

Received via email on 27 January 2026

Hi All

Please see below a reply from XCTL

XCTL disagrees with the following points raised by NR is their SRD. In regards to 4.2.1i - We do not have any train crew that signs this route and due to the amount of time and cost required to get train crew to sign new routes alongside the potential impact on the general train service due to the release of train crew to learn the new route wasn't an acceptable idea to the business.

4.2.1ii - As only one depot (Leeds) sign the route, the additional cost of +6 drivers turns per day to put 2 drivers on each train can't be resourced due to having nowhere to relieve crew between Derby and Leeds therefore having a very limited service that would be able to run on that route causing a massive passenger handling issues and overcrowding. We have already cut a service group out the Newcastle - Reading's to enable the plan to work with one driver. As a business XCTL are not in a position to be able to resource the extra turns.

4.2.1iii - Drivers are unable to reverse move on single sets due to a ruling where due to potential overcrowding they can only walk alongside the outside of a train when reversing not within the train.

4.3.3 – Similarly to the reply for 4.2.1 I and below in 4.3.6 XCTL the walking route was the preferred option because no route learning was required within the business to enable the train plan which is very beneficial as no release is required and the cost to the business is minimal when compared to the cost of release, route learning and impact on the service to customers over the period of time the route learning would have been taking place

4.3.5 – XCTL would appreciate that building the walking route ahead of the possession in 2027 has put extra constraints on Network Rail, however with inflation surely the cost of building the walking route now will be less than the cost of building it in 2027 even with any potential upkeep costs

4.3.6 - August 2025 is too late for XCTL to explore the implications of doing so with two drivers or securing route conductors via the direct diversionary route for which XCTL does not hold route knowledge. Due to the amount of time for route learning or getting union agreements for route conductors

Thanks

Senior Project and Planning Interface Manager, CrossCountry