House, 18 The Priory Queensway, Birmingham, B4 6BS

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 Conditions D2.6.2, D4.2.2 and D4.6 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 is a dispute regarding the decision made by Network Rail Infrastructure Limited (NRIL) to extend journey times on seven XCTL trains (3 Monday to Friday, 4 Saturday – details in appendix A) that operate to Glasgow Central by changing the running order of services from Uddington Junction, allowing the Abellio ScotRail (ASR) 2Bxx services to precede XCTL's 1Sxx services. In each of the seven cases this has

changed the arrival time of the XCTL service at Glasgow Central from xx12 to xx15. This change has a significant commercial impact on XCTL.

- 4.2 XCTL believe these changes are unnecessary and made in a manner that goes beyond the limits of NRIL's role in the timetabling process as there were no competing aspirations contained within the Access Proposals submitted by XCTL and ASR. This argument is explained in 5.1.
- 4.3 XCTL believe that even if these changes are in NRIL's power, they represent an inaccurate and inappropriate application of the Decision Criteria. This argument is explained in 5.2.
- 4.4 XCTL believe that NRIL's communication during the Timetable Preparation regarding this change was insufficient, given the impacts that should have been foreseen and does not satisfy Condition D2.6.2(b). This is discussed in 5.3.

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

5.1 Preparation of the working timetable

- a) XCTL submitted a D-40 access proposal for the December 2017 timetable on Friday 3rd March 2017.
- b) The proposal contained no material changes on the Edinburgh – Glasgow corridor and was submitted on the understanding that the agreed SRT and TPR changes for the 2018 timetable year would be applied. There was no expectation of or prior agreement to changes to the arrival times of any CrossCountry service at Glasgow Central. There had been no conversation with NRIL or any other Timetable Participant relating to such changes. It is XCTL's understanding that ASR had not submitted an Access Proposal to amend any train slots on this line of route. Therefore, there were no conflicting aspirations contained within the Access Proposals. It is NRIL's duty under D4.2.2 to "endeavour wherever possible to comply with all Access Proposal's submitted to it" and XCTL expected no changes of substance to be made on this line of route.
- c) On Monday 22nd May 2017 NRIL sent a summary of proposed timetable changes (see Appendix B) relating to the revised TPRs and SRTs to XCTL. This summary, whilst

declaring the plans subject to change, showed that there were no envisaged changes to XCTL journey times.

- d) On Thursday 25th May 2017, whilst at NRIL's offices in Milton Keynes, XCTL Timetable Strategy Manager David Fletcher was informally approached by NRIL's Scotland planning team who made him aware of their intention to move XCTL's arrivals at Glasgow Central from xx12 to xx15, matching Virgin Trains West Coast's arrivals in the opposite hours and allowing a patterned arrival for ASR's Lanark – Glasgow services. Whilst understanding of NRIL's intentions David Fletcher reflected to NRIL that this would have a negative commercial impact on XCTL's operations and would not be something that could be readily agreed.
- e) On Wednesday 7th June 2017, two days prior to the publication of the timetable at D-26, XCTL sought to engage with Andy Bray, NRIL's Timetable Production Manager for Scotland on the subject, outlining that the proposed change would have an impact on CrossCountry's revenue. At this stage, David Fletcher also suggested partial mitigation may be possible by amending XCTL services to depart later from Edinburgh towards Glasgow. Andy Bray agreed to ask his team to consider this proposed partial mitigation.
- f) On Friday 9th June 2017, NRIL published the timetable, giving formal notice of the changes to the timetable that increased journey times to Glasgow by changing arrival times from xx12 to xx15 for seven individual trains. At this stage, no reasoning for the decision other than reference to patterned timetables had been given.
- g) On Thursday 15th June 2017 XCTL requested a summary of changes for all operators for the route between Edinburgh and Glasgow to further understand the need for the change to XCTL arrival times from xx12 to xx15.
- h) On Tuesday 20th June NRIL provided their summary of changes (see Appendix C). This document again reinforced that the reasoning behind the change from xx12 to xx15 was a change in running order from Uddingston Junction to Glasgow Central, and the "re-patterning of the Abellio ScotRail 2Bxx Lanark to Glasgow Central services".
- i) XCTL responded to the summary outlining that there were serious concerns around the increased journey times and the significant commercial implications this would have for

XCTL, as well as questioning the value of exact 30 minute intervals for ASR. At this stage XCTL queried whether the ASR service has interval protection. NRIL has confirmed that it does not (See Appendix D for the exchange of emails).

