

NR response to third directions - 08 August 2023

The Network Rail response is as follows:

Point 6

The MTR EL ECS moves between the Elizabeth line Central Operating Section (ECS) and Old Oak Common depot do not run through the 2 track area, although they do operate at the fringe of the 2 track and are one of the considerations for the pathing of Elizabeth line trains in the 2 track timetable.

During the industry consultation about 2 track requirements all operators highlighted needs for their businesses. The timetable endeavours to meet these requirements. These included:

GWR The importance of services aligning with long distance paths west of Reading.

HEX The avoidance of extended journey times and the need for equal intervals between services.

MTR EL The need for regular westbound departures from the Central Operating Section to avoid overcrowding developing on the westbound platform at Paddington low level. Old Oak Common's role as the only maintenance depot for the Elizabeth line fleet, requiring ECS moves to the COS to connect with the rest of the Elizabeth line network.

Point 7

The Operational Planning Manager advises the following. Train Planning offered Informed Traveller on Friday in line with direction on the capacity study for 6.5 GWR (more detail below) 6 MTR and 2 HEX.

GWR, MTR, and HEX submitted their bids for the Informed Traveller of week 29 over the stated quantum. The HEX trains were rejected and added to the offer back to the operator. Lots of good conversations with GWR, MTR, NR happened last week which led to GWR & MTR submitting an additional bid each to rectify the issues with being over the stated capacity.

GWR Hours have been "paired" as it's not possible to run 6.5 trains in an hour. GWR only bid 7 trains in 5 hours throughout the day – all of these hours of 7 trains per hour were directly adjacent to an hour where they bid fewer than 7 trains.

Point 8

Attached as TTP2243 NR Response to PF email

Point 9

Yes the 14½ tph offer is TPR compliant.

Yes the GWR proposal is TPR compliant.

Yes there are ways of created TPR compliant Timetables which incorporate more tph.

Qualifying comment: The most likely way to achieve this would be to flight local stopping services together, which would not provide an acceptable timetable offer, and would not meet passenger need.

Point 10

Margins have not been reduced below minimum TPR values. The greater the number of moves which are planned on minimum headways, the greater the loss of resilience in the timetable, and the lesser the possibility to recover any delay.

Point 11

Performance information has been shared with Operators. Pages 8-10 on attached TTP2243 – OOC Sunday 2 TT Update refer. Also attached is an exchange of emails which clarified some matters.