

Network Rail Appendices

Appendix A - Chronology of Events

- 06 September 2018
 - NR undertake internal consultation on Network Change NC607.

- 14 September 2018
 - External consultation of NC607.

- 02 October 2018
 - Freightliner issue formal acceptance of NC607.

- 15 October 2018
 - Deadline for consultation of NC607 ends.

- 16 October 2018
 - Establishment letter issued by Network Rail.

- 17 October 2018
 - GBRf raise queries post deadline.

- 14 March 2023 – 28 March 2023
 - NR receive a delay notification and discover an overlap issue caused by NC607. NR Timetable Planning Rules Specialist proposes updated margins based on input from signaller and operators.

- 14 April 2023
 - NR publish 2024 V3 (Draft Rules for May 24 TT) for consultation. These include the overlap margins at Westbury.

- 19 May 2023
 - FL response to 2024 V3 asking for new Westbury overlaps to be removed.
 - Quoted:
 - New overlap restrictions not agreed – while we understand these overlaps exist, the project under which they were installed very clearly stated in its Network Change Notification that there would be no changes to signalling overlaps, and as such no changes to the TPRs. To subsequently introduce these changes results in a capacity constraint that should have been identified at the time the changes to the network were made, and could have been challenged at that point.
 - Freightliner are of the opinion a retrospective Network Change is required to introduce these overlaps into the platform extension project and clearly state that this is the case to operators, at which point the impact of the changes can be considered. (2023 V3)

- 19 May 2023 – 07 July 2023
 - TPR values removed from V4.
 - TPR Specialist contacts Network Change Team to ask for the matter to be reopened.
- 01 June 2023
 - TPR Forum held.
- 24 October 2023
 - TPR Forum held – Westbury overlaps included as agenda item (to be included in 2024 V1).
- 26 October 2023
 - Impact assessment on the Dec 23 WTT reveals that the new values impact six pairs of trains (three trains are freight and all of these belong to Freightliner).
- 18 October 2023 - 30 October 2023
 - NC607v1 Westbury Station G1 Network Change Notification (Variation) issued internally to Network Rail which mentions that the work impacts the overlaps of W402 and W502.
- 27 October 2023
 - 2025 V1 TPRs (Draft Rules of Dec 24 TT) published – these include the new overlaps.
- 02 November 2023
 - NC607V1 issued for external consultation.
- 29 November 2023
 - TPR Forum held.
- 01 December 2023
 - FL and GBRf object to “NC607v1 Westbury Station G1 Network Change Notification (Variation)” on grounds of impact on capacity of the overlaps.
- 04 December 2023
 - FL’s 2025 version 1 response in relation to the overlap values states:
 - The Network Change should be established before these values are published in TPR. Until then these are not agreed and will need removing for Version 2 if the NCN is not established by then (2025 V1). No comment was provided regarding the merits of the proposed values.
- 09 February 2024
 - 2025 V2 TPRs are published with new overlaps retained (on the basis that Network Change would be established before the Dec 24 validation).
- 01 March 2024
 - FL lodge Notice of Dispute with ADC.
- 04 March 2024
 - FL’s 2025 V2 response states:

- As outlined in the Version 1 response the Network Change needs to be established before these are published in TPR, please remove from Version 2 or this will be subject to dispute (2025 V2).
- 22 March 2024
 - NR issue V2.1 2025 removing the new overlaps. Further investigation undertaken to establish the situation re Network Change.
- 28 March 2024 (D-59)
 - 2025 V3 is published without the new overlaps.
- 11 April 2024
 - TPR Forum held.
- 28 May 2024
 - NC607 is withdrawn by Network Rail team due to FL and GBRf's objections.
- 21 June 2024
 - Internal NR meetings.
 - GWR state they will dispute the TPRs if new Westbury overlaps are not included in V4.1/ future TPRs.
- 05 July 2024
 - TPR Forum held.
- 09 July 2024
 - NR emails all operators and stakeholders to reiterate plans for a V4.1 to include overlaps and reasoning.
 - Freightliner respond to email outlining their reasons for not agreeing (Part G conflation).
- 10 July 2024
 - Impact assessment for Dec 23 shared with FL (note that this timetable has now run).
 - Offer made to redo the impact assessment for June 24 and work with FL.
- 12 July 2024 (D-44)
 - NR publish 2025 V4 without new Westbury overlaps.
- 15 July 2024 – 25 July 2024
 - Impact assessment for June 24 completed including solutions for the five pairs of trains which would be foul of proposed new overlap TPRs.
 - Findings shared with FL.
- 02 August 2024
 - GWR's 2025 V4 response, while not explicitly raising a dispute over the non-inclusion of the new overlaps, does state:
 - Elsewhere, ongoing disputes between NR and FOCs over Llanelli-area and Westbury TPRs need to be resolved – we understand Westbury overlaps may

appear in Version 4.1. GWR will be challenging any further TPR issues that do not reflect the real-world 'on the ground' infrastructure.

