

TTP2861 et All Appendices

Appendix B – Chronology re NW&C TPR Section 5.2.2 Consultation

MD101 Section 5.2.2 Chronological order

20th April 2026

NR issue invite to affected stakeholders (Avanti (AWC), DB Cargo (DBC), Lumo, Freightliner (FL), Heavy Haul Rail(HHR), GBRf, GWR, HS2, GTR, WM Trains(WMT), WSMR, Network Rail Infrastructure(IM)) for proposal to include entry in Version 3 2027 TPRs for meeting on 23rd April

5.2.2 MD101 Entry



Required

✓ Accept

? Tentative

✗ Decline

🕒 Propose New Time





Mon 20/04/2026 09:49

Optional

 MD101 5.2.2 Capacity Constraint Entry.docx
52 KB

🕒 23 April 2026 10:00-11:00 📍 Microsoft Teams Meeting

Good morning.

As part of Version 3 2027 TPRs, we have been directed to include an entry within section 5.2.2 Capacity Constraints for MD101 for the Fast Lines around Euston, amongst also formatting changes for existing entries which will NOT be discussed on this call.

This call is solely to do with MD101.

I have attached the proposal for review prior to the call.

I hope the time is suitable, minutes from the call will be shared afterwards.

Kind regards

Response received on same day from HHR seeking confirmation of IM trains in original proposal, which NR also respond on same day.

RE: 5.2.2 MD101 Entry

 To 

↩ Reply

↩ Reply All

➡ Forward

⋮

Mon 20/04/2026 10:27

 You replied to this message on 20/04/2026 10:58.

Good morning, .

Thank you for your email.

I would be grateful if you could forward details of the IM service shown on the FL at Camden Jn.

Camden Jn	Every Hour	14; except
	15:00 (inc) – 16:00 (exc)	16*
	16:00 (inc) – 17:00 (exc)	15
	17:00 (inc) – 18:00 (exc)	16
*includes 1x IM Service		
Any variation to the above constraints will be noted in the traffic records in the CDDP		

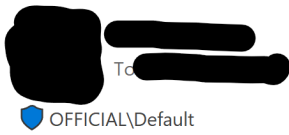
Cheers,





Tel 
Email 
Web 

RE: 5.2.2 MD101 Entry



Mon 20/04/2026 10:59

Good morning [REDACTED]

Thank you for your email.

In terms of the IM service, I have the following headcodes:

1Q27GB (WO)

1Q29GB (WO)

I appreciate these only run adhoc however when doing a WTT train count they should be included, otherwise we could end up with a risk of rejecting IM services resulting in closing the line as no path.

Kind Regards



[REDACTED]
[REDACTED]
Timetable Production | Capacity Planning
System Operator

Mobile [REDACTED]

Email [REDACTED]

Notice of leave:

[REDACTED]
[REDACTED]

23rd April 2026

Meeting taken place via Microsoft Teams at 10:00, minutes issued at 11:00 on same day

5.2.2 MD101 Entry

⏮ Reply

⏮ Reply All

➡ Forward

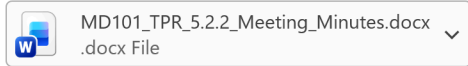
⋮

To +16 others

Cc

Thu 23/04/2026 11:00

OFFICIAL\Default



Thank you for attending the call this morning.

Please find attached minutes from the call for your reference.

As noted, some minor amendments will be made to the entry. It will be in Version 3 for operators to respond accordingly so that all responses are documented.

Any issues please do not hesitate to contact me.

Kind Regards



Timetable Production | Capacity Planning
System Operator

Mobile:

Email:

Notice of leave:

Email sent to AWC requesting further information received via teams

MD101 Capacity

To

OFFICIAL\Default

↩ Reply

↩ Reply All

➡ Forward

⋮

Thu 23/04/2026 14:08

Good afternoon,

put this in the chat earlier:
'The standard hour should have no more than 13 trains planned on the Fast Lines. However in up to 8 of these hours this can be increased to 14, subject to (in any rolling period time period) no more of 2 hours in a row have this quantum of trains planned. In the 17xx hour out of Euston up to 15 trains can be planned, so long as a maximum of 13 trains is planned in the 18xx hour regardless of quantum of trains planned in the 16xx hour'

I was looking at implementing some of the above wording however can I confirm, in the down we have 15 TPH at Camden Jn, but noting above, is the 15TPH you mention based on Euston departure times?
Also somewhat concerning that we have 16 at Tring, which exceeds the number quoted above, (and noting the 15/15 at Camden I would suspect its caused by a train going into the next hour).

Happy to arrange a call to discuss tomorrow if it helps.

MD101		
TPH is xx:00 (inc) to xx +1:00 (exc)		
Down		
Locations	TPH	
Camden Jn (Fast Line)	Every hour	14 except;
	16:00 (inc) – 17:00 (exc)	15
	17:00 (inc) – 18:00 (exc)	15
Tring (Fast Line)	Every Hour	14 except;
	17:00 (inc) – 18:00 (exc)	16
Any exemption to the above constraints will be noted in the traffic remarks in the CPPP		

28th April 2026

Version 3 of the NW&C TPR document read through took place at Crewe with stakeholders in person and on teams.

29th April 2026

NR issue updated proposal taking into account comments raised throughout.

MD101 5.2.2 updated entry

[Redacted]

o

Cc

+37 others

Wed 29/04/2026 06:30

Reply

Reply All

Forward

...

OFFICIAL\Default

MD101 5.2.2 Capacity Constraint Entry V1.2.docx
.docx File

Good morning all,

As agreed yesterday at the read through, I would update the MD101 entry given the Train Counts not aligning with the entry (that was driven based on feedback received).

As discussed, the intention is to NOT remove any train from the timetable and the entry is to align to the current structure, the one presented yesterday did not support the current structure in certain hours.

I have also added a note the TPH does not count IM services but TPH can be increased when these run.

All feedback welcome (preferred written so it can be logged).

Kind Regards

[Redacted]
[Redacted]
Timetable Production | Capacity Planning

GWR respond with further clarification needed

RE: MD101 5.2.2 updated entry



To
Cc

[Redacted]
[Redacted]
[Redacted]



29/04/2026

OFFICIAL\Default

Hi [Redacted]

I posted this in the meeting chat but not sure if it got picked up.

Would the intention of the MD101 TPH limits be more precisely expressed Down was shown as Camden Jn (**to** Fast Line) and Up as 'Camden Jn (**from Fast Line**)? Given there is capability to switch between lines at Camden Jn this avoids any confusion with what occurs on what line Euston-side of the junction, and clarifies this is a fast-line restriction only. Essentially it's a limit to what is on the Up/Down Fast through the Queens Park area, rather than at/east of Camden Jn itself?

Kind regards

[Redacted]
[Redacted]
[Redacted]
[Redacted]

Email: | Mobile: [Redacted]

6th May 2026

Version 3 of the 2027 TPRs was sent to publications

8th May 2026

Version 3 of the 2027 TPRs published to NR website and sent to operators

5th June 2026

Operator responses received, several comments for entry included.

16th June 2026

Version 4 consultation document issued to operators, highlighting no change to entry.

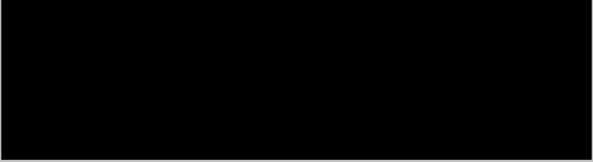
17th June 2026

NR issue response to Version 3 documents to GBRf, First Rail London (FRL)

18th June 2026

NR issue response to FRL regarding entry for 5.2.2 at 10:31. FRL respond at 14:26.

Re: NR response to FRL V3 2027 Response



 Reply  Reply All  Forward 

Thu 18/06/2026 14:26

Hello 

Thanks for the update. I understand and will await the proposed evidence to support the MD101 constraints being included or, if this is not available, to the changes from V3 being removed for V4.

Best wishes


24th June 2026

NR email all stakeholders with decision for inclusion of entry in Version 4, with supporting documentation including Register of Congested Infrastructure May 2026 document and Applications for access to the West Coast Main Line Decision PDF. This was sent to AWC, WMT, FRL, GBRf and LUMO. Sent at 12:11. A further email was sent to GWR at 12:24 as missed off original email.

MD101 Section 5.2.2 Entry - V4 Decision

 Summarize

[redacted] on behalf of [redacted]

 Reply Reply All Forward

To [redacted]

Cc [redacted]

Wed 24/06/2026 12:11

 OFFICIAL\Default

This is the most recent version, but you made changes to another copy. [Click here to see the other versions.](#)
You forwarded this message on 24/06/2026 12:24.



2025-07-03-applications-for-access-to-the-west-coast-main-line-decision.pdf
554 KB



Register-of-Congested-Infrastructure-May-2026 (1).xlsx
62 KB

Good afternoon all,

This email is to confirm Network Rail's decision for the entry within Section 5.2.2 for Line of Route MD101 that was published in Version 3 of the 2027 Timetable Planning Rules, as shown below;

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)		
Down		
Locations	TPH	
Camden Jn to Fast Line	Every hour	14 except;
	16:00 (inc.) – 17:00 (excl.)	15
	17:00 (inc.) – 18:00 (excl.)	15
Any exemption to the above constraints will be noted in the traffic remarks in the CPPP. TPH does not count IM Service trains due to frequency of runs. When these are planned to run, the TPH can be increased by 1 to accommodate this service.		
Up		
Locations	TPH	
Camden Jn from Fast Line	Every Hour	14; except
	15:00 (inc.) – 16:00 (excl.)	15

Version 4 also sent to publications

26th June 2026

Version 4 of the Timetable planning rules published and sent to operators.

17th July 2026

Version 4 responses received from operators

3rd August 2026

Email sent from NR to FL and HHR responding to Version 4 response, including decision email sent on 24th June 2026. 13:29

NR response to Heavy Haul and Freightliner V4 2027 Response.docx

 Summarize



[redacted] on behalf of [redacted]

To [redacted]

Cc [redacted] +3 others

  Reply  Reply All  Forward  

Mon 03/08/2026 13:29

 OFFICIAL\Default

 MD101 Section 5.2.2 Entry - V4 Decision
Outlook item

 NR response to Heavy Haul V4 2027 Response.docx
301 KB

 NR response to Freightliner V4 2027 Response.docx
301 KB

Good afternoon [redacted]

Thank you for your response on behalf of Freightliner and Heavy Haul Rail for North West & Central's Version 4 2027 Timetable Planning Rules.

Please find attached our response and an email for the entry on MD101.

For reference, I have copied [redacted] in for Freightliner (not sure if his email has been set up as of yet).

We look forward to continuing our work with yourself and Heavy Haul Rail on future iterations of the Timetable Planning Rules.

Kind Regards

[redacted]

Email sent to DBC responding to Version 4 response, including email sent on 24th June 2026. – 13:49

Invite to discussion on 5th August 2026 held on teams – sent 14:07

MD101 Section 5.2.2



Required

✓ Accept

? Tentative

✗ Decline

🕒 Propose New Time





Optional

+5 others

Mon 03/08/2026 14:08

 MD101 Section 5.2.2 Entry - V4 Decision Outlook item

🕒 05 August 2026 13:00-14:00

📍 Microsoft Teams Meeting

Good afternoon,

A discussion around the inclusion of MD101 in Section 5.2.2 of the Version 4 publication of North West & Central Timetable Planning Rules.

I appreciate this is in the final week before PDNS submissions but I would like to get V4.1 finalised this week and out for consultation and this is one of the last big remaining items that needs a resolution, and this will also help with PDNS submissions.

For reference, I have included the decision email from the 24th June which highlighted the position of the inclusion.

I hope this time works. Minutes will be issued afterwards.

**Microsoft Teams meeting**

NR emailed FRL at 14:32 with response to Version 4, highlighting upcoming call on 5th August.

NR emailed GBRf Version 4 response 14:44

4th August 2026

HHR email NR with confirmation of receipt to the Version 4 response sent by NR.
10:42

Email sent to FL as new Access Manager requiring invite for meeting on 5th August

5th August 2026

Teams call held with stakeholders, minutes available.

AWC email NR with more information regarding email originally sent on 23rd August.

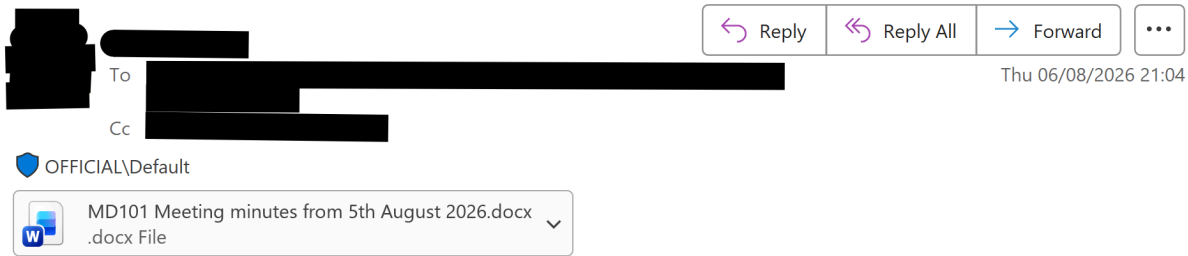
HHR contact NR about document they found to support “a value” being added to MD101, report on NR website available to all operators regarding WCML congested infrastructure.

6th August 2026

Minutes sent out from call on 5th August

Internal emails seeking further information sent to NW&C RTPM

RE: MD101 TPR 5.2.2



I do think the already confirmed Congested Infrastructure is the rationale needed to support the values, and if Monday's call suggests we still proceed with 5.2.2 entries, then we will use this as the technical rationale in the decision email. I am chasing to see if anyone has the data from when the report was done, and if any further modelling was done.

What is further muddying the water is now we have 3 different values that could be values:

- The current proposal, 14TPH every hour excluding evening peaks where its increased (based on Dec 26 TT)
- Avanti's proposal of no more than 2 consecutive hours of 14TPH excluding peaks where it can be higher so long as the hour immediately after is 13tph
- The Report in the link below supporting 15tph, but not clarifying if this is the peak limit or every hour.

It may be, to resolve GBRf's objection, we move the "count" location to Willesden West London Jn to exclude MBR traffic, but consideration would need to be given for GWR and Polar Express services if these exceed the counts when these timetables come into play.