- j) A meeting was arranged between all Timetable Participants for the 28th and 29th of June, seeking to discuss the changes in the published timetable and the implications thereof. This meeting was cancelled by NRIL at short notice on Monday 26th June.
- k) On Friday 7th July 2017 XCTL issued a notice of dispute in relation to NRIL's decisions regarding the New Working Timetable Publication for December 2017 (the 2018 Principal Timetable).
- l) On Friday 7th July 2017 XCTL suggested to NRIL that many of the disputed trains could be resolved by simply swapping the order of running between XCTL's 1Sxx services and the ASR 2Bxx trains.
- m) On Monday 10th July 2017, Andy Bray informed XCTL that NRIL had a written-up decision criteria document that would be shared with XCTL to give greater clarity about why the decision was made. On Thursday 13th July 2017, the document was shared with XCTL (See Appendix F). This was the first time that performance was mentioned as a key driver for the change. This document is further explored in 5.2.
- n) Conference calls were held between NRIL and XCTL on Friday 14th July, Tuesday 18th July and Thursday 20th July, seeking to identify any actions that could be taken to prevent a dispute hearing. Performance data was shared across these calls by NRIL to demonstrate to XCTL why the decision was made, but NRIL was unable to clearly show an understanding as to how the change of order from Uddingston Jn would improve overall performance.
- o) An action was taken by Andy Bray to contact ASR to discuss reverting the running order to allow the 1Sxx service group to proceed the 2Bxx's, but Andy Bray informed XCTL that this proposal was declined by ASR.
- p) D4.2.2 states that "Network Rail shall endeavour wherever possible to comply with all Access Proposals submitted to it". XCTL is of the opinion that NRIL did not endeavour to do so in this case and the decision made regarding retiming the 1Sxx services are not compliant with D4.2.2. XCTL believes that there is no power given to NRIL by the

Network Code that allows for unilateral decisions regarding the structure of the timetable, such as the one in this case.

- q) D4.6.1, the opening paragraph of 4.6, “The Decision Criteria”, begins with the phrase “Where Network Rail is required to decide any matter...” XCTL is unsure as to why NRIL was required to make this decision.

5.2 Application of the decision criteria

- a) XCTL is of the opinion that with no competing aspirations in the Access Proposals of XCTL and ASR it was not necessary for NRIL to make a decision to amend any schedules. A decision was made during the preparation of the New Working Timetable, and it is therefore necessary to look at NRIL’s application of the Decision Criteria.
- b) Prior to sharing this document, the only reason for the change that NRIL had shared with XCTL was to deliver a patterned timetable (Appendix C).
- c) The document shared (see 5.1m, & Appendix F) with XCTL as a guide to NRIL’s application of the Decision Criteria outlines an inappropriate and inaccurate use of the Decision Criteria and the document does not illustrate how the criteria were used to make the decision.
- d) The document outlines the options available to NRIL and does not openly discuss the Decision Criteria themselves. At no point are the criteria quoted, and the document does not directly address each criterion. The option for retiming the 1Sxx service group, which was eventually taken, makes no reference to the increased journey times incurred from anywhere south of Edinburgh nor any potential commercial impact on XCTL.
- e) The weightings applied to the criteria do not reflect the significance of the issues at hand, or the duties placed upon NRIL in D4.6.3. The weightings as applied, and XCTL’s comments on each are as follows:
 - f) High Weighting
 - a. “Maintaining, developing and improving the capability of the Network”

XCTL is unaware as to how this criterion is affected by the proposed change
 - c. “Maintaining and improving train service performance”

XCTL is supportive of timetable interventions to promote better performance. The only information contained in NRIL’s own documentation regarding application of this criterion

shows that the right time performance of the XCTL 1Sxx service group is better than that of ASR's 2Bxx. Whilst further data has subsequently been obtained, no data currently shared with XCTL demonstrates that this change will improve performance. NRIL has stated to XCTL that a patterned timetabled will improve performance and reduce wrong routing. This seems inaccurate, certainly in this instance, as the area is operated using ARS and the interaction in question is a converging move. XCTL is unsure as to how NRIL has come to the conclusion that this timetabling solution that will support better performance of either service group. It must also be noted that performance of the 2Bxx service group has never been raised by ASR at the Joint Delivery Group. Should this have occurred, XCTL would have been happy to discuss options, such as regulation statements, to resolve any perceived issues.

