

Network Rail Defendant's Response to Grand Central Company Limited Sole Submission to a Timetable Panel

Dispute Reference: TTP554

1 DETAILS OF PARTIES

1.1 The names and addresses of the parties to the reference are as follows:-

- (a) Grand Central Railway Company Limited, Company No. 03979826 whose Registered Office is at 1 Admiral Way, Doxford International Business Park, Sunderland ("GC") ("the Claimant"); and

This is a single party submission by XC Trains Limited (XC) on behalf of Grand Central and the contact is: John Cherrington, Track Access and Possessions Strategy Manager, Cannon House, Birmingham, B4 6BS, [redacted]

- (b) Network Rail Infrastructure Limited whose Registered Office is at Kings Place, 90 York Way, London N1 9AG ("Network Rail") ("the Respondent").

Network Rail's contact details are Paul Quilter, Lead Access Planner, [redacted]

1.2 Third parties that may be affected by the Panel finding in any of the ways sought and determined under Section 8 are as follows:

- (a) East Coast Trains
(b) First Capital Connect
(c) First Hull Trains

2 THE DEFENDANT'S RIGHT TO CONTEST THIS REFERENCE

2.1 This matter is referred to a Timetabling Panel ("the Panel") for determination in accordance with Condition D3.5 and D5 of the Network Code.

2.2 The contractual provisions which entitle Network Rail to facilitate the Restrictions of Use in week 1 between Kings Cross and New Barnett are detailed in Network Code Part D, clause 3.5 and Section 3 of the National Timetable Planning Rules 'Procedure for Altering the Engineering Access Statement or Timetable Planning Rules other than through the Twice-Yearly Process'.

- 2.3 Network Code Part D clause D3.5.3 allows for any Timetable Participant that is dissatisfied with Network Rail's decision to appeal in accordance with D5. Network Rail accepts that Grand Central Railway Company Ltd is entitled to raise this dispute.

3 CONTENTS OF REFERENCE

- 3.1 This Response to the Claimant's Sole References includes:-
- (a) The subject matter of the dispute in Section 4;
 - (b) A summary of the issues in dispute in Section 5;
 - (c) A detailed explanation of those issues in dispute prepared by the claimant in Section 6
 - (d) In Section 7, the decision sought from the Panel
 - (e) Appendices and other supporting material.

4 SUBJECT MATTER OF DISPUTE

- 4.1 The matter in dispute is Network Rail's decision to make amendments to the disruptive possession programme in week 1 amending Confirmed Period Possession Plan (CPPP) item 15 for the additional Restriction of Use (RoU) on the Up Fast Line between New Southgate to Harringay 22:00 Sat to 02:30 Mon. The disputed section of the possession is detailed below:

Friday 29 March to Monday 1 April

LN101 KING'S CROSS TO SHAFTHOLME JN

Friday 29 March to Monday 1 April

PPS Ref: [P2012/1539832](#)
At/Between: New Southgate to Harringay
Lines: Up Fast (Possession)
Times: 2200 Sat to 0230 Mon

TRAFFIC REMARKS

0230 FRI TO 2100 SAT
UP TRAINS TO TRAVEL OVER THE UP FAST LINE BETWEEN BARNET SOUTH CROSSOVERS AND FINSBURY PARK – UP TRAINS UNABLE TO CALL AT ALEXANDRA PALACE, HORNSEY OR HARRINGAY
ACCESS TO HORNSEY DEPOT TO BE MAINTAINED VIA THE FLYOVER AND EGRESS FROM HORNSEY TO THE SOUTH AVAILABLE VIA 2105 PTS
EAST COAST ECS FROM BOUNDS GREEN DIVERTED VIA STEVENAGE
FCC TO OPERATE AN HOURLY DOWN HERTFORD SERVICE
HULL TRAINS TO STABLE IN BOUNDS GREEN & EGRESS VIA STEVENAGE (RVS)

2200 SAT TO 0230 MON
DOWN TRAINS TO TRAVEL OVER THE DOWN SLOW 1 BETWEEN FINSBURY PARK AND NEW BARNET OR DOWN SLOW 2/DOWN HERTFORD BETWEEN FINSBURY PARK AND BOWES PARK
UP TRAINS – SINGLE LINE WORKING OVER THE DOWN FAST BETWEEN BARNET SOUTH CROSSOVERS AND FINSBURY PARK - EXTRA [10]

REQUIRED – NOT INCLUSIVE OF SET BACK AT NEW BARNET SOUTH
(EXTRA [15] REQUIRED)
CAPACITY = 4 TPH
CAPACITY ALLOCATION = 2 FCC & 2 EC
GRAND CENTRAL & HULL TRAINS TO TERMINATE AT PETERBOROUGH
AND CONNECT INTO OTHER SERVICES
NO UP SERVICE FOR ALEXANDRA PALACE, HORNSEY OR HARRINGAY
FCC UP SERVICES NOT BOOKED THROUGH THE SINGLE LINE TO
START/TERMINATE AT POTTERS BAR
EGRESS FROM BOUNDS GREEN VIA STEVENAGE (RVS) UP TO 1030
SUNDAY
FCC TO OPERATE A RAIL SHUTTLE SERVICE BETWEEN GORDON HILL &
STEVENAGE OR HERTFORD (NO FCC SERVICE SOUTH OF GORDON
HILL ON THE SUNDAY)

STRUCTURE FOR THE AMENDED TRAIN PLAN

Network Rail requires operators to prepare a revised bid

0230 Fri to 2100 Sat

Up Trains to travel over the Up Fast

No Up service to Alexandra Palace, Harringay & Hornsey

FCC to access Hornsey via the flyover & egress at the south end

FCC Bid to operate an hourly Down Hertford Service

EC/GC to run ECS off Ferme Park via K440 & flyover

EC/HT to run ECS off Bounds Green via Stevenage (RVS) after all Ferme Park

ECS moves have been completed

2200 Sat to 0230 Mon

Operators bid for Down Trains to travel over the Down Slow Lines

Extra [10] required for SRT & and extra [15] for set back at Barnet South

FCC Bid to operate a Gordon Hill to Hertford or Stevenage Shuttle

EC/HT to run ECS off Bounds Green via Stevenage (RVS) and run through the
SLW up to 1030 Sunday only

Up Trains to operate under SLW over the Down Fast between Barnet South

Crossovers and Finsbury Park

Capacity through the SLW = 4tph

Capacity allocation = 2 x FCC (1 x Cambridge & 1 x Peterborough) & 2 x EC (2
x Anglo/Scots)

Open Access & EC Leeds/Newcastle services to terminate at Doncaster,
Peterborough or Huntingdon as appropriate and connect into other services

- 4.2 Grand Central also formally disputed item 2 (for Thameslink) in Week 2. Network Rail has since cancelled the Week 2 RoU on the 15th January 2013 following extensive negotiations with all affected stakeholders. It should be noted that the works planned for item 2 in Week 2 will subsequently need to be re-planned for a later date.
- 4.3 Grand Central disputes whether Network Rail has correctly applied the Decision Criteria in this case. Network Rail makes reference to how it has applied the Decision Criteria in terms of assessing the different ways to package the RoUs and its allocation of capacity in section 6 of this response.

