

Submission to Timetabling Panel

11th February 2009

1 DETAILS OF PARTY

1.1 The name and address of the parties to the reference are as follows:-

- a) Arriva Trains Wales whose Registered Office is at St Mary's House, 47 Penarth Road, Cardiff, CF10 5DJ ("ATW") ("the Claimant") and
- b) Network Rail Infrastructure Limited whose Registered Office is at Kings Place, 90 York Way, London N1 9AG ("Network Rail") ("the Respondent").
- c) ATW's contact details are Chris Dellard, Engineering & Access Planning Manager, [REDACTED]

2 THE PARTY'S RIGHT TO BRING THIS REFERENCE

2.1 This matter is referred to a Timetabling Panel ("the Panel") for determination in accordance with Conditions D2.1.7 and D5.1.1 of the Network Code.

3 CONTENTS OF REFERENCE

This submission includes:-

- (a) The subject matter of the dispute in Section 4;
- (b) A summary of the issues in dispute in Section 5;
- (c) A detailed explanation of the issues in dispute prepared by the claimant in Section 6;
- (d) The decisions of principle sought from the Panel in respect of legal entitlement and remedies in Section 7; and
- (e) Appendices and other supporting material.

4 SUBJECT MATTER OF DISPUTE

4.1 A dispute regarding Version 4 of the 2010 Rules of the Route (Final Subsidiary Rules), published by Network Rail on 31st July 2009. This dispute arises over Network Rail's

decision to publish possessions affecting ATW's Chester-Manchester services on weekends of Weeks 32, 33, 35, 36 and 37.

- 4.2 The Part or Condition that the dispute relates to or is associated with is Condition D2 of the Network Code, Consultation process to establish the Rules of the Route/Plan.
- 4.3 An extract from Arriva Trains Wales' Track Access Contract, detailing the rights held to operate services, is attached at Appendix C.

5 SUMMARY OF DISPUTE

- 5.1 In Period E2 of 2010 (8 weekends), Winwick Jn-Euxton Jn is planned to be shut for 25.5 hours each weekend under Section 4. During these Period blocks, West Coast Trains' Anglo-Scottish services will divert via Manchester. Because ATW's North Wales/Chester-Manchester Piccadilly services traverse the WCML south of this, the Period block does not directly affect ATW's WTT trains.
- 5.2 On some of these weekends, Network Rail is extending this Period block southwards (under Section 7 of Rules of the Route) to encompass all or part of the route between Acton Grange Jn and Winwick Jn via Warrington Bank Quay, which is that part of the WCML that ATW's services use (hereafter referred to as 'Warrington').
- 5.3 In Versions 1 to 3 of Rules of the Route, the times proposed for these possessions (both the Period Block north of Winwick Jn, and the Section 7 blocks south of Winwick Jn) were approximately 2250 Sat-0005 Mon (see Appendix 1). In response to Versions 1 to 3 ATW queried the number of possessions affecting Warrington but did not dispute their proposed times.
- 5.4 Version 4, the Final Rules, was published with the above possessions having radically different times, 1335 Sat-1500 Sun. ATW immediately raised concerns with the new times of the possessions affecting Warrington in Weeks 32, 33, 35, 36 and 37 and referred Version 4 to ADC.

6 EXPLANATION OF EACH ISSUE IN DISPUTE

- 6.1. We dispute the times shown in Version 4 of Rules of the Route, which affect ATW's Chester-Manchester services on Saturdays from 1335 (the last trains to operate via their booked path being 1144 Llandudno to Manchester (1251 from Chester) and 1250 Manchester to Llandudno) and on Sundays until 1500 (the first trains to operate via their booked path being 1436 Chester-Manchester and 1456 Manchester-Chester).