- 13 August 2024
 - TPR Forum held. Westbury overlaps were an agenda item relating to intent to include in 2025 v4.1.
- 12 September 2024
 - Internal meetings.
- 13 September 2024
 - TPR Specialist writes up a Part D Decision Criteria assessment.
- 23 September 2024
 - Draft V4.1 of the 2025 for TPRS re May 25 timetable issued to industry to begin consultation.
- 23 September 2024
 - Notice of dispute sent from FL to ADC.
- 01 October 2024
 - TPR Forum held.
- 4 October 2024 (D-32)
 - End of Consultation (10 Working Days for consultation).
- 10 October 2024 (D-33)
 - FL email to confirm objection claiming NR have no legal right to implement restrictions relating to overlaps at Westbury as there remain outstanding objections to a Network Change.
- 11 October 2024 (D-33)
 - ADC confirm receipt of notice of dispute.
- 08 November 2024
 - Online Meeting/ Call with FL to discuss TPR issues.
- 15 November 2024
 - Online Meeting/ Call with FL to discuss TPR issues.
- 18 November 2024 (D-25)
 - NR provide details top objection re Notice of Dispute.
- 25 November 2024 (D-24)
 - FL respond to NRs objection.
- 27 November 2024 (D-24)

- Hearing Chair rules on NR objection.
- 03 December 2024
 - FL SRD.
- 10 December 2024
 - NR Defence.
- 17 December 2024
 - TTP Hearing.

Appendix B

NC607 Specification of Work and stated impact on TPRs

Specification of works

The specification of works for this scheme comprises:

- Platform 2 will be extended by 76 metres at the country end towards Frome. The operational length will be 310 metres and will enable a 260m long train to be fully platformed in either direction.
- Platform 3 will be extended by 55 metres at the country end towards Frome. The operational length will be 295 metres and will enable a 260m long train to be fully platformed in either direction.
- Signal W111 (at the London end of platform 3) will be relocated 26 metres towards Westbury North Junction.
- Signal W502 (at the Frome end of platform 3) will be relocated 63 metres towards Westbury South.
- Signal W402 (at the Frome end of platform 2) will be relocated 73 metres towards Westbury South.
- Signal W602 will be renewed and retained in its current position.

These changes to signal locations do not change the operational capacity of the layout as the overlaps at the Westbury North end of the station are unchanged. Please see separately attached scheme plan.

Station Change

Works taking place in Station Lease areas are subject to the Station Change principles in the National Station Access Conditions (SACs) 2013 (England and Wales) or the Independent Station Access Conditions (ISACs) 2013 (England and Wales). Details concerning any potential station works are not detailed within this Network Change proposal and will be consulted via the processes mentioned above.

Timetable Planning Rules

As part of these infrastructure changes, the only change to the Timetable Planning Rules will be an alteration due to the change in platform length. These will be consulted via the normal processes under Part D of the Network Code.

The details provided in this proposal are for information only as the changes will be confirmed by Capacity Planning in due course.

There shall be no effect on the Engineering Access Statement.

Appendix C

Freightliner Rail Strategy Manager accepts NC607 without challenge

From: [redacted]@freightliner.co.uk>
Sent: Monday, October 15, 2018 11:23 AM
To: [redacted]@networkrail.co.uk>
Subject: NC/G1/2017/WEST/607 - Westbury Station

Hi [redacted]

Hope you had a good weekend
Please find attached our formal acceptance of Network Change - NC/G1/2017/WEST/607 - Westbury station Relocation of signals on Platforms 2 and 3 (ELR: WEY)

Kind regards

[redacted]
[redacted]

Rail Strategy Manager
Freightliner Group Limited

Appendix D

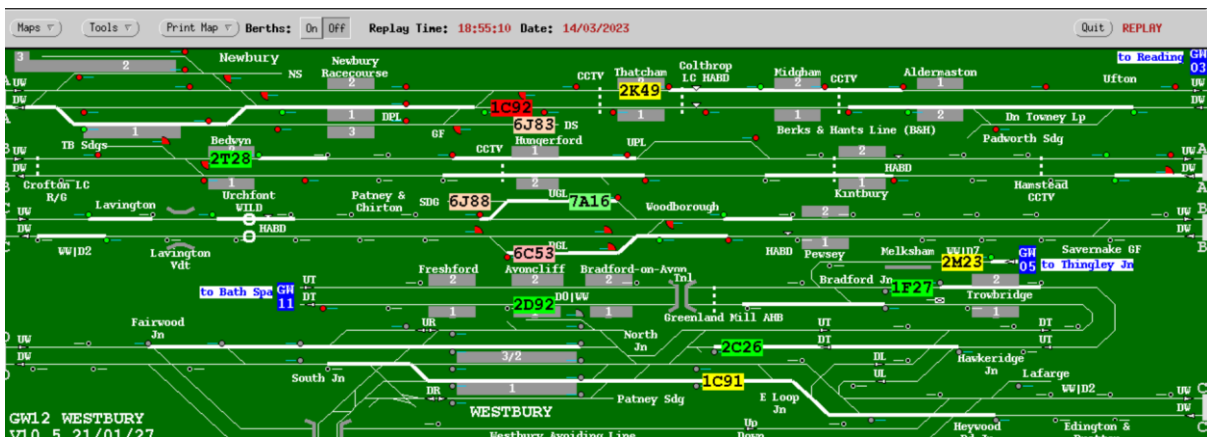
From: [redacted]@networkrail.co.uk> On Behalf Of NRWR GWR resolution
Sent: 17 marn 2023 14:26
To: Westbury Signal Box <Westbury.SignalBox@networkrail.co.uk>
Cc: [redacted]@networkrail.co.uk>; [redacted]@networkrail.co.uk>; [redacted]@networkrail.co.uk>
Subject: 355338 1C91 OVERTIME WSB 14/03 for day 7 21/03