[REDACTED] I would be interested in the routes view on which value should be used if we proceed with a capacity constraint in V4.1 (May 27). Happy to arrange a call for next week to discuss (not Monday as on leave and Wednesday I will be in Manchester for North West Forum, but potentially have some time for a call) however if we do proceed then it will be an ADRC hearing (if the values change then we may have to consult them again). Ideally, the call should include us all so we approach this as one unified decision.

For reference, minutes from yesterdays call are attached (will be shared with attendees shortly).

11th August 2026

Email sent to original names on West Coast Main Line South Capacity Enhancement Plan document seeking information on modelling used for values within.

12th August 2026

Email sent from ATT team to further route colleagues involved in WCML ESG in 2022

14th August 2026

Email sent highlighting train count at Camden Jn and Willesden West London Jn. This included updated proposal for V4.1 where STP variations could exceed the TPH stated.

MD101 5.2.2 Decision



[redacted] on behalf of [redacted]

Reply

Reply All

Forward



To [redacted]; +10 others

Fri 14/08/2026 13:39

Cc [redacted]

OFFICIAL\Default

- Willesden West London Jn FL train counts.xlsx
xlsx File
- Camden Jn Down Direction.xlsx
xlsx File
- Camden Jn up direction.xlsx

Good afternoon,

As noted on the call Wednesday 5th August, a decision for the entry published in V4 of the 2027 Timetable Planning Rules for MD101 Capacity Constraints listed in section 5.2.2 is to be made today (Friday 14th August).

Summary

One of the objections to the entry that was published in version 4 of the 2027 NWC TPRs, was that no technical rational has been given by Network Rail as to why the entry was being included. The rational behind this being published is the declaration that congested infrastructure that has been declared, however no supporting values were published in the TPR document within the capacity constraint section (5.2.2) to prevent additional services being offered in the timetable, making the congested infrastructure value slightly ambiguous. The direction we are taking is if Congested Infrastructure is declared, then an entry in the Timetable Planning Rules is required confirming the number of trains applicable. This is on top of the performance issues currently being seen on the West Coast South between Ledburn Jn and Euston in both directions. For reference, I have attached the West Coast Main Line South Capacity Enhancement Plan and Management of Congested Infrastructure Code of Practice.

MD101 5.2.2 Decision



[REDACTED] on behalf of NWCTPR

Reply

Reply All

Forward



To

Fri 14/08/2026 13:39

Cc

+ 10 others

OFFICIAL\Default

- Willesden West London Jn FL train counts.xlsx
.xlsx File
- Camden Jn Down Direction.xlsx
.xlsx File
- Camden Jn up direction.xlsx

As noted on previous calls, the aim of applying the entry in section 5.2.2 was to keep the current quantum of services currently in the timetable, resulting in no WTT services being removed by the application of the constraint. Camden Junction was used as the counting location as this is the first or last Tiploc to reference the FL line code, Euston could not be used due to the different line codes and approaches possible.

A proposal was sent by an operator to have the limit at 13tph, except for up to 8 hours where 14tph could be applied, so long as no more than 2 consecutive hours had 14tph applied, excluding the 17xx hour where 15TPH can be planned, so long as 13tph is planned in the 18xx hour. This was reviewed against the current structure of the timetable (hours being xx:00 to xx+1:00 (exclusive) and at Camden Jn it was noted that in the Up this does not meet the proposal sent across (file attached). In summary, at Camden Jn in the up we have the 15:00 hour having 16tph, this includes a 1Q service, if this is excluded its still 15TPH, which follows the 13:00 and 14:00 hours which have 14tph. In the proposal from Network Rail, we have included the 15TPH, excluding the IM service as this can be treated as an STP variant schedule due to number of weeks it runs. If the count was to be undertaken on Euston Arrivals, this would still be foul in the 15:00 hour of the no more than 2 consecutive hours timed at 14tph. If Network Rail was to apply this methodology, then trains would be subsequently removed from the timetable to abide by this ruling.

MD101 5.2.2 Decision



[redacted] on behalf of [redacted]

Reply

Reply All

Forward



To [redacted]

Fri 14/08/2026 13:39

Cc [redacted] + 10 others

OFFICIAL\Default

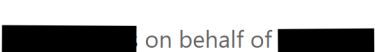
- Willesden West London Jn FL train counts.xlsx
.xlsx File
- Camden Jn Down Direction.xlsx
.xlsx File
- Camden Jn up direction.xlsx
.xlsx File

A question was raised on if a service was flexed to the next hour, how this would impact that hours Quantum, especially if the Quantum results in exceeding the TPH. The decision to show a TPH of 14TPH in all hours, except those noted in the exceptions, would allow flexed services to not exceed the hourly TPH, thus not affecting the current Quantum of services shown on the Fast Lines at Camden Jn. Any flexes into hours where the TPH is excluded from the 14TPH would need to be performance assessed before being accepted into the WTT.

One comment received by Network Rail was to move the train count from Camden Jn to Willesden West London Jn so it excludes services that are diverging to the SWS lines or the Goods Lines around Willesden. The train count is attached which would support a 14TPH count if exceptions are applied for the 16:00/17:00 hours in the down and 09:00 and 17:00 in the Up. The train count is attached for your reference.

There was also discussions as to how any STP schedules where plans take the number of TPH over the documented limit can be planned. Subject to industry agreement, and that the paths are TPR compliant, an exception in the wording should allow these schedules to be planned, noting that the TPH documented is the WTT (LTP) published TPH.

MD101 5.2.2 Decision

 on behalf of 

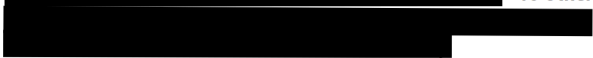
↩ Reply

↩ Reply All

➡ Forward

⋮

To 

Cc  +10 others

Fri 14/08/2026 13:39

 OFFICIAL\Default

-  Willesden West London Jn FL train counts.xlsx
.xlsx File
-  Camden Jn Down Direction.xlsx
.xlsx File
-  Camden Jn up direction.xlsx

Decision

The decision from Network Rail is for the below entry to be slightly re-worded so that the TPH is the WTT published train count, and this is at the current location of Camden Jn. This will allow any agreed diversions (such as the GWR or Polar Express services) to be planned should a compliant to the TPRs path be found, on the basis the industry has agreed to these paths being granted and received by Capacity Planning. Reference to the CPPP will be removed as this would not be the location to reference any exceptions.

MD101 EUSTON TO ARMITAGE JN (EXCLUSIVE)		
Down		
Locations	TPH	
Camden Jn to Fast Line	Every hour	14 except;
	16:00 (inc.) – 17:00 (excl.)	15
	17:00 (inc.) – 18:00 (excl.)	15
Any exemption to the above constraints will be noted in the traffic remarks in the CPPP. TPH does not count IM Service trains due to frequency of runs. When these are planned to run, the TPH can		

MD101 5.2.2 Decision



[Redacted] on behalf of [Redacted]

↩ Reply

↩ Reply All

➡ Forward

⋮

To [Redacted]; +10 others

Fri 14/08/2026 13:39

Cc [Redacted]

OFFICIAL\Default

- Willesden West London Jn FL train counts.xlsx
.xlsx File
- Camden Jn Down Direction.xlsx
.xlsx File
- Camden Jn up direction.xlsx
...

Any exemption to the above constraints will be noted in the traffic remarks in the GPPP. TPH does not count IM Service trains due to frequency of runs. When these are planned to run, the TPH can be increased by 1 to accommodate this service. The values above are WTT published schedules, STP variations that exceed the TPH will only be agreed with industry consultation.		
Up		
Locations	TPH	
Camden Jn from Fast Line	Every Hour	14; except
	15:00 (inc.) – 16:00 (excl.)	15
	17:00 (inc.) – 18:00 (excl.)	16
Any exemption to the above constraints will be noted in the traffic remarks in the GPPP. TPH does not count IM Service trains due to frequency of runs. When these are planned to run, the TPH can be increased by 1 to accommodate this service. The values above are WTT published schedules, STP variations that exceed the TPH will only be agreed with industry consultation.		

MD101 5.2.2 Decision



[Redacted] on behalf of [Redacted]

Reply

Reply All

Forward



To [Redacted]

Fri 14/08/2026 13:39

Cc [Redacted] +10 others

OFFICIAL\Default

Willesden West London Jn FL train counts.xlsx
.xlsx File

Camden Jn Down Direction.xlsx
.xlsx File

Camden Jn up direction.xlsx

The values above are HHR published forecasts, any variations that exceed the HHR will only be agreed with industry consultation.

The above entry will be published in Version 4.1 of the 2027 Timetable Planning Rules when the consultation for V4.1 closes on Tuesday 18th August 2026, with the document sent to publications after the consultation deadline of 10:00.

Kind Regards



NetworkRail

[Redacted]
[Redacted]
Timetable Production | Capacity Planning
System Operator

17th August 2026

HHR email NR with question as to which value is being used from the report

RE: EXTERNALMD101 5.2.2 Decision



To [REDACTED]

OFFICIAL\Default

You replied to this message on 18/08/2026 08:06.

Reply Reply All Forward

Mon 17/08/2026 13:51

Hi [REDACTED]

Thank you for your email and attached documents.

If I have read the West Coast Main Line South Capacity Enhancement Plan correctly, two packages are identified, 10a delivering 15tph Euston – Rugby and 10b delivering 16tph Euston – Rugby, however given the current traffic levels on the route, it is unclear which, if either, package has been implemented.

If the current timetable is structured around the West Coast Main Line South Capacity Enhancement Plan, I would have expected the Euston – Rugby corridor to be 15tph as recommended by the WCML Industry Planning Group. I appreciate that there may have been further timetable work following the publication of the West Coast Main Line South Capacity Enhancement Plan, however this is not clear at this time.

My question is simply, should the Euston – Rugby capacity be limited to 15tph or 16tph, all hours, or is there evidence to support a different tph value?

Apologies if I have missed something blindingly obvious or mis-read the limited documents I have had sight of to date.

Please do not hesitate to contact me should you wish to discuss further.

Regards,

[REDACTED]

18th August 2026

NR respond to HHR email saying proposal accommodates both values.

RE: EXTERNALMD101 5.2.2 Decision



██████████ on behalf of ██████████
To ██████████

OFFICIAL\Default

[↩ Reply](#)[↩ Reply All](#)[➡ Forward](#)

Tue 18/08/2026 08:06

Good morning ██████████,

Thank you for your email.

The report does recommend 15TPH between Rugby and Euston as 10a) and 16tph as 10b), however what it does not stipulate is any peak TPH, to which given the increase in passengers (may have changed since the report and the pandemic) the higher value would be assumed as the peak level of services, as currently shown with the exceptions published.

The current performance levels on the West Coast South would be evidence that introducing further paths above the 14TPH every hour, noting that there are hours where 14TPH does not occur so we've already allowed for additional, would further have a negative impact on the robustness of the timetable, resulting in longer recovery times should incidents occur and result in less time to recover should sub threshold minutes start building.

The trade off for the peaks would be the number of passengers resulting in the demand for extra capacity/services to safely transport passengers to their destinations.

So to clarify, the way the entry is worded we have accommodated both A and B within the exceptions, however the current performance highlights it could not be implemented every hour, and this could be down to simply how the timetable is currently structured.

I hope this makes sense.

Version 4.1 issued to operators and sent to publications with proposal issued on 14th August.

HHR respond with further proposal amendments based on previous email.

19th August 2026

Route respond to request for information on 2022 ESG modelling. NR respond back asking for the reports.

From: ██████████
Sent: Wednesday, August 19, 2026 14:03
To: ██████████
Cc: ██████████
Subject: RE: MD101 Congested Infrastructure

OFFICIAL

Good afternoon ██████████

I don't suppose you have any copies of the modelling at please from the ESG?

All of this supports the entry that was published in the TPRs for V4 2027, although what is not clear (although I think I can understand from a passenger capacity/safety perspective) why the evening peak has been somewhat authorised to exceed the 14TPH. The challenge we have got, although not from any actual operators who run FL I may add, is why the 14tph can be exceeded in the hours it is and as to why that number cannot be used throughout the day. I'm sure the ESG modelling may give the answer.

Kind Regards

20th August 2026

Reports received from route, performance modelling and simulation modelling for the Dec 22 WCML ESG. Confirmation received this could be shared. Also confirmation as to why TPH was exceeded in hours entry has published.

RE: MD101 Congested Infrastructure



To

Cc

Reply

Reply All

Forward

...

Thu 20/08/2026 09:05

 OFFICIAL\Default

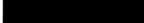
OFFICIAL

Hi 

It is the trade off. In peak hours the volume of people means the trade off on performance and erosion of the resilience utilising the extra path is balanced against spreading passenger flow over more service, reducing overcrowding which can impact things such as station dwells. Not utilising the additional path in off peak hours – where demand is catered for allows for some reliance in the timetable. The WCML General rep letters to ORR included commentary on this reasoning.

Kind Regards



M: 
E: 

RE: MD101 Congested Infrastructure

[REDACTED]
To [REDACTED]
Cc [REDACTED]

[Reply](#) [Reply All](#) [Forward](#) [...](#)

Thu 20/08/2026 09:17

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Traccis Rail Consultancy_WCML South IPG Dec22 Performance Modelling_Full Scope_20211220 v2.pdf .pdf File



Simulation Modelling for the Dec 22 WCML ESG - Report 1.2.pdf .pdf File

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[REDACTED]

Just sense-checking something here, but do we actually exceed 14tph on the FL in the current WTT?

My maths may be wrong but I think its just the 08:00-09:00 Up direction when we go up to 15, and that's because one of the sleepers has been retimed slightly from the previous hour.

In other hours the 'plan' may have more than 14 paths but not all of these are being used, and we don't support the rights for the services not running (eg Blackpools) because of performance and power concerns.

[REDACTED]

24th August 2026

Email sent to all stakeholders with the reports, and further clarification of decision.

In terms of the note that was added in V4.1 regarding STP moves, this again is supported by trade-offs that are agreed within industry working groups to allow additional services where required (noting the GWR diversions).