This will impact on ATW in three ways:

6.1.1 Cannot run in normal paths

ATW's services serve Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown and Newton-le-Willows between Chester and Manchester Piccadilly. The possessions prevent ATW from running via their booked paths and serving these stations. This requires ATW to provide a rail replacement bus service. As this is a local route into Manchester, we strongly believe that a 25.5hr possession should only affect one day's services, not to overlap two. On this particular route the possessions should be on a Sunday to minimise the overall impact. A lunchtime Saturday start will severely disrupt the travel plans of many passengers on this route who are more likely to be making day trips, for shopping, sports events and socialising. Many people will simply choose not to travel at all as they will know that their return journey later that day will be disrupted.

An all day Sunday possession would affect 30 of ATW's services. The times as proposed would affect 11 Sunday services but also 21 Saturday services which are busier.

Average total passenger numbers carried in both directions are as follows:

Saturday before 1330:	1200	
Saturday after 1330:	1200	(total Saturday: 2400)
Sunday before 1500:	1000	
Sunday after 1500:	700	(total Sunday: 1700)

Further to these figures, it should be noted that many passengers on this route on weekends are making day trips and will not travel at all if the line is shut in either the morning or afternoon. Disrupting the train service on both days will strongly discourage people from travelling at all on the weekend, which is unacceptable for a 25.5hr possession.

The standard bus journey time between Chester and Manchester is considerably longer than the train journey, which will further discourage people from making day trips:

All stops:	Train	1h04
	Bus	2h10

6.1.2 No guarantee of paths over diversionary route

Between Chester and Manchester Piccadilly, Arriva Trains Wales has a diversionary route via Mickle Trafford Jn, Northwich, Edgeley Jn and Stockport ('Northwich'). It also has existing main routes via Crewe (reverse) and Wilmslow that can be used for diversions, although the former is the preferred choice when we must divert. Diversions allow through passengers from Chester to Manchester to remain on a train, although all intermediate calls are missed. Both diversionary options necessitate the use of the line from Slade Lane Jn to Piccadilly which is particularly busy.

Paths over the diversionary route via Northwich have generally been available to ATW on Sundays, although this has sometimes required track patrolling possessions to be amended. On Saturdays paths have generally been found between Edgeley Jn and Manchester, but we are reminded each time by Network Rail's Train Planners that this is more luck than a certainty. On Saturday evenings, the 2-track possessions around Slade Lane have sometimes had to be amended to accommodate ATW's services.

During these particular blocks West Coast Trains' WTT Anglo-Scottish services will be diverted via Stockport and Manchester. These additional WTT services will further reduce the already limited capacity on this route, especially on the most heavily utilised section between Slade Lane and Piccadilly. These additional services – an extra 4 trains per hour in total – further reduce our confidence that Network Rail will be able to path our services between Slade Lane Jn and Piccadilly on a Saturday.

It must be made clear that even if we are able to divert most services, the stations of Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown and Newton-le-Willows will have no train service on Saturday afternoon.

If we cannot divert at all, then the impact on ATW's customers and the level of bussing required is further worsened. We are unable to justify the additional expense of providing fast buses as well as stopping buses in this case, which gives much worse journey times for passengers:

Diversion: Train 49m

All stops: Train 1h04

 Bus 2h10

The timing of these 25.5hr blocks have the same effect on passengers' travel plans as an all-weekend block, which will cause ATW's revenue and customer

service to severely suffer. People won't travel at all if they know that one direction will be replaced by a bus.

6.1.2 Precedent

Network Rail has confirmed that many more possessions are required in the Warrington area, mainly for major S&C renewals. This substantial programme is likely to last for a number of years, at least until 2015, with perhaps 12 weekends being affected each year on average. We are concerned about these weekend possessions in 2010 that affect Arriva Trains Wales directly, and which we are disputing here, but we also believe that there is an important principle emerging, which Network Rail will establish if it is able to take these possessions at these times. If we don't challenge these possessions now then we will have lost our chance to prevent routine 25.5hr possessions disrupting a disproportionate number of our services and our customers on weekends for the foreseeable future.

