

*Defendant's summary of the matter in dispute
for TTP2590*

1. DETAILS OF PARTIES:

Chiltern Railways (Claimant) and Network Rail Infrastructure Limited (Defendant).

2. CONTENTS OF THIS DOCUMENT

Summary of the matter in dispute as requested by Access Dispute Committee.

3. SUBJECT MATTER OF DISPUTE

Network Rail Infrastructure Limited (NRIL) understands that there are two elements of Version 2 of the 2026 Timetable Planning Rules (TPRs) being contested by Chiltern Railways. These are:

- NRIL have not undertaken a timetable impact assessment
- Junction margins & adjustment allowance values at Banbury

Timetable impact assessment

Network Rail considered undertaking a Timetable Impact Assessment, but due to the scale and local effect of the proposed changes, deemed that it was not necessary (as per National Timetable Planning Rules 'Guiding Principles' 1.2.3).

As there are a relatively small number of Train Slots impacted by the proposed changes to junction margins at Banbury and the proposed changes were considered minor enough in scope that the potential risk of not being able to accommodate all Timetable Participants Firm Rights would be minimal.

This decision was communicated to Chiltern Railways during TPR forums, and also in email correspondence.

Junction margins & adjustment allowances at Banbury

NRIL acknowledges that Chiltern Railways challenged a small number of junction margin & adjustment allowance values at Banbury in their response to Version 1 of the 2026 TPRs, and work has continued to review these specific values. NRIL accept that Chiltern Railways have raised challenges at Version 1 and Version 2 regarding four specific values. NRIL are continuing to work with Chiltern Railways to assess these issues but maintain that the values published within Version 2 are both reasonable and justified by the data available to us at the time that decision was made.

The published values in Version 1 of the 2026 TPRs included junction margins and adjustment allowances at Banbury, based on data collected from NRIL's observations and Railsys modelled calculations. Chiltern Railways conducted additional observations and shared their findings, which supported an increase in the previous values, though, in some cases, not to the level proposed by NRIL. NRIL continue to assess the issues presented by Chiltern Railways and have put together an alternative proposal for consideration. It should be noted that other operators have found the values published in Version 2 acceptable and any revisions that Chiltern Railways seek are likely to be considered minor in scope demonstrating that this has required a relatively nuanced decision.

This work is currently ongoing, and as such NRIL provided Timetable Participants with a written update on 7th February 2025, which set out NRIL's decision for Version 2 of the 2026 TPRs, and intention to continue working collaboratively to try and reach a resolution that is agreeable to all. If further revisions are appropriate and agreed between NRIL and Timetable Participants, then NRIL would utilise D2.2.7 to enact the necessary amendments (following consultation).

A demonstration of this commitment is that NRIL have advised Chiltern Railways of the outcome of NRIL's further review of the contested adjustment allowance at Banbury and have shared a revised proposal which NRIL expects to be agreed. Furthermore, NRIL have arranged a visit to West Midlands Signalling Centre on 17th February to further validate the technical values at Banbury.

Network Rail do not believe that there is any challenge to their application of 'Revision of Timetable Planning Rules...D-64 to D-44' as set out in D2.2.

4. DECISIONS SOUGHT FROM THE CHAIR

To uphold Network Rail's decisions in 2026 v2 TPR publication.

5. EXCEPTIONAL CIRCUMSTANCES

Network Rail do not believe that exceptional circumstances apply in this claim.

6. SIGNATURE

For and on behalf of

Network Rail Infrastructure Limited

Signed



Print Name

Andy Bray

Position

Timetable Production Manager [NW&C]