OFFICIAL

Good Afternoon

With reference to the above, I would appreciate your advice please on the following GWR query ready for day 7 coding on the 21/03.

* 15/03/23 21:21 #EFESW13 * DISPUTED, INCORRECT DELAY CODE
CCF SHOWS 2C26 HELD AT RED SIGNAL W98 EVENTHOUGH 2C26 BOOKED WESTBURY PLATFORM 2, WHICH IS CLEAR -
PLEASE REVIEW/RECODE, THANKS.



Appendix E

Westbury Signaller explanation of delay

RE: 355338 1C91 OVERTIME WSB 14/03 for day 7 21/03

Hi [redacted]
To: [redacted]
OFFICIAL\Default

Reply Reply All Forward Tue 28/03/2023 14:

Start your response with: Thanks for the feedback! Copy that. Thanks! Thank you! Feedback

To: NRWR GWR resolution <NRWRGWRresolution@networkrail.co.uk>
Cc: [redacted]
Subject: RE: 355338 1C91 OVERTIME WSB 14/03 for day 7 21/03
Importance: High

OFFICIAL

The trainplan is undeliverable and the late running of 1C91 has exacerbated the delay. 2C26 cannot be routed into platform 2 whilst 1C91 has a proceed aspect on W102 in platform 1. This is because 845 points (which are reversed for 1C91 to go from platform 1 to the down main) are within the overlap of W402 signal, so the interlocking wont allow you to route from W98 to W402. This became an issue about 4 years ago, when W402 was moved nearer 845 points. This would account for about half of the delay, the other half being down to the late running of 1C91. In conclusion, this is part Q code and part Y code to late 1C91.

Regards

Appendix F

TPRS proposes draft margin to cover cause of delay

From: [redacted]
Sent: 21 March 2023 13:33
To: [redacted]
Cc: [redacted]; [redacted]
Subject: RE: 355338 1C91 OVERTIME WSB 14/03 for day 7 21/03

Hi [redacted]

OFFICIAL

Thanks a lot for bringing this to our attention. Ian, based on your experience, do you have a time you would suggest for us to put forward at a TPR forum for the overlap to timeout? Something like the below?

Overlap Restrictions		
First movement	Second movement	Margin
Down train pass/ depart platform 1 to Down Main	Down train pass/ arrive platform 2	2'

Thanks a lot,

Appendix G

Email proposing overlap margins to operators [redacted]

To: [redacted]
Cc: [redacted]
OFFICIAL\Default

Reply Reply All Forward Tue 28/03/2023

OFFICIAL

Hi all,

We have had this proposal for an overlap margin come from Westbury SB, based on pts 845 falling within the overlap of W402. This recently caused a delay, and Ian at the SB says it has been an issue for about 4 years. Not a priority, but I would appreciate your thoughts, happy to discuss at next forum.

Overlap Restrictions			
First movement	Second movement	Margin	Reason
Down train pass/ depart platform 1 to Down Main	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402
Up train pass/ arrive platform 1 from Down Main	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402

Cheers guys,
Kind Regards,

Appendix H

From: Chris Matthews <chris.matthews@gwr.co.uk>
 Sent: 21 March 2023 20:06
 To: [redacted] <[redacted]@networkrail.co.uk> GBRf [redacted] <[redacted]@gbrailfreight.com> <[redacted]@gbrailfreight.com>; [redacted] <[redacted]@gwr.co.uk>; [redacted] <[redacted]@deutschebahn.com>; [redacted] <[redacted]@swrailway.com>; [redacted] <[redacted]@crosscountrytrains.co.uk>; [redacted] <[redacted]@gbrailfreight.com>
 Cc: David [redacted] <[redacted]@networkrail.co.uk>
 Subject: Re: Overlap restrictions Westbury platforms 1 and 2 item

OFFICIAL

[redacted], well found!

Looks like there is another overlap also created at the same time for a Down arrival into Platform 3 taking place at the same time as a move from Warminster onto the Up Reception, or a move from Fairwood onto the Up Reception not using the route via 207 signal.

This should probably also be covered off even though it creates less problems I imagine.

Another Network Change found to be completely inaccurate!