6.2 ATW and Network Rail correspondence

From ATW's understanding, these new times, affecting both Saturday and Sunday, appeared in Version 4 because Network Rail has agreed with West Coast Trains and freight operators to allow the passage of services via their booked routes on Saturday morning and Sunday afternoon during Period E2. This has by necessity meant that the Section 7 possessions further south must also comply with these times.

Network Rail has not explained to ATW why it made this decision before the publication of Version 4, or what Decision Criteria it deems are applicable. Nor did it consult ATW before making the Change in Version 4. If just the Section 7 blocks were all day Sunday, to better suit Arriva Trains Wales' customers (leaving the Section 4 Period blocks as published), then other operators would be required to amend their Saturday morning and Sunday afternoon trains under STP on those weeks, which Network Rail has not presented as an option. The alternative approach would be to revert the Period E2 block to all day Sunday, as originally proposed, but again Network Rail has not suggested any alternative options.

Throughout this process, and regardless of the times that are chosen for these 25.5hr blocks, it appears that Network Rail has accepted that West Coast Trains' passengers will always be able to travel by train between London/Birmingham and Scotland (albeit with extended journey times when diverting via Manchester). Many of ATW's passengers on the other hand will necessarily be subjected to bus journeys, with considerably longer journeys as a result. This impact on ATW's passengers is greatly exacerbated by a block starting on a Saturday afternoon/evening as many more people are affected, and many of them will simply choose not to travel by train.

We remain unsure as to whether EEA is supposed to apply to the route between Crewe and Preston (or thereabouts), and whether Network Rail considers this access to be 'EEA-compliant'. If it does, then we would also like to make it clear that EEA, in whatever form it might now exist, has never been endorsed by Arriva Trains Wales. We did attend some meetings where EEA principles were discussed, but we have never been consulted on a definitive EEA position. Our franchise agreement makes no reference to EEA and we have not been approached by DfT or WAG on the subject.

7 DECISION SOUGHT FROM THE PANEL

7.1 The Panel is asked to determine that Network Rail should re-plan the disputed possessions to confine them to Sundays only.

7.3 The Panel is asked to decide the following other issue:

That Network Rail should plan for future Section 7 possessions that are required to be around one full day in duration, and which affect ATW's Chester–Manchester services, to be confined to Sundays only.

8 APPENDICES AND ANNEXES

The parties confirm that they have complied with Rule A1.34 of the Access Dispute Resolution Rules, which requires that

"Copies of the following documents shall also be annexed and cross referenced to the reference:

- (a) the relevant extracts of contractual documents containing the provision(s) under which the referral to the Panel arises (other than provision(s) from [the current] Access Conditions);*
- (b) the relevant extracts of contractual documents containing provision(s) associated with the substance of the dispute; and*
- (c) [the relevant extracts of] any other documents referred to in the reference".*
(Rule A1.34)

All appendices, and annexes have been bound into the submission, and are consecutively page numbered.

Any information only made available after the main submission has been submitted to Panel Members, will be consecutively numbered, so as to follow on at the conclusion of the previous submission.

10 SIGNATURE

For and on behalf of Arriva Trains Wales Limited

Signed

Name: Chris Dellard

Position: Engineering & Access Planning Manager

Date: 11th February 2010

LIST OF APPENDICES, ANNEXES AND SUPPLEMENTARY MATERIAL

- Appendix A: List of possessions in dispute
- Appendix B: Chronology of consultation process
- Appendix C: ATW responses to Rules of the Route consultations
- Appendix D: List of rights held by ATW

