

TTP2318 Network Rail Sole Response APPENDICES (A to X)

APPENDIX A GBRf Week 40 biomass train plan progress – 8th November

FLOW	TID	Dep.	From	To	Arr.	ODT	ODT short	BIO S	Remark	Customer	GBRF response		
	6M05FB	09:41	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	7:39	30. December	SO (15373774)	OV		DRAX	Okay.	Arr WTT	Done
	6E10GB	10:10	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	15:45	30. December	SO (15373774)	RE	Reason: Unable to find a compliant path past Chinley approaching Dore (NW9001) What I tried: My first step was to retime the train earlier to see if a path can be found, but I then am unable to find a path past 1L12HB and 1B78GA due to how slow the train is. I looked at retiming the passenger service, but there is no time for me to remove, and due to the potential retiming I will need to do, it will break the running plan. I then tried to retime later to find a pat by approx 2.5 hours, but train then runs into possession P2023/3486123 There is multiple WTT 1Ls preventing passage for this train.	DRAX	This service is required. This is the only route for this service to divert. The network needs to be shared. Please flex other services to gain us a path.	Issues with clashes between New Mills Central and Chinley, five explored routing via Manchester Ox Rd & Ashburg or Northenden In to Hazel Grove HJ, or also Northenden to Stockport and Guide Bridge. No option works because of passenger and freight on Hope Valley, I can get a path at New Mills at 13.33 which works on Hope Valley but clashes with 1L13HB on approach to Sheffield. Can't hold at Sheffield loop because this train passes through here. One possible option would be pathing it out and running through platform 2 but would make the subsequent services late and would require complete retiming of schedules.	No path through Hope Valley/Sheffield due to large SRTs and absolute block sections
	6M76FC	19:30	DRAX AES (GBRF)	TUEBROOK SDGS GBRF	23:06	30. December	SO (15373774)	OV		DRAX	Please retime to depart 90 Minutes after the arrival of 6E10GB.	As long as before early hours of Sun morn - 90 mins after 6E10GB	done
	6F34FB		WTT					OF					
	6E34GA	21:07	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	03:42	31. December	Su (15312325)	OV		DRAX	Service cant divert via Moorhopte Please reinstate bid route.	Must go Moorhopte due to P2023/3486123	Done
	6M34FA	05:45	DRAX AES (GBRF)	TUEBROOK SDGS GBRF	10:23	1. January	MO (15373777)	OV	WK40-B5 PLS DONCASTER. PATHING AT HAYWOOD AND SHAFTHOLME FOR PATH INT DONCASTER. PATHED TOWARD SHEFFIELD	DRAX	Okay. As long as there is 90 minutes in drax after the arrival of 6E27GA.		Done
	6M34FK	04:36	DRAX AES (GBRF)	TUEBROOK SDGS GBRF	10:23	1. January	MO (15373777)	OV		DRAX	Okay. As long as there is 90 minutes in drax after the arrival of 6E27GA.	Done	Done
	6F27FB		WTT					OF					
	6E27GA	19:15	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	02:06	1. January	MO (15373777)	RE	Rejected - foul of possession P2023/3845839 (Chinlietford to Bamford) on divert route, waiting for EAP response.	DRAX	Still waiting for respose from EAP. This service is required. This is the only route for this service to divert. The network needs to be shared. Please flex other services to gain us a path.	If the possession is eased, the path in TFS works well	EAP was unable to ease possession to accommodate this train. As GBRF advised that this was the only route for this service to divert, unfortunately it will need to be rejected on this basis.
	6M77FA	01:10	DRAX AES (GBRF)	TUEBROOK SDGS GBRF	04:14	30. December	SO (15373774)	OV		DRAX	Service arrives to late into Liverpool. Not enough Terminal time service needs 2 Hours before the departor of 6E09GC.	ARR 04:14	Done
	6M77FC	01:40	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	05:45	30. December	SO (15373774)	OV		DRAX	Service arrives to late into Liverpool. Not enough Terminal time service needs 2 Hours before the departor of 6E09GC.	Arr 0445	Done

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6E09GC	06:39	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	14:32	30. December	DO (15373774)	OV		DRAX	Service does not have enough terminal time at Liverpool to load this service. Please can this service be retimed to maintain a 2 Hour Terminal time after the arrival of 6M77FC. 6M09FA can be retimed later from Drax		Done
6M09FA	16:30	DRAX AES (GBRF)	TUEBROOK SDGS GBRF	19:39	30. December	DO (15373774)	OV		DRAX	Please retime 90 minutes to depart after the arrival of 6E09GC.	Done (6E09 arr WTT)	Done
6E10GB	11:35	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	17:22	31. December	Su (15312325)	OV		DRAX	Okay.	Done	Done
6M90FG	19:33	DRAX AES (GBRF)	TUEBROOK SDGS GBRF	23:08	31. December	Su (15312325)	OV	18th October, PC TW-14-ATA P2023/3927574	DRAX	Y-path with 6M90FH.	Done Arr 23.08	Done
6M90FH	19:33	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	23:34	31. December	Su (15312325)	OV		DRAX	Please remove the stop at Roby and run earlier to Liverpool. Service needs to arrive for 24:00 to maintain terminal time with 6E36 on Monday 1st.	Done Arr 23.34	Done
6E36GA	02:04	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	08:01	1. January	MO (15373777)	OV		DRAX	Service does not have enough terminal time at Liverpool to Load service needs 2 hours after the arrival 6M90FH.	6M90FH now arrives 23.34	Done
6M36FA	09:31	DRAX AES (GBRF)	TUEBROOK SDGS GBRF	13:11	1. January	MO (15373777)	OV		DRAX	This schedule okay if 6E36 arrives into Drax at 08:01 as offered. If there is a retiming service needs 90 Minutes in Drax.	6E36GA arrives 08.01	Done
6M36FB	09:31	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	13:37	1. January	MO (15373777)	OV		DRAX	This schedule okay if 6E36 arrives into Drax at 08:01 as offered. If there is a retiming service needs 90 Minutes in Drax.	6E36GA arrives 08.01	Done
6E24GA	16:26	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	01:20	1. January	MO (15373777)	OV	Reason: Unable to find a compliant path past Chinley approaching Dore (NW9001) What I tried: My first step was to retime the train earlier to see if a path can be found, but I then am unable to find a path past 1L17EA and 1B92GA due to how slow the train is. I looked at retiming the passenger service, but there is no time for me to remove, and due to the potential retiming I will need to do, it will break the running plan. I then tried to retime later to find a gap by approx 2.5 hours, but train then runs into possession P2023/3486123 There is multiple WTT 1Ls preventing passage for this train.	DRAX	This schedule okay if 6M36fb arrives into Liverpool at 13:57 as offered. If there is a retiming service needs 2 hours at Liverpool.	arrives 13.57	Done
6M77FD	01:45	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	05:42	2. January	TO (15373778)	RE	Rejected - foul of possession P2023/3845835 (Grindiford to Bamford) on divert route, waiting for EAP response.	DRAX	GBRF are disputing this.	Works if EAP cancel possession	EAP was unable to ease possession to accommodate this train. As GBRF advised that this was the only route for this service to divert, unfortunately it will need to be rejected on this basis.
6M34FB	05:30	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	10:50	30. December	DO (15373774)	OV		DRAX	Okay.		Done

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6E17GB	12:32	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	18:35	30. December	SO (15373774)	RE	Reason: Unable to find a compliant path past Chinley approaching Dore (NW9001) What I tried: My first step was to retime the train earlier to see if a path can be found, but I then am unable to find a path past 1L14HB, 1B84GB and 2S89FB due to how slow the train is. I looked at retiming the passenger service, but there is no time for me to remove, and due to the potential retiming I will need to do, it will break the running plan. There is multiple WTT 1Bs and 1Ls preventing passage for this train.	DRAX	This service is required. Service needs 2 hours in Liverpool after the arrival of 6M34FB. This is the only route for this service to divert. The network needs to be shared. Please flex other services to gain us a path.	Similar to 6E10GB	No path through Hope Valley/Sheffield due to large SRTs and absolute block sections
6M34FB	05:30	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	10:50	30. December	SO (15373774)	OV		DRAX	Okay.		Done
6E17GA		WTT					OF					
6M77FC	01:14	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	05:13	1. January	MO (15373777)	OV	RE based on 6E24 5u being rejected as discussed with Kyle	DRAX	This service is required. This is the only route for this service to divert. The network needs to be shared. Please flex other services to gain us a path.	Got path via Ardwick, Man Pic plat 14 arr 15 mins after WTT. Check 804A and NW2027	done
6E09GC	06:06	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	12:57	1. January	MO (15373777)	RE	Reason: Unable to find a compliant path past Chinley approaching Dore (NW9001) What I tried: My first step was to retime the train earlier to see if a path can be found, but I then am unable to find a path past 1L0BHA due to how slow the train is. I looked at retiming the passenger service, but there is no time for me to remove, and due to the potential retiming I will need to do, it will break the running plan. I then tried to retime later to find a path, but again the same problem persists. There is multiple WTT 1Ls preventing passage for this train. I even attempted to utilise 6H89 path, but again due to the slowness between Hazel Grove and Chinley, there is no path. clashing with 1071 WTT at Haywood Jn	DRAX	This service is required. This is the only route for this service to divert. The network needs to be shared. Please flex other services to gain us a path.	Similar to 6E10GB. NW9001 not possible to get through - would require cancelling services (ie 1L09HA/2S78FB/6E06GB)	No path through Hope Valley/Sheffield due to large SRTs and absolute block sections
6M09FA	18:11	DRAX AES (GBRF)	TUEBROOK SDGS GBF	21:56	1. January	MO (15373777)	OV		DRAX	Service arrives to late into Liverpool Service needs 2 hours before the departure of 6E34GA.		done
6M09FB	16:28	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	22:33	1. January	MO (15373777)	OV		DRAX	Service arrives to late into Liverpool Service needs 2 hours before the departure of 6E34GA.	path in TPS but depends on whether EAP ease for 6E34. I can look at retiming either service depending on that outcome	EAP was unable to ease possession to accommodate 6E34. However, 6M09 has a compliant path in TPS. While I appreciate this doesn't allow for the flow to run, I will leave the valid path as OV in TPS to hold capacity for GBRF to run if a resolution can be met for 6E34.
6E34GA	21:39	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	04:00	1. January	MO (15373777)	RE	Rejected - foul of possession F2022/3845833 (Grindleford to Bamford) on divert route, waiting for EAP response.	DRAX	Still waiting for response from EAP. This service is required. This is the only route for this service to divert. The network needs to be shared. Please flex other services to gain us a path.	If the possession is eased, the path in TPS works well	EAP was unable to ease possession to accommodate this train. As GBRF advised that this was the only route for this service to divert, unfortunately it will need to be rejected on this basis.
6E36GA	02:16	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	09:24	30. December	SO (15373774)	OV	STOP ADDED AT HARTFORD JN ALTHOUGH NOT CHECKED THE LENGTH THERE FOR IT TO STOP - THIS WAY IT WON'T CLASH WITH 6M26 ON THE SINGLE LINE AT NORTHELDEN. 6E36 NOT VALIDATED - HK	DRAX	Service arrives to late into Drax. Service needs 90 minutes terminal time before the departure of 6M36FB	Retimed 6M36 later (10:35)	Done