Cheers

[redacted]
 [redacted]
 Timetable Strategy and Rail Industry Manager
 Freightliner Group

Appendix I

Email from Westbury signaller reviewing information from Freightliner

From: [redacted] <[redacted]@networkrail.co.uk>
 Sent: 28 March 2023 09:26
 To: [redacted] <[redacted]@networkrail.co.uk>
 Subject: RE: 355338 1C91 OVERTIME WSB 14/03 for day 7 21/03

OFFICIAL

I'm a bit confused by what you mean in the first paragraph.
 What is in the table is correct.
 Freightliner are correct - There is a restricted overlap on W502.
 2.5 minutes margin would be sufficient for a down train to arrive in the platform after a train has arrived on the up reception, clear of 847pts - it must be clear as 847pts must be normalised to route towards W502.
 After a down train has arrived at W502 it might take a little longer for a train to arrive on the Up Reception via 847 pts. The reason I say that is because a train making this move is almost certainly going to be a freight, which is potentially much heavier. Ideally I would think the margin would need to be 4 minutes.

Regards

[redacted]

Appendix J

Input from GWR as to overlap margins

To: [redacted] <[redacted]@networkrail.co.uk>; [redacted] <[redacted]@gwr.co.uk> GBRf [redacted] <[redacted]@gbrailfreight.com> <[redacted]@gbrailfreight.com>; [redacted] <[redacted]@gwr.co.uk>; [redacted] <[redacted]@deutschebahn.com>; [redacted] <[redacted]@swrailway.com>; [redacted] <[redacted]@crosscountrytrains.co.uk>; [redacted] <[redacted]@gbrailfreight.com>
 Cc: [redacted] <[redacted]@networkrail.co.uk>
 Subject: RE: Overlap restrictions Westbury platforms 1 and 2 item

OFFICIAL

Hi [redacted]

Do you have any thoughts about my previous comment/suggestion about replacing the terms 'Down Main' with 'Fairwood Junction'? I don't think a planner would necessarily recognise that an Up train from Fairwood Jn to Westbury P2 is coming from the 'Down Main'.

Kind regards

[redacted] Assistant Permanent Timetable Manager & TPR Specialist | Great Western Railway

Appendix K

TPRS proposes corrected margins to operators

From: George Jacobs <George.Jacobs@networkrail.co.uk>

Sent: 28 March 2023 10:50

To: [redacted]@gwr.com; [redacted]@gwr.co.uk; GBRf ([redacted]@gbrailfreight.com); [redacted]@gbrailfreight.com

Nash ([redacted]@swrailway.com); [redacted]@deutschebahn.com; [redacted]@crosscountrytrains.co.uk; [redacted]@gbrailfreight.com

Cc: [redacted]@networkrail.co.uk

Subject: RE: Overlap restrictions Westbury platforms 1 and 2 item

CAUTION: This email is from an external source. Please beware of links and attachments.

OFFICIAL

Cheers [redacted]

Thanks for the reminder, sorry I missed that comment in the chain, I definitely think that makes good sense, especially for the Up train as you say. Don't want to be confusing matters further.

Overlap Restrictions	First movement	Second movement	Margin	Reason
	Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402
	Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2½	845 pts within overlap of W402
	Up train arrives Up Reception via 847 pts	Down train arrives platform 3	2½	847 pts within overlap of W502
	Down train arrives platform 3	Up train arrives Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception

Thanks all,

Kind Regards,

[redacted]

Appendix L

Request for reverse moves to be included in table

SB [redacted]@gwr.com

To: [redacted]@gwr.com; GBRf ([redacted]@gbrailfreight.com); [redacted]@gbrailfreight.com; [redacted]@swrailway.com; [redacted]@crosscountrytrains.co.uk; [redacted]

Cc: [redacted]

OFFICIAL\Default

OFFICIAL

Thanks [redacted]

One other comment, do these all need to be duplicated with the same pairs of moves reversed? (I.e. Move 1 vs Move 2 margin also applies if Move 2 happens first.)

Kind regards

[redacted] | Assistant Permanent Timetable Manager & TPR Specialist | Great Western Railway

Appendix M

Page of W&W TPRs 2024 V3, highlighting proposed changes at Westbury for overlaps.

[redacted]

OFFICIAL

OFFICIAL

NETWORK RAIL
Western + Wales

Timetable Planning Rules 2024
Final Principal and Preliminary Proposal for Subsidiary
Change Timetable 2024