Appendix A: List of possessions in dispute

2011 Rules of the Route Version 4: Final Subsidiary Rules

Week 32

P2010/1156192	NW1801 NW1819 NW3003	Norton	Walton Old In	Down and Up	BLOCKED T3	05/11/10 1335 Sat	07/11/10 1500 Sun	<p>TRAINS TO BE DIVERTED VIA CREWE, MANCHESTER AND CHOULEY AND TO START/TERMINATE AT CREWE AND PRESTON.</p> <p>RAIL REPLACEMENT ROAD SERVICE TO OPERATE. ACCESS AVAILABLE AT WIGAN NORTH WESTERN BAY PLATS 2 & 3 TO/FROM ATHERTON.</p> <p>ACCESS AVAILABLE ON HELSBY LINES BETWEEN LATCHFORD / ARPLEY YARD / WALTON OLD YARD ONLY. NO ACCESS BETWEEN HELSBY LINES AND WCMIL. NO ACCESS BETWEEN WALTON OLD IN AND FRODSHAM</p> <p>Work Content: PLTR: Bamfurlong (Down Slow) (Stress & SOT) (4m 36c - 5m 5c) PLTR: Standish (Down Main) (Core 334yds component renewal: 834yds MOBCI) (5m 59c - 11m 13c) S&C Mtcu Tamp: Acton Grange In S&C Heavy Maintenance: Warrington Bank Quay S&C Heavy Maintenance: Balmaw Lane</p>
		Walton Old In	Warrington South In	Down and Up Helsby	BLOCKED T3	05/11/10 1335 Sat	07/11/10 1500 Sun	
		Weaver In	Balmaw Lane In	All Lines	BLOCKED T3	06/11/10 1335 Sat	07/11/10 1500 Sun	

Week 33

P2010/1156210	NW1801 NW1819	Walton Old In	Warrington South In	Down and Up Helsby	BLOCKED T3	13/11/10 1335 Sat	14/11/10 1500 Sun	<p>TRAINS TO BE DIVERTED VIA CREWE, MANCHESTER AND CHOULEY AND TO START/TERMINATE AT CREWE AND PRESTON. AT WIGAN NORTH WESTERN BAY PLATS 2 & 3 ACCESS AVAILABLE TO/FROM ATHERTON.</p> <p>ACCESS AVAILABLE THROUGHOUT ON HELSBY LINES TO LATCHFORD / ARPLEY YARD / WALTON OLD YARD / FRODSHAM. NO ACCESS BETWEEN HELSBY LINES AND WCMIL.</p> <p>Work Content: PLTR: Standish (Down Main) (Core 321yds Cat14 & SOT) (5m 59c - 11m 13c) S&C Heavy Maintenance: Gethornp S&C Mtcu Tamp: Warrington Bank Quay. S&C Heavy Maintenance: Balmaw Lane In</p>
		Weaver In	Euxton In	All Lines	BLOCKED T3	13/11/10 1335 Sat	14/11/10 1500 Sun	

Week 35

P2010/1157703	NW1801 NW1819	Winwick In	Euxton In	All Lines	BLOCKED T3	27/11/10 1335 Sat	27/11/10 2355 Sat	<p>THROUGHOUT. TRAINS TO BE DIVERTED VIA MANCHESTER AND CHOULEY. RAIL REPLACEMENT ROAD SERVICE TO OPERATE.</p> <p>1335 SAT - 2355 SAT & 1155 SUN - 1500 SUN: TRAINS TO START/TERMINATE AT WARRINGTON BANK QUAY AND PRESTON.</p> <p>0900 SUN - 1155 SUN: TRAINS TO START/TERMINATE AT CREWE AND PRESTON. MANCHESTER-CHESTER SERVICES TO BE DIVERTED VIA CREWE. ACCESS AVAILABLE THROUGHOUT ON HELSBY LINES TO LATCHFORD / ARPLEY YARD / WALTON OLD YARD / FRODSHAM. NO ACCESS BETWEEN HELSBY LINES AND WCMIL EXCEPT VIA ACTON GRANGE IN TO/FROM SOUTH.</p> <p>Work Content: PLTR: Springs Branch (Up Fast) (Core 463yds Cat11) (4m 60c - 5m 48c) PLTR: Standish (Down Main) (Core 440yds Cat14) (9m 58c - 11m 13c) S&C Mtcu Tamp: Wigan South In S&C Heavy Maintenance: Dalkam In</p>
		Acton Grange In	Euxton In	All Lines	BLOCKED T3	27/11/10 2355 Sat	28/11/10 1155 Sun	
		Walton Old In	Warrington South In	Down and Up Helsby	BLOCKED T3	27/11/10 2355 Sat	28/11/10 1155 Sun	
		Winwick In	Euxton In	All Lines	BLOCKED T3	28/11/10 1155 Sun	28/11/10 1500 Sun	