NR respond to HHR's proposal sent on 18th August

RE: EXTERNALNorth West & Central Version 4.1 Timetable Planning Rules



[Redacted] on behalf of [Redacted]

To [Redacted]
Cc [Redacted]

Reply

Reply All

Forward



Fri 28/08/2026 08:23

OFFICIAL\Default

Good morning [Redacted]

Apologies for the delay in responding to this email.

As you may be aware, I did send an email out on Monday 24th August with the WCML ESG modelling reports which include the LUMO services.

Referring to your proposal below. Thank you for sending this across.

At this present time, the WCML ESG modelling report now supersedes the previous report for the TPH suggested, and still supports what was published in Version 4.1 on the overall published TPH.

I do think the wording proposed below could be considered for any short term plans (GWR Diverts, MBR etc), however is the 16TPH correct given the recent report? I appreciate there is an hour with the 16TPH, however as mentioned in the email on the 24th, there was a trade-off to spread the number of passengers on safety and overall performance grounds over short term local performance, could 16TPH be sustained in multiple hours – even on a short term basis? It should also be noted the 16TPH is due to rounding at the location, I believe the TPH at Euston is spread as 15TPH for the evening peaks.

RE: EXTERNALNorth West & Central Version 4.1 Timetable Planning Rules



[Redacted] on behalf of [Redacted]

To [Redacted]
Cc [Redacted]

Reply

Reply All

Forward



Fri 28/08/2026 08:23

OFFICIAL\Default

I am happy to take the wording internally to discuss to see if this should be proposed and as such have copied in my colleagues so they have transparency of this email and the discussion can progress. However can I confirm if wording similar (noting the TPH value comments above) was included within the entry, this would resolve Heavy Haul Rails dispute to the MD101 entry, noting Heavy Haul Rail are disputing 5.2.2 in general on a National level and as such this being considered a separate dispute – albeit part of the same as well.

As you may be aware, there are indeed several other operators disputing this entry, so if it is agreed this will resolve your dispute (once the total TPH value has been agreed that allows the STP amendments or modelled access applications), and accepted internally as well, then we will take this to the other stakeholders for their feedback on the proposal and consult out to all.

As always, please do not hesitate to contact me further.

Kind Regards

4th September

Internal ask received about reviewing entry to what was raised by GBRf for utilising Willesden West London Jn. – 07:48

From: [REDACTED]
Sent: 04 September 2026 07:48
To: [REDACTED]
Cc: [REDACTED]
Subject: 5.2.2. NW&C Dispute
Importance: High

OFFICIAL

Good Morning [REDACTED]

A bit of an urgent ask, if possible, we have an action on the 5.2.2. disputes that if completed might remove the dispute, please see below:

05/0309 Review West Coast Main Line constraint boundaries and revisit previous versions that may already have addressed operator concerns.

[REDACTED] please can you provide? [REDACTED] mention an earlier version was agreeable to them.

7th September

NR email internal with information on internal ask. Proposal written.

RE: 5.2.2. NW&C Dispute

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

☺️ ↩️ Reply ↩️ Reply All ➡️ Forward 📎 ...
Mon 07/09/2026 10:04

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RE: EXTERNALRE: EXTERNALNorth West & Central Version 4.1 Timetable Planning Rules
Outlook Item

Willesden West London Jn FL train counts.xlsx
31 KB

Willesden West London Jn Proposal.docx
52 KB

Good morning [REDACTED]

GBRf were the operator who mentioned Willesden West London Jn would be better suited as it allows MBR traffic to not be counted.

Attached is the latest proposal sent across from [REDACTED] based on the current entry at Camden Jn.

I've also attached the train counts at Willesden West London Jn.

The report for the WCML ESG states no more than 15TPH, to which is the background of [REDACTED] proposal. If we combine both proposals, and based on CURRENT train counts, we would have an entry similar to the Willesden West London Jn proposal (attached), which I've created this morning. Again this is based on what we currently have in the TT for Dec 26 on the FL (used January as the count date).

Is this worth checking with [REDACTED] to see if it makes sense before sending out to all WCML stakeholders, or does this need confirming with GBRf before consulting the WCML stakeholders?

Kind Regards

| Tommy Lees

NR email HHR with proposal at 10:19 now written at Willesden West London Jn

RE: EXTERNALRE: EXTERNALNorth West & Central Version 4.1 Timetable Planning Rules

[REDACTED] on behalf of [REDACTED]
To: [REDACTED]
Cc: [REDACTED]

☺️ ↩️ Reply ↩️ Reply All ➡️ Forward 📎 ...
Mon 07/09/2026 10:19

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Willesden West London Jn Proposal.docx
52 KB

Good morning [REDACTED].

Thank you for the below.

I have used this wording on the attached proposal, where-by another operator has asked if the location the count takes place is not Camden Jn but Willesden West London Jn.

One thing you will note is that the 17:00 hour in the up "exceeds" the 15TPH as it is 16TPH, this is the current structure. That said, the hour before is 13TPH and the hour after is 14TPH, therefore the total cumulative TPH is 43 not 45. By adding the note that the hours either side MUST be 14TPH, this gives a cumulative value of 44 over the 3 hours, which gives 1 path over those 3 hours as an additional recovery path to cater for the 17:00 hour. This follows the 14TPH as a standard hour TPH. Hope this makes sense.

Could you please review the attached proposal, confirm it makes sense, and if this is something you could accept, to which this will then go out for full consultation.

Kind Regards

| [REDACTED]

NR email GBRf with proposal at 14:52 highlighting the move of the rule to Willesden West London Jn.

MD101 5.2.2 proposal

 on behalf of NWCTPR
To: 
Cc: 

  Reply  Reply All  Forward  

Mon 07/09/2026 14:52

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 Willesden West London Jn Proposal.docx
52 KB

Good afternoon,

Please note, this email relates to MD101 Section 5.2.2 dispute and not the National 5.2.2 entries.

Upon GBR's feedback in Version 4 regarding the use of Camden Junction for the published entry for MD101 within Section 5.2.2 of the NW&C Timetable Planning Rules, we have been working on finalising a further proposal based on this feedback, feedback received from other operators and the WCML ESG Modelling Reports that was issued via email on 24th August 2026.

Therefore we would like to propose the attached amendments to the entry, moving the location to Willesden West London Jn, amending the notes to reflect the current timetable and noting the total TPH, noting in the email on the 24th the reason the evening peak exceeds the standard TPH value. We have also built in resilience with the 1700 hour that is 16TPH by limiting the hours either side so that there is a path that allows recovery within the 3 hours.

Please can you review the attached document, and respond to all with any feedback, amendments or acceptance of the entry so that it can be consulted to all stakeholders resulting in a Version 4.2 being published.

Please do not hesitate to contact me.

Kind Regards

8th September

Email sent to FL with same proposal as HHR on advice from HHR that HHR no long representing FL in this dispute.

MD101 Section 5.2.2

 
To: 
Cc: 

 Reply  Reply All  Forward 

Tue 08/09/2026 13:59

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 You replied to this message on 10/09/2026 06:27.

 Willesden West London Jn Proposal.docx
.docx File

Good afternoon 

After speaking with  he has informed me that you are now the contact for any dispute items that were raised by  whilst he was covering both roles.

As such, please find attached a proposal we feel will resolve the dispute raised for the Section 5.2.2 MD101 entry that was published in the 2027 TPRs.

The basis of the proposal is taken on board several comments received, one being to move the location from Camden Jn to Willesden West London Jn to allow MBR and any future GWR divers to not be included in any train counts, when the main concern is the number of services utilising the fast lines from Willesden West London Jn to Ledburn Jn. The second is to keep the current quantum of services, align the number to the report for the ESG that was issued previously and to state what the maximum TPH could be (except the for the exception documented).

One thing you will note is that the 17:00 hour in the up "exceeds" the 15TPH as it is 16TPH, this is the current structure. That said, the hour before is 13TPH and the hour after is 14TPH, therefore the total cumulative TPH is 43 not 45. By adding the note that the hours either side MUST be 14TPH, this gives a cumulative value of 44 over the 3 hours, which gives 1 path over those 3 hours as an additional recovery path to cater for the 17:00 hour. This follows the 14TPH as a standard hour TPH and keeps the current structure. Hope this makes sense.

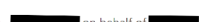
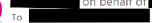
The attached has been accepted by Heavy Haul Rail on the basis it is consulted and published as a Version 4.2.

As mentioned above regarding the belief that  was still representing both companies, can you please review the proposal and confirm if you accept the proposal on behalf of Freightliner thus resolving the dispute for MD101 only (noting Section 5.2.2 is still in dispute as a national item and is being handled separately).

Kind Regards

Further response received from HHR with further amendments. Email responded to by NR with challenge on wording, however noted acceptance that values were accepted by HHR.

RE: EXTERNALRE: EXTERNALNorth West & Central Version 4.1 Timetable Planning Rules

 on behalf of 
To: 
Cc: 

 Reply  Reply All  Forward 

Tue 08/09/2026 14:31

OFFICIAL\Default

Good afternoon 

Thank you for your response.

I have amended the entry for the Up direction to reflect the 0900 hour, it was in the count just missed on the entry so I have no objection to highlighting this as an exception to the 14TPH.

I do have to challenge the proposed amendment for the *, stating the XX54 path would be incorrect here (although appreciate its off path). The issue I foresee is what happens if the XX54 is moved in every hour, it makes the note redundant. It should also be noted that the increase in this hour is the additional class 3 at 17:21, so it needs to be careful on how to word it.

The proposal to have both the hour before and after at a maximum of 14tph safeguarded the 16TPH and provided an extra path to recover performance wise, however would a sensible counter proposal be something like:

***Either the hour before or after must not exceed 14TPH**

Thus over the 2 hours it does not exceed 30, which would be the 2 x TPH maximum anyway?

Just a matter of wording and I think we will have it resolved.

Kind Regards

9th September

NR spoke in person to GBRf, confirmed if the rule does show Willesden West London Jn than this would remove the MD101 element. GBRf confirmed email would be sent with caveat that it will stay in dispute until published. Minor wording amendment discussed verbally.

10th September

No email received yet from GBRf to NR.

NR issued minor amendment, as already discussed previously day before with GBRf to GBRf, FL, HHR and FRL. Confirmation requested that once Version 4.2 was published, this would resolve dispute noted in email.

MD101 Section 5.2.2

To: [REDACTED]
Cc: [REDACTED]

Reply Reply All Forward ...
Thu 10/09/2026 06:27

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Willesden West London Jn Proposal.docx
Word File

Good morning all,

As discussed in person throughout the week, we seem to have reached an agreement that moving the entry from Camden Jn to Willesden West London Jn resolves the initial disputes raised by GBRf and Heavy Haul Rail.

There was however some minor tweaks required for the wording relating to the 17:00 hour entry just so that the exception can be covered and is clear to implement.

That said, I have attached the proposal with the wording amendment and also shown below.

Up	TPH	
Locations	Every Hour	
Camden Jn Willesden West London Jn from Fast Line	16:00 (inc.) – 18:00 (excl.)	14, except
	09:00 (inc.) – 10:00 (excl.)	15
	17:00 (inc.) – 18:00 (excl.)	16*
The values above are WTT published schedules. STP variations that exceed the TPH will only be agreed with industry consultation. *The 16:00 and 18:00 hours must not exceed 14TPH unless the 17:00 hour is 15tp, allowing either hour to be increased to 15TPH, so long as the total count for the 2 hours does not exceed 30 trains. Any proposal to exceed the TPH will be subject to industry consultation and will not exceed 15TPH		

This change then allows the flexibility to have 1 train from the 17:00 move to the either hour, given the total number of trains across as 30TPH, so same quantum, but also allows the 3rd hour to exceed to 15TPH subject to the second note

MD101 Section 5.2.2

To: [REDACTED]
Cc: [REDACTED]

Reply Reply All Forward ...
Thu 10/09/2026 06:27

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Willesden West London Jn Proposal.docx
Word File

Any proposal to exceed the TPH will be subject to industry consultation and will not exceed 15TPH

This change then allows the flexibility to have 1 train from the 17:00 move to the either hour, given the total number of trains across as 30TPH, so same quantum, but also allows the 3rd hour to exceed to 15TPH subject to the second note being followed.

As there were several other operators disputing this entry I have copied them into this email so that it is clear to all the progress made on trying to resolve the MD101 dispute.

Please can you confirm by response acceptance of the wording amendment, and that once published in Version 4.2 this will result in withdrawal of the dispute for your organisation.

Kind Regards

[REDACTED]

FL confirm they are staying in dispute

From: [REDACTED]
Sent: Thursday, 10 September 2026 17:30:35
To: [REDACTED]
Subject: Re: MD101 Section 5.2.2

We will be maintaining our dispute stance on this [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

11th September

When questioned as to why, the following was received

Re: MD101 Section 5.2.2

[REDACTED]
To [REDACTED]
OFFICIAL\Default

You replied to this message on 11/09/2026 14:29
If there are problems with how this message is displayed, click here to view it in a web browser.

[Summarize](#)
[Reply](#) [Reply All](#) [Forward](#) [Share](#) [More](#)
Fri 11/09/2026 07:33

The dispute paper has already been submitted [REDACTED]

Im led to believe the stance you were given from the HHR rep appears to be a personal one rather than a company stance. I suggest you speak to [REDACTED] and [REDACTED] with some urgency as they are apparently quite upset about this. Not your fault I know just don't want it giving you an additional headache.

From our point of view there are 3 things wrong with it:

- 1, if there is a limit on how much traffic can use a section of line the figure cannot change over the course of the day. The infrastructure remains the same there for 15 down/16 up can apply all day.
- 2, We also contest the method of calculation, the base WTT is not a legitimate data source to gauge capacity and/or performance.
- 3, Limiting the number of trains is a way to avoid dealing with route causes of performance issues. The TPRs show the capability of the network and are not to be used as a defence mechanism against the cost of improving performance issues.

Personal note, sorry to be a bit of a stickler on this but I'm sure you were all expecting it and within freight it is know that you guys are being sold a lemon at the moment on a few things and we will do our best to direct our questions and frustration at where its coming from. Rest assured this issue is one of the smaller ones and we all feel for you having to deal with the forces on high.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

FRL respond to proposal

From: [REDACTED]
Sent: 11 September 2026 09:32
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: MD101 Section 5.2.2

Morning [REDACTED]

Thanks for copying me into this e-mail. You refer to some discussions around this that have taken place this week – but presumably this was only with select dispute parties as I haven't been involved in any of these? With regard to this section of the TPRs, as far as FRL are concerned this does not resolve our concerns and this item remains in dispute. As per our Version 3 and 4 responses and the JRD that has been sent to Network Rail ahead of the Panel hearing in October, we do not agree with the inclusion of this section at all in its current guise for the reasons set out in the correspondence I've referred to above (which I won't reiterate here in the interests of time!).