5 SUMMARY OF DISPUTE

- 5.1 In summary the proposed works to provide additional infrastructure will provide more train paths between Alexandra Palace and Finsbury Park. The project will create additional capacity on the East Coast Mainline (ECML) by removing inner and out suburban services from the fast lines and will allow optimisation of train paths, improved performance and increased flexibility of suburban services to \ from London. The works at Easter 2013 are planned to reposition the Up Slow through Alexandra Palace station and bring the new Up Slow platform (No2) into use. Annex A details the staging of the Alexandra Palace work and the basic sequencing of the works.
- 5.2 Network Rail progressed the consultation for its Engineering Access Statement (EAS) 2013 in accordance with Network Code Condition D2.
- 5.3 Version 1 of the 2013 EAS, Network Rail included RoUs affecting the Kings Cross to Holloway section of the East Coast Mainline (ECML) Route in Weeks 52/1 (possession reference P2012/1538985) and Week 2 (possession reference P2012/1550350). GC indicated that both would be acceptable in terms of the minor impact on its services to/from Kings Cross. In Version 2 Network Rail confirmed its intention to implement the previously published Week 52/1 and Week 2 RoU's together with an additional RoU (possession reference P2012/1580034) affecting the Wood Green to Hornsey section of the ECML in Week 1. The additional Week 1 RoU was required for works in connection with the Finsbury Park to Alexandra Palace (F2A) Project. At the time there was no perceived impact on Grand Central and they accepted this additional RoU.
- 5.4 On 6th September 2012 all three RoUs were published in the LNE Route Draft Period Possession Plan (DPPP) document for weeks 1 to 4 and, following discussions with operators the LNE Confirmed Period Possession Plan (CPPP) was published on 1st October 2012. Extracts from the DPPP for Week 1 are shown in Annex B and the CPPP for Week 1 are shown in Annex C.
- 5.5 On 25th October 2012 Network Rail hosted a meeting attended by open access operators that was attended by CrossCountry on behalf of Grand Central. Network Rail informed operators that Single Line Working (SLW) to/from Kings Cross on Saturday 31st March 2013 was due to a revised proposal for working with Adjacent Line Opening (ALO) as a result of discussions with the ORR, which would impose further capacity constraints. Annex D contains various guidance documents for managing plant and staff to ALO. Annex E contains the improvement notice on Network Rail from the ORR on ALO, although dated 14th January 2013 Network Rail was aware this was a live issue and hence the revised proposal for working with ALO.

- 5.6 It should be noted that the ALO working was not a change to the plan but to the work scope. The original Engineering Access submission and possessions were for different works. The works being undertaken at Easter should have been undertaken at the Christmas 2012 and New Year possession. Following a review of the programme of works it became clear that the construction works at Alexandra Palace for the track slew planned at New Year would not be completed when the platform construction works were not ready. To protect operational functionality Network Rail sought additional access and the planned work moved from New Year to Easter.
- 5.7 Network Rail also verbally advised based on our initial assessment of the Decision Criteria would make it unlikely that Open Access Operators would be allocated any of the available capacity. There is no standard application of capacity allocation and each case is looked at on an individual basis. Grand Central make reference to an allocation of capacity made in relation to disruptive works for Hitchin Grade Separation in week 13 which is significantly more disruptive than the case in dispute here.
- 5.8 On 15th January 2013 Network Rail updated Grand Central on the Weeks 1, 2 and 6 disputes. Grand Central wanted to know the reasons as to why the Up Fast could not be opened for a limited diesel service. Network Rail responded that the Up Fast is blocked to provide access to the area between the Up Slow & Up Fast to make alterations to the overhead line equipment associated with the significant realignment of the Up Slow in the Alexandra Palace area. The requirement to block the Up Fast is to provide the necessary electrical clearances from live Overhead Line Equipment (OHLE) for staff working on equipment in the wide way between the Up slow and Up Fast.
- 5.9 Previously Network Rail had advised operators that the new method of Adjacent Line Opening (ALO) working would impose further capacity constraints and a further RoU. This is still the case as the Road Rail Mobile Elevating Work Platforms (MEWPS) are used to access the OHLE at height and will be foul of the minimum requirements under ALO standards.
- 5.10 Network Rail acknowledges it has not previously provided full details of how the Decision Criteria were applied for Week 1. Our application of the Decision Criteria is included as part of this response in Section 6.
- 5.11 On the 29th November 2012 Network Rail submitted proposals for additional/extended access required by the projects in connection with previously published RoUs for week 1 which are shown in Annex F. Annex G details some of the operator's responses to our request for week 1. Network Rail proposed to extend the times of F2A possession reference P2012/1580034 from '00.50 until 08.50 Sunday 31st March 2013' to '02.30 Friday 29th March until 02.30 Mon 1st April' and include an additional RoU of the Up Fast Line to apply from '22.00 Saturday 30th until

02.30 Monday 1st April'. Unfortunately this additional RoU on the Up Fast line significantly reduces paths into Kings Cross due to the need for SLW for trains in the Up direction over the Down Fast line. Network Rail did indicate that there would be capacity for 4 trains per hour and that Open Access Operators would not be allocated any of the available capacity. Network Rail based on its assessment of the Decision Criteria, literacy and inter-urban would likely be allocated the capacity.

- 5.12 The proposed changes to possession reference P2012/1580034 (F2A) meant that it was not compatible with possession CPPP item 1 (reference P2012/1538985) required for Thameslink Canal Tunnel works. Instead in Week 2 Network Rail cancelled the latter and extended the times of the Thameslink Canal Tunnel possession reference P2012/1550350 from '23.30 Saturday 6th until 11.30 Sunday 7th April 2013' to '01.40 Saturday 6th until 03.00 Monday 8th April'. An additional RoU of the No1 Fast/Down Fast Line to apply from '01.40 Saturday 6th until 09.00 Sunday 8th April' was also planned. This additional RoU on the No 1 Fast/Down Fast line had meant a significant reduction in paths to/from Kings Cross, owing to the requirement for SLW on the Up Fast line. Network Rail did indicate that there would be capacity for 4 trains per hour inbound in one hour and 4 trains per hour outbound the next. As with the week 1 proposal NR indicated that Open Access operators would not be allocated any of the available capacity in favour of East Coast and First Capital Connect.
- 5.13 On the 7th December Network Rail wrote to Grand Central detailing further information and some transparency as to how Network Rail reached the decision to request access for F2A and other works. Annex H is a copy of this email.
- 5.14 On 11th December CrossCountry responded to Network Rail on behalf of Grand Central and formally declined its proposals to amend Week 1 possession reference P2012/1580034 and Week 2 possession reference P2012/1550350 on the grounds that Network Rail had failed to justify the additional RoU on the Up Fast Line.
- 5.15 Section 6 of this response details why Network Rail has been unable to plan the F2A works another way to limit the disruption to operators and why ALO working has not been possible in this instance.
- 5.16 On 20th December 2013 Network Rail published its decision to implement the changes to Week 1 possession P2012/1539832 and Week 2 possession reference P2012/1550350 albeit with a much reduced RoU affecting the No1 Fast/Down Fast line in the latter instance, thus reducing the scope of works available to Thameslink. Grand Central refer to possession reference P2012/1533034 for week 1 which relates to Paisley Gilmour Street and Kilwinning. Annex I is a copy of our Decision for Week 1.