Version: 3
Date: 14th April 2023
Page: 192 of 298

Up train arrive platform 3	Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding)	3	
Down train to Up Reception or Westbury DMU Sidings (except from Up Trowbridge Siding) Up train from Up Reception or Westbury DMU Sidings (except to Up Trowbridge Siding) Up train arrive platform 2 Down train arrive platform 1 from Hawkeridge Jn Down train pass/ depart platform 1 towards Fairwood Jn	Up train arrive platform 3	3	
	Up train arrive platform 3	3	
	Down train arrive platform 1 from Hawkeridge Jn	3	
	Up train arrive platform 2	3	
	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402
Down train arrive platform 2	Down train arrives/pass/ departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2½	845 pts within overlap of W402
Up train arrive platform 1 from Down Main	Down train arrive platform 2	2½	845 pts within overlap of W402
Up train arrives Up Reception via 847 pts	Down train arrives platform 3	2½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement on Reception
Dwell Time			
80x DMU & HSTGW4		2 1½	
Platform Re-occupation		4	
Planning Note			
Stops in Down trains (except in run rounds) on DR should be shown at Westbury Down TC Entry/Exit and not at Westbury station. This is due to signal location.			
Class 80x Reversing moves			
The following length restrictions apply for Class 80X units reversing at Westbury:			
Platform 1 – 5 and 9 cars only Platform 2 – Any formation up to 10 cars permitted Platform 3 – 5 cars only			
Turnround allowances			
	DMU	Class 80X (5 car)	Class 80X (9/10 Car)
From Weymouth/Bristol/Southampton/Swindon	10		

Appendix N

Freightliner 2024 V3 TPR version response regarding Westbury overlaps.

- New overlap restrictions not agreed – while we understand these overlaps exist, the project under which they were installed very clearly stated in its Network Change Notification that there would be no changes to signalling overlaps, and as such no changes to the TPRs. To subsequently introduce these changes results in a capacity constraint that should have been identified at the time the changes to the network were made, and could have been challenged at that point.
- Freightliner are of the opinion a retrospective Network Change is required to introduce these overlaps into the platform extension project and clearly state that this is the case to operators, at which point the impact of the changes can be considered. (2023 V3)

Appendix O

Page of NC607v1 showing TPR implications, as per FL request.

Timetable Planning Rules

As part of these infrastructure changes, there is a need to agree amended Timetable Planning Rules. These will be consulted via the normal process under Part D of the Network Code.

The details provided below are for information only and to assist the consultation on the Network Change Variation. The exact changes necessary will be confirmed by Capacity Planning in due course.

Draft Changes

First Train	Second Train	Headway	Cause
Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2 ½	845 pts within overlap of W402
Down train arrive platform 2	Down train arrives/ pass/departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2 ½	845 pts within overlap of W402
Up train arrive platform 1 from Fairwood Jn	Down train arrive platform 2	2 ½	845 pts within overlap of W402
Up train arrives Up Reception via 847 pts	Down train arrives platform 3	2 ½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception

Costs and compensation

Compensation will be paid in line with Part G of the Network Code where a valid claim is submitted.

Additional terms and conditions

Once this Network Change has become an established Network Change (as defined in Part G of the Network Code), Network Rail may, if it wishes to make any modification to the terms or conditions (including as to the specification of the works to be done, their timing, the manner of their implementation, the costs to be incurred and their sharing, and the division of risk) on which the change was established, use the following variation procedure:

Network Rail shall formally communicate the specific variation (or variations) to all parties to this notice (the original consultation notice) for consideration. The parties to the consultation shall consider and respond to the variation (or variations) in accordance with the procedures set out in Conditions G1 and G2 allowing for the changes in detail that must follow as a result of the procedure applying only to the proposed variation. It shall

Appendix P

Westbury new overlaps as appearing in W&W TPR 2025 V1.

Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402
Down train arrive platform 2	Down train arrives/pass/ departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2½	845 pts within overlap of W402
Up train arrive platform 1 from Down Main	Down train arrive platform 2	2½	845 pts within overlap of W402
Up train arrives Up Reception via 847 pts	Down train arrives platform 3	2½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception

Appendix Q

FL's W&W TPR 2025 V1 response regarding Westbury overlaps

- The Network Change should be established before these values are published in TPR. Until then these are not agreed and will need removing for Version 2 if the NCN is not established by then (2025 V1).

Appendix R

FL's W&W TPR 2025 V2 response regarding Westbury overlaps

- As outlined in the Version 1 response the Network Change needs to be established before these are published in TPR, please remove from Version 2 or this will be subject to dispute (2025 V2)

Appendix S

FL notice of dispute for 2025 V2.


Notice of Dispute TPR V2 2025






01/03/2024


TPR 2025 V2 Notice of Dispute.docx
115 KB

Good morning ,

Please see attached Notice of Dispute relating to Network Rail's Timetable Planning Rules Version 2 2025.

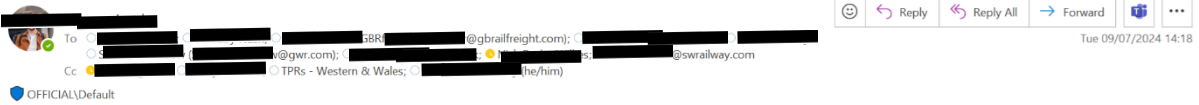
Kind regards,


 Track Access Manager
 Freightliner Ltd

Appendix T

Email from TPRS informing operators of plan for V4.1 and reasoning behind it.