e. "Maintaining and improving an integrated system of transport for passengers and goods"

XCTL is unaware how this criterion is affected by the proposed change.

j. "Enabling operators of trains to utilise their assets efficiently"

XCTL understand that the application of this criterion is related to the ability of the 2Bxx to make their turnarounds at Glasgow Central. XCTL understand the issue but suggest that where a turnaround is TPR compliant it should not be the focus of NRIL to give allowances above and beyond the agreed TPR value to the detriment of other services. NRIL also suggested that increased turnaround times will allow ASR to attach and detach units at Glasgow Central. If this is a priority for ASR then XCTL is surprised that there was no Access Proposal for increased turnarounds.

d) Considered as material

b. "That the spread of services reflects demand"

XCTL is content that this is considered material.

d. "That journey times are as short as reasonable possible"

The increase in journey time to XCTL services to Glasgow Central is clearly an important factor in this issue. NRIL decided during the preparation of the New Working Timetable to add time into the journeys of XCTL services. Whilst all other outcomes of the change made by NRIL are estimated, based upon modelling outputs or analysis of performance data, this was the only impact that is an absolute certainty. The NRIL Decision Criteria document makes no reference to the increased journey times from anywhere south of

Edinburgh, and does not therefore demonstrate an understanding of the impact that this change has had on XCTL operations. As the key, and known, impact of the change this should have been given a high weighting.

- f. “The commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware”

XCTL has modelled the commercial impact of the change, which demonstrates not just a detriment to XCTL’s commercial position but also on the revenue generated by the industry as a whole. The results of this modelling were shared with NRIL on Wednesday 9th August 2017.

It is XCTL’s belief that NRIL should be aware that a change in journey times and running order will affect the commercial interests of Timetable Participants. NRIL should also be aware that as a principle, long distance high speed services are particularly time sensitive and that a very small change to running time can have a significant commercial impact.

If a decision is to be made that changes journey times, especially a proactive change that amends the structure of the timetable away from an Access Proposal submitted by a Timetable Participant, NRIL should ensure they are in possession of as much information regarding commercial impact as possible. Only in the final week of the preparation of the New Working Timetable did NRIL request any commercial information from XCTL.

- g. “Seeking consistency with any relevant Route Utilisation Strategy”

XCTL are content that this is considered material.

- e) XCTL note that there is little scope in the Decision Criteria for changes to be made to develop “pattern timetables”. XCTL does not acknowledge this as a valid reason for NRIL to make this change to the timetable.
- f) Had the Decision Criteria been applied correctly, NRIL should have concluded that the weightings applied to both the journey time and commercial criteria would have been higher and the decision would have been to retain the xx12 arrivals in Glasgow Central for the XCTL 1Sxx service group.

5.3 Network Rail Communication

- a) It is XCTL’s view that NRIL’s application of D2.6.2b, that “Network Rail shall consult further with Timetable Participants in respect of their Access Proposals and the

evolving draft of the New Working Timetable...” has in this case been inadequate. The summary of proposed changes shared with XCTL (see 5.1c) prior to timetable publication did not include any change to XCTL services and the first communication of the changes to this document with XCTL was a conversation in passing at NRIL’s office in Milton Keynes that only occurred due to David Fletcher’s visit to NRIL on another matter.

- b) The first communication from NRIL about any change was on Thursday 25th May 2017, 11 working days prior to the publication of the Timetable. Given that this was three working days after NRIL had declared no changes were proposed for the timetable (Monday 22nd May 2017 – Appendix B), XCTL would like to understand the process and timescales that led Network Rail to this decision.
- c) Had NRIL communicated in a more timely, accurate and efficient manner during the preparation of the New Working Timetable, dialogue could have taken place that could have avoided this dispute.
- d) XCTL also note, again, that until the Decision Criteria document was shared on Thursday 13th July 2017, 24 working days after timetable publication, the only communicated justification for the change had been to deliver the pattered timetable.

6 DECISIONS SOUGHT FROM THE PANEL

- 6.1 XCTL request the panel to direct NRIL to overturn its decision made during the preparation period for the December 2017 Timetable and restore the xx12 arrival time of the 1Sxx service group into Glasgow Central.
- 6.2 XCTL request the Panel to confirm XCTL’s understanding of NRIL’s duties under Part D in respect of the WTT, which is that in the absence of competing aspirations for capacity it is not for NRIL to make fundamental changes to the structure of the timetable.
- 6.3 XCTL request the panel to confirm that correct weighting and application of the Decision Criteria would have seen the xx12 arrival time of the 1Sxx service group, as bid by XCTL, published in the December 2017 timetable at D-26.