Thanks again for sharing this update nonetheless and we are happy to continue working with you on this and all of the other items in dispute to try and find a resolution to our disagreement.

Cheers,

[REDACTED]
[REDACTED]
[REDACTED]

NR response to FRL

RE: MD101 Section 5.2.2

To [REDACTED]
Cc [REDACTED]

OFFICIAL\Default

Reply Reply All Forward [REDACTED] [REDACTED]
Fri 11/09/2026 10:05

Good morning [REDACTED]

The discussions were more direct not via email, HHR was by phone on Tuesday and GBRI was in person at the North West forum on Wednesday, with this proposal based on those discussions. HHR did also confirm via email their position based on the proposal.
From what I understand, what we are proposing addresses their immediate concerns, the number of TPH aligns with the modelling reports and the location of Willesden West London Jn now allows MBR traffic to be excluded from any counts given these diverge here. We noting that section 5.2.2 as a whole is being disputed nationally.

I would like to state that getting hold of the ESG modelling reports was one of the issues we encountered to support the values, but these have since been shared to support the proposal, and the proposal has been amended.

I've been passed the JRD which I can review and see if we have addressed any of this previously.

As ever I am happy to work with you all to try and progress this to a resolution if one can be found before the ADRC.

Kind Regards

NR Response to FL

RE: MD101 Section 5.2.2

To [REDACTED]
Cc [REDACTED]

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Reply Reply All Forward [REDACTED] [REDACTED]
Fri 11/09/2026 14:30

Hi [REDACTED]

Couple of items here need to be addressed, as discussed verbally earlier but for clarity written in email form.

First off thank you for notifying me of the HHR position. This will be taken away internally to discuss how to proceed.

In terms of FL's position, I will respond where I can for now:

- 1) The reports show 15TPH. From what I understand, and took from the report, these TPH are based on Euston platforms, so 15TPH will utilise the FL between Euston and Rugby. In essence, the timing of these trains at Willesden West London Jn has lead to the "artificial" increase to 16TPH for the 1 hour. It was spotted, and as such was reflected by limiting either the hour before or after to 14TPH so that the total quantum is 30 trains over the 2 hours, which reflects the 15TPH.
- 2) Acknowledged, again this method was chosen to keep the current timetable structure that also aligns with the WCML reports. Having the 14TPH as a standard value is actually higher than some current hourly counts in the timetable, so by default of this value, we've consequentially said there are some paths available.
- 3) I somewhat agree and disagree with this. We know there are issues here, hence the congested infrastructure statement. Whilst this is declared, a value needs to be assigned so that the number of trains does not increase the current value (in essence we know on a good day the number of trains currently timetable can perform). What I do disagree with is this being used as a defence mechanism. We know improvement is required, and working with operators, be it reviewing Euston to Rugby link to link, will improve the situation, to which point the congested infrastructure could be lifted. I think, in simple terms, this limit basically gives the route a chance to review everything and then find a solution "before" allowing further services to be timetabled into the full WTT.

I appreciate the above will not resolve any of the outcomes, point 1 may be better explained then I tried to voice earlier, however as discussed from our conversation, its better to have my response formally written to address the points raised.

Kind Regards

Commentary for MD101 proposal

Commentary on the development of the MD101 proposal

The MD101 proposal has developed through several iterations as Network Rail sought to introduce a transparent Fast Line capacity constraint for the West Coast South. The original proposal was based on the May 2026 timetable and used 14 trains per hour as the normal benchmark, with specific higher values during periods where a capacity and performance trade-off had already been accepted. It was intended for publication in Version 3 of the 2027 Timetable Planning Rules.

Original proposal

The initial proposal applied the constraint at several different locations:

- **Down direction:** Camden Junction and Tring.
- **Up direction:** Watford Junction, Willesden West London Junction and Camden Junction.

The normal limit was generally 14 trains per hour, with location-specific exceptions. These included 15 trains per hour at Camden Junction in the Down direction

between 16:00 and 18:00, and 16 trains per hour at Tring between 17:00 and 18:00. In the Up direction, the proposal contained differing exceptions at Watford Junction, Willesden West London Junction and Camden Junction. [\[MD101 5.2....aint Entry | Word\]](#)

The original wording also stated that any exemption would be recorded in the traffic remarks in the CPPP. An individual Camden Junction value of 16 trains per hour between 15:00 and 16:00 was identified as including one Infrastructure Manager service. [\[MD101 5.2....aint Entry | Word\]](#)

This approach provided detailed point-by-point controls, but it also produced several different counting locations and values for what was intended to be a single MD101 Fast Line capacity constraint.

Version 1.1

Version 1.1 retained the broad multi-location structure but altered some of the values. In particular, the Up Camden Junction normal value was reduced from 14 to 13 trains per hour, while its exceptions were shown as 15 trains per hour between 15:00 and 17:00 and 16 trains per hour between 17:00 and 18:00. The separate 18:00 to 19:00 value was shown as 13 trains per hour.

Version 1.2

Version 1.2 represented a significant simplification. Tring, Watford Junction and the separate Willesden West London Junction Up entry were removed from the main constraint table. Both directions were instead expressed at Camden Junction:

- **Down at Camden Junction:** 14 trains per hour normally, increasing to 15 between 16:00 and 18:00.
- **Up at Camden Junction:** 14 trains per hour normally, increasing to 15 between 15:00 and 16:00 and to 16 between 17:00 and 18:00.

Version 1.2 also introduced explicit treatment of Infrastructure Management services. These services were excluded from the ordinary TPH count because of their frequency of operation, with the stated limit capable of being increased by one when such a service was planned to run.

The rationale remained based on preserving the existing timetable structure rather than removing services.

Version 4.1 development

Following further consultation, the proposal was reframed so that the stated limits represented the number of trains published in the Working Timetable rather than an absolute prohibition on all additional Short Term Planning activity. The revised

wording allowed STP variations above the published count, subject to industry consultation.

At this stage, Camden Junction remained the counting location. However, the supporting review identified a difficulty with using Camden Junction because train counts there could include services which diverged at Willesden West London Jn. Moving the counting point to Willesden West London Junction was considered as a way of excluding those services and providing a more representative Fast Line count.

The supporting rationale was also strengthened through the use of performance and simulation modelling connected with the December 2022 West Coast Main Line ESG. The explanatory correspondence stated that the exceptions represented an agreed trade-off between performance or resilience and the need to accommodate additional services during busier periods.

Latest proposal: Willesden West London Junction

The latest proposal moves the MD101 counting location from Camden Junction to **Willesden West London Junction** in both directions. This change was developed internally on feedback previously received and shared with affected operators on 7th September. It was subsequently discussed with GBRf, with a further minor wording amendment circulated on 10 September.

The latest proposal therefore applies as follows:

Down direction

The counting point is **Willesden West London Junction to the Fast Line**. The proposed limit is:

- 14 trains per hour in every hour, except:
- 15 trains per hour from 16:00 inclusive to 17:00 exclusive; and
- 15 trains per hour from 17:00 inclusive to 18:00 exclusive.

Any proposal to exceed the stated TPH would be subject to industry consultation and would not exceed 15 trains per hour.

Up direction

The counting point is **Willesden West London Junction from the Fast Line**. The proposed limit is:

- 14 trains per hour in every hour, except:
- 15 trains per hour from 09:00 inclusive to 10:00 exclusive; and
- 16 trains per hour from 17:00 inclusive to 18:00 exclusive.

The 17:00 hour is supported by an additional balancing condition. The 16:00 and 18:00 hours must not normally exceed 14 trains per hour. Where the 17:00 hour contains only 15 trains, either the 16:00 or 18:00 hour may increase to 15, provided that the combined total across the relevant two hours does not exceed 30 trains.

The latest wording also states that a proposal exceeding the normal TPH remains subject to industry consultation and is capped at 15 trains per hour. This means that the published 16-TPH value for the 17:00 Up hour is a defined timetable exception, rather than a general authority to plan further services above the stated count.

Overall effect of the changes

The progression of the proposal can be summarised as follows:

1. **The initial proposal used several counting locations**, including Camden Junction, Tring, Watford Junction and Willesden West London Junction.
2. **Version 1.1 adjusted individual values**, particularly at Camden Junction, but retained the multi-location structure.
3. **Version 1.2 simplified the rule to Camden Junction in both directions** and introduced specific treatment for Infrastructure Manager services.
4. **The Version 4.1 approach distinguished the WTT published count from STP variations**, allowing departures only through industry consultation.
5. **The latest proposal relocates the count to Willesden West London Junction**, providing a more focused measure of services using the relevant Fast Line section and avoiding the inclusion of services diverging around Camden or Willesden.
6. **The Up direction now contains a controlled two-hour balancing mechanism**, preserving flexibility around the 17:00 peak while limiting the combined number of trains.
7. **The generic Infrastructure Management service uplift has been removed from the latest wording**. It has been replaced by a more general consultation provision, with a maximum of 15 TPH for proposals seeking to exceed the applicable normal value.

Concluding commentary

The latest Willesden West London Junction proposal is a more focused and operationally representative expression of the MD101 capacity constraint. It replaces the earlier multi-location and Camden Junction-based arrangements with a single counting point in each direction, while retaining the established base limit of 14 trains per hour and recognising the existing peak timetable exceptions. The proposal also provides controlled flexibility for timetable variations through industry consultation and introduces a specific balancing arrangement around the Up evening peak.

Overall, the change improves clarity by aligning the rule more closely with trains that continue to use the Fast Lines through Willesden West London Junction, rather than services whose routing may diverge before or around that location.

TTP2861 et All Appendices

Appendix C – Chronology re LNE TPR Section 5.2.2 Consultation

Overview

Two high risk level crossing were included in the Section 5.2.2 of the V3 Timetable Planning Rules for London North Eastern. These were:

- Ing Footpath crossing on the approach to Hare Park Junction; and
- Scalm Lane UMC between Hambleton South Junction and Hambleton West Junction.

Alongside this a constraint was added which states the maximum number of train permitted over Welwyn Viaduct.

These were consulted as part of Version 3 and operators responded to the draft document. GBRF, Freightliner, Heavy Haul Rail and Northern responded to V3 stating they disagreed with their inclusion in 5.2.2. Network Rail considered the responses and established them in V4. Network Rail responded to operators with a

comment of - *Level Crossing restrictions will remain as offered in V3. Work has taken place to ensure only crossings with established risks identified through risk assessments have been included. Network Rail were tasked with improving clarity and documentation of level crossing risk through the ADC process and the ORR, and the TPRs are the chosen way to govern this.*

- *Through discussions with route and region teams, Capacity Planning are reviewing the values of all general constraints (those documented as trains per hour limits) within V3. Any constraint which cannot be quantified and evidenced will be removed for V4.*

V4 saw a small number of changes compared to V3. Ings Level Crossing was corrected to read FP (footpath crossing) vice UWC (user worked crossing). Both Level Crossings had value place on them for barrier down time (both N/A as they are not traditional road crossings) and the number of users per day.

There were no changes to 5.2.2 between V4 and V4.1.

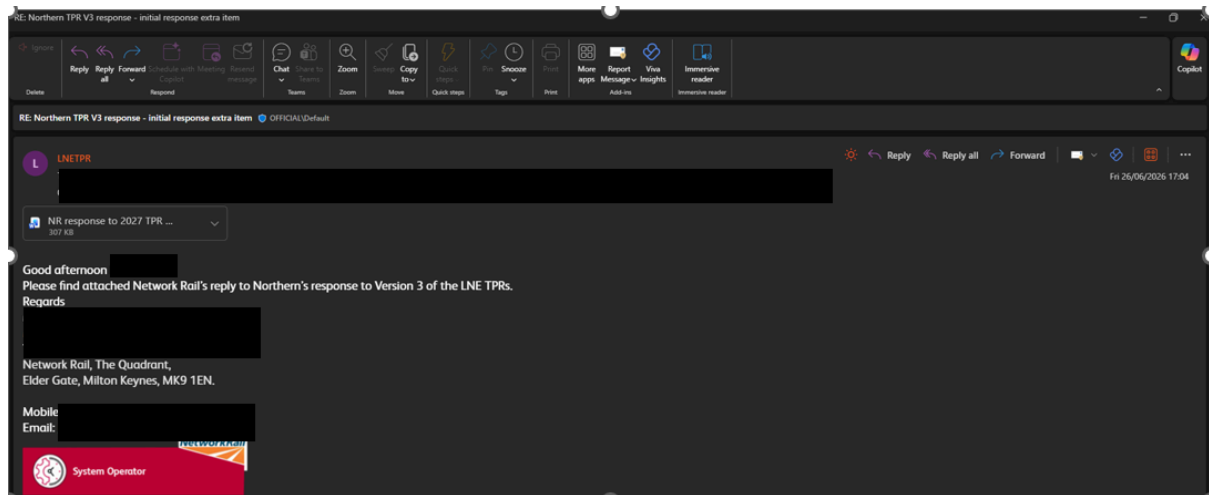
There were no objections to the inclusion of the restriction over Welwyn Viaduct.

No level crossing were added into V3 or V4 of the Timetable Planning Rules for East Midlands.

