

Extract from National TPRs 2026 v2.0

4.2.1 Inclusion within these National Timetable Planning Rules will accord Network Service and Measurement trains that meet the threshold of being planned to run at least once in any 13-week period equal priority to the Firm Rights of Timetable Participants in respect of conflict resolution decisions across all timetable periods.

4.2.2 Inclusion within these National Timetable Planning Rules will accord Railhead Treatment Trains equal priority to the Firm Rights of Timetable Participants in respect of conflict resolution decisions across the timetable period(s) identified in Section 2.18.

4.3 In accordance with Timetable Planning Rules Section 1, Train Operators may use the timetable process to seek dated train paths which may conflict with the Railhead Treatment Trains listed in Appendix 1 outside of the published “Leaf Fall” timetables (see Timetable Planning Rules Section 1.22 for applicable dates). Train Operators are encouraged to provide details of the “conflicting” RHTT schedule when submitting an access proposal.

4.4 Where necessary, Network Rail will endeavour to provide a decision which may result in two or more dated variants of the same train; with one outside of the published “Leaf Fall” timetable and a second train path within the published “Leaf Fall” timetable, but not conflicting with the Railhead Treatment Train.

4.5 The Maximum Variation in departure time, arrival time or of any intermediate point required for operational reasons (eg. Train crew) of any Network Service detailed in Appendix 1 shall be no more than 30 minutes from the corresponding time (at any location) for the corresponding Train Slot in the preceding Timetable Period

From Appendix I:

SX	6L32HB	06:58	Doncaster Up Decoy	09:53	Whitemoor Yard L.D.C. GBRF	Y	GBRf
SX	6L34HD	19:54	Hoo Junction Up Yard	00:14	Whitemoor Yard L.D.C. GBRF		GBRf
SY	6L37HA	09:54	Hoo Junction Up Yard	15:12	Whitemoor Yard L.D.C. GBRF		GBRf