



Access Disputes Committee
Hearing Chair
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7th June 2013

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Dear Sir

**Network Rail's Sole Reference Document Relating to Timetable Disputes
TTP371, TTP513, TTP514, TTP570 and TTP571**

With reference to your letter of 17th April 2013, this letter constitutes the Sole Reference Document from Network Rail.

The document is split into two main sections. The first section responds to points raised in the preface to Freightliner's Sole Reference Document and the second provides the detail and evidence to support Network Rail's position on each of the items in dispute. Please note that as requested, we have adopted Freightliner's item numbers for each of those items in dispute.

We are continuing to work closely with Freightliner on the remaining items that are still in dispute, with the aim of avoiding a dispute hearing. We believe that we have made significant progress already and that we will continue to do so.

Yours faithfully

David Jackson
Operational Planning Manager (Governance), Network Rail

cc. Jason Bird
Freightliner



Preface

1. Link to Part D of the Network Code

- 1.1 Network Rail accepts Freightliner's view that in a number of cases, the quality and detail of supporting evidence for proposed changes to the Timetable Planning Rules (TPRs) has fallen short of the standard expected. Whilst we believe that the Network Code does not stipulate the level of detail required – it simply states in D2.2.6 that Network Rail should provide Timetable Participants its reasons for making the revisions to the Rules – Network Rail does understand that Timetable Participants expect to be able to make an informed decision on each Proposal for Change using the evidence presented.
- 1.2 Network Rail recognises that such evidence should include an understanding of network capability, a complete interpretation of any analysis from RailSys or other tools and where relevant, backed up by a full understanding of what's happening in practice on the ground. This delivers real visibility as to how the proposed values are calculated and the reasoning adopted, in a transparent way. We believe that we have spent considerable time providing the comprehensive level of detail and evidence required in support of the TPR proposals which are currently in dispute with Freightliner. We will continue to do so until agreement on these disputed items can be reached.
- 1.3 Network Rail does understand the way in which part D2.2 of the Network Code is intended to work in respect of revisions of the TPRs. We note Freightliner's comments that we do not always strictly follow the discipline of the process as laid down in part D2.2. We agree with Freightliner that the industry is not wholly following that process. We believe that this has arisen partly as a result of the volume of change and the resulting custom and practice of spreading workload throughout the year.

2. Network Change

- 2.1 Network Rail has reached agreement with Freightliner to remove Items 17 and 21 from the dispute. We accept that changes arising from a Network Change should not be included in the TPRs until that Network Change has been established. Therefore we don't believe that this element of Freightliner's reference needs to be addressed by the panel.

3. Headways and Junction Margins

- 3.1 Network Rail notes Freightliner's concerns with the practice adopted for the calculation of headways and junction margins. We confirm that there is a laid down process governing the technical calculation of headways and margins using RailSys and these are covered in Section 4 of this submission. We believe that this methodology is applied in a consistent manner, as it should be, given that it incorporates key safety considerations. However, we acknowledge that there are differences in the way our specialists translate the RailSys technical data into headway and junction margin proposals and in the way in which these proposals are presented, explained and consulted.
- 3.2 With spare capacity on the network becoming increasingly scarce, we agree with Freightliner that it is important that the trade-offs between capacity, performance and cost are understood. Network Rail believes that this trade-off is recognised in The Consideration D4.6.2 (c) Maintaining and improving train service performance.

4. Methodology for calculating Headways, Junction Margins and Sectional Running Times

4.1 Headways (See Appendix A)

- 4.1.1 The headway calculated by RailSys is a technical minimum.
- 4.1.2 The technical minimum is the value at which drivers see green signals and includes the impact of signal overlaps. This is an important safety consideration, which is embedded in the timetable plan and contributes to mitigation of Signals Passed at Danger (SPAD).
- 4.1.3 As a rule of thumb, a plain line headway is usually rounded up to the nearest ½ min.
- 4.1.4 A margin may also be built in as a performance buffer.
- 4.1.5 These calculations are carried out by specialists, familiar with local geography and then consulted upon with Timetable Participants in accordance with Part D2.2 of the Network Code.

4.2 Junction Margins (See Appendix B)

- 4.2.1 RailSys uses the length, weight and maximum speed of the train over a junction to calculate that junction margin. The length input is especially important as it provides data on the number of axles for the rolling resistance calculation.

- 4.2.2 The junction margin calculated by RailSys is a technical minimum.
- 4.2.3 The technical minimum is the value at which drivers see green signals and includes the impact of signal overlaps. This is an important safety consideration, which is embedded in the timetable plan and contributes to mitigation of Signals Passed at Danger (SPAD).
- 4.2.4 As a rule of thumb, a junction margin is usually rounded up to the nearest ½ min.
- 4.2.5 A junction margin will be adjusted to include a minimum of 1 min to allow a signaller to reset the route.
- 4.2.6 These calculations are carried out by specialists, familiar with local geography and then consulted upon with Timetable Participants in accordance with Part D2.2 of the Network Code.

4.3 Sectional Running Times (see Appendix C)

- 4.3.1 As a rule of thumb, SRTs are usually rounded to the nearest ½ min.
- 4.3.2 These calculations are carried out by specialists, familiar with local geography and then consulted with Timetable Participants in accordance with Part D2.2 of the Network Code.

5. Next Steps

- 5.1 Network Rail is currently in discussion with Freightliner with proposals to address these issues. These are that Network Rail:
 - Commits to continue to work closely with Freightliner to resolve the outstanding dispute items. The panel are asked to note that there has been and that there continues to be, significant on-going dialogue between us. The text for these discussions is captured in red within the chronology of events for each item.
 - Commits to work with our Ops Planning Teams to improve the quality and standard of evidence to support TPR change proposals, through a process of briefing and training. We also intend to implement an element of compliance checking for assurance purposes.
 - Works with the industry to publish an industry agreed standard for the calculation of headways, junction margins, dwells, etc, and consistently adopt the agreed methodology across each of the Ops Planning Route Teams. We intend that this work follows an on-going project to agree an industry standard for the calculation of SRTs. A number of Timetable Participants are already part of the Working Group.
 - Sets up an Industry Working Group to investigate whether Part D2.2 is fit for purpose. If the group felt that there was enough there to warrant a change to

6. Items in Dispute

Note: Appendix D contains supporting evidence for the items in dispute. They are referenced with the relevant Item Number.

Item 1

East Anglia Section 5.2 Headways
EA1310 Camden Road West Jn to Richmond

and

Item 2

East Anglia Section 5.2 Headways
EA1320 Camden Road West Jn to Stratford

NR Position for Items 1 and 2:

The North London Line was re-signalled in February 2011. The Network Change for the re-signalling of the North London Line was accepted by Freightliner Group Ltd (*Appendix 1.1 letter from Andrew Wijeyewardena, Track Access Manager for Freightliner Group Ltd to James Wynne, Industry Liaison Manager Network Rail dated 6th March 2009*) subject to the resolution of the issue of compensation. No conditions relating to timetabling were stated at the time of acceptance and therefore Freightliner's acceptance of the network change is deemed to be non-conditional.

The re-signalling resulted in a number of headway alterations up to and including the current dispute item lodged against the 2012 Rules v1.0. Whilst it is the case that over time some headways increased, it is also the case that a number of headways decreased. Changes between v3.0 of the 2010 Rules of the Plan through, up to and including v2.1 of the 2012 Train Planning Rules can be seen as follows:

Version 3 of the 2010 Rules of the Plan

NETWORK RAIL	Rules of the Plan 2010	Version	3.0
South (East Anglia)	Preliminary proposal for Subsidiary Change Timetable 2010	Date	24 th April 2009
		Page	62 of 134

EA 1310 CAMDEN ROAD WEST JN TO RICHMOND (PASSENGER HEADWAYS)

LOCATION	DOWN	UP	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Road Jn to Gospel Oak	4	4	
Gospel Oak to Broadlandsbury Park	7	4½	
Broadlandsbury Park to Willersden Junction High Level	5½	4½	
Willersden Junction High Level to Acton Wells Jn	3	4	
Acton Wells Jn to Gunnersbury	3	4½	
Gunnersbury to Richmond	2	2	

EA 1310 CAMDEN ROAD WEST JN TO RICHMOND (FREIGHT HEADWAYS)

LOCATION	DOWN	UP	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Road Jn to Gospel Oak	6	6	
Gospel Oak to Broadlandsbury Park	4	4	
Broadlandsbury Park to Kensal Green Jn	4	4	
Kensal Green Jn to Acton Wells Jn	3½	4	
Acton Wells Jn to South Acton Jn	3	3½	

EA 1320 CAMDEN ROAD WEST JN TO STRATFORD PLATFORM 1 AND 2 (PASSENGER HEADWAYS)

LOCATION	DOWN	UP	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Junction to Camden Road Junction	4 *	4 *	* A first train must pass Camden Junction before a second train passes Camden Road West Junction. A similar requirement applies in the Up Direction
Camden Road Jn to Highbury & Islington No. 2 lines	5	5	
Camden Road Jn to Canonbury No. 1 lines	6	4	
Highbury & Islington to Dalston Jn No.2 lines	4½	5	
Canonbury west Jn to Dalston Jn No.1 lines	4½	3½	
Dalston Jn to Hackney Wick	4	3	
Hackney Wick to Stratford - platforms 1 and 2	3	3	

EA 1320 CAMDEN ROAD WEST JN TO CHANNELSEA SOUTH JN (FREIGHT HEADWAYS)

LOCATION	DOWN	UP	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Junction to Camden Road Junction	4 *	4 *	* A first train must pass Camden Junction before a second train passes Camden Road West Junction. A similar requirement applies in the Up Direction
Camden Road Jn to Highbury & Islington No.2 lines	5	3½	
Camden Road Jn to Canonbury No.1 lines	6	6	
Highbury & Islington to Dalston Jn No.2 lines	4	3½	
Canonbury West Jn to Dalston Jn No.1 lines	4½	3½	
Dalston Jn to Channelsea South Jn	3½	3	See route EA 1150

Version 4 of 2010 ROTP showed a change to headways on EA1320 but no changes to EA1310 - note the date below is incorrect and should read 31st July 2009

NETWORK RAIL	Rules of the Plan 2010	Version: 4.0
South (East Angles)	Final proposal for Subsidary Change Timetable 2010	Date: 31 st July 2010
		Page: 62 of 131

EA 1320 CAMDEN ROAD WEST JN TO STRATFORD PLATFORM 1 AND 2 (PASSENGER HEADWAYS)			
LOCATION	DOWN	UP	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Junction to Camden Road West Junction	4 *	4 *	* A first train must pass Camden Junction before a second train passes Camden Road West Junction. A similar requirement applies in the Up Direction
Camden Road West Jn to Highbury & Islington	5 *	5 *	* This headway is subject to possible reduction from December 2010
Highbury & Islington to Dalston Kingsland	4 ½	5 *	* This headway is subject to possible reduction from December 2010
Dalston Kingsland to Hackney Wick	4	3	
Hackney Wick to Stratford - platforms 1 and 2	3	3 *	* If the second train is a freight train the headway is 4 ½ minutes

EA 1320 CAMDEN ROAD WEST JN TO CHANNELSEA SOUTH JN (FREIGHT HEADWAYS)			
LOCATION	DOWN	UP	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Junction to Camden Road West Junction	4 *	4 *	* A first train must pass Camden Junction before a second train passes Camden Road West Junction. A similar requirement applies in the Up Direction
Camden Road West Jn to Caledonian Road & Barnsbury	5	4	
Caledonian Road & Barnsbury to Highbury & Islington	5 *	3 ½	* This headway is subject to possible reduction from December 2010
Highbury & Islington to Canonbury	4 ½	3 ½	
Canonbury to Dalston Kingsland	4	3 ½	
Dalston Kingsland to Hackney Wick	3 ½	3 ½	
Hackney Wick to Channelsea South Jn	3 ½	4	See route EA 1150

These changes were consulted with TOCs/FOCs prior to 17 July 2009 accordingly to the following tracker of changes

APRIL 2010 to DECEMBER 2010 - NORTH LONDON LINE ROTP CHANGES					
1	2	3	4	5	6
2	ACTION PLAN - Updated 16 July 2009				
3	ISSUE	ISSUE DESCRIPTION	TARGET COMPLETION DATE	ACTION OWNER	REMARKS
4	Line Code changes	Identify new line codes. Check ARS files.	17 July 2009 - COMPLETED	David Beadle	David Beadle has updated RoTR document.
5	Platform number changes	Update B-Plan geography and remove obsolete line codes.	31 July 2009	Mehmet Hagoğlu	
6	Platform number changes	Identify new platform numbers. Check ARS issues.	17 July 2009 - COMPLETED	David Beadle	David Beadle has updated RoTR document.
7	Platform number changes	Update B-Plan geography and remove obsolete platform numbers.	31 July 2009	Mehmet Hagoğlu	
8	New and revised Mandatory and Conditional Timing Points	Identify new Timing Points. Check ARS issues.	17 July 2009 - COMPLETED	David Beadle	David Beadle has updated RoTR document.
9	Sectional Running Times	Update B-Plan geography (including removal of obsolete geography).	31 July 2009	Mehmet Hagoğlu	
10	Sectional Running Times	Amend SRTs and timing links in B-Plan to reflect the new geography (split SRTs including the removal of obsolete SRTs and timing links).	31 July 2009	Mehmet Hagoğlu	
11	New junction margins	Check results of SPA modelling to identify new junction margins for passenger and freight trains.	17 July 2009	Mehmet Hagoğlu	Updated documents expected 16 July 2009 from Steve Hobbs but have not arrived yet.
12	Revised headways	Check results of SPA modelling to identify any significant changes to headway values for passenger and freight trains.	17 July 2009	Mehmet Hagoğlu	In progress. Headways do change at some locations.
13	Platform re-occupation values	Check results of SPA modelling to identify any changes to platform re-occupation values.	To be confirmed	Mehmet Hagoğlu	Only required at Canonbury and Highway 6 station for STP moves. To be calculated at a later date.
14	Check freight SRTs (line speed changes)	Undertake spot check of freight SRTs to confirm that there are no significant changes due to revised line speeds.	31 July 2009	Mehmet Hagoğlu	Use FlatSpa to model the impact of line speed changes on freight SRTs. Nick Flendell has spoken to Tony Roberts about Jason Bird assisting with this work.
15	Consult with TOC/FOCs	Undertake consultation with the TOC/FOCs concerning the revised RoTP values.	17 July 2009	Mehmet Hagoğlu (John Blundell)	
16	Consult with TOC/FOCs	Undertake consultation with the TOC/FOCs concerning the revised SRTs.	31 July 2009	Mehmet Hagoğlu (John Blundell)	TOC/FOCs to be advised on 17 July that this is the target date for completing the SRTs.
17	Consult with Anglia Route	Arrange meeting to discuss the revised RoTP values with the Anglia route.	17 July 2009	Mehmet Hagoğlu (John Blundell)	Andy Bolton and Andrew Dutton
18	Update Files of the Plan Version 4 (published 31 July)	Update RoTP to reflect the revised geography detailed above.	17 July 2009	Mehmet Hagoğlu (John Blundell)	
19	Formal Offer letters	Cancel December 2008 Formal Offer letters to reflect the geography & timetable changes from April 2010 due to the new infrastructure.	10 July 2009 - COMPLETED	Nick Flendell (Mark Sleet)	LOROL has indicated that they may wish to amend their service from April 2010 anyway.
20	Refresh December 2008 timetable (from April 2010)	Update December 2008 timetable (April to May 2008) after the Formal Offer to reflect the revised geography.	Start work 3 August. Finish work 14 August	Nick Flendell	LOROL Spot Bid expected for a revised service from April 2010 on 24 July. Updated geography expected by 31 July.
21	Traction Changeover points (AC/OC)	Remove reference to traction changeover at Dalston Kingsland and Highbury Viaduct.	17 July 2009	Mehmet Hagoğlu (John Blundell)	
22	Provide refresh offer and new geography to TOC/FOCs	Provide updated timetable (to reflect the new infrastructure) and updated geography to the TOC/FOCs.	31 July 2009	Mehmet Hagoğlu	Mehmet to check that SRTs can be split in December 2008 B-Plan database to reflect the changed infrastructure from April 2010 and if this is not possible propose an alternative methodology.
23	Check ARS coding with Uxminster ECC / Delta Rail	Confirm correct ARS values are shown in RoTP.	17 July 2009	David Beadle	Details sent to Delta Rail for review.
24	New TPOs for revised infrastructure	Create TPOs for new Timing Points.	COMPLETED	David Beadle	
25	Update TPOs for revised infrastructure	Update the TPO infrastructure to reflect the new geography.	Track layout plans have been passed to PCAT to update - COMPLETED	Mehmet Hagoğlu	
26					
27	Next Meeting - 24 July 2009		On target or completed		
28			At risk of missing target		
29			Discontinued		
30					

Ready

Further changes to headways on EA1320 were made in Version 1 of the 2011 Rules of the Plan.