Western and Wales: TPR consultation for Westbury overlap margins, plan for May 25 4.1 TPR version



Hi all,

As discussed on Friday's TPR forum, here is an explanation of our plans for the Westbury overlaps margins based on the advice we have received from our Policy Advisor for the Network Code.

In short, disputes to inclusion of TPRs have to be through Part D of the NC and must relate to issues with the validity of the TPR in question, not any external factors such as disputes which should be being handled through Part G. Therefore we have been advised to proceed with inclusion of Westbury Overlaps in a V4.1 for May 25, through NC item 2.2.7, to come out after V4 is finalised and published etc.

What follows is the more in depth explanation:

- Disputes regarding Network Change need to proceed through Part G of the Network Code
- Disputes regarding the Timetable Planning Rules need to proceed through Part D of the Network Code
 - Disputes to the TPRs through Part D must be based on the validity of the proposed TPRs to the functioning of the timetable (e.g. values are incorrect, rule is not accurate etc.)
- In other words disagreements or disputes to Network Change are through Part G and have no bearing on the contents of the TPRs and cannot be used as a reason to dispute a TPR, and while Network Rail is the ultimate defending party in both avenues of disputes, disputes through different parts of the code to different business sectors are separate.

From this, I have reviewed Operator Responses to TPRs, and the wording of the request/ dispute to remove the Westbury overlap margins from the TPRs clearly state that disputing operator acknowledges that "– while we understand these overlaps exist, the project under which they were installed very clearly stated in its Network Change Notification that there would be no changes to signalling overlaps, and as such no changes to the TPRs.", meaning that it was incorrect of us as part of Capacity Planning to remove these margins based on this. The quoted text is grounds to dispute to Network Change through Part G of the Network Code, but not grounds to dispute to Capacity Planning through Part D nor to request margins be removed from the TPR document, because all parties acknowledge that the margin accurately reflect the situation on the ground and so agree the proposed TPR is required for the correct planning of trains, until such a time as the situation on the ground changes (such as through remediation as part of a Part G dispute).

Our policy advisor has advised that we now move to include the Westbury Overlap margins in question in a version 4.1 of May 25 TPRs, to be issued in the next few weeks. This has the benefit of keeping the initial version 4 'clean' should anything further arise from their inclusion and to not interfere with general V4 publication and review (working through part 2.2.7 of Part D as advised).

We will be happy to address and queries as to the accuracy of the values, and should work be completed on the ground to remove these overlap restrictions off the back of any disputes through part G, we will of course be happy to work with all parties involved as usual, however we acknowledge that, based on the advice and above information presented to us, it is our responsibility to proceed with their inclusion in a V4.1 based on their previously agreed validity and the recognition that planning to these overlap margins will reduce possibilities of delays and performance issues.

Here is the wording as I believe was last discussed:

Down train pass/ depart platform 1 towards Fairwood Jn	Down train pass/ arrive platform 2	2½	845 pts within overlap of W402
Down train arrive platform 2	Down train arrives/pass/ departs platform 1 towards Fairwood Jn	2	845 pts within overlap of W402
Down train arrive platform 2	Up train pass/ arrive platform 1 from Fairwood Jn	2½	845 pts within overlap of W402
Up train arrive platform 1 from Down Main from Fairwood Jn	Down train arrive platform 2	2½	845 pts within overlap of W402
Up train arrives Up Reception via 847 pts	Down train arrives platform 3	2½	847 pts within overlap of W502
Down train arrives platform 3	Up train arrives Up Reception via 847 pts	4	847 pts within overlap of W502, slow movement onto Reception

Appendix U

GWR W&W 2025 V4 response item highlighting stance on lack of progress with Westbury.

- Elsewhere, ongoing disputes between NR and FOCs over Llanelli-area and Westbury TPRs need to be resolved – we understand Westbury overlaps may appear in Version 4.1. GWR will be challenging any further TPR issues that do not reflect the real-world 'on the ground' infrastructure

Appendix V

TPPM and TPRS assessment of options for responding to threat of dispute.

Westbury North Overlaps



Background: Westbury North Network Change 6 years ago, stated no impact to capacity or TPRs. This is now live and not the case. **What are the consequential changes?** The inclusion of signal overlap margins at Westbury relating to the movement of signals. Two crossing points, one at 2.5 mins and one at 4mins based on standard margins.

Westbury NC – are they going to fold in the previous North change TPRs into the South change.