Week 36

P2010/1157/04	NW1001 NW1019	Wivvick Jn	Euxton Jn	All Lines	BLOCKED T3	04/12/10 1335 Sat	04/12/10 2300 Sat	THROUGHOUT: TRAINS TO BE DIVERTED VIA MANCHESTER AND CHORLEY. RAIL REPLACEMENT ROAD SERVICES TO OPERATE. 1335 SAT - 2300 SAT TRAINS TO START/TERMINATE AT WARRINGTON BANK QUAY AND PRESTON. 2300 SAT - 2355 SAT & 0900 SUN - 1500 SUN: TRAINS TO START/TERMINATE AT CREWE AND PRESTON. MANCHESTER-CHESTER SERVICES TO BE DIVERTED VIA CREWE. ACCESS AVAILABLE ON HELSBY LINES TO LATCHFORD / ARPLEY YARD / WALTON OLD YARD / PRODSHAM. NO ACCESS BETWEEN HELSBY LINES AND WCML EXCEPT VIA ACTON GRANGE JN TO/FROM SOUTH. Work Consent: PLTR: Springs Branch (Up Fast) (Core 48yds Cat1) (4m 60c - 5m 45c) PLTR: Standish (Down Main) (Core 349yds Cat1) (9m 58c - 11m 13c) S&C Heavy Maintenance: Wivvick Jn S&C Mtce Tamp: Dallam Jn
		Acton Grange Jn	Euxton Jn	All Lines	BLOCKED T3	04/12/10 2300 Sat	05/12/10 1500 Sun	
		Walton Old Jn	Warrington South Jn	Down and Up Helsby	BLOCKED T3	04/12/10 2300 Sat	05/12/10 1500 Sun	

Week 37

P2010/1157/08	NW1001	Warrington North Jn	Euxton Jn	All Lines	BLOCKED T3	11/12/10 1335 Sat	12/12/10 0800 Sun	<p>ALL LINES TO BE CLOSED SUN: SERVICES TO START/TERMINATE AT WARRINGTON BANK QUAY AND PRESTON. RAIL REPLACEMENT ROAD SERVICES TO OPERATE. NORTHERN TO RUN SHUTTLE SERVICE BETWEEN LIVERPOOL EARLEST JAWN. ACCESS AVAILABLE AT WAGMAN FROM ST HELENS DIRECT ION. RAIL REPLACEMENT ROAD SERVICES TO OPERATE BETWEEN EARLESTOWN AND WARRINGTON. AT W MANCHESTER-CHESTER SERVICES TO BE DIVERTED VIA CREWE</p> <p>Work Consent: PLTR: Standish (Down Main (Stress & SOT) (5m 59c - 11m 13c) PLTR: Babbler Station (Down Fast) (SOT) (14m 22c - 15m 20c) S&C Mtce Tamp: Wivvick Jn</p>
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Appendix B: Chronology of consultation process

(Change from one version to next shown in red)

V1	(Section 4 Section 7	E2 31 32 33 34 35 36 37	Winwick Jn-Euxton Jn Warrington area Warrington area Warrington area Warrington area Warrington area Warrington area Warrington area	2250 Sat-0020 Mon 2345 Sat-0215 Mon 2345 Sat-0215 Mon 2345 Sat-0215 Mon 2345 Sat-0215 Mon 2345 Sat-1145 Sun 2345 Sat-1145 Sun 2345 Sat-1145 Sun
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ATW response 19/12/08: queried if all were required. Asked if a route could be made available through Warrington BQ during any of them.