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6M36FB	08:20	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	13:08	30. December	SO (13373774)	OV		DRAX	Service does not have enough terminal time at Drax with -50 minutes service needs to depart 90 mins after the arrival of 6E36GA.	Need to flex 6M01 at Sheffield and 4G60EA at Edge Lane. Arr 16.14	Done
6E17GA		WTT					OF					
6M51FB	16:30	DONCASTER DOWN DECOY GBF	LIVERPOOL BIOMASS TML GBF	20:16	31. December	Su (13312325)	OV	18th October, PCTW-14-ATA F2023/3778789	DRAX	Okay.	Done	
6E27GA	19:13	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	01:44	31. December	Su (13312325)	OV		DRAX	Service arrives into Drax to late. Service needs 90 Mins before the departure of 6M08FD.	Need to flex FLHH DM79 on NW9001. Also 6V860C DBC at Milford Jn. Must go Moorthorpe due to P2023/3486123	Done
6E36GA	02:04	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	08:01	1. January	MO (13373777)	OV		DRAX	Service does not have enough terminal time at Liverpool to Load service needs 2 hours after the arrival 6M90FH.	6M90FH now arrives 23.34	Done
6M36FA	09:31	DRAX AES (GBRF)	TUEBROOK SDGS GBF	13:11	1. January	MO (13373777)	OV		DRAX	This schedule okay if 6E36 arrives into Drax at 08:01 as offered. If there is a retiming service needs 90 Minutes in Drax.	6E36GA arrives 08.01	Done
6M36FB	09:31	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	13:37	1. January	MO (13373777)	OV		DRAX	This schedule okay if 6E36 arrives into Drax at 08:01 as offered. If there is a retiming service needs 90 Minutes in Drax.	6E36GA arrives 08.01	Done

APPENDIX B Email containing three GBRf additional rejections – 7th November

From: Laura Walsh
Sent: 07 November 2023 15:02
To: EXTL: Pell Darren
Cc: dl_GBRf Informed Traveller; dl_gbrf Engineering Access; Andrew Simpson; Nick Coles; Rory James
Subject: FW: WK40 - Trains Foul of Possessions - URGENT

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Good afternoon Darren,

Just wanted to offer an update on the WK40 schedules that were rejected based on possession P2023/3845835 that we'd hoped to get an easement for (below).

TID	Dej	From	To	Arr	ODT	ODT short	B/C	Remark	Customer	GBRf response
6E 27GA	19:15	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	02:06	1. January	MO (15373777)	RE	Rejected - foul of possession P2023/3845835 (Grindleford to Bamford) on divert route, waiting for EAP response.	DRAX	Still waiting for response from EAP. This service is required. This is the only route for this service to divert. The network needs to be shared. Please fe other services to gain us a path.
6E 34GA	21:59	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	04:00	1. January	MO (15373777)	RE	Rejected - foul of possession P2023/3845835 (Grindleford to Bamford) on divert route, waiting for EAP response.	DRAX	Still waiting for response from EAP. This service is required. This is the only route for this service to divert. The network needs to be shared. Please fe other services to gain us a path.
6M77FD	01:45	DRAX AES (GBRF)	LIVERPOOL BIOMASS TML GBF	05:42	2. January	TO (15373778)	RE	Rejected - foul of possession P2023/3845835 (Grindleford to Bamford) on divert route, waiting for EAP response.	DRAX	GBRF are disputing this.

Please see below email from Gary Fitton. As it currently stands, these services will have to remain rejected due to being foul of the originally quoted possession, and no easement being achieved as of yet.

I understand that the above rejections may be relative to timetable dispute TTP2318, as this increases the number of outstanding rejections of Biomass services diverted away from possession P2023/3774226 from 3 to 6.

Many thanks,



Laura Walsh
 Operational Planning Specialist (Freight IT)
 System Operator
 Willen Floor 2, Area F
 External: 03308577713
 Internal: 77713
 Mobile: 07894 991881
laura.walsh@networkrail.co.uk

APPENDIX C GBRf receipt and supply of capacity study F3 schedules

From: Darren Pell
Sent: 18 October 2023 13:26
To: Samuel Drury; Freight - MK; Rory James
Cc: dl_GBRf Informed Traveller; dl_gbrf Engineering Access
Subject: FW: Biomass F3s - Eye of the needle diversions
Importance: High

Afternoon all,

Please see attached TT study f3 prints for biomass Hope Valley diversions, next instance is week 40

Kind Regards,

GB Railfreight

Darren Pell | Engineering Access Manager
Sedum House, Mallard Way | Doncaster | DN4 8DB

Advance Notice of Leave:

24/11

11/12

18/12 to 22/12

From: Graeme Pollard
Sent: 17 August 2023 15:11
To: Darren Pell
Subject: RE: Biomass F3s

Thanks Darren,

Apologies for the wrong routeing. Sometimes you just can't get the staff 😊

Here's what I should have given you in the first place.

Cheers,

Graeme

From: Darren Pell
Sent: Thursday, August 17, 2023 1:32 PM
To: Graeme Pollard
Cc: Kyle Allsopp; David White
Subject: RE: Biomass F3s

Sorry Graeme will take a look at some point today/tomorrow morning.

Also prints attached still show services via Calder Valley? Do you have the diverted Hope Valley prints?

Regards

Darren

From: Graeme Pollard
Sent: Thursday, August 17, 2023 11:02 AM
To: Darren Pell
Cc: Kyle Allsopp; David White
Subject: RE: Biomass F3s

No problem Darren,

Just on a slightly different tangent, did you get an e-mail from us asking for preferences for the closure of Keadby Bridge? We're keen to crack on with that one for NR North & East so any response you can give us on that one would be much appreciated.

Kind regards,

Graeme

Graeme Pollard

Capacity Planning Manager



111 Piccadilly • 12th Floor • Manchester • M1 2HY

From: Darren Pell
Sent: Wednesday, August 16, 2023 7:16 AM
To: Graeme Pollard
Cc: Kyle Allsopp; David White
Subject: RE: Biomass F3s

Thanks Graeme, much appreciated.

From: Graeme Pollard
Sent: Tuesday, August 15, 2023 3:11 PM
To: Darren Pell
Cc: Kyle Allsopp ; David White
Subject: Biomass F3s

As requested.

Graeme Pollard BA(Hons) MCIRO
Capacity Planning Manager



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APPENDIX D GBRf Week 40 Variation Bid compared to capacity study outputs

TID	Source of information	Departure	Origin	Destination	Days	Arrival	Timing Load	Comments / Differences
4M90	Appendix 5.3	20:09	Drax AES (GBRf)	Liverpool Biomass TML GBF	WSX	24:45 (00:45)		Bid cancelled by GBRf
	D2Rail F3	19:03	Drax AES (GBRf)	Tuebrook Sdg GBRF	SX	23:31	66/800/75/-	
	GBRf Week 40 Bid	Cancelled	Drax AES (GBRf)	Tuebrook Sdg GBRF	MO	Cancelled	Cancelled	
4M90	Appendix 5.3	20:09	Drax AES (GBRf)	Liverpool Biomass TML GBF	WO	22:48:30 (00:48:30)		Bid cancelled by GBRf
	D2Rail F3	19:03	Drax AES (GBRf)	Tuebrook Sdg GBRF	SX	23:31	66/800/75/-	
	GBRf Week 40 Bid	Cancelled	Drax AES (GBRf)	Tuebrook Sdg GBRF	MO	Cancelled	Cancelled	
6E09	Appendix 5.3	06:59	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	13:30	Notes state requires Class 60 or reduction in trailing load	-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3 -Bid schedule timings do not align to D2Rail F3 print -Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3 -Bid days of operation do not align to the days of operation in Capacity Study Report shown in Appendix 5.3 or D2Rail F3 prints
	D2Rail F3	06:56	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	12:54	66/2400/60/H	
	GBRf Week 40 Bid	07:20	Liverpool Biomass TML GBF	Drax AES (GBRf)	SO	14:32	66/2400/60/H	
6E10	Appendix 5.3	11:40	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	18:29	Notes state requires Class 60 or reduction in trailing load	-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3 -Bid schedule timings do not align to D2Rail F3 print -Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3 -Bid days of operation do not align for some bid schedules to the days of operation in Capacity Study Report shown in Appendix 5.3 or D2Rail F3 prints
	D2Rail F3	10:46	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	17:32	66/2400/60/H	
	GBRf Week 40 Bid	10:30	Liverpool Biomass TML GBF	Drax AES (GBRf)	SO	16:05	66/2400/60/H	
	GBRf Week 40 Bid	11:35	Liverpool Biomass TML GBF	Drax AES (GBRf)	Su	17:18	66/2400/60/H	
	GBRf Week 40 Bid	11:00	Liverpool Biomass TML GBF	Drax AES (GBRf)	MO	17:12	66/2400/60/H	
6E21	Appendix 5.3	08:59:30	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	16:35	Notes state requires Class 60 or reduction in trailing load	Not bid for by GBRf
	D2Rail F3	No F3	No F3	No F3	No F3	No F3	No F3	
	GBRf Week 40 Bid	No Bid	No Bid	No Bid	No Bid	No Bid	No Bid	

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6E24	Appendix 5.3	17:00	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	23:50	Notes state requires Class 60 or reduction in trailing load	-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3
	D2Rail F3	16:55	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	22:51	66/2400/60/H	-Bid schedule timings do not align to D2Rail F3 print -Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3
	GBRf Week 40 Bid	16:49	Liverpool Biomass TML GBF	Drax AES (GBRf)	Su	23:43	66/2400/60/H	-Bid days of operation do not align for some bid schedules to the days of operation in Capacity Study Report shown in Appendix 5.3 or D2Rail F3 prints
	GBRf Week 40 Bid	16:26	Liverpool Biomass TML GBF	Drax AES (GBRf)	MO	23:37	66/2400/60/H	
6E27	Appendix 5.3	19:57	Liverpool Biomass TML GBF	Drax AES (GBRf)	TWTHO	26:19:30 (02:19:30)	Notes state requires Class 60 or reduction in trailing load	-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3
	D2Rail F3	19:25	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	01:29:30	66/2400/60/H	-Bid schedule timings do not align to D2Rail F3 print -Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3
	GBRf Week 40 Bid	19:15	Liverpool Biomass TML GBF	Drax AES (GBRf)	Su	01:23	66/2400/60/H	-Bid days of operation do not align for some bid schedules to the days of operation in Capacity Study Report shown in Appendix 5.3 or D2Rail F3 prints
	GBRf Week 40 Bid	19:15	Liverpool Biomass TML GBF	Drax AES (GBRf)	MO	01:50	66/2400/60/H	
6E34	Appendix 5.3	22:23	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	27:53 (03:53:00)	Notes state requires Class 60 or reduction in trailing load	-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3
	D2Rail F3	22:27	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	03:38	66/2400/60/H	-Bid schedule timings do not align to D2Rail F3 print -Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3
	GBRf Week 40 Bid	21:07	Liverpool Biomass TML GBF	Drax AES (GBRf)	Su	03:12	66/2400/60/H	-Bid days of operation do not align for some bid schedules to the days of operation in Capacity Study Report shown in Appendix 5.3 or D2Rail F3 prints
	GBRf Week 40 Bid	21:59	Liverpool Biomass TML GBF	Drax AES (GBRf)	MO	04:00	66/2400/60/H	