Date	Event	Comments
24/10/2025	LNE V1 Published	Level Crossings not included
06/02/2025	LNE V2 Published	Level Crossings not included
08/05/2026	LNE V3 Published	Addition of: 1 – Maximum number of trains in each hour over Welwyn Viaduct 2 – A list of high risk level crossings was included for Ings and Scalm Lane.
05/06/2026	Operator Responses	GBRF, Freightliner, Heavy Haul Rail and Northern respond disagreeing with the inclusion of level crossings in 5.2.2.
25/06/2026	Network Rail Responds to Version 3 comments	NR commentary back to GBRF, Freightliner, Heavy Haul Rail and Northern was sent individually but all stated: <i>- Level Crossing restrictions will remain as offered in V3. Work has taken place to ensure only crossings with established risks identified through risk assessments have been included.</i>

		<i>Network Rail were tasked with improving clarity and documentation of level crossing risk through the ADC process and the ORR, and the TPRs are the chosen way to govern this.</i> <i>- Through discussions with route and region teams, Capacity Planning are reviewing the values of all general constraints (those documented as trains per hour limits) within V3. Any constraint which cannot be quantified and evidenced will be removed for V4.</i>
26 th June 2026	LNE TPR V4 Published	Contained the following changes to 5.2.2 1 – <i>Ings UWC</i> changed to <i>Ings FP</i>. 2 – Barrier Down Time changed from <i>TBC by LCM</i> to <i>N/A</i> for both Ings and Scalm Lane. 3 – Pedestrian / Road usage changed from <i>TBC by LCM</i> to <i>6 per Day</i> for Ings. 4 – Pedestrian / Road usage changed from <i>TBC by LCM</i> to <i>N/A</i> for Scalm Lane
10 th July 2026	LNE TPR V4.1 Published	Contained no changes to 5.2.2

Correspondence with Northern in response to V3 Responses sent by Network Rail on 26th June 2026.

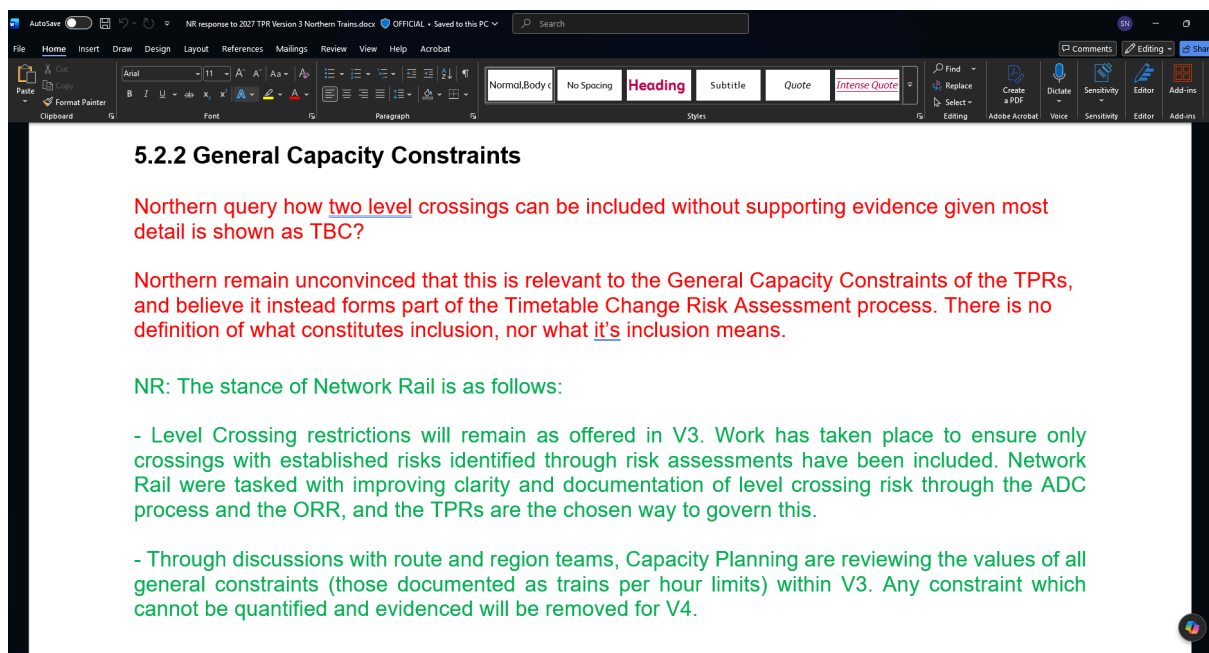


Text in above email dated Fri 26/06/2026 17:04:

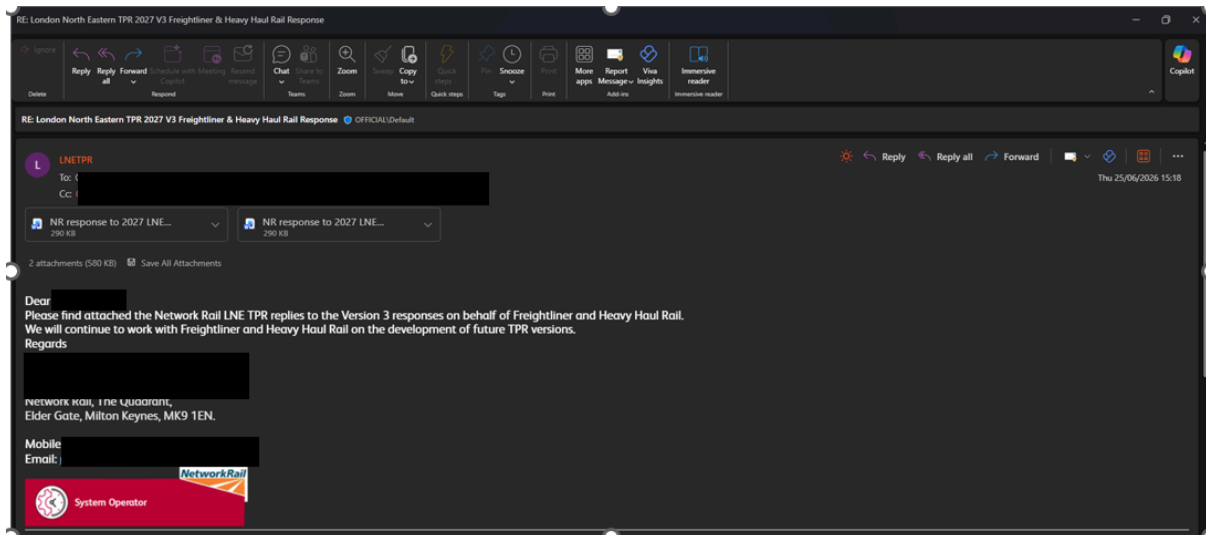
“Good afternoon [redacted],

Please find attached Network Rail's reply to Northern's response to Version 3 of LNE TPRs.

Regards”



Correspondence with Northern in response to V3 Responses sent by Network Rail on 25th June 2026. The response to Heavy Haul and Freightliner was sent to John Sadler and was identical in its wording.



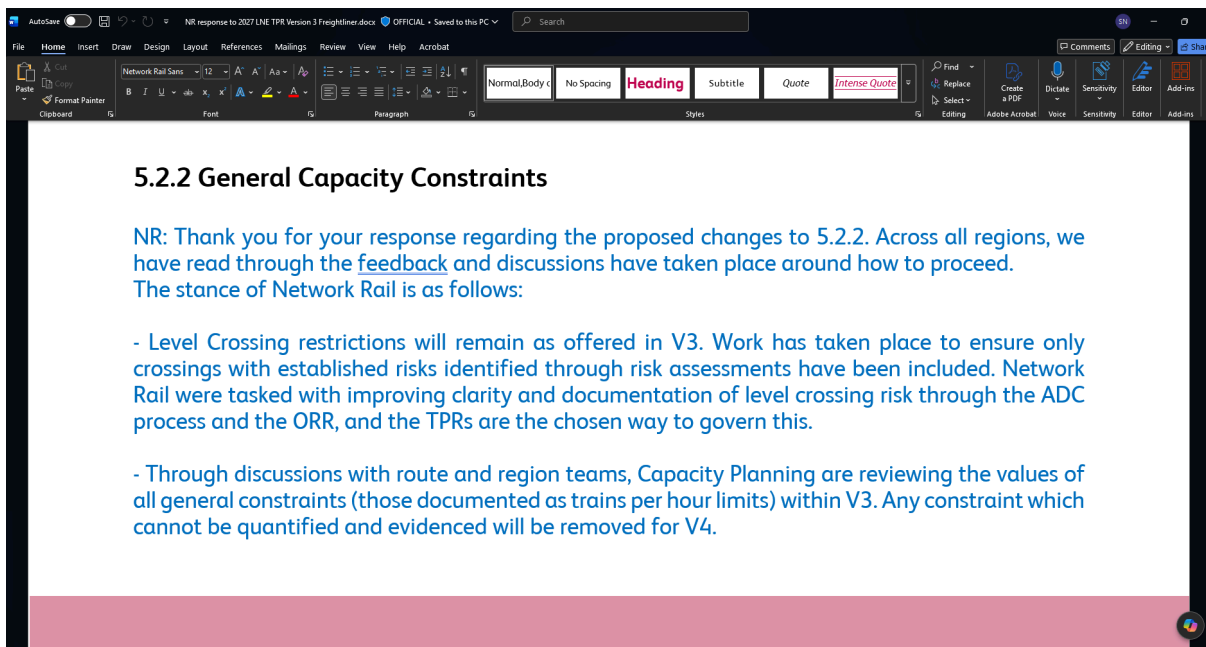
Text in above email dated Thu 25/06/2026 15:18:

“Dear [redacted]

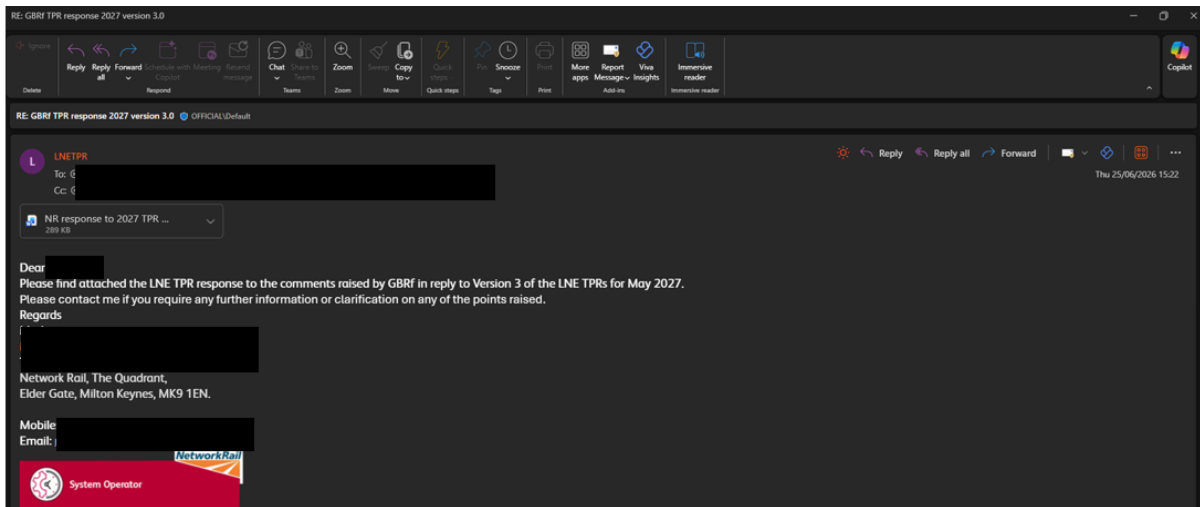
Please find attached the Network Rail LNE TPR replies to the Version 3 responses on behalf of Freightliner and Heavy Haul Rail.

We will continue to work with Freightliner and Heavy Haul on the development of future TPR versions.

Regards,”



Correspondence with GBRF in response to V3 Responses sent by Network Rail on 25th June 2026.



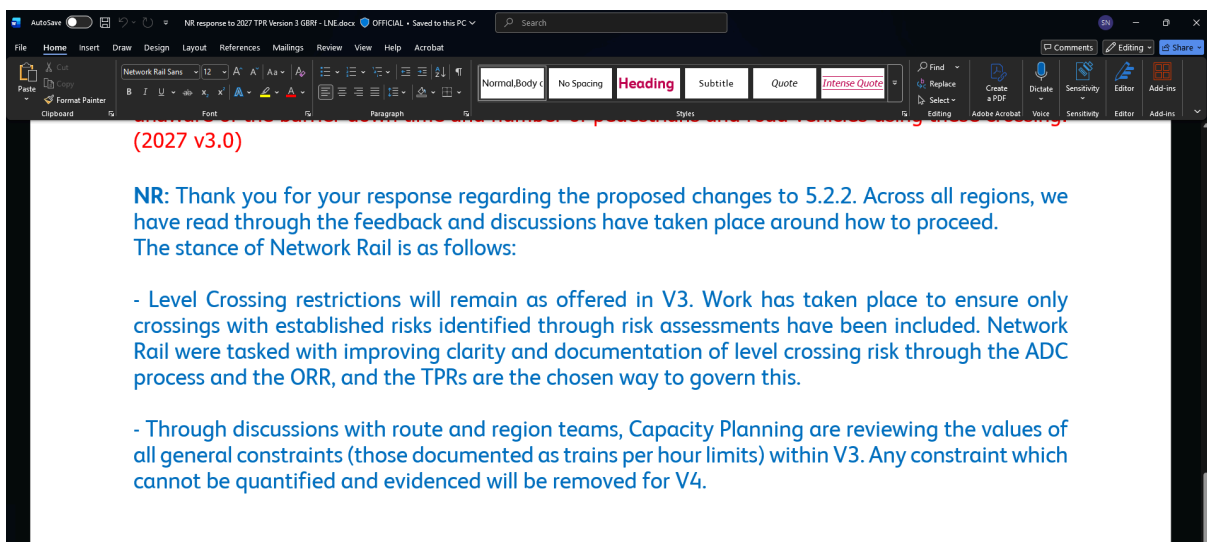
Text in above email dated Thu 25/06/2026 15:22:

“Dear [redacted]

Please find attached the LNE TPR response to the comments raised by GBRf in reply to Version 3 of the LNE TPRs for May 2027.

Please contact me if you require any further information or clarification on any of the points raised.

