

Subject: Timetabling Panel hearing of dispute TTP1174
Attachments: Network Rail TTP1174 post hearing Appendix.pdf; Network Rail TTP1174 post hearing review.pdf

At the conclusion of the Panel hearing on 11 October the Hearing Chair outlined the decision which the Panel had reached. Having commenced work on how to deliver the required outcome, Network Rail reported to ADC on late 20 October that difficulty was encountered in providing a compliant result. Please see the attached document "Network Rail TTP1174 post hearing review" with Appendix.

The Hearing Chair has considered the situation and concluded that as the written determination from 11 October had not been issued, the most expeditious way of dealing with the situation will be to urgently reconvene the TTP1174 hearing to explore this further information. Arrangements have accordingly been made for the reconvened hearing to take place on Tuesday 31 October 2017 at this Committee's offices (Floor 8, 1 Eversholt Street, London NW1 – frontage of Euston station), commencing at 10 00. It is appreciated that the parties may not be able to be represented by the same personnel as before, although every effort should be made to have one of your lead staff in attendance.

As alerted to Andy Bray yesterday (before arrangements were firmed up), the Hearing Chair wishes Network Rail to be able to clearly explain the 'new' TPR issue and identify any options for a solution to it (other than leaving all the XC and ASR services 'unswapped'); these options from Network Rail should include possibilities for adjusting the services of any other Timetable Participants. Network Rail should please quickly document this information as fully as possible and send it to myself, XC, ASR and WCTL (addressees above): the target should be 12 00 on Friday 27 October to enable the material to be digested by all concerned and – so far as practicable – responses circulated prior to the reconvened hearing.

If any other Timetable Participant might be affected through the adoption of any possible solution, will Network Rail please alert that operator to the hearing arrangements and supply it with necessary documentation.

Tony Skilton
Secretary
Access Disputes Committee

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e-mail from Network Rail to Secretary of Access Disputes Committee
at 16 56 on Friday 20 October 2017

TTP1174 post-hearing review

In advance of receiving the written determination, Network Rail have begun to look at how we might approach delivering the Panel Chair's decision as per the verbal instruction handed down at the hearing of TTP1174 on 11th October 2017.

Network Rail have now reviewed the detail of the retimings for weekdays, and applied the necessary consequential retimings to the full suite of train slots affected. It has now emerged that it is not as simple to change the running order between ASR and XC as first thought. At this stage we have not been able to produce a plan which is fully TPR compliant, without removing one train slot from a rolled over access proposal. Network Rail are yet to fully review the detail of the retimings for Saturdays.

Network Rail have examined the options to make the plan fully TPR compliant, and the key issue is the junction margin at Uddingston Jn between the Ayr or Glasgow Central to Edinburgh or North Berwick train plan and the conflicting Lanark to Glasgow Central train slot. At the first hearing into this dispute (TTP1122) on 8th September 2017, the Hearing Chair asked whether a timetable compliant solution that re-ordered the affected services could be delivered. A 40-minute assessment of this request suggested that a compliant solution in respect the affected services was available, and this assessment remains correct. However, the assessment did not include the full range of consequential retimings that might be required, and a 30 second TPR breach for the junction margin was not identified. The work undertaken post the Panel hearing to look at how we could re-order the services has lead us to look a wider geographical area and a greater number of services we now know would be affected. It isn't possible to achieve a TPR compliant solution for this interaction whilst also providing TPR compliant solutions for all the consequential retimings required.

In light of these further developments Network Rail does not believe it is possible to comply with the Panel hearing determination to re-order the XC and ASR services and this being a TPR compliant timetable plan. I not aware of this scenario having occurred before, and seek your guidance as to how you would recommend Network Rail to move forward within the spirit of the determination, as our existing position is one of not changing the running order of these trains.

Matt Allen
Head of Timetable Production – Capacity Planning

Appendix

Issues identified by Network Rail in implementing the verbal instruction handed down at the hearing of TTP1174 on 11th October 2017 in relation to swapping the order of CrossCountry Trains & Abellio ScotRail train slots.

When swapping the order of the 2Bxx and the 1Sxx at Uddingston Jn the interaction of the 1Cxx/2Yxx Ayr/Glasgow Central – Edinburgh/North Berwick is the reason that this cannot be made TPR compliant. Following through a series of consequential retimings involving the 1Cxx being diverted to run via Mossend South Jn, there is a TPR compliant path available until the interaction between the 1Cxx and the 9Mxx at Lanark Jn where there is insufficient headway.

With the paths ordered for the 1Sxx to run ahead of the 2Bxx, the following sequence would occur:

1st move: 1Sxx 11/58:00

2nd move: 1Cxx 11/58:00

3rd move: 2Bxx 12/00:30 – 3 minute junction margin required at Uddingston Jn with 1Cxx

Options to retimed/divert the 1Cxx to provide a 3 minute margin with 2Bxx at Uddingston Jn:

- Retiming earlier isn't viable as it follows 2Cxx at Newton West Jn on minimum h/w.
 - o 2Cxx cannot go any earlier as it follows 1Mxx (VT) at Rutherglen East Jn on minimum h/w.
- 1Cxx crosses Uddingston Jn at xx:59 towards Motherwell via WCML.
- Divert 1Cxx via Mossend South Jn to Motherwell to create parallel move at Uddingston Jn with 2Bxx.
 - o TPR compliant path available until Lanark Jn where it becomes non-compliant h/w in front of 9Mxx.

Options to retime the 2Bxx to provide a 3 minute margin with 1Cxx at Uddingston Jn:

- 2Bxx cannot go any later as it will be non-compliant h/w with the following 2Fxx at Newton West Jn.
 - o 2Fxx cannot go any later as it would then be non-compliant between Partick – Hyndland East Jn with successive following trains unable to achieve a compliant h/w or re-occupation.

Appendix