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6E36	Appendix 5.3	02:45	Liverpool Biomass TML GBF	Drax AES (GBRf)	MSX	08:20	Notes state requires Class 60 or reduction in trailing load	-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3 -Bid schedule timings do not align to D2Rail F3 print -Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3 -Bid days of operation do not align for some bid schedules to the days of operation in Capacity Study Report shown in Appendix 5.3 or D2Rail F3 prints
	D2Rail F3	02:02	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	08:27	66/2400/60/H	
	GBRf Week 40 Bid	02:04	Liverpool Biomass TML GBF	Drax AES (GBRf)	MO	08:01	66/2400/60/H	
6E36	Appendix 5.3	02:45	Liverpool Biomass TML GBF	Drax AES (GBRf)	MO	08:20	Notes state requires Class 60 or reduction in trailing load	-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3 -Bid schedule timings do not align to D2Rail F3 print -Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3 -Bid days of operation do not align for some bid schedules to the days of operation in Capacity Study Report shown in Appendix 5.3 or D2Rail F3 prints
	D2Rail F3	02:02	Liverpool Biomass TML GBF	Drax AES (GBRf)	SX	08:27	66/2400/60/H	
	GBRf Week 40 Bid	02:16	Liverpool Biomass TML GBF	Drax AES (GBRf)	SO	07:39	66/2400/60/H	
	GBRf Week 40 Bid	02:04	Liverpool Biomass TML GBF	Drax AES (GBRf)	MO	08:01	66/2400/60/H	
6M08	Appendix 5.3	04:07	Drax AES (GBRf)	Tuebrook Sdg GBRF	SX	09:11		-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3 -Bid schedule timings do not align to D2Rail F3 print -Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3
	D2Rail F3	03:55	Drax AES (GBRf)	Tuebrook Sdg GBRF	SX	08:12	66/800/60/-	
	GBRf Week 40 Bid	03:19	Drax AES (GBRf)	Tuebrook Sdg GBRF	MO	06:33	66/800/60/-	
6M08	Appendix 5.3	04:07	Drax AES (GBRf)	Liverpool Biomass TML GBF	SX	09:38		-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3 -Bid schedule timings do not align to D2Rail F3 print -Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3 -Bid days of operation do not align for some bid schedules to the days of operation in Capacity Study Report shown in Appendix 5.3 or D2Rail F3 prints
	D2Rail F3	No F3	No F3	No F3	No F3	No F3	No F3	
	GBRf Week 40 Bid	03:52	Drax AES (GBRf)	Liverpool Biomass TML GBF	SO	07:40	66/800/60/-	
	GBRf Week 40 Bid	03:19	Drax AES (GBRf)	Liverpool Biomass TML GBF	MO	07:11	66/800/60/-	
6M09	Appendix 5.3	15:03	Drax AES (GBRf)	Tuebrook Sdg GBRF	SX	19:25		-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3 -Bid schedule timings do not align to D2Rail F3 print -Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3 -Bid days of operation do not align for some bid schedules to the days of operation in Capacity Study Report shown in Appendix 5.3 or D2Rail F3 prints
	D2Rail F3	15:03	Drax AES (GBRf)	Tuebrook Sdg GBRF	SX	19:25	66/800/60/-	
	GBRf Week 40 Bid	16:30	Drax AES (GBRf)	Tuebrook Sdg GBRF	SO	19:40	66/800/60/-	
	GBRf Week 40 Bid	16:28	Drax AES (GBRf)	Tuebrook Sdg GBRF	MO	19:42:30	66/800/60/-	

OFFICIAL

6M09	Appendix 5.3	15:03	Drax AES (GBRf)	Liverpool Biomass TML GBF	SX	20:21		<p>-Bid schedule timings do not align to Capacity Study Report shown in Appendix 5.3</p> <p>-Bid schedule timings do not align to D2Rail F3 print</p> <p>-Timing Load of bid doesn't align to commentary from Capacity Study Report shown in Appendix 5.3</p>
	D2Rail F3	15:03	Drax AES (GBRf)	Liverpool Biomass TML GBF	SX	19:56	66/800/60/-	
	GBRf Week 40 Bid	16:28	Drax AES (GBRf)	Liverpool Biomass TML GBF	MO	20:19	66/800/60/-	

APPENDIX E EAS Version 0 consultation – 16th September

From: Tristan Bowles **On Behalf Of** North & East-Development Planning
Sent: 16 September 2022 14:07
Cc: Ross Hardy; Alison White; North & East-Development Planning; Laura Northcott; Amy Forte
Subject: EAS2024 | North & East | Version 0 | Letter and N&E Master Plan/Response Sheet

OFFICIAL

Dear All,

Please find attached the Engineering Access Statement 2024 V0 section 4, 5 and 7, for **North & East** Route and an intro section and EAS development letter from Maria Lee.

I will send the national maps in separate emails due to size

Please also find attached a Version 0 **North & East** Response sheet for Section 4 and 5 and **Section 7 Master Plan**, as previewed on the North & East Version 0 Preview with Operators meeting on the 06/09/2022.

Opening the response sheet

- When you first open the response sheet, please use the selection box in cell A1 on the Index tab to select your Operator name.

Notes on the North & East Section 7 Master Plan

- The Master Plan presents the disruptive Section 7 plan for the North & East route for EAS 2024. Please note, the majority of these items will not appear in PPS until Version 1.
- Please use the V0 Status (**column O**) to indicate your stance towards each item, using the criteria below:
 - **Green** = Item is agreeable
 - **Amber** = Needs further work before the item can be agreed (please specify in **column P**)
 - **Red** = Item disputed (please specify reasons in **column P**)
- Please enter you V0 responses against any relevant items in **column P**.
- You can filter on any of the columns in the master plan.
- Please include any alterations/additions that you would like adding to the Traffic Remarks (**column L**) for any relevant items in your response and I will look to include these in the possessions when they are created for Version 1.
- The “Affected Operator” column (**N**) attempts to identify which operators would be affected by each possession. If you believe the item listed would affected your company and Network Rail have not captured you in the “Affected Operator” column, please specify in your response.

Whilst you're not obliged to respond to these draft documents, Network Rail would value any observations you may have.

Please add any comments in the section 4 and 5 Document and return direct to me [REDACTED] for **North & East** Route.

Alternatively please be advised the Engineering Access Statement 2024 V0, Section 7 supplementary maps are now available on:

<https://www.networkrail.co.uk/industry-commercial-partners/information-operating-companies/>

Kind regards,

Tristan Bowles

Access Planning Manager (Development) – North & East Route Planning Team
 Eastern Region
 George Stephenson House, Toft Green, York, YO1 6JT



**North & East
 Route Planning
 Team**

Putting our passengers and our freight customers first by enabling and empowering our people

RELEVANT EXTRACT FROM NORTH & EAST OFFER RESPONSE SHEET:

Index									
North & East EAS 2024 Section 7 Master Plan Version 0									
ID	Title	Sta Wk	Ma Wk	Affect Routes	Blocked Lines To/From	Traffic Remarks	Isolation Details	Affected Operato	V0 STATUS
115	Eye Of Needle W7 TRU West	40	40	LN860 LN854	Bradley Wood Jn to Healey Mills All Lines, Bradley Jn to Thornhill LNW Jn All Lines	ACCESS AVAILABLE TO HUDDERSFIELD FROM THE WEST ONLY ACCESS AVAILABLE TO DEWSBURY FROM THE EAST ONLY RAIL REPLACEMENT ROAD SERVICE TO OPERATE BETWEEN HUDDERSFIELD AND DEWSBURY		COLAS DBS DRSL GBRF FREIGHTLINER GC NORTHERN LNER TFE	

APPENDIX F EAS Version 1 consultation – 21st October

From: Tristan Bowles

Sent: 21 October 2022 13:54

To: EXTL: Pell Darren; Ian Kapur; Damian Clement; EXTL: TrainOps GBRF; EXTL: Edmeads Kevin

Cc: North & East-Development Planning; Laura Northcott; Kieran White; Amy Forte; Bradley Winton

Subject: EAS 2024 V1 | North & East Response Sheet | GBRF

OFFICIAL

Dear All,

Please be advised the Engineering Access Statement 2024 V1, with supplementary maps is now available on:

[Information for Operating Companies](#)

Please find attached the National Operator Response sheets for **EAS 2024 V1**.

This document only shows part of the possession data, so is not a substitute for EAS 2024 V1.

Also attached to this email is a covering letter from Maria Lee.

To use the new tab we've created for Section 7 -

- For Version 1 you will not need to complete the response sheet if the item is agreed, no response to an item will assume that there are no issues to raise
- Insert possession number into column C - this will need to be the 7-digit possession number only without any P/XXXX or P prefix. The cell will return an error message if the format is invalid
- Data will populate in cells A, B, D-L. This data was extracted from PPS on 18/10/22 and was correct at this time. Please check that the data matches the item you are referring to from the EAS document. Should the route field be empty please populate with the relevant data
- Select you company name from the drop-down menu in Column N
- In Column O - select the status from the drop-down menu Green, Yellow, Amber or Red - the status definitions are listed in the tab Guidance and Status Definitions
- In Column P - if a capacity study is required, please indicate which Severity (using the current Access Impact Matrix) from the drop-down menu
- In Column Q - this is a free text box, please add details of the issues to be raised in reference to the proposed access.
- Once complete please return to the relevant route EAP contact

Section 4 & 5 are as per other versions.

In addition, I have included tab detailing the **N&E Master Plan V1** for your reference. This allows you to view all of the disruptive possessions planned for North & East (as of Version 1) in once place, and allows you to filter on a number of fields such as Project Name, Line of Route, and Duration.

If you experience any functionality issues with the spreadsheet, please do let me know as soon as possible.

Kind Regards

Tristan Bowles

Access Planning Manager | North & East Development Team | Eastern Region

RELEVANT EXTRACT FROM NORTH & EAST OFFER RESPONSE SHEET – GBRF:

Project Name	Project ID	Project Type	Project Status	Project Version	Project Start Date	Project End Date	Project Duration	Project Location	Project Description	Project Details	Project Notes			
TRU West Eye Of Needle W7	TRU West TRU West Eye Of Needle	40	North & East (Central)	3774226	Agreed	Version 0	31/12/2023 00:15	02/01/2024 04:30	52	TRU WDL	LN860 LN854	Bradley Jn to Dewsbury All Lines, Bradley Wood Jn to Healey Mills All Lines	ACCESS AVAILABLE TO HUDDERSFIELD FROM THE WEST ONLY ACCESS AVAILABLE TO DEWSBURY FROM THE EAST ONLY RAIL REPLACEMENT ROAD SERVICE TO OPERATE BETWEEN HUDDERSFIELD AND DEWSBURY	COLAS DBC DRSL GBRF FREIGHTLINER GC NORTHERN LNER TPE

APPENDIX G EAS Version 2 consultation – 3rd February

From: Tristan Bowles

Sent: 03 February 2023 15:47

To: EXTL: Pell Darren; Ian Kapur; Damian Clement; EXTL: TrainOps GBRF; EXTL: Edmeads Kevin

Cc: North & East-Development Planning; Laura Northcott; Kieran White; Amy Forte; Bradley Winton

Subject: EAS 2024 V2 | North & East Response Sheet | GBRF

OFFICIAL

Dear All,

Please be advised the Engineering Access Statement 2024 V2, with supplementary maps is now available on:

[Information for Operating Companies](#)

Please find attached the National Operator Response sheets for **EAS 2024 V2**.

This document only shows part of the possession data, so is not a substitute for EAS 2024 V2.

Please note as a step to align TPRs with the proposed BTPF programme and change of timetable date in 2024 to June the Period Block dates and aligning section 4 headers have been amended to reflect a Period D end date of 01/06/24 and a Period E start date of 02/06/24.

For the purposes for version 2 and to keep consistency with version 1 we would expect the process to align with the existing May timetable change finishing in Week 7 and for weeks 8 and 9 to be proposed and responded to within Version 3 of the 2024 EAS.

Also attached to this email is a covering letter from Maria Lee.

If you experience any functionality issues with the spreadsheet, please do let me know as soon as possible.