- 5.17 On 27th December 2012 CrossCountry registered a formal appeal on behalf of Grand Central with regard to the Network Rail's decisions regarding amendments to Week 1 CPPP item 15 and Week 2 CPPP item 2.
- 5.18 On 4th January 2013 NR invited Operators to a meeting on 15th January 2013 to agree the amended timetables required in connection with RoUs on the ECML between Peterborough and Kings Cross in Weeks 1 and 2. East Coast Trains and First Capital Connect attended this meeting with no representatives attending from Grand Central or First Hull Trains.
- 5.19 On 15th January 2013 NR cancelled the Week 2 possession under dispute.
- 5.20 On 15th January 2013 GC requested the reasons why the Up Fast could not be opened for diesel trains. Network Rail responded that the Up Fast was blocked to provide access to the area between the Up Slow & Up Fast to make alterations to the overhead line equipment associated with the significant realignment of the Up Slow in the Alexandra Palace area. The requirement to block the Up fast is to provide the necessary electrical clearances from live OHLE for staff working on equipment in the wide way between the Up slow and Up Fast. Annex J provides a copy of this response on the Up Fast.
- 5.21 Previously Network Rail had advised operators (ref: 5.4) that the new method of Adjacent Line Opening (ALO) working would impose further capacity constraints and a further RoU. Currently this is still the case as the Road Rail MEWPS are used to access the OHLE at height and will be foul of the minimum requirements under ALO. With the Up Fast blocked, Network Rail is also taking the opportunity to undertake OHLE adjustments associated with the Up slow realignment works at the same time.
- 5.22 Network Rail is currently investigating whether single line working can be put into operation on the Hertford Loop to enable more paths to be found for the Sunday of Week 1. If this is possible this would mean two sets of single line working on the one signalling panel. Due to the increased workload for the signaller and the associated increased risk Network Rail is currently undertaking a full risk assessment of this option. In any case the two sections of single line working would only be for a limited period of the Sunday. Network Rail held a teleconference on Monday 21st January to explain to operators what we were doing and to ask all operators whether they would be interested in any additional paths into King's Cross subject to satisfactory completion of our risk assessment. Both Grand Central and First Hull Trains have submitted expressions of interests for the possible additional paths. Both East Coast Trains and First Capital Connect expressed they would not submit an expression of interest.
- 5.23 Network Rail is still investigating the option of double single line working to accommodate both Grand Central and First Hull Trains.

6 EPLANATION FROM THE DEFENDANT'S PERSPECTIVE OF EACH ISSUE IN DISPUTE

- 6.1 Grand Central believes that reasonable access should be provided to allow a service to operate on the routes between Sunderland \ Bradford and King's Cross that is consistent with the level of demand. Network Rail in its allocation of capacity has based this on the spread of services reflects demand.
- 6.2 Network Rail recognises the effect the proposed RoUs will have on Grand Central's competitiveness and business, however Network Rail has a responsibility to make decisions based on the best interests of the railway and in this case Network Rail believes the RoU have been planned in the least disruptive way possible and our allocation of capacity is appropriate given the circumstances that are applicable for Week 1. Grand Central and Hull Trains will still be able to operate services, though with an interchange at Peterborough which will be more palatable to Grand Central's customers than a rail replacement service.
- 6.3 Network Rail believes it has found the optimal balance between access to the network for train operations and our access for renewals and enhancement works. Our RoU for the Up Fast is planned for the Sunday rather than all of the Monday of the Easter weekend. Historically and based on feedback from train operators the Sunday of the Easter weekend is less busy than Sundays without an associated Bank Holiday. Passengers make use of the extended Bank Holiday and will tend to travel long distance before or after the Sunday to make best use of the Easter weekend. Network Rail argues that Grand Central along with Hull Trains and East Coast will have fewer passengers than usual for the Easter Sunday.
- 6.4 Network Rail has given greatest weight based on demand and passenger numbers in its application of the Decision Criteria in allocating the available capacity although other parts of the Decision Criteria have also been considered. This has been done in the best interests of the railway and is not designed to discriminate against Grand Central, or indeed Hull Trains. Network Rail has taken into account that an Open Access operator may have limited access to resources in terms of rolling stock, crew and route capabilities, however this has less weight than pure passenger demand.
- 6.5 Network Rail notes that Grand Central could operate 10 car rather 5 car trains and so provide extra passenger capacity. Unfortunately Network Rail considers that Grand Central trains will be serving stations and routes with less demand than would be served by First Capital Connect and East Coast Trains with our allocation of capacity.
- 6.6 Network Rail considers that is has met the Decision Criteria objective (D4.6.1) to share capacity on the Network for the carriage of passengers in the most efficient and economical

manner in the overall interests of current railway users. Network Rail's application of Part D of the Network Code in determining the access pattern for Week 1 2013 is:

(a) maintaining, developing and improving the capability of the Network;

Network Rail welcomes the fact that Grand Central supports our proposed works and recognises the need for Network Rail to undertake these works in order to achieve the aims of improving the capability of the network.

Grand Central had asked why the proposed RoU cannot be repackaged into an alternative series of RoUs that would minimise the overall disruption from the works. The main reason being that almost all the works on the F2A project has been scheduled within 24 hour periods. There are also a few key stages which must be completed in a single event. For example Network Rail must realign the Up Slow onto the new platform face in one event which is the work proposed for Easter (Wk 1).

When Network Rail discussed the proposed F2A works at a TOC meeting on the 25th October 2012 and the operators were asked to decide their preferred date to undertake the works. Their conclusion was that it must be a Bank Holiday and that the preferred date would be Easter. CrossCountry, representing Grand Central in this dispute attended this meeting. Even if the works are not scheduled for Easter, it would need to be packaged in the same way, and the total possessions hours and the time required on the Up Fast would still need to be the same. Annex K shows a complete programme for the works at Easter 2013.

The size of the works currently proposed for Easter cannot be split down into mid week nights. Network Rail would have split it into 24 hour weekends if this were possible but this is not feasible.

The only other works affecting Grand Central in week 1 are between Leeds & Doncaster and involve diversions to Bradford to Kings Cross services, diverted via Pontefract & Askern - Ref: register item P/1537398 – this results in no loss of station calls and negligible loss of time

(b) that the spread of services reflects demand;

Network Rail in our allocation of the available capacity of 4tph, FCC passengers from Peterborough and Cambridge and associated intermediate station calls represent the highest demand in terms of local passengers connecting into the ECML. This justifies the allocation of 2tph to FCC.