V2	(Section 4 Section 7	E2 31 32 33 34 35 36 37	Winwick Jn-Euxton Jn Warrington area Warrington area Warrington area Warrington area Warrington area Warrington area Warrington area	2250 Sat-0005 Mon 2100 Sat-0005 Mon 2100 Sat-0005 Mon 2100 Sat-0005 Mon 2100 Sat-0005 Mon 2345 Sat-1145 Sun 2345 Sat-1545 Sun 2345 Sat-1145 Sun
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ATW response to V2, 23/02/2009. No comments on these possessions. (Not referred to ADC at this stage)

V3	(Section 4 Section 7	E2 30 31 32 33 34 35 36 37	Winwick Jn-Euxton Jn Warrington area Warrington area Warrington area Warrington area Warrington area Warrington area Warrington area Warrington area	2250 Sat-0005 Mon 2100 Sat-0005 Mon 2100 Sat-0005 Mon 2100 Sat-0005 Mon 2100 Sat-0005 Mon 2100 Sat-0005 Mon 2345 Sat-1145 Sun 2100 Sat-1545 Sun 2345 Sat-1145 Sun
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ATW response to V3, 02/06/09. Commented on new Week 30 possession.

V4	(Section 4 Section 7	E2 31 32 33 34 35 36 37	Winwick Jn-Euxton Jn Warrington area Warrington area Warrington area Warrington area Warrington area Warrington area Warrington area	1335 Sat-1500 Sun 0001 1200 Sun 1335 Sat-1500 Sun 1335 Sat-1500 Sun 1335 Sat-1500 Sun 1335 Sat-1500 Sun 2355 Sat-1155 Sun 2300 Sat-1500 Sun 1335 Sat-0800 Sun
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ATW response to V4, 21/08/09. Referral of weeks 32, 33, 34, 37 to ADC.

V4.1 No change

Continued discussions: NAU has confirmed that, of those possessions shown above (V4), Weeks 32 and 35 will be amended so as not to affect Arriva Trains Wales. Weeks 33 and 37 will remain disruptive. However Arriva Trains Wales is formally disputing the possessions in Weeks 32, 33, 34, and 37 as shown in Version 4.

Appendix C: ATW responses to Rules of the Route consultations

From: Chris Dellard
Sent: 19 December 2008 12:11
To: [Redacted]
Cc: 'W [Redacted]'; [Redacted]
Subject: 2010 V1 response
 Joe & Jason,

I've attached a covering letter from my Director, which I will also post to Jason, and a list of comments on specific items.

[Irrelevant items omitted]

Regards,

Chris Dellard
 Engineering & Access Planning Manager
 Arriva Trains Wales

Tel: [Redacted]
 [Redacted]

[Irrelevant items omitted]

Territory	Section	Week/s	Route	Possession	Times	Assumed disruptive	ATW comment on V1
LNW	7	31-37	NW1001	Weaver Jn-Euxton Jn	Sundays	Yes	There are 7 weeks of this. Are all of them required? Is it possible to run between Warrington South Jn and Winwick Jn during any of these?

From: Chris Dellard
Sent: 02 June 2009 11:02
To: [Redacted]
Cc: [Redacted]; [Redacted]
Subject: 2010: ATW response to Version 3
 Jason & Joe,

Please see attached spreadsheet as well as comments below.

[Irrelevant items omitted]

Wk 30, Acton Grange-Warrington South, Helsbys and WCML, 2100 Sat-0005 Mon: Can this start later? (Also listed on spreadsheet.)

Territory	Section	Week/s	Route	Possession	Times	Assumed disruptive	VERSION 1			VERSION 2		VERSION 3
							ATW comment on V1	response to V1 comments	Outstanding issue in V2	ATW comment on V2	response to V2 comments	Outstanding issue in V3
LNW	7	30	NW1001	Acton Grange-Warrington South, Helsbys and WCML	2100 Sat-0005 Mon	Yes	-	-	-	New in V3. Can it start later?	-	Yes

Regards,

Chris

Chris Dellard
 Engineering & Access Planning Manager
 Arriva Trains Wales

Tel: 029 2072 0569 / [REDACTED]
 [REDACTED]

From: Chris Dellard
Sent: 21 August 2009 15:04
To: Warr Joe
Cc: Mike Bagshaw; Jon Ratcliffe
Subject: 2010 V4 response: LNW
 Joe,

Here is ATW's response to LNW items in Version 4. Our outstanding disputes are shown on the attached issues tracker. I have also listed them below. I will be updating the ADC Secretary shortly.