Kind Regards

Tristan Bowles

Access Planning Manager | North & East Development Team | Eastern Region

RELEVANT EXTRACT FROM NORTH & EAST OFFER RESPONSE SHEET – GBRF:

YEAR	WEEK	PPS Reference 7 DIGIT REF ONLINE	ROUTE TEAM	POSSESSION STATUS	LOR	FROM DATE/ TIME	TO DATE/ TIME	DURATIO N (HOU)	LOCATION FROM	LOCATION TO	CHANGE SINCE PREV VERSIC	OPERATOR NAME	V1 STATIC	V1 CS CAT	V1 OPERATOR COMMENTS	V1 NR COMMENTS	V2 STATUS
2023/24	40	3774226	LNE - NE Cen	Agreed	LN860 LN854	Sun 31/12/2023 00:15	Tue 02/01/2024 04:30	52	BRADLEY JN	DEWSBURY		GBRF	Amber	Severity 4	Possession clashes with 3778789, GBRF have no route for biomass traffic across the Pennines. Would accept this block in isolation but only with a supporting TT study for diverted services via Hope Valley.	Please note, the Hope Valley possession has now been re-dated and amended to be taken between 0015 Sun to 1530 Sun on the 31/12/23 only. Is this now acceptable in combination with the Eye of the Needle block?	

OFFICIAL

APPENDIX H EAS Version 3 consultation – 31st March

From: Tristan Bowles

Sent: 31 March 2023 12:46

To: EXTL: Pell Darren; Ian Kapur; Damian Clement; EXTL: TrainOps GBRF; EXTL: Edmeads Kevin

Cc: North & East-Development Planning; Laura Northcott; Kieran White; Amy Forte; Bradley Winton

Subject: EAS 2024 V3 | North & East Response Sheet | GBRF

OFFICIAL

Dear All,

Please be advised the **Engineering Access Statement 2024 V3**, with supplementary maps is now available on:

[Information for Operating Companies](#)

Please find attached the National Operator Response sheets for **EAS 2024 V3**.

This document only shows part of the possession data, so is not a substitute for **EAS 2024 V3**.

Please see guidance notes tab for assistance with functionality and if you experience any issues with the spreadsheet, please contact Nikki Forman ([REDACTED])

Please note as a step to align TPRs with the proposed BTPF programme and change of timetable date in 2024 to June the Period Block dates and aligning section 4 headers have been amended to reflect a Period D end date of 01/06/24 and a Period E start date of 02/06/24.

Also attached to this email is a covering letter from Mark Sleet.

If you experience any functionality issues with the spreadsheet, please do let me know as soon as possible.

Kind Regards

Tristan Bowles

Access Planning Manager | North & East Development Team | Eastern Region

RELEVANT EXTRACT FROM NORTH & EAST OFFER RESPONSE SHEET – GBRF:

Y1	VE	PPS Reference 7 DIGIT REF ID	ROUTE TEA	POSSESS ID STA	FROM DAT TIM	TO DAT TIM	DURATION (HOURS)	LOCATION FROM	LOCATION TO	CHANGE SINCE PRE VERS	OPERAT OR NAM	V1 S	V1 CS C	V1 OPERATOR COMMENTS	V1 NR COMMENTS	V2 STA	V2 CS CATEG	V2 OPERATOR COMMENTS	V2 NR COMMENTS	V3 STA
2023/24	40	3774226	LNE - NE Cen	Agreed	LN860 LN854	Sun 31/12/2023 00:15	Tue 02/01/2024 04:30	52	BRADLEY JN	DEVSBURY	GBRF	Amber	Severity 4	Possession clashes with 3778783, GBRF have no route for biomass traffic across the Pennines. Would accept this block in isolation but only with a supporting TT study for diverted services via Hope	Please note, the Hope Valley possession has now been re-dated and amended to be taken between 0015 Sun to 1530 Sun on the 31/12/23 only. Is this now acceptable in combination with the Eye of the Needle	Amber	Severity 4	Possession is disputed pending the production of a TT study and in accordance with severity 4 on the Impact Matrix. The clash has now been removed, thank you for this.	Noted - thank you.	

OFFICIAL

APPENDIX I EAS Version 4 consultation – 14th July

From: Tristan Bowles **On Behalf Of** North & East-Development Planning

Sent: 14 July 2023 14:30

To: EXTL: Pell Darren; Ian Kapur; Damian Clement; EXTL: TrainOps GBRF; EXTL: Edmeads Kevin

Cc: North & East-Development Planning; Catherine Thear; Lindsey Nalton; Alison White

Subject: EAS 2024 V4 | North & East Response Sheet | GBRF

OFFICIAL

Dear All,

Please be advised the **Engineering Access Statement 2024 V4**, with supplementary maps is now available on:

[Information for Operating Companies](#)

Please find attached the National Operator Response sheets for **EAS 2024 V4**.

This document only shows part of the possession data, so is not a substitute for **EAS 2024 V4**.

Please see guidance notes tab for assistance with functionality and if you experience any issues with the spreadsheet, please contact Nikki Forman ([REDACTED])

Please note as a step to align period blocks to the change of timetable date in 2024 to June the Period Block dates and aligning section 4 headers have been amended to reflect a Period D end date of 01/06/24 and a Period E start date of 02/06/24.

Also attached to this email is a covering letter from Mark Sleet.

If you experience any functionality issues with the spreadsheet, please do let me know as soon as possible.

Please note: I will be leaving Network Rail at the end of this month (July 2023). For any North & East Version 4 queries, please contact Alison White in the interim whilst my successor is appointed:
[REDACTED]

It has been a pleasure working with you all and all the best for the future.

Kindest Regards,

Tristan Bowles

Access Planning Manager | North & East Development Team | Eastern Region

RELEVANT EXTRACT FROM NORTH & EAST OFFER RESPONSE SHEET – GBRF:

YEAR	WEEK	PPS Reference 7 DIGIT REF ONLY	ROUTE TEAM	POSSESSION STATUS	LOR	FROM DATE/TIME	TO DATE/TIME	DURATION (HOURS)	LOCATION FROM	LOCATION TO	CHANGE SINCE PREV VERSION?	OPERATOR NAME	V1 STAT	V1 CS CA	V1 OPERATOR COMMENTS
2023/24	40	3774226	LNE - NE Cen	Agreed	LN860 LN854	Sat 30/12/2023 00:15	Tue 02/01/2024 04:30	76	BRADLEY JN	DEWSBURY		GBRF	Amber	Severity 4	Possession clashes with 3778789, GBRF have no route for biomass traffic across the Pennines. Would accept this block in isolation but only with a supporting TT study for diverted services via Hope Valley.
V1 STAT	V1 CS CA	V1 OPERATOR COMMENTS	V1 NR COMMENTS	V2 STAT	V2 CS CATEGO	V2 OPERATOR COMMENTS	V2 NR COMMENTS	V3 STAT	V3 CS CATEGO	V3 OPERATOR COMMENTS	V3 NR COMMENTS	V4 STAT			
Amber	Severity 4	Possession clashes with 3778789, GBRF have no route for biomass traffic across the Pennines. Would accept this block in isolation but only with a supporting TT study for diverted services via Hope Valley.	Please note, the Hope Valley possession has now been re-dated and amended to be taken between 0015 Sun to 1530 Sun on the 31/12/23 only. Is this now acceptable in combination with the Eye of the Needle block?	Amber	Severity 4	Possession is disputed pending the production of a TT study and in accordance with severity 4 on the Impact Matrix. The clash has now been removed, thank you for this.	Noted - thank you.	Amber	7	Disputed as per our comments in Version 1 and 2. also to add, previous blocks of this nature meant that we were unable to run daytime services due to no capacity even though a TT study had been produced. GBRF will be running all our services during	To be progressed as a combined TT study for both TRU Hope Valley and Eye of the Needle blocks in Wk40.				

APPENDIX J Extension Request for possession 3774226 – 28th April

From: Lynsey Ringrose [REDACTED] On Behalf Of North & East-Development Planning

Sent: 28 April 2023 10:45

To: [REDACTED]

EXTL: Pell Darren [REDACTED]

EXTL: TrainOps GBRF [REDACTED]

EXTL: Edmeads Kevin [REDACTED]

Cc: [REDACTED]

Subject: POST EAS PRE CPPP DISRUPTIVE DURATION EXTENSION REQUEST (RPT14361): WEEK 40 MIRFIELD CORRIDOR

RPT Reference: RPT14361

Dear All,

I have been approached by my colleagues within the TRU project to request an extension in duration to 76hrs (vice the 52hr duration in EAS sec 7) of the below possession. This will make the times 0015 Saturday to 0430 Tuesday.

The extended duration is required to carry out the 551m track slew of the Up Fast away from platform 2 at Mirfield station. Platform 2 is then taken OOU and part of it demolished to start building the new station on its future alignment. The project need to leave with the track renewal fully welded and stressed, partial demolition of platform 2 and installation of UTX across the Up Slow and Up Huddersfield. This is because there is no other midweek or disruptive access on this route to split the work.

The track slew work is an enabler for the civils team to relocate and build the new temporary platform offline to facilitate future stages of work in this location. This needs to be ready for week 27 (2024) when it replaces the existing platform 1 which is taken OOU in order to have a platform in each direction available. The project have made all endeavours to build the new Mirfield station off line with the minimum of disruptive possessions as this footprint takes out both the Calder & Diggle cross-Pennine routes for freight and TPE. There are only 2 section 7 weekends proposed in 2024 EAS (outside of Xmas shutdown). Keeping the number of weekends to a minimum is critical in 2024, especially pre-Hope Valley commissioning, which will enhance the diversionary route further down the line. Also, if the work was split over a number of shorter weekends, the middle road (Up fast) would need to be taken OOU until the slew & connections were completed - this is definitely not desirable to operators.

Without the track slew to clear the footprint of the new station at Mirfield, the off-line build cannot commence and the programme start would suffer delay. The new station is required for the final 4 track layout EIS N which offers the biggest benefit release on TRU west. The delay would also impact cost significantly.

This request has already been discussed with the affected operators during the TRU working group on Friday 28th April

This possession is being looked into for 31/01/2024, which is 40 weeks away.

To allow Network Rail to make a fully informed decision about this access request, we would appreciate it if operators could provide information on future services/ business (which will be treated as confidential) that may be impacted by this access request.

We would also ask operators to provide Network Rail with any other information that they would like us to take into consideration.

To continue supporting collaborative working across the industry, if the access requested is not acceptable please provide details of any counter proposals you may have along with an explanation of your reasons that you would like Network Rail to consider.