With the West Coast Mainline (WCML) requiring rail replacement services throughout the Sunday of week 1, and to avoid no route being open to/from Scotland, East Coast were

allocated the remaining 2tph to get as many passengers down the ECML and to \ from London as possible. The Anglo Scottish trains also serving key cities like Newcastle and York with connections at Doncaster to Leeds will have the next highest level of demand.

Network Rail wrote to all operators asking for passenger data for weeks 1 and 2 in 2011 to assist in the allocation of capacity (Annex L) and has data from all the operators.

Open Access passengers will be accepted by both EC & FCC as far as Peterborough (from London) and vice versa, in line with the decision document and connect with their own services.

Network Rail regrets the effect that the proposed RoUs will have on GC's commercial viability, however, the allocation of capacity has been made based on the overall interests of the railway. Grand Central and Hull trains can still operate to/ from Peterborough with connections to/from London on both East Coast & First Capital Connect (FCC) services.

(c) maintaining and improving train service performance;

Network Rail believes this criterion is relevant, our operations colleagues consider that 4tph is the maximum capacity with the proposed RoUs based on previous experience of the same method of working in this location, headways and allowances. Network Rail has also allocated capacity based on the highest demand to minimise station dwell times due to overcrowding and to reduce the risk to performance.

(d) that journey times are as short as reasonably possible;

Journey times south of Peterborough are as fast as possible stopping at Stevenage and London or London only. Network Rail does agree that not interchanging will speed up journeys, and therefore capacity has been allocated according to the highest demand, with direct local services to/from Peterborough and Cambridge whilst also providing the capacity to/from Scotland also serving key demand on route and connections to other cities. Our allocation of capacity reduces the need for passengers to travel on rail replacement services.

Network Rail agrees our allocation of capacity will increase journey times for Grand Central passengers, however - fewer passengers will be affected with the current allocation of capacity. Network Rail estimates towards London the average time between Grand Central and East Coast Trains at Peterborough is 26 minutes and 20 minutes northbound.

(e) maintaining and improving an integrated system of transport for passengers and goods;

Grand Central has highlighted that Network Rail in its allocation of capacity, means that Sunderland, Hartlepool and Eaglescliffe, Bradford Interchange, Halifax, Brighouse, Mirfield and Pontefract will not have a direct route to London. Network Rail disagrees with this view as these stations will still have train services to/from London with one interchange.

- (f) the commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware;

If Network Rail fails to complete the proposed works, FCC will not get the infrastructure in place for the timetable change in December 2013. The proposed works also provide capacity and performance benefits for other operators. Other projects would be significantly affected by the redeployment of critical resources to support the re-planned F2A works at August & Christmas 2013 and Easter 2014, alongside further disruption and contentious late change to an already congested LNE-GN programme.

The costs of potential delay to the project are circa £2,000,000 to Network Rail of losing the Easter works. Our costing is on the assumption that the works proposed for Easter would be deferred to the August Bank Holiday in the same sized possession. Critical resources may not be available at August Bank Holiday so this assumption may not be valid.

- (g) Seeking consistency with any relevant Route Utilisation Strategy;

Network Rail does not believe that this criterion is directly relevant to this case.

- (h) that, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;

Network Rail does not believe that this criterion is directly relevant to this case.

- (i) mitigating the effect on the environment;

Network Rail does not believe that this criterion is directly relevant to this case.

- (j) enabling operators of trains to utilise their assets efficiently; and

Network Rail agrees the proposed RoUs prevent GC from making efficient use of rolling stock and traincrew resources. The proposed RoUs will also affect East Coast, First Hull Trains and First Capital Connect in the same way.

As previously stated shorter possessions were considered to deliver the scope of works proposed for Easter and were found to be not technically viable. This option would have been

considered if it had been viable. The F2A project has already applied the strategy of programming the works in shorter less disruptive possessions wherever possible.

- (k) voiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Path to which the Strategic Train Slot relates.

Network Rail does not believe that this criterion is directly relevant to this case.

7 DECISION SOUGHT FROM THE PANEL

7.1. Network Rail seeks the following outcomes from the Panel's Determination:

7.1.1. that Network Rail has correctly applied the Decision Criteria in regard to the decisions taken to include the week 1 King's Cross and New Barnet Restriction of Use in the respective timetable week and has appropriately allocated the available capacity.

7.1.2. There are no other remedies or issues to be determined.

8 APPENDICES AND ANNEXES

Network Rail confirms that it has complied with **Rule H21** of the Access Dispute Resolution Rules, which requires that

- (a) the relevant extracts of contractual Documents containing the provision(s) under which the referral to the Timetabling Panel arises and/or provisions associated provision(s) associated with the substance of the dispute; and
- (b) *[the relevant extracts of] any other Documents referred to in the reference". [Rule H21(b) (I)]*

<i>Annex "A"</i>	<i>Staging of Alexandra Palace works</i>
<i>Annex "B"</i>	<i>Extracts from Week 1 2013 DPPP</i>
<i>Annex "C"</i>	<i>Extracts from Week 1 2013 CPPP</i>
<i>Annex "D"</i>	<i>Various Guidance documents for managing plant and staff to ALO</i>
<i>Annex "E"</i>	<i>Improvement notice on Network Rail from ORR on ALO</i>
<i>Annex "F"</i>	<i>Request Week 1 – Amendment to CPPP item 15</i>
<i>Annex "G"</i>	<i>Initial operator responses to Request Week 1- Amendment to CPPP item 15</i>
<i>Annex "H"</i>	<i>Further information to Grand Central email</i>
<i>Annex "I"</i>	<i>Decision – week 1 – Amendment to CPPP item 15</i>
<i>Annex "J"</i>	<i>Up fast email</i>
<i>Annex "K"</i>	<i>Programme for the Easter 2013 works</i>
<i>Annex "L"</i>	<i>Passenger loads request</i>

9 SIGNATURES

The Defendant
For and on behalf of
Network Rail Infrastructure Limited

Signed

Paul Quilter

Print Name
Paul Quilter

Position
Lead Access Planner

Annex 'F' - Request – Week 1 – Amendment to CPPP item 15

From: Bates Philip

Sent: 29 November 2012 13:08

To: Hoyer, Andrew; EXTL: Michael Kempster; EXTL: Mendham, Louise (First Group); John Cherrington; 'FLHH: Chris Hassall'; EXTL: Brooke D; 'Mark Lunham'; EXTL: Barrett s; Scott, Christine; 'Edmeads Kevin'

Cc: Hardy Ross; Ratcliffe Andrew; Sleet Mark; Dunkin Kieran; Walker Stephen (NDS); LNE-MC Engineering Access Planning; Lewis Andy; Rice Matthew; Gregitis Luke; Fryer Brian (Train Planner Paddington)

Subject: REQUEST – WEEK 1 – AMENDMENT TO CPPP ITEM 15 – F2A & ADDITIONAL POSSESSION - HITCHIN GS

All

Please see Network Rails request for disruptive access in relation to both F2A & Hitchin Grade Separation projects in week 1

I have asked for passenger loading data (requested last Friday), with reference to both these jobs.