Options	Pro	Cons	Dispute	Recommendation
We make a firm decision to put them in ASAP V4.1	<ul style="list-style-type: none"> We get an outcome decided and can move forward based on ADC proposition Standalone TPR version – less impactful than putting in a full version If, dispute is not upheld have mitigated performance risk Westbury worse performing freight yards – this should help Decision means principal established Not sure whether the TPRs can be challenge through Part G May 2025 validation can be done against it – anticipated minimal impact TPRs are agreed to be correct 	<ul style="list-style-type: none"> Damage relationship with FL and possibly other FOCs – based on NC being incorrect If dispute is upheld, leave in poor performance in the Timetable TPRs are fixing a NC issue Time constraints: <ul style="list-style-type: none"> Will have to put time/effort into dispute redone some TT May 25 work reissue V4.2 	<ul style="list-style-type: none"> FL/FOC Dispute 	Recommended option – this could have impact to stakeholder relationship but would conclude and set reasonable expectations going forward.
Do not put in - We make a firm decision to not put them in and communicate it.	<ul style="list-style-type: none"> Project to manage impact of network change caused by project Lower risk to relationship with FL If possible GWR dispute is not upheld, then no more time spent by Capacity Planning on issue 	<ul style="list-style-type: none"> Damage to relationship with GWR High possibility that project will not fix on ground, leaving issue still unresolved Performance risk left in TT <ul style="list-style-type: none"> Delays on CP to accept? TPR deficiency? If GWR dispute and upheld, would need to issue 4.2 with overlaps If no dispute happens, then correct application of policy still unproved <ul style="list-style-type: none"> Establish principle that CP with not amend TPRs outside bounds of NC documentation 	<ul style="list-style-type: none"> Possibly dispute with GWR 	No recommended – does not solve the issue. Reliant on Network Change being progressed.
Consult as part of V1/V2 for Dec 25	<ul style="list-style-type: none"> Gives us more time to discuss everything we have in front of us and make the right decision Decreased risk of a dispute being upheld as more time to ensure NR acts in accordance with policy We have followed protocol on our side by including it in the draft and trying to resolve it with all parties 	<ul style="list-style-type: none"> but probably looks bad that we are further prevaricating and leaves us where we are for now <ul style="list-style-type: none"> Potential to damage relationship with both FL and GWR Could be in the same position in 6 months' time Put off solving the issue Leave May 25 TT open to delays here 	<ul style="list-style-type: none"> Possibly dispute with GWR on 4.1 Still potential FL dispute if goes in in future 	Potentially Recommend – follows process but will continue to delay solution

Appendix W

Decision criteria for NC part D relating to whether to include Westbury overlaps in question.

Westbury Overlaps

Summary of situation under consideration

Here we are considering whether to include TPR margins for signal overlaps at Westbury, which were introduced into the infrastructure by working as part of a Network Change, but which were not mentioned on the Network Change form consulted. Specifically, these margins are due to signal W402 having overlap over 845pts, and W502 over 847pts, which have caused delays in the past (see attached email chain). These values were calculated by consultation and consent of operators and other stakeholders, with input from both GWR and FL (see attached email chain). Freightliner have stated that they agree the overlaps exist, but object to their inclusion on the grounds the Network Change did not mention them (see attached version response).

An impact assessment undertaken by NR shows that in the June 24 TT, four pairs of trains would be foul of the required overlap margins (3 GWR, 1 FLHH). The proposed solutions to remove the overlap clashes involve retiming trains <3 minutes, with only one (FLHH) train having termination time affected (by 2 minutes).

Decision Criteria

“4.6.1 Where Network Rail is required to decide any matter in this Part D its objective shall be to share capacity on the Network for the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of railway services (“the Objective”).”

a) maintaining, developing and improving the capability of the Network;

- a. Including the margins in the TPRs will help improve the capability of the network, as it will remove the potential for delays to occur at Westbury by allowing operational

planners to validate against the overlaps and retime and schedules effected at the planning stage, ensuring that an offered TPR compliant timetable here is also a high performing timetable. Although not common, delays have happened in the past due to these overlaps.

- b. Not including the margins would not improve the capability of the network itself, but rather harm it, as these overlaps, which are physically present on the network, would not be validated against by Capacity Planning, allowing timetables to be offered which cannot work in reality. One could argue that should the overlaps be removed by changes to the infrastructure on the ground, the capability would be improved/ returned to previous. However, that decision is beyond the remit of Capacity Planning, and should the overlaps ever be removed on the ground, the overlap margins can be removed from the TPRs.

b) that the spread of services reflects demand;

- a. I do not believe that this criterion is relevant to the matter under consideration.

c) maintaining and improving train service performance;

- a. As per answer to a), including the margins in the TPRs will improve performance by removing the likelihood the signal overlaps will cause delays. This is because, by including them in the TPRs, operational planners can identify pairs of train schedules effected by the signal overlaps, and will know what margins between them will need to be applied to ensure all trains run to booked times, so any clashes can be removed at the validation stage as part of the normal process.
- b. As per answer to a), being as Capacity Planning do not themselves have the power to implement infrastructure change on the ground, and so in terms of the question at hand only: not including the overlap margins in the TPRs will work against performance. As the impact study showed, there are four pairs of WTT trains in the June 24 TT which would be foul of the overlap margins; should these trains otherwise be running to time, we can be confident the second train in each pair would incur a delay, harming network performance. Not including the margins in the TPRs would also mean that any changes to schedules or additional schedules at Westbury in future, whether WTT or STP, would not planned to take account of the needed overlap margins, and so have potential to be foul of them and incur a delay.

d) that journey times are as short as reasonably possible;