NETWORK RAIL	Rules of the Plan 2010	Version	1.0
Seah (East Anglia)	Preliminary proposal for Principal Change Timetable 2011	Date	23 rd October 2010
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EA 1320 CAMDEN ROAD WEST JN TO STRATFORD PLATFORM 1 AND 2 (PASSENGER HEADWAYS)			
LOCATION	DOWN	UP	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Junction to Camden Road West Junction	4*	4*	* A first train must pass Camden Junction before a second train passes Camden Road West Junction. A similar requirement applies in the Up Direction
Camden Road West Jn to Highbury & Islington	5	5	
Highbury & Islington to Dalston Kingsland	4½	5	
Dalston Kingsland to Hackney Wick	4	3	
Hackney Wick to Stratford - platforms 1 and 2	3	3*	* If the second train is a freight train the headway is 4½ minutes

EA 1320 CAMDEN ROAD WEST JN TO CHANNELSEA SOUTH JN (FREIGHT HEADWAYS)			
LOCATION	DOWN	UP	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Junction to Camden Road West Junction	4*	4*	* A first train must pass Camden Junction before a second train passes Camden Road West Junction. A similar requirement applies in the Up Direction
Camden Road West Jn to Caledonian Road & Barnsbury	5	4	
Caledonian Road & Barnsbury to Highbury & Islington	5	3½	
Highbury & Islington to Canonbury	4½	3½	
Canonbury to Dalston Kingsland	4	3½	
Dalston Kingsland to Hackney Wick	3½	3½	
Hackney Wick to Channelsea South Jn	3½	4	See route EA 1150

Version 1 of the 2012 Timetable Planning Rules saw further amendments made to the headways on both EA1310 and 1320

NETWORK RAIL	Timetable Planning Rules 2012	Version: 1.0
East Anglia	Preliminary Proposal for Principal Change Timetable 2012	Date: 22 nd October 2010
		Page: 60 of 143

EA 1200 SOUTH TOTTENHAM WEST JN TO SEVEN SISTERS JN

LOCATION	DOWN	UP	NOTES
South Tottenham West Jn to Seven Sisters Jn			Single line. One train in Section

EA 1310 CAMDEN ROAD WEST JN TO RICHMOND (PASSENGER HEADWAYS)

LOCATION	DOWN WESTBOUND	UP EASTBOUND	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Road Jn to Kensal Green Jn	4½	4½	
Kensal Green Jn to Willersden Junction High Level	3½ *	4 *	* No timing allowances to be given in this section
Willersden Junction High Level to Acton Wells Jn	3	4	
Acton Wells Jn to Gunnersbury	3	4½	
Gunnersbury to Richmond	2	2	

EA 1310 CAMDEN ROAD WEST JN TO RICHMOND (FREIGHT HEADWAYS)

LOCATION	DOWN WESTBOUND	UP EASTBOUND	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Road Jn to Gospel Oak	5½	5	
Gospel Oak to Kensal Green Jn	4½	5	
Kensal Green Jn to Willersden Jn High Level	3½ \$ *	3½ *	\$ If the first train is proceeding to Mitre Bridge Jn then the headway is 4½ minutes * No timing allowances to be given in this section
Willersden Jn High Level to Acton Wells Jn	3½	3½	
Acton Wells Jn to South Acton Jn	3	3½	

EA 1320 CAMDEN ROAD JN TO STRATFORD PLATFORM 1 AND 2 (PASSENGER HEADWAYS)

LOCATION	DOWN EASTBOUND	UP WESTBOUND	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Road Jn to Camden Road East Jn	3½	4½	
Camden Road East Jn to Westbourne Road Jn	3½	3½	
Westbourne Road Jn to Canonbury	3½	4½	
Canonbury to Hackney Wick	3	3½	
Hackney Wick to Stratford - platforms 1 and 2	3	3 *	* If the second train is a freight train the headway is 4½ minutes

EA 1320 CAMDEN ROAD WEST JN TO CHANNelsea SOUTH JN (FREIGHT HEADWAYS)

LOCATION	DOWN EAST	UP	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Road Jn to Camden Road East Jn	4	5	
Camden Road East Jn to Westbourne Road Jn	3½	3½	
Westbourne Road Jn to Canonbury	3½	4½	
Canonbury to Hackney Wick	3½	3½	
Hackney Wick to Channelsea South Jn	4	3½	

Version 2.1 of the 2012 Timetable Planning Rules saw further tweaks to both EA1310 and 1320 which now form the current values

NETWORK RAIL	Timetable Planning Rules 2012	Version: 2.1
Anglia	Final Principal and Final Subsidiary Timetable 2012	Date: 08 July 2011
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EA 1310 CAMDEN ROAD WEST JUNCTION TO RICHMOND (PASSENGER HEADWAYS)			
TIMING POINTS INCLUDED	DOWN WEST BOUND	UP EAST BOUND	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Road Junction to Gospel Oak	4½	4½	
Gospel Oak to Kensal Green Junction	5 4½	4½	
Kensal Green Junction to Willesden Junction High Level	3½ *	4 *	* No timing allowances to be given in this section
Willesden Junction High Level to Acton Wells Junction	3	4	
Acton Wells Junction to Gunnersbury	3	4½	
Gunnersbury to Richmond	2	2	

EA 1310 CAMDEN ROAD WEST JUNCTION TO RICHMOND (FREIGHT HEADWAYS)			
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
TIMING POINTS INCLUDED	DOWN WEST BOUND	UP EAST BOUND	NOTES
Camden Road Junction to Gospel Oak	5½ 4½	5 4½	
Gospel Oak to Kensal Green Junction	4½	5 4½	
Kensal Green Junction to Willesden Junction High Level	3½ \$ *	3½ *	\$ If the first train is proceeding to Mitre Bridge Jn then the headway is 4½ minutes * No timing allowances to be given in this section
Willesden Junction High Level to Acton Wells Junction	3½	3½	
Acton Wells Junction to South Acton Junction	3	3½	

NETWORK RAIL	Timetable Planning Rules 2012	Version: 2.1
Anglia	Final Principal and Final Subsidiary Timetable 2012	Date: 08 July 2011
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EA 1320 CAMDEN ROAD WEST JUNCTION TO STRATFORD PLATFORMS 1 AND 2 (PASSENGER HEADWAYS)

TIMING POINTS INCLUDED	DOWN EAST BOUND	UP WEST BOUND	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Road Junction to Camden Road East Junction	3½	4½	
Camden Road East Junction to Westbourne Road Junction	3½	3½	
Westbourne Road Junction to Canonbury	3½	4½	
Canonbury to Hackney Wick	3	3½	
Hackney Wick to Stratford – Platforms 1 and 2	3	3*	* If the second train is a freight train the headway is 4½ minutes

EA 1320 CAMDEN ROAD WEST JUNCTION TO CHANNELSEA SOUTH JUNCTION (FREIGHT HEADWAYS)

TIMING POINTS INCLUDED	DOWN EAST BOUND	UP WEST BOUND	NOTES
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways			
Camden Road Junction to Camden Road East Junction	4	5	
Camden Road East Junction to Westbourne Road Junction	3½	4½	
Westbourne Road Junction to Canonbury	3½	3½	
Canonbury to Hackney Wick	3½	4½	
Hackney Wick to Hackney Wick	3½	3½	
Hackney Wick to Channelsea South Junction	4	3½	

The net position is shown below:

EA1310 CAMDEN ROAD WEST JUNCTION TO RICHMOND (PASSENGER HEADWAYS)					
Timing Points Included	DOWN WEST BOUND	UP EAST BOUND	Notes	NET DOWN WEST BOUND	NET EAST BOUND
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways					
Camden Road Junction to Gospel Oak	4½	4½		+½	+½
Gospel Oak to Kensal Green Junction	4½	4½		-2½	0
Kensal Green Junction to Willesden Junction High Level	3½*	4*	*No timing allowance to be given in this section	-2	-½
Willesden Junction High Level to Acton Wells Junction	3	4		0	0
Acton Wells Junction to Gunnersbury	3	4½		0	0

Gunnersbury to Richmond	2	2		0	0
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EA1310 CAMDEN ROAD WEST JUNCTION TO RICHMOND (FREIGHT HEADWAYS)					
Timing Points Included	DOWN WEST BOUND	UP EAST BOUND	Notes		NET
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways					
Camden Road Junction to Gospel Oak	4½	4½		-1½	-1½
Gospel Oak to Kensal Green Junction	4½	4½		+½	+½
Kensal Green Junction to Willesden Junction High Level	3½\$	3½*	\$If the first train is proceeding to Mitre Bridge Jn then the headway is 4½ minutes *No timing allowance to be given in this section	0	-½
Willesden Junction High Level to Acton Wells Junction	3½	3½		0	-½
Acton Wells Junction to Gunnersbury	3	0		0	0

E1320 CAMDEN ROAD WEST JUNCTION TO STRATFORD PLATFORMS 1 AND 2 (PASSENGER HEADWAYS)					
Timing Points Included	DOWN WEST BOUND	UP EAST BOUND	Notes	NET DOWN EAST BOUND	UP WEST BOUND
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways					
Camden Road Junction to Camden East Junction	3½	4½		-½	+½
Camden Road East Junction to Westbourne Road Junction	3½	3½		-2½	-½
Westbourne Road Junction to Cannonbury	3½	4½		-1½	-½
Cannonbury to Hackney Wick	3	3½		-1	+½

Hackney Wick to Stratford - Platforms 1 and 2	3	3*	*If the second train is a freight train the headway is 4½	0	0
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EA1320 CAMDEN ROAD WEST JUNCTION TO CHANNELSEA SOUTH JUNCTION (FREIGHT HEADWAYS)					
Timing Points Included	DOWN WEST BOUND	UP EAST BOUND	Notes	NET DOWN EAST BOUND	NET UP WEST BOUND
A passenger train following a freight train must use freight headways and a freight following a passenger must use passenger headways					
Camden Road Junction to Camden East Junction	3½	4½		-½	+½
Camden Road East Junction to Westbourne Road Junction	3½	3½		-1½	0
Westbourne Road Junction to Cannonbury	3½	4½		-2½	-1½
Cannonbury to Hackney Wick	3½	3½		-1	0
Hackney Wick to Channelsea South Junction	4	3½		+½	+½

The reason for putting this background in this submission is that between 2010 and 2012, adherence to the processes specified in Part D2.2 for agreeing and consulting alterations to the Rules was inconsistent in the main, this is acknowledged. The availability of records to understand some of the reasons for these changes has been challenging. Processes to agree timetabling changes post re-signalling are not robust and this is in evidence.

To move forward then, this dispute relates specifically to the changes proposed from v1.0 of the December 2012 Rules. Again the process for consulting and agreeing changes was not followed but obtaining evidence has been more straightforward.

It is understood that for the section EA1310, in order to accommodate a Class 2 LOROL service every 10 minutes with a robust path for a freight service in between, the headway was increased by 30 seconds (from 4 minutes to 4 1/2 minutes) from Camden Road East Junction to Gospel Oak Junction and from Gospel Oak Junction to Kensal Green Junction for both passenger and freight. A 4 1/2 minute headway for this section or area works throughout and has supported the delivery of an increase in train performance to LOROL. Data is attached in Appendix 1.2. Network Rail believes that retaining this 4 1/2 minute headway consistently for both passenger and freight is consistent with Decision Criteria 4.6.2: (c) maintaining and improving train service performance and also (e) maintaining and improving an integrated system of transport for passengers and goods.

Network Rail recently completed a piece of RailSys modelling for the North London Line assuming a Class 378 LOROL stopping service at all stations followed by both of a Class 4 and 6 freight service with 30 wagons, weighing 1600 and 2000 tonnes respectively. The results are shown in Appendix

1.2. This is the pattern of traffic on this corridor from circa. 0600 - 0000 each day and could be described as typical or representative.

This modelling has shown a technical RailSys headway average of 3.43 on the UP and a technical RailSys average of 3.57 on the DN between Camden and Richmond with a technical highest headway of 5.15 on the UP and 5.05 on the DN. It is felt therefore that a value of 4 ½ is therefore appropriate and logical. A headway of 4 minutes only would not be robust from a performance perspective and would not guarantee that trains were being planned to their least restrictive aspect. A headway of 5 minutes would not work with the pattern of traffic of 2 Class 2 stoppers and 1 freight (Class 4 or 6) because the Class 2 would then be either delayed or would be planned to a more restrictive aspect than a green.

For the section EA1320, Camden Road Junction to Camden Road East, it is understood that a reduction in headways occurred from v.2.1 of the 2012 Rules for two reasons:

1. There were freight trains in the WTT for the calendar year 2011 with sub-standard headways, headways with less than the previous 4 or 5 minutes depending on the line, which were running or performing well without incurring any delays. It was therefore deemed logical to reduce the headways by 30 seconds through the process of validating the December 2012 LTP offer to create a compliant timetable, improve capacity and overall train performance attributable to a robust timetable.
2. The North London Line re-signalling (as detailed in the response to Item 8) altered the operation of the timetable at Stratford. Through increasing the margins at Stratford it was necessary to improve on the overall time taken by freight services to traverse the North London Line on route to the West Coast Main Line and vice versa.

The RailSys modelling attached in Appendix 1.2 has concluded that headways are robust and accurate for the current values, those that were reduced during the creation of the 2012 rules:

Camden Road Junction to Camden Road East Junction DN direction

Current headway is shown as 3.5 minutes with a RailSys technical headway average of 2.42 minutes and with a highest technical headway being 3.02 minutes.

Camden Road East Junction to Camden Road Junction UP direction

Current headway is shown as 4.5 minutes with a RailSys technical headway average of 3.35 minutes and a highest technical headway of 4.16 minutes.

It is acknowledged that the process of rounding up and down is not consistent and can be as a result of testing a number of factors across the timetable as a whole when undertaking validation from one timetable period to the next. There is much that can be done to improve visibility of decisions made in our current planning processes.