REQUEST – WEEK 1 – AMENDMENT TO CPPP ITEM 15 – F2A

LN101 KING'S CROSS TO SHAFTHOLME JN

Friday 29 March to Monday 1 April

PPS Ref: [P2012/1539832](#)

At/Between: New Southgate to Haringay
Lines: Up Slow (Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Alexandra Palace to Haringay
Lines: Up Goods (Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Bowes Park to Wood Green North Jn
Lines: Up Hertford (Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Alexandra Palace to Hornsey
Lines: Up Carriage Line (Sidings Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Bounds Green T and RSMD
Lines: All lines at South end of Depot (Sidings Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Bounds Green T and RSMD
Lines: Avoiding Line (Sidings Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Bounds Green T and RSMD
Lines: Back Road (Sidings Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Bounds Green T and RSMD
Lines: Charrington Loco Standage Sidings (BLOCKED to Electric Trains)
Times: 0230 Fri to 0230 Mon

At/Between: Bounds Green T and RSMD
Lines: Nos 3,4,5 and 6 Sidings (BLOCKED to Electric Trains)
Times: 0230 Fri to 0230 Mon

At/Between: New Southgate to Haringay
Lines: Up Fast (Possession)
Times: 2100 Sat to 0230 Mon

TRAFFIC REMARKS

0230 FRI TO 2100 SAT

UP TRAINS TO TRAVEL OVER THE UP FAST LINE BETWEEN BARNET SOUTH CROSSOVERS AND FINSBURY PARK – UP TRAINS UNABLE TO CALL AT HORNSEY OR HARRINGAY ACCESS TO HORNSEY DEPOT TO BE MAINTAINED VIA THE FLYOVER AND EGRESS FROM HORNSEY TO THE SOUTH AVAILABLE VIA 2105 PTS
EAST COAST ECS FROM BOUNDS GREEN DIVERTED VIA STEVENAGE

2100 SAT TO 0230 MON

DOWN TRAINS TO TRAVEL OVER THE DOWN SLOW 1 BETWEEN FINSBURY PARK AND NEW BARNET OR DOWN SLOW 2/DOWN HERTFORD BETWEEN FINSBURY PARK AND BOWES PARK
UP TRAINS – SINGLE LINE WORKING OVER THE DOWN FAST BETWEEN BARNET SOUTH CROSSOVERS AND FINSBURY PARK - EXTRA [10] REQUIRED – NOT INCLUSIVE OF SET BACK AT NEW BARNET SOUTH (EXTRA [15] REQUIRED)
CAPACITY = c5 TPH
NO UP SERVICE FOR ALEXANDRA PALACE, HORNSEY OR HARRINGAY

REQUEST – WEEK 1 – ADDITIONAL POSSESSION – HITCHIN S&C

LN101 KING'S CROSS TO SHAFTHOLME JN

Sunday 31st March

PPS Ref: [TBC](#)

At/Between: Stevenage and Biggleswade Crossovers
Lines: Down Slow and Down Fast (Possession)
Times: 0120 Sun to 1120 Sun

TRAFFIC REMARKS

20 MPH TSR IN PLACE ON THE UP FAST
SINGLE LINE WORKING OVER THE UP FAST FOR DOWN TRAINS BETWEEN STEVENAGE AND BIGGLESWADE CROSSOVERS.
ADDITIONAL [20] REQUIRED AND [15] FOR SET BACK AT STEVENAGE INCLUSIVE OF PILOTMAN INSTRUCTIONS.
STATIC PILOTMAN REQUIRED AT STEVENAGE.
INTERMEDIATE HAND SIGNALLER REQUIRED - SINGLE LINE WORKING SECTIONS TO BE SPLIT AT HITCHIN
UP TRAINS TO TRAVEL OVER THE UP SLOW
CAPACITY = 3 TPH

STRUCTURE FOR THE AMENDED TRAIN PLAN

Network Rail advises operators to prepare a revised bid:

0120 Sun to 1120 Sun

Up trains to travel over the Up Slow

Down trains to operate over the Up Fast under SLW arrangements between Stevenage & Biggleswade – static pilotman at Stevenage for set back (extra [15] required for set back) Extra [20] required for SLW

SLW Section split at Hitchin

Capacity = 3tph

Please note – associated with the above requests, the following changes will be made

P/1538985 – Kings Cross to Holloway – 2100 Fri to 2100 Sun – **Cancelled**

P/1644858 – Kings Cross to Copenhagen Jn – 2355 Mon to 0545 Tue -

Cancelled

P/1644703 – Woolmer Green to Hitchin – **Cancelled**

I look forward to receiving your formal response to the above proposal on or before Thursday 13th December

Kind regards

Phil Bates

Access Planning Specialist

Network Rail

500 Station House, Elder Gate,

Milton Keynes Central,

MK9 1BB



This email is in accordance with Access Condition D3.4.3 and relates to Section 3.1 of National Timetable Planning Rules being the Procedure for Altering Engineering Access Statement or Timetable Planning Rules other than through the Twice-Yearly Process Having Effect from a Passenger Change

Annex 'G' – Initial operator responses to Request Week 1 – Amendment to CPPP item 15

From: EXTL: Mendham, Louise (First Group)
Sent: 30 November 2012 15:58
To: Bates Philip
Subject: Re: REQUEST - WEEK 1 - AMENDMENT TO CPPP ITEM 15 - F2A & ADDITIONAL POSSESSION - HITCHIN GS

FHT will only accept the below possession on the following basis.

ECS Sat morning 5H01 to divert via Stevenage ex Bounds Green - KGX to form 1H01 0948 KGX - Hull.

5 x Down Sunday services to divert via Down Slow between Finsbury Park and New Barnet

5 x Up Sunday services via the SLW

Plus FHT request that the 1120 possession end timing is changed to 1100 - that limits the TPH to only 3.

Look forward to your response.

Louise Mendham
Performance & Planning Manager
Hull Trains Company Limited
4th Floor Europa House,
184 Ferensway,
Hull, HU1 3UT

(Registered Office as above. Registered in England No. 3715410)

From: John Cherrington
Sent: 11 December 2012 12:27
To: Bates Philip; Hoyer, Andrew; EXTL: Michael Kempster; EXTL: Mendham, Louise (First Group); EXTL: Hassall Chris; EXTL: Brooke D; 'Mark Lunham'; EXTL: Barrett s; Scott, Christine; 'Edmeads Kevin'
Cc: Hardy Ross; Ratcliffe Andrew; Sleet Mark; Dunkin Kieran; Walker Stephen (NDS); LNE-MC Engineering Access Planning; Lewis Andy; Rice Matthew; Gregitis Luke; Fryer Brian (Train Planner Paddington)
Subject: RE: REQUEST - WEEK 1 - AMENDMENT TO CPPP ITEM 15 - F2A & ADDITIONAL POSSESSION - HITCHIN GS

Phil,

Will you please note that the additional access proposed below is declined by Grand Central Railway Company Ltd (GC) for the following reasons:

F2A

Whilst GC understands the reasons behind the extended access requested for this possession we are not convinced that it has not been reasonably practical to comply with the timing

requirements of Condition D3.4 as set out in Condition D3.5.2 and so it is our belief that Condition D3.5 of the Network Code is not applicable in this case despite the lateness of the request. Furthermore we do not believe that the additional Up Fast line access from 21.00 Sat to 03.00 Mon is justified and require Network Rail to devise an alternative method of working to permit ALO on the Up Fast line throughout this possession as originally envisaged.