6.4 XCTL request the panel to confirm that NRIL's communications during the preparation period regarding this change did not meet its obligations under Part D of the Network Code.

7 APPENDICES

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

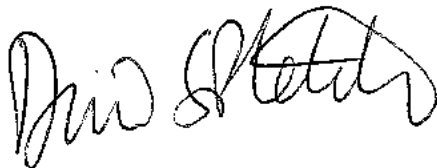
Extracts of Access Conditions/Network Code are included where the dispute relates to previous (i.e. no longer current) versions of these documents.

All appendices are bound into the submission, and consecutively page numbered. To assist the Panel, quotations or references that are cited in the formal submission are highlighted (or side-lined) so that the context of the quotation or reference is apparent.

Any information only made available after the main submission has been submitted to the Panel will be consecutively numbered, so as to follow on at the conclusion of the previous submission.

8 SIGNATURE

For and on behalf of XC Trains Limited

A handwritten signature in black ink, appearing to read 'David Fletcher', written in a cursive style.

David Fletcher

Timetable Strategy Manager

The Appendices

APPENDIX A – TRAINS AFFECTED BY NETWORK RAIL'S CHANGE

XC Train	Days of Operation	Arrival Time Bid	Arrival Time Offered	Key difference
1S31 06:00 Birmingham New Street – Glasgow Central	SX	12:12	12:15	3 minutes pathing time added, to follow 2B93 (11:23 Lanark – Glasgow Central) from Uddingston Junction
1S35 06:09 Bath Spa – Glasgow Central	SX	14:12	14:15	3 minutes pathing time added, to follow 2B77 (13:23 Lanark – Glasgow Central) from Uddingston Junction
1S39 09:25 Plymouth – Glasgow Central	SX	16:12	16:15	3 minutes pathing time added, to follow 2B85 (15:23 Lanark – Glasgow Central) from Uddingston Junction
1S33 05:58 Birmingham New Street – Glasgow Central	SO	12:12	12:15	3 minutes pathing time added, to follow 2B93 (11:23 Lanark – Glasgow Central) from Uddingston Junction
1S35 06:15 Bristol TM – Glasgow Central	SO	14:12	14:15	3 minutes pathing time added, to follow 2B77 (13:23 Lanark – Glasgow Central) from Uddingston Junction
1S39 09:25 Plymouth – Glasgow Central	SO	16:12	16:15	3 minutes pathing time added, to follow 2B85 (15:23 Lanark – Glasgow Central) from Uddingston Junction
1S47 08:28 Penzance – Glasgow Central	SO	20:12	20:15	4* minutes pathing time added, to follow 2B77 (19:23 Lanark – Glasgow Central) from Uddingston Junction (*although subsequent pathing time reduced by 1 minute, giving a 3 minute net increase)

APPENDIX B – EXCERPT FROM NETWORK RAIL'S SUMMARY OF PROPOSED CHANGES TO EDB-GLC LINE OF ROUTE, SHARED ON 22/05/2017

<u>Summary (split by service group) of journey time changes on WCML and interacting areas following the introduction of revised SRTs for Dec17 NWT</u> (This data is representative of SX 1300 – 1900 only)					
<u>Service group Headcode</u>	<u>TOC</u>	<u>Origin</u>	<u>Destination</u>	<u>Compared with May17, how many services have amended journey times (end to end only), and to what extent are they amended?</u>	<u>Additional comments</u>
2BXX	SR	Lanark	Glasgow Central	12 services included: - 2 services have had their journey time increased by 1-2 minutes - 6 services have had no change to their journey time - 4 services have had their journey time reduced by 1-2 minutes	-re-patterned to be XX:23 and XX:51 departures where possible. -GLC – Turnaround times have not been broken.
1SXX	XC	Penzance/ Plymouth	Glasgow Central	4 services included: - 4 services with no change to journey times	

APPENDIX C – EXCERPTS NETWORK RAIL'S SUMMARY OF CHANGES IN SCOTLAND, SHARED ON 20/06/2017

Scotrail:

2Bxx Glasgow Central to Lanark & return:

Departures from Lanark have been changed to depart at xx:23 and xx:53, a 30 minute interval normally arriving at Glasgow Central at xx:12 and xx:42.

