

## TTPs1706/1708 – Directions

1. The Hearing Chair is grateful to Freightliner ('FL') and GBRf for providing their Sole Reference Documents.
2. He would be grateful for clarification as to the full scope of the proposed Restrictions of Use. He interprets them as follows:

Week 21 (Sat 22nd to Mon 24th) - all lines blocked, Manea to Third Drove AHBC.

Week 23 - four week possession begins, generally comprising of:

Week 23, Sunday - all lines blocked (ALB)

Week 23, midweek - single line working (SLW) on Down (Up shut) during the days, all lines blocked overnight. Capacity extremely restricted during the day due to method of working.

Week 24, Saturday - SLW on Down

Week 24, Sunday - ALB

Week 24, midweek - single line working on Down (Up shut) during the days, all lines blocked overnight. Capacity extremely restricted during the day.

Week 25, similar to Week 24, but with some SLW on the Up (now working on the Down) on Sunday half day.

Week 25, midweek - single line working on Up (Down shut) during the days, all lines blocked overnight.

Capacity extremely restricted during the day.

Week 26 - per Week 25, again Sunday timings slightly different to previous weeks.

Week 27, Fri night/Saturday 0520 - ALB

Week 27, Saturday 0520 to 2030 - SLW on Up, Down shut

Week 27, Saturday 2030 to Monday 0250 - ALB

Will all Parties please confirm that this is a correct summary of the position.

3. Will FL please confirm that it is seeking a determination that all Network Rail's proposed Restrictions of Use arising from Network Rail's Decision Notice should be quashed.
4. Will FL please confirm how many of its services are scheduled to use the route between Peterborough and Ely during the planned RoUs, distinguishing between different days as necessary. How many trains can use the single-line working available through the affected area? For how many has an acceptable diversionary route been offered? Therefore, for how many trains has Network Rail not currently been able to offer a path?
5. On pp81/82 of FL's Appendices 2-6 there is an e-mail dated 29 Jul 20 from Leann Eames which refers to a spreadsheet which might assist in answering this question. The Hearing Chair has not been able to locate this spreadsheet within the Appendices to the Sole Reference Document.
6. The Hearing Chair anticipates that in its Sole Reference Document Network Rail will wish to explain for how long there has been a PSR or TSR on Manea Bridge (and any changes to those speed restrictions over time)
7. Further, the Panel will be assisted by an explanation from Network Rail of the factors that have led Network Rail to conclude that the work is so urgent that it is unable to comply with the timings in Part D of the Network Code.
8. In its Sole Reference Document GBRf submits (at 6.1(a)) that 'exceptional circumstances' have arisen which would entitle the Panel under D5.3.1(c) to substitute its own Decision for that of Network Rail. Network Rail will wish to address this point in its Sole Reference Document. Further, the Panel will be assisted by Network Rail's comments on GBRf's proposal (at 5.7) that the DEFCON0 solution should be adopted.

9. **FL and GBRf** are to provide their answers to the questions directed to them by 1200 on Thu 06 Aug 20.
10. **Network Rail** is to address the questions directed to it in its Sole Reference Document.