NR Summary Position:

- In conclusion, the current values are robust. It is acknowledged that this is retrospective but it does confirm that all of the emerging changes since v3.0 2010 have been working towards achieving a robust and efficient timetable for this area in accordance with Part D4.6.2 (a) maintaining, developing and improving the capability of the Network (as a result of the investment in modern signalling) and also that Part D4.6.2 (c) maintaining train service performance.

Item 3

East Anglia Section 5.2 Headways

EA1330 South Acton Jn to Old Kew/New Kew Jns

Relates to TTP570/571. The headways on the above section were reduced (without supporting reasoning or evidence as to how the revised values had been derived). Freightliner has requested a return to the status quo ante, but this has yet to be actioned.

2½ minutes is not a sustainable headway for these lines. South Acton Jn to Kew East Jn, Kew East Jn to Old Kew Jn and Kew East Jn to New Kew Jn are all one section each, with 3-aspect signalling. Headway should therefore remain AB (+2 minutes).

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 05/04/13: "FLR say that they asked for a review in 2010 and have not yet had a demonstration to explain how the figures have been derived. NR to discuss with FLR."

NR has since proposed (02/04/13) to revise headways to "one train in section", which is unsatisfactory.

17/04/13 (NR (DJ/SE/JT) & FLR JB): Line resignalled with colour light equivalent. TPRs need to be clear. JT/RM to check that JB counter proposal is correct. To discuss with LOM.

24/04/13 (Telecon - NR/FLR): RM believes that should be straightforward to fix. To amend wording to match JB's requirements. To forward proposals to JB, by 26/04/13.

03/05/13 (Telecon - NR/FLR): JT completed revised wording. Currently with JB to review and approve. JB happy with what's proposed. JB to reply formally and close.

09/05/13 (Telecon - NR/FLR): Response received last night from Jason and should be drawing to a close. Needs a double check.

17/05/13 (Telecon - NR/FLR): JB notes that suggested wording sent to Rob May. Awaiting confirmation that suggested wording is acceptable.

24/05/13 (Telecon - NR/FLR): Rob May confirmed JB's wording in the TPR format. JB to review on 24/05 and feedback.

31/05/13 (Telecon - NR/FLR): Feedback from JB awaited.

07/06/13 (Telecon - NR/FLR): JB still to review and feedback by 14/06.

NR Summary Position:

- The headways were changed from AB to 2 ½ min due to the line being re-signalled. Freightliner was unhappy with this new headway that was provided by the re-signalling scheme. We have since reviewed this and are happy as the re-signalling was a colour light equivalent to go with the below headways and wording which was sent to Freightliner for review on the 14th May 2013 which we are yet to receive a response on (Appendix 3.1).

EA 1330 SOUTH ACTON JUNCTION TO OLD & NEW KEW JUNCTIONS			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
South Acton Jn to Kew East Jn	*	*	*TCB timed as AB+2 minutes (one train in section)
Kew East Jn to Old Kew Jn	*	*	*TCB timed as AB+2 minutes (one train in section)
Kew East Jn to New Kew Jn	*	*	*TCB timed as AB+2 minutes (one train in section)

- Here we have suggested to use the terminology Train Circuit Block timed as Absolute Block +2 mins. This terminology was agreed on during discussions with Freightliner we are awaiting conformation that they are happy with the final presentation and wording.
- The full discipline within the TPR process was not adhered to by Network Rail or Freightliner for this item. Network Rail issued the proposed change in accordance with D2.2.3 at D-59 in the Draft TPRs. However, this proposal did not include a brief commentary on how the proposals were calculated, which is contrary to the requirements of D2.2.6. This was rejected by Freightliner in accordance with D2.2.4 (b). Network Rail then included the change in the TPRs, using the Decision Criteria D4.6.2 (a) maintaining, developing and improving the capability of the network, (c) maintaining and improving train service performance and (f) the commercial interests of Network Rail or any timetable participant of which Network Rail is aware. Despite Freightliner saying that this item was in dispute, no formal dispute was raised by them at this point. Network Rail then responded with more detail in April 2013 and work is on-going to resolve the issue.

Item 4

East Anglia Section 5.2 Headways

EA1410 Upminster to West Thurrock Jn

Relates to TTP413/414. A request was made to clarify the headways on the above line, but unfortunately the response has been unsatisfactory. Freightliner would like NR to undertake a proper review of the headways on this line.

Please could you check and revise the headway values for this line? The signalling permits more than one train in section.

(2011 Timetable Version 4.1, 2012 Timetable Version 1.0 response 26/11/10)

NR response 22/12/10: "The headways on this line have been checked by the Local Operations Manager and it has been confirmed that for timetable planning purposes 'Single Line. One train in section' is the value that needs to be applied to produce a robust timetable."

Please provide details of how this assessment was made.

(2011 Timetable Version 4.2, 2012 Timetable Version 2.0 response 25/02/11)

NR response 31/03/11: "The assessment was made by the Local Operations Manager -Tony Pogmore who possesses detailed knowledge of the capacity and capability of the single line sections which comprise the route EA 1410. The length of the loop at Ockendon is insufficient to allow container trains to pass at this location. More details of the capacity of this route are contained in 'Network Rail Southeast Territory (East Anglia) Emergency Plan - Upminster to West Thurrock Jn'. Freightliner are welcome to study this document which will be provided if requested. Please send your request to Nick.Bond@networkrail.co.uk

Please forward this document to me at the email address shown above. The length of the loop at Ockendon is not relevant to the question of headway.

(2011 Timetable Version 4.3, 2012 Timetable Version 2.1 response 14/07/11)

NR response 29/07/11: "The document referred to does not seem to exist, thus NR will need to review this items again."

No change in Version 1.0.

(2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

NR response 22/12/11: "Further to the above NR maintain that the current wording will remain as this needs to apply for the purposes of constructing the timetable plan." Item will remain until this issue is addressed.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

NR response 17/04/12: "Further to previous comments NR are willing to work with operators to sort through and therefore will seek to revisit and supply findings at a later date once December 12 base timetable work has been completed." Noted.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

Please advise a completion date for this.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

NR response 01/10/12: "Will seek further guidance regards this piece of work and advise FL accordingly."

New comments in section 5.2 clarify that it is possible to have more than one following train in each single line section, but not what the minimum headway is for this.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 21/12/12: "In order to make progress on all the outstanding headway issues our operational Planning Project Specialist - David Fletcher and his team are carrying out a review of the headways on this route. You are welcome to contact David directly if you wish to discuss this with him."

Contact made with David Fletcher. Item remains pending resolution.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 05/04/13: "FLR say that the TPR entry says 'Single Line' which is meaningless. NR/FLR Discussion required."

17/04/13 (NR (DJ/SE/JT) & FLR JB): What is the line capable of? JT to review with Roger Hamilton / Tony Pogmore the LOMs at Upminster. JB believes use of RailSys not necessarily required here unless reviewing for passenger trains.

24/04/13 (Telecon - NR/FLR): RM to arrange a joint visit to Upminster with JB. To agree a date by 26/04. Otherwise RM will go alone to collect the evidence and forward to JB for assessment.

03/05/13 (Telecon - NR/FLR): JT and Rob May visiting Upminster box on 03/05 to see the plan in action and to assess with local LOMs.

09/05/13 (Telecon - NR/FLR): Headways before and after Ockenden for freight following passenger and freight following freight data to be sent to FLR by 17th May.

17/05/13 (Telecon - NR/FLR): DB noted that discussed on recent joint visit to Upminster. Rob May collating remaining data for forwarding to FLR early next week.

24/05/13 (Telecon - NR/FLR): RM sent JB the required data on 23/05. RM / Kemi Jamilewon (NR Capacity Analysis Team) to review in RailSys and forward remaining data to JB by 31/05.

07/06/13 (Telecon - NR/FLR): JB to review request to take out of dispute and feedback by 14/06.

NR Summary Position:

- This dispute item originated as a request from Freightliner to Network Rail for a headway review on this section of line. No supporting evidence has ever been provided to support this request therefore Network Rail is of the view that this is not a valid dispute item as nothing has changed. Network Rail has assured Freightliner in writing that it will support a headway review moving forward and commit to providing some resource to deliver this review.

Item 5

East Anglia Section 5.2 Headways

EA1530 Coldham Lane Jn to Haughley Jn

Relates to TTP413/414. NR originally increased the headway in the Down direction (eastbound) between Bury St Edmunds and Haughley Jn from 5 to 6 minutes, without any reasonable explanation as to why this was necessary or how the revised value had been derived. Since then, further unsatisfactory changes have been made. Freightliner has since undertaken its own basic study, which indicates that there is no appropriate headway value; the signalling is largely 2-aspect and trains on the route have widely differing performance capabilities. Freightliner seeks that the headways are changes to 'AB' with additional timing points.

Please could advise the reason for the headway increase, and how it was calculated? Freightliner is not prepared to accept an increase in value without good reason or mitigating measures.

(2011 Timetable Version 4.1, 2012 Timetable Version 1.0 response 26/11/10)

NR response 22/12/10: "The headway value in the Down direction only between Bury St Edmunds and Haughley Junction was increased from 5 minutes to 6 minutes. This was done to mitigate delays which had been occurring on this section of line and were identified on further investigation to have been caused by insufficient headway. It is intended to arrange for the headways between Bury St Edmunds and Haughley Junction to be modelled and details of the modelling will be provided for you."

Comments noted and further details are awaited. Item will remain as a potential dispute item in the meantime.

(2011 Timetable Version 4.2, 2012 Timetable Version 2.0 response 25/02/11)

NR response 31/03/11: "Network Rail have not yet carried out any modelling in connection with this item. You are welcome to contact Elaine Folwell (Elaine.Folwell@networkrail.co.uk) to discuss this item."

Item remains under dispute.

Version 2.1 now contains a change to the Chippenham Jn to Bury St Edmunds section in connection with the resignalling scheme later this year. This is not acceptable; although the values shown match those in the associated Network Change documentation, they are based on two consecutive freight trains of a specific type. This is not referenced in the notes, nor are the values appropriate to instances where a passenger service is being followed. As Kennett remains a timing point, and the new signalling replicates the existing arrangements at that location, the headway values shown are again inappropriate. Continuing to time trains as per 'AB' principles between Chippenham Jn and Kennett is the best option here.

Freightliner also requests that the new intermediate block sections become mandatory timing points, in order that the capacity of the line is properly utilised. Headway values are not suitable for application in areas with two-aspect signalling and mixed traffic types. This principle also ought to be applied between Bury St Edmunds and Haughley Jn as a way of solving the original issue raised in Version 1.0.

(2011 Timetable Version 4.3, 2012 Timetable Version 2.1 response 14/07/11)

NR response 29/07/11: "FL state that if these times are to increase then there is a request to add additional mandatory timing points to protect capacity and reduce performance risks. NR to send the consultation with Fiona Rose (NR) to FL to consider."

Additional information received from Elaine Folwell. This reinforces Freightliner's view that additional mandatory timing points are necessary. This should include Elmswell and Thurston, in addition to the new IB signals.

(2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

NR response 22/12/11: "Further to the above NR are willing to work with FL to sort through this."

Change to headways made on all sections between Chippenham Jn and Haughley Jn, which are still incorrect and inappropriate. This continues to be a dispute item; Freightliner suggests that NR makes urgent contact to discuss this issue.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

NR response 17/04/12: "Further to previous comments NR are willing to work with operators to sort through. The Chippenham to Kennet headway has been amended to state 'One train in section' with the Kennet to Haughley Junction showing 'Subject to review'. NR has taken on board FL request and will therefore be looking to increase the mandatory timing points requested for December 2013 timetable."

Noted - we await further proposals.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

No NR response

Please advise a completion date for this.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

NR response 01/10/12: "Will seek further guidance regards this piece of work and advise FL accordingly."

Please advise a completion date for this.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 21/12/12: "In order to make progress on all the outstanding headway issues our operational Planning Project Specialist - David Fletcher and his team are carrying out a review of the headways on this route. You are welcome to contact David directly if you wish to discuss this with him."

Contact made with David Fletcher. Item remains pending resolution.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 05/04/13: "FLR say that they asked for a response to explain how the figures have been derived, which has not yet been received. Proposed NR headway values are too optimistic. 2 aspect signalling - should headway be AB + 2 minutes? NR to discuss with FLR."

Since raising this dispute the following has occurred:

17/04/13 (NR (DJ/SE/JT) & FLR JB): Triggered by resignalling west of Bury St. Edmunds. Signalling is 2 aspect. JB suggested that we introduce additional timing points and plan on AB + 2mins principle. Need to agree this way forward and then with other Operators (GBRf, DBS and GA) is acceptable. JT needs to see headway data proposed by the scheme sponsor (Fiona Rose). Differences to be discussed with JB. It is the whole route Haughley - Ely that is affected.

24/04/13 (Telecon - NR/FLR): RM noted that has sent proposals to JB which include 4-5 new mandatory timing points and note to time as absolute block. Takes account of 2 extra signals which have been implemented without communication from the Anglia Route. RM conscious of the need to consult with other Operators. JB to review and feedback by 24/04 PM.

03/05/13 (Telecon - NR/FLR): JT suggested new mandatory timing points in a TPR format. JB says that proposals look okay and will formally respond later today and close. Concerns about whether other affected operators will support. JT to discuss with other operators.

09/05/13 (Telecon - NR/FLR):- similar to Item 3, response received from Jason yesterday. Comments to be provided on Jason's response. Jason to provide supporting information by close of play today. Rob May will be in Cambridge PSB this afternoon, Jason is welcome to join Rob at the signal box. FLR have proposed this to the other Operators for comment.

17/05/13 (Telecon - NR/FLR): DB noted that new mandatory timing points sent to JB for approval. JB responded with revised proposal for consideration, which includes a headway table. Rob May to confirm, then to agree SRTs and a suitable implementation date. To discuss with Greater Anglia. JB plans, diary permitting, to attempt timing runs next week.

24/05/13 (Telecon - NR/FLR): RM sent JB proposals in TPR format. SRTs need to be split so may now be for May/14 Timetable at the earliest. JB planning to do timing runs with Greater Anglia too, provided can get cover for a meeting, on 28/05. JB to confirm to RM what is needed to address this item and then may be able to remove from the dispute.

07/06/13 (Telecon - NR/FLR): JB noted close to resolution. To review and feedback on 12/06.

NR Summary Position:

- Documents proposed to Freightliner in association with this are attached in Appendix 5.1.
- To support the headway increase of 1 minute on the UP between Haughley Junction and Bury, a piece of RailSys modelling has also been undertaken and this is attached in Appendix 5.2. This has concluded a RailSys technical average of 4 minutes 50 seconds and a maximum value of 6 minutes 48 seconds.
- This item is recommended for further discussion and joint work to understand what the headways should be given the investment for the Kennet re-signalling.
- The full discipline within the TPR process was not adhered to by Network Rail or Freightliner for this item. Network Rail issued the proposed change in accordance with D2.2.3 at D-59 in the Draft TPRs. However, this proposal did not include a brief commentary on how the proposals were calculated, which is contrary to the requirements of D2.2.6. This was rejected by Freightliner in accordance with D2.2.4 (b). Network Rail then included the change in the TPRs, using the Decision Criteria D4.6.2 (a) maintaining, developing and improving the capability of the network, (c) maintaining and improving train service performance and (f) the commercial interests of Network Rail or any timetable participant of which Network Rail is aware. Despite Freightliner saying that this item was in dispute, no formal dispute was raised by them at this point. Network Rail then responded with more detail in July 2011 and work is on-going to resolve the issue.