Regards,”



TTP2861 et All Appendices

Appendix D – Chronology re National TPR Section 1.15 and 17 Planning Principles Consultation

Nov '25: NPB Planning Principles concept introduced at OPSG

23.01: 5.2.2 challenge shared at OPSG

06.02: Consultation of initial 5.2.2 paper

13-16.02: GBRf, TfW, Northern respond with feedback

05.03: NR respond to feedback

09.03: NTPR Forum (5.2.2 discussed)

12.03: OPPG 17PP introduced

20.03: OPSG 17PP introduced and directive to take to NTPR forum

27.03: 5.2.2 Workshop

13.04: NTPR Forum (5.2.2 and 17PP discussed)

16.04: 17PP shared with NTPR distribution list

24.04: 17PP Workshop – feedback around wording and discussion of mandatory options

07.05: 17PP and 5.2.2 updates consulted at OPPG, feedback requested

08.05: 17PP Workshop – as per 24.04

08.05: V3 Publication

05.06: V3 Responses Received

11.06: NTPR Forum

12.06: Consultation of proposed V4 changes

13-18.06: GBRf, LUL, Northern, GTR responses

18.06: NR respond to operators feedback for V3 document and V4 consultation

26.06: V4 Publication

02.07: V4 changes relayed to OPPG

17.07: V4 Appeals Received

TPR CONSULTATION AND COMMUNICATION

National TPRs - Usage of Section 5.2.2



OFFICIAL\Default

You forwarded this message on 09/02/2026 09:19.



All,

Please see attached a paper on the usage and formatting of Section 5.2.2 (General Capacity Constraints).

This paper follows a determination from the CRC chair that Network Rail needs a clearer, most consistently applicable solution to the use of firebreaks and capacity restrictions in the rules and timetable. The matter has passed through OPSG and this paper is a result of conversations which have subsequently taken place.

Please can you find a moment to read the attached and provide any feedback you may have on the proposal by COP 13th February? Pending feedback, we will be seeking to implement the recommendations for the May 27 TPRs (2027 V3/4).

Initial consultation of 5.2.2 paper

RE: National TPRs - Usage of Section 5.2.2



OFFICIAL\Default

You replied to this message on 05/03/2026 13:55.

We are very much against implementing this as currently proposed.

As drafted, this proposal standardises and strengthens NR discretion to apply additional capacity constraints via 5.2.2, without evidential thresholds, governance, or operator protections. It risks converting 5.2.2 from guidance into a refusal mechanism, contrary to the objective of maximising access and making best use of declared network capability. It therefore likely runs counter to "the Objective".

It is prescriptive and adds enforceable constraints, penalising growth, for which NR has targets. How does the proposals align with the Government's Freight Growth Target?

The firebreak concept is ambiguous, "other capacity constraints" creates fixed hard limits which ultimately congested infrastructure process is here for that not 5.2.2.

There are also implications on Access Rights and NR's ability to satisfy them. At the very least, were, for example, level crossing restrictions imposed, most operators would want to see evidence of how such rule changes might affect the production of a timetable and whether it would lead to a Breach of Contract if not all access rights could be legally satisfied. It could be the case that the existing level of contracted rights could not be satisfied, were this to go ahead. If that becomes the case, what level of compensation might be appropriate for not satisfying Firm Rights, presumably until the end of the relevant contracts.

With specific regard to level crossing risk, we are unsure as to how Anglia Route has "published" details of "high risk" locations, or on what basis. The definition of "high risk" also appears to be subjective. The trigger for undertaking a risk analysis is unclear – when comparing one WTT against the previous one, when is that process undertaken – at D-40, at D-26 or incrementally with every single change? In any case, the process for undertaking a risk assessment does not sit with System Operator but the relevant route and is not strictly relevant to the process of train planning or capacity allocation.

RE: National TPRs - Usage of Section 5.2.2



OFFICIAL\Default

You replied to this message on 05/03/2026 13:59.

We have a few points of concern or areas where further clarification is required:

Level Crossing Risk

This section will need buy in from Routes and will presumably need to be a living document as risk changes, not just as a result of the timetable but circumstances on the ground. Do we have a feel for how many Level Crossings are identified as High Risk? Is there an understanding of the timescales which would need to be involved in changing High Risk entries? Presumably the relevant TPR proposal document (V1 or V3) will need to include proposed changes to the relevant tables for all Routes (either additions or removals, if the risk has been reassessed).

Firebreaks

Does there need to be any further clarification around the definition of what would constitute a firebreak? The implication is that it's about train slots on an open stretch of railway. What happens if there are crossing moves or platform end conflicts that fill what would otherwise be a vacant slot at particular locations on route?

Other Capacity Restraints

As a point of detail, these are currently defined as "Constraints" rather than "Restraints" (which the paper terms them as), which has a subtly different meaning. Is the intention to change the definition or to continue to use "Constraints"?

Timescales

Is the intention that specific proposals for all Routes would be ready to include in Version 3, prior to Decisions being issued in Version 4? This seems like it could be ambitious, and may lead to increased volume of Disputes if controversial Decisions are included in Version 4.

Thanks.

Responses to initial paper

RE: National TPRs - Usage of Section 5.2.2

To [REDACTED]
Cc [REDACTED]

OFFICIAL\Default

🗨️ Reply 🗨️ Reply All ➡️ Forward 📧 ...
Thu 05/03/2026 13:55

Hi [REDACTED]

Sorry for the lack of response on this sooner. The topic will be on the agenda at the National forum next week but I wanted to address a few of your comments ahead of time as well.

Firstly, thank you for taking the time to respond, all feedback on the proposal is appreciated. The proposal has also been consulted through OP5G so this does go beyond the National forum and we have received endorsement from that forum to proceed.

The objective is this change is not to take paths out the timetable or prevent growth in the future, rather give a better understanding of the real capabilities of our network. We know there are places where running all trains on the technical minimum values is not sustainable or conducive to a high performing timetable, and we need to be better at communicating where those places are and what limitations we need to work with. The number one focus, as directed by the CRC, is to standardise and better communicate capacity constraints on the timetable.

The level crossing risk is managed regionally through the TCRAAG process, so any concerns or doubts about what constitutes a high risk level crossing should be addressed through there.

Hopefully through the National forum we can agree on the wording as I'm happy to amend any definitions or examples which are unclear.

Thanks,

RE: National TPRs - Usage of Section 5.2.2

To [REDACTED]
Cc [REDACTED]

OFFICIAL\Default

🗨️ Reply 🗨️ Reply All ➡️ ...
05/03/2026

Thank you for taking the time to respond to the proposal and apologies I've not replied sooner. The topic will be on the agenda for next week's National forum and your feedback will be taken into account through conversations there.

Just to address the questions around level crossing risk, the "high risk" crossings are defined by the relevant routes and regions in the first instance through the TCRAAG process, which will then feed into whatever goes into the National TPRs. I can't speak for the volume on each route, but I'm aware Anglia in particular are very dialled in to this topic currently.

It is the current intent to put these changes into V3.

Thanks,

NR responses to paper feedback

4 – 5.2.2

Background provided for 5.2.2 paper – output from ADRC to address inconsistencies in the approach across regions and provide clear guidance and method for defining and applying capacity constraints.

2 elements to the process – creating more consistency in the documents, and delivering that consistency in planning. For this forum, focus is on the consistency of the document.

Key message is that the focus for V3 is consistency across the regions. Content of paper shared prior to meeting is the way we wish to structure the documents. Seeking feedback on the proposal to ensure that what is entered into V3 is as strong a proposal as possible. Not an activity in artificially reducing or limiting capacity, but better clarifying limitations of the route.

● reiterates their initial response to the email still stands, much of the paper needs further clarification before it will be ready for inclusion in V3. Clarity around what the hour applies to, what times of day they apply. Also level crossing proposal cannot go in, it's a TCRA activity and separate to the rules.

● comments that we need to keep the political and the technical separate, the rules are not for political decision making.

● comments that there was lengthy discussion about this at the previous Anglia TPR forum around the level crossing work in particular. Output of that conversation is that the level crossing risk monitor is not a rule, therefore doesn't belong in the TPRs. Another observation is that we need clarity over how and when new limitations are created and calculated.

Ensuring the level crossing risk register is kept up to date might be challenging as it doesn't change at TPR timescales. Group agree that suggestion from Anglia forum for hyperlinking to the register rather than including a copy is the best solution.

Decision to have a subgroup around making 5.2.2 more agreeable ahead of V3 inclusion. Also need definition of what constitutes a valid reason for a restriction.

Minutes from NTPR forum

03/26



Minutes of Meeting

Date: 27.03.26

Venue: Microsoft Teams

Subject: 5.2.2 (General Capacity Constraints) Working Group

Attendees:

- – Network Rail ●
- – NR ●
- – NR ●
- – NR ●
- – NR ●
- – XC ●
- – Northern ●
- – XC ●
- – GWR ●
- – ARL ●
- – TfW ●
- – GBRf ●
- – GTR ●

agrees that anything added to 5.2.2 should account for any existing uplift on TPRs. If we have a structure in place for doing so, we can identify and work through these issues, but currently there's no structure.

echoes that NR need to be able to demonstrate the decision criteria have been applied to any TPR change so rationale and evidence for restrictions is a must. agrees that guidance for how and when to implement a restriction is needed.

asks whether we know if these restrictions are currently being observed properly in the timetable. confirms that a second concurrent activity with this will be better understanding application of the rules.

requests clarity around Y-paths and how they count to a total. agrees wording can be added to clarify this.

summarises conversation and actions so far:

For successful implementation, the following are needed:

- Change rolling hour to fixed hour, xx:00 (inc.) to xx+1:00 (exc.),
- Allowance for where an average over multiple hours may apply
- Restrictions measured at one timing point, on one running line, in one direction
- Framework in NTPR to cover what the trigger would be for a new restriction and what would be required

reiterates that the principles behind all of this are something he cannot get behind currently as it stands against what the TPRs should be – technical capability. These are guidance, not technical limits.

Heading and extract of minutes from 5.2.2 WG



Minutes of Meeting

Date: 13.04.26

Venue: Microsoft Teams

Subject: National TPR Forum

Attendees:
 – Network Rail ()
 – Network Rail ()
 – Network Rail ()
 – TFW ()
 – CrossCountry ()
 – WMT ()
 – GBRf ()
 – Northern ()
 – GWR ()
 – GTR ()

Minutes prepared by:

2 – 5.2.2

thanks everyone who attended previous workshop for productive and useful discussions. Runs through outcomes and changes made to proposal since:
 Restrictions now to be listed on a fixed hour, :00 inc. to :00 exc., to make validation simpler.
 Measuring the limit at a single location, on specified running lines.
 Addition into National document of wording detailing requirement for justification if new limits are sought after. Technical case must be submitted to evidence any new proposal.

asks if the rationale for each limit will be recorded somewhere.
 says it should be, as should anything in the rules, but we don't record reasoning for other rule types currently so don't believe

Item	Notes
	the document is the place for it. Agreement that the rationale will be recorded somewhere. ● adds that all existing restrictions will, at some point, need reviewing. ● agrees in the long run, but this is not a V3 activity. ● suggests wording in the rules to allow for flexibility of the constraints by exception (e.g. event planning) on a regional level. ● - Level crossing risk, feedback previously was largely that this wasn't a rule and therefore shouldn't be included in the documents. The steer from OPSG is that the level crossing risk content must go into the rules and Network Rail will seek formal feedback through V3 responses to the proposal to then review and action for V4 so that this can be properly documented. All operators are encouraged to provide this in their V3 response documents. We will continue to work on the wording to ensure the proposal gets to a stage where we're happy with the monitoring and understanding of level crossing risk. Concerns from the room about inclusion of this are noted, particularly around keeping it up to date should it be included. Comments also that OPSG sits outside the formal Code process so is not suitable justification for inclusion of the change.

3 – 17 Principles	● – a paper created by ● and ● before he left which outlined 17 principles for the planning of high performing timetables, optimising T-3 and minimising cancellations. OPSG endorsed the principles, as did NPB, with a view that National forum should identify 3-6 principles which could be converted into enforceable, mandatory rules. The principles will be included in V3 in the National document and a working group of forum members will be set up to work through the mandatory question. ● acknowledges that a lot of the principles are things we're already doing in the planning world. ● asks how much of the deeper explanations and justifications will be included in the rules, GWR don't have an issue with the high level statements but disagree with some of the sentiment behind them. ● states just the principles will go in the rules. Also asks if there's an idea as to which ones will become mandatory. ● says NPB and OPSG have left that up to this forum, an NR internal workshop has discussed the matter but NTPR will get the last say.
-------------------	--

NTPR Forum attendees and

17 Planning Principles



To   +9 others



16/04/2026

All,

I took an action from the National forum to share the 17 Planning Principles with you all so please see below. You may potentially have seen a version with a different order / numbering, but the contents should be the same.

TP1	When evaluating the inclusion of an additional train in the timetable, assess whether a genuine operational gap exists to accommodate. Access rights should only be granted after a performance impact assessment against the principles outlined in this guidance note, proportionate to the size and content of the application. (Also see SOAR Performance Guidance 2022).
TP2	SRTs and TPRs do not provide any guarantee of quality outputs such as performance impact. They do provide the

Distribution of principles to NTPR

members

Item	Notes
1 – Introduction and goal setting	Goal of the session is to work through the 17 principles and identify which of them would work as mandatory, enforceable rules, and which are best served as guidance. If time allows, cross-examine with National document to avoid duplication or conflicting information being included. Aim is for 3-6 principles to be highlighted as mandatory.  requests clarity about where in the document the 17 will be included.  will create a new appendix at the back of the document which will contain them.
2 – Discussion on the general goal	 references emails shared ahead of meeting from  and  containing the 17, as well as the 6 principles which had previously been floated as options for mandatory status – 5, 6, 8, 13, 16, 17.

Item	Notes
1 – Intros	● provides a brief recap of previous session, ending on a discussion around TP10. In comments through the meeting, it is explained that the 17 will be included in a new appendix at the back of the NTPR document. There is also an agreement to re-review these post V3 feedback.
2 – <u>Principle Discussions</u>	TP10 – at end of last meeting, exceptions to the “no negatives on arrival” had been outlined. ● lists a few exceptions in different places for some different reasons. ● suggests if we were to enforce this, we’d need to list out the exceptions, or at least legitimate reasons for them. ● comments that if there are this many exceptions, this surely can’t be mandatory. Echoed by room. ● expresses an automated method for tracking these could be useful in the future to support understanding of their usage. Guidance status agreed.

Excerpts from minutes for 2x 17PP working groups

 **Speaker 1** ● 2:30

Perfect. I've got quite a busy agenda today.

So I'll just quickly run through it. First things first, and I imagine this will be the the biggest discussion of the day talking about V4, what's come in from responses to version three, I think we'll focus primarily on five point 2.2 and the associated parts of the national document.