CrossCountry Trains

1VXX Glasgow Central – South West

1V56DB [SX / SO] retimed to depart Glasgow Central 2 minutes earlier due to the retiming of 2B82LA which has been retimed earlier due to the re-patterning was of the 2LXX and 2BXX between Rutherglen East Junction and Newton West Junction, the re-patterning was done due to the increase of headway to 3 minutes.

Sundays – no change.

1SXX South West – Glasgow Central

1S31, 1S35, 1S39, 1S43 [SX / SO] have had 3 minutes added into their journey time to put them on a XX:15 patterned arrival into Glasgow Central. The reasoning behind this is to allow the odd and even hour to match and also due to the re-patterning of the Scotrail 2BXX Lanark to Glasgow Central services.

1S33 / 1S36 / 1S39 / 1S43 [Su] retimed 1 to 2 minutes later into Glasgow Central due SRT / Headway changes.

APPENDIX D – EXCHANGE OF EMAILS FOLLOWING THE SHARING OF THE SUMMARY OF CHANGES BETWEEN XCTL AND NRIL

From: Andy Bray
To: David Fletcher (and other industry contacts)
Date: 20/06/2017 12:28

All,

We have produced the attached summary of changes made to each timetable participant's services during the development of the new working timetable for December 2017. The main focus of this document is on the WCML changes, rather than other changes elsewhere on the Route. It is pitched at practitioner level, so includes some detail around specific trains and explains the reasons why certain structural amendments have been made.

If anyone has any further questions, or wishes to seek any clarification on any of the contents, please get in touch.

Thanks,

Andy

From: David Fletcher
To: Andy Bray
Date: 20/06/2017 13:31

Andy

Thank you for sending this additional information.

We still have serious concerns. The three minute journey time increase on this route has significant commercial implications for CrossCountry and I have to wonder how the value of the exact 30 minute interval for ScotRail compares to the significant cost to us.

I am out of the office today, so I don't have a copy of ScotRail's Track Access Contract to hand at the moment, but I wonder what that has to say about interval protection. In my experience, even when interval protection exists, there is some flexibility included (e.g. +/- 5 minutes), so I find it hard to see a contractual requirement for the exact interval - although I acknowledge it gives some benefit.

You'll appreciate that we are not setting out to be disruptive. However we need to make sure we are protecting our legitimate commercial interests.

Where do we go from here?

I'm not about for the rest of today, but should be in the office all day tomorrow.

Regards

David

From: Andy Bray
To: David Fletcher
Date: 20/06/2017 13:57

David,

Thanks for your response. I note your comments about interval protection, and to save your time, ScotRail do not have interval protection in their Track Access Contract. Are you able to share the significance of the commercial implications with me please, as it would help me to understand the balance that we're looking to meet?

I am in the office tomorrow and Friday and would be more than happy to meet you either day if you wish to discuss in further detail?

Thanks,

Andy

APPENDIX E – PROPOSED AGENDA FOR MEETING 28TH & 29TH JUNE TO DISCUSS THE CHANGES, WHICH WAS LATER CANCELLED

All,

Now that the December 2017 WTT is published, I've agreed with Robert Alexander (Operations Manager, Scotland West) to hold a two day session, primarily using the WSSC signalling simulator to run the WCML timetable through and review the changes that have been made to the timetable structure on this part of the network. The areas covered by the simulator, are the Newton workstation and Glasgow Central – Rutherglen.

The focus for day one (Wednesday 28th June) is to run the timetable through the simulator, test specific interactions and gather feedback from the signalling team. There will be the opportunity to ask questions at any time throughout this session. Whilst the invite shows 0930 – 1600, the intent is that invitees can spend as much or as little time as they wish to observing this session, so please arrive whenever you wish to suit your own arrangements. Please can invitees make their own arrangements to travel to WSSC, transport will be provided back to Glasgow Central at the end of the day (provided there isn't an operational incident which requires the NR fleet vehicles).

The focus for day two (Thursday 29th June) is to take the feedback from day one and use that to inform a wider discussion about the Dec17 timetable change on the WCML. This session will be facilitated by Don Roberts (Customer Service Manager). Please can invitees make their own arrangements to travel to WSSC, transport will be provided back to Glasgow Central at the end of the day (provided there isn't an operational incident which requires the NR fleet vehicles).