Item 6

East Anglia Section 5.2 Headways EA1540 Chippenham Jn to Ely Dock Jn

Relates to TTP371. A request was made to clarify the headways on the above line, but unfortunately the response has been unsatisfactory. Freightliner would like NR to undertake a proper review of the headways on this line.

Please could you review the headways for this section of line, as they do not reflect the capability of the route? In the Down direction, it would be more appropriate to use the transit time plus 1 minute. In the Up direction, there is an intermediate signal (CA498) on the single line section between Ambrose's and Blockmore UWCs, and also another signal at Snailwell (CA486).

(2010 Timetable Version 4.4, 2011 Timetable Version 4.0 response 30/07/10)

NR response 29/10/10: "The headways on this route will be reviewed and you will be informed of proposed amendments in advance of the publication of Version 2 of the 2012 Rules of the Plan."

Will await NR's proposal. Please ensure this includes details of the calculation used to derive amended values.

(2011 Timetable Version 4.1, 2012 Timetable Version 1.0 response 26/11/10)

NR response 22/12/10: "Modelling has not yet been carried out. Full details will be provided once the modelling has been carried out."

Comments noted and further details are awaited.

(2011 Timetable Version 4.2, 2012 Timetable Version 2.0 response 25/02/11)

NR response 31/03/11: "Network Rail has not yet carried out any modelling in connection with this item. You are welcome to contact Elaine Folwell (Elaine.Folwell@networkrail.co.uk) to discuss this item."

Please advise when you are likely to start and complete this work.

(2011 Timetable Version 4.3, 2012 Timetable Version 2.1 response 14/07/11)

NR response 29/07/11: "FL require reasoning behind headway amendments. NR will produce output from RailSys for FL's consideration."

RailSys output indicates that a reduction in headway can be sustained.

(2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

NR response 22/12/11: "Further to the above NR are willing to work with FL to sort through this."

No change noted in Version 2.0.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

NR response 17/04/12: "Further to the above NR will continue to work this through and are proposing to introduce revisions with the December 2013 timetable."

Noted - we await further proposals.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

No NR response

Please advise a completion date for this.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

NR response 01/10/12: "Will seek further guidance regards this piece of work and advise FL accordingly."

Please advise a completion date for this.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 21/12/12: "In order to make progress on all the outstanding headway issues our operational Planning Project Specialist - David Fletcher and his team are carrying out a review of the headways on this route. You are welcome to contact David directly if you wish to discuss this with him."

Contact made with David Fletcher. Item remains pending resolution.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 05/04/13: "FLR say that they asked for a response to explain how the figures have been derived, which has not yet been received. NR to discuss with FLR."

17/04/13 (NR (DJ/SE/JT) & FLR JB): Triggered by resignalling west of Bury St. Edmunds. Signalling is 2 aspect. JB suggested that we introduce additional timing points and plan on AB + 2mins principle. Need to agree this way forward and then with other Operators (GBRf, DBS and GA) is acceptable. JT needs to see headway data proposed by the scheme sponsor (Fiona Rose). Differences to be discussed with JB. It is the whole route Haughley - Ely that is affected.

24/04/13 (Telecon - NR/FLR): Route includes a single line section. RM has asked Cambridge SB for comments on the restrictions and capacity that exists in the area. JB keen to assess the signal positions and headways are possible. JB will be reviewing the signalling plans and providing an estimate of what is possible to RM by 29/04.

03/05/13 (Telecon - NR/FLR): JT discussed with Cambridge box. Needs to understand how to time with intermediate signals. JB hasn't got complete picture from the signalling diagrams as they're incomplete. JT to agree a date for a visit to Cambridge Box with JB next week.

09/05/13 (Telecon - NR/FLR):- Cambridge PSB box visit this afternoon, Rob May and Jason Bird is invited.

17/05/13 (Telecon - NR/FLR): DB noted that data gathered from box. Awaiting further joint visit to Cambridge PSB - Rob May to arrange date next week.

24/05/13 (Telecon - NR/FLR): JB unable to make box visit, but RM sent data to JB for assessment. JB planning to do a Cambridge PSB visit on w/c 03/06. RM to agree a date and to set up a visit by 31/05.

07/06/13 (Telecon - NR/FLR): JB to review request to take out of dispute and feedback by 14/06.

NR Summary Position:

- This dispute item originated as a request from Freightliner to Network Rail for a headway review on this section of line. No supporting evidence has ever been provided to support this request therefore Network Rail is of the view that this is not a valid dispute item as nothing has changed. Network Rail has assured Freightliner in writing that it will support a headway review moving forward and commit to providing some resource to deliver this review.

Item 7

East Anglia Section 5.2 Headways EA1580 Ely North Jn to Trowse Jn

Relates to TTP513/514. The headways were revised by NR in connection with the recent resignalling of the lines. Again, this is unsatisfactory in Freightliner's opinion. Alternative suggestions have been made but with no meaningful response. Freightliner would like NR to undertake a proper review of the headways on this line.

The headways need to remain as they are (with the exception of Wymondham to Trowse Jn), as the new signalling does not allow any improvement.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

No NR response

Amended to being "One train in section" - this should be further revised:

A headway value is required between Ely North Jn and signal CA803/804

AB + 2 minutes should apply between signals CA803/804 and Trowse Jn, as this is the maximum the signalling permits, except that there is an Up direction IBS at 80m08ch approx., and also IBSs between Wymondham and Trowse Jn.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 21/12/12: "In order to make progress on all the outstanding headway issues our operational Planning Project Specialist - David Fletcher and his team are carrying out a review of the headways on this route. You are welcome to contact David directly if you wish to discuss this with him."

Contact made with David Fletcher. Item remains pending resolution.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 05/04/13: "FLR say that they asked for a response to explain how the figures have been derived, which has not yet been received. NR to discuss with FLR."

17/04/13 (NR (DJ/SE/JT) & FLR JB): Moved from AB to 1 train in section. 2 aspect signalling. If we go back to AB +2mins it will be acceptable. Need a planning headway that matches the capability of the route and at each end (Ely & Norwich) which has changed slightly. To talk to resignalling scheme owner (Ed de Silva was Network Change Coordinator). JB has copy of scheme plans. (JB believes that fundamental issue was that plans were not consulted within NR).

24/04/13 (Telecon - NR/FLR): RM has forwarded proposals to JB. The plan is to time at every station which requires 4-5 additional TIPLOCS. JB noted that the ARS implementation which came with the signalling scheme was not included in Network Change. JB technically agreed Network Change although 'under duress'. JB to respond to RM's proposals by 30/04.

03/05/13 (Telecon - NR/FLR): JB happy with proposals, although needs to understand how to deal with the additional signals at each end of the route - to respond to proposal with comments. There's a previously unknown ARS impact here. JT to discuss with Network Change Coordinators (Network Change put out by Ed de Silva). JB asked how long takes to get a new TIPLOC into ARS. No discussions previously with Ops Planning, via Network Change for this location. Network Changes need to include all operational information.

09/05/13 (Telecon - NR/FLR):- new mandatory points have been proposed. Response received from Jason Bird yesterday. Still being investigated.

17/05/13 (Telecon - NR/FLR): DB received response from JB. Need to confirm actions for Ely North and Trowse. Will need to include Greater Anglia and EMT. SRT proposals required. Dates for timing runs to be agreed with relevant parties - plan is to arrange by end of next week.

24/05/13 (Telecon - NR/FLR): JB now has timing points for review and is broadly happy with them. David Beadle to visit Colchester Box w/c 28/05 to assess proposals and forward to JB. JB to visit too if available. Also need a joint Cambridge PSB visit, which will happen w/c 03/06. JB suggests that he needs specific headway figures for the ends of the Route if can't be covered by SRT changes. RM to send out proposals to Operators. JB noted that this item could be withdrawn from the dispute, if a good plan to deliver the changes can be agreed. JB notes that a Dec/14 implementation may be more realistic. JB needs to see that observations for both ends of the route and the manual calculations so that the ARS issue can be resolved.

31/05/13 (Telecon - NR/FLR): JB awaiting feedback as to whether adding additional timing point into ARS will work, either now or in future.

07/06/13 (Telecon - NR/FLR): JB working on a counter proposal - plan is to complete by 12/06 and forward to JT.

NR Summary Position:

- Changes made to the TPRs for this section of line will be removed and replaced with the wording previously in use before the re-signalling. Network Rail would support a review of the TPRs for this section of line moving forward but as the changes will be reversed, this is no longer a dispute item.

Item 8

East Anglia Section 5.3 Junction Margins and Station Planning Rules EA1010 Liverpool Street to Seven Kings: Stratford

Relates to TTP513/514. Network Rail proposed to increase junction margins at Stratford in connection with freight trains, together with additional allowances for approach control. This was apparently done in response to delay minutes being accrued. Again, no detailed justification for the changes has been provided, and Freightliner is not convinced that the root cause of any delay has been adequately investigated. Although it has proved possible to accommodate Freightliner's Firm Contractual Rights in respect of the current Working Timetable, we still have concerns that the timetable pattern that was devised in December 2010 is no longer sustainable and that spare capacity for freight services has been eroded. In the absence of Strategic Paths on this route, it is not clear how much capacity remains. Freightliner would like the changes to be reversed.

Freightliner cannot accept the increased margins shown - the timetable is not currently designed to accommodate 4 minute margins and will need to be redesigned to satisfy the Firm Contractual Rights of all operators on this section of line. This work needs to be undertaken in advance of a rules change proposal. Freightliner is willing to assist in this process, although we believe that 3 minutes is in fact adequate.

The addition of {2} for certain moves needs to be refined (there are different levels of approach control depending on routeing) and done in conjunction with an SRT review for the area; many SRTs already include an approach control allowance. Again this needs to be considered alongside a timetable rewrite to ensure that all FCRs are met.

(2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

NR response 22/12/11: "Further to the above NR will be willing to work with FL and other operators to sort through the current base LTP plan in the Stratford area, ahead of the 2013 timetable offer in June, due to ongoing daily delay incidents caused by the inadequate SRT values. Trains from the Ilford direction appear to be losing between 2 and 3 minutes on top of the SRT between Forest Gate Jn and Stratford/Channelsea Jn which is also impacting on conflicting down services and further knock on delays. Services from the Woodgrange Park direction are also losing further minutes and can take between 6 and 8 minutes to undertake this movement through Stratford."

While Freightliner notes Network Rail's comments, these changes are not agreed until timetable development work has been undertaken and concluded; it is not appropriate to undertake this in the normal planning cycles without understanding the implications. This is a dispute item. Freightliner expects all of its Firm Contractual Rights to be met.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

NR response 17/04/12: "Further to previous comments NR are willing to work with operators to sort this through during the validation work for the December 12 base timetable."

Item remains under dispute until after the December 2012 offer and satisfactory conclusion of any issues arising.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

NR response 21/06/12: "We want to avoid Dispute Items wherever possible and we await your response to the December 2012 offer."

Item will remain pending satisfactory conclusion of any issues arising.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

NR response 05/04/13: "FLR say that this change has decimated capacity and the SRT changes have not been agreed. To remove the dispute, FLR ask NR to remove all these items from the TPRs. A broader discussion is required. NR to discuss with FLR."

17/04/13 (NR (DJ/SE/JT) & FLR JB): Belief was that could constitute Network Change. Capacity reduction is the key here, with demonstration of additional capacity for potential future growth needed. FLR looking to introduce longer and heavier trains in the future. JB worked closely previously with GA (Shane Young) and NR (?) on a timetable designed to a pattern for Dec/10, with gave regular freight capacity on GEML and onto NLL. Comparison required v Dec/10. How many extra freight paths have gone in since Dec/10. Demonstration as to how new TPRs have been arrived at - what was the decision process? Junction margin increased from 2 to 3 to 4mins over past few years. JB would be happy with 3mins as believed that change had solved the problem. Platform 10 on Down has a conditional red. JB believes that poor regulation (caused by ARS), delay attribution and poor timetable planning caused the performance problems previously. JB acknowledged that some value in seeking to cab ride together - need to be accompanied by a Driver Manager. The capacity issue will still be there and needs to be addressed - there is an acknowledged trade-off between capacity & performance.

24/04/13 (Telecon - NR/FLR): RM asked Anglia Route for SSI data on 22/04 - gives when routes are set, transit times and exactly where the front and back of the train is against track circuits. Once received, RM to consider the evidence with JB. RM notes that this may require a joint visit to Liverpool Street IECC to test the results.

03/05/13 (Telecon - NR/FLR): JT in process of getting SSI data via Business Objects. Also have reports from Crossrail Project with relevant data. Not in a position to share any data with JB yet. Plan is to complete and forward data to JB by 10/05, provided data supplied is okay.

09/05/13 (Telecon - NR/FLR): Data sent in a large email to Jason yesterday. He will spend the weekend considering.

17/05/13 (Telecon - NR/FLR): JB reports that has data and is running through it at present. Commented that that data looks a little 'selective'. Expecting to complete review in 2 weeks time.

24/05/13 (Telecon - NR/FLR): RM notes that JB now has the data. RM visited Liverpool Street Box on 23/05 and now knows how to get hold of the relevant SSI data - this is to be ordered quickly by RM. This will enable a mix of running times and SSI data to be provided. JB keen to understand why such variability in the figures as some trains taking only 3-4mins transit time. JB keen to strip out trains that had conflicts on the day and therefore took longer. RM notes that traffic coming in the opposite direction should be taken into account too. May need JB/RM to jointly review the figures and arrive at a conclusion. JB needs more time to run through the analysis he's already got, to speak to FLR drivers and to cab ride. SE asked JB to supply a view of next steps, which JB agreed to do w/c 03/06. JB notes that this one is the most complicated. SE asked whether this item should be prioritised and done next week, with the proposed visits to Cambridge PSB put back to w/c 03/06. JB agreed to provide feedback on the data already supplied by close of play on 03/06. RM/JB to agree date for the following week to visit Cambridge PSB.

07/06/13 (Telecon - NR/FLR): JB confirms that has reviewed the data and is not yet convinced that data is conclusive. Further dialogue required. JB has TRATIM and performance data to review. JB don't support the methodology of using average running times - likely to contest this one at dispute.