Hitchin Grade Separation

As with the above item GC is not convinced that it has not been reasonably practical to comply with the timing requirements of Condition D3.4 as set out in Condition D3.5.2 and so it is our belief that Condition D3.5 of the Network Code is not applicable in this case despite the lateness of the request. However if the possession times were adjusted to be 00.01 – 10.00 Sun we will be prepared to accept.

Regards

John

John Cherrington

Track Access & Possession Strategy Manager, XC Trains Limited.

Phone: [redacted] Address: 5th Floor, Cannon House, 18 Priory Queensway, Birmingham B4 6BS

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www.crosscountrytrains.co.uk <

<http://www.crosscountrytrains.co.uk/>>

From: EXTL: Michael Kempster
Sent: 05 December 2012 11:03
To: Bates Philip
Cc: Ratcliffe Andrew; [redacted]
Subject: Re: Weeks 1 & 2 - Hitchin S&C Renewals

Morning Phil,

Please find attached as requested sample loading data for services on Sunday mornings between 08:00 to 12:00 which run through the Hitchin area. Please treat this information as commercially confidential.

As discussed previously these figures are the amounts for the timetable year as we are unable to provide data for certain dates due to limited number of units which have the equipment to measure the number of passengers on each service.

Please also note that these figures are before additional services have been added as part of timetable changes in December 2011 and December 2012 timetables.

Kind Regards,

Michael Kempster
Informed Traveller Manager (Great Northern Routes)
First Capital Connect

From: Hoyer, Andrew
Sent: 03 December 2012 15:59
To: Bates Philip
Subject: REQUEST - WEEK 1 - AMENDMENT TO CPPP ITEM 15 - F2A & ADDITIONAL POSSESSION - HITCHIN GS

Phil

East Coast currently are unable to offer support for either of these requests as we are unsure what capacity would be allocated to East Coast, making it impossible to appreciate the full impact on the Timetable, for us to offer an acceptable service to Customers. East Coast request that a minimum of 2 of the 5 train paths are allocated to East Coast. I have attached passenger loading figures as requested by e-mail on 23 November 2012. If more evidence is required, I am happy to provide it.

In Week 40 (2013) a similar possession is planned to take place for F2A to ensure that there is sufficient capacity SLW is planned to be introduced for Up trains for a period of time, between Gordon Hill and signal K440. Can Network Rail confirm if this has/hasn't been considered and if it has and has been rejected, Network Rail need to supply justification as to why it is not acceptable, for this disruptive possession?

Confirmation is required from Network Rail that access/egress to/from Bounds Green will be maintained via Bowes Park reversing sidings and that an OLE power supply, will be maintained to Bounds Green from the North throughout this possession? Currently there are no details shown to indicate how ECS moves will egress Bounds Green on Sunday. If ECS moves are routed via Stevenage, this will reduce capacity over the SLW between New Barnet and Finsbury Park. East Coast suggests that Down Hertford services are withdrawn until 13:00 Sunday, to allow ECS moves to run SLW via Bowes Park reversing sidings/Down Hertford/K440/Harringay Flyover/Up Goods/Up Slow. Once all ECS trains have left Bounds Green, a Down Hertford Service or SLW can operate (SLW to be withdrawn, when access is required onto Bounds Green – Sunday Evening)

East Coast request that the finish time of the Hitchin S&C possession is amended to 08:20, to avoid double hitting services. If the full time allocated is required, East Coast suggest that the start time is amended.

East Coast are happy to work with Network Rail and other Operators to ensure an acceptable Possession and Capacity allocation.

Regards

Andy Hoyer
Engineering Planning Manager
East Coast Main Line Company
1st Floor South, East Coast House
25 Skeldergate, York YO1 6DH

EAST COAST

Annex 'H' – Further information to Grand Central email

From: Bates Philip
Sent: 07 December 2012 17:54
To: 'John Cherrington'
Cc: Matt Pocock; Sleet Mark; Ratcliffe Andrew
Subject: Weeks 1 & 2 - F2A, Thameslink & Hitchin S&C

John

With regards to your request for further information and some transparency as to how Network rail have reached the decision to request access for Hitchin S&C and the F2A & Thameslink possessions in weeks 1 & 2.

On the whole, the changes were driven by FCC & East Coast requests to amend register items as they did not believe the original plans were either feasible or achievable as they had been published

F2A Easter weekend is a key milestone possession for the programme, and due to WCML possessions taking precedence over ECML possessions on Bank Holidays as per the agreed Network Rail WCML & ECML possession strategy, week 1 is the only available bank holiday where it would sit within both ours and West Coasts' plans

Due to F2A requiring the Bank Holiday weekend to hit their key milestones in following periods (weeks 4, 13 & 22) as well as this particular 72 hour possession providing the prerequisite track layout and design for other subsequent standard F2A possessions, the availability for these possessions to sit elsewhere simply do not exist within the current programme

The same can be said of the Thameslink project – the GN 2013 programme is now so tight due to external issues such as the DBS driver strike affecting numerous schemes and pushing them all back, that in order to hit the Thameslink projects' key milestones and be in a position to be able to get all the prep works completed in time for subsequent core weekends that this again is best placed as per the proposal in week 2.

With reference to your question as to why Thameslink could not be done at the same time as F2A, meaning one hit instead of two – this would result in an All Line Block outside Kings Cross over a bank Holiday weekend – with passengers being required to disembark at New Barnet or Welwyn and be bussed into London or connect into the underground. The 3 line blocks all day Saturday are required because the OLE on the down fast is at the track height of the adjacent line that is being worked on (Up Slow).

The above issues were briefly discussed at the meeting on Thursday 25th in London, in that some level of service into and out of London in both weekends was preferable to no service what-so-ever in one weekend. Put simply, Network Rail do not believe bussing an entire days worth of passengers into Kings Cross from Welwyn or New Barnet was acceptable. Also, asking passengers to use the tube as far out as New Barnet was not supportable as there are no tube stations in the direct area (roughly a mile walk to High Barnet tube station)

With regards to how Hitchin S&C fits in these weeks – Having already removed these possessions from the 2011 register due to operators' objections that they were too disruptive. Network Rails position is that because we are already asking operators to thin out services for both of these high profile schemes outside Kings Cross. It was deemed by the EAP & the route team that the best weekends for the Hitchin S&C works where we also asking for reduced levels of service would fit best here rather than asking for extra possessions in weeks where we do not already have restricted capacity in the plans.