**LN854 HALL ROYD JN TO COLTON NORTH JN
LN860 DIGGLE JN TO COPLEY HILL EAST JN**

WK40- SUNDAY 31 SATURDAY 30 DECEMBER 2023 to TUESDAY 02 JANUARY 2024
PPS NO: P2023/3774226

At/Between: Bradley Wood Jn and Healey Mills

Lines: All Lines (Possession)

Times: 0015 SUN **SAT** to 0430 TUE

At/Between: Bradley Jn and Dewsbury

Lines: All (Possession)

Times: 0015 SAT to 0015 SUN

At/Between: Bradley Jn and Copley Hill East Jn

Lines: All Lines (Possession)

Times: 0015 SUN to 0835 SUN

At/Between: Bradley Jn and Dewsbury

Lines: All (Possession)

Times: 0835 SUN to 0430 TUE

PROTECTION LIMITS

0015 Sat to 0015 Sun

Down L&Y: HM2062Bpts to HM77

Up L&Y: HM118 to HM544

Down Huddersfield: Beyond HM2137A pts to SL4857

Up Huddersfield: Beyond SL4858 to HM652

0015 Sun to 0835 Sun

Down L&Y: HM2062Bpts to HM77

Up L&Y: HM118 to HM544

Down Huddersfield: Beyond HM2137A pts to L3795

Up Huddersfield: Beyond L3794 to HM652

0835 Sun to 0430 Tue

Down L&Y: HM2062Bpts to HM77

Up L&Y: HM118 to HM544

Down Huddersfield: Beyond HM2137A pts to SL4857

Up Huddersfield: Beyond SL4858 to HM652

TRAFFIC REMARKS

ACCESS AVAILABLE TO HUDDERSFIELD FROM THE WEST ONLY

ACCESS AVAILABLE TO DEWSBURY FROM THE EAST ONLY

TPE SERVICES FROM THE WEST TO TERMINATE/START AT HUDDERSFIELD

TPE SERVICES FROM THE EAST TO TERMINATE/START AT LEEDS

RAIL REPLACEMENT ROAD SERVICE TO OPERATE BETWEEN HUDDERSFIELD AND DEWSBURY

NOMINATED FREIGHT SERVICES TO BE DIVERTED VIA THE HOPE VALLEY

****FOLLOWING THE HANDBACK OF THIS POSSESSION PLATFORM 2 AT MIRFIELD WILL BE UNAVAILABLE.

UP TRAINS TO USE PLATFORM 3 AND DOWN TRAINS TO USE PLATFORM 1****

STRUCTURE FOR AMENDED TRAIN PLAN

Network Rail requires operators to prepare a revised bid:

Freight:

Nominated services to bid to divert via the Hope Valley.

I look forward to receiving your formal response to the above proposal by **16/05/2023**.

This email is in accordance with Access Condition D2.2 and relates to Section 3.1 of the Timetable Planning Rules being the Procedure for Altering the Engineering Access Statement or Timetable Planning other than through the Twice-Yearly Process Having Effect from a Passenger Change Date. Standard Network Code and Standard Track Access Conditions will apply with regard to the possession(s) listed.

Kind Regards,

Lynsey Ringrose

Access Planning Specialist (Development) – North & East Route Planning Team
Eastern Region

APPENDIX K Extension Decision for possession 3774226 – 17th May

From: Lynsey Ringrose [REDACTED] On Behalf Of North & East-Development Planning

Sent: 17 May 2023 11:31

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

EXTL: Pell Darren [REDACTED]
[REDACTED]
[REDACTED]

EXTL: TrainOps GBRF [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

EXTL: Edmeads Kevin [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Cc: [REDACTED]

Subject: DECISION POST EAS PRE CPPP DISRUPTIVE DURATION EXTENSION (RPT14361): WEEK 40 MIRFIELD CORRIDOR

OFFICIAL

OFFICIAL

RPT Reference: RPT14361

Dear All,

Network Rail has taken the decision to agree the requested extension duration to 76hrs (vice the 52hr duration in EAS sec 7) of the below possession. This will make the times 0015 Saturday to 0430 Tuesday.

The extended duration is required to carry out the 551m track slew of the Up Fast away from platform 2 at Mirfield station. Platform 2 is then taken OOU and part of it demolished to start building the new station on its future alignment. The project need to leave with the track renewal fully welded and stressed, partial demolition of platform 2 and installation of UTX across the Up Slow and Up Huddersfield. This is because there is no other midweek or disruptive access on this route to split the work.

The track slew work is an enabler for the civils team to relocate and build the new temporary platform offline to facilitate future stages of work in this location. This needs to be ready for week 27 (2024) when it replaces the existing platform 1 which is taken OOU in order to have a platform in each direction available. The project have made all endeavours to build the new Mirfield station off line with the minimum of disruptive possessions as this footprint takes out both the Calder & Diggle cross-Pennine routes for freight and TPE. There are only 2 section 7 weekends proposed in 2024 EAS (outside of Xmas shutdown). Keeping the number of weekends to a minimum is critical in 2024, especially pre-Hope Valley commissioning, which will enhance the diversionary route further down the line. Also, if the work was split over a number of shorter weekends, the middle road (Up fast) would need to be taken OOU until the slew & connections were completed - this is definitely not desirable to operators.

Without the track slew to clear the footprint of the new station at Mirfield, the off-line build cannot commence and the programme start would suffer delay. The new station is required for the final 4 track layout EIS N which offers the biggest benefit release on TRU west. The delay would also impact cost significantly.

**LN854 HALL ROYD JN TO COLTON NORTH JN
LN860 DIGGLE JN TO COPLEY HILL EAST JN**

Wk40- ~~SUNDAY 31~~ SATURDAY 30 DECEMBER 2023 to TUESDAY 02 JANUARY 2024
PPS NO: P2023/3774226

At/Between: Bradley Wood Jn and Healey Mills
Lines: All Lines (Possession)
Times: 0015 ~~SUN~~ **SAT** to 0430 TUE

At/Between: Bradley Jn and Dewsbury
Lines: All (Possession)
Times: 0015 SAT to 0015 SUN

At/Between: Bradley Jn and Copley Hill East Jn

Lines: All Lines (Possession)
Times: 0015 SUN to 0835 SUN

At/Between: Bradley Jn and Dewsbury
Lines: All (Possession)
Times: 0835 SUN to 0430 TUE

PROTECTION LIMITS

0015 Sat to 0015 Sun
Down L&Y: HM2062Bpts to HM77
Up L&Y: HM118 to HM544
Down Huddersfield: Beyond HM2137A pts to SL4857
Up Huddersfield: Beyond SL4858 to HM652

0015 Sun to 0835 Sun
Down L&Y: HM2062Bpts to HM77
Up L&Y: HM118 to HM544
Down Huddersfield: Beyond HM2137A pts to L3795
Up Huddersfield: Beyond L3794 to HM652

0835 Sun to 0430 Tue
Down L&Y: HM2062Bpts to HM77
Up L&Y: HM118 to HM544
Down Huddersfield: Beyond HM2137A pts to SL4857
Up Huddersfield: Beyond SL4858 to HM652

TRAFFIC REMARKS

ACCESS AVAILABLE TO HUDDERSFIELD FROM THE WEST ONLY

ACCESS AVAILABLE TO DEWSBURY FROM THE EAST ONLY

TPE SERVICES FROM THE WEST TO TERMINATE/START AT HUDDERSFIELD

TPE SERVICES FROM THE EAST TO TERMINATE/START AT LEEDS

RAIL REPLACEMENT ROAD SERVICE TO OPERATE BETWEEN HUDDERSFIELD AND DEWSBURY

NOMINATED FREIGHT SERVICES TO BE DIVERTED VIA THE HOPE VALLEY

****FOLLOWING THE HANDBACK OF THIS POSSESSION PLATFORM 2 AT MIRFIELD WILL BE UNAVAILABLE.
UP TRAINS TO USE PLATFORM 3 AND DOWN TRAINS TO USE PLATFORM 1****

STRUCTURE FOR AMENDED TRAIN PLAN

Network Rail requires operators to prepare a revised bid:

Freight:

Nominated services to bid to divert via the Hope Valley.

This email is in accordance with Access Condition D2.2 and relates to Section 3.1 of the Timetable Planning Rules being the Procedure for Altering the Engineering Access Statement or Timetable Planning other than through the Twice-Yearly Process Having Effect from a Passenger Change Date. Standard Network Code and Standard Track Access Conditions will apply with regard to the possession(s) listed.

Kind Regards,

Lynsey Ringrose

Access Planning Specialist (Development) – North & East Route Planning Team
Eastern Region

Dear All,

Please find attached a copy of the Minutes & Actions from the DPPP Weeks 37 to 40.

Please could you ensure that all actions are completed by **Friday 2nd June 2023** so that any changes are ready for publication in the CPPP.

Thanks to all those I have worked with for your help and support over the last few years that I've been with the Route Planning Team– its been a pleasure, I'm sure we'll cross paths again in some capacity!

Kind regards,

Eliot Bayley

He/Him

Development Access Planner – North & East Route Planning Team
Eastern Region

RELEVANT EXTRACT FROM DPPP RESPONSE SHEET:

DPPP Response Sheet East Coast North & East Wks 37 to 40											
Select Operator:			EC / N&E DPPP Response Sheet for:				Wks 37 to 40 2023/24				
Item Num	Possession Number	Possession Status	Week	From Location	To Location	Days/ Times	Planning Area	Operator	Operator Comments	DPPP Meeting Notes	
										NR Response	Action
133	3774226	Agreed	40	BRADLEY JN	DEWSBURY	0015 Sun to 0430 Tue	North & East (Central)	GBRF	This possession is still in dispute as per the EAS response. GBRF are awaiting the outcome of a capacity study to accommodate diverted services	Study is being carried out and will be shared once completed.	LR

APPENDIX M Considerations applied in the proposal of possession 3774226

Application of Decision Criteria for possession 3774226

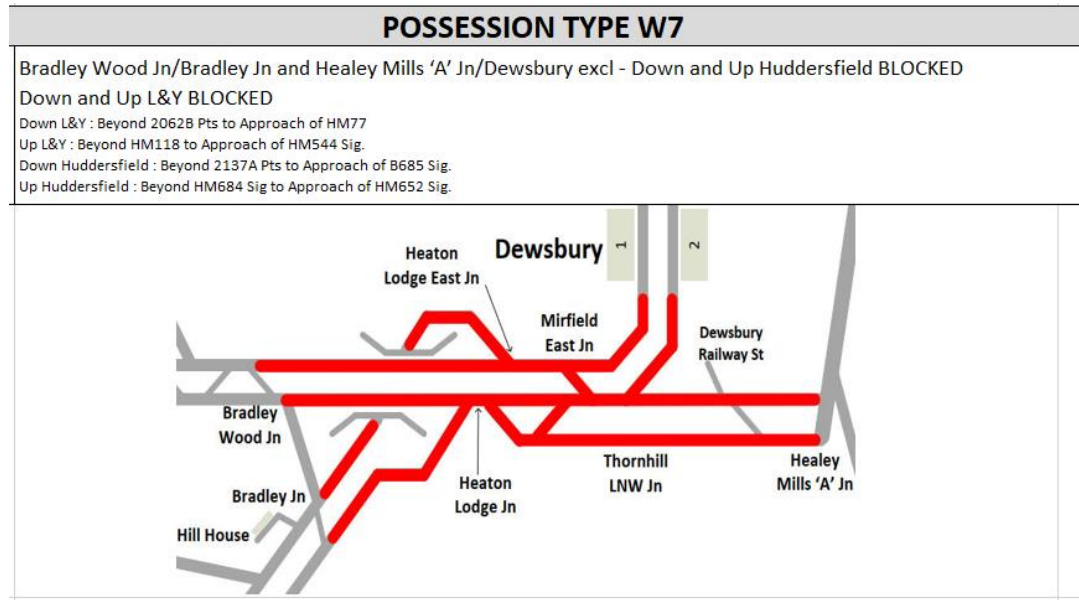
'Eye of Needle' possessions – explained

Possession 3774226 is an 'Eye of Needle' type possession.

'Eye of Needle' is a term commonly used to describe a possession or restriction of use between Bradley Wood Jn and Healey Mill on Line of Route LN854 and Bradley Jn and Dewsbury on Line of Route LN860.

Usually an 'Eye of Needle' possession footprint is what is also sometimes referred to as a Possession Type W7.

Possession Type W7 is one of a number of standard footprint possession types individually named to differentiate between different geographical areas of the Trans Pennine Route during the Trans Pennine Route Upgrade (TRU) programme.