NR Summary Position:

- Network Rail has increased the SRT and the junction margin in order to provide a more reliable and robust timetable that works. Previously before these changes were made the timetable in the Stratford area did not work. We used section 4.6.2 sub section C (Maintaining and improving train service performance) of the decision criteria in order make this decision and we believe that the increase in performance of the existing train service supports this decision.
- This is demonstrated by the high volume of delay minutes that were be attributed to the trains not being able to meet the times that they were planned to in the May 2012 timetable. Please see Appendix 8.1. Here the delay minutes attributed to poor planning has reduced from 568 mins a period at its peak to a steady state of 0-15 mins a period once the new December 2012 timetable with the new allowances is running. The general downhill trend before Period 10 reflects a period where we were working with freight operators on a train by train basis to adjust them where we could in order to get a least bad path and to increase the SRT between Forest Gate Junction and Stratford, the junction margin at Stratford and providing additional time on the Woodgrange Park services where we could. This was achieved by adding pathing time where possible. This was carried out with assistance and full knowledge of the freight operators which included Freightliner. These increases have been accepted by the other freight operating companies.
- The evidence as to why a 2 minute increase in SRT is required we show in Appendix 8.2. Here we took the average loss over 1977 freight headcodes running 01/01/13 to 01/04/13 and compared them to 1464 of the same headcodes that ran 01/01/12 to 01/04/12. We used the same time of year to try and limit the affect of other factors such as weather. Our findings show that from 01/01/12 to 01/04/12 trains lost on average 2.22 mins in this section, whereas post SRT change when the 2 min increase was made they lost 0.38 mins. We believe that this demonstrates that the adjustment made to the schedules is the correct one. We have submitting these findings to Freightliner and have yet to receive a response.
- The Junction Margin was increased from 3 to 4 minutes the reasoning for this is that the trains were on average taking longer than 3 mins to make the move. As this is a very complex area with many variations of traffic flow and points of conflict we used 4.6.2 sub Section C (Maintaining and improving train service performance) of the decision criteria to adjust the margin to reflect the actual average time it takes and increase performance. We have summarised and explained these issues in Appendix 8.3. This is a complex thing to explain so we have included some slides with maps that show the constraints and aid our explanation. We also carried out some stop watch trials both at the IECC and then from an aerial view of the station that we have. Here we found that the average time for the junction margin to be 4 mins 8secs. Due to the many variations in traffic that make the move the deviation in the timings can be relatively large however we believe we should plan to the average figure in order to provide a robust plan. The increased junction margin and SRT were both implemented at the beginning of the December 2012 timetable and enabled the plan to work.

- The {2} adjustment for freight trains travelling from Woodgrange park to Stratford which cross from the EL to the ML was also included at the same time as the margin and SRT allowance. This figure was derived from delay investigation at the time. The explanation for this is also in Appendix 3. The main reason for the need of the increase is the freight services not having the opportunity to get to line speed. As the train comes round the corner at Woodgrange Park it is limited to doing a maximum line speed of 15mph it then has no time to accelerate before it is required to slow too cross to the main line where it will then see an approach control signal at Maryland. These factors combine to give the train no opportunity to pick up sufficient speed for it to match the SRT and thus the additional allowance is required.
- With regard to the timetable pattern agreement that was devised in December 2010, we cannot locate a written copy of this agreement, and have requested, but not been supplied a copy of it from Freightliner. From discussing this with other parties we believe that the agreement with regard for Stratford was that the timetable pattern would allow for 2 Class 4 freight an hour off peak to be able to travel from Ipswich to Stratford without having to be looped. My understanding is that there is no agreement as to how many paths for different moves were to be kept open once the trains reached Stratford. Also it is not unreasonable to expect that this document would need to be revisited due to the other changes that have happened in this area. The main issues being the North London Line re-signalling project and change in freight flows caused by the London Gateway port development.
- The full discipline within the TPR process was not adhered to by Network Rail or Freightliner for this item. Network Rail issued the proposed change in accordance with D2.2.3 at D-59 in the Draft TPRs. However, this proposal did not include a brief commentary on how the proposals were calculated, which is contrary to the requirements of D2.2.6. This was rejected by Freightliner in accordance with D2.2.4 (b). Network Rail then included the change in the TPRs, using the Decision Criteria D4.6.2 (a) maintaining, developing and improving the capability of the network, (c) maintaining and improving train service performance and (f) the commercial interests of Network Rail or any timetable participant of which Network Rail is aware. Despite Freightliner saying that this item was in dispute, no formal dispute was raised by them at this point. Network Rail then responded with an offer to work together to include the TPR changes in compiling the December 12 Timetable - this happened and the New Working Timetable was issued at D-26 with these TPRs included in the relevant schedules. Part D2.7.2 provides the mechanism for Timetable Participants to appeal where they are affected in the New Working Timetable - Freightliner did not appeal.
- Network Rail has produced much data to demonstrate the reasoning for the TPR changes, which is currently with Freightliner for review. Network Rail have not yet received any data from Freightliner by way of a counter proposal.

Item 9

East Anglia Section 5.3 Junction Margins and Station Planning Rules EA1011 Seven Kings to Ipswich: Manningtree

Relates to TTP371. A new allowance for trains from Ipswich Griffin Wharf was included in TPRs which Freightliner feels to be excessive and therefore unduly restricts capacity in this area. No details of how this allowance was calculated has been provided. Freightliner seeks a proper review of this allowance.

The new allowance is excessive. No more than 3 minutes is required, depending on timing load. This instruction should appear under Halifax Jn, as it should also apply to trains routed towards the Harwich branch.

(2011 Timetable Version 4.3, 2012 Timetable Version 2.1 response 14/07/11)

NR response 29/07/11: "Earlier in the year certain services lost 5 minutes and thus and added 5 mins allowance has been added. FL has requested the TINs to substantiate this."

No further correspondence.

(2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

NR response 22/12/11: "Further to the above NR are willing to work with FL to sort through the reasoning for this and will endeavour to obtain any previous delay incidents prior to the value having been added to previous and current schedules departing Ipswich Griffin Wharf."

No further correspondence.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

No further correspondence. It is noted from observation of CCF that departing trains stop at Halifax Jn in order to give up the train staff. Start to pass timings for Halifax Jn to Manningtree are typically in the region of 13-14 minutes.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

NR response 19/06/12: "The existing allowance will remain in Version 4. Currently the Griffin Wharf branch is served by trains operated by DB Schenker and there has been no indication of dissatisfaction with the 5 minute allowance from that FOC."

The satisfaction or otherwise of another FOC is of no interest. This is now a dispute item.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

NR response 01/10/12: "Will seek further guidance regards this item and advise FL accordingly."

Item remains in dispute.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 21/12/12: "Discussions concerning the allowance took place at a meeting between Jason Bird and David Beadle/John Blundell on 6th December 2012. The reasons for retaining the current allowance were explained."

Item remains in dispute.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 05/04/13: "FLR say that they asked for a response to explain how the figures have been derived, which has not yet been received. NR to discuss with FLR."

17/04/13 (NR (DJ/SE/JT) & FLR JB): FLR needs to understand how figures been calculated and think that 5mins is excessive and shouldn't apply to all timing loads. Suggest review how got to 5mins and to make rules timing load specific. JT said that Rob May noted previously that the trains causing the issue have now stopped running!

24/04/13 (Telecon - NR/FLR): An on-going dispute with local residents has led to traffic being suspended in/out of Ipswich Griffin Wharf. No view yet as to when services may, if ever, start again. JB/RM agree that an allowance is needed, but can't agree on the value. RM noted that Network Rail were previously getting delays for this and that the allowance appeared to resolve them. JB asked whether Network Rail has any historic CCF data for 1,200 tonnes train as 3mins seems about right. RM to speak with the Route to get CCF data by 03/05.

03/05/13 (Telecon - NR/FLR): JT has requested historic CCF data from 2012. This is expected early next week and will require further work once received.

09/05/13 (Telecon - NR/FLR): CCF data received by NR being worked through currently. Query regarding stopping to hand in branch token put to NR. Will be included in the investigation.

17/05/13 (Telecon - NR/FLR): DB says that still getting the data together. Plan is to complete data provision by 24/05 and forward to JB.

24/05/13 (Telecon - NR/FLR): JB confirms that received data from MR on 23/05. JB to review on 24/05 and to feedback to RM same day.

31/05/13 (Telecon - NR/FLR): Update awaited from JB.

07/06/13 (Telecon - NR/FLR): JT confirmed that trains not running here currently. Data with JB for analysis. JB suspects a different measuring point being used to calculate the proposals. Could to be an issue with the position of TRUST reporting points? JB to email Andy Saunders about TRUST item and put counter proposal together, by 12/06.

NR Summary Position:

- An allowance was added to the train planning rules that affected DB Schenker services that ran to and from Ipswich Griffin Wharf. This is a service that is currently suspended. This has occurred due to an on-going dispute with local residents, there is currently no view as to if these services will ever start again. The main headcode involved is that of 4M74.
- In Appendix 9.1 we show the last 24 times that this ran. On average we found that the service took 4mins 34 secs longer than the SRT so that is why the 5 min allowance was added. We believe this to be an accurate figure that reflects the average running time of the service in question.
- This information was shared with Freightliner on the 23rd May 2013 and we are yet to receive a reply.
- The full discipline within the TPR process was not adhered to by Network Rail or Freightliner for this item. Network Rail issued the proposed change in accordance with D2.2.3 at D-59 in the Draft TPRs. However, this proposal did not include a brief commentary on how the proposals were calculated, which is contrary to the requirements of D2.2.6. This was rejected by Freightliner in accordance with D2.2.4 (b). Network Rail then included the change in the TPRs, using the Decision Criteria D4.6.2 (a) maintaining, developing and improving the capability of the network, (c) maintaining and improving train service performance and (f) the commercial interests of Network Rail or any timetable participant of which Network Rail is aware. Despite Freightliner saying that this item was in dispute, no formal dispute was raised by them at this point and no data has been received from

Item 10

East Anglia Section 5.3 Junction Margins and Station Planning Rules EA1011 Seven Kings to Ipswich: Ipswich Yard

Relates to TTP513/514. A new margin for trains from Ipswich Yard was included in TPRs which Freightliner feels to be incorrect and therefore unduly restricts capacity in this area. No details of how this allowance was calculated has been provided. Freightliner seeks this allowance to be removed from TPRs.

Please advise the reason for this new margin and how it has been calculated. This entry should also appear under EA1012 Ipswich to Trowse Jn.

(2011 Timetable Version 4.3, 2012 Timetable Version 2.1 response 14/07/11)

NR response 29/07/11: "NR state that these margins have come from Ipsyrd. FL have had sight of this and will consider".

No correspondence on this matter has been located. Please supply.

(2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

NR response 22/12/11: "Further to the above NR are willing to work with FL to sort through this. Due to signalling constraints of Ipswich Yard and the main line these figures have come from discussions with the Colchester Shift Signalling Managers."

No further correspondence.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

No further correspondence.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

NR response 21/06/12: "NR do not have anything to add to the Response dated 22/12/11."

This is a dispute item.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

NR response 01/10/12: "Will seek further guidance regards this item and advise FL accordingly."

Item remains in dispute.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 21/12/12: "Discussions concerning the allowances for Conflicting movements took place at a meeting between Jason Bird and David Beadle/John Blundell on 6th December 2012. The reasons for retaining the 3 minute allowances were explained."

Item remains in dispute.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 05/04/13: "FLR say that they asked for a response to explain how the figures have been derived, which has not yet been received. NR to discuss with FLR."

17/04/13 (NR (DJ/SE/JT) & FLR JB): JB asked for a clarification as believe the rules say that can't signal trains out of the yard in both directions at the same time? JT to check with LOMs.

24/04/13 (Telecon - NR/FLR): RM says that 3min allowance refers to all movements and believes that can have 2 trains moving at once only if Down/Up Goods used for one of them. RM to seek more information from our people on the ground. RM noted that David Beadle has been collecting evidence and to update by 03/05. JB noted that the rules say that trains need to be 3mins apart. Can we signal trains out of both ends of the yard at the same time? MR to discuss with Colchester Panel and update on 03/05. JB said that happy to attend a meeting at Colchester Panel if needed.

03/05/13 (Telecon - NR/FLR): JT sent over proposals to JB. JT noted that working too with GBRf. JB to comment and respond by 08/05.

09/05/13 (Telecon - NR/FLR):- David Beadle has sent FLR a proposal. Awaiting feedback on wording that might need clarification.

17/05/13 (Telecon - NR/FLR): JB to respond to previous email. Expecting to look at by 24/05.

24/05/13 (Telecon - NR/FLR): JB still to respond. To review 24/05 and feedback same day.

31/05/13 (Telecon - NR/FLR): Awaiting response from JB.

07/06/13 (Telecon - NR/FLR): JT says being reviewed with Item 14. JB to feedback by 14/06.

NR Summary Position:

- The 3 min margin was supplied to train planning from Ipswich yard and discussions with the Colchester Signalling Shift Managers. This figure was placed into the rules in order for the services to be planned in a manner which enabled efficient and timely running as per 4.6.2 sub section C of Part D. Since the initial dispute we have had face to face meeting with Freightliner to explain the reasoning behind the margin. This justification was disputed and the item remained in dispute.
- We have since re-evaluated these figures and issued an amendment on 25th April 2013 see Appendix 10.1. This amendment has also been shared with GBRF in order to gain there agreement as well to the change. GBRF has responded to this but we await Freightliner's response on this proposal.

Item 12

East Anglia Section 5.3 Junction Margins and Station Planning Rules

EA1161 Bishop's Stortford to Ely North Jn: Ely

Relates to TTP570/571. The dwell time for passenger services at Ely was increased. Give the criticality of capacity in the Ely area, Freightliner seeks some real justification for this, as we feel there is a danger that freight capacity will be compromised. Freightliner seeks a reversal of this change pending a proper review.

Please withdraw the item relating to minimum dwell time - this will impinge on Freightliner's ability to path freight services through the Ely area, and also potentially on the King's Lynn branch.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 21/12/12: "The 1 minute dwell time will remain in Version 2. The note 'These values are subject to review and agreement between Network Rail and all train operators' will remain. There will be an opportunity to discuss this item at the Cambridge Area Planning Meeting to be held on 18th January 2013."

We do not recall an invite to this meeting. Item remains not agreed.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 05/04/13: "FLR say that they asked for a response to explain how the figures have been derived, which has not yet been received. NR to discuss with FLR."

17/04/13 (NR (DJ/SE/JT) & FLR JB): FLR need to understand what dwell time increases do to capacity. FLR agree with the dwell, but not with the use it makes of capacity. Ely tightly timed, especially on single line sections towards King's Lynn. JB asked whether FCC have bid for 1min dwells for Dec/13? Concern that Ely North Junction will be too tight for FLR trains (if agree to TPR changes it trumps contractual rights). The interaction with the Felixstowe - Peterborough flows key. JB to talk to FCC. What capacity was available before and after the dwell was changed? There is a scheme to replace double red protection for freight between Ely - Ely North Junc (both directions) which will reduce headways from 6min to 3mins - what is the status of this? This may serve to neutralise any increased dwell at Ely.

24/04/13 (Telecon - NR/FLR): JB part of RM's email of yesterday. RM carried out a capacity study. Headway reduced 4-3mins Ely - Ely North Junc - discussed with box. Believe that no freight capacity lost. FLR to review by 30/04.

03/05/13 (Telecon - NR/FLR): JB still reviewing proposals - expecting to respond early next week.

09/05/13 (Telecon - NR/FLR): NR have sent information to FLR, still being looked at.

17/05/13 (Telecon - NR/FLR): JB noted that with FLR for review. Expecting to respond by 31/05. Need to discuss with FCC.

24/05/13 (Telecon - NR/FLR): JB to speak to FCC and respond by 31/05 as agreed.

07/06/13 (Telecon - NR/FLR): JB to suggest a minor amendment as a counter proposal as an addition to existing TPRs. To respond by 12/06. Item closed.