- a. Including the overlap margins could potentially increase journey times on paper, however as we know the margins reflect the signalling capabilities on the ground, in reality including the margins should improve journey times as it will prevent delays, with delays likely to have a greater negative impact on journey times versus any additional time required in a schedule to plan around the overlap margins.
- b. Not including the margins may allow train paths to be scheduled with slightly reduced journey times in some instances, but as this wouldn't change the situation on the ground, trains would pick up delays and thus have increased journey times. It is not reasonable to artificially reduce journey times on paper when it is known trains cannot run to those times.

e) maintaining and improving an integrated system of transport for passengers and goods;

- a. Unclear if this criterion is relevant, however including this overlap margin does not bias the network in favour of either passenger or goods trains, and should help match the planned schedules of both to the capability of the network.

- f) the commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware;**
- a. Including the margins could be interpreted by a timetable participant as endorsement of the Network Change which did not provide timetable participants with an accurate assessment of the impact of said Network Change. The impact of the Network Change could be judged as not in the best commercial interests of timetable participants, as it introduced new signal overlap restrictions. However, introducing the margins themselves to the TPRs is in the commercial interests of Network Rail in the sense that it will reduce delays which they are responsible for (through TPR deficiency) and of timetable participants as their services will run to booked time at Westbury with greater confidence.
 - b. Not including the margins could be seen as in the commercial interests of timetable participants, in regards to hoped for pressure on NR to rectify the situation on the ground. This is beyond the remit of Capacity Planning and part D of the Network Code. Not including the overlap margins leaves NR liable for any delays incurred by the signal overlaps, and also potentially harms performance of timetable participants which is itself against their commercial interests.
- g) the content of any relevant Long Term Plan and any relevant Development Timetable produced by an Event Steering Group;**
- a. This criterion is not relevant to the inclusion of overlaps margins within the TPRs.
- h) that, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;**
- a. As the impact assessment did not identify any international paths amongst though affected by the proposed margins, this criterion is not relevant.
- i) mitigating the effect on the environment;**
- a. This criterion is unlikely to be relevant, though it could be argued that delays (caused by not including the overlap margins) are more likely to result in stopped and idling trains versus trains running to scheduled times, which in turn is more likely to negatively impact the environment.
- j) enabling operators of trains to utilise their assets efficiently;**
- a. As with previous parts, including the overlap margins will allow operators to be confident their trains will run to scheduled times, with is an efficient use of them, versus them potentially running late.
 - b. As with previous parts, any argument against including the margins which benefits operators is predicated on infrastructure change which is outside the remit of this part of NR and the Network Code. Introducing the signal overlaps onto the network was not allowing operators to use their assets efficiently, however that was undertaken by Network Change and the route sponsor, not Capacity Planning, and is now in the past by ~6 years. Not including the overlap margins works against operators using their assets efficiently because it increases likelihood of delays which are by their nature inefficient.
- k) avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Capacity to which the Strategic Train Slot relates; and**
- a. As no strategic slots were identified in the impact assessment, this is not relevant.
- l) no International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed.**

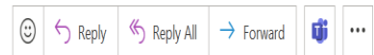
- a. No international freight train slots were identified in the impact assessment, so this is not relevant.

Having considered all criteria, it is clear that, as far as Capacity Planning (and through part D of the Network Code) are capable of acting, it is in the benefit of the timetable to include the overlap margins. Including the margins will reduce possibilities of delays and help improve timetable performance. Including them will not require undue change to operators' services. Not including them leaves NR liable for any delay caused by what is a 'TPR deficiency'. Capacity Planning is acting in the interests of the timetable and all participants by including the overlap margins; questions of what Network Change should have done or what should be changed on the ground in future are beyond the remit of Capacity Planning itself, though there are valid concerns from operators about the impact of the actions of that function, which can be addressed through the *relevant* channels should operators wish (channels which are not Capacity Planning and part D).

Appendix X

Westbury - GWR's position

  w@gwr.com>
To: 
Cc: EXT: 



Fri 06/12/2024 13:38

Hi 

Re our conversation on the phone earlier today.

I've discussed with  and the following wording reflects GWR's viewpoint.

GWR support the principle that the Timetable Planning Rules should reflect real-world capability of the network. This ensures good timetable performance, thereby protecting the interests of rail customers, both passenger and freight. The Westbury area is an important node on Western Route and sees interaction between various high-profile flows, including MetroWest, London-West of England high speed services, the Cardiff-Portsmouth route and heavy Mendip stone traffic to/from London. Poor performance within these service groups can quickly transfer delays to other parts of the network. In GWR's view the planning rules at Westbury are a key element to good network performance and any reduction of their accuracy would be a detrimental factor.

I hope this is helpful - if you wish to discuss further then please get in contact.

Kind regards

 | Assistant Permanent Timetable Manager & TPR Specialist | Great Western Railway
Projects & Planning | 3rd Floor Milford House | 1 Milford Street | Swindon | SN1 1HL

Email: @GWR.com | Mobile: 07773 182551