Decision Criteria considerations for possession 3774226

In summary:

- Initial TRU programme request for Eye of Needle possessions in 2024 timetable year equalled 25 full weekends.
- Recognising significant disruption and aware of the need for a supported industry plan for managing Eye of Needle closures, this request was declined.
- Eye of Needle items were subsequently stripped back for 2024 to 'critical path items only', specifically Mirfield work items (of which 3774226 is one).
- The benefits of this approach being this protected the route into future Entry into Service (EiS) days and route to future blockades planned for 2025.
- Remaining critical path works required access to rail network and intermediate points within a wider construction schedule of off-line activities.
- The consequence of this was that time between restrictions was constrained by offline activities.
- FOCs had previously identified a preference for Eye of Needle access to be dated in 'low burn periods' (e.g. Summer and if necessary Spring).
- In 2023, one weekend of Eye of Needle access was taken during which time the biomass traffic did not run.
- Formal proposal (as published in EAS Version 0) was a two-day closure for possession 3774226 which in turn was to be followed by a further opportunity no earlier than 10 months later.
- Relevant resource was unavailable for Christmas 2023 access due to other priority items on the network therefore it was proposed that New Year (Sunday 31st December / Monday 1st January) would be least worst option for dating noting the restriction on diversionary capability.
- EAS Version 1 also included a block on the Hope Valley itself for other TRU works all day on Monday 1st January as part of a "least bad date for no services".
- In this matter, the Decision Criteria was applied and concluded that diversionary capability could not match demand (a precedent already set in 2023) nor in order to satisfy the construction schedule requirements could the seasonal constraint be worked within and therefore the decision was to minimise the interventions and focus on a "least bad date for no services" to be able to be accommodated.
- Throughout the EAS process, amendments were requested to possession 3774226, more specifically to move from a 31st December commencement of the possession to a 30th December commencement (i.e. a three-day possession vice two-day possession) owing to the time required for the material works.
- The approach taken above balanced the following Decision Criteria in Condition D4.6:
 - (a) maintaining, developing and improving the capability of the Network
 - (b) that the spread of services reflects demand
 - (c) maintaining and improving train service performance
 - (e) maintaining and improving an integrated system of transport for passengers and goods
 - (f) the commercial interests of Network Rail
 - (j) enabling operators of trains to utilise their assets efficiently

Ross Hardy

Transpennine Route Upgrade Programme Manager

Eastern Region, Network Rail

9 November 2023

APPENDIX N NR Definition of Capacity Study

Capacity Studies

Definition

Capacity Studies (sometimes also referred to as Concept Train Plans) are a body of work that can be undertaken in relation to Restrictions of Use (possessions) that are being proposed within the Timetable.

The impact of possessions can vary in severity ranging from those that are deemed 'non-disruptive' through to 'all line blocks' when no trains can run. Depending on the severity of a possession, the Access Impact Matrix (AIM) can be utilised to reach an agreement between Timetable Participants as to:

1. whether a Capacity Study is required; and
2. the level of detail required for that study.

The remit and scope for any Capacity Study needs to be clearly defined at the outset. Possessions can occur at any point in time and, as such, consideration needs to be given to how complex the proposed Capacity Study will be, and whether there is sufficient time to complete this. Changing aspirations can lead to scope creep and without adequate controls around this, studies can suffer significant delay which is in no one's interest.

Benefits

A Capacity Study can be used to indicate the following:

- what the anticipated maximum capacity of the section of line impacted by the possession is (i.e. 10 trains per hour)
- an indication of how the capacity of the line *could* be allocated between each Timetable Participant
- provide an indication to Open Access and Freight operators of potential diversionary routes that may be used
- what a service pattern could look like for each Timetable Participant
- contribute to Network Rail's obligation under Network Code Part D with regards to Network Rail Variation, specifically under D3.4.10(b)
- allow Network Rail to make a decision regarding any disruptive possession it wishes to take, and if agreed with Timetable Participants via the application of the AIM, can be used to understand the impact of that disruptive possession on both the Timetable and operators' businesses
- aid the application of the Decision Criteria for decision points within Network Code Part D around the Engineering Access Statement (EAS) and the Confirmed Period Possession Plan (CPPP), to ensure there is sufficient information to allow a decision to be made regarding possessions that balances the delivery of works against being able to run a minimum level of service.

Capacity Studies are indicative only and do not constitute a 'decision' by Network Rail under Network Code Part D. Rather, they form part of the consultation process.

Limitations

Whilst the use of Capacity Studies can have benefits, it should be noted that:

- they are limited by time
- they are limited by geography
- they are typically undertaken based on a 'freeze' of a Timetable at a given point in time
- compliance with the Rules can only be guaranteed against a WTT 'freeze' as the Capacity Study will not be able to account for Train Operator Variation Requests
- lose their value/relevance as the gap between completion of a study and a decision increases
- they are sometimes contracted out to third party suppliers which can result in an additional assurance and time requirement being imported into the process
- they are not binding decisions – Timetable Participants are not mandated to 'bid' in line with the output of a study, nor are Network Rail obligated to enact the output as changing requirements and circumstances must be factored into any final decision taken on a timetable offer.

APPENDIX O GBRf loaded biomass trains last Christmas and New Year (2022-23)

GBRF BIOMASS TRAINS TO DRAX		
Day	Date	From: Liverpool
Sun	25/12/2022	0
Mon	26/12/2022	0
Tue	27/12/2022	2
Weds	28/12/2022	4
Thurs	29/12/2022	6
Fri	30/12/2022	5
Sat	31/12/2022	4
Sun	01/01/2023	4
Mon	02/01/2023	4
Tue	03/01/2023	1
Weds	04/01/2023	1
Thurs	05/01/2023	4
Fri	06/01/2023	2
Sat	07/01/2023	0

Customer Name	Train ID	Headcl	Train	Train Se	NR Rep	Journey	Journey	Gross	Gross	Gross Journey Leg Stanox Name F	Gross Journey Leg Stanox Nam	Actual M	Journey
GB Railfreight	366E361131	6E36	4618	BIOM - GB Biomass		31-Dec-22	31-Dec-22	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	124.93	31-Dec-22
GB Railfreight	366E091A31	6E09	4618	BIOM - GB Biomass		31-Dec-22	31-Dec-22	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	142.19	31-Dec-22
GB Railfreight	366E101G31	6E10	4618	BIOM - GB Biomass		31-Dec-22	31-Dec-22	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	141.93	31-Dec-22
GB Railfreight	366E171L31	6E17	4618	BIOM - GB Biomass		31-Dec-22	31-Dec-22	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	141.93	31-Dec-22
GB Railfreight	366E101I01	6E10	4618	BIOM - GB Biomass		01-Jan-23	01-Jan-23	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	125.14	01-Jan-23
GB Railfreight	366E241S01	6E24	4618	BIOM - GB Biomass		01-Jan-23	01-Jan-23	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	124.88	01-Jan-23
GB Railfreight	366E27CX01	6E27	4618	BIOM - GB Biomass		01-Jan-23	01-Jan-23	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	124.93	02-Jan-23
GB Railfreight	366E341701	6E34	4618	BIOM - GB Biomass		01-Jan-23	01-Jan-23	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	124.88	02-Jan-23
GB Railfreight	366E361102	6E36	4618	BIOM - GB Biomass		02-Jan-23	02-Jan-23	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	141.93	02-Jan-23
GB Railfreight	366E101I02	6E10	4618	BIOM - GB Biomass		02-Jan-23	02-Jan-23	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	141.93	02-Jan-23
GB Railfreight	366E241T02	6E24	4618	BIOM - GB Biomass		02-Jan-23	02-Jan-23	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	141.93	03-Jan-23
GB Railfreight	366E27CZ02	6E27	4618	BIOM - GB Biomass		02-Jan-23	02-Jan-23	36108	17998	LIVERPOOL BIOMASS TML GBF	DRAX AES (GBRF)	140.5	03-Jan-23

OFFICIAL

APPENDIX P Week 40 email communication (6E27GA, 6E34GA, 6M77FD)

From: James Folkes
Sent: 20 October 2023 10:21
To: dl_GBRf Informed Traveller
Cc: Freight – MK; Laura Walsh
Subject: Notification of Rejection: GBRF - 6E27GA, 6E34GA, 6M77FD - Week: 40 - 1st Jan

OFFICIAL

Good Morning/

Please see below rejection;

Date of Train running/ Week: WK40 MO/TO

Headcode of rejected Trains: 6E27GA, 6E34GA, 6M77FD

Reason: Divert route via Hope Valley is blocked by S.5 possession P2023/3845835

What I tried: GBRF already aware on this issue, Darren has requested an easement/CA for this possession. I put in a draft path for all 3 services and supplied timings for when they would pass Grindleford to EAP/GBRF on Thu 19/10. No further updates from EAP to proceed any further, so services will be rejected for the offer.

If you are able to provide a solution please feel free to reply. If unable to be accommodated before the offer please respond accordingly to the offer response.



James Folkes
Operational Planning Technical Specialist
Freight Informed Traveller
System Operator

APPENDIX Q Week 40 email communication (6E09GC)

From: Samuel Drury
Sent: 17 October 2023 15:07
To: dl_GBRf Informed Traveller
Cc: Freight - MK; Laura Walsh
Subject: Notification of Rejection: GBRF - 6E09GC - Week: 40 - ODT short

OFFICIAL

Good Morning/Afternoon

Please see below rejection;

Date of Train running/ Week:

01/01/2024

Headcode of rejected Train:

6E09GC

Reason:

Unable to find a compliant path past Chinley approaching Dore (NW9001)

What I tried:

My first step was to retime the train earlier to see if a path can be found, but I then am unable to find a path past 1L08HA due to how slow the train is. I looked at retiming the passenger service, but there is no time for me to remove, and due to the potential retiming I will need to do, it will break the running plan. I then tried to retime later to find a path, but again the same problem persists. There is multiple WTT 1Ls preventing passage for this train. I even attempted to utilise 6H89 path, but again due to the slowness between Hazel grove and Chinley, there is no path.

If you are able to provide a solution please feel free to reply. If unable to be accommodated before the offer please respond accordingly to the offer response.

Regards

Samuel Drury | Operational Planning
National Freight IT Team |

System Operator



APPENDIX R Week 40 email communication (6E10GB)

From: Samuel Drury
Sent: 18 October 2023 14:17
To: dl_GBRf Informed Traveller
Cc: Freight - MK; Laura Walsh
Subject: Notification of Rejection: GBRF - 6E10GB - Week: 40 - ODT short

OFFICIAL

Good Afternoon

Please see below rejection;

Date of Train running/ Week:
01/01/2024

Headcode of rejected Train:
6E10GB

Reason:
Unable to find a compliant path past Chinley approaching Dore (NW9001)

What I tried:
My first step was to retime the train earlier to see if a path can be found, but I then am unable to find a path past 1L12HA and 1B78GA due to how slow the train is. I looked at retiming the passenger service, but there is no time for me to remove, and due to the potential retiming I will need to do, it will break the running plan. There is multiple WTT 1Bs and 1Ls preventing passage for this train.

If you are able to provide a solution please feel free to reply. If unable to be accommodated before the offer please respond accordingly to the offer response.

Regards

Samuel Drury | Operational Planning
National Freight IT Team |

System Operator



OFFICIAL

APPENDIX S Week 40 email communication (6E10GB)

From: Samuel Drury
Sent: 18 October 2023 14:17
To: dl_GBRf Informed Traveller
Cc: Freight - MK; Laura Walsh
Subject: Notification of Rejection: GBRF - 6E10GB - Week: 40 - ODT short

OFFICIAL

Good Afternoon

Please see below rejection;

Date of Train running/ Week:
30/12/2023

Headcode of rejected Train:
6E10GB

Reason:
Unable to find a compliant path past Chinley approaching Dore (NW9001)

What I tried:

My first step was to retime the train earlier to see if a path can be found, but I then am unable to find a path past 1L12HB and 1B78GA due to how slow the train is. I looked at retiming the passenger service, but there is no time for me to remove, and due to the potential retiming I will need to do, it will break the running plan. I then tried to retime later to find a path by approx 2.5 hours, but train then runs into possession P2023/3486123 There is multiple WTT 1Ls and 1Bs preventing passage for this train.