NR Summary Position:

- The minimum dwell at Ely was increased from ½ min to 1 min. This was done in order to improve the performance of the railway in this area. We used 4.6.2 sub section C of the decision criteria (Maintaining and improving the capability of the Network) in order to do this.
- Four train operating companies use Ely Station these are: Greater Anglia, First Capital Connect, East Midland Trains, Cross Country.
- Two of the TOCs using Ely, Greater Anglia and Cross Country dwell their trains at Ely for 1 minute. East Midland trains have a minimum dwell time at Ely of 4 minutes as their trains have to perform a turnaround at Ely. Only First Capital Connect had trains dwelling at Ely for ½ minute.
- From the Ely Right Time Railway (RTR) statistics it was found that First Capital Connect train services were arriving at Ely on time but were departing late:

Kings Cross to Kings Lynn

Arrival Right Time: 56.86%
Departure Right Time: 25.19%

Kings Lynn to Kings Cross

Arrival Right Time: 25.46%
Departure Right Time: 20.91%

- It was identified that the following First Capital Connect services would require their dwell time extended at Ely as most already stopped for the 1 min:

Operating Day	Up Line	Down Line	Total
SX	11	6	17
SO	17	13	30
Su	17	16	33

- The addition of an extra ½ minute for each train affected, this would reduce the capacity at Ely by:

Operating Day	Up Line	Down Line	Total
SX	5½ minutes	3 minutes	8½ minutes
SO	8½ minutes	6½ minutes	15 minutes
Su	8½ minutes	8 minutes	16½ minutes

- The headways between Ely and Ely North Junction are:

Freight following Freight	6 minutes
Passenger following Freight	6 minutes
Passenger following a Passenger	3 minutes
Freight following a Passenger	3 minutes

- A freight train following a freight train path requires 12 minutes window to pass through Ely, 6 minutes following the first train and a further 6 minutes before the next train can pass, and freight train following a passenger requires at 9 minute window. As the introduction of the additional ½ minute dwell at Ely does not equate to more than 8½ minutes, on the Up Line SO and Su only, this is not sufficient for a compliant freight following a passenger path, therefore there is no loss in freight capacity with the introduction of the 1 minute minimum dwell time at Ely.
- The maximum number of trains affected by the increase of minimum dwell time at Ely from ½ minute to 1 minute is 17 trains in the Up direction on SO and Su, this equates to an extra 8½ minutes of Platform occupation at Ely. The minimum time required for a compliant train path for a freight train following a passenger train through Ely is 9 minutes, for a freight following a freight it increases to 12 minutes. As the additional 8½ minutes of platform occupation time at Ely is less than the minimum compliant freight train path time through Ely, increasing the minimum dwell time at Ely to 1 minute has not reduced the number of compliant freight paths through Ely.
- Further to this we then looked at Individual services and found that post the TPR change that freight capacity in the Ely area was increased this was mailed to Freightliner on the 22 April 2013 and we have yet to receive a response. See Appendix 12.1 we therefore believe that we have demonstrated that we have improved performance and have not affected the freight capacity with this change.

Item 14

East Anglia Section 5.3 Junction Margins and Station Planning Rules

EA1440 Westerfield Jn to Felixstowe Town

EA1460 Felixstowe Beach Jn to Felixstowe Beach

Relates to TTP513/514. New junction margins and adjustments were included in TPRs. No detail of how these margins and allowances were derived has been supplied. Freightliner seeks these additional entries to be removed until a proper review has been undertaken and agreed.

The new entries are not agreed. No details have been supplied as to how these values have been calculated. This is a dispute item.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

NR response 17/04/12: "Further previous comments NR are willing to work with operators to sort this through during validation work for December 12 base timetable." Item remains under dispute until after the December 2012 offer and satisfactory conclusion of any issues arising.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

NR response 21/06/12: "We want to avoid Dispute Items wherever possible and we await your response to the December 2012 offer."

Item will remain pending satisfactory conclusion of any issues arising.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

NR response 05/04/13: "FLR say that they asked for a response to explain how the figures have been derived, which has not yet been received. NR to discuss with FLR."

17/04/13 (NR (DJ/SE/JT) & FLR JB): How have new margins been calculated? JB would like to see figures to check whether right answer been reached. However, FLR not unhappy with the figures.

24/04/13 (Telecon - NR/FLR): RM said that values came from Colchester Panel and had been forwarded previously. RM to agree dates with Jason Bird for a visit to Colchester Panel by 26/04. JB noted that had looked at Felixstowe related stuff yesterday and will summarise and forward on RM.

03/05/13 (Telecon - NR/FLR): See Item 3. Terminology discussion needed first, which may remove the need for a visit. JB yet to review and planning to do so by 08/05.

09/05/13 (Telecon - NR/FLR):- similar to Item 3. Wording to be applied and proposed to FLR for this item.

17/05/13 (Telecon - NR/FLR): JB notes that a table proposal required. JB to put together for review by 31/05.

24/05/13 (Telecon - NR/FLR): JB to review in conjunction with Item 10 and to feedback by close of play on 24/05.

31/05/13 (Telecon - NR/FLR): Awaiting feedback from JB.

07/06/13 (Telecon - NR/FLR): JT says being reviewed with Item 10. JB to feedback by 14/06.

NR Summary Position:

- New locations were added to the train planning rules to allow for growth of traffic on the Felixstowe branch line to enable a more accurate planning. Previously there were no values in place but we were getting some delays for trains being planned too tight. The junction margin was derived by discussing what it should be with Colchester Box and they did stop watch runs to check that these were correct. This data however has since been lost.
- Freightliner has stated that they are not unhappy with these values so we would welcome feedback from them as to what alternative value should be used. With regard to the headway we are awaiting feedback from Freightliner with regard to Item 3 and Item 10 as we would propose a similar solution to item 3.
- We have been waiting for a response on this since 14/05/13.
- The full discipline within the TPR process was not adhered to by Network Rail or Freightliner for this item. Network Rail issued the proposed change in accordance with D2.2.3 at D-59 in the Draft TPRs. However, this proposal did not include a brief commentary on how the proposals were calculated, which is contrary to the requirements of D2.2.6. This was rejected by Freightliner in accordance with D2.2.4 (b). Network Rail then included the change in the TPRs, using the Decision Criteria D4.6.2 (a) maintaining, developing and improving the capability of the network, (c) maintaining and improving train service performance and (f) the commercial interests of Network Rail or any timetable participant of which Network Rail is aware. Despite Freightliner saying that this item was in dispute, no formal dispute was raised by them at this point. Work is on-going to resolve the issue.

Item 18

Scotland Section 5.2 Headway Values

SC011 Law Jn to Uddingston Jn via Holytown

Relates to TTP513/514. The headway on this line was increased by NR without any details of how the revised value was calculated, or any reason why it was in fact necessary and applicable to all "HAW" trains. The headway was changed in response to a Short Term Network Change, which expires on 31 March 2014. Freightliner believes that this restriction should be removed from the 2014 Subsidiary Rules, as the STNC will have expired by then, and should be end-dated 31 March 2014 in previous Rules once the need for it is adequately demonstrated.

TPR response correspondence

Increase to 6 mins following HAW freight not agreed. This line is RA10, therefore HAW cannot apply. Individual wagon types are subject to RT3973 conditions, but this is by no means universal and is constantly subject to change.

(2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

No NR response.

This is now a dispute item.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

NR response 17/04/12: "Consulted by e-mail 19/12/11."

Item remains in dispute.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

NR response 21/06/12: "These values have been checked with RailSys and Motherwell PSB. They were proposed to industry timescales ie T-59. No FLHH trains have been Rejected or Flexed when validating December 2012 timetable. Due process has been followed. 6 minutes to remain as published."

This is a dispute item and will be the subject of an Access Dispute Adjudication unless a suitable revised proposal is received by 31/08/12.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

No NR response.

Will now proceed to dispute hearing.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 04/01/13: "Further to our meeting in December with Jason Bird, we understand that the 6 minutes in question should apply to specific trains rather than a blanket cover. We would be grateful if Mr Bird could supply his suggested wording for this rule in order that this can be reviewed. Train specific headways can lead to manual error and misinterpretation of the rules hence the blanket cover will remain in place at this stage. As mentioned in entry of 21st June these values have been checked and established by RailSys which is an industry wide accepted tool."

Item will remain pending dispute hearing. Suggested wording for the Notes column should read "6 minutes if following a freight train subject to additional speed restrictions at Marshall Street and Glencairn Avenue bridges." However, the associated Network Change expires on 31 March 2014, so there will be no need for a longer headway beyond that date.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR Response 05/04/13: "We agree that this issue should be put on hold until the Network Change for this is issued."

17/04/13 (NR (DJ/SE/JT) & FLR JB): Item relates to short term Network Change which expires next March. JB assuming that item being fixed, which removes the Short Term

Network Change. Wouldn't object if Network Change extended, but need to know which trains it applies to. It is about a headway following a HAW train (RA10).

24/04/13 (Telecon - NR/FLR): RR working with Pete Piercy to complete some RailSys work on signalling headways. Planning to review on 25/04. Network Change Coordinator for Scotland (Maria Campbell) is reviewing this, checking that the works are being done and are on time for completion by March 2014. MC to contact JB direct. If resolved, then headway issue ceases. To resolve by 26/04.

03/05/13 (Telecon - NR/FLR): AB briefed that Network Change due to be lifted by 31/03/14. Will review the TPRs at this point. JB noted that challenging the 6min headway. Wanting project team to reduce headway back to 4mins and to confirm. JB keen to agree a wording for May/14 TPRs and will propose a form of revised words (see Appendix 18.1)

09/05/13 (Telecon - NR/FLR):- AB has spoken to FL to arrange a day (23/05/13) to sit with the RailSys team. JB will confirm.

17/05/13 (Telecon - NR/FLR): JB confirmed that date for meeting now agreed.

24/05/13 (Telecon - NR/FLR): AB proposed a form of words on 23/05 to JB for review. Provided JB is happy with them, he will withdraw this item from the dispute. JB to respond by 24/05 (see Appendix 18.2)

31/05/13 (Update - AB): Awaiting response from JB to the proposal sent on 23/05/13. NR has met the request of JB which it is hoped will remove the dispute item.

07/06/13 (Telecon - NR/FLR): JB to review and feedback by 14/06.

NR Summary Position:

- The full discipline within the TPR process was not adhered to by Network Rail or Freightliner for this item. Network Rail issued the proposed change in accordance with D2.2.3 at D-59 in the Draft TPRs to support a short term Network Change. This proposal included a brief commentary, complying with D2.2.6. This was rejected by Freightliner in accordance with D2.2.4 (b). Network Rail then included the change in the TPRs, using the Decision Criteria D4.6.2 (a) maintaining, developing and improving the capability of the network, (c) maintaining and improving train service performance and (f) the commercial interests of Network Rail or any timetable participant of which Network Rail is aware. Despite Freightliner saying that this item was in dispute, no formal dispute was raised by them at this point. Network Rail then responded with more detail in June 2012, and the proposal was again rejected by Freightliner. This item is now in formal dispute some 15 months after Freightliner's initial rejection.
- All other Timetable Participants agreed to the change.
- That said, Network Rail and Freightliner have been working closely together to resolve this item, as the record of dialogue above clearly demonstrates, and Network Rail believes that we are close to reaching agreement.

Item 19

Scotland Section 5.2 Headway Values

SC023 Motherwell to Newton via Hamilton

Relates to TTP513/514. The headway on this line was amended by NR without any details of how the revised value was calculated, nor any reason why it was in fact necessary. Freightliner seeks this revision to be removed pending a proper review of the headway on this line.

TPR as currently shown in 2014 TPR v3.0

SC023 MOTHERWELL TO NEWTON JN (VIA HAMILTON)			
Timing Point	Down	Up	Notes
Motherwell – Haughhead Jn	3	4½	
Haughhead Jn – Hamilton Central	Single Line		TCB
Hamilton Central - Newton	6	4½	

TPR as previously shown in 2012 TPR v2.1

SC023 MOTHERWELL TO NEWTON JN AND LARKHALL BRANCH			
Timing Point	Down	Up	Notes
Motherwell – Airbles	TCB	TCB	Plan as AB sections due to signalling
Airbles – Haughhead Jn	TCB	TCB	
Haughhead Jn – Hamilton Central	Single Line		TCB controlled by Motherwell SC
Hamilton Central – Hamilton West	TCB	TCB	Plan as AB sections due to signalling
Hamilton West – Blantyre	TCB	TCB	
Blantyre – Newton	TCB	TCB	
Larkhall – Allanton Loop	Single Line		TCB controlled by Motherwell SC
Allanton Loo = Haughhead Jn	Single Line		TCB controlled by Motherwell SC

TPR response correspondence

Increase to 6 minutes not agreed - the signalling permits better than this.

(2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

No NR response.

This is now a dispute item.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

NR response 17/04/12: "Consulted by e-mail 19/12/11."

Item remains in dispute.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

NR response 21/06/12: "These values have been checked with RailSys and Motherwell PSB. They were proposed to industry timescales ie T-59. No FLHH trains have been Rejected or Flexed when validating December 2012 timetable. Due process has been followed. 6 minutes to remain as published."

This is a dispute item and will be the subject of Access Dispute Adjudication unless a suitable revised proposal is received by 31/08/12.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

No NR response.

Will now proceed to dispute hearing.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 04/01/13: "The headway between Motherwell and Laughed Junction was originally proposed as 6" but RailSys computer modelling shows 3" for Down trains and 4.5" for Up Trains. The headway between Hamilton Central and Newton originally proposed as 6" has been confirmed by RailSys to be 6" for Down trains and 4.5" for Up. These values are reflected in the TPRs and will stand." (See Appendix 19.1)

Item will remain pending dispute hearing.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 05/04/13: "Further to recent email correspondence regarding the relevance of RailSys, NR would be grateful if Mr Bird could supply detailed and robust evidence which would support this dispute and his own findings."

17/04/13 (NR (DJ/SE/JT) & FLR JB): RR has agreed to run through RailSys again to satisfy himself that results are right. Will then discuss with JB. Need same analysis as per the Anglia items.

24/04/13 (Telecon - NR/FLR): RR working with Pete Piercy to complete some RailSys work on signalling headways. Planning to review on 26/04.

03/05/13 (Telecon - NR/FLR): Work completed and data sent across to JB. JB has requested further clarification - still needs to see the detail of how the figures have been worked out. AB invited JB to MK to review this work in detail. AB to set up meeting to do so (see Appendix 19.2).

09/05/13 (Telecon - NR/FLR):- same as item 18 (for the meeting).

17/05/13 (Telecon - NR/FLR): JB confirmed that date for meeting now agreed.

23/05/13 (Meeting at Quadrant:MK - NR/FLR): JB reviewed the RailSys analysis and discussed the figures which had been calculated by Pete Piercy. JB requested that the figures were broken down by each signalling section to inform the debate over the proposed headway values. NR also demonstrated to JB that the infrastructure model used for RailSys was accurate and therefore fit for purpose. NR to provide the revised figures to JB by 31/05/13. JB to review and respond by 07/06/13.

24/05/13 (Telecon - NR/FLR): JB visited on 23/05/13. Expressed concern with the lack of granularity of the RailSys numbers reviewed. This may need additional mandatory timing points.

30/05/13 (Update - AB): Results of further RailSys analysis shared with JB on 30/05/13 (see Appendix 19.3).

07/06/13 (Telecon - NR/FLR): JB to review and feedback by 14/06.

NR Summary Position:

- To clarify the opening comments made by Freightliner. These changes were proposed following the review of TPRs for both Motherwell Power Signal box (PSB) & the West Scotland Signalling Centre. Evidence collected from visits to both the PSB & Signalling

- The full discipline within the TPR process was not adhered to by Network Rail or Freightliner for this item. Network Rail issued the proposed change in accordance with D2.2.3 at D-59 in the Draft TPRs. This proposal included a brief commentary, complying with D2.2.6. This was rejected by Freightliner in accordance with D2.2.4 (b). Network Rail then included the change in the TPRs, using the Decision Criteria D4.6.2 (a) maintaining, developing and improving the capability of the network, (c) maintaining and improving train service performance and (f) the commercial interests of Network Rail or any timetable participant of which Network Rail is aware. Despite Freightliner saying that this item was in dispute, no formal dispute was raised by them at this point. Network Rail then responded with more detail in June 2012, and the proposal was again rejected by Freightliner. This item is now in formal dispute some 15 months after Freightliner's initial rejection.
- All other Timetable Participants agreed to the change.
- That said, Network Rail and Freightliner have been working closely together to resolve this item, as the record of dialogue above clearly demonstrates, and Network Rail believes that we are close to reaching agreement.

Item 20

Scotland Section 5.2 Headway Values

SC099 Whifflet to Rutherglen East Jn

Relates to TTP513/514. The headway on this line was increased by NR without any details of how the revised value was calculated, nor any reason why it was in fact necessary. Freightliner seeks this revision to be removed pending a proper review of the headway on this line.

TPR as currently shown in 2014 TPR v3.0

SC099 WHIFFLET NORTH JN TO RUTHERGLEN EAST JN			
Timing Point	Down	Up	Notes
Whifflet – Carmyle	5	7	
Carmyle – Rutherglen East Jn	5	4½	

TPR as previously shown in 2012 TPR v2.1

SC001 GRETNA JN TO GLASGOW CENTRAL VIA BEATTOCK			
Timing Point	Down	Up	Notes
Standard Headway	4	4	
Exceptions:			
Law Jn – Newton	3	3	
Newton – Central	2	2	3 minutes at Newton in Up direction and at Rutherglen East Jn in Down direction following a train booked to call at Cambuslang
Langloan Jn – Carmyle	6	6	
Carmyle – Rutherglen East Jn	4	4	

TPR response correspondence

Changes not agreed - headways as previously shown for this line under SC001 should apply. (2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

NR response 22/12/11: "RailSys will be utilised to check figures but they are currently believed to be robust."

Original comments stand. This is now a dispute item. Please note that Freightliner does not accept the use of RailSys as a modelling tool to determine headways and junction margins where freight is concerned, as the algorithms contained in RailSys do not produce accurate results.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

NR response 27/02/12: "Need to understand why the challenge on RailSys and any proposal for going forward."

Item remains in dispute. RailSys has consistently been producing incorrect results for freight where calculations have been made for headways, junction margins and SRTs. This is because the algorithms it uses to determine freight performance have not been validated. There is also the issue of the geography used in RailSys (and ITPS), in that the timing locations the program assumes do not necessarily match any foregoing practice, and in some

instances are at considerable variance with reality. This can directly impinge on train performance if Railsys output is used without prior validation.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

NR response 21/06/12: "These values have been checked with Railsys and Motherwell PSB. They were proposed to industry timescales ie T-59. No FLHH trains have been Rejected or Flexed when validating December 2012 timetable. Due process has been followed. Values to remain as published."

This is a dispute item and will be the subject of an Access Dispute Adjudication unless a suitable revised proposal is received by 31/08/12.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

No NR response.

Will now proceed to dispute hearing.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 04/01/13: "Timings produced on 6th February 2012 and Railsys computer modelling confirms that the initially proposed 5" for Down and 7" for up trains is relevant between Whifflet and Carmyle but can be reduced between Carmyle and Rutherglen East to 4.5" for Up trains. Although we appreciate your concerns surrounding the algorithms used by Railsys, this is the recognised modelling tool and we believe these to be robust."

Item will remain pending dispute hearing.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 05/04/13: "Further to recent email correspondence regarding the relevance of Railsys, NR would be grateful if Mr Bird could supply detailed and robust evidence which would support this dispute and his own findings."

17/04/13 (NR (DJ/SE/JT) & FLR JB): RR has agreed to run through RailSys again to satisfy himself that results are right. Will then discuss with JB. Need same analysis as per the Anglia items.

24/04/13 (Telecon - NR/FLR): RR working with Pete Piercy to complete some RailSys work on signal spacing and headways at the western end of the route. Planning to review on 26/04.

03/05/13 (Telecon - NR/FLR): Work completed and data sent across to JB. JB has requested further clarification - still needs to see the detail of how the figures have been worked out. AB invited JB to MK to review this work in detail. AB to set up meeting to do so.

09/05/13 (Telecon - NR/FLR):- same as 18.

17/05/13 (Telecon - NR/FLR): JB confirmed that date for meeting now agreed.

23/05/13 (Meeting at Quadrant:MK - NR/FLR): JB reviewed the Railsys analysis and discussed the figures which had been calculated by Pete Piercy. JB requested that the figures were broken down by each signalling section to inform the debate over the proposed headway values. NR also demonstrated to JB that the infrastructure model used for Railsys was accurate and therefore fit for purpose. NR to provide the revised figures to JB by 31/05/13. JB to review and respond by 07/06/13.

24/05/13 (Telecon - NR/FLR): JB visited on 23/05/13. Expressed concern with the lack of granularity of the RailSys numbers reviewed. This may need additional mandatory timing points.

30/05/13 (Update - AB): Results of further Railsys analysis shared with JB on 30/05/13 (see Appendix 20.1).

07/06/13 (Telecon - NR/FLR): JB to review and feedback by 14/06.

NR Summary Position:

- To clarify the opening comments made by Freightliner. These changes were proposed following the review of TPRs for both Motherwell Power Signalbox (PSB) & the West Scotland Signalling Centre. Evidence collected from visits to both the PSB & Signalling Centre and subsequent discussions with Network Rail's Local Operations Managers (LOMs) resulted in the change proposals.
- The full discipline within the TPR process was not adhered to by Network Rail or Freightliner for this item. Network Rail issued the proposed change in accordance with D2.2.3 at D-59 in the Draft TPRs. This proposal included a brief commentary, complying with D2.2.6. This was rejected by Freightliner in accordance with D2.2.4 (b). Network Rail then included the change in the TPRs using the Decision Criteria D4.6.2 (a) maintaining, developing and improving the capability of the network, (c) maintaining and improving train service performance and (f) the commercial interests of Network Rail or any timetable participant of which Network Rail is aware. Despite Freightliner saying that this item was in dispute, no formal dispute was raised by them at this point. Network Rail then responded with more detail in June 2012, and the proposal was again rejected by Freightliner. This item is now in formal dispute some 15 months after Freightliner's initial rejection.
- That said, Network Rail and Freightliner have been working closely together to resolve this item, as the record of dialogue above clearly demonstrates, and Network Rail believes that we are close to reaching agreement.

Item 22

Scotland Section 5.3 Junction Margins and Station Planning Rules SC003 Carstairs South Jn to Haymarket East Jn

Relates to TTP513/514. Additional allowances were included in TPRs at Midcalder Jn and Slateford Jn, which Freightliner believes to be incorrect and/or appropriate. No details have been provided as to how the suggested values were derived. Freightliner seeks the removal of these allowances until a proper review is undertaken.

TPR response correspondence

Midcalder Jn

Adjustment ex Goods of {3} not agreed.

(2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

No NR response.

This is now a dispute item.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

NR response 17/04/12: "Consulted by e-mail 19/12/11."

Item remains in dispute.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

NR response 21/06/12: "These values have been wrecked with Railsys and Edinburgh PSB. They were proposed to industry timescales ie T-59. No FLHH trains have been Rejected or Flexed when validating December 2012 timetable. Due process has been followed. Values to remain as published."

This is a dispute item and will be the subject of an Access Dispute Adjudication unless a suitable revised proposal is received by 31/08/12.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

No NR response.

Will now proceed to dispute hearing.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 04/01/13: "Upon review, the figure of acceleration figure of {3} can be reduced to {2}."

Item will remain pending dispute hearing.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 01/03/13: "This has been actioned as per 04/01/13. Please confirm why this point is still in dispute. NR would be grateful if Mr Bird could supply detailed and robust evidence which would support this dispute and his own findings if still required."

Due to subsequent changes resulting from a Network Change, it is now likely that an allowance is not necessary.

Slateford Jn

Approach control allowance of {3} for freight and acceleration allowances not agreed.

(2012 Timetable Version 2.2, 2013 Timetable Version 1.0 response 25/11/11)

No NR response.

This is now a dispute item.

(2012 Timetable Version 2.3, 2013 Timetable Version 2.0 response 24/02/12)

NR response 17/04/12: "Consulted by e-mail 19/12/11."

Item remains in dispute.

(2012 Timetable Version 2.4, 2013 Timetable Version 3.0 response 18/05/12)

NR response 21/06/12: "These values have been checked with Railsys and Edinburgh PSB. They were proposed to industry timescales ie T-59. No FLHH trains have been Rejected or

Flexed when validating December 2012 timetable. Due process has been followed. Values to remain as published."

This is a dispute item and will be the subject of an Access Dispute Adjudication unless a suitable revised proposal is received by 31/08/12.

(2012 Timetable Version 2.5, 2013 Timetable Version 4.0 response 27/07/12)

No NR response.

Will now proceed to dispute hearing.

(2013 Timetable Version 4.1, 2014 Timetable Version 1.0 response 23/11/12)

NR response 04/01/2013: "Upon review, the figure of approach control of {3} can be reduced to {2}. In addition the acceleration of {1.5} can be reduced to {1}."

Item will remain pending dispute hearing.

(2013 Timetable Version 4.2, 2014 Timetable Version 2.0 response 22/02/13)

NR response 01/03/13: "This has been actioned as per 04/01/13. Please confirm why this point is still in dispute. NR would be grateful if Mr Bird could supply detailed and robust evidence which would support this dispute and his own findings if still required."

17/04/13 (NR (DJ/SE/JT) & FLR JB): JB to review the Network Change and what the TPR entry is again. The Goods Loop will be removed if new Network Change implemented. Rules then **not** needed. JB to put Slateford Junc proposals to RR for review.

24/04/13 (Telecon - NR/FLR): JB to put proposal to RR by 24/04 (see Appendix 22.1).

03/05/13 (Telecon - NR/FLR): AB agreed with JB's comments. No need for an allowance at Midcalder Junc; to build into the SRT instead. Slateford Junc still being discussed with JB - thinks 1/2min allowance required for loads over 1,400 tonnes. AB/JB to call to discuss.

09/05/13 (Telecon - NR/FLR):- AB is going through the information on SRTs currently and he will go through this with JB at the meeting on 23/05/13.

17/05/13 (Telecon - NR/FLR): JB confirmed that date for meeting now agreed.

24/05/13 (Telecon - NR/FLR): AB supplied set of revised SRTs to JB for assessment. JB believes that base SRTs used for the review are incorrect. JB has agreed to provide TRATIM Tables for AB by 24/05 (see Appendix 22.2).

23/05/13 (Meeting at Quadrant:MK - NR/FLR): AB/JB agreed on the principle of including the acceleration differential in the SRT, however value required for freights is still to be agreed. AB will check existing SRTs by 28/05 once TRATIM tables are supplied by JB and feedback to JB.

31/05/13 (Telecon - NR/FLR): TRATIM tables awaited from JB before work to check SRTs can continue.

07/06/13 (Telecon - NR/FLR): JB to forward TRATIM tables as requested by 14/06.

NR Summary Position:

- To clarify the opening comments made by Freightliner. These changes were proposed to improve the accuracy of freight SRTs in the timetable. Evidence collected from visits to the Signalling Centre and subsequent discussions with Network Rail's Local Operations Managers (LOMs) resulted in the change proposals.

- The full discipline within the TPR process was not adhered to by Network Rail or Freightliner for this item. Network Rail issued the proposed change in accordance with D2.2.3 at D-59 in the Draft TPRs. This proposal included a brief commentary, complying with D2.2.6. This was rejected by Freightliner in accordance with D2.2.4 (b). Network Rail then included the change in the TPRs, using the Decision Criteria D4.6.2 (a) maintaining, developing and improving the capability of the network, (c) maintaining and improving train service performance and (f) the commercial interests of Network Rail or any timetable participant of which Network Rail is aware. Despite Freightliner saying that this item was in dispute, no formal dispute was raised by them at this point. Network Rail then responded with more detail in June 2012, and the proposal was again rejected by Freightliner. This item is now in formal dispute some 15 months after Freightliner's initial rejection.
- That said, Network Rail and Freightliner have been working closely together to resolve this item, as the record of dialogue above clearly demonstrates, and Network Rail believes that we are close to reaching agreement.

Appendix A – Calculating Headways in RailSys

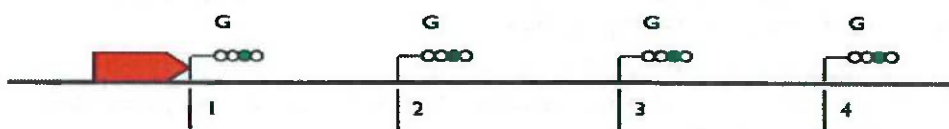
The following is an extract from Network Rail's TPR 'Values Guide', or work instruction, governing the calculation of Headways using RailSys.

Headways

The plain line technical headway is defined as the minimum time taken for a train to follow a train whilst running under unrestrictive aspects.

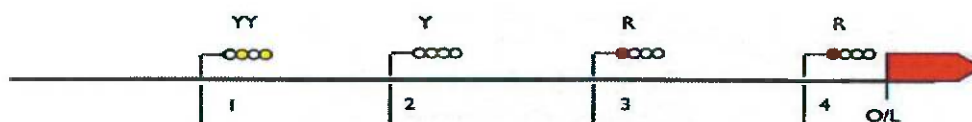
Taking the start position as depicted in Figure 1, the Train is travelling (at line speed) at Signal 1

Figure 1 Technical Headway Start Position



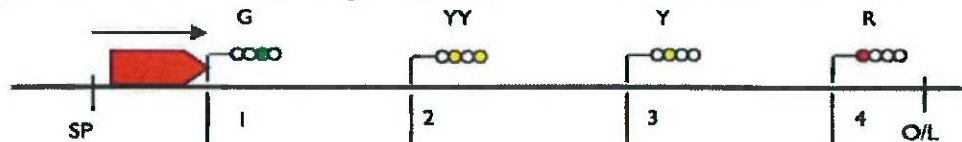
The train then traverses the track until the rear of the train passes the overlap for signal 4 as shown below in Figure 2 below.

Figure 2 Technical Headway Intermediate Position



Once the overlap is clear signal 3 can clear to Yellow and signals 2 & 1 clear to Double Yellow and Green respectively following the appropriate signal response time. At this stage the closest (without having restrictive aspects) any following train can be is at the sighting location for Signal 1. To complete the calculation the following train traverses from the sighting point to the signal.

Figure 3 Technical Headway End Position



The technical headway is calculated using the following method:

1. Train 1 passes the signal at which technical headway is calculated (Timer 1 starts)

2. Train 1 clears the overlap of the signal that enables the signal being measured to revert to green (Timer 1 stops)
3. Signal System time added
4. Signal Sighting allowance added (Circa 8 seconds)

Adjustments should be made as appropriate for non-standard aspect sequences.

The appropriate methodology to use for calculating Headways are RailSys and manual (speed/distance) calculation such as a stop watch.

There are two types of headways:

- Signalling Headway (Technical minimum)
- Planning Headway (contains more latitude). A planning Headway always has a greater value than a signalling headway.

Headways are calculated according to the type of signalling (i.e. Absolute Block, Track Circuit Block), signal spacing, number of aspects and line speed. Headways will vary between different train classes.

Create the two trains, ensuring that stopping patterns are correct as before.

Using TTPR input the mandatory timing points into the train's run and ensure that the trains have a 'Requested departure' time and that the location is marked as a timing point. This will help with the split of sections later.



Using the graphical view, turn in Block occupation and move the trains as close together as possible without creating any white overlapping blocks, this will create your technical minimum headway, which can be read off the graph at mandatory timing points. This then needs to be rounded up to the nearest half minute for plain line running, anything else should involve the Ops planning route team as they are owners of TTPR values.

Appendix B – Calculating Junction Margins in RailSys

The following is an extract from Network Rail's TPR 'Values Guide', or work instruction, governing the calculation of Junction Margins using RailSys.

Junction Margins

Technical Junction Margin can be defined as the minimum time between two trains passing a junction on differing routes on unrestrictive aspects. There are a number of different types of junctions, hence a variety of different junction margins which are classified as:

- Converging Junction.
- Diverging Junction.
- Crossing Movement.

In all of these cases the basic premise on which the calculation is performed remains constant, that being;

- The time that the first train traverses from the junction's location, to when the rear of the train clears the junction clearance point or track circuit enabling the second train to traverse from the sighting point of a signal that clears to Green at this time to the junction location.

Technical Junction Margins can be calculated in RailSys by creating two trains that are simulating the conflicting moves you wish to consider.

Create the two trains, ensuring that stopping patterns are correct. Using the graphical view, turn in Block occupation and move the trains as close together as possible without creating any white over lapping blocks.



Check the time that your trains pass the junction without occupying the same block section.

TIP: ensure that the Track Release Circuits are present in the infrastructure.

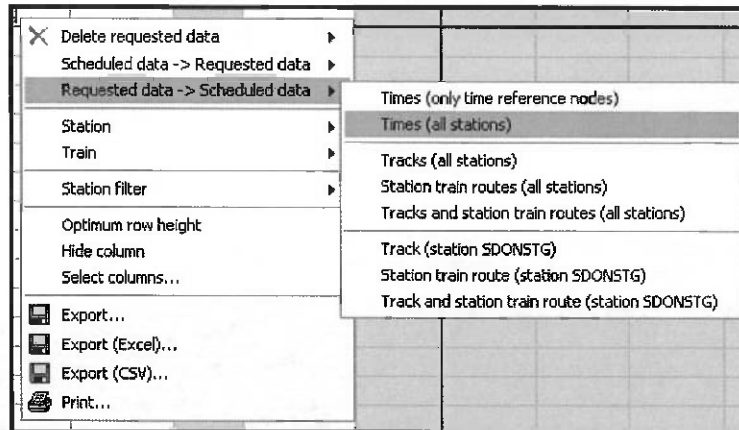
(Note: It usually takes signallers up to a minute to set the route back and this should be factored in the calculation).

Appendix C – Calculating Technical Running Times in RailSys

The following is an extract from Network Rail's TPR 'Values Guide', or work instruction, governing the calculation of Technical Running Times using RailSys.

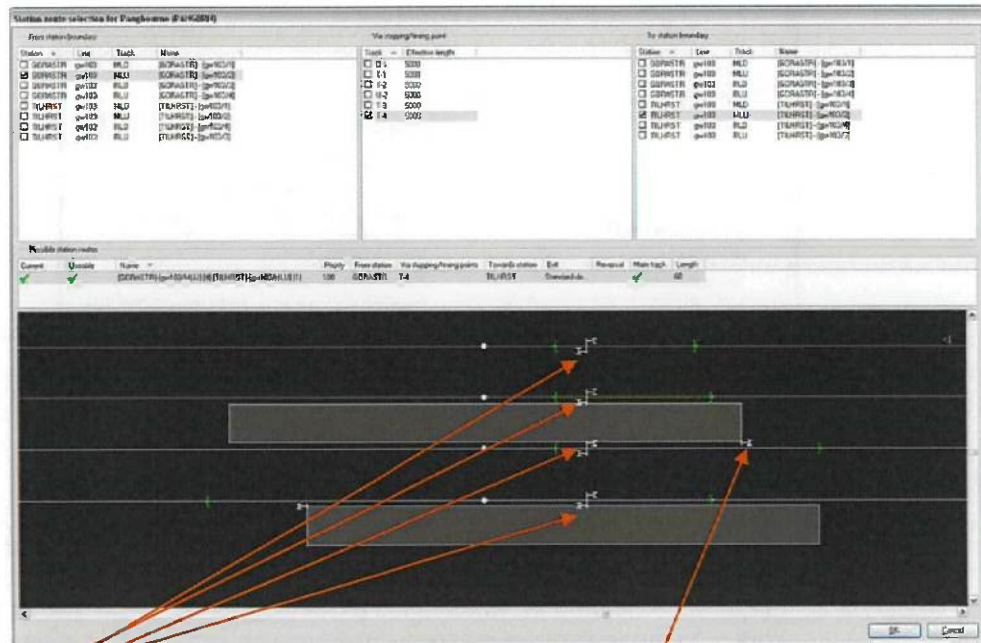
1.1 Timing a Train

- 1.1.1 Once your train is created, you will need to specify the calling pattern of your train. By default, your train will be passing through every location in its station bank.
 - 1.1.1.1 This includes the origin and destination, even if they are terminal/bay platforms. RailSys does not assume that your train must stop or start in a terminal platform!
- 1.1.2 To do this, enter requested times at each location the train needs to be timed at – mandatory timing points and stopping points. At stopping points decide whether to select yes for arrival on green to (ArrGrn). This should only be used where it is possible to set the route out of the station (see 4.2.8).
- 1.1.3 For the creation of TRTs/SRTs, it does not matter exactly what times are entered because the technical minimum run time is not altered by the exact requested times. Times are needed at these locations though in order to break the technical running times into the necessary SRT sections. Best practice: ensure that the train graph shows the train moving as fast as possible.
- 1.1.4 To pass a location, enter a time in Requested Arrival, Requested Departure, or both. To stop at a location, enter two different times in Requested Arrival and Requested Departure. The exact dwell is not important in the creation of TRTs/SRTs because we are looking at point to point running times, not the overall journey. When passing a location, ensure that the Timing Point is used (this should be in the middle of the platform). When stopping at a location, ensure that the correct signal or stop board is used.
- 1.1.5 For the requested times to take effect, right click in either of the requested times columns and select 'Requested data -> Scheduled data/Times (all stations)'. The requested times will be ignored until this is done.



1.2 Manipulating Trains

- 1.2.1 Once the calling pattern is created there are a number of different parameters that may need consideration.
- 1.2.2 Platforms – by default, RailSys will route your trains in the fastest way it can. This may mean that the platforms used are wrong. RailSys is capable of starting/stopping a train on a through line at a station, so any stations where there is a choice of where a service can start or stop may need to be checked to ensure accuracy. Platforms can be changed by using the drop down list in the train schedule, or by dragging and dropping the yellow timing point from the current platform to the correct platform on the infrastructure screen.
- 1.2.3 Running line – similar to above, RailSys will automatically find the fastest route for your train which, if on a four track railway, will be via the fast lines. If you need to route a train differently, this can be done by changing the train routes used. The easiest way to do this is by dragging and dropping the station boundaries (green brackets) used at each location that needs to be changed.
- 1.2.4 Another way to change the route of a train is to directly edit the 'Train route' in the schedule. A train route is specified by three parameters: the line the train approaches the station on, the platform (or timing point) it stops at/passes through, and the line it leaves the station on.



Timing Point

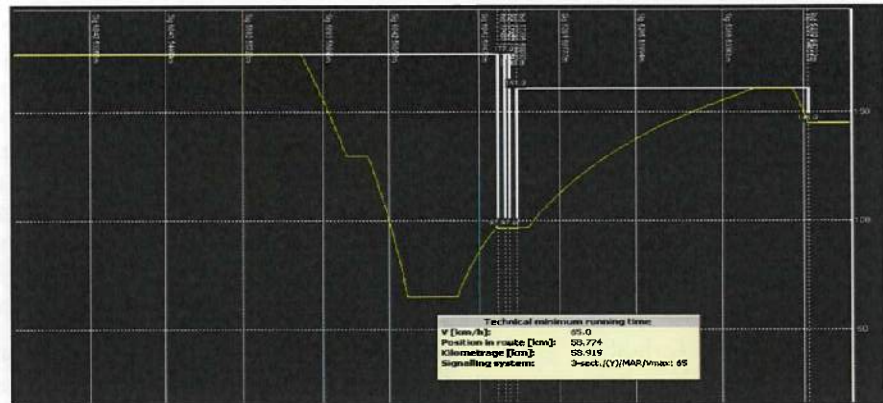
Stop Board

- 1.2.5 The Station route window that opens (as above) will allow you to specify the three parameters in the three sections in the top half of the window. Any routes that satisfy those criteria will appear in the list just below.

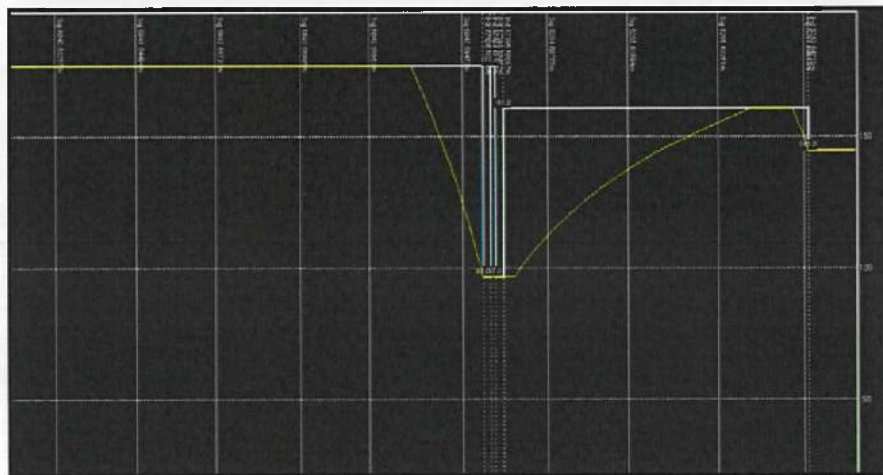
1.2.5.1 To find out which station boundaries/timing points are which, simply hover over them to get a tool tip.

- 1.2.6 If you want to reroute a train so that it does not go via a particular station anymore, you will need to remove that station from the train schedule first. To do so, simply right click on the row of that station and select 'Station/Delete'.

- 1.2.7 Timing Points – This is the exact point at which RailSys times the train. In RailSys, this is usually either at a station signal or a ‘timing point’. There may be a choice of locations to time a train on one running line – selecting the most accurate one will be important to get the most accurate Technical Running Time. This is especially important at junctions where the exact timing location is unclear. You will find that for simulation purposes, RailSys infrastructure is often created so that trains are timed at protecting signals of junctions, rather than at the set of points. This can be several hundred metres before the junction itself. Best practice is to review the timing points used and change them to as close to the actual timing location as possible.
- 1.2.8 Arrival on Green – This is a setting that can be toggled on or off for any stop in a train’s schedule. When it is turned on, RailSys models the train arriving for the stop on a green aspect; when it’s off, the train arrives on a red aspect. Having it turned on will mean that the train will brake at late as possible, continuing at line speed for as long as possible. Turning it off will mean a slower, staggered approach as the train starts slowing down upon seeing a yellow (and double yellow) aspect in rear of the stop.
- 1.2.9 The consequences of this are two-fold: Firstly, having Arrival on Green turned on will mean a quicker approach to the stop and shorter technical run time, therefore affecting any SRT calculations. Secondly, an arrival on green is only possible by assuming the next 2 or 3 sections in advance can be set for the train. For larger stations with many platforms and nearby junctions, assuming Arrival on Green is possible may not be suitable. Whether it should be turned on is dependant on the exact location and is left to the modeller’s discretion. As a general rule of thumb, only use Arrival on Green for simple stations with no crossovers or junctions. If in doubt, turn it off as this will at worst produce a ‘right side failure’.
- 1.2.10 Approach Control – Approach control is a feature that RailSys can take account of. The model should be checked to see if it is being modelled. Do not assume the model will already have the necessary settings applied, as approach control is not applied automatically.
- 1.2.11 To check if approach control is being taken account of, view the speed profile of your train. If approach control is on, you should notice that the speed steps down on the approach to the signal in question. Also, if you hover the mouse over the train’s line on the speed graph, it will say MAY or MAR if it is approach controlled, depending on whether it is from a yellow or red aspect.



Approach Controlled



Not approach controlled

- 1.2.12 To create an exact duplicate of a train, simply right click on it in the train list and select 'Copy train'.

1.3 Extracting the Technical Running Times

- 1.3.1 Once the train is using the correct running lines and platforms, is being timed at the desired locations and has Arrival on Green turned on/off at the correct locations, the train will be in a suitable state to extract the Technical Running Times.
- 1.3.2 The TRT values are given in the MRTech[s] column, given in seconds. The values given in each row are from the location of that row to the next location.
- 1.3.3 RailSys will occasionally force a schedule to time at particular locations that you do not want to time at, usually where there are two lines joining which in

RailSys must be a Global area. Global Areas are not always Timing Points. This will mean an SRT section will be split in two. To get around this, there are two solutions. You can either just add the two TRTs together to get the total value you require, or the station can be removed from the train run by right clicking on the station name and selecting 'Station/Delete'.

- 1.3.4 The values in RailSys can be exported in Excel by right clicking in the schedule and selecting 'Export'. To save time later ensure that the column headers are on the right order by opening the SRT Tool 64Bit file in Excel and following the instructions.
- 1.3.5 These values can now be treated in a similar way to stop watch timings recorded from actual train runs. They will need to be rounded into SRTs, whilst considering the overall journey time.
- 1.3.6 RailSys will calculate the technical running time needed for any particular move. This will be inclusive of any time that would normally be inserted as adjustment time. So before a technical time is used to create an SRT, ensure this fact has been taken into account.
 - 1.3.6.1.1 This will be prudent at locations where the train is using a diverging route or has to use a set of points to get to a particular platform.

1.4 Creating an SRT from the extracted TRT data

- 1.4.1 Open Excel and then open a copy of the SRT Tool 64bit. Follow the instructions and align column headers in RailSys before extracting Data. To do this, right click in the Timetable area of RailSys and select Add Columns. Tick the columns required, these will appear in the Timetable section. Use Drag and drop (using both mouse buttons) to locate the columns correctly.
- 1.4.2 Right Click the Timetable area and select Export to excel. Save this as C/SRT/SRT.XLS.
Return to the SRT Tool and click the "Click me" button.
This produces an excel sheet that must be copied and pasted into another blank sheet as making changes / saving can damage the macro.
- 1.4.3 Once copied and pasted into a new sheet, the values may be reviewed.
Care must be taken to ensure that RailSys only Tiplocs are removed and their values combined with those above / below to reflect B Plan data in terms of start and finish location.
The Macro will round the raw seconds to the nearest half minute, generally rounding down at intermediate stations and rounding up at the final station. It is therefore import that your train's journey through RailSys accurately reflects that taken in the real world.
These rounded values are to be regarded as a proposed minimum as trains will have been running at 95% efficiency. Buy in / review of these figures

should be undertaken with the Ops Planning route team before issue as their local knowledge will assist in deciding if the values need to be altered to better optimise platform / station movements. This has the added advantage of ensuring that Ops planning present one version of the truth.

Appendix D – Supporting Information for the Items in Dispute

- See attached pages.