And then the brief discussion on the 17 planning principles as well, which we had a workshop for yesterday. So I won't dwell on that for too long here.

Transcript excerpt from June NTPR forum

2027 V4 National TPR Consultation



To: ●

Cc: ● NationalTPR

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Consultation for '27 V4 NTPR.docx
45 KB



Fri 12/06/2026 16:08

+35 others

Good afternoon,

Please find attached a list of changes being proposed for Version 4 of the 2027 National TPR document. Changes listed below:

- 1.15 General Capacity Constraints
 - Moved 1.15.6 up to become 1.15.2 and renumbered all following entries accordingly, as well as wording changes
 - Amended wording of 1.15.3 (formerly 1.15.2) to reduce duplication of wording and increase clarity of intention
 - Amended wording of 1.15.5 (formerly 1.15.4) to better clarify the level crossing risk identification process
 - Amended wording of 1.15.6 (formerly 1.15.5) to provide more direction around decision making for constraint type
 - Added new entry (1.15.7) and renumbered following entries accordingly to further support the above and give reference to performance uplift in TPR values
 - Added wording to 1.15.9 (formerly 1.15.8) to clarify by who, when and how a proposal for a new constraint can be raised
- Updated naming of Heavy Haul Rail in Appendix D
- Appendix J – 17 Planning Principles
 - Assorted wording changes following outputs of 3 previous workshops on the principles
 - Mandatory status of TP16 reflected in 3 new entries outlining key dates for reviews

If you wish to provide comment or feedback on the proposed changes, please send this to me and the National TPR inbox by COP Thursday 18th June. Due to availability, I intend to publish V4 in its final state on the 19th June.

Many thanks

Consultation post V3 changes to address feedback and items discussed in workshops

RE: 2027 V4 National TPR Consultation

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

Reply Reply All Forward [Icons]

Thu 18/06/2026 15:57

[REDACTED] et al,

Thank you for your responses regarding the proposed changes to 1.15 and Appendix J. Across all regions, we have read through the feedback and discussions have taken place around how to proceed. The stance of Network Rail is as follows:

- Regionally, Level Crossing restrictions will remain as offered in V3. Work has taken place to ensure only crossings with established risks identified through risk assessments have been included. Network Rail were tasked with improving clarity and documentation of level crossing risk through the ADC process and the ORR, and the TPRs are the chosen way to govern this.
 - Through discussions with route and region teams, Capacity Planning are reviewing the values of all other general constraints (those documented as trains per hour limits) within V3. Any constraint which cannot be quantified and evidenced will be removed for V4.
 - The process outlined in 1.15 has been amended based on the feedback to provide more clarity around the inception of constraints. This will be included, as communicated, in V4.
 - Appendix J states that the principles are included as guidance and, as such, will not be binding. Wording updates have been made to reduce any possible duplication and direct individuals to relevant parts of the document. Discussions are ongoing around potential alternate options for communicating the rules, including a dedicated part of the NR website (as done with the DCS IM Plan), but this will not be changed before V4.
- We will review the additional Appendix J clauses based on your feedback below and make some changes ahead of V4 publication.

Thanks,

RE: 2027 V4 National TPR Consultation

To: [REDACTED]
Cc: [REDACTED] NationalTPR; [REDACTED]
OFFICIAL\Default

Reply Reply All Forward [Icons]

Thu 18/06/2026 16:03

Thank you for the response, as well as your initial response to V3.

I'm glad to hear the wording changes in 1.15 are more agreeable and am happy to continue the conversation around any further improvements in the future.

The inclusion of the additional clauses in Appendix J and their wording therein is still being reviewed so we will ensure your feedback is captured and that the final outcome in V4 reflects this.

Thanks,

RE: 2027 V4 National TPR Consultation

To: [REDACTED] NationalTPR
Cc: [REDACTED]
OFFICIAL\Default

Reply Reply All Forward [Icons]

Fri 19/06/2026 14:13

Thank you for the response. I've added some comments in red below.

[REDACTED] System Operator
[REDACTED]@networkrail.co.uk

From: [REDACTED]@ntrailway.com>

Sent: 18 June 2026 16:50

To: [REDACTED]@networkrail.co.uk>; NationalTPR <NationalTPR@networkrail.co.uk>

Cc: [REDACTED]@ntrailway.com>; [REDACTED]@ntrailway.com>

Subject: RE: 2027 V4 National TPR Consultation

In connection to the attached consultation, GTR welcomes the engagement since V3, but the following areas still present some concerns for us.

- 1.15.3 - The revised wording still does not define what a "General Capacity Restraint" is, as we requested in our V3 response. **I believe the wording sufficiently summarises the intended definition, that being a restriction on the usable capacity of a location beyond the defined TPRs.**
- 1.15.5 - Clarification on the timeline is required for this process. In addition, how does the industry propose to resource to support this activity. **The timeline will be variable for many of these items and being too prescriptive in the rules will only lead to more debate.**
- 1.15.6 - Who is making the decision on the most suitable solution? **As with any TPR change, industry consultation will be a part of the work. We don't need to re-state this here, just as we wouldn't for any other rule type in the National document.**
- 1.15.7 - Who is making the decision on this? **As above.**
- 1.15.9 - As per our V3 response, this needs to be brought to the relevant TPR Forum. **As above.**
- 1.15.9 - There is a reference to details above - which ones? **This is referencing the previous entries in 1.15, which summarise the types of restriction and how to present them.**

Extracts from responses to operators around V3 commentary and V4 consultation. Additional Appendix J clauses were not included in V4 based on feedback to the consultation.

Changes V3 – V4 based on feedback:

NETWORK RAIL
Route: Wessex
Timetable Planning Rules
Draft Rules for Subsidy/CAL
Timetable Change 2027
Version: 3.0
Date: 8th May 2026
Page: 72 of 218

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)			
LINE/LOCATION	SECTION	CRITICAL TIMES-SX	REMARKS
North Pole Junction and Latchmere Junction (No 3)	No more than 13 paths per hour in each direction	All day	Stopping services are likely to absorb more than one path

SW100C WEST LONDON JUNCTION TO LATCHMERE JUNCTION (NO 3)

Location	Maximum Trains Per Hour
Latchmere Junction	All day 13

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

LINE/LOCATION	SECTION	CRITICAL TIMES-SX	REMARKS
Clapham Junction	Ludgate Junction	07:00 – 09:00 16:30 – 18:30	From Ludgate Line Latchmere Reversible to Down Windsor Lines (Plate 5/6) Clapham Yard

SW100D CLAPHAM JUNCTION TO LONGHEDGE JUNCTION

Location	Maximum Trains Per Hour
Clapham Junction (From Longhedge/Latchmere Junction to Platforms 5/6 or Clapham Yard)	07:00 – 09:00 SX 16:30 – 18:30 SX

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

LINE/LOCATION	SECTION	CRITICAL TIMES-SX	REMARKS
Clapham Junction	Latchmere Junction (No 2)	07:00 – 09:00 16:30 – 18:30	From Ludgate Line Latchmere Reversible to Down Windsor Lines (Plate 5/6) Clapham Yard
North Pole Junction and Latchmere Junction (No 3)	No more than 13 paths per hour in each direction	All day	Stopping services are likely to absorb more than one path

SW100E CLAPHAM JUNCTION TO LATCHMERE JUNCTION (NO 2)

Location	Maximum Trains Per Hour
Latchmere Junction	All day 13
Clapham Junction (From Longhedge/Latchmere Junction to Platforms 5/6 or Clapham Yard)	07:00 – 09:00 SX 16:30 – 18:30 SX

NETWORK RAIL
Route: Wessex
Timetable Planning Rules
Draft Rules for Subsidy/CAL
Timetable Change 2027
Version: 3.0
Date: 8th May 2026
Page: 73 of 218

SW105 CLAPHAM JUNCTION TO WEYMOUTH			
LINE/LOCATION	SECTION	CRITICAL TIMES-SX	REMARKS
Basingstoke	Southcote Junction	06:00 – 09:00 16:30 – 19:30	Southbound from Reading direction.
Eastleigh	Platforms 2 and 3	06:00 – 08:00 17:15 – 19:45	Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail.
London Waterloo and Woking	It is intended to restrict usage to 90% of capacity	06:00 – 21:00 EWD	In peak periods no more than 25 non-stop trains per hour will be permitted on the fast lines

SW105 CLAPHAM JUNCTION TO WEYMOUTH

Location	Maximum Trains Per Hour
Clapham Junction (Main Fast Lines)	06:00 – 21:00 EWD 25 (non-stop trains to/from Woking)
Woking (Fast Lines)	06:00 – 21:00 EWD 25 (non-stop trains to/from London Waterloo)
Basingstoke (Down from Bramley)	06:00 – 09:00 SX
Eastleigh (Platforms 2 and 3)	06:00 – 08:00 SX 17:15 – 19:45 SX
* Additional moves to/from the Depot and Yard will be subject to negotiation between the operator and Network Rail	

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

LINE/LOCATION	SECTION	CRITICAL TIMES-SX	REMARKS
Basingstoke	Southcote Junction	06:00 – 09:00 16:30 – 19:30	Southbound from Reading direction.

SW125 SOUTHCOTE JUNCTION TO BASINGSTOKE

Location	Maximum Trains Per Hour
Basingstoke (Down from Bramley)	06:00 – 09:00 SX 16:30 – 19:30 SX

SW130 EASTLEIGH EAST JUNCTION TO ROMSEY

LINE/LOCATION	SECTION	CRITICAL TIMES-SX	REMARKS
Eastleigh	Platforms 2 and 3	06:00 – 08:00 17:15 – 19:45	Additional moves to/from the Depot and Yard will be subject to negotiation between the bidding operator and Network Rail.

NETWORK RAIL
Route: Wessex
Timetable Planning Rules
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5.2.2 General Capacity Constraints

The standard headway as shown in 5.2.1 is defined as the minimum planned interval between trains at their closest point in any route section as shown. Assumptions as to the capacity of any particular route section should not be made solely by the information contained within this sub-section.

Network Rail will expect operators to allow greater margins between trains, where possible, in order that the finished timetable is robust.

If trains are deliberately timed to close up on a preceding train, additional allowances must be inserted.

In the interests of a more robust timetable and performance, it is intended that bids from operators for additional services over certain lines and junctions which have minimal spare capacity will be limited for both permanent and amended train working, with the following exceptions:

- Where usage already exceeds the capacity limit, operators will be permitted to retain existing paths but will be encouraged to move trains away from the critical period or route section where there are acceptable customer/cost considerations. If an operator relinquishes a path in the critical period, other operators would not be able to re-occupy the path.
- If an operator wishes to bid for an additional train/s in the critical period or over the critical route section, that request will be tabled for discussion. Normally, additional bids that breach the capacity limit will not be accepted but in exceptional circumstances may be accepted subject to all parties affected acknowledging and accepting the performance risks.

Where single line working is to operate or trains are to be routed to run on a line other than that normally planned for them, constraints on capacity will apply – see Engineering Access Statement.

The following special capacity and timing restrictions apply in addition to the constraints stated elsewhere in this document:

Where stated, a "Max Trains/Hour" restriction is applied as xx:00 (inc.) to xx+1:00 (exc.).

NOTE - Two line railway timetables on Sundays are detailed in the Engineering Access Statement document for the relevant parts of the region

Wessex V3 and V4 documents, all restrictions removed due to lack of supporting evidence, part of the challenge from operators.

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5.2.2 General Capacity Constraints

Where single line working is to operate or trains are to be routed to run on a line other than that normally planned for them, constraints on capacity will apply – see Engineering Access Statement.

The following special capacity and timing restrictions apply in addition to the constraints stated elsewhere in this document:

Network Rail intends to restrict planned usage to 90% of capacity, according to the following criteria:

- (a) Headways used are strict minimum headways.
- (b) Period of time measured is a minimum of half an hour.
- (c) Capacity is measured over a signal block section, through a junction, through a platform or on a single line section.

EXCEPTIONS :-

- (i) Where usage already exceeds 90% capacity, businesses will be permitted to retain existing paths but will be encouraged to move trains away from the critical period where there are acceptable cost/customer considerations. If a business relinquishes a path in the critical period, other businesses would not be able to re-occupy the path (see ii).
- (ii) If a business wishes to run an additional train/s in the critical period, that request will be tabled for discussion. Normally, additional trains that breach the 90% level will not be accepted, but in exceptional circumstances it may be agreed provided all parties acknowledge the performance risks.

These restrictions will apply on the following route sections :-

GW103 PADDINGTON TO UFFINGTON
Between Paddington and Reading in both directions.
GW105 UFFINGTON TO FORDGATE VIA BOX
Between Bathampton Jn and Bristol Temple Meads in both directions.
GW900 PILNING TO FISHGUARD HARBOUR
Between Pilning and Severn Tunnel Junction.
NW3001 SALTNEY JUNCTION TO HOLYHEAD
Steam Hauled services must be timed over Conwy Tubular Bridge 30 minutes prior to a booked service to allow a full inspection of the structure to take place prior to the passage of the next booked service.

5.2.2 General Capacity Constraints

Where single line working is to operate or trains are to be routed to run on a line other than that normally planned for them, constraints on capacity will apply – see Engineering Access Statement.

The following special capacity and timing restrictions apply in addition to the constraints stated elsewhere in this document:

A list of level crossings which have been deemed high risk due to barrier downtime is recorded below. Any increase to the quantum of services over this level crossing within the high-risk periods, when compared to the number of services issued in the last Working Timetable, needs to be risk assessed alongside Capacity Planning and the relevant route team.

'No level crossings currently recorded as high risk'

W&W documents, removing restrictions where no evidence was provided.

1.15 General Capacity Constraints

- 1.15.1 General capacity constraints are listed in Section 5.2.2 of the TPR.
- 1.15.2 General capacity constraints detail limitations on the quantum of traffic in a single direction, on a single running line, over a specified period of time – typically one clockface hour. These limitations apply where running the maximum number of services over this time period, per the planning headway, is unfeasible.
- 1.15.3 Constraints may take 3 forms – Level Crossing limitations, firebreak requirements or other general constraints.