If you are able to provide a solution please feel free to reply. If unable to be accommodated before the offer please respond accordingly to the offer response.

Regards

Samuel Drury | Operational Planning
National Freight IT Team |

OFFICIAL

APPENDIX T Week 40 email communication (6E17GB)

From: Samuel Drury
Sent: 18 October 2023 14:18
To: dl_GBRf Informed Traveller
Cc: Freight - MK; Laura Walsh
Subject: Notification of Rejection: GBRF - 6E17GB - Week: 40 - ODT short

OFFICIAL

Good Afternoon

Please see below rejection;

Date of Train running/ Week:

30/12/2023

Headcode of rejected Train:

6E17GB

Reason:

Unable to find a compliant path past Chinley approaching Dore (NW9001)

What I tried:

My first step was to retime the train earlier to see if a path can be found, but I then am unable to find a path past 1L14HB, 1B84GB and 2S88FB due to how slow the train is. I looked at retiming the passenger service, but there is no time for me to remove, and due to the potential retiming I will need to do, it will break the running plan. There is multiple WTT 1Bs and 1Ls preventing passage for this train.

If you are able to provide a solution please feel free to reply. If unable to be accommodated before the offer please respond accordingly to the offer response.

Regards

Samuel Drury | Operational Planning
National Freight IT Team |

APPENDIX U Week 40 email communication (6E24GA)

From: Samuel Drury
Sent: 18 October 2023 14:21
To: dl_GBRf Informed Traveller
Cc: Freight - MK; Laura Walsh
Subject: Notification of Rejection: GBRF - 6E24GA- Week: XX - ODT short

OFFICIAL

Good Afternoon

Please see below rejection;

Date of Train running/ Week:
31/12/2023

Headcode of rejected Train:
6E24GA

Reason:
Unable to find a compliant path past Chinley approaching Dore (NW9001)

What I tried:
My first step was to retime the train earlier to see if a path can be found, but I then am unable to find a path past 1L17EA and 1B92GA due to how slow the train is. I looked at retiming the passenger service, but there is no time for me to remove, and due to the potential retiming I will need to do, it will break the running plan. I then tried to retime later to find a pat by approx 2.5 hours, but train then runs into possession P2023/3486123 There is multiple WTT 1Ls and 1Bs preventing passage for this train

If you are able to provide a solution please feel free to reply. If unable to be accommodated before the offer please respond accordingly to the offer response.

Regards

Samuel Drury | Operational Planning
National Freight IT Team |

OFFICIAL

APPENDIX V Week 40 email communication (general)

From: Andrew Pearson
Sent: 24 October 2023 09:27
To: Rory James
Cc: EXTL: Pell Darren; Alison White; Elsa Richards
Subject: RE: Biomass Week 40

OFFICIAL

Morning Rory,

I am back in the office today and have caught up with Darren and Kyle and managed to have a proper look at it.

WK40 was offered on Friday, So the contact was made before OR therefore we do not know what is going to run etc from another operator perspective. Therefore, we would have been limited to what we would suggest as we don't know what other operators are doing so it is hard for us to give our suggestions fully, so believe the planner was limited to what they could advise. In the actual offer response when we put ' Flex passenger services' with not much detail is only usually listed when when don't have much information provided to respond to. Please do feedback any further examples and we will nip in the bud, as we do want to help where we can but sometimes it is hard when the initial commentary says something like ' No capacity due to regular passenger services' etc.

This all should have been done in a capacity study provided by Network Rail (albeit via D2Rail) however Darren advises that this is not fit for purpose, therefore the reliant is to pick up the pieces with both our teams.

With this being the case, we have bid for what we require in terms of terminal times and routes with the hope other services are flexed accordingly since we have no other option but to go this way and the small number of trains we are requesting. The problem is The Hope Valley is monopolised by passenger, 3 services in each direction per hour makes it nearly impossible to get paths, something must give.

These services will be required, biomass traffic not serving Drax Power Station at the coldest part of the year will cause serious impact to the power for the north of England.

Many thanks,

Andy

GB Railfreight

Andy Pearson | Informed Traveller Planning Manager
Sedum House | Doncaster | DN4 8DB

OFFICIAL

From: Rory James
Sent: Wednesday, October 18, 2023 12:35 PM
To: Andrew Pearson
Subject: Biomass Week 40

OFFICIAL

Hello Andy,

I want to highlight to you two very different experiences we have had today around contact with the team for issues that could lead to rejections.

Two biomass issues raised by two separate planners in my team, both of which were called through to your team

In the first instance we received a very flat "flex passenger services" response, this would be flexing multiple passengers by 20 mins which we all know will not be acceptable to them. We have since found a path with a later arrival which we also know will come back in OR.

The second instance was far more encouraging, discussions around retiming previous and next workings. Headcodes being highlighted and genuinely helpful information being supplied to avoid rejections and possible offer response.

I think when a poor offer is received in weeks and it is highlighted, I have not made the effort to articulate the effort put in. I'd like these examples to serve as the level of effort being put in and the areas of improvement we should focus on between us. To have two so differing responses on the team here making the effort to avoid issues and gain insight and support GBRFs plan being quality and what is ultimately the right thing to do, falls short in my honest opinion. If the week 40 offer comes across and it is viewed as "poor quality" I feel this is important context that needs to be considered.

I hope this email finds you well, it is intended to be constructive and supportive for both teams growth.

Regards



Rory James

Operational Planning Manager – Freight Informed Traveller
Capacity Planning, System Operator

Mobile: 07752 469509

Office address: QMK Elder Gate Milton Keynes MK9 1EN

Rory.James@Networkrail.co.uk

OFFICIAL

APPENDIX W GBRf terminal workings – 27th October

From: Darren Pell
Sent: 27 October 2023 11:33
To: Rory James; Tom.Mainprize; Nick Coles; Andrew Pearson
Cc: Andrew Playford; Kyle Allsopp
Subject: RE: Notice of Dispute Week 40 Variation Timetable Offer

OFFICIAL

Hi Rory,

Please see attached document, this should help you identifying what works what and Terminal times, any question just shout up.

Kind Regards,

GB Railfreight

Darren Pell | Engineering Access Manager
Sedum House, Mallard Way | Doncaster | DN4 8DB
M: +44 7720 340585
E: darren.pell@gbrailfreight.com

Advance Notice of Leave:
24/11
11/12
18/12 to 22/12

Biomass Liverpool - Tyne Dock

BIO SET H & H TUE					BIO SET H & H LBT					BIO SET HH3 TUE					BIO SET HH4 LBT				
SUN	TUE		18:16	6F34	SUN	LBT		11:59	6E10	SUN	TUE		13:28	6F24	SUN	DX		09:29	6D99
	LBT	18:54	21:22	6E34		DX	17:47	19:33	6M90		LBT	14:06	17:28	6E24		DX	11:13	12:03	6M51
	DX	03:10				LBT	23:33				DX	23:40				LBT	17:17	18:50	6E27
MON	DX		05:45	6M34	MON	LBT		02:26	6E36	MON	DX		01:39	6M77		DX	01:23		
	TUE	09:26	16:47	6F27		DX	08:09	09:54	6M36		LBT	04:58	08:03	6E09	MON	DX		03:19	6M08
	LBT	17:25	20:23	6E27		LBT	13:59	16:46	6E24		DX	14:30	16:28	6M09		LBT	07:40	11:26	6E10
	DX	01:44				DX	23:47				LBT	19:59	21:59	6E34		DX	18:07	19:46	6M68
											DX	04:00				LBT	23:31		
TUE	DX		03:19	6M08	TUE	DX		01:45	6M77										
	LBT	07:40	11:26	6E10		LBT	05:01	08:03	6E09	TUE	DX		05:45	6M34	TUE	LBT		02:13	6E36
	DX	18:07	19:46	6M68		DX	14:30	16:28	6M09		TUE	09:26	16:47	6F27		DX	08:09	09:54	6M36
	LBT	23:31				LBT	19:59	21:59	6E34		LBT	17:25	20:23	6E27		LBT	13:59	16:46	6E24
						DX	04:00				DX	01:44				DX	23:47		
WED	LBT		02:13	6E36	WED	DX		05:45	6M34	WED	DX		03:19	6M08	WED	DX		01:45	6M77
	DX	08:09	09:54	6M36		DX		05:45	6M34		DX		03:19	6M08		DX		01:45	6M77
	LBT	13:59	16:46	6E24		TUE	09:26	16:47	6F27		LBT	07:40	11:26	6E10		LBT	05:01	08:03	6E09
	DX	23:47				LBT	17:25	20:23	6E27		DX	18:07	19:46	6M68		DX	14:30	16:28	6M09
						DX	01:44				LBT	23:31				LBT	19:59	21:59	6E34
THU	DX		01:45	6M77	THU	DX		03:19	6M08	THU	LBT		02:13	6E36		DX	04:00		
	LBT	05:01	08:03	6E09		DX		03:19	6M08		LBT		02:13	6E36					
	DX	14:30	16:28	6M09		LBT	07:40	11:26	6E10		DX	08:09	09:54	6M36	THU	DX		05:45	6M34
	LBT	19:59	21:59	6E34		DX	18:07	19:46	6M68		LBT	13:59	16:46	6E24		TUE	09:26	16:47	6F27
	DX	04:00				LBT	23:31				DX	23:47				LBT	17:25	20:23	6E27
											DX	01:44				DX	01:44		
FRI	DX		05:45	6M34	FRI	LBT		02:13	6E36	FRI	DX		01:45	6M77					
	TUE	09:26	16:47	6F27		DX	08:09	09:54	6M36		LBT	05:01	08:03	6E09	FRI	DX		03:19	6M08
	LBT	17:25	20:23	6E27		LBT	13:59	16:46	6E24		DX	14:30	16:28	6M09		LBT	07:40	11:26	6E10
	DX	02:02				DX	23:47				LBT	19:59	22:04	6E34		DX	18:07	19:46	6M68
											DX	04:00				LBT	23:31		
SAT	DX		03:52	6M08	SAT	DX		01:40	6M77	SAT	DX		05:30	6M34	SAT	LBT		02:16	6E36
	LBT	07:37	09:51	6E10		LBT	05:21	07:25	6E09		DX		05:30	6M34		LBT		02:16	6E36
	DX	17:18	19:30	6M76		DX	14:32	16:30	6M09		LBT	10:30	12:58	6E17		DX	07:30	09:21	6M36
	TUE	22:33				TUE	19:25				DX	19:05				LBT	13:10		
To load at Liverpool 2 Hours					To unload at Drax 2 Hours (90 Minutes)														