[Irrelevant items omitted]

Weeks 32-37, Warrington area: these possessions have all been changed in scope and duration. The times that ATW is now affected are as follows:

32	Warrington Bank Quay area 1335 Sat-1500 Sun	Sat afternoon/evening & Sun morning/early afternoon
33	Warrington Bank Quay area 1335 Sat-1500 Sun	Sat afternoon/evening & Sun morning/early afternoon
34		
35	Warrington Bank Quay area 2355 Sat-1155 Sun	Sun morning
36	Warrington Bank Quay area 2300 Sat-1500 Sun	Sun morning/early afternoon
37	Warrington Bank Quay area Sat-0800 Mon	1335 Sat afternoon/evening & all day Sun

Is there any way of packaging this better? It will be a messy job trying to deal with these different start/finish times, both in terms of amending the timetable and getting the right information out to our customers in a way that is easy to understand. As they stand, we will dispute them.

Regards,

Chris

Chris Dellard
Engineering & Access Planning Manager
Arriva Trains Wales

Tel: 029 2072 0569 / [REDACTED]
[REDACTED]

Appendix D: List of rights held by ATW

Relevant rights highlighted

1					2		
Service Group: HL08					Passenger Train Slots		
Service Description: North Wales Interurban (Winter)					Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC			
Birmingham International	Holyhead	Stafford	8.1.1	22340000	0	0	1
Birmingham New Street	Holyhead	Stafford	8.1.2	22340000	1	0	0
Chester	Birmingham New Street	Stafford	8.1.3	22340000	1	1	0
Chester	Crewe	Beeston	8.1.4	22340000	17	16	20
Chester	Holyhead	Conwy	8.1.5	22340000	16	14	5
Crewe	Chester	Beeston	8.1.6	22340000	17	17	11
Crewe	Holyhead	Conwy	8.1.7	22340000	2	2	11
Holyhead	Birmingham International	Stafford	8.1.8	22340000	0	0	1
Holyhead	Chester	Conwy	8.1.9	22340000	16	15	4
Holyhead	Manchester Piccadilly	Chester	8.1.13	22340000	0	0	2
Holyhead	Crewe	Conwy	8.1.10	22340000	2	2	3
Llandudno	Crewe	Chester	8.1.11	22340000	1	1	0
Llandudno Junction	Crewe	Chester	8.1.12	22340000	2	2	0
Chester	Manchester Airport	Manchester Piccadilly	8.2.1	22345000	1	1	0
Chester	Manchester Piccadilly	Earlestown	8.2.2	22345000	5	4	12
Chester	Manchester Piccadilly	Mouldsworth	8.2.3	22345000	1	1	0
Holyhead	Manchester Piccadilly	Earlestown	8.2.4	22345000	0	0	1
Llandudno	Chester	Flint	8.2.5	22345000	1	1	0
Llandudno	Manchester Airport	Manchester Piccadilly	8.2.6	22345000	1	1	0
Llandudno	Manchester Piccadilly	Earlestown	8.2.7	22345000	13	14	0
Manchester Airport	Chester	Manchester Piccadilly	8.2.8	22345000	2	1	0
Manchester Airport	Llandudno	Manchester Piccadilly	8.2.9	22345000	1	1	0
Manchester Piccadilly	Chester	Earlestown	8.2.10	22345000	5	5	15
Manchester Piccadilly	Chester	Mouldsworth	8.2.11	22345000	1	1	0
Manchester Piccadilly	Llandudno	Earlestown	8.2.12	22345000	12	12	0