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- 1.15.4 A list of level crossings identified as high risk is published and maintained by each route team. Where any restriction on traffic over a level crossing has been established, this will be detailed in the TPRs. If there is an increase to the quantum of trains utilising any of these level crossings during the listed high-risk periods when compared to the previous Working Timetable, a risk analysis must be undertaken alongside the route team.
- 1.15.5 A firebreak is defined as a train path free period of at least twice the minimum planning headway as provision for performance recovery. This is measured between 2 consecutive services in the same direction on the same running line at a single timing point. Where a performance risk has been identified, firebreaks should be included in the timetable following instances of a defined number of consecutive train paths planned on minimum headway.
- 1.15.6 It may be necessary to cap the number of train paths available in a certain timeframe below the theoretical maximum allowed by the planning headway, at a location where a performance risk has been identified. This may be due to lack of performance recovery availability, consistent poor performance or general robustness of the timetable. Where this need has been identified, the limitation must be detailed in the TPRs.
- 1.15.7 Any restriction on capacity detailed in 1.15.6 must be described as a maximum quantum of trains over a set time period, typically one clockface hour – xx:00 (inclusive) to xx+1:00 (exclusive). This will be measured at a single timing point in a single direction on the same running line, all of which must be listed in the TPRs.
- 1.15.8 Where a new capacity constraint is thought to be required, justification must be brought to Capacity Planning to explain the limitation. This should contain:
- An explanation of the reasoning for having a constraint
 - Performance data evidencing any issue
 - The proposed cap on capacity, laid out in the format described in 1.15.7
 - Any analysis undertaken to understand the impact on performance, capacity and revenue that would result from the constraint

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- 1.13.3 Timing Allowances – definitions and usage –
- 1.13.3.1 Engineering Allowance – allowance added to schedules to accommodate planned speed restrictions. This allowance is required to compensate for loss of speed and the resultant increase in running time in a section. Engineering time is stated in the Route Timetable Planning Rules document and reviewed in conjunction with Network Rail Route Access Planning.
- 1.13.3.2 Pathing Allowance – allowance added to a schedule to compensate for an increase in running time in a section due to the service sighting a signal aspect that would prevent it from meeting its SRT and to meet applicable Timetable Planning Rules.
- 1.13.3.3 Adjustment Allowance – allowance is used where train will be performing a move that means it will be unable to meet its SRT for that section. For example, where the SRT is based on the fastest route:
- Reducing speed for a slow speed junction.
 - Restrictive signaling approaching a junction (including flashing signal aspects and approach control)
 - Acceleration to prevailing line speed when joining from a slow speed junction.
- Adjustment allowances are documented in Section 5.3 of the relevant route Timetable Planning Rules.
- 1.13.3.4 Performance Allowance – allowance added to a schedule to account for anticipated time loss across sections of a journey. These may be documented in the Route Timetable Planning Rules.

1.14 Notes and Static Allowances for ETCS Technical Values

- 1.14.1 ETCS timings for timetabling should be based on the following –
- 1.14.1.1 Maximum length and tonnage of the specified path.
- 1.14.1.2 To account for variability in rolling stock, an agreed uplift to the technical value.
- 1.14.2 When calculating technical values in ETCS signalled areas, the following static allowances must be assumed.

Parameter	Passenger Value	Freight Value
ETCS Response Time	8 Seconds	8 Seconds
Point Movement Time (Not in Headway)	5 Seconds	5 Seconds
Total	13 seconds	13 seconds

1.15 General Capacity Constraints

- 1.15.1 General capacity constraints are listed in Section 5.2.2 of the TPR.
- 1.15.2 It may be necessary to cap the number of train paths available in a certain timeframe below the theoretical maximum allowed by the planning headway, at a location where a performance risk has been identified. This may, for example, be due to lack of performance recovery availability, consistent poor performance, or general robustness of the timetable or level crossing barrier down time. Where this need has been identified, the limitation must be detailed in the TPRs.
- 1.15.3 General capacity constraints detail limitations on the quantum of traffic in a single direction, on a single running line, at a specific location over a specified period of time – typically one clockface hour. These

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- limitations apply where running the maximum number of services over this time period, per the planning headway, is unfeasible.
- 1.15.4 Constraints may take 3 forms – Level Crossing limitations, firebreak requirements or other general constraints.
- 1.15.5 A list of level crossings identified as high risk is published and maintained by each route team. Where any restriction on traffic over a level crossing has been established following a risk assessment, this will be detailed in the TPRs. The assessment process is governed by TCRAG for each region and the results of any risk assessment undertaken will be communicated by the relevant forum. If there is an increase to the quantum of trains utilising any of these level crossings during the listed high-risk periods, when compared to the previous Working Timetable, must be risk assessed by the relevant route team and the results shared with Capacity Planning and any affected timetable participant. A risk analysis must be undertaken alongside the route team.
- 1.15.6 A firebreak is defined as a train path free period of at least twice the minimum planning headway as provision for performance recovery. This is measured between 2 consecutive services in the same direction on the same running line at a single timing point. Where a performance risk has been identified and an enforced firebreak deemed to be the most suitable solution, this should be included in the timetable following instances of a defined number of consecutive train paths planned on minimum headway.
- 1.15.7 In determining whether a firebreak restriction is required, consideration must be given to the existing planning headway and the performance uplift included in the value over the technical headway. The benefits of a firebreak compared to a general constraint on the quantum of trains should also be assessed to ensure any constraint offers the most benefit to the delivery of the timetable.
- 1.15.8 Any other restriction on capacity detailed in 1.15.6 must be described as a maximum quantum of trains over a set time period, typically one clockface hour – xx:00 (inclusive) to xx+1:00 (exclusive). This will be measured at a single timing point in a single direction on a specified running line, the same running line, all of which must be listed in the TPRs.
- 1.15.9 Where a new capacity constraint is thought determined to be required by Network Rail or any timetable participant, justification must be brought to Capacity Planning to explain the limitation. This should must contain:
- An explanation of the reasoning for having a constraint;
 - Performance data evidencing the existing performance degradation and how it relates to the Working Timetable and/or Timetable Planning Rules any issues;
 - The proposed cap on capacity, laid out in one of the formats described above in 1.15.7;
 - Any Analysis undertaken to understand the impact on performance, capacity and revenue that would result from the constraint.

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Wording of 1.15 reviewed and updated based on operator feedback requesting more clarity

OPPG/OPSG COMMUNICATION

TPR 5.2.2	Background / Purpose - In November, an OPSG subgroup met to discuss CRC's request and ORR involvement on using Section 522 in the TPRS to constrain capacity, e.g., fire breaks and train caps. - A paper summarised current usage, showing some caps were already in use, but validation practices were inconsistent, with many plans not fully considering Section 5.2.2. Current Challenge - There is a disconnect between documented constraints and how they are applied in planning. - Industry alignment is needed to agree what should be documented and how it should be validated during timetable processes. Proposed Next Steps - Define the format and contents of Section 5.2.2 to remove inconsistent or irrelevant items. - Circulate proposed format to relevant forums, including OPSG and National TPR Forum. - Implement validation checks early in the process (weeks 1–2, similar to existing data checks). - Explore transparency for high-risk elements (e.g level crossings) in 5.2.2, balancing formalisation and practicality. - Maintain alignment with previous subgroup discussions, ensuring any agreed approach is demonstrable and consistent. Discussion: - Asked that principles and format be agreed before adding constraints, noted level crossings are complex, and highlighted risks must be raised early for meaningful discussion. - Asked if this implied new performance caps, highlighted past overloading issues, noted some caps are hard to apply, and stressed mechanisms must be feasible and targeted to protect performance.
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Initial discussion around 5.2.2 usage at OPSG

Planning Timetables to Optimise T3 Performance – The 17 Planning Principles

presented the seventeen planning principles endorsed by the Network Performance Board, facilitated a Menti feedback session on awareness and implementation. Awareness across the community is mixed; operators welcomed their use as a quality tool but raised concerns about subjectivity if made mandatory.

OFFICIAL

The 17 Planning Principles were presented to National Performance Board (NPB) February 2026

NPB Feedback, Direction & Expectations

- NPB provided full endorsement of the 17 Planning Principles
- Operational Plan & Timetable are the primary levers to achieve 90% OTT3
- Greatest performance uplift expected through timetable and operational discipline
- Some principles should move from guidance to mandatory application
- Trade-offs (e.g. performance vs revenue) must be:
 - Explicit
 - Evidence-based
 - Clearly documented
- Principles must align wider GBR reform framework
- Timetable change proposals must include quantified performance impact



A simpler, better, greener railway. 37

OPPG 17PP minutes

NPB 17 Planning Principles Lee Eastwood	Summary • NPB challenged industry to embed 17 planning principles to improve On-Time to 3 and reduce cancellations by 2027. • Proposal: incorporate these into National TPRs with 5–6 mandatory principles and rest as guidance. • Strong debate among operators: ◦ Concern about conflict with revenue, journey times, and existing methodologies. ◦ Mandatory “principles” effectively become rules — risk of disputes. ◦ Fear of limiting future capacity or rejecting services via Part D “by the back door”.
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	Consensus • Industry not opposed to improving performance planning. • Mandatory adoption should be limited, pragmatic, and collaborative. • National TPR Forum is correct home for detailed development. Actions • NPB 17 Principles - NTPR Forum to look at the challenge of how we include the principles into the NTPR. Seek options from this group around which principles could be made into rules. Who: Lee Eastwood, by: 15th May 2026.
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OPSG minutes 20.03

TPR Update

- provided a TPR update.
- **TPR Version 3** published; no major concerns raised.
 - Responses to TPR documents are due by **Friday 5 June**.
 - Updates include:
 - Standardisation of Section 5.2.2 (General Capacity Constraints).
 - Inclusion of the **17 Planning Principles**.
 - Recognised TPR Line of Route (LOR) training has been developed and will be rolled out shortly, including availability for Operators.

NPB 17 Planning Principles – Post Conference Update

provided an update on the NPB 17 Planning Principles and what happens next.

- Principles developed following an NPB challenge (Oct 2025).
- Working group assessing which principles may become mandatory versus guidance.
- Principles are intended to support delivery of:
 - 90 % On-Time-to-3
 - 2 % cancellations by 2027.
- Mentimeter pulse check launched during the meeting to gather industry views on readiness and implementation challenges.

ACTION 03/0705: Circulate Mentimeter link and keep survey open for 24 hours; share outputs with group.

OPPG minutes 07.05

TPR/Performance Improvement Project

[REDACTED] provided an update on behalf of [REDACTED] on the TPR/Performance Improvement Project. This included:

17 Planning Principles

- Published within Version 4 documentation.
- Currently non-mandatory.
- Briefings underway throughout Capacity Planning.
- Positive operator feedback received.

TTPM 5.2.2 Review

- Historic entries standardised.
- Unsupported values removed.
- Assurance checks planned during May 2027 validation activity.

OPPG minutes 02.07

TTP2861 et All Appendices

Appendix E – TPR Extracts

TP11	Cumulative rounding across SRTs and dwell times is a critical means of balancing run times within the constraints of planning to 30-second increments. However, cumulative rounding for QTT3 at recording points can add excessive time between nodal points (or overall journey times) so Care must be taken in the use of rounding following the approach in the National TPRs, and any use should be reviewed on a regular (e.g. 5-year) basis and documented .
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1.4.10 Consideration needs to be given to the criticality of the timing points in question and to operational characteristics, as well as the 'real world' implications, that may mean occasions when 1.4.7 -1.4.9 are over-ridden.

1.4.11 Cumulative rounding will apply over sections of combined SRTs based on the principles outlined above. The table below provides an example of rounding:

Location	Technical value		Cumulative technical values		Planning value	Cumulative planning values
	Mins	seconds	Mins	Seconds	mins	mins
Timing point A	3	12	3	12	3	3
Timing point B	5	6	8	18	5	8
Timing point C	2	44	11	2	3	11
Timing point D	3	51	14	53	4	15
Timing point E	2	13	17	6	2	17
Timing point F	3	9	20	15	3½	20½

1.4.12 SRTs should not be so generous that trains run and arrive early, having an adverse impact on performance, safety and capacity.

TTP2861 et All Appendices

Appendix F – TPR Extract re Station Working Requirements/ Dwell Methodology

Station Working Requirements:
At London Termini 3 minutes to be allowed if possible between arrivals on adjacent platforms to allow customers to clear in the morning and evening peak. Platform starting signals must not be operated for trains via the Battersea Reversible line until permission has been granted from the Signaller operating Panel 7 at Victoria ASC for the movement to proceed beyond TVC541

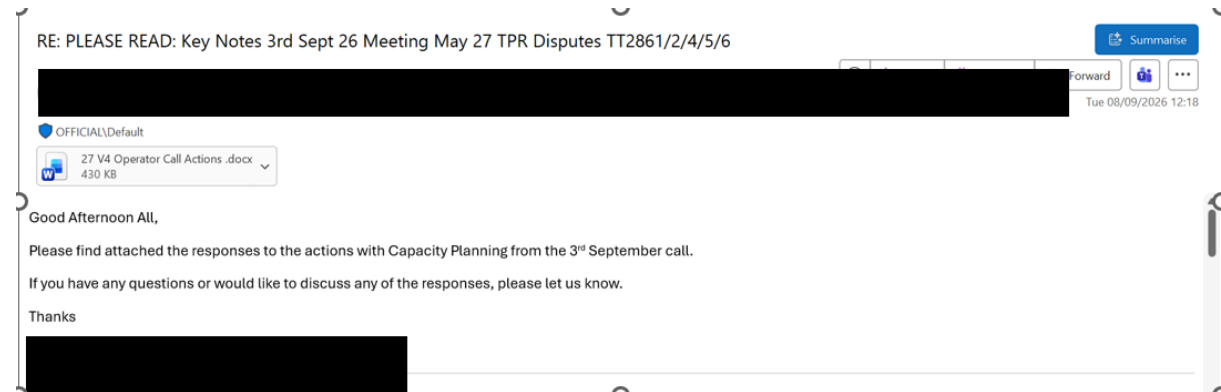
Appendix I – Dwell Time Methodology Guide

Introduction

- This guide has been designed to accompany the rounding methodology for Station Dwells contained in Section 1.3 of the National Timetable Planning Rules
- The guide has been split into two key topics:
 - Data
 - Consultation
- This guide provides advice on how to use data and best practice for consultation when carrying out a station dwell review

TTP2861 et All Appendices

Appendix G – Emailed Response re Meeting 03/09/2026



27 V4 Operator Call
Actions .docx