SET 1 24 HTA				SET 2 24 HTA				SET 3 24 HTA				SET 4 24 HTA							
NCB1 HTA				RATT HTA				RECEP HTA				DONC HTA							
SUN	NCB1		14:05	4R75	SUN	RATT		14:45	4E87	SUN	RECEP		23:00	4R77	MON	DONC		06:16	4R15
	HIT	14:20	16:42	6M75		HIT	17:14	19:20	6M87		HIT	23:20				HIT	08:18	10:30	6H15
	RATT	19:48	23:00	4E75		RATT	21:55				BARMT	22:50	4R77			DX	13:05	14:39	4R16
	HIT	02:53									HIT	23:20				HIT	17:03	18:58	6H17
					MON	RATT		00:49	4E61							DX	21:22	23:08	4D18
MON	HIT		05:10	6M56		DONC	02:26	03:22	4R61	MON	HIT		01:45	6M48		DONC	00:14		
	RATT	08:06	11:03	4E57		HIT	05:21	08:00	6M61		RATT	04:30	07:25	4E79					
	HIT	14:50	16:50	6M75		RATT	11:16	13:40	4E87		DONC	09:02	10:05	4R79	TUE	DONC		06:16	4R15
	RATT	20:12	23:03	4E75		HIT	18:12	19:40	6M87		HIT	11:56	13:45	6M81		HIT	08:18	10:30	6H15
	HIT	03:09				RATT	22:24				RATT	17:15	20:25	4E77		DX	13:05	14:39	4R16
											HIT	23:22				HIT	17:03	18:58	6H17
TUE	HIT		05:10	6M56	TUE	RATT		01:15	4E61							DX	21:22	23:08	4D18
	RATT	08:06	11:03	4E57		DONC	02:55	03:22	4R61	TUE	HIT		01:45	6M48		DONC	00:14		
	HIT	14:50	16:50	6M75		HIT	05:21	08:00	6M61		RATT	05:10	07:25	4E79					
	RATT	20:12	23:03	4E75		RATT	11:16	13:40	4E87		DONC	09:02	10:05	4R79	WED	DONC		06:16	4R15
	HIT	03:09				HIT	18:12	19:40	6M87		HIT	11:56	13:45	6M81		HIT	08:18	10:30	6H15
						RATT	22:24				RATT	17:15	20:25	4E77		DX	13:05	14:39	4R16
WED	HIT		05:10	6M56	WED	RATT		01:15	4E61							HIT	17:03	18:58	6H17
	RATT	08:07	11:03	4E57		DONC	02:55	03:22	4R61	WED	HIT		01:45	6M48		DX	21:22	23:08	4D18
	HIT	14:50	16:50	6M75		HIT	05:21	08:00	6M61		RATT	05:10	07:25	4E79		DONC	00:14		
	RATT	20:12	23:03	4E75		RATT	11:16	13:40	4E87		DONC	09:02	10:05	4R79	THU	DONC		06:16	4R15
	HIT	03:09				HIT	18:12	19:40	6M87		HIT	11:56	13:45	6M81		HIT	08:18	10:30	6H15
						RATT	22:24				RATT	17:15	20:25	4E77		DX	13:05	14:39	4R16
THU	HIT		05:10	6M56	THU	RATT		01:15	4E61							HIT	17:03	18:58	6H17
	RATT	08:06	11:03	4E57		DONC	02:55	03:22	4R61	THU	HIT		01:45	6M48		DX	21:22	23:08	4D18
	HIT	14:50	16:50	6M75		HIT	05:21	08:00	6M61		RATT	05:10	07:25	4E79		DONC	00:14		
	RATT	20:12	23:03	4E75		RATT	11:16	13:40	4E87		DONC	09:02	10:05	4R79	FRI	DONC		06:16	4R15
	HIT	03:09				HIT	18:12	19:40	6M87		HIT	11:56	13:45	6M81		HIT	08:18	10:30	6H15
						RATT	22:24				RATT	17:15	20:25	4E77		DX	13:05	14:39	4R16
FRI	HIT		05:10	6M56	FRI	RATT		01:15	4E61							HIT	17:03	18:58	6H17
	RATT	08:06	11:03	4E57		DONC	02:55	03:22	4R61	FRI	HIT		01:45	6M48		DX	21:22	23:08	4D18
	HIT	14:50	16:50	6M75		HIT	05:21	08:00	6M61		RATT	05:10	07:25	4E79		DONC	00:14		
	RATT	20:12	23:03	4E75		RATT	11:16	13:40	4E87		DONC	09:02	10:05	4R79	SAT	DONC		06:16	4R15
	HIT	03:09				HIT	18:12	19:40	6M87		HIT	11:56	13:45	6M81		HIT	08:18	09:44	6H15
						RATT	22:24				RATT	17:15	20:50	4E77		DX	12:04	13:45	4D16
											HIT	23:22				DONC	17:03		
					SAT	RATT		01:15	4E61										
						DONC	02:57	03:48	4R61	SAT	HIT		01:45	6M48					
						HIT	05:21	07:45	6M61		RATT	04:49	07:46	4E79					
						RATT	11:08	14:27	4E87		DONC	10:22	11:38	4R79					
						NCB1	17:03				HIT	12:57	13:45	6M81					
											RATT	16:43	19:58	4E77					
											DONC	21:50							

APPENDIX X GBRf Week 40 Variation Bid schedules (missing allowances)

The following adjustments were not present in an audit of GBRf's Hope Valley diversions within its Week 40 Variation Bid:

Missing Adjustments:

- {2} approaching Knottingley South Jn
- {1'30} approaching Shaftholme Jn

Missing Engineering:

- [2] approaching Edgeley Jn No.2
- [3] approaching Totley Tunnel East
- [1] Approaching Doncaster

See example taken for **6E09 (01/01/24)** from GBRf Week 40 PDF bid file 'PESE24PIT400009' (pages 449/450):

ALTRNHM	Altrincham	10a09½	10p11½			2:00	OP,C													
NAVGTNR	Navigation Road		10/13½			/														
DENSGTJ	Deansgate Jn		10/14½			/														
NTHNDNJ	Northenden Jn		10/24			/														
HAZLGHJ	Hazel Grove H.L.Jn		10/43½			/														
NWMLSJ	New Mills South Jn		10/59			/														
CHNLYNJ	Chinley North Jn		11/12½			/														
CHNLYEJ	Chinley East Jn		11/14			/														
EDALE	Edale		11/24			/														

Location	Location Name	Working Times		Public Times		Dwell	Activity	Line	Allowances					Public Offsets						
		Arr	Dep	Arr	Dep				Plat	Line	Eng	pth	prf	Adj	Arr	Dep				
EDALE16	Edale Signal EE 16		11/25½			/														
ERLESDG	Earles Siding S.B.		11/28			/														
BAMFORD	Bamford		11/31			/														
GRNDLFD	Grindleford		11/35			/														
TOTLYTE	Totley Tunnel East		11/40			/														
DOREWJ	Dore West Jn		11/41			/														
DORESNJ	Dore Station Jn		11/42			/														
SHEFFLD	Sheffield	11a51½	11p53½			2:00	OP,C	5	Down											
NNRYMLJ	Nunery Main Line Jn		11/55½			/														
WNCQJN	Wincobank Jn.		12/04			/														
ROTHJUN	Holmes Jn		12/06			/														
MBRONJN	Masborough Jn		12/07			/														
ALDWRKJ	Aldwarke Jn		12/10			/														
THBGJN	Thrybergh Jn		12/12			/														
MEXBRGH	Mexborough		12/16			/														
DONCHJN	Hexthorpe Jn		12/24			/														
DONC	Doncaster	12.28	12.30			2:00	OP,C	2WG	Down											
SHFTHLJ	Shaftholme Jn		12/39½			/														
HYWDJN	Haywood Jn		12/42			/														
KNTNGSJ	Knottingley South Jn		12/58			/														
KNTNGEJ	Knottingley East Jn		13/00			/														

See example taken for [6E10 \(31/12/23\)](#) from GBRf Week 40 PDF bid file 'PESE24PIT400009' (pages 453/454):

ALTRNHM	Altrincham	14a08½	14p10½			2:00	OP,C												
NAVGTNR	Navigation Road		14/12½			/													
DENSGTJ	Deansgate Jn		14/13½			/													
NTHNDNJ	Northenden Jn		14/23			/													
HAZLGHJ	Hazel Grove H.L.Jn		14/42½			/	-T												
NWMLSJ	New Mills South Jn		14/58			/													
CHNLYNJ	Chinley North Jn		15/11½			/													
CHNLYEJ	Chinley East Jn		15/13			/													
EDALE	Edale		15/23			/													
EDALE16	Edale Signal EE16		15/24½			/													

Location	Location Name	Working Times		Public Times		Dwell	Activity	Line		Allowances				Public Offsets					
		Arr	Dep	Arr	Dep			Plat	Line	Eng	pth	prf	Adj	Arr	Dep				
ERLESDG	Earles Siding S.B.		15/27			/													
BAMFORD	Bamford		15/30			/													
GRNDLFD	Grindleford		15/34			/													
TOTLYTE	Totley Tunnel East		15/39			/													
DOREWJ	Dore West Jn		15/40			/													
DORESNJ	Dore Station Jn		15/41			/													
SHEFFLD	Sheffield	15a50½	15p52½			2:00	OP,C												
NNRYMLJ	Nunnery Main Line Jn		15/54½			/													
WNCOJN	Wincobank Jn.		16/03			/													
ROTHHJN	Holmes Jn		16/05			/													
MBRONJN	Masborough Jn		16/06			/													
ALDWRKJ	Aldwarke Jn		16/09			/													
THBGJN	Thrybergh Jn		16/11			/													
MEXBRGH	Mexborough		16/15			/													
DONCHJN	Hexthorpe Jn		16/23			/													
DONC	Doncaster	16.27	16.29			2:00	OP,C												
SHFTHLJ	Shaftholme Jn		16/38½			/													
HYWDJN	Haywood Jn		16/41			/													
KNTNGSJ	Knottingley South Jn		16/57			/													
KNTNGEJ	Knottingley East Jn		16/59			/													

See example taken for [6E24 \(31/13/23\)](#) from GBRf Week 40 PDF bid file 'PESE24PIT400009' (pages 463/464):

ALTRNHM	Altrincham	20a33½	20p35½			2:00	OP,C												
NAVGTNR	Navigation Road		20/37½			/													
DENSGTJ	Deansgate Jn		20/38½			/													
NTHNDNJ	Northenden Jn		20/48			/													
HAZLGHJ	Hazel Grove H.L.Jn		21/07½			/													
NWMILSJ	New Mills South Jn		21/23			/													
CHNLYNJ	Chinley North Jn		21/36½			/													
CHNLYEJ	Chinley East Jn		21/38			/													
EDALE	Edale		21/48			/													
EDALE16	Edale Signal EE16		21/49½			/													

Location	Location Name	Working Times		Public Times		Dwell	Activity	Line	Allowances				Public Offsets						
		Arr	Dep	Arr	Dep				Plat	Line	Eng	pth	prf	Adj	Arr	Dep			
ERLESDG	Earles Siding S.B.		21/52			/													
BAMFORD	Bamford		21/55			/													
GRNDLFD	Grindleford		21/59			/													
TOTLYTE	Totley Tunnel East		22/04			/													
DOREWJ	Dore West Jn		22/05			/													
DORESNJ	Dore Station Jn		22/06			/													
SHEFFLD	Sheffield	22a15½	22p17½			2:00	OP,C												
NNRYMLJ	Nunnery Main Line Jn		22/19½			/													
WNCOJN	Wincobank Jn.		22/28			/													
ROTHHJN	Holmes Jn		22/30			/													
MBRONJN	Masborough Jn		22/31			/													
ALDWRKJ	Aldwarke Jn		22/34			/													
THBGJN	Thrybergh Jn		22/36			/													
MEXBRGH	Mexborough		22/40			/													
DONCHJN	Hexthorpe Jn		22/48			/													
DONC	Doncaster	22.52	22.54			2:00	OP,C												
SHFTHLJ	Shaftholme Jn		23/03½			/													
HYWDJN	Haywood Jn		23/06			/													
KNTNGSJ	Knottingley South Jn		23/22			/													
KNTNGEJ	Knottingley East Jn		23/24			/													