APPENDIX F – NETWORK RAIL’S DOCUMENT OUTLINING HOW THE DECISION CRITERIA HAVE BEEN APPLIED, SHARED ON 13/07/2017

Down CrossCountry Trains services to Glasgow Central – Decision Criteria

Background

- 1S31 / 1S35 / 1S39 have had their journey increased by 3 minutes from Uddingston Jn to Glasgow Central.
- The WTT has been recast across all hours between Glasgow Central – Newton West Jn and Uddingston Jn due to revised TPRs.
- This recast has resulted in an hourly patterned timetable structure being implemented for all operators. Most relevant to CrossCountry is that every hour there is now a 2BXX (Lanark – Glasgow Central) arrival at XX:12 and either a Virgin West Coast/CrossCountry service arriving Glasgow Central at XX:15.

Options considered by Network Rail – further information provided for each

1. Retime the 2BXX later at Uddingston Jn to arrive Glasgow Central at XX:15. This would then follow the 1SXX to Glasgow Central, which would arrive at XX:12.
 - i. Doing this allows CrossCountry to maintain their existing journey time between Edinburgh and Glasgow Central
 - ii. This would reduce turnaround times at Glasgow Central for the 2BXX service, to the TPR minimum of 5 minutes.
 - iii. There is a risk that the 2BXX will be delayed at Uddingston Jn if the 1SXX is late, as it follows on TPR minimum headway. As the 1Sxx has a substantial journey length prior to presenting at Uddingston Jn, this could affect the robustness of the 2BXX turnaround at Glasgow Central (as stated in point ii)
 - iv. The CrossCountry 1SXX service group right time arrivals at Glasgow Central achieved for the past 12 weeks (as a moving average) were 63%. The right time departures from Motherwell (in both directions) for the same period was 49% which indicates that presentation at Uddingston Jn for a schedule without any additional allowances would be around the same figure. The ScotRail 2BXX service group right time arrivals at Glasgow Central for the same period was 42%.
 - v. Running these services in this order would be off-pattern compared with the remainder of the WTT. The regular arrival time for a long distance train into Glasgow Central is XX:15, and ScotRail’s half hourly Lanark service would no longer be an interval arrival into Glasgow Central, in the applicable hours.
2. Retime the 1SXX 3 minutes later at Uddingston Jn to arrive Glasgow Central at XX:15 and reduce pathing in 2BXX at Uddingston Jn to run before the 1SXX to arrive Glasgow Central at XX:12
 - i. This would create opportunities for both CrossCountry and ScotRail to maximise the efficiency in which they use their assets; both train crew and rolling stock. This is done by the 2BXX arriving earlier meaning ScotRail would have an 8 minute turnaround (TPR minimum turnaround when strengthening/de-strengthening). With the CrossCountry service arriving XX:15 this allows for opportunities to go into platforms 1 & 2, meaning that

- these services could be resourced as an HST or a 10 car Voyager, whereas currently they are planned in platform 3 which is limited to a 5 car Voyager.
- ii. Doing this allows for a standard pattern at Glasgow Central across all hours, with the 2BXX arriving at XX:12 and long distance train arriving at XX:15, providing consistency in platform allocation.
 - iii. This increases safety for Operational teams such as signallers and station staff by having a standard pattern.
 - iv. Performance will improve, as the timetable supports improved right time departures of the 2BXX from Glasgow Central. With the 2BXX from Lanark – Glasgow Central running ahead of the CrossCountry 1SXX into Glasgow Central, if the 1SXX is running late from earlier in its journey from Birmingham New Street, Bath Spa or Plymouth, then the risk of reactionary delays incurred to the 2BXX is mitigated, providing an opportunity for more robust turnaround.
 - v. The CrossCountry 1SXX can be retimed later from Edinburgh to be a XX:13 departure. This would reduce journey times between Edinburgh and Motherwell and also would mean that the journey time increase between Edinburgh and Glasgow Central is minimised.

Issues raised by CrossCountry

- Negative impact on revenue for journeys to Glasgow Central. CrossCountry have not provided details of the financial impact, either before the timetable was published at D-26, or subsequently.

Network Rail's Timetable Decision

- Network Rail's chosen option was 2.

Network Rail's justification for the decision – application of D4.6.2

High weighting; a, c, e, j

Considered as material; b, d, f, g

Not relevant; h, k, l