

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.

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.

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.

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 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.		

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



[Redacted]

[Redacted]

[Redacted]

Timetable Production | Capacity
Planning
System Operator

[Redacted]

[Redacted]

[Redacted]

Notice of leave:

[Redacted]

[Redacted]