Overall John we believe that NR has taken all considerations into account, moving passengers safely; operational safety; cross route access constraints; project deadlines as well as operators' stated wishes to always provide as efficient and reliable a rail service as possible. To meet all these criteria NR believes this access profile represents the best "industry" solution.

On Monday I will write up a Network Code Decision Criteria matrix detailing our weighting for particular decisions and rationale behind certain decisions made. Hopefully this will provide further clarity and the level of transparency that you have requested

Kind regards

Phil Bates
Access Planning Specialist

Network Rail
500 Station House, Elder Gate,
Milton Keynes Central,
MK9 1BB



Annex 'I' – Decision – week 1 – Amendment to CPPP item 15

From: Bates Philip

Sent: 20 December 2012 18:52

To: 'Hoyer, Andrew'; EXTL: Michael Kempster; EXTL: Mendham, Louise (First Group); 'John Cherrington'; EXTL: Hassall Chris; EXTL: Brooke D; 'Mark Lunham'; EXTL: Barrett s; 'Scott, Christine'; 'Edmeads Kevin'

Cc: Hardy Ross; Ratcliffe Andrew; Sleet Mark; Dunkin Kieran; Walker Stephen (NDS); LNE-MC Engineering Access Planning; Lewis Andy; Rice Matthew; Gregitis Luke; Fryer Brian (Train Planner Paddington); Quilter Paul; Bates Philip; Bamford Amy; Patrick-Bailey Toby; Allen Matthew

Subject: DECISION - WEEK 1 - AMENDMENT TO CPPP ITEM 15 - F2A & ADDITIONAL POSSESSION - HITCHIN GS

All

Please see below for Network Rails decision to take disruptive access in week 1 for F2A & Hitchin S&C renewals

Please note that the Hitchin S&C possession has been reduced to an 0820 finish time (vice 1120) at the operators request

Also – please be advised that after consultation with Ops – the capacity through the SLW in connection with F2A has been reduced to 4 trains per hour on the Sunday, as 5 tph was not deemed by operations to be workable whilst also allowing for some contingency and float within the Sunday timetable. Wk 40 for F2A has identical limits and a lot of time has been spent on validating this particular SLW plan – adding another train an hour into this plan is not feasible. Therefore, 5 tph in week 1 is by extension, also unworkable

Electrical feed into Bounds Green will be maintained throughout

The start time for the 3 Line Block (Up Fast) has also been put back by an hour to be 2200 start (vice 2100) at the request of the operators

With regards to the capacity allocation – as West Coast has blocks between 1300 Friday & 1250 BH Monday which requires replacement busses, EC must run two Anglo/Scots services in times of degraded working (2200 Sat to 0230 Mon), with FCC picking up the remaining capacity.

DECISION – WEEK 1 – AMENDMENT TO CPPP ITEM 15 – F2A

LN101 KING'S CROSS TO SHAFTHOLME JN

Friday 29 March to Monday 1 April

PPS Ref: [P2012/1539832](#)

At/Between: New Southgate to Haringay
Lines: Up Slow (Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Alexandra Palace to Haringay
Lines: Up Goods (Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Bowes Park to Wood Green North Jn
Lines: Up Hertford (Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Alexandra Palace to Hornsey
Lines: Up Carriage Line (Sidings Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Bounds Green T and RSMD
Lines: All lines at South end of Depot (Sidings Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Bounds Green T and RSMD
Lines: Avoiding Line (Sidings Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Bounds Green T and RSMD
Lines: Back Road (Sidings Possession)
Times: 0230 Fri to 0230 Mon

At/Between: Bounds Green T and RSMD
Lines: Charrington Loco Standage Sidings (BLOCKED to Electric Trains)
Times: 0230 Fri to 0230 Mon

At/Between: Bounds Green T and RSMD
Lines: Nos 3,4,5 and 6 Sidings (BLOCKED to Electric Trains)
Times: 0230 Fri to 0230 Mon

At/Between: New Southgate to Harringay
Lines: Up Fast (Possession)
Times: 2200 Sat to 0230 Mon

TRAFFIC REMARKS

0230 FRI TO 2100 SAT

UP TRAINS TO TRAVEL OVER THE UP FAST LINE BETWEEN BARNET SOUTH CROSSOVERS AND FINSBURY PARK – UP TRAINS UNABLE TO CALL AT ALEXANDRA PALACE, HORNSEY OR HARRINGAY
 ACCESS TO HORNSEY DEPOT TO BE MAINTAINED VIA THE FLYOVER AND EGRESS FROM HORNSEY TO THE SOUTH AVAILABLE VIA 2105 PTS
 EAST COAST ECS FROM BOUNDS GREEN DIVERTED VIA STEVENAGE
 FCC TO OPERATE AN HOURLY DOWN HERTFORD SERVICE
 HULL TRAINS TO STABLE IN BOUNDS GREEN & EGRESS VIA STEVENAGE (RVS)

2200 SAT TO 0230 MON

DOWN TRAINS TO TRAVEL OVER THE DOWN SLOW 1 BETWEEN FINSBURY PARK AND NEW BARNET OR DOWN SLOW 2/DOWN HERTFORD BETWEEN FINSBURY PARK AND BOWES PARK
 UP TRAINS – SINGLE LINE WORKING OVER THE DOWN FAST BETWEEN BARNET SOUTH CROSSOVERS AND FINSBURY PARK - EXTRA [10] REQUIRED – NOT INCLUSIVE OF SET BACK AT NEW BARNET SOUTH (EXTRA [15] REQUIRED)
 CAPACITY = 4 TPH
 CAPACITY ALLOCATION = 2 FCC & 2 EC
 GRAND CENTRAL & HULL TRAINS TO TERMINATE AT PETERBOROUGH AND CONNECT INTO OTHER SERVICES
 NO UP SERVICE FOR ALEXANDRA PALACE, HORNSEY OR HARRINGAY
 FCC UP SERVICES NOT BOOKED THROUGH THE SINGLE LINE TO START/TERMINATE AT POTTERS BAR

EGRESS FROM BOUNDS GREEN VIA STEVENAGE (RVS) UP TO 1030
SUNDAY
FCC TO OPERATE A RAIL SHUTTLE SERVICE BETWEEN GORDON HILL &
STEVENAGE OR HERTFORD (NO FCC SERVICE SOUTH OF GORDON
HILL ON THE SUNDAY)

STRUCTURE FOR THE AMENDED TRAIN PLAN

Network Rail requires operators to prepare a revised bid

0230 Fri to 2100 Sat

Up Trains to travel over the Up Fast

No Up service to Alexandra Palace, Harringay & Hornsey

FCC to access Hornsey via the flyover & egress at the south end

FCC Bid to operate an hourly Down Hertford Service

EC/GC to run ECS off Ferme Park via K440 & flyover

EC/HT to run ECS off Bounds Green via Stevenage (RVS) after all Ferme Park

ECS moves have been completed

2200 Sat to 0230 Mon

Operators bid for Down Trains to travel over the Down Slow Lines

Extra [10] required for SRT & and extra [15] for set back at Barnet South

FCC Bid to operate a Gordon Hill to Hertford or Stevenage Shuttle

EC/HT to run ECS off Bounds Green via Stevenage (RVS) and run through the

SLW up to 1030 Sunday only

Up Trains to operate under SLW over the Down Fast between Barnet South

Crossovers and Finsbury Park

Capacity through the SLW = 4tph

Capacity allocation = 2 x FCC (1 x Cambridge & 1 x Peterborough) & 2 x EC (2
x Anglo/Scots)

Open Access & EC Leeds/Newcastle services to terminate at Doncaster,

Peterborough or Huntingdon as appropriate and connect into other services

DECISION – WEEK 1 – ADDITIONAL POSSESSION – HITCHIN S&C

LN101 KING'S CROSS TO SHAFTHOLME JN

Sunday 31st March

PPS Ref: [TBC](#)

At/Between: Stevenage and Biggleswade Crossovers

Lines: Down Slow and Down Fast (Possession)

Times: 0120 Sun to 0820 Sun

TRAFFIC REMARKS

20 MPH TSR IN PLACE ON THE UP FAST

SINGLE LINE WORKING OVER THE UP FAST FOR DOWN TRAINS

BETWEEN STEVENAGE AND BIGGLESWADE CROSSOVERS.

ADDITIONAL [20] REQUIRED AND [15] FOR SET BACK AT STEVENAGE

INCLUSIVE OF PILOTMAN INSTRUCTIONS.

STATIC PILOTMAN REQUIRED AT STEVENAGE.

INTERMEDIATE HAND SIGNALLER REQUIRED - SINGLE LINE WORKING

SECTIONS TO BE SPLIT AT HITCHIN

UP TRAINS TO TRAVEL OVER THE UP SLOW

CAPACITY = 3 TPH

RAIL REPLACEMENT ROAD SERVICE TO OPERATE BETWEEN

CAMBRIDGE & STEVENAGE

STRUCTURE FOR THE AMENDED TRAIN PLAN

Network Rail advises operators to prepare a revised bid:

Up trains to travel over the Up Slow

Down trains to operate over the Up Fast under SLW arrangements between Stevenage & Biggleswade – static pilotman at Stevenage for set back (extra [15] required for set back) Extra [20] required for SLW

SLW Section split at Hitchin

Capacity = 3tph

FCC require 1 tph through the SLW

2 tph available for FOCs

FCC Bid to operate a Rail Replacement Road Service between Cambridge & Stevenage in place of Cambridge flow

Please note – associated with the above requests, the following changes will be made

P/1538985 – Kings Cross to Holloway – 2100 Fri to 2100 Sun – **Cancelled**

P/1644858 – Kings Cross to Copenhagen Jn – 2355 Mon to 0545 Tue -

Cancelled

P/1644703 – Woolmer Green to Hitchin – **Cancelled**

I think it will be necessary to hold a trains meeting to firm up the SLW & ECS plans – can you please get back to me with available dates in January please

I will now arrange for this possession to be published in the relevant WON

Kind regards

Phil Bates

Access Planning Specialist

Network Rail

500 Station House, Elder Gate,

Milton Keynes Central,

MK9 1BB



This email is in accordance with Access Condition D3.4.3 and relates to Section 3.1 of National Timetable Planning Rules being the Procedure for Altering Engineering Access Statement or Timetable Planning Rules other than through the Twice-Yearly Process Having Effect from a Passenger Change

Annex 'J' – Up fast email

From: Quilter Paul
Sent: 15 January 2013 20:17
To: 'John Cherrington'
Cc: 'Matt Pocock'; Hardy Ross; Wright Tim; Dunkin Kieran
Subject: RE: Grand Central various disputes

John,

I'm sorry I got the reason for the Up Fast not being available wrong, please accept my apologies. The Up Fast is blocked to provide access to the area between the Up Slow & Up Fast to make alterations to the overhead line equipment associated with the significant realignment of the Up Slow in the Alexandra Palace area. The need to block the Up fast is to provide the necessary electrical clearances for safety reasons from live equipment.

In summary our work scope at Easter is as follows;
Realignment of Up Slow from 2156points (Up Hertford to Up Slow Connection) TO
2146points (Wood Green south Junction)

- Installation of new formation on new Up Slow alignment through Alexandra Palace station
- Significant realignment of the Up Slow through the platform with track moving up to 4 metres
- Repositioning of the overhead line contact wire and supports on Up Slow
- Up fast OHLE adjustments associated with Up Slow realignment works
- Commissioning of the new Up slow platform 2 at Alexandra Palace
- Decommission existing Up Slow platform 1 at Alexandra Palace

Thanks,

Paul

From: John Cherrington
Sent: 15 January 2013 17:05
To: Quilter Paul
Cc: Matt Pocock; Hardy Ross; Wright Tim; Dunkin Kieran
Subject: Re: Grand Central various disputes

Thanks for this Paul,
We'll feed this back to GC and get their view but meanwhile can you expand on the 'degraded signalling' issue affecting the Up Fast line please?

Regards

John

From: Quilter Paul
Sent: Tuesday, January 15, 2013 04:59 PM
To: John Cherrington
Cc: Matt Pocock; [redacted]
Subject: Grand Central various disputes

John,

As discussed please find below Network Rail's proposals to try and resolve the following disputes Grand Central has with Network Rail:

Week 1 - open up the Hertford Loop for single line working mid morning for a few hours to allow Grand Central to operate 1 Bradford and 1 Sunderland service into King's Cross. In the evening these trains can return back to Bradford and Sunderland.

Week 2 - our proposals for Thameslink for this week are cancelled with the works to be re-planned which will allow Grand Central to operate its services.

Week 9 - the works are re-planned as a Type A 24 hour possession which will allow Grand Central to operate its services.

For week 1 you asked why can't the Up Fast be kept open, the reason for this is that the signalling system with the degraded working in operation can not cope with this additional line open.

I will see you tomorrow morning to discuss the EAS 2014 for LNE.

For week

Thanks,

Paul

Paul Quilter – Lead Access Planner LNE (Seconded)
Network Rail, The Quadrant:MK, Elder Gate, Milton Keynes Central, MK9 1EN



Save a tree...please don't print this e-mail *unless you really need to*

Annex 'L' – Passenger loads request

From: Bates Philip

Sent: 23 November 2012 18:26

To: John Cherrington; EXTL: Mendham, Louise (First Group); 'Hoyer, Andrew'; EXTL: Michael Kempster

Cc: Ratcliffe Andrew

Subject: Weeks 1 & 2 - Hitchin S&C Renewals

All

With reference to a forthcoming request for disruptive access in weeks 1 & 2 for Hitchin S&C Renewals, can I ask that you supply me with passenger loading figures for trains on a Sunday morning between 0800 & 1200 for the same dates in 2011 please.

We will have a degraded method of working which will require a reduced capacity in the above hours – outside these hours there are routes available for all services

Thanks and regards

Phil Bates

Access Planning Specialist

Network Rail

500 Station House, Elder Gate,
Milton Keynes Central,
MK9